

THE REGIONAL TRANSPORTATION COMMISSION

PYRAMID/McCARRAN

EIS PROJECT

OPEN HOUSE COMMUNITY MEETING

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WEDNESDAY, MARCH 24, 2010

John Ascuaga's Nugget
1100 Nugget Avenue, 3rd Floor
Southern Pacific Room
Sparks, Nevada

CERTIFIED COPY

Reported by:

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A P P E A R A N C E S

FOR THE REGIONAL TRANSPORTATION COMMISSION:

LEE GIBSON, Executive Director

SCOTT GIBSON, P.E., Project Manager

MICHAEL MORENO, Staff

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1 SPARKS, NEVADA, WEDNESDAY, MARCH 24, 2010, 5:37 P.M.

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3
4 MR. LEE GIBSON: Folks, could I have your
5 attention, please? My name is Lee Gibson. I'm the
6 Executive Director of the Regional Transportation
7 Commission, and I first want to start by thanking
8 everyone for coming out this evening. We deeply
9 appreciate your interest in this project, and we're
10 going to work to have everyone who signed a card have
11 an opportunity to speak, but most importantly, I hope
12 everyone gets an opportunity to get together with our
13 staff and go around to the maps and go around to the
14 boards and look and touch and feel and talk.

15 I have a prepared script, so I need to
16 follow that. What I would like to do is some
17 introductions. What I would like to do is first start
18 with the elected officials that I have seen in the
19 room. I have seen Mayor Martini from the City of
20 Sparks.

21 (Applause.)

22 Councilman Ron Smith, also. He is also a
23 Regional Transportation Commissioner.

24 (Applause.)

25 And also County Commissioner Bonnie

1 Webber.

2 Those are the three that I saw and
3 recognized. If I'm missing anyone, please raise your
4 hand or identify. Did I get all the elected
5 officials? I want to express -- I am sorry. Ron
6 Schmitt from the City of Sparks.

7 (Applause.)

8 So I want to have a special thanks for
9 those folks for coming out. They have been very
10 interested in this project and also have been watching
11 very closely what we have been doing.

12 I would now like to identify and introduce
13 the RTC staff. These are the folks that I think many
14 of you may have already met, they are milling around
15 and still I think actually answering and working with
16 some folks. First, Bill Vann. Bill Vann is an
17 engineer with RTC. No relation to me, Scott Gibson,
18 and Scott you will be hearing from here shortly.

19 (Applause.)

20 We have Alan Yoshida. Alan, where are
21 you? There is Alan. Alan is also with RTC and can
22 answer many of your questions concerning property
23 issues.

24 Tom Greco, Tom Greco is here tonight. He
25 is an engineer with a long history with big projects

1 with Nevada Department of Transportation prior to
2 joining RTC.

3 I would like to have special recognition
4 for Angela White. Angela and Felicia Archer, they are
5 our public involvement friends. They are the ones who
6 have helped organize this tonight.

7 And of course, I cannot -- well, you will
8 hear from him later, Michael Moreno. Michael is one
9 of our -- well, he is a key outreach member, a key
10 staff member at RTC. He will be up here during the
11 public comment period.

12 This project has been closely coordinated
13 with the Nevada Department of Transportation, and I'd
14 like to recognize Phil Slagle. Phil, raise your hand.
15 Phil is an NDOT project manager coordinator who is
16 working with us.

17 And Phil, is Ruth Borrelli here? Ruth.
18 There is Ruth. As well as Jerry Hoover. Jerry.

19 And last but not least I want to identify
20 PD Kiser. PD Kiser is with the firm of Parsons
21 Corporation. They are the engineering consultant who
22 have worked to put together many of the maps and the
23 designs you see here tonight.

24 I want to just emphasize what the purpose
25 of tonight's meeting is. Tonight's meeting is really

1 for us to listen. This project, as all of us know,
2 has many challenges, and we want to work with everyone
3 to address those challenges and ultimately move
4 forward.

5 I can tell you that as we work through the
6 evening, as we get comments both here at the
7 microphone or on the record with the recorder, through
8 the staff, through comments we collect, through your
9 written comments, we will address each one of them,
10 and you will be able to go to the web and other venues
11 and see how we address those comments. It's our goal
12 to really work with everyone to make sure that
13 alternatives and actions really address and deal with
14 the comments. That's what we're going to do here.

15 Now a couple of housekeeping rules.
16 Again, we want to provide everyone an opportunity to
17 have input. Input can be obtained by filling out a
18 request to speak card. We have got a number of those.
19 If you are going to come to the microphone, we are
20 going to limit speakers to three minutes.

21 We also have other opportunities to
22 comment. Later on, if you wish, come up to the
23 recorder and the recorder will be happy to take down
24 your comments on the record.

25 We will also be able to take, if you want

1 to write out your comments, we have forms for that
2 and be able to collect all of those.

3 If you do have written comments, if you
4 fill out a form, please leave them with one of the RTC
5 folks that I have identified. Just please do that.
6 That is very important.

7 Last but not least, I want to now move on
8 and I'm going to turn it over to Scott. Scott is
9 going to give us a brief Powerpoint that is going to
10 talk about the history of the project and the purpose
11 and the need, and then we're going to move into the
12 public comment section. So with that, Scott.

13 One last elected official arrived, Council
14 Member Ratti. Julia Ratti is in the back of the room.

15 With that, I'll let Scott go through the
16 Powerpoint. Thank you.

17 MR. SCOTT GIBSON: Again, thank you, Lee.

18 And Assemblywoman Debbie Smith made it.
19 She came special from Las Vegas, I understand. There
20 she is. Thank you for coming.

21 (Applause.)

22 Again, let me reiterate what Lee said.
23 Thank you all for coming. We really appreciate having
24 you come out and talk to us and give us some input on
25 this project.

1 Many of you have been involved in this
2 process. We first rolled it out in 2006. So it has
3 gone through a lot of iterations so far, and we are --
4 I want to update you on where we're at, primarily is
5 what the purpose of this meeting is tonight.

6 So tonight I want to talk about briefly in
7 this Powerpoint presentation, I want to go through the
8 current status, where we're at right now, we're doing
9 some updated modeling and assessments of our future
10 needs in light of the downturn in the economy and how
11 that is going to affect this project and what our
12 future needs are going to be. We will talk about that
13 in a little more detail and where we are in terms of
14 our Environmental Impact Statement process on this
15 project. And then I'm going to go back and show,
16 provide some information that many of you have been
17 involved in this project before have seen but how we
18 got here, the project background and development, the
19 purpose and need and that type of thing, and then
20 after that we will open it up for public comments and
21 questions.

22 Right now the planning process, the
23 Regional Transportation Commission, we're the
24 metropolitan planning organization for the area. So
25 we're responsible for developing the long-range

1 transportation plan for the community, and that's
2 where it is our responsibility to look out 30, 40
3 years into the future and determine what the long-term
4 transportation needs for our community is going to be
5 as best we can.

6 Currently there has been and traditionally
7 we have done that by gathering growth information from
8 each of the individual agencies, and projecting that
9 and using our own traffic modeling projections to come
10 up with what the needs, the lane configurations and
11 where the major movements are going to be.

12 Currently we're undergoing the development
13 of a consensus forecast. The Truckee Meadows Regional
14 Planning Governing Board, which their Board is made up
15 of city officials from the cities of Sparks and Reno
16 and Washoe County, county officials as well, and they
17 are the ones that are developing the consensus
18 forecast with which our long-range growth is based,
19 and therefore, what our future transportation needs
20 are going to be. They determine what the future
21 population is going to be.

22 For RTC, our key time horizons for
23 developing projects is 2018 and 2030, a long ways into
24 the future. And they determine what the land use is
25 going to be and what the traffic demands associated

1 with that land use is going to be, and then we take
2 that data and use it, put it into our traffic modeling
3 software and determine what the needs are going to be
4 at the Pyramid/McCarran intersection and the Southeast
5 Connector on Vista and Sparks, and all of these other
6 arterials and freeways throughout our community.

7 We are in the process of looking at that
8 now in light of the current economic conditions. We
9 are not growing like we were three years ago. It has
10 slowed down drastically. So we are reassessing what
11 our needs are going to be and how much capacity is
12 going to be needed.

13 A lot of these alternatives, and we'll
14 talk about those in detail, are probably showing
15 over-design, but again, that is something that has to
16 come out of that process. So we're kind of here
17 today, we're hitting the reset button, we are looking
18 at these projects very closely so that we are
19 designing to what we need and not over-designing or
20 under-designing based on the future capacity here.

21 This project is also part of an
22 Environmental Impact Statement. The funding for this
23 originally came out of a Pyramid corridor earmarked
24 funding that was provided by Harry Reid for the entire
25 Pyramid corridor to evaluate --

1 (Boos from audience.)

2 I just said the name. So anyhow, the
3 Federal Highway Administration is one of our partners
4 in this, and we're under an Environmental Impact
5 Statement.

6 We're evaluating. There is a lot of
7 aspects of an Environmental Impact Statement. We have
8 to look at things. This project isn't impacted by
9 things such as bugs and bunnies, environmental stuff,
10 but we have historic resources, impacts to the
11 community and housing and that type of thing, and
12 we're in the process of evaluating that.

13 This flow chart identifies a purpose and
14 need, and then you scope the project, and we have
15 actually got in here and started to do some of the
16 studies on the historic resources and properties,
17 noise, visual effects, all those types of things
18 associated with the different alternatives that we
19 develop or things we look at. But we are essentially
20 kind of back up here identifying, again, what that
21 purpose and need is going to be in light of our
22 current and future traffic projections.

23 With that, let me get back into the
24 project background and development. I know a lot of
25 you have not seen this before.

1 The project team associated with this,
2 this is the intersection of two NDOT highways. The
3 RTC doesn't own any of the roadways in the region, but
4 as the Regional Transportation Commission, we're
5 responsible for moving these, and NDOT allows us to
6 come in and do designs and work with them as a partner
7 in developing these.

8 So our other partner in this is the
9 Federal Highway Administration. Again, this was
10 originally envisioned to be funded primarily through
11 federal dollars.

12 Then we have a technical team that
13 involves engineers, planners, traffic folks,
14 right-of-way specialists and NDOT, the cities of
15 Sparks, Washoe County, and those are all part of the
16 technical advisory team that looks and evaluates
17 alternatives as we move through the design process.

18 Then a part of the EIS public involvement
19 and getting citizen involvement input about your
20 neighborhoods and the impacts to you and what the
21 community's needs are for this project is a critical
22 aspect of that. And we have been out many times to
23 talk to the community about what we're doing on that,
24 and getting your input is an important thing to us and
25 something that we pay attention to and listen to, and

1 hopefully we will prove that we demonstrate that as we
2 move through here.

3 To get a little perspective on what a 20-,
4 30-year planning horizon looks like, this is a map of
5 the city of Sparks. This shows Sparks in 1976. This
6 is I-80 right here. The Pyramid/McCarran intersection
7 is right up there. Village Green subdivision was just
8 under construction, and McCarran dead ends over by
9 Ms. Lagomarsino's house.

10 Thirty years ago we didn't have a Sparks
11 Boulevard, there was no Greg Street, Vista, Prater
12 Way, didn't go all the way to Vista. Baring
13 Boulevard, Los Altos, all that development didn't
14 exist. McCarran, again, dead-ended right there, it
15 wasn't completed until closer to the '80s.

16 The US 395 only went as far as Glendale
17 Avenue. The MGM Grand was just under construction.
18 Disc Drive, of course, didn't exist, and all of the
19 growth to the north, Wingfield and the Spanish
20 Springs. A lot of stuff happens in 30 years.

21 Imagine the dollar amount of that
22 infrastructure and the miles and miles of streets that
23 have gone in to accommodate the growth. We might be
24 growing more slowly now, but I think we still live in
25 one of the greatest places in the country, and people

1 are going to continue wanting to move here and live
2 here.

3 This is the current project area. It's
4 kind of a misnomer to call it an intersection project.
5 I apologize for this screen being so far away and so
6 small. It now goes through a very densely developed
7 area. There are seven churches in our project area,
8 elementary schools, of course, shopping, busy and
9 thriving shopping district. So there is a lot of
10 activities that go on there.

11 Again, we call it an intersection project
12 right there, but it actually touches the Queen Way
13 intersection to the north, Fourth intersection to the
14 east, York and Roberta are both in there as well and
15 Rock Boulevard to the west. So it is a very big
16 project area, and there is a lot of pavement actually
17 involved in that.

18 Of course, the purpose and need associated
19 with this is traditionally, and we're reevaluating
20 that in light as we get traffic numbers associated
21 with this, but congestion and delay has been the
22 biggest driver for this. Again, it is primarily
23 commuter traffic coming down from Spanish Springs and
24 all of that tremendous growth that occurred during the
25 late 2000's to the north.

1 There is also a high accident rate. This
2 is the number one accident location in the city of
3 Sparks, primarily people getting rear-ended, I'm told
4 by the police, as they come down trying to make that
5 southbound right turn lane where it nudges out a
6 little bit by that telephone pole there.

7 So the purpose of the project is to
8 increase the capacity so we get more flow through that
9 intersection, make it more safe, but the other aspect
10 of it that is very important to me is trying to
11 improve the intersection area itself.

12 Right now there is no pedestrian/bicycle
13 amenities. It's a very hostile environment for other
14 users. It is a hostile environment for commuters as
15 well.

16 But we're trying to do more than just
17 design for traffic levels. And we will talk about
18 that a little bit more as well.

19 Again, here are some of the crash rates
20 associated with that. Again, the main thing is that
21 this is the number one crash location in the city of
22 Sparks.

23 As we move through this design process and
24 as you see around the room there are -- we will talk
25 about these alternatives in a little bit more

1 detail -- but we have three alternatives that have
2 kind of emerged out of the previous process. But out
3 of that we had looked at 16 or I think there were 17
4 or 18, some of them that didn't get very well
5 documented because they went by the wayside rather
6 quickly, but we had a lot of conceptual alternatives
7 that we looked at: roundabouts, elevated left turn
8 lanes, SPUI's, a number of alternatives that were
9 explored by the technical advisory committee. These
10 either did not meet the purpose and need that we had
11 at the time, achieving the desired level of service,
12 levels of service at the proper time in the future to
13 make it through to fulfill the requirements of the
14 purpose and need. So we moved on.

15 We're now looking at all of these again in
16 light of when we get the new traffic numbers and see
17 what those levels are. Some of these may again become
18 more viable and a more satisfactory solution to those
19 problems. What we have, I have highlighted some of
20 them in red there because these are more interchange
21 level improvements that were identified, and that
22 probably is not going to be -- we will never be
23 looking at that level of facility at this location.
24 So those will probably go by the wayside even as we
25 reassess that.

1 A couple of the new things, and I heard
2 people talking to me tonight about that, was signal
3 upgrades and revisions, and the Queen Way intersection
4 improvements, and there is several sides to that issue
5 as well, of course. A lot of the congestion at Queen
6 Way, of course, is Pyramid/McCarran intersection.

7 A SPUI is a single point urban
8 interchange. Like the new intersection, the one at
9 Keystone and I-80 and Plumb Lane is a single point
10 urban interchange.

11 Apologize for that. Thanks, Bill, for
12 catching me on my acronymology.

13 Again, we have had a long public outreach
14 process on this. We started back in 2006 and had a
15 number of major public meetings to get feedback on
16 that. We had a citizens advisory committee that we
17 developed, involved people both at the neighborhood
18 level, from the Immaculate Conception and Village
19 Green, as well as the Sparks Citizens Advisory Board
20 Chair and to represent kind of the commuter interests
21 on the project.

22 And then we have presented this before the
23 Sparks Citizens Advisory Committee and as well as
24 numerous presentations at the City of Sparks City
25 Council, Washoe County Commission, before our Board,

1 and have had lots of numerous one-on-one meetings with
2 interested citizens as well. That is always a viable
3 option that we're open to exploring with you, and we'd
4 be happy to invite you in and give you any more
5 details on this that you need to have.

6 The current alternatives that have moved
7 forward out of that process before, again, that we'll
8 be revisiting in detail, are this eastbound and
9 northbound direct connector. The two heaviest
10 movements that we're trying to address with this
11 project is the southbound to eastbound, southbound and
12 westbound traffic in the morning, the a.m. peak, and
13 then the evening traffic going the other way heading
14 east and going north. So all of these kind of address
15 those major movements in different ways.

16 And when we have the eastbound and
17 northbound direct connector, that is the flyover that
18 kind of cuts over the northwest corner of the
19 intersection. There is an expanded at-grade
20 intersection that just adds a lot of lanes, primarily
21 a three-lane left turn lane that goes to the east and
22 then to the north in the evening. And then there is a
23 grade separation scenario that takes Pyramid over
24 McCarran and on south which would carry mostly
25 commuters to I-80.

1 Our recent modeling, and we will be
2 looking at that again, but it seems that people
3 were -- an early evaluation showed that it was about a
4 50-50 split between people wanting to go down to I-80
5 to get to where they were going or people wanting to
6 go over on to 395. Now it seems to be a lot more
7 dominant to 395. So this alternative is losing a
8 little bit of juice in terms of addressing those
9 issues, as well as having a lot of impacts on local
10 businesses and such.

11 This is alternative 1 direct connector.
12 Again, it is very hard to see. When we get done we
13 will be happy and go back and take a look at the
14 charts again.

15 There is a flyover that takes this traffic
16 directly out of the traffic stream and out of the
17 intersection itself and carries it over up to 395
18 heading -- I mean Pyramid heading north and out of the
19 intersection, increasing a lot of the green time for
20 the other movements at that intersection. Here is a
21 rendering of that. This is Immaculate Conception
22 there and Mount Rose in the background there looking
23 to the northwest.

24 This is the expanded at-grade
25 intersection. Again, there is a lot more lanes

1 associated with that and a three-way left turn lane to
2 accommodate that traffic.

3 FROM THE FLOOR: Over Queen. We talked
4 about that for five years.

5 MR. SCOTT GIBSON: This is an example of
6 what that could look like, Pyramid looking south.
7 This is just south of the Queen Way intersection, and
8 again, it shows -- we will look at this in a little
9 bit more detail -- but sidewalks and parkways and a
10 median strip, room for bicycle facilities.

11 And this is, then, the alternative 3 is
12 the grade separation. This is the bridge carrying
13 through traffic over McCarran Boulevard. This is what
14 that would look like with this bridge structure in the
15 background. This is looking east on the west side of
16 the Pyramid and McCarran intersection.

17 Right-of-way alignment, with these three,
18 the boards around the room kind of demonstrate these
19 three, the footprints of each one of these
20 alternatives is pretty much the same. They almost
21 require the same amount of space on the ground.

22 Of course, that direct connector takes a
23 little bit more out of that one corner of the
24 property. But the right-of-way, this corridor,
25 Pyramid particularly, and McCarran on the east side of

1 the intersection are very very tight. About all the
2 space has been already shaved off of those. The
3 backyards along those areas are very tight, and right
4 up against the roadway itself.

5 So we have six alignments that are under
6 consideration, that have been under consideration for
7 each of these alternatives, and that is moving Pyramid
8 either to the east or to the west, to the east impacts
9 more homes and to the west impacts more commercial
10 properties.

11 Then moving McCarran all the way, holding
12 the southern right-of-way lines so you move all of the
13 improvements to the north, or there is a midway point,
14 a mid-south point that comes through and takes --
15 would shave some right-of-way off of both sides of
16 McCarran, and then there is a full south alternative
17 that we're taking a look at that would hold the
18 northern right-of-way line and move all of the
19 alignment to the south.

20 These are some examples of these. They
21 are very to difficult to see. As I wiggle through
22 there you can see the changes between the north and
23 the south and the east and the west.

24 Some of the stuff that we're trying to
25 balance here is to address the traffic issues at this

1 intersection as well as address the needs of the
2 people who live at the intersection and the community
3 at the intersection. So our mandate is to because
4 we're solving a commuting problem, a traffic problem
5 for the larger community -- again, this is an
6 intersection that handles 60,000 vehicles a day -- is
7 how do we make sure that we're addressing the needs of
8 the people who live at the intersection itself, and
9 that is something that is very important to us.

10 So looking at that in terms of our
11 benefits, we're reducing the congestion and delay for
12 people who also live in the area and makes it more
13 accessible and easier for them to get around if we
14 design this properly. We also improve the safety so
15 that there is not as much risk or threat to life and
16 limb from this high accident area, and then the other
17 thing that we can do is improve the neighborhood
18 livability to make this area a better place than it is
19 now.

20 There are a lot of -- currently we have
21 very narrow sidewalks adjacent to very busy NDOT
22 highways, essentially. There are very little
23 pedestrian amenities, no sidewalks, pedestrian ramps
24 that open on to dirt, again, very little sidewalks and
25 the sidewalks just go away. Bike lanes that don't

1 really exist or also start on one side of the
2 intersection and disappear on the other side of the
3 intersection.

4 So again, this is an image from that
5 looking south, just south of Queen Way, this is by the
6 nursery over there and what it could potentially look
7 like after the project is completed. Again, this is
8 using the expanded at-grade intersection as an
9 example, again, having medians with landscaping,
10 having a parkway separating pedestrians from the
11 traffic lanes, having nice visual screen walls and
12 perhaps noise reduction walls that will help decrease
13 the noise associated in the neighborhoods.

14 This is a potential what a wall detail
15 could look like. Again, sound walls are also -- some
16 people can't live without them, some people feel they
17 are an impediment to things. This is an example, and
18 we build this stuff. This is Southwest McCarran, and
19 the landscaping and sound walls and some of the
20 treatments that are down there that have been
21 effective and improve that area that could be similar
22 in the intersection area itself.

23 Again, I'm the project manager, my name is
24 Scott Gibson, here is my contact information. All of
25 this information is also available on our website, as

1 well as other Pyramid corridor projects can be
2 addressed there and found there. And with that, I
3 think we will open it up to our public comment. With
4 that I'm going to turn it over to Michael Moreno who
5 is going to moderate this discussion.

6 (Applause.)

7 MR. MORENO: Good evening, ladies and
8 gentlemen. How are you tonight? Thank you for
9 coming.

10 The way this is going to work, we will
11 have three microphones that we will be able to
12 navigate the room for you to make your comments. I
13 have comment cards up here. If you have a comment
14 card and have not had an opportunity to get it to me,
15 you can give it to Angela or Felicia, and they will
16 both be at either end of the room, and so we will run
17 the mike over to you and have you ask your question.

18 Now I may not be able to pronounce
19 everybody's name correctly. So don't throw anything
20 at me.

21 We will get this started. The first
22 individual is John Bisceglia. In the queue will be
23 John K. Bradbury, and then Rich Pelton. So you need
24 to raise your hand so both Angela and Felicia know
25 where you are at so we can run to you.

1 Mr. Bisceglia.

2 **JOHN BISCEGLIA**

3 **PUBLIC STATEMENT**

4 MR. BISCEGLIA: First of all, folks, my
5 name is John. I'm a World War II veteran. I served
6 over three years in the South Pacific --

7 (Applause.)

8 -- for our wonderful country, and it was
9 at that time. Other than that, we will go on from
10 there.

11 I want to come here just to tell you how I
12 feel about my church, Immaculate Conception.

13 (Applause.)

14 I'm not going to stay here all night
15 talking to all you people. I don't have the strength.
16 So right now I just want to take one minute of my
17 time, I'm going to talk to you straight what I think
18 about this whole situation. Our plea is please do not
19 take away our worship, period.

20 (Applause.)

21 Second I want to say, I'm going to talk to
22 you straight, you people just don't care about who
23 gets hurt. Money is the game.

24 That's all I have to tell you. I hope it
25 all comes back to where everything was at one time.

1 Immaculate Conception, leave us alone and we'll do our
2 part. So we appreciate you people, but leave us alone
3 and don't disturb us. Thank you.

4 (Applause.)

5 MR. MORENO: Next up, John K. Bradbury.
6 John, where are you?

7 **JOHN K. BRADBURY**

8 **PUBLIC STATEMENT**

9 MR. BRADBURY: Hello, I'm John Bradbury.
10 I live in North Spanish Springs, and I enjoy the
11 stopping at McCarran. And we have to admit that we
12 created a funnel, and that is the bottom of the
13 funnel.

14 When I came here in 1990 and looked
15 around, I decided I was going to move here. '96 I
16 moved. And I was advised in '90 that we were going to
17 have an alternative route into town. One of them was
18 called the Pyramid-Tahoe link. That would link the
19 east side of the valley down clear across.

20 Then the Sun Valley alternative. That
21 alternative route has been changed several times, and
22 even the alignment through the regional park in Sun
23 Valley was requested and was granted by RTC. We need
24 to have more than one escape route.

25 (Applause.)

1 I'm not saying that we will ever remove
2 the congestion of a funnel. We can't. But we can
3 spread the wealth. I think that is what RTC needs to
4 do first, because at this point we have the cart
5 before the horse.

6 (Applause.)

7 MR. MORENO: Rich Pelton.

8 **RICH PELTON**

9 **PUBLIC STATEMENT**

10 MR. PELTON: Welcome. First off, my name
11 is Rich Pelton, and give you a little bit of history.
12 In 1972 I began my career at McDonald's as a front
13 counter person. With that said, we have actually,
14 with my wife and I -- this is my wife Mary -- we're
15 the owners of the McDonald's at the Pyramid and
16 McCarran exit.

17 Some things to consider is with option 2,
18 and I know -- I'm here to say that McDonald's has the
19 best coffee anywhere. However, some of you still like
20 Starbucks; right?

21 With option 2, you not only lose
22 McDonald's but you lose Starbucks. So with that said,
23 our payroll, we have an annual payroll at that site of
24 about \$400,000. And we employ about 45 people. And I
25 know that may be small to many of you who may lose

1 your homes in this, but it is something to consider.

2 So with that said, I would take a look at
3 the economic impact. Part 2, when I was talking to
4 one of the planners, he very simply said, oh, we will
5 just relocate you. It's very difficult to relocate a
6 McDonald's, let alone the Chevron and let alone the
7 Starbucks.

8 Thank you. I forgot their name. So
9 please take those things into consideration. Thank
10 you.

11 (Applause.)

12 MR. MORENO: Let me just reiterate for the
13 public, as Scott mentioned tonight, we are
14 reevaluating all the alternatives that we have studied
15 for this project. But more importantly, we want to
16 hear from you and we want your ideas so that we can
17 work together to bring a project that is going to
18 benefit all of us right here in our community.

19 The next person to speak and in the queue
20 to follow, Dorothy Gonzalez followed by BJ Perez
21 followed by Daniel Kraft. Dorothy, where are you?

22 **DOROTHY GONZALEZ**

23 **PUBLIC STATEMENT**

24 MS. GONZALEZ: Hi. I'm Dorothy Gonzalez.
25 I'm a parishioner at Immaculate Conception, but I also

1 live in that neighborhood along Pyramid that is going
2 to lose all the homes in this project.

3 Many of my neighbors and the people along
4 that road are lower income or elderly people, lots of
5 elderly people. We meet them when I take my son for a
6 walk and they have their dogs out, and I just want to
7 say that displacing these people, seizing their homes,
8 handing them a check, is not going to be enough.

9 I know as a mom that it would be really
10 hard to move your whole family, pack up your whole
11 family when you have little kids and elderly, people
12 that can't go house hunting, maybe don't have family
13 around here. I know one person that does not have
14 family around here, she cannot just take a check and
15 go find somewhere else to live. So I think that first
16 I think that we need to not displace these people
17 because it would be an unjust thing.

18 (Applause.)

19 I think it would be -- well, I know it
20 would be unjust. And I think that it is specifically
21 targeting elderly and lower income people, and that is
22 just unacceptable. It is a violation of the private
23 property rights of the citizens of Sparks to save on
24 commute time, and that is just unreasonable.

25 I also just wanted to mention that

1 Immaculate Conception is a church that is really
2 important for all the Catholic churches in the
3 Reno-Sparks area. We offer things that people come to
4 from South Reno. I head up a toddler room for the
5 moms group, and I have helpers in there that come all
6 the way from the way south side of town, from Hidden
7 Valley, to go to the moms group that includes moms
8 from all over the diocese of Reno.

9 So I won't say more, but I just want to
10 let you know that there is conventions going on there.
11 This is kind of the happening church in Reno for the
12 Catholics in the area. So impacting that church is
13 not just about our people but really the Catholics all
14 around the Truckee Meadows. Thank you.

15 MR. MORENO: BJ Perez. BJ Perez, where
16 are you? Come up to the microphone, please.

17 **BJ PEREZ**

18 **PUBLIC STATEMENT**

19 MS. PEREZ: Can you hear me? I have a
20 couple things, since this is supposed to be an
21 environmental impact study.

22 I have three homes on Emerson. One backs
23 right up to Pyramid Way. We have dead trees. It is a
24 rental property, so we're constantly going in and
25 replacing carpet, painting, that sort of thing.

1 Within a week of repainting the place there is so much
2 dirt in there that you can't even believe it. It is
3 major pollution.

4 So I have a problem and concern with the
5 overhang ramp that is proposed above the church. Even
6 though I'm not a parishioner there, I'm a neighbor to
7 the church. My primary residence backs up to their
8 prayer yard, along with another rental next door.

9 And you are more than welcome to set up a
10 tent at my house on Pyramid and Emerson that is a
11 yellow house with a big stone wall. The noise is
12 incredible. The dirt inside is incredible. We have
13 dead trees, dead plants, and it is all coming from the
14 road hazards.

15 A few other things that I want to mention
16 is that the visual impact for the church, the church
17 is a beautiful quiet place, they are a wonderful
18 neighbor, I couldn't ask to be put next to something
19 that is more peaceful and more quiet. And as the
20 owner of one of the few mortgage companies left in the
21 world, I can tell you that you have to be real
22 careful. The property values have fallen in that area
23 more than you can possibly imagine. And some people
24 either owe more than their home is worth or you might
25 think, oh, well, we can fix that.

1 It's not that simple. With the bank
2 lending guidelines being what they are, people may not
3 be able to qualify for another home. It is extremely
4 tight. So these are all things that have to be
5 factored in because eminent domain laws are
6 particularly brutal.

7 And I have a lot of experience, 23 years
8 in this industry, and I can tell you that just because
9 somebody has 10 percent down, they are not going to
10 get a loan. Just because somebody has 20 percent
11 down, they are not going to get a loan.

12 And there are people that could be
13 displaced and literally have nowhere to go. So that
14 was just something else that I wanted to add.

15 And lastly, as being a Village Green
16 resident, the Queen Way, no words. You can't get out,
17 which means that emergency vehicles can't get in.
18 Sometimes it takes me 10 minutes at 5:00 o'clock to
19 get out of Yori Way.

20 These are all things that just seem like a
21 bad idea because Village Green is going to be
22 landlocked. We're going to be stuck in there, and
23 that means if we can't get out, police and fire can't
24 get in.

25 That's kind of where I'm at and trying to

1 be optimistic, but it is difficult. We have always
2 accepted that we would lose one of our properties, but
3 with some of these alternatives, we're going to lose
4 all three of them because the noise and pollution is
5 going to be just more than anybody could stand to live
6 near. Thanks.

7 (Applause.)

8 MR. MORENO: Mr. Kraft was asking some
9 questions. Mr. Kraft, if you will get with me after
10 the Q and A, I will talk with you about your questions
11 specifically.

12 The next person is Jim Walsh. And he will
13 be followed by Inez Kraft and then Mary Squires.

14 **JIM WALSH**

15 **PUBLIC STATEMENT**

16 MR. WALSH: My name is Jim Walsh, and I am
17 a member of Immaculate Conception, but I am not
18 speaking on behalf of those 6,000 members. I'm
19 speaking on behalf of myself.

20 I think it is a shame that those of us
21 older residents of this county would have to bear the
22 extra added expense that would go towards our taxes in
23 order to take care of a small traffic problem. And
24 that is a poor use of funds.

25 Secondly, those of you who are aware of

1 19th Avenue in San Francisco, just think in terms of
2 Pyramid Way, 19th Avenue, no left turns, think of UPS
3 trucks that tell their drivers make all right turns,
4 no left turns. So if you must do something, increase
5 the use of Pyramid from the freeway.

6 It is stupid, it's dumb to make people
7 come off at the 395, come up to McCarran, make a right
8 turn, come all the way down and then make a left turn
9 to go out to Spanish Springs. Better to do something
10 with Pyramid, even to the extent of blocking off some
11 of the shorter streets, widening Pyramid and making it
12 five to six lanes, eliminating left turns, and
13 increasing the speed of traffic.

14 Those of you who can think in terms of
15 standing in line sitting behind cars that want to turn
16 left, just think in terms if there were none of those
17 people that had to turn left, that many cars could go
18 through that intersection, and those people that would
19 have to turn left would, of course, do what other
20 people do, and that is make right turns down to better
21 intersections.

22 Thank you.

23 (Applause.)

24 MR. MORENO: Inez Kraft. Inez, where are
25 you?

INEZ KRAFT**PUBLIC STATEMENT**

1
2
3 MS. KRAFT: Good evening. Basically what
4 I want to say is why bother spending \$87 million for
5 an intersection that is just a stopgap measure. They
6 are going to have to put that -- a feeder from Disc
7 Drive over to 395 eventually anyway.

8 (Applause.)

9 I'm sure that those people who live up in
10 Spanish Springs would rather go straight over to 395
11 and down rather than wind their way through traffic to
12 get on to it at some other location. If they enlarge
13 the Pyramid, then there will be another down the road
14 that you are going to have to remodel or do something
15 with.

16 Now \$87 million is a lot of money for us
17 to come up with. I don't think they have got their 87
18 million now on their hands to do that intersection.

19 So what are they going to do? They are
20 going to bond themselves out for 30 years depending on
21 the 5 percent gasoline tax that is supposed to come
22 in. Well, 30 years is about a quarter of a billion
23 dollars principal and interest. You take that money
24 and you put it into that interchange up there off of
25 395 at Spanish Springs and you have got a good start

1 at something that is really worthwhile.

2 So I just wanted to mention that, it is a
3 lot of money for us to have to keep putting out.
4 Thirty years? That is your life, that is my life, and
5 that is your kids's life.

6 What is going to happen in 30 years?
7 There are going to be a lot more interchanges that are
8 going to have to be fixed and repaired, and the
9 problem will not be solved because as they develop out
10 north, they are going to want more and more money for
11 more and more projects, that this is absolutely
12 wasteful.

13 The other thing I want to say is when
14 somebody buys a house, or sells a house, and property,
15 they have to disclose something, that there is
16 something wrong with the property or something wrong
17 with the house.

18 When we built the Immaculate Conception
19 Church, which just got finished three years ago, they
20 didn't disclose that they were going to do this to our
21 church. They didn't do that. Why not?

22 (Applause.)

23 What is good for the goose is good for the
24 gander. I mean, if you are going to make people
25 disclose things, then they should have told us about

1 the church.

2 If those people that live in that housing
3 development would have known that 2,000 or so people
4 are going to be driven through their housing tract to
5 get to the church, which is almost going to be
6 landlocked, they wouldn't like that either. They
7 wouldn't like the fact that it's going to be an
8 impossibility for our children to be safe there at
9 that little supplement to the church because that is
10 where they hold children's classes.

11 There is people coming and going in that
12 church all the time, and where are they going to go?
13 Through that housing development. Now they are going
14 to take 70 people homes away from them?

15 MR. MORENO: Miss Kraft, I am sorry but we
16 have a lot of other people that want to talk.

17 MS. KRAFT: Then why don't you buy our
18 church out so we can go somewhere where we can
19 worship. Thank you.

20 (Applause.)

21 MR. MORENO: Following Mary Squires will
22 be James Dorsey, followed by Mac Wright. Mary.

23 **MARY SQUIRES**

24 **PUBLIC STATEMENT**

25 MS. SQUIRES: Hi. I'm a member of

1 Immaculate Conception Church. I also live in Village
2 Green subdivision.

3 And for the gentleman that owns
4 McDonald's, I can be very sympathetic with your
5 situation. I also want to bring to mind that if you
6 replace our church, it is going to cost you \$39
7 million.

8 But you know, something that you have to
9 also -- it is Mrs. Lagomarsino who has lived in that
10 corner lot. She's got a beautiful house. It's
11 probably priceless in many ways, not just to her and
12 to her family but to the people that even drive by
13 there and get a glimpse of what life used to be.

14 I want people to keep that in mind also.

15 Also in talking to someone with RTC, makes
16 the statement, and it's not one of the engineers, it
17 is somebody on the Board, makes the statement that
18 they have all the money to do all three major
19 intersections. They don't have the money in a cash
20 fund right now. Where they have the money is only if
21 it's bonded. And we just heard the lady explain
22 bonding.

23 You know, it is like taxing your soul to
24 the devil, only it is to the government, and which is
25 worse?

1 (Applause.)

2 We have seen what the federal government
3 wants to do with a lot of our money. It's going to be
4 more than China that is going to own us.

5 Also what I would like to address is the
6 article in today's newspaper was a nice article saying
7 everybody come out, speak what you want to speak on
8 the McCarran and Pyramid intersection. Also the
9 opposite page stated that as far as 2009 went, we have
10 dropped our population 25 percent. That's a lot of
11 people. I don't think we're going to raise 25 percent
12 even in the next five years.

13 So I would ask people here with RTC to
14 seriously consider other alternatives, not spending
15 \$87 million, which would be probably half a billion,
16 and also I'd like the people here to recognize that
17 the people that are here with RTC that are the
18 engineers and the people that work with them, they are
19 kind of in a buffer zone between us and to the RTC
20 Board members. We want to address pertinent
21 information also, we need to write, phone call, and
22 e-mail those people that are on the RTC Board.

23 A lot of times they have these meetings
24 and they are not here as a group. We have these
25 people and they are trying to buffer everything.

1 I'd also like to thank John Ascuaga for
2 allowing us the use of his room. Thank you.

3 (Applause.)

4 MR. MORENO: The next person is
5 Mr. Dorsey. As Mr. Dorsey approaches the microphone,
6 I do want to clarify that we're not looking at taking
7 Immaculate Conception Church. Mr. Dorsey.

8 **JAMES DORSEY**

9 **PUBLIC STATEMENT**

10 MR. DORSEY: Yes. James Dorsey,
11 Immaculate Conception Church.

12 A couple of things. In the history of
13 this everybody got excited because the church was told
14 that no right-of-way could be taken from the shopping
15 center; therefore, it was going to come from the north
16 side of McCarran. But investigation reveals that
17 there is at least 50 feet of dedicated right-of-way
18 south of the edge or back sidewalk along the shopping
19 center. There is also some additional right-of-way
20 dedicated along the north side of McCarran of which
21 none of the church's improvements affect.

22 The church operates under a special use
23 permit. Part of that condition that got the
24 neighborhood to accept the church and for a special
25 use permit to be approved was that all possible access

1 for maintenance, trash pickup, electricians, et
2 cetera, all be done from McCarran. Our coolers are on
3 McCarran side.

4 One of your alternatives would take all
5 that out and would therefore put us in violation of
6 our special use permit.

7 Now one of your staff has already
8 suggested that can be mitigated and get the city to
9 change their requirements. That sounds fine. But let
10 the Councilmen get enough of those members of the
11 community that would now be burdened with all the
12 traffic coming through, all the trash pickup coming
13 through the Emerson side rather than McCarran side and
14 the threat of those Council members no longer being
15 elected, I wonder how long the waiver on the special
16 use permit would hold up.

17 (Applause.)

18 And I would hate to see us lose our access
19 to McCarran, which is also part of the special use
20 permit requirements, and later on then the church fail
21 because we have driven parishioners away who no longer
22 wish to attend because it's too inconvenient and too
23 awkward to have access. Then we would have a contest
24 on the true appraisal worth of the loss of the church.

25 Also just another thought that I have been

1 hearing tonight from others, given the upside down
2 mortgage, given the senior situation, way back in the
3 early 1960's when Cal-Trans was still called the
4 Division of Highways, I was a member of the
5 right-of-way engineering there in District 7. The
6 Century freeway was being built. It was a very low
7 income area, and the courts already ruled that just
8 compensation wasn't going to do it for that whole
9 freeway stretch because there was never a comparable
10 available. So they had to relocate a whole new
11 subdivision, move houses or build new ones before the
12 freeway was upheld -- was held back about 10, 15 years
13 for all that relocation to be done. So given this
14 thing, that is something you might want to keep in the
15 back of your mind.

16 We don't -- we want to protect the church,
17 but we don't want to see the church be half taken or
18 partially taken or say it is going to be, it is going
19 to be mitigated because we know that won't hold up in
20 the long haul. Thank you.

21 (Applause.)

22 MR. MORENO: Mac Wright.

23 **MAC WRIGHT**

24 **PUBLIC STATEMENT**

25 MR. WRIGHT: Thank you. My name is Mac

1 Wright. I just moved here in November of last year.
2 So I didn't get on some of the early stuff here.

3 Talking to your people tonight and hearing
4 what we're going to do, this or this is proposed, this
5 is proposed, all I have seen so far with all your maps
6 is you have moved the congestion from Pyramid and
7 McCarran up to Pyramid and Queen.

8 (Applause.)

9 I'm not real sure that that's that neat an
10 idea. I do not use Pyramid down to 80 because of the
11 traffic problems and the idiocy that goes along there.
12 So I go down to McCarran and go over to 395. I'm
13 wondering why with all of this going on aren't we
14 talking about reducing the number of vehicles using
15 that intersection. Punch Disc through to 395.

16 (Applause.)

17 That gives you one more -- excuse me --
18 that gives you one more stretch of access from 395
19 across to Vista and across on Sparks Boulevard. And
20 maybe there is another way to get across a little bit
21 further north across Pyramid. The easy way, to me, to
22 solve some of this is get rid of the number of cars
23 using the McCarran/Pyramid intersection. Thank you.

24 (Applause.)

25 MR. SCOTT GIBSON: Let me address that

1 comment specifically.

2 This is one intersection project, and
3 again, as I talked, mentioned earlier, our job at the
4 RTC is to plan for transportation needs over the next
5 30 years. We're currently in an economic downturn.
6 That was an intersection that has traditionally
7 operated at failure levels. Right now the traffic has
8 eased a little bit over the last couple years, but at
9 some point in time we're going to grow again, and
10 we're evaluating those models to see what those needs
11 are.

12 But a couple things I want to clear up.
13 First, the gentleman's comment, he is absolutely right
14 that an alternative to address this to ease the
15 congestion at the intersection would be a project
16 going from Disc Drive over to 395. And that is a
17 separate project called the US 395 connection.

18 If you go to our project website, this is
19 another Pyramid corridor project that is another
20 Environmental Impact Statement, a huge expensive study
21 that is going on, there is a different project manager
22 on that, and what this shows is Disc Drive improved
23 all the way over to Vista. These are some possible
24 scenarios associated with that.

25 And then a number of alignments coming

1 over and tying into 395. There is also scenarios
2 being evaluated for Pyramid becoming a controlled
3 access freeway and assessments like that, that
4 addresses that issue. That takes an enormous amount
5 of traffic away from the Pyramid/McCarran
6 intersection.

7 UNIDENTIFIED SPEAKER: Do it first.

8 MR. SCOTT GIBSON: The current modeling
9 scenarios that we're doing on all of the traffic and
10 the growth associated with our area is looking at that
11 project and the growth and the traffic needs
12 associated with that. This is a very expensive
13 project.

14 However, I don't want to get off on that,
15 it is a different project. And in the future it may
16 not -- we're going to continue to grow, though, and in
17 the past both projects have been needed to address the
18 concerns. Check out with our current modeling whether
19 or not that is still the case.

20 MR. WRIGHT: One last thing.

21 MR. MORENO: We're going to move on, sir.

22 MR. WRIGHT: One real quick one.

23 MR. MORENO: I have got a stack of people
24 here.

25 MR. WRIGHT: I forgot one little point

1 real quick. You are taking 70 homes and a shopping
2 center out of the tax base.

3 MR. MORENO: Next person, and I'm not
4 certain if this person meant to approach the
5 microphone, Larry Stegmiller.

6 MR. STEGMILLER: I didn't sign it but I
7 would like to talk.

8 MR. MORENO: Following Mr. Stegmiller is
9 going to be John Kehmeier.

10 MR. STEGMILLER: I just got a few
11 questions. One, how much money has been spent up to
12 now on studies?

13 MR. LEE GIBSON: The contract for the EIS
14 associated with this, I believe the contract was for a
15 million and-a-half dollars.

16 MR. STEGMILLER: And how much of that has
17 been spent?

18 MR. LEE GIBSON: Close to all of it.

19 **LARRY STEGMILLER**

20 **PUBLIC STATEMENT**

21 MR. STEGMILLER: And now we're talking
22 about more studies. Am I not correct? Who is paying
23 for that?

24 I mean, obviously -- first place, I'm
25 going to give you my background. My name is Larry

1 Stegmiller. I'm a professional engineer, structural
2 engineer.

3 And I question a number of things. First
4 place, that 395 address across from what we have just
5 been talking about, why are we spending so much time
6 on this when we can be putting that money towards
7 that?

8 (Applause.)

9 MR. MORENO: Go ahead and finish, sir.

10 MR. STEGMILLER: Oh, I'd just like to
11 remind the people here that this year is an election
12 year, and these people are all coming up for election,
13 and this is the way we can make ourselves heard.

14 (Applause.)

15 MR. MORENO: Next up, John Kehmeier
16 followed by Gerard Sevigny. Go ahead, sir.

17 **JOHN KEHMEIER**

18 **PUBLIC STATEMENT**

19 MR. KEHMEIER: Good evening. My name is
20 John Kahmeier. I live in Spanish Springs with my
21 wife.

22 My wife and I started our business in
23 Sparks in 1985. I moved here in 1972 and have been a
24 long-time church member at Immaculate Conception
25 Church, a long-time taxpayer, a long-time businessman

1 that employs people in and around the area.

2 I do not agree with spending \$87 million
3 or thereabouts on this interchange. It is not
4 necessary. And I think that we should all realize not
5 only because of the economic problems involved in this
6 time but the studies that you have given us are based
7 on old information. If there is no 2030 out there in
8 where we live in Pyramid and there is no 2018 with
9 120,000 people that are projected to move there, this
10 money will be spent and be wasted, and you people will
11 continue to ask for more and more money because the
12 money is what makes it happen.

13 We are tired as Americans of spending more
14 money than we have, going into debt as a country,
15 going into debt in Sparks and Reno where you close the
16 jobs down at the city level. We can't get things done
17 at the city level or anywhere else.

18 So we really need to back up and
19 reevaluate what we're doing. One of the ways of doing
20 that is by taking small steps and reevaluating as we
21 go rather than to throw money at everything like the
22 federal government does and expect the taxpayers to
23 pay for it forever.

24 So I would like to thank you for the time
25 to speak, and I hope you will reevaluate what you are

1 doing and put it off and get some current studies
2 going. Thank you.

3 (Applause.)

4 MR. MORENO: We are doing just that. We
5 are getting some new information to do some new
6 modeling for these projects.

7 So next up, Gerard Sevigny. He is going
8 to be followed by Chris Cenac.

9 **GERARD SEVIGNY**

10 **PUBLIC STATEMENT**

11 MR. SEVIGNY: I'd like to say that some of
12 our Sparks officials have been extremely prejudice
13 towards me, Father Norman, and the Catholics at
14 Immaculate Conception Church. They said, and I quote,
15 "No one wants to help Father Norm, no one cares about
16 him or that sidewalk. Why do you?"

17 I quote from Ron Korman, maintenance
18 supervisor at the Sparks Public Works Department. I'd
19 like to know, please tell me, who is no one? I don't
20 know. Who is it? Anyway.

21 I can only think of the higher ups in
22 Sparks City officials. I know that if the street
23 looks bad, we look bad. So I called for help after
24 sweeping the sidewalk on Pyramid Way, and they said --
25 I told them I had done my best, and they did nothing

1 to clean it up.

2 And I called back numerous times talking
3 to Terry and the supervisor, Ron Korman, with no
4 results. I knew it was important to keep the area
5 clean, so I kept sweeping. I swept my way all the way
6 up to Queen Way. I did this over a period of two
7 months on my own, no pay. I'm not looking for any
8 praise there.

9 But the funny thing was I called back this
10 morning to find out Terry's supervisor's name, Ron
11 Korman. Terry told me that it wasn't their job, it
12 was the responsibility of the State.

13 Well, that's great. Why did they drag me
14 out for so long and not do anything about it? It's
15 really crazy, you know.

16 So I just think that they led us along,
17 this Ron Korman and Terry, just to make us look bad.
18 They didn't clean the street. It was terrible. It
19 took three or four pickup loads worth of dirt.

20 And it isn't the solution to widen that
21 street. I think the best solution would be to widen
22 it to put Rock Boulevard through right where it comes
23 in at Wedekind and McCarran and put it straight over
24 the hill all the way because it is a gradual incline
25 up there, there is no major canyons or anything to

1 cross like if you were trying to put Disc through from
2 the freeway and you could have feeder roads that
3 dropped into Sun Valley, feeder roads that dropped on
4 into Sun Valley or into Pyramid.

5 And then there is also the Fourth Street.
6 You can just put Fourth Street straight over the hill
7 to Disc without any amount of work. It is just a
8 matter of just putting a road right straight through.

9 And that is about all I have to say.
10 Thank you.

11 (Applause.)

12 MR. MORENO: Chris Cenac. And following
13 Mr. Cenac will be Randy Thelander.

14 **CHRIS CENAC**

15 **PUBLIC STATEMENT**

16 MR. CENAC: You actually had the
17 pronunciation of my name right the first time. I'm
18 proud of you. My name is Chris Cenac. My family and
19 I moved here five years ago from South Louisiana. One
20 of the things I really liked about this place is you
21 guys don't have any humidity, bugs.

22 But one thing I do notice is you have the
23 same thing that we had in Louisiana. I ran for parish
24 council down there, and I didn't win, I missed it by
25 that much. But we were fighting city hall on a number

1 of issues. Most of the time we won, and it was
2 because we had turnout like this.

3 And as I'm looking around here, I'm not
4 personally right now involved and I don't stand to
5 lose a tremendous amount as much as these people do as
6 far as the expansion that you want to do. But what I
7 do see is a lot of people here that have lived here
8 their whole lives, paid their taxes, fought in the war
9 for us.

10 I say we still live in a democracy, even
11 if you do follow the news and find out the federal
12 government is doing what it is doing. But when you
13 finally get done with all your studies and you figure
14 out what you want to do, put it to a vote. Ask these
15 people if they want exactly what you want, put it to a
16 vote.

17 And I don't mean representatives behind
18 closed doors. I mean put it out here and let these
19 people vote on it.

20 What it looks like to me now is you have a
21 clot, you have an enclosed intersection at Pyramid and
22 McCarran, and I'm not a physician, but most of the
23 time they want to do a bypass whenever they get around
24 to that. I don't see the sense in bringing more
25 traffic into that area. You are right about

1 construction stopping.

2 I was in construction and I lost my job
3 because of it. We're not going to have construction
4 back for the next 40 years, at least not the way it
5 was, and probably never get back to the way it was. I
6 say build -- just like some of the gentlemen, this
7 gentleman here said, Disc can concentrate, too. No
8 big deal.

9 Don't tell us about this project with the
10 intersection. You have a boo-boo, as my four-year-old
11 would say. Make the lane a little bit wider, maybe
12 take some of that lady's property, offer her a
13 tremendous amount of money for it, but just widen the
14 lane a little bit. Then you fix that boo-boo.

15 But fix the real problem that you are
16 going to have if you do grow. Like I was telling you
17 earlier, out by La Posada, you can cut straight across
18 to 395. There is nobody living there. It is all BLM,
19 it's all open property. Nobody gets displaced.

20 Why would you want to displace this many
21 people? That's just inherently wrong. But put it
22 further to a vote.

23 And the other thing that came up was the
24 amount of money that you want to spend on this thing.
25 I see this thing as an inconvenience. I pass by this

1 intersection every single day. I might have to wait
2 through two or three cycles. It is not a long wait.

3 But you see, it is the most dangerous
4 intersection in Sparks. Again, I don't care. I have
5 only seen a couple people have accidents there.

6 And if you tell me there is rear-ends, how
7 much would it cost to permanently post a five police
8 force, five policemen out there every single day?
9 Would that even get close to 38 million? I don't
10 think it would.

11 (Applause.)

12 MR. MORENO: Randy Thelander followed by
13 Garth Elliott.

14 **RANDY THELANDER**

15 **PUBLIC STATEMENT**

16 MR. THELANDER: Hi. My name is Randy
17 Thelander. I'm a native to this area, was born in
18 Reno, lived here for 50 years. I have seen a lot of
19 growth in this area.

20 And road construction is never a very
21 popular item. But I have worked construction, heavy
22 road construction for 32 years. I have seen the
23 congestion at Pyramid, and I live in the footprint
24 that you are talking about there.

25 And I want to remind everyone that right

1 now the jobs are going for about 50 to 60 percent of
2 what they're estimated to be. There is never a
3 cheaper time right now for the RTC to build this job
4 than right now. It will save us taxpayers money.

5 As far as disruption goes, I looked at all
6 three maps here. And the one that I think will be the
7 least disruptive to the community and the commuters
8 while it is being built is the flyover. Although I do
9 find one flaw with the flyover, and that is that I
10 think that the bridge needs to either end above Queen
11 Way or you need to build a bridge at Queen Way so that
12 you don't have the traffic lights stopping people
13 coming on the flyover.

14 As far as the noise goes, the noise is
15 much worse when you are constant stop and go traffic
16 or when you got people skidding on their brakes and
17 stopping. So what you have got an even flow, you got
18 less noise. You got less revving of cars when they
19 are going through their gears.

20 The effectiveness is so important. It
21 even affects me on the southwest corner of this thing.
22 And I can't even get out on to McCarran in time
23 because it is backed up past Rock Boulevard. I can't
24 get to York to turn over there because it is backed up
25 past there, and now people are cutting down York to

1 take a turn up there.

2 I heard a gentleman recommend that we go
3 down Pyramid Way. There have been people who have
4 died in the crosswalks on Pyramid Way. There have
5 been nobody that I'm aware of has died in the
6 crosswalks on McCarran going to 395. That would be
7 very dangerous to take that much traffic down that
8 way.

9 And I think that we have to remember that
10 we represent the community as a whole of Truckee
11 Meadows. We don't represent these people just in this
12 room. There are a lot more people who are going to be
13 affected by this.

14 And the last thing I'm going to say, and I
15 hope you will forgive me, I mean nothing against your
16 faith whatsoever. But two years ago that church was
17 built, and if you couldn't see that there was a
18 problem in that intersection, then you had blinders
19 on.

20 UNIDENTIFIED SPEAKER: Five years ago.

21 MR. MORENO: Folks, let's let the man
22 speak.

23 MR. THELANDER: And I talked to one of the
24 engineers who told me that part of the permit process
25 for the church said that they would be allowed to take

1 the lanes up into that grade area of the church
2 property while still allowing access to the church,
3 and I am familiar with people who live in that
4 neighborhood behind that church, and they are
5 frustrated at the amount of traffic that is flown out
6 of that church through their neighborhood without this
7 interchange issue.

8 I think we need to think about what the
9 consequences are for everyone. And I appreciate the
10 RTC coming here. It is not a popular thing to try to
11 create a road construction project of this size, but
12 it is needed and well overdue. Thank you.

13 (Applause.)

14 MR. MORENO: Thank you, sir. Next up,
15 Garth Elliott followed by John Lenz followed by Gwen
16 Linde.

17 **GARTH ELLIOTT**

18 **PUBLIC STATEMENT**

19 MR. ELLIOTT: That was a tough one to
20 follow.

21 I'm not here as a Washoe Commission
22 District 5 candidate, but I'm here as a 2003 citizen
23 update. I spent a year updating the plans for RTC in
24 2003.

25 Several of you have alluded to a line on

1 the map and that there is a line on the map. I spent
2 a year with a friend of mine, Jeffrey Miller, we got
3 that line on the map and we got a date, 2015 to 2018.
4 It completely unloads that intersection. It takes
5 off, it took off from Lagomarsino Canyon, La Posada or
6 whatever.

7 There is an alternate, it could take off
8 here, it is called the West Sun Valley Expressway. It
9 was a line on the map.

10 Guess what? It's gone, there is no line
11 on the map. Disappeared. It doesn't disturb anybody.
12 It takes you right to the regional park in fact.

13 They just got done telling us about half
14 an hour ago the traffic now is from Pyramid over to
15 395. Guess where it took you? To 395 north. The
16 expressway. Fast, just a little farther out on
17 Pyramid. That is all.

18 (Applause.)

19 Nobody used that road if you put it there.
20 Only 15,000 cars. Well, guess what I learned in 2003?
21 Their modeling in Sparks was on the average 300
22 percent wrong. One intersection was 800 percent
23 wrong. They underestimated the traffic by 800
24 percent. That is what I learned in 2003.

25 But we had a line. I say go back and look

1 at that again. Do some surveys. They have used the
2 computer models. Guess what? I hope it is a better
3 computer than it was in 2003. Send some surveys out.

4 Everybody I talk to says, yes, I would
5 like to use an expressway from out on Pyramid. Let's
6 talk about extending Disc.

7 Before you get too riled up on that,
8 please do the Christian thing, show up at the meetings
9 later on this year when they have them about doing
10 that because they are going to totally destroy the
11 community to your west when they do that. I know it
12 is just Sun Valley, and I have been there for 38
13 years. I love the community. It is a lot better than
14 it was.

15 But they are going to totally destroy it
16 because they are going to do a whole scale bulldozing
17 right through. That is their plans. Before you say
18 extend Disc, think about that as kind of a what is
19 going to happen to us.

20 But let's get back to the line on the map
21 that was there and is not there. That is good enough.
22 Thank you.

23 (Applause.)

24 MR. MORENO: John Lenz.

JOHN LENZ**PUBLIC STATEMENT**

1
2
3 MR. LENZ: My name is John Lenz. I'm from
4 Sparks. I'm also from the Parish of Immaculate
5 Conception Church.

6 We just finished working on a project last
7 Wednesday, in fact, a week ago, where we repaired a
8 road on Valley. We repaired Valley Road. We did a
9 project up there. So I'm kind of used to the
10 construction.

11 I believe, without taking up a whole bunch
12 more time or anything, I think if you take a look at
13 what this will cure if they put this project in, it
14 will cure a congestion problem for two blocks one way
15 and two blocks the other way and two blocks north.
16 Enjoy your two-block ride and thank yourself for
17 spending 87 million damn dollars.

18 (Applause.)

19 MR. MORENO: Gwen Linde. Following Gwen
20 will be Tom Ball. Following Mr. Ball, Kathryn Martin.

GWEN LINDE**PUBLIC STATEMENT**

21
22
23 MS. LINDE: Hello. Hi, my name is Gwen.
24 I couldn't put it much better than that, so I will
25 probably just sit down. You summed it all up.

1 I live in Spanish Springs, and I commute
2 to UNR. So I have to go through that intersection
3 every single day. I'm also a parishioner at
4 Immaculate Conception. I don't have a long history
5 here in the area, only about five years, as I retired
6 here from the Air Force.

7 I want to thank you guys first of all for
8 having this meeting, and I want to encourage us to all
9 have the elected RTC Board Commissioners here as well.
10 I know we got a couple of them here tonight, and I
11 think all five of them should be here at every one of
12 these meetings. Please encourage them to attend.

13 (Applause.)

14 As we know, they are the ones that make
15 the decisions. So I would sure like to have them here
16 hearing what people have to say.

17 I think that the intersection is basically
18 a waste of taxpayer money. As was pointed out by the
19 speaker before me, it moves the problem a couple of
20 intersections down.

21 I'm not aware for the next 10 or 15 years
22 of any project, on the RTC website at least, that
23 addresses Rock Boulevard, Sullivan Boulevard, all the
24 boulevards that go all the way out to McCarran, and
25 each one of those you wait two lights at, too. So we

1 will buzz right through Pyramid and McCarran and zip
2 right on out to the next stoplight. Whether we're
3 going Pyramid, whether we're going north, east, west,
4 doesn't matter.

5 Another thing that I would like a
6 specific answer on from you guys, maybe not tonight
7 but maybe at some other point, you show this slide,
8 it's been in the newspaper that this is the highest
9 accident rate intersection in the Truckee Meadows, and
10 then you show that it has the highest number of
11 crashes, then you talk about fender benders, and then
12 you talk about life and limb.

13 How many life and limb accidents are at
14 that intersection? I mean, is it a dangerous
15 intersection to life and limb, or is it just a place
16 where idiots speed through and try to make the red
17 light?

18 (Applause.)

19 Let's be realistic. Real data, please. I
20 would like to see real data from the Sparks Police
21 Department or the Washoe County Sheriff or Nevada
22 NDOT, whoever keeps it, the Highway Patrol, or
23 whoever, that classifies accidents. Is it a limb and
24 life type accident place? Do we have the rate that we
25 have on 395 out here? Or is it just a bunch of fender

1 benders, like we said, from fools going too fast?

2 I'm betting that is what it is because,
3 like I said, I drive through it all the time, and that
4 is what you see is people trying to make the turn on
5 two wheels and they run into each other. Seriously.

6 So quit putting emotional arguments up
7 there about the highest crash rate in the world when
8 what it really is a bunch of fender benders from a
9 bunch of fools.

10 (Applause.)

11 We heard from a gentleman about the
12 right-of-way on the church property. There is a
13 right-of-way that Nevada DOT has on the church
14 property.

15 Some of your lines that push McCarran to
16 the north go past that right-of-way right up to the
17 border of the parish hall. As all of us out there
18 know, it is uphill. As anyone with a lick of sense
19 knows, that means taking out a large part of the
20 foundation of a huge building.

21 So if you have a construction lane or
22 actual traffic lane that goes up to the parish hall
23 wall, you are going to have to have a little room for
24 vehicles and construction equipment and stuff to
25 maneuver, and that means you are right up to the

1 church wall. And that means you are digging into the
2 foundation.

3 What I would plea for you to do is when
4 you put your cost estimates together, everyone says
5 very politically, oh, we're not going to take the
6 church. No, you are just going to dig a big hole
7 underneath it.

8 So let's make sure that your engineering
9 estimates include the costs of those kind of major
10 engineering projects, because it is not flat land
11 there, and it is a big building. So okay, thank you
12 very much for your time.

13 (Applause.)

14 MR. MORENO: Tom Ball.

15 **TOM BALL**

16 **PUBLIC STATEMENT**

17 MR. BALL: Hello. I'm Tom Ball, a
18 parishioner of Immaculate Conception.

19 Hey, Scott, I'm over here.

20 I'm a bike rider. I'm one of those people
21 that you are trying to accommodate in your plan. Let
22 me tell you a little bike riding tory.

23 I used to ride up to UNR, and I used to
24 take Wells Street, and there was this magnificent
25 bridge, lower Wells. Used to be able to go underneath

1 all the traffic, over the river, turn at Fourth
2 Street, go up Valley. It was paradise.

3 Well, guess what happened? ReTRAC. They
4 came along and they poured a huge pile of dirt.
5 Magnificent bridge, they buried it.

6 So what do I do? Well, I assume now that
7 the two signs on Wells bridge that say no bicycles and
8 no pedestrians haven't been taken down yet because
9 there is no other way for bicycles to go. And
10 somebody tell me if I'm breaking the law if I use that
11 bridge on a bicycle to go over the tracks and the
12 river. I mean, we have got city people here. I
13 haven't got a ticket yet.

14 All right. Well, what I'm really
15 concerned about is somebody thought that was a really
16 good idea at one time. Just like building a church at
17 the intersection of Pyramid and McCarran was. Yeah,
18 fine, leave things just the way they are, the
19 easement, good.

20 Well, somebody comes along and we're
21 changing our minds. Somehow now we need to take that
22 land. Just like you put the big pile of dirt on that
23 bridge that looked perfectly fine to me before ReTRAC
24 came along.

25 What's to say that some project down the

1 road like, let's say, a freeway extension from I-80
2 going north up into Spanish Valley or Spanish Springs
3 won't come along and pour a huge pile of dirt on this
4 intersection.

5 I mean, these things seem to go on all the
6 time. What reassurance can you give me that this just
7 isn't part of the same process where, yeah, this
8 magnificent bridge under lower Wells was great until
9 another project comes along and we have got to pour a
10 pile of dirt on it.

11 So I really, really would like to see some
12 reassurance that there is some sort of plan that won't
13 continually move with the shifting winds here.

14 Getting back to the bicycle, let me ask
15 another question. When I ride to Immaculate
16 Conception on my bicycle I come up Rock, I cross
17 McCarran, I go on the wrong side of McCarran and ride
18 against the traffic on the north side of McCarran. Am
19 I breaking the law there? Father Norm, I think we
20 have something to talk about.

21 If you design all this bike lane stuff, is
22 it going to save me time or distance as opposed to
23 going across McCarran on Rock and riding up the wrong
24 side of the road? I would just like to know if these
25 are in your plans. Thanks.

1 (Applause.)

2 MR. MORENO: Kathryn Martin. Kathryn is
3 over there, Angela. Following Kathryn will be William
4 Brainard and then Gary Schmidt.

5 **KATHRYN MARTIN**

6 **PUBLIC STATEMENT**

7 MS. MARTIN: Hi. My name is Kathryn
8 Martin. I live in Village Green.

9 I agree with so many people here that you
10 guys seem to want to spend more money throwing good
11 money after a bad situation. There are other
12 alternatives, but you don't seem to want to listen to
13 what we're trying to tell you.

14 (Applause.)

15 You have been talking about doing
16 something about this for at least the 15 years that I
17 have been living in Village Green. It started out at
18 a few million and now it's gone up to 87 million. And
19 next year or a couple years from now it's going to be
20 more than that.

21 I agree with the gentleman that this is a
22 time to do something because of our economic
23 situation. But we need to be smart about the money
24 that we spend.

25 We don't have that kind of money. We will

1 never have that kind of money. Our economic
2 situation, as everybody knows, it may be 20, 30 years
3 from now before it gets better. So throwing people
4 out of their homes is wrong. Thank you.

5 (Applause.)

6 MR. MORENO: William Brainard.

7 **WILLIAM BRAINARD**

8 **PUBLIC STATEMENT**

9 MR. BRAINARD: Hi. My name is Bill
10 Brainard. I lives in Sparks.

11 As I look out here, I wish all of you
12 people would have come out when we were trying to get
13 the Tahoe-Pyramid southeast connector done. A lot of
14 you have mentioned it is too bad we don't have it.
15 Had you all turned out, maybe we would have had it.

16 I have been involved with the RTC and
17 Citizens Advisory I think for about eight or nine
18 years. I'm no longer on that group. But I was on the
19 2030 plan and I was on the 2040 plan.

20 I want you to know that these people are
21 planning the roads, they are trying to take into
22 effect the traffic that we're going to suffer -- it
23 may be slightly less -- but if you don't do something
24 now, it's not going -- as this young lady said, it is
25 going to be a lot more expensive to do it later, and

1 part of what you're complaining about is, gee, we got
2 a bottleneck. Had you built it bigger, you wouldn't
3 have a bottleneck.

4 I have a lot of faith in the RTC in their
5 planning, and I hope that they go forward with this.
6 Thank you very much.

7 (Applause.)

8 MR. MORENO: Thank you, Bill.

9 Gary Schmidt followed by Dee Garder,
10 followed by Edward Lagomarsino.

11 **GARY SCHMIDT**

12 **PUBLIC STATEMENT**

13 MR. SCHMIDT: Gary Schmidt here. First of
14 all, I would like to thank the Regional Transportation
15 Commission for this opportunity for the people to
16 speak, and hopefully they are listening.

17 Washoe County Senate District 2, which is
18 Panther, Golden, Sun Valleys, this intersection,
19 Spanish Springs, and all the way north to the Oregon
20 border, could all the senatorial candidates for that
21 district please stand? I guess I'm the only one here.

22 I am a candidate for that senate seat, and
23 I'm here principally to listen to the people. And I
24 hear the same thing that I think. Simple. There are
25 too many cars in that intersection.

1 Now one of the things it does is the
2 majority of those cars are going to 395 ultimately, 80
3 ultimately, to someplace else. But they are all going
4 through old Sparks, not part of that senate district
5 but part of our community. The only people going
6 through that intersection, in my opinion, ought to be
7 going into old Sparks. If they are going someplace
8 else, those cars should be redirected.

9 What I think I'm hearing is spend the
10 money on the connection to 395 first. Thank you.

11 (Applause.)

12 MR. MORENO: Dee Garder.

13 **DEE GARDER**

14 **PUBLIC STATEMENT**

15 THE WITNESS: That is a big hat you have
16 on.

17 Hi. I'm not running for office, but I
18 live in Village Green. And I was serving on your
19 Citizens Commission for over two years.

20 Scott, as you know, my big upset has been
21 and will always be if you don't take this damn thing
22 over Queen, don't do it. Because you are just going
23 to bring this intersection problem just one more
24 block, and I'm already landlocked in Village Green.
25 You are going to cut off Emerson, you can't get on

1 Queen because all the commuters that come through
2 Wedekind, I don't blame them. Let them go home. I
3 don't care.

4 But for God's sakes, slow down. We have
5 got senior citizens who drive around on their little
6 scooters. And I'll be damned if I picked one more up
7 because a car has hit him.

8 I want it stopped. I want us to take this
9 project over Queen or put Disc through. Hell, you can
10 have my house, it is not worth anything any more
11 anyway. Thanks.

12 (Applause.)

13 MR. MORENO: Thank you. Edward
14 Lagomarsino, followed by Michael Quilici, followed by
15 Mr. J. Edward Parker.

16 **EDWARD LAGOMARSINO**

17 **PUBLIC STATEMENT**

18 MR. LAGOMARSINO: I just have a couple
19 questions. I want to know if the RTC has ever done
20 anything proactive rather than reactive.

21 And the gentleman from McDonald's brings
22 up a great point about our economic development and
23 our economic status. That shopping center is fully
24 occupied as opposed to the ones in Spanish Springs
25 which have less than 50 percent occupancy rate. I

1 can't understand how you can continually go to this
2 intersection as a resolution and not look at anything
3 else.

4 As indicative of your project on Moana
5 Lane, everything seems to be in opposition. Can you
6 guys ever do anything the people are in favor of?
7 Thank you.

8 (Applause.)

9 And I had one personal comment for
10 Mr. Gibson. I personally find it very offensive that
11 you would make a reference to an Environment Impact
12 Statement that deals with bugs and bunnies as opposed
13 to people's lives. I find that very offensive.

14 (Applause.)

15 MR. MORENO: Michael Quilici.

16 **MICHAEL QUILICI**

17 **PUBLIC STATEMENT**

18 MR. QUILICI: I'm Mike Quilici. I am the
19 chief development officer for the diocese of Reno.
20 And I'm here representing the Immaculate Conception
21 Church, and we remain in opposition, as I have stated
22 for the record before.

23 And just to reference some of the issues
24 that have already been talked about tonight, that
25 corner of our building to the structure itself is

1 about 30 feet off of end line of McCarran. So we have
2 obvious concerns about structural implications,
3 concerns about civil implications as far as
4 engineering, what the retainage would look like, what
5 the retaining wall would do, access issues and so
6 forth, and then how it would ultimately impact the
7 neighborhood to the north of us.

8 And with all due respect and deference to
9 our other neighbors behind us and so forth and to the
10 south of us, I'm here representing our property, and
11 we have a \$14 million investment that we put on that
12 corner all of which was paid for by many of these
13 folks that are here in this room and remains an
14 obligation that we see to them. So we are not in a
15 position where we are going to just sort of casually
16 walk away from this thing. We don't think that the
17 alignment proposals at this time are adequate for us,
18 and we remain in opposition. Thank you.

19 (Applause.)

20 MR. MORENO: Thank you. Mr. J. Edward
21 Parker followed by Rick Grabianowski.

22 Now Rick is the last person whose comment
23 card I have. If anybody else wishes to make a comment
24 this evening, please get your cards up to either
25 Angela or Felicia. Go ahead, Mr. Parker.

1 million on the interchange of Disc Drive to McCarran
2 and don't make this project necessary. Thank you.

3 (Applause.)

4 MR. MORENO: As Mr. Gibson stated at the
5 start of the meeting, we're here to listen to you, and
6 we're looking at reevaluating all the alternatives
7 that we had at the beginning of this project. So
8 please understand that we're here to have a
9 partnership with you and we have to work together. So
10 please.

11 MR. PARKER: I surely hope that is true,
12 sir.

13 MR. MORENO: It is. Rick Grabianowski.

14 **RICK GRABIANOWSKI**

15 **PUBLIC STATEMENT**

16 MR. GRABIANOWSKI: Good evening. My name
17 is Rick Grabianowski. I'm a parishioner also of the
18 Immaculate Conception, and I'm also a resident nearby.

19 Our neighbor sitting here calls themselves
20 the biggest little city in the world. I wonder if
21 that was on the person's mind a little while ago who
22 told the paper that there was just a little opposition
23 to this. It was in the paper. It's got to be the
24 biggest little opposition I have ever seen.

25 (Applause.)

1 along Sparks Road coming back. It was empty, yet
2 this was all full.

3 So when you talk about the Disc connector
4 going to 395, consider also a flyover, if you will, by
5 that shopping center, Disc to Sparks Avenue. There is
6 no homes to displace there. You have empty properties
7 on the right side.

8 All I'm asking is let's be proactive for
9 the future than reactive for the past. Thank you.

10 (Applause.)

11 MR. MORENO: Sandie Barrie followed by Rod
12 O'Connor.

13 **SANDIE BARRIE**

14 **PUBLIC STATEMENT**

15 MS. BARRIE: Hi. I'm Sandie Barrie, and I
16 live in Village Green, and I attend Immaculate
17 Conception Church.

18 And the major concern I have is right now
19 for the traffic that is going through the area, and
20 the number of people that are ignoring the red lights
21 there and not stopping. Just two days ago I saw two
22 different people just blatantly go through after the
23 lights had turned red.

24 I wish there was something that could be
25 done, some cameras. I know we don't have any more

1 Sparks Police. I know we don't have any answers. But
2 somebody actually is going to get killed there because
3 people are going through the red lights.

4 My second concern is I understand in some
5 of these options that people will be allowed to make a
6 U-turn at the corner of Queen and Pyramid so that they
7 could come back and go into Emerson. Now I have been
8 told that by RTC staff. I see Scott is raising his
9 head up and down.

10 And I think that that line of sight when
11 you go through that intersection should not allow a
12 U-turn to be made there. Somebody will be killed.
13 Mark my words.

14 (Applause.)

15 MR. MORENO: Thank you, Sandie. Rod
16 O'Connor followed by Noe Cruz-Hernandez.

17 **ROD O'CONNOR**

18 **PUBLIC STATEMENT**

19 MR. O'CONNOR: Yes, hello. My name is Rod
20 O'Connor. I am actually right -- my backyard borders
21 Pyramid. So it looks like for most of these projects
22 I'm going to be plowed over.

23 But what I have a question on is a couple
24 months ago we had those snowstorms, and I had a
25 gentleman come to my house and ask me -- he was doing

1 these environmental studies, and all the different
2 studies that you have to do. Well, he said he was
3 having trouble having people give consent to put these
4 studies in their backyard to see how the community
5 would be affected. And we agreed to let him go ahead
6 and do the studies in our backyard. I told him that
7 with the snow and everything, the traffic is much
8 lower, it kind of muffles the sound and everything and
9 he should come back to get an accurate study.

10 I have never heard from him. The people
11 across the street, they agreed, they have never heard
12 from him. So where is this information coming from?
13 That's all I have to say.

14 (Applause.)

15 MR. MORENO: Noe Cruz-Hernandez followed
16 by Father Norman King.

17 **NOE CRUZ-HERNANDEZ**

18 **PUBLIC STATEMENT**

19 MR. CRUZ-HERNANDEZ: Hello. I live just
20 off of Pyramid and McCarran. My mother attends, as
21 about half the people here, Immaculate Conception.

22 My father brought us here from Mexico City
23 back in 1981. He told us that Reno, Nevada, Sparks,
24 Nevada, was the best place to live at, and we haven't
25 left.

1 (Applause.)

2 Since moving here all four of my mother's
3 children have joined the military, and we have all
4 come back, we have all fought in the wars, not World
5 War II, but we have all fought in the war.

6 (Applause.)

7 My main concern, and I would say my
8 question, but I know you are not going to answer it,
9 my main concern is you say you have all these other
10 projects that are going to help Pyramid and McCarran.
11 If when you disregard our plea of not putting it in
12 and you put it in anyways, how long is it going to
13 take you guys, 30, 40, 50 years before you realize,
14 man, now Rock Boulevard and McCarran is congested, now
15 Richardson and Pyramid are congested, now Fourth and
16 McCarran is congested, now Queen and Pyramid is
17 congested.

18 Are you going to wait another 40 years,
19 are you going to spend another 89 however million
20 dollars to figure out how that is going to go? Are
21 you going to spend more of our tax money to now extend
22 McCarran another foot, extend McCarran this way
23 another foot?

24 I mean, how long is it going to take you
25 guys to come back and say, well, we're now going to

1 have to destroy these houses here because we have to
2 extend Rock Boulevard.

3 You had that other project, Disc
4 Boulevard, I believe it was. How long has that been
5 up in the plans, and how come you guys haven't
6 mentioned it much louder than you are now?

7 Second of all, Sun Valley Boulevard dead
8 ends. You either turn left into houses or right,
9 which comes down and becomes, what is it, Vista
10 Boulevard? Or Sparks Boulevard.

11 I have a four-wheel-drive vehicle, and I
12 ignore those barriers and just go over the hill to
13 Spanish Springs High School. It's what, maybe like
14 not even a mile over the hill.

15 Why haven't you thought of extending that?
16 Save the people who live in North Spanish Springs all
17 the trouble of having to drive all of that Pyramid
18 Highway, take Sun Valley Boulevard.

19 Another thing, everyone else is saying
20 about the connection from North Spanish Springs to
21 395, let's spend the money to do that instead. All
22 you are doing is making one congested intersection
23 into four congested intersections. And I'm not going
24 to have that either.

25 (Applause.)

1 MR. MORENO: Father Norman King.

2 (Applause.)

3 **NORMAN KING**

4 **PUBLIC STATEMENT**

5 MR. KING: First of all, we have had our
6 use permit for 10 years, and we have complied with all
7 of the regulations, NDOT, RTC, when we built. And
8 that's one thing I want to say.

9 Secondly, all of these plans, these three
10 plans, and we have showed them to our people, to how
11 to ease the traffic for people going through the
12 commuters, but I haven't seen any plans to help us, to
13 prove to us that you are not going to wipe away our
14 access. How are we going to get in and out? Please
15 show us. Right?

16 I live a block from this intersection. I
17 have heard sometimes, when are they going to do the
18 construction, at night. How are we going to sleep at
19 night? Are the Commissioners of the RTC going to
20 allow me to sleep in one of their homes?

21 (Applause.)

22 And the other concern is even during
23 construction, and afterwards, if our McCarran entrance
24 is blocked off, we can't get in, then we're going to
25 have to descend on Queen. That does not have adequate

1 storage lanes either on Pyramid or on Lepori. It will
2 be a mess, and we, the parishioners, you can't keep us
3 from our worship, but we're going to stop the traffic
4 just because we can't get in or out. Amen.

5 (Applause.)

6 MR. MORENO: Thank you, Father.

7 Well, that concludes our Q and A
8 presentation. If you will allow me --

9 UNIDENTIFIED SPEAKER: When is the next
10 one?

11 MR. MORENO: I'm going to get to that in
12 just a moment. We will still have our staff available
13 at the project boards to answer any additional
14 questions or listen to your comments or ideas that you
15 may have. If you would like to provide us some
16 additional information for the project files, we have
17 public comment forms that we welcome you to complete,
18 give to us, or you can also give your comments
19 straight to our reporter here and he will record that
20 as well.

21 Our next meeting is scheduled for May 26,
22 and we were going to do a monthly meeting, but we
23 didn't want to waste your time -- let me finish. As
24 Scott mentioned in his presentation, we're waiting for
25 information from Truckee Meadows Regional Planning

1 Agency. So we're not going to have any new
2 information to present to you in April.

3 UNIDENTIFIED SPEAKER: Ron Schmitt, he
4 said we were going to have it once a month and what
5 you can do is come back with some answers. That's
6 what we want to hear. Enough of your studies.

7 MR. MORENO: At this time our next meeting
8 will be May 26. Thank you all for coming tonight.
9 Have a good night.

10 **PAUL GLASS**

11 **PUBLIC STATEMENT**

12 MR. GLASS: I'm a resident of Spanish
13 Springs and a parishioner. I commute that road every
14 day.

15 Just my question is, we seem to be
16 applying a band-aid when we need to put a tourniquet
17 on the problem, and some of the issues that came up
18 this evening seem very much for effective use of the
19 \$89 million if you look at doing either the Disc Drive
20 to 395 connector or the Eagle Canyon through to 395,
21 which would alleviate tremendously I think all of that
22 flow of Spanish Springs residents going down and using
23 the Pyramid.

24 And that's really the only comment I
25 wanted to make.

CLARK HANCOCK**PUBLIC STATEMENT**

1
2
3 MR. HANCOCK: I believe a fairly
4 economical like temporary solution would be reopening
5 the segment of Wedekind Road between Farr Lane and
6 Pyramid Highway. Right now it is gravel. They used
7 to have it before. This county had it before, and now
8 it's probably been donated or given to the adjacent
9 property owners. But that would allow free right turn
10 lane for the southbound from Pyramid Way on to
11 Wedekind Road.

12 Currently some drivers go clear to Queen
13 Way to at the stoplight at that traffic and go on
14 Queen Way to Farr and up to Wedekind. It is a little
15 bit shorter.

16 (Meeting concluded at 8:00 p.m.)
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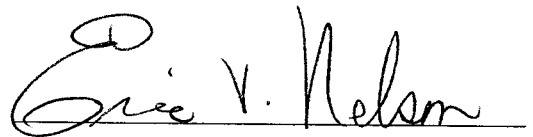
1 STATE OF NEVADA,)
 2) ss.
 3 COUNTY OF WASHOE.)
 4

5 I, ERIC V. NELSON, Certified Court
 6 Reporter and a notary public in and for the County of
 7 Washoe, State of Nevada, do hereby certify:

8 That I was present at the Open House
 9 Community meeting of the REGIONAL TRANSPORTATION
 10 COMMISSION on Wednesday, March 24, 2010, and
 11 thereafter took stenotype notes of the proceedings,
 12 and thereafter transcribed the same into typewriting
 13 as herein appears;

14 That the foregoing transcript is a full,
 15 true and correct transcription of my stenotype notes
 16 of said proceedings.

17 Dated at Reno, Nevada, this 29th day of
 18 March 2010.

19
 20
 21 

22 ERIC V. NELSON, CCR #57
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 24
 25