



## **CITY OF WEST WENDOVER**

P.O. Box 2825 • 1111 N. Gene L. Jones Way • West Wendover, NV 89883  
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### **WEST WENDOVER CITY COUNCIL MINUTES OF THE REGULAR MEETING OF SEPTEMBER 20, 2011**

The West Wendover City Council met for a regular meeting on September 20, 2011. The meeting was held at the West Wendover City Hall, Council Chambers #137. Mayor Pro-tem Carter presided.

Council Members Present: Bryant Blake, Roy Briggs, Emily Carter, Johnny Gorum and Izzy Gutierrez

Others Present: Michelle Giovo, Jim Petersen, Jared Carter, Bryce Kimber, Aleta Kimber, Jeff Knudtson, Ron Supp, Chris Melville and Anna Bartlome

The following proceedings were had.

#### **1. CALL TO ORDER AND ROLL CALL**

Mayor Pro-tem Carter called the meeting to order at 7:00 p.m. All those present and excused are noted above.

#### **2. PLEDGE OF ALLEGIANCE**

Mayor Pro-tem Carter led those present in the Pledge of Allegiance.

#### **3. COMMENTS FROM THE GENERAL PUBLIC:**

None offered or received.

#### **4. \*APPROVAL OF THE MINUTES:**

Council Member Gorum made the motion to approve the minutes of the regular meeting of September 6, 2011. The motion was seconded by Council Member Briggs and passed unanimously.

#### **5. NEW BUSINESS**

##### **\*a. Discussion and Decision to Approve the Color Scheme Proposed by McDonald's for the Commercial Structure at 1120 Wendover Boulevard Located in a C-3 Zoning District per City Code 7-8-5 and Other Matters Appropriately Related Thereto**

Chris Melville explained that the color scheme had been provided by McDonald's and as per City Code 7-8-5 approval would need to be given for the aesthetic changes. Council Member Blake made the motion to approve the color scheme proposed by McDonald's for the commercial structure at 1120 Wendover Boulevard located in a C-3 Zoning District per City Code 7-8-5. The motion was seconded by Council Member Briggs and passed unanimously.

Agenda taken out of order, New Business item c heard next, see below.

##### **\*b. Discussion and Decision to Authorize the City Manager to Proceed with a Preliminary Application for the USDOT FY2011 TIGER Grant Program with the Authority to Prepare, Execute and Submit Any and All Related Materials and Documents and Other Matters Appropriately Related Thereto**

Chris Melville explained the TIGER Grant Program and the potential project (see attached memo). Chris explained that the preliminary grant is due by October 3<sup>rd</sup> with the final due October 30<sup>th</sup>. Council Member Gorum made the motion to authorize the City Manager to proceed with a preliminary application for the USDOT FY2011 TIGER Grant Program with the authority to prepare, execute and submit any and all related materials and documents. The motion was seconded by Council Member Blake and passed unanimously.

**\*c. Discussion and Decision to Approve the Island Landscaping Plan for the Wendover Boulevard Phase 1 Project and Other Matters Appropriately Related Thereto**

Chris Melville explained that this would be the landscape plan for the enhancement grant received from NDOT. Chris explained that the plans are being wrapped up with bidding to take place winter of 2011 and building in summer of 2012. The landscaping would be a water wise plan. Chris explained the plan, which included types of plants (Feather Reed Grass, Arizona Blanket Flower, Pink Gaura, Sapphire Blue Oat Grass, Mugho Pine, Lowboy Pyracantha, Red Groundcover Rose and Ivory Tower Yucca), types of trees (Snow Crab Apple and Austrian Pine) and landscape rock (Café Rocca). General discussion was had regarding the plan, including the number of plants to be used and color of the landscape rock. Council Member Blake made the motion to approve the Island Landscaping Plan for the Wendover Boulevard Phase 1 Project. The motion was seconded by Council Member Briggs and passed unanimously.

Agenda taken back in order, New Business item b heard next, see above.

**\*d. Discussion and Decision with Regard to Adoption of Proposed Resolution for a City Stabilization Fund and Other Matters Appropriately Related Thereto**

Chris Melville explained that the resolution would establish a stabilization fund which would have restrictions on how the funds could be used. Chris explained that the revenue fund could only be used if the total actual revenue of the local government falls at least ten percent short of anticipated revenue or in the case of a natural disaster. It was stated that a resolution would be placed on a future agenda to take action. Council Member Gorum made the motion to forward this item to the next agenda. The motion was seconded by Council Member Blake and passed unanimously.

**6. COMMUNICATIONS**

Chris Melville stated that there had been 20 applicants for the CFO position and that the recruitment firm is reviewing the applications.

Council Member Gorum stated that the REC District has selected a new golf pro.

Council Member Gutierrez stated that he would not be at the next meeting due to attending the Nevada League of Cities Conference.

Council Member Blake thanked the Police Department for getting domestic violence services for the community because they are already being utilized.

**7. \*APPROVAL OF THE CLAIMS:**

Council Member Gorum made the motion to approve the claims for September 20, 2011 and August hand checks. The motion was seconded by Council Member Briggs and passed unanimously.

**8. \*NEXT MEETING DATE AND ADJOURNMENT**

The next meeting date is a regular meeting on October 4, 2011 at 7:00 p.m. at the West Wendover City Hall, Council Chambers #137. Council Member Blake made the motion to adjourn at 8:00 p.m. The motion was seconded by Council Member Briggs and passed unanimously.

ATTEST:

Anna E. Bartlome  
City Clerk/Records Officer

# CITY OF WEST WENDOVER OFFICE OF CITY MANAGER

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## Memo

**To:** Mayor & City Council  
**From:** Chris J. Melville, City Manager/Director Community Development  
**CC:** [Click here and type name]  
**Date:** 9/20/2011  
**Re:** Agenda – September 20, 2011 – Preliminary Application, USDOT, FY2011 TIGER Grant Program

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I will be making the presentation to the City Council at the meeting of September 20<sup>th</sup> as I would like to make a preliminary application and eventually a final application for a possible grant project under the federal program.

What is the TIGER Grant Program?

The TIGER Program (Transportation Investment Generating Economic Recovery) is a discretionary grant program through USDOT to provide grant funds for investment in road, rail and transit/port projects which in doing so would achieve some national set criteria. Those basic criteria include having a significant impact on a region or metropolitan area, providing multi-modal and multi-jurisdictional functions by way of the completed project and providing projects which enhance safety, create jobs, etc.

There have been two previous TIGER programs. TIGER I, two years ago included \$1.5 billion in funding and TIGER II, a year ago, contained \$600 million in funding. In all, 93 projects have received funding through the previous programs, of note, one in Las Vegas and another in Salt Lake City among many other projects throughout the country. These projects, i.e. Salt Lake City, dealt with intermodal capabilities with the TRAX train system as an example.

This year, TIGER 2011 is an interesting animal (so-to-speak) in that of the \$526 million plus in appropriated funds no less than \$140 million of those funds must be spent in "rural" areas. Thus, there is a significant portion of the pot that will be available for "rural" areas. Our community meets the rural definition in that we are outside any metropolitan area containing 50,000 or more in population.

The West Wendover FY2011 TIGER Project, what would it be?

I am proposing that the application for a FY2011 TIGER grant be a multifaceted, multimodal, streetscape project which meets many if not all of the typical grant requirements. The project would include:

1. Rehabilitation of Wendover Boulevard (as is already identified in our Capital Improvement Plan). This rehabilitation would start at the N. Gene L. Jones entrance and continue east until reaching the Utah/Nevada border. The project would replicate in many respects our previous enhancement project on Pueblo Boulevard and the Wendover Boulevard Phase 1 Enhancement Project that will begin construction in the late spring of 2012. The improvements would include:
  - Landscape center islands and related lighting
  - Two travel lanes each direction (east/west) along with a third westbound travel lane between the current Burger King location west to the Pilot Truck Stop.
  - Dedicated left turn lanes as appropriate built into the center islands
  - Bicycle lanes
  - Bus stop pull offs with shelters (limited in number)
  - Reconstruction of appropriate 6' sidewalk and side street lighting
  - Storm drainage improvements as necessary
  - Retaining wall improvements as necessary
  - Construction of a semaphore traffic signal at Exit 410/Wendover Boulevard as well as prep for additional signals at U.S.93A/Wendover Boulevard and N. Gene L. Jones Way/Wendover Boulevard. Traffic signal prep is already being complete at Pueblo Blvd/Wendover Blvd under the Wendover Boulevard Phase 1 project.
  - Construction of a calming island/monument marker for the Utah/Nevada border segment. This would be designed as a new pedestrian crossing to eliminate issues that we have encountered since the skywalk was built many decades ago in regards to pedestrians crossing and due to the location of the crosswalk, at certain times of the year, sunsets and sunrises causing severe visibility restrictions. With this potential new crosswalk/calming island, due to its location, the visibility restrictions would be minimized and pedestrian/vehicular conflicts would be greatly reduced all while providing a somewhat historic point of interest which today is often times visited and photographed by visitors to our area.
  - Modifications to the Welcome Center to a multi-modal facility for pick up, drop off and transfers including taxi's, buses, pedestrians and train passengers
  - Coordination and construction of an appropriate UPRR approved AmTrak platform south of the Welcome Center (within walking distance) for train passenger service
2. Rehabilitation of Wendover Boulevard from the Utah/Nevada border east to First Street, Wendover, Utah. This would reflect similar to the other Wendover Boulevard component only take into account the potential styling differences which the State of Utah and Wendover, Utah might want in regards to the streetscape enhancements such as the island lighting. The improvements however would generally include:
  - Landscape center islands and related lighting
  - Two travel lanes each direction (east/west)
  - Dedicated left turn lanes as appropriate built into the center islands
  - Bicycle lanes
  - Bus stop pull offs with shelters (limited in number)
  - Reconstruction of appropriate 6' sidewalk and side street lighting
  - Storm drainage improvements as necessary
  - Retaining wall improvements as necessary
3. Rehabilitation of First Street (Wendover, Utah) from Wendover Boulevard south to Skyhawk Drive adjacent the Wendover Airport Terminal. This would be a similar project as the two Wendover

Boulevard enhancements but smaller in size in regards to total street width. As well, much like the Wendover Boulevard portion in Utah, the style of islands and lighting would be determined by Wendover, Utah.

- Landscape center islands and related lighting
  - One travel lane each direction (north/south)
  - Dedicated left turn lanes as appropriate built into the center islands
  - Bicycle lanes
  - Bus stop pull offs with shelters (limited number)
  - Reconstruction of appropriate 6' sidewalk and side street lighting
  - Storm drainage improvements as necessary
  - Retaining wall improvements as necessary (though very minimal)
  - Acquisition of minimal right of way property
4. Rehabilitation of a portion of Skyhawk Drive (adjacent Wendover Airport Passenger Terminal) and construction of appropriate improvements at the Passenger Terminal which would be approved by Wendover Airport to include:
- Parking area improvements for general parking including lighting
  - Landscaping/beautification in and around parking area including a small park area which would be a lounging/calming area adjacent the terminal for passengers and families
  - Covered drop off/pick up area for taxi, buses and other vehicles

#### What would be the project cost?

The project is a large project covering approximately 4 miles of surface improvements in addition to some facility improvements for improved access (i.e. Passenger Terminal and Welcome Center). The cost for the entire project is approximately \$20 million. Average awards for TIGER projects are in the \$13.5 million range. So, though expensive, it is certainly within the realm of funding and if the grant were received, the community would be able to complete a significant portion of its capital improvement plan in one fell swoop in addition to being able to complete other entity improvements in Wendover, Utah and at the Wendover Airport. The breakdown of the project in basic is:

- Wendover Boulevard Improvements (West Wendover) \$12 million
- Wendover Boulevard Improvements (Wendover, Utah) \$1 million
- First Street Improvements (Wendover, Utah) \$5.5 million
- Wendover Airport Terminal Improvements \$1.5 million

#### What makes the project a viable project?

I believe there are many factors which make this a great project for a potential grant under the requirements of the TIGER program:

1. The project meets many of the parameters in regards to specific project components/elements:
  - a. Improving transportation elements within our community and providing for multi-modal capability access:
    - i. Cars
    - ii. Bus
    - iii. Bicycle

- iv. Pedestrian
    - v. Air
    - vi. Rail
  - b. Street scape enhancement/beautification
  - c. Safety improvements including:
    - i. Lighting
    - ii. Sidewalk
    - iii. Separation elements of vehicular, bicycle and pedestrian traffic
  - d. Increased economic development opportunity community-wide through streetscape improvements and transportation access
- 2. The project meets grant parameters in regards regional impact.
  - a. Wendover Airport is certainly a regional facility if not considered a national/international facility enplaning approximately 60,000 passengers annually. These passengers are from over 60 cities across the U.S. as well as several cities in Canada. This project improves greatly the link of that facility to the rest of the community.
  - b. West Wendover and the community on whole are impacted by nearly 2 million visitors annually which come through our community. Thus, there is an impact at various levels through surface transportation.
  - c. Bus passenger service is a mainstay across our country and West Wendover is of course a primary bus stop for that service.
  - d. Though located in close proximity, West Wendover, Wendover and Tooele County (through the Wendover Airport) are considered regional partners.
- 3. The project meets the grant parameters in regards to public and private participation.
  - a. Multiple jurisdictions would be part of the grant. West Wendover, Nevada; Wendover, Utah; Tooele County/Wendover Airport
  - b. Public/private partnerships would be part of the grant including the coordination and involvement of the three noted public entities with their funding in addition to local private sources of funding.
- 4. The non-rural (urban) TIGER grants require a 20% match on the part of the applicant. The rural TIGER grants do not require a match but, a successful grant application would include a match showing community commitment to the project. In past projects according to USDOT match funds could be up to a 3:1 ratio. For every \$3 in funding \$1 in match or approximately 30% match. We would not be looking at such a high match but would attempt to provide as much match as possible. In the grant application, I believe showing a \$1.5 million match (7.5%) though not as aggressive as I would like, may be enough to show solid commitment. \$2 million would be 10% match
- 5. In so much as the funding timeline, if the grant application were successful, funding would not be available until late 2013 or into 2014 according to USDOT. Thus funding commitments for a match would be required at the time of construction which would likely be 2014/2015 so we have a few years to plan accordingly.

I realize in the current economic environment this is a large grant application. However, that is part of the incentive to file, as I think across the country there are many local entities who though might apply under other conditions, will not apply given current economics. I think the timing may be good for us to apply and, with three public entities involved and including at this date at least one committed private entity and likely several others to be gained, it certainly is not a loss to take this long shot.