CARSON AREA METROPOLITAN PLANNING ORGANIZATION

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A regularly scheduled meeting of the Carson Area Metropolitan Planning Organization was held on Wednesday, December 10, 2003, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 5:30 p.m.

PRESENT: Chairperson Richard S. Staub, Vice Chairperson Steve Reynolds, and Members Shelly

Aldean, Kent Cooper, Charles Des Jardins, and Bob Kennedy

STAFF PRESENT: Street Operations Manager John Flansberg, RTC Engineer Harvey Brotzman, and

Recording Secretary Katherine McLaughlin (CAMPO 12/10/03 Tape 1-0354)

A. ROLL CALL AND DETERMINATION OF A QUORUM - Chairperson Staub convened the meeting at 5:34 p.m. Roll call was taken. A quorum was present although Member Nunes was absent.

- **B.** APPROVAL OF MINUTES SEPTEMBER 10, 2003 (1-0363) Member Aldean corrected the spelling of Member Holler's name on Page 1. Member Reynolds moved to approve the Minutes as corrected. Member Aldean seconded the motion. Motion carried 6-0.
- C. AGENDA MODIFICATIONS (1-0378) None.
- **D. PUBLIC COMMENTS (1-0380) -** None.
- **E. DISCLOSURES** (1-0387) None.
- F. PUBLIC MEETING ITEMS:

F-1. PRESENTATION AND STATUS OF THE CARSON CITY FREEWAY BY THE

NEVADA DEPARTMENT OF TRANSPORTATION (1-0388) - NDOT Project Manager Jim Gallegos showed and explained computerized photographs of the freeway. Streets at the north end of the freeway that will be closed permanently were listed. The need to use Imus to reach Bonanza was indicated. The flood map was illustrated. The gavel pit will be used as a detention basin. Phase I should be completed in the Spring of 2006. He then gave a status report on Phase II. Concerns were expressed regarding the traffic at the North Douglas County development area; the Spooner-395 interchange; and the traffic model of the Jacks Valley interchange and the impact additional growth in that area will have on Highway 395. It was felt that the freeway will not create additional congestion at the Jacks Valley interchange. A flyway is not needed there. Improvements are needed at the shopping centers but not at Spooner Junction/Highway 50 West. NDOT is doing a corridor study on the road between Carson City and Gardnerville. Vertical alignment and visual concerns were explained. The high groundwater table and the necessity to drain a depressed freeway made it unfeasible. Therefore, elevated and ground level alternatives were being evaluated. Many properties will be impacted by the freeway. The closer an individual is to the freeway the greater the impact. An elevated crossing at Carson Street and at Snyder were studied. A balance between satisfying the public's visual concerns and the vertical alternatives must be found. At this time it appears as though the Carson Street crossing will be elevated. Several alternatives are still being studied regarding an at-grade crossing of Snyder and a fully elevated crossing of it. The final decision will be made within the next few weeks. This will

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allow them to quickly move forward with the rest of the freeway design. He then explained the establishment of an aesthetics committee and the proposed plan to extend the aesthetics used in Phase I to Phase II. The freeway schedule was limned. Phase II of the freeway may be constructed in different segments with the first segment being between Highway 50 and Fairview. It is hoped that construction will commence on it by 2006 and be completed by 2010. He urged the public to utilize the website to study the plan. It is updated monthly. Questions, complaints, concerns and/or comments should be directed to him through the website which is cofreeway.com.

Discussion between the Board and Mr. Gallegos described the treatment planned for the hillside that had been removed. Mr. Gallegos agreed to provide photographs of the treatment. NDOT had received complaints when Ames Construction began work before 7 a.m. They are to work between the hours of 7 a.m. and 7 p.m. only. They are aware of the restriction. Equipment maintenance is performed after hours in areas where there should not be any problems. There is a noise abatement program in effect. Discussion also noted the proposal to construct Phase II in phases with the first phase being from Highway 50 to Fairview. The traffic impact of this decision on Fairview is being studied. Carson City is purportedly thinking about widening Fairview. The alternative schedules have indicated that it may make more sense to complete the entire freeway in one phase rather than to stop at Fairview. Acquisition and timing issues remain a concern. The need to balance the earth work so that some dirt can be moved to other locations for future use and construction of sound walls earlier in the process for noise mitigation were indicated. These issues will be discussed in more detail in the future. Mr. Gallegos indicated that at this time NDOT is committed to completing the freeway to Spooner and not terminate it at Fairview. He also indicated that, if the phase is streamlined and aggressively approached as an alternative, it may be possible to push the first phase of Phase II to Fairview at an earlier date. Clarification indicated that Phase I included the bridge crossing Highway 50 but not the widening on the south side. Mr. Gallegos also explained the need for an open free flowing movement for the Gardner-ville/Minden traffic at the Spooner interchange. A flyover does not work that well without additional improvements south of the interchange. The development corridor creates a problem. An interchange with three left turn lanes under the bridge could handle the traffic. The environmental document had included an expanded scope that addressed the potential of a frontage road along the development corridor. It was removed from the plan as Douglas County has commenced developing other "backage" roads which can be used along the corridor without accessing the highway. The corridor study will study all of the alternatives including new freeway connections, widening the road to ten lanes, frontage roads, alternative frontage roads, backage roads, etc. The Washoe Tribe at the Stewart Indian Colony has objected to the freeway location as it feels it separates the Colony from the City. A vertical alignment is a consideration which may mitigate some of this concern. Mr. Gallegos did not believe that the Tribe will attempt to stop the freeway. He committed to trying to keep it moving to remove congestion on Carson Street. Clarification indicated that the depressed area will remain as indicated in the preliminary plans south of Fairview. The only change to those plans as of this date was a loop ramp which improved the movement at Fairview. Chairperson Staub asked Mr. Gallegos to contact him regarding the loop ramp. Mr. Gallegos requested time to locate the photographs of the hillside restoration program. Member Aldean indicated that she did not wish to delay the meeting and would look at them at another time. Public comments were then solicited but none were given. No formal action was required or taken.

F-2. ACTION AND APPROVAL OF THE AMENDED FISCAL YEAR 2003 TO 2005 INTERIM PROGRAM OF PROJECTS FOR THE CARSON AREA METROPOLITAN PLANNING ORGANIZATION (1-0760) - Street Operations Manager John Flansberg explained the need to modify the Interim

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Program of Projects due to NDOT's revision which had modified the Highway 50 West interchange located 4.8 miles west of the 395 interchange and eliminated the truck escape ramps. He also indicated the need to revise the Federal budgets for the short range study to be \$47,100 from the 5303 funds and \$21,200 from the 5307 funds. He indicated that the program's public participation process had been followed. The program was advertised on November 9 and December 9. Justification for selecting these dates was provided. No comments were received as a result of the advertisements. He then described the change to the Brunswick Canyon Road at the Carson River Bridge Replacement funding to \$2,900,000. It is anticipated that during the three-year period indicated only \$400,000 will be spent on design and acquisition. Therefore, the budget was reduced to reflect the funding needed for the three-year period. It is anticipated that the bridge will be constructed in 2006. Chairperson Staub felt that the spread sheet functioned as a funding source and expenditure report. He asked that future reports also include this information and the balances. Mr. Flansberg indicated that the first quarterly reports will be provided in February. Board comments suggested that totals be provided on the second page so the Board will be able to determine that the budget is in balance. Mr. Flansberg agreed to do so and indicated that the budget amounts for the local matches will be included in the future. Discussion explained that the transit funding was approved in the continuing resolution. The enhancement programs, which included the Hot Springs Road project, have been delayed until its funding is approved. The City's transit program is included in the continuing resolution. Member Des Jardins requested a breakdown of the impact on the projects at the next meeting. Mr. Flansberg agreed to provide same. Member Cooper explained that the Omnibus Bill had been acted upon by the House on Monday. The DOT Act is part of it. The Senate will consider it in January. It is separate from the reauthorization of the ISTEA bill, which is a six-year act. Congress will pass an appropriations act. It may occur in January. NDOT is proceeding as if it will happen on both the transit and highway sides based on 2003 levels. There should not be a major impact to the CAMPO programs at this time. The long range outlook may be impacted if Congress fails to act to reauthorize the six-year act. He did not feel that CAMPO should be concerned at this time. Clarification also explained that the \$4.1 million project on Highway 50 West is for the Snyder Ranch Development and will be funded by the developer. Member Aldean pointed out that there were a number of acronyms used in the report under the funding sources and asked what HBRRP is. Mr. Flansberg described the Federal bridge program. Public comments were solicited but none were given. Member Aldean moved to approve the Amended Fiscal Year 2003 to 2005 Interim Program of Projects for the Carson Area Metropolitan Planning Organization; fiscal impact is as shown in the document which the Board has. Member Reynolds seconded the motion. Motion carried 6-0.

- G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS NON-ACTION FUTURE AGENDA ITEMS (1-0920) Chairperson Staub questioned the status of Old Clear Creek Road and expressed his feeling that a meeting on it should be conducted. Mr. Flansberg indicated that he will provide a status report on it at the next meeting. No formal action was required or taken.
- **H. ADJOURNMENT** (1-0941) Member Kennedy moved to adjourn. Member Aldean seconded the motion. The motion carried 6-0. Chairperson Staub adjourned the meeting at 6:08 p.m.

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

The Minutes of the December 10, 2003, Carson Area Metropolitan Planning Organization meeting

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ARE SO APPROVED ON <u>January 14</u> ,	2003.
/s/ Richard S. Staub, Chairperson	