

subordinated loan to complete this section as the gas tax could only support the portion between 50 and 395. Under the subordinated loan proposal Federal monies would not be involved, an interest payment would not be required for the first five years, and none of the principal would be paid for the following five years. Repayment of the "Q" funds would be mandated only if Federal money is included in the loan. Under the proposal, the Bypass would be an at-grade facility with staged construction. Discussion between Mr. Ferris and the Board indicated the at-grade Bypass would meet all the EIS and seismic requirements. State construction on the southern portion of the Freeway may occur in 1999 and will probably be completed by 2012. The "City's" portion should open in 1997. Under this proposal Fairview would be used as a temporary "detour". Discussion ensued on whether the Regional Transportation Commission had been authorized for this evening which was determined had not occurred. Discussion ensued on the repayment requirements for "Q" funds and the \$7,000,000 repayment requirements. Mr. Ferris commended the State on its willingness to work with the City and Corporation in attempting to find a method to alleviate the current traffic situation. He also noted that the current proposal would meet the City's needs and involved adequate financing for a project which would be worthwhile rather than the original concept to "shoe horn" the proposal. Work remaining to be done before the preliminary design is drafted was outlined including the need for an in depth hydrologic analysis. The gas tax should be implemented when the design work is completed. The original \$35,000 which had been allocated for the study had been depleted. A contract should be drafted and the fee increased. As NDOT would maintain the Bypass once it is constructed, they want to be involved in the design. He then suggested the present contract be amended to have an 80/20 split with NDOT and the City and increase the cost to \$200-250,000. This would require the City to increase its funding another \$23-25,000. The Corporation will then do the preliminary design for the Bypass and prepare the contracts. Discussion ensued on the additional cost, the traffic forecast model, and the need to authorize for action the request for an amendment to the original contract. (1-1642) Mr. Ferris then explained the procedure which would be followed once the determination is made that the project should be constructed. State criteria would be maintained, however, as a private corporation would be contracting the work, it will be completed at a lower cost. Overruns may occur, however, with good planning they should be kept at a minimum. It will be designed to truck standards as it will be the City's truck route.

(1-1768) Nevada Department of Transportation Director Garth Dull acknowledged the description provided by Messrs. Ferris and Channin and outlined his interest in the proposal. He was not certain that the State could commit to constructing the southerly portion of the Freeway in 1999 based on several problems which he defined. He felt that he could recommend that his Board approve the concept. Current construction plans may not occur until sometime in 2015. The reasons for supporting the concept, the change in priorities, and the \$7 million "loan", uniqueness and feasibility of the concept, the need to maintain the EIS criteria, the need for the State and Corporation to work together, the construction date for the southerly portion of the Freeway, the "Q" funding repayment requirements, and present funding for the right-of-way were discussed by Mr. Dull, the Board, and Mr. Berkich. Mayor Teixeira thanked Mr. Dull for his participation and attendance. Mr. Dull also noted the work of his staff and introduced Susan Martinovich.

(1-2665) Mayor Teixeira then asked if either Bud Wright or anyone else was present from the Feds. No one responded.

Ken Dorr of Lumos and Associates used NDOT's aerial map to explain and respond to questions from the Board and Mr. Lipparelli concerning the proposed at-grade, four lane expressway from 395 North to Fairview Drive, the intersections, right and left stacking lanes, the 395 North "flyover", projected traffic on Carson Street, potential use of Arrowhead as a truck route, a frontage road between Bonanza and Arrowhead, signalization plans, (2-0024) plans to locate the frontage road in the current right-of-way, the lack of upgrades to Fairview Drive in the concept, and (2-0199) the proposed speed limit, (2-0238) street lighting, landscaping plans, (2-0369) the proposed thickness of the asphalt and subsurfaces, the wetlands and drainage channels.

(2-0159) Mr. Ferris stressed that the use of Fairview was only temporary and not planned for longer than three

years. The truck traffic flow pattern and use of Fairview would be analyzed as part of the study.

(2-0215) A five minute recess was declared at 7:40 p.m. When the meeting reconvened at 7:45 p.m. the entire Board was present constituting a quorum.

(2-0325) Mr. Channin explained for Supervisor Bennett the plans for the State to pay off the outstanding debt when it takes over the program. (2-0515) Discussion ensued among Mr. Ferris, Mr. Channin, and the Board on the project costs, bond amount, revenue generated by the five cent gas tax, potential implementation date for and period of the gas tax, the need for a written commitment from the Feds on the funding issues, and (2-0798) the need for the preliminary design prior to obtaining the written agreement with the Feds. (2-0748) Mr. Carr assured the Board that by Thursday evening he would have a cost figure on the preliminary design and his reasons for feeling that it would not be a significant amount. (2-0815) Mayor Teixeira directed staff to attempt to have the Feds present at Thursday's meeting. Mr. Ferris indicated "they would invite him"--meaning Bud Wright.

(2-0915) Mr. Dorr explained for Mike Palazzolo the reasons an interchange was planned at Northgate which he felt was based on projected growth in surrounding the vicinity. Mr. Palazzolo suggested Emerson be used due to its width and access to Arrowhead.

(2-1059) Duane Windsor stressed the need to coordinate the City Bypass with the State Freeway in order to have a workable "hybrid". He questioned whether the State could, due to unforeseen problems, not complete its portion of the road. Mr. Dull agreed that it is possible, however, all attempts would be made to comply with the terms of the final agreement. At this time he had agreed only to the concept. Mr. Windsor then reviewed the history of the gas tax and, specifically SB 441, and the continually increasing highway maintenance costs. Mr. Dull acknowledged the spiralling maintenance costs as well as projected needs.

(2-1355) Additional public comments were solicited but none made.

Mr. Carr then requested any questions of Mr. Channin be asked this evening as he would not be able to attend Thursday's meeting. Discussion ensued between Mr. Channin and Mayor Teixeira on the Corporation's ability to sell the "COP"s and noted that the bonds would be for approximately \$20 million. Supervisor Bennett also expressed her frustration about the present Federal administration's desire to use Highway Trust Funds for deficient reduction and other purposes.

Additional comments were again solicited. Mr. Berkich reminded all that the next meeting on this topic would occur on Thursday evening and that questions/public comments would be solicited. Mr. Carr thanked all for attending and their participation. He felt that a "formal document" would be provided to the Board by Wednesday. Bruce Kolinski, Senior Project Director of Interwest Management Group and staff to the Corporation, thanked NDOT's staff for its cooperation and support. Mayor Teixeira also thanked NDOT for its assistance.

There being no other matters for consideration/discussion, Supervisor Ayres moved to adjourn. Mayor Teixeira seconded the motion. Motion carried 5-0. Mayor Teixeira adjourned the meeting at 8:25 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 Special January 24, 1994, Carson City Board of Supervisors meeting

ARE SO APPROVED ON ____April_7____, 1994.

_____/s/_____
Marv Teixeira, Mayor

ATTEST:

_____/s/_____
Kiyoshi Nishikawa, Clerk-Recorder