

CARSON AREA METROPOLITAN PLANNING ORGANIZATION
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A regularly scheduled meeting of the Carson Area Metropolitan Planning Organization was held on Wednesday, May 11, 2005, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, beginning at 5:30 a.m.

PRESENT: Chairperson Richard S. Staub, Vice Chairperson Charles Des Jardins, and Members Shelly Aldean, Larry Hastings, Dan Holler, Dennis Taylor, and Michael Zola

STAFF PRESENT: Deputy City Engineer John Flansberg, RTC Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin (MPO 5/11/05 Tape 1-0007)

A. ROLL CALL AND DETERMINATION OF A QUORUM - Chairperson Staub convened the meeting at 5:35 p.m. Roll call was taken. The entire Board was present, constituting a quorum.

B. APPROVAL OF MINUTES - None.

C. MODIFICATION OF AGENDA (1-0018) - Item F-2 was pulled.

D. PUBLIC COMMENT (1-0024) - None.

E. DISCLOSURES (1-0032) - None.

F. PUBLIC MEETING ITEMS:

F-1. STATUS REPORT ON US 50 / OLD CLEAR CREEK ROAD DRAINAGE STUDY BY NEVADA DEPARTMENT OF TRANSPORTATION (NDOT) (1-0034) - NDOT Principal Hydraulic Engineer Steve Cooke described his position with NDOT and the area covered in the study. A computerized slide presentation was given. Erosion occurs as a natural process everywhere and has been accelerated by the human process in the Clear Creek area. Water quality impacts to the creek were noted. Mitigation efforts commenced in 2000. A Clear Creek steering committee was formed and PBS&J was hired to do the watershed assessment. The report goals were limned. Eleven types of erosion in the watershed were described. The study included the 44 miles of tributaries. Twenty percent of them have moderate or severe erosion. Mitigation costs were estimated to be \$2.6 million in 2002. The implementation challenges were explained. Mitigation most begin at the headwater and include the entire channel. The approach concept was reviewed. Teaming up with UNR provided a better understanding of the physical attributes of the watershed. The soil was thought to be highly erosive but the study has shown that it is more erosive than originally thought. Discussion indicated that there are lots of products that can be used to control the erosion. UNR evaluated the material. The majority of them are porous. Two years ago they teamed up with the USGS to do a two-year study of the suspended water qualities. The sample locations were indicated. Cooperative agreements are being developed to mitigate the erosion. NDOT has committed \$400,000 for each of the next four years to implement the mitigation measures. A slide illustrating a structure that was constructed a month ago was shown. Forty-five of them have been constructed in a moderate erosion watershed. A report will be developed next month on their efforts. At this time there is not enough funding to address all of the erosion issues. The third step is to control runoff from Highway 50 West. Ideas under consideration were limned. Based on the preliminary evaluation it is felt that the collection, treatment, detention, and metering out into

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Clear Creek is the most promising alternative. The proposed concept to implement this plan was described. The conceptual locations of these facilities were indicated. Work on the NEPA process has begun. It is hoped that this process will be addressed by late this summer. The design of the storm drain system will then be initiated.

Discussion indicated that they had cursorily looked at the impact to the fish in the creek if the discharge is not returned to the creek. It is believed that much of the runoff does not reach the creek as it is infiltrated. Therefore, capturing the runoff will not impact the water volume, fish, etc. Discussion then explained the soil composition which changes as one goes up the water shed. The majority of the soil is decomposed granite. Restoration measures at the construction sites include seeding disturbed areas to increase bank stability. The challenge will be getting the seed to grow as the porous soil does not hold moisture. The collection/detention basin at the Highways 395 and 50 are being sized to handle a 25-year 24-hour runoff.

Chairperson Staub explained the desire to improve Old Clear Creek Road. He appreciated the efforts to identify the drainage from the Spooner Summit corridor, however, it does not identify the internal drainage and its mitigation. The entire watershed is the issue. Daily use of the road and maintenance by Carson City was limned. He asked that their efforts be incorporated into NDOT's highway drainage. Mr. Cooke indicated that his program will collect all of the runoff from the Highway 50 right-of-way. None will be allowed to discharge into the residential area or onto Old Clear Creek Road. Discussion explained NDOT's cleaning and checking of several inlets. Mr. Cooke believed that this had addressed some of the concerns related to the residential road. Chairperson Staub urged NDOT to discuss the drainage with the residents as they believe the highway drainage is still creating damage to Old Clear Creek Road.

Discussion between Mr. Cooke and Member Holler explained that the drainage will be collected in a pipe or box culvert and not allowed to "blow out the treatment facility". Clarification also indicated that the \$2.6 million in improvements is outside NDOT's right-of-way and addresses runoff from the roadway. The runoff will not be picked up in the storm drainage facilities there now. It was felt that the storm drain system will cost between \$12 and \$15 million. The paperwork must be completed before it can be added to either the short or long range plan. Public comments were solicited.

Sharon Arnold felt that the work they had done on the culverts had improved the situation at the location that Mr. Flansberg and NDOT had been working on for several years. There are eight to ten other open pipes that discharge on the road. Mr. Cooke indicated that the project should begin in 2008 and finish in 2010. There are three phases to the work. Chairperson Staub felt that the work done on Old Clear Creek Road should be coordinated with the work along Highway 50. Mr. Flansberg was directed to coordinate the projects to avoid impeding the Highway 50 work. Mr. Flansberg indicated that a smaller design will be implemented for four or five years and that the balance of the work will be completed thereafter. Mr. Cooke concurred with this plan. He also expressed a willingness to work with CAMPO. Ms. Arnold expressed the hope that something happens soon as the roadway is rapidly disappearing. As a homeowner in the area, she thanked Mr. Dieter of NDOT and Mr. Flansberg for coming to their rescue. Chairperson Staub indicated that RTC and CAMPO are part of the process. They are aware of the issues and are doing their best to address them in a reasonable process. Additional public comments were solicited.

Chairperson Staub explained for Steve Cote that the road patching program will continue. A meeting on this

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issue was to have been held today, however, it was continued. He hoped that the “powers to be” are involved with these meeting and that a resolution will be found in 90 to 120 days. Mr. Cote iterated the safety concerns created by the road’s erosion. Additional public comments were solicited. None were given. No formal action was required or taken.

F-2. DISCUSSION AND APPROVAL OF NEVADA DEPARTMENT OF TRANSPORTATION (NDOT) 2006 TRANSPORTATION SYSTEM PROJECTS DOCUMENT FOR THE CARSON AREA METROPOLITAN PLANNING AREA (1-0018) - Pulled.

F-3. PRESENTATION AND DISCUSSION OF THE REVISED METROPOLITAN PLANNING ORGANIZATION BOUNDARY(1-0510) - Mr. Flansberg explained the proposal to expand the MPO boundary to the Virginia City turnoff. The proposal has been opened for a 30-day public comment period. Action will be considered after the closure of the public comment period. Inclusion of the area does not change the funding. Douglas County is not interested in including more of its area in the MPO at this time. The current MPO area includes a majority of the Mound House populated area. The expanded residential area may increase the population percentage from 1.5% to 3%. Therefore, a change in the Board’s composition was not felt to be necessary. Lyon County will be included on the technical advisory committee. The Lyon County Commissioners had already acted to approve the request to expand the MPO boundary to the Virginia City turnoff. A meeting with its County Manager has been scheduled for Monday. Clarification indicated that the northern boundary stops at the Lyon and Storey County line. Virginia City is not included in the area. Storey County has not asked to be included in the MPO area. Commissioner Des Jardins supported extending the boundary to include Dayton and its urbanized area. He also believed that Douglas County will ultimately be included in the MPO area. Public comments were solicited but none were given. No formal action was required or taken.

F-4. PRESENTATION AND DISCUSSION OF THE 2004 REGIONAL TRANSPORTATION PLAN, AND THE 2005 TRANSPORTATION IMPROVEMENT PROGRAM (1-0620) - Mr. Flansberg explained that the program is being advertised for public comments. Formal consideration by the Board will occur at the next meeting. Revisions to the regional transportation plan were limned. He had also been informed about the need to add the Highway 50 West truck escape ramp to the program. The changes included the revised Carson City Community Transit fixed route service. He then explained that the Federal denial of the plan was due to the lack of a financial element and the bicycle and pedestrian plans. Its rejection does not jeopardize the funding nor the freeway acquisitions and design. They are on hold pending approval of the plan. Mr. Flansberg also explained that Federal Transit had indicated that funding for capital acquisitions will be held until these items are addressed. So far as Mr. Flansberg knew, the MPO is not losing any enhancement funds. Member Taylor explained that Mr. Flansberg, NDOT, and Federal Highways are all working hard to address all of the issues and apologized for taking so long to make a decision. He felt that the issues have been resolved. This was his reason for having asked that Item F-2 be pulled. Changes will be made to the 2006 NDOT Transportation System Projects Document so that it will match the MPO’s plan. He complimented Mr. Flansberg and Member Holler on their hard work and dedication to get the issues resolved. Chairperson Staub expressed the hope that things will be smoother next year. No formal action was required or taken.

G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS (NON-ACTION

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ITEMS) - FUTURE AGENDA ITEMS (1-0727) - Member Taylor asked that Item F-2 be scheduled for the next meeting. He also indicated that the work program will be presented at that time and should be agenized for action. Discussion indicated that the NDOT items can be scheduled before CAMPO's Transportation Improvement Program. No formal action was required or taken.

H. ADJOURNMENT - CAMPO (1-0751) - Member Aldean moved to adjourn. Member Des Jardins seconded the motion. Motion carried unanimously. Chairperson Staub adjourned the meeting at 6:22 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 May 11, 2005, Carson Area Metropolitan Planning Organization meeting

ARE SO APPROVED ON June 8, 2005.

/s/
Richard S. Staub, Chairperson