

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
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A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, January 11, 2006, at the Community Center Sierra Room, 851 East William Street, Carson City, Nevada, immediately following the regularly scheduled meeting of the Carson Area Metropolitan Planning Organization that began at 5:30 p.m.

PRESENT: Chairperson Richard S. Staub, Vice Chairperson Charles Des Jardins, and Commissioners Shelly Aldean, Larry Hastings, and Michael Zola

STAFF PRESENT: Public Works Director Andrew Burnham, City Engineer Larry Werner, Senior Deputy District Attorney Michael Suglia, RTC Engineer Harvey Brotzman, Transportation/Transit Planner Michael Dulude, and Recording Secretary Katherine McLaughlin (RTC Recording 1/14/06 5:37:40)

NOTE: Unless otherwise indicated, each item was introduced by staff's reading/outlining/clarifying the Request for Action Report and/or supporting documentation. Staff members making the presentation are listed after the Item's heading. Any other individuals who spoke are listed immediately following the staff listing. 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.

I. ROLL CALL AND DETERMINATION OF A QUORUM - Chairperson Staub convened the meeting at 5:38 p.m. Roll call was taken. The entire Commission was present, constituting a quorum.

J. APPROVAL OF MINUTES - 12/14/05 (5:38:16) - Discussion between Commissioner Aldean and City Engineer Werner explained that the Bowers Lane closure will be coming to the Commission before going to the Board of Supervisors. This process is based on legal counsel's advice. The traffic count was delayed by the snow storm and the holidays. Commissioner comments indicated that residents have been calling the Commissioners regarding the issue. Commissioner Aldean then moved to approve the Minutes as submitted. Commissioner Des Jardins seconded the motion. Motion carried 5-0.

K. AGENDA MODIFICATIONS (5:40:14) - None.

L. PUBLIC COMMENTS (5:40:22) - None.

M. PUBLIC COMMENTS (5:40:43) - None.

N. PUBLIC MEETING ITEMS

N-1. STATUS REPORT AND DISCUSSION ON THE JAC "JUMP ACROSS CARSON" TRANSIT PROGRAM (5:41:05) - Transportation/Transit Planner Michael Dulude, Russell Carpenter - Mr. Dulude's review of the report indicated that ridership dropped in November and December. It may increase in March and April. Discussion indicated that the passengers should stand where the permanent signs are located. A contractor has been retained to help staff install the permanent signs. The temporary signs are not at the permanent locations. In order for the driver to recognize the individual as a passenger, the individual should stand at the permanent signs or within a reasonable distance of it. The driver is not to stop for

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individuals waiving at the bus. The schedules are being revised to indicate that the bus stop is located within 200 feet of the location indicated on the map. Commissioner Aldean felt that part of the decrease in ridership may be caused by the inability to find the bus stop location.

Mr. Dulude explained that he had reviewed his estimates with the consultant. He felt that his model was reasonable and doable. The cautions and justification for not providing monthly reports were noted. The consultant estimated the annual ridership at 138,450. Extension of the current ridership provides an estimate of 43,344, which is a large difference. Mr. Dulude felt that the actual ridership will be somewhere between 43,344 and 136,919. He then reviewed his calculations of the annual fare revenue. He explained that the JAC Assist program is still providing rides for individuals who could and should be using JAC.

Discussion indicated that there are other communities of a similar size that could be used as a comparison. The consultant had provided comparisons when he developed his original estimate of the annual ridership range of 200,000 to 400,000 riders.

Public comments were solicited. Mr. Dulude explained for Mr. Carpenter that all of the ridership classifications were higher during October when the rides were free. Staff is considering locating maps at each bus stop. Maps are currently located at the key stops. There is a plan to sell advertising space on the buses in the future. The website and telephone number will be added to the flyers. The difference in the fares for JAC and JAC Assist will encourage individuals to stop riding JAC Assist. Chairperson Staub explained that the passengers will be screened in the near future. Only disabled individuals, as defined by the American Disabilities Act, will be allowed to ride JAC Assist after that date. Mr. Carpenter felt that the consultant had indicated that there would be 200 to 250 more riders a day. He was disappointed in the ridership. He felt that the service will lose \$1 million this year. He suggested that the service be made free for the first year. A fare should be charged after that. The 50¢ fare causes more book work than it is worth. Revenue of \$20,000 is nothing when compared to \$1 million. Marketing needs to be boosted. Maps should be located everywhere. Subways have them. They are easy for their riders to use. Making the service easier for the riders will encourage more ridership. He also suggested that the curbs be painted to indicate the bus stop locations. Additional public comments were solicited but none were given. No formal action was taken or required.

N-2. STATUS REPORT AND DISCUSSION ON CURRENT RTC PROJECTS (5:56:19)

- City Engineer Larry Werner indicated that the report's format will be refined. Mr. Werner was uncertain when the North Stewart Street project will go out to bid. A public workshop on it has been scheduled for March. Efforts are now centered on refining the right-of-way needs and acquisitions. This process may take a year or more to complete. Staff knows the parcels that the expansion will require purchase of the entire lot. The partial acquisitions will not be completely known until the design is 100 percent completed and approved by the Commission. Chairperson Staub encouraged staff to move forward on this project as fast as possible. He realized that Fairview is a higher priority but wanted North Stewart completed by 2008. Mr. Werner agreed to "shoot" for that date but could not assure him that it is doable. He also indicated that the proposal to provide additional parking on John Street for the Cracker Box had been given to Consultant Ken Dorr. Public comments were solicited but none were given. No formal action was required or taken.

RECESS: A recess was declared at 6:00 p.m. The entire Commission was present when Chairperson Staub reconvened the meeting at 6:04 p.m., constituting a quorum.

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N-3. DISCUSSION AND ACTION TO SEND A RECOMMENDATION OF APPROVAL TO THE CARSON CITY BOARD OF SUPERVISORS FOR THE CITY'S "ULTIMATE" LANDSCAPE DESIGN CONCEPTS FOR THE CARSON CITY FREEWAY - PHASE 2 PROJECT (SOUTHERN LEG) (6:04:56) - Parks Planner Vern Krahn, Interpretative Gardens Representative Tom Stille, Codega Planning and Design Representative Kreg Mebust - Mr. Krahn introduced Mr. Stille and Mr. Mebust. He explained NDOT Project Manager Jim Gallegos' absence. Slides illustrating the landscaping design of Phase 1 were shown and briefly explained. A status report on Phases 1A and B was given. Phases 1A and B may open in mid-February. Phase 2 is 90% designed. Phase 2A should be completed by 2010. The landscaping plans for the intersections and grade separations for which the City is responsible were described.

Mr. Stille explained his role in providing bio-regional landscaping. This effort conserves water, matches the environment, and is easy to maintain. The ultimate plan was described and illustrated. Discussion pointed out that the area is in a transitional zone. This location provides more opportunities for landscaping that is interesting, more complex, and matches the eastern and western environments. Mr. Stille believed that as people drive the freeway and the residents traverse under it they will understand the idea and appreciate the effort.

Mr. Krahn then explained that NDOT is in the process of developing "dry land" seed mixes for the remaining portions of the freeway. The City will be responsible for the gateways. The plan uses container materials—trees, shrubs, etc.—for gateway enhancements. The City does not want to maintain the entire 4.5 miles of freeway. The gateways will make a difference to the traveler/resident and provide an impression of the community. Infrastructure improvements provided by NDOT were listed. Slope mitigation efforts were noted including the effort to reduce the slopes and talus those areas. A computerized simulation of what the Duck Hill area may look like in five years was shown illustrating the program. Efforts to reduce the potential for weeds to invade the cut areas were described. Mr. Stille also explained that some weeds are needed to help desirable plants establish themselves. These weeds are annuals, whereas the more desirable plants are perennials that eventually force the weeds out. Mr. Krahn also indicated that more taluses may be used in the landscaping for the southern leg of the freeway. He used slides to describe and illustrated the sound wall locations and designs, the bridge aesthetics and colors, and the water quality basins.

Mr. Mebest explained the efforts to conserve and harvest top soil in areas which were to be disturbed as well as efforts to stabilize those areas when construction is completed. The success of the reseeding was limned. Photographs illustrating it were shown. Efforts to avoid contamination of the seeded areas with noxious weeds, e.g., Tall White Top, were described. When it is found, mitigation efforts and notification procedures to the Department of Agriculture were limned. Discussion explained that the best possible seed mix is being used. It is always a surprise to see what germinates and when. The "nurse" crop may support perennials for three to four years before shrubs begin to takeover. Mr. Mebust reiterated that flowers were included in the seed mix. Mr. Krahn explained that a germination of 30% for the fill slopes and 15% for the cut slopes was expected. The success of the seeding efforts was explained. The stand of grasses is good and will, hopefully, stabilize the soil and benefit the "short" crops that will be coming. The dry land seeding was felt to have been successful.

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Mr. Mebust then explained that an abstract regarding the effort was given to the National Erosion Control Association Convention. It will be published in the *ECA* and will be formally presented at the convention in February. A root sampling was shown indicating that top soil is in the roots of the plant.

Mr. Krahn then showed computer enhanced photo simulations illustrating what the landscape will look like in the future. He felt that the area was a great canvas for a bio-regional approach. Funding provided through GROW President Mary Fischer and Senator Reid's efforts had started the landscaping for the first leg of the freeway.

Mr. Krahn then explained how the bar had been raised for Phase 2 of the freeway. His explanation included a description of the Phase 2 area, the four interchanges, and the four grade separations. Aesthetic treatments will be the same as in Phase 1. Mr. Stille explained the proposal to install temporary irrigation rather than permanent irrigation. Once the plants/bushes are established, the irrigation system can be turned off. He also explained the difference in landscaping between the urban area and the Highway 50 area. Mr. Krahn explained that this "feathering" approach may be used on portions of the northern phase. Discussion indicated that, where it is cost effective to do so, effluent will be used for irrigation. Mr. Stille detailed the landscaping for the Fifth Street grade separation and the Fairview interchange which may be downsized. Mr. Mebust explained the proposal to use contour grading at the Fairview interchange. Computerized slides were used to illustrate the concept. He also explained the proposal to seed the medians rather than have an aggregate base on them. Mr. Krahn reiterated that NDOT is providing the infrastructure and that the City will be doing the planting. The Carson Canyon between the Fairview interchange and the Clearview and Koontz overpasses, its landscaping, and the soundwalls were then explained. The bridges will be part of the "canvas". Mr. Krahn advised that there will not be any soundwalls between Highway 50 and Fairview. The soundwall design for the walls facing the Tribe's land was described. The Tribe had actively participated in the design process. Discussion indicated that the sound wall design policy does not allow the designs to be used on the walls facing the south side or away from the freeway. It is allegedly prohibited in writing. Staff had worked hard in an unsuccessful attempt to obtain the design on those walls. Staff was asked to provide a copy of this policy to the Commission. Mr. Krahn agreed to do so. Mr. Mebust then described the area and the process used to harvest the seed mix. Mr. Krahn also explained the change in procedure which now has the bulldozers crush the vegetation and then move the dirt. It was believed that this process will assist with the revegetation efforts. Mr. Mebust then described the South Carson interchange and its landscaping design. The partnership organization chart was displayed. He complimented NDOT Project Manager Jim Gallegos, Mr. Burnham, Mr. Krahn, and GROW for their input and feedback.

Discussion indicated that the rocks/boulders that will be used in the taluses for Phase 2 have been stockpiled off Hot Springs Road at the NDOT lot. They are grey and dark brown. Mr. Mebust did not believe that they would use any rocks/boulders from Prison Hill, which are different colors. He felt that the talus would appear the same in Phases 1A, 1B, and 2A. More aggressive use of talus will occur in Phase 2B. He did not believe that the painted cobalt blue rocks/boulders found in Washoe Valley behind the Chocolate Factory will be used in Carson City.

Discussion ensued on the City's monument signage that is to be located near the detention basin. Mr. Krahn felt that Redevelopment/Economic Development Manager McCathy had selected a different site than the one Mr. Krahn had discussed with Commissioner Aldean. The intent to identify the entrance to Carson City will

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be met, however, the actual location has yet to be determined. Discussion also indicated that Page 3 of 15 of the exhibits indicates that the two legs of decorative fencing is to be included in the plans. Mr. Krahn described the fencing. Justification for the detention basin was briefly provided. Efforts will be made to soften its appearance. Public comments were solicited but none were given. Chairperson Staub thanked Messrs. Mebust, Stille and Krahn for attending the meeting and providing the update. It is an exciting and aggressive program which he hoped to see completed by 2010.

Commissioner Aldean moved to send a recommendation of approval to the Carson City Board of Supervisors for the City's "Ultimate" Landscape Design Concepts for the Carson City Freeway Phase 2 Project, the Southern Leg. Commissioners Zola and Des Jardins seconded the motion. Motion carried 5-0.

N-4. BRIEFING AND DISCUSSION ON DECEMBER 2005/JANUARY 2006 FLOOD

IMPACTS TO CARSON CITY STREETS AND HIGHWAYS (7:05:50) - City Engineer Larry Werner, NDOT District II Regional Maintenance Supervisor for the Carson-Tahoe-Gardnerville Region Steve Williams - FEMA's preliminary assessment team has been in town and has been going with staff throughout the area to determine the impacts. FEMA does not cover pot holes but staff has made a note of them. A list of areas that have been identified was read. Staff and FEMA are also looking at private damage. Mr. Werner felt that a preliminary estimate of the damage is in the \$3 to \$5 million range. He was uncertain how much could be recovered from FEMA. Staff is hoping that there is a presidential declaration. When it is issued, more details will be provided regarding the recovery potentials. Contractors have been doing the cleanup work including that located in the City's streets, culverts, storm drains, etc. Chairperson Werner thanked Mr. Williams for attending the meeting. Discussion indicated that silt is located throughout the community and that a lot of funding will be required to remove it. Mr. Werner advised that the Vicee basin was dug after the Waterfall fire. It holds 400,000 yards. There is now 80,000 yards of material in the basin and 70,000 yards of material had been captured in the gabion system upstream. Without the basin this material would have been deposited in the City and further compounded the silt problem. All of the roadside and ditch cleanup is factored into the process.

Mr. Williams explained that the flooding at Highway 50 and Scolaris was less than normally experienced in that area. The freeway drainage system had worked even though it is not 100% completed. Silt problems were experienced in Ash and Kings Canyons and the northern end of Carson City. The Voltaire Canyon flow will be addressed when the detention basin on South Highway 50 is constructed. The event at Gottschalks is the same as had occurred in 1997. The same is true with Saliman and its flooding at Fifth Street and the prison. Some of this water came from the Gottschalks' area. This drainage may be addressed in the freeway plans for linear ditches. He complimented Carson City on its efforts which had involved the State throughout the process. The Carson City's preplanning had enabled them to get ahead of the event as much as possible by channeling the flooding and, to a degree, controlling the flooding. The experience gained from the 1997 flood had helped with the planning and coordination efforts. The inmate crews' assistance was acknowledged. Problems with Lakeview Hill were noted. Ames Construction Company is working to solve them.

Commissioner Aldean explained telephone calls she had received from residents who were concerned about the detention basin at Little and Roop and its ability to overflow onto the roadway and create a safety hazard. Mr. Williams explained that the basin is not under NDOT's control. State Lands should be contacted about it. Mr. Werner indicated that the Department to contact is State Buildings and Grounds. Mr. Williams

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indicated that they should be asked to handle it.

Mr. Williams explained that they had thought about sandbagging the NDOT's corporate yard and sending the water to the linear ditch. They decided against doing this when it was discovered that the linear ditch was almost full. The concern was that adding to the flow in the ditch would have flooded the DMV buildings. Therefore, the yard was allowed to flood.

Mr. Werner advised that the freeway will handle the drainage concerns for the north and south ends of the City. The City will be responsible for mitigating the drainage problems for the downtown/middle of the community. Preliminary costs for just Kings and Ash Canyons for this work range from \$9 million to \$25 million. No formal action was taken or required on this report.

**O. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS INCLUDING
FUTURE AGENDA ITEMS - NON-ACTION ITEMS (7:15:21) - None.**

P. ADJOURNMENT (7:15:37) - Commissioner Aldean moved to adjourn. Commissioner Des Jardins seconded the motion. Motion carried 5-0. Chairperson Staub adjourned the meeting at 7:38 p.m.

The Minutes of the January 11, 2006, Carson City Regional Transportation Commission meeting

ARE SO APPROVED ON March 8, 2006.

/s/
Richard S. Staub, Chairperson