Item # 10B

City of Carson City
Agenda Report

Date Submitted: January 25, 2008

Agenda Date Requested: February 7, 2008
Time Requested: 10 minutes

To: Board of Supervisors

From: Andrew Burnham, Public Works Director

Subject Title: Action to adopt a federal legislative package for presentation to the congressional delegation.

Staff Summary: This item was continued from the January 17, 2008, meeting in order to provide estimated costs for the programs. Attached are write-ups for the V&T, Waterfall Fire, Regional Radio System, and EPA Grant. Staff has met with our federal lobbying team to discuss possible requests for federal legislation. The following includes those items staff is recommending we pursue:

- Funding for the V&T Railway Reconstruction Project
- Continued funding for the Waterfall Fire Rehabilitation Project
- Funding for a regional radio system
- Funding for issues related to illegal drugs
- Continued pursuit of the Carson City Federal Lands Bill
- Reallocation of current EPA Funding for utilities

Upon adoption by the Board of a federal legislative package, staff will prepare packets to the congressional delegation.

Type of Action Requested: (check one)

(____) Resolution (____) Ordinance
(_X_) Formal Action/Motion (____) Other (Specify)

Does This Action Require A Business Impact Statement: (___) Yes (X) No

Recommended Board Action:
I move to adopt a federal legislative package for presentation to the congressional delegation, which includes, in priority order:

Explanation for Recommended Board Action:
The items listed include issues that have previously been pursued and that we feel may have a chance of getting favorable consideration by Congress.

Applicable Statute, Code, Policy, Rule or Regulation: N/A

Fiscal Impact: N/A

Explanation of Impact: N/A

Funding Source: N/A

Alternatives: N/A

Supporting Material: Attached

Prepared By: Andrew R. Burnham, Public Works Director

Reviewed By: _____ Date: 1/29/08
(Department Head)

_____ Date: 1-29-08
(City Manager)

_____ Date: 1-29-08
(District Attorney)

_____ Date: 1-29-08
(Finance Director)

Board Action Taken:

Motion: _____ 1) _____ Aye/Nay
2) _____

_____
(Vote Recorded By)

VIRGINIA & TRUCKEE
RAILWAY RECONSTRUCTION
"The Silver Short Line"

THE PAST

One of the most famous American Short Line Railroads, the Virginia & Truckee hauled millions of dollars in silver ore from the mines in and around Virginia City. Originally built from Virginia City to Carson City in 1869 the railroad was extended to Reno in 1872 to connect with the Central Pacific Railroad. At its peak the V&T operated as many as 45 trains daily during the Big Bonanza on the Comstock Load between 1873 and 1881.

As the 20th Century began, the railroad extended to the new town of Minden to capture the growing agricultural traffic of the Carson Valley. With the decline of the Comstock Mines, trains stopped running to Virginia City in 1938 and the track was removed from Carson City to Virginia City in 1941. With competition from highway traffic, the V&T struggled to survive until May 31, 1950 when the railroad made its last run from Minden through Carson City to Reno.

THE PRESENT

The abandonment of the V&T was a huge loss to the residents of Nevada. The V&T with its short but colorful 80-year history was not just a local railroad but was indeed a historic National Treasure. Realizing the historic significance of the railroad, Bob Gray began the reconstruction of the V&T in Virginia City in 1974. Bob ultimately extended the reborn railroad to Gold Hill in 1980 creating a 2-mile long excursion/tourist operation that is an integral part of the Virginia City tourism economy.

Recognizing the opportunity to recreate history and to provide a major tourist attraction for the State of Nevada, the Tri-County Railway Commission was created by the Nevada Legislature in 1993 to raise funds, acquire rights-of-way and administer the reconstruction of the V&T from Gold Hill to Carson City. The renamed and expanded Nevada Commission for Reconstruction of the V&T Railway is currently in charge of the reconstruction effort which will ultimately create a 16.7-mile extension of the present railroad to Carson City. Understanding the regional significance of the project, the Legislature organized the Commission to include representatives from Carson City, Lyon County, Douglas County, Storey County, Washoe County, the State Assembly, Senate, Governor's office, and the V&T Historic Society.

Under the direction of the Commission, construction efforts have achieved remarkable results. Completed in 2005, Phase 1 of the railroad reconstruction rebuilt 1.4-miles of track to American Flat. This portion of the project involved placing a massive 300,000 cubic yard earthen fill at the edge of the Overman Pit in Storey County. Phase 2A/2B, which will extend the track another 4.3-miles, is currently under construction to Mound House in Lyon County and will be completed in the summer of 2008. This segment of the project includes the challenging reconstruction of the 565-foot long Tunnel #2. Phase 2C, the next 5.4-mile extension, is in the final design and right-of-way acquisition stage and will be under construction in the summer of 2008. This portion of the project will include a railroad bridge over U.S. Highway 50 and will extend the project to the outskirts of Carson City.

THE FUTURE

The completion of the Virginia & Truckee Railway reconstruction includes rebuilding the final 5.6 miles to the railroad's Terminal and Depot Site in Eastern Carson City. Identified as construction phase 3 and 4, this portion of the project will involve rehabilitation of the historic roadbed through the Carson River Canyon. The breathtaking views of the rugged and pristine mountainous terrain above the Carson River on this portion of the project will become one of the many trademark features of the recreated Virginia & Truckee Railway.

The reconstructed railroad will remain under the ownership of the Nevada Commission for Reconstruction of the V&T Railway. While train and maintenance operations will be conducted by a private excursion and tourist railroad organization, overall oversight will be responsibility of the Commission.

THE BENEFITS

This project represents a once-in-a lifetime opportunity to recreate a major historic treasure with lasting value for the residents of Nevada and to the United States as a whole. Besides its historic and heritage value, the project provides many benefits which include:

- Generation of 140,000 to 160,000 riders per year
- Carson Terminal and Railroad will act as key theme for related Development Opportunities
- Regional Generation of Additional Tourism and added Room Stays
- Creation of significant Short and Long Term Jobs - (1994/2000 EDA Economic Impart Analysis)-
    - *Immediate Creation of significant Construction Related Jobs*
    - *Creation of 85 Long-Term Railroad Operation Related Jobs*
    - *Creation of 160 Long-Term Non-Railroad Related Jobs*
    - *Creation of 185 Long-Term Gaming Related Jobs*

ADDITIONAL FUNDING

While over $34 million has been raised for the project through public and private grants, another $20 million will be necessary to complete the entire project.

HISTORICAL FOOTNOTE

The following caption for the 1983 book The Silver Short Line may provide a window to the significance of this project:

"Of all the short line railways on the American frontier, none created more wealth for its immediate owners or evoked more reverence and nostalgia than the Virginia & Truckee Railroad. The steam locomotive trailed by bright yellow coaches crossing the sagebrush flats of Nevada was a sight difficult to forget. Although more than three decades have passed since the mournful last whistle of V&T 27 was heard in Reno, the memory of the Silver Short Line burns brightly. Those of us who saw and rode the railroad remember the V&T with a wistful fondness. Those who did not search their souls for the aroma and spirit of the Virginia and Truckee with a fervor and purpose approaching religion."

In June 2006 Carson City entered into an agreement with the NRCS to conduct an assessment and develop recommendations for the Waterfall Fire area that burned in July 2004. Carson City received $309,000 to assess the watershed and develop recommendations. The goals of this project were: 1) Assess the natural resources within non-federal lands affected by the Waterfall Fire, and 2) Develop recommendations for actions to address long-term Watershed health and resiliency. The assessment and recommendations focused on water quality, drainage, flooding, sediment yield and controls, revegetation, Watershed stability, habitat, and public safety.

In November the report was completed and provided to the NRCS. Carson City is in the process of completed the design for projects described as KNK1 and KC1 below. The designs will be complete in late February.

WATERFALL FIRE PROJECT PRIORITIES

Ash Canyon Watershed

Project A1: Reconfigure Ash Canyon Municipal Water System Diversion Structure

The existing municipal water takeout sits flush with the bottom of the streambed, allowing sediment to be dropped directly into the takeout structure and piped to the water treatment plant. Given the delicate state of the Ash Canyon Watershed, substantial sediment delivery to the takeout point can be anticipated for some time and will continue to limit the use and effectiveness of the structure.

Redesign the water takeout structure as follows:

- Develop a written access and maintenance agreement between the City and landowners to assure open lines of communication in the future and minimize the potential for conflict.
- Incorporate automated control equipment to operate the intake valves remotely.
- Redesign the structure to limit the amount of sediment allowed to enter the line to the water plant while minimizing maintenance needs at the takeout.
- Remove all excavated sediment piles near the existing takeout from the area. Disturbed areas should be stabilized and revegetated to minimize the chance for erosion and establishment of noxious and invasive weeds.
- Design access road for access across private property and over creek during high flows.

Project A3: Joost Property. Design and Build A Flood And Sediment Attenuation Area

The City should pursue a conservation easement in cooperation with Karen Joost or purchase the property. The secured property should be used as a carefully designed and constructed floodplain area using principles of natural form and function in order to spread flood flows, sediment, and debris across the undeveloped alluvial fan and encourage floodwater infiltration. This is an ideal location as it provides a broad, open area in the Ash Canyon Watershed. The area is undeveloped and is characterized by sandy soils with rapid infiltration rates that would aid in groundwater recharge.

- Existing infrastructure, such as the Joost pond, could be utilized as part of the design.

Project A4: Leid Property. Design and Build A Flood And Sediment Attenuation Area

- The City should pursue a conservation easement or purchase the 5-acre undeveloped parcel (Photo 6-A2). The secured property should be used as follows:
- Design and construct a floodplain area using principles of natural form and function in order to dissipate flow velocities, capture sediment and debris, and encourage infiltration of floodwater to protect downstream property and City infrastructure. All disturbed areas should be immediately stabilized and revegetated in order to minimize the chance for erosion and establishment of noxious and invasive weeds.
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Project A5: Adams Property. Design and Build a Flood And Sediment Attenuation Area

The City should pursue a conservation easement or purchase the undeveloped parcel (Photo 6-A3). The secured property should be used as follows:

- Design and construct a floodplain area using natural stream design techniques to dissipate flow velocities, capture sediment and debris, and encourage infiltration of floodwater in order to protect downstream property and City infrastructure. The current channel is very straight, channelized and eroded. Portions of the channel could be modified to increase the channel sinuosity to a more natural condition and to direct flood flows to the flood plain areas.
- Work in this area should encompass the adjoining City land and any easements held by the City.
- All disturbed areas should be immediately stabilized and revegetated in order to minimize the chance for erosion and noxious weed establishment.

Project A6: Empey Property. Design and Build a Flood And Sediment Attenuation Area

The City should pursue a conservation easement or purchase the 5-acre undeveloped parcel (see Photo 6-A3). The secured property should be used as follows:

- Design and construct a floodplain area using principles of natural form and function in order to dissipate flow velocities, capture sediment and debris, and encourage infiltration of floodwater in order to protect downstream property and City infrastructure.
- A protective levee may also be an option in this area in order to divert flows into Ash Canyon Creek and away from housing developments to the east that have experience flooding issues in the past. The levee must be set back away from the creek as far as possible to provide the creek with a broad floodplain.

Project TSP4: Stabilize/Restore Alluvial Fan and Channels in Premier Drainage

Enhance the Premier alluvial fan for floodwater and sediment attenuation as follows:

- Stabilize/restore the down-cut channels using natural stream design techniques with rock and vegetation. The design must allow low flows and flood flows to pass safely without excessive scour. The adjacent upland alluvial fan offers a close source for rock.
- All disturbed areas should be immediately stabilized and revegetated in order to minimize the chance for erosion and establishment of noxious and invasive weeds.

Project TSP5: Two five-acre Parcels. Design and Build A Flood and Sediment Attenuation Area. Incorporate Existing Infrastructure Into Flood Management Design

- Both properties should be secured to remove the threat of development (see Photo 6-TSP3). Securing these properties is critical to allow floodwater and sediment access to the floodplain in order to dissipate flow energy, and encourage deposition of sediment and debris before it reaches City infrastructure.
- Conduct a hydrological analysis of the Premier Canyon Watershed and size culverts, road dips, ditches and water control devices appropriately. All 90-degree angles should be removed from the channel. Design the channel to spread across the alluvial fan to the extent possible.
- All disturbed areas should be immediately stabilized and revegetated in order to minimize the chance for erosion and establishment of noxious and invasive weeds.

Kings and North Kings Canyon Watershed

Project KNK1: Reconfigure Water Treatment Plant Access Road and Design and Build A Flood and Sediment Attenuation Area On City Property

The floodplain area on Carson City property should be used for floodwater and sediment attenuation.

- Rebuild the access road on a raised roadbed. The raised road would maintain access to the plant during flood events and help check flood flows. A series of culverts and water control structures could be installed to pass low flows and help regulate flood flows under the road. This could be accomplished on undeveloped City property upstream of the road as well as on Pederson property (Project 6-TSP 3).
- The floodplain could be graded with a series of *spreader dikes* to help spread water, reduce flow velocities, encourage infiltration, and aid in removal of sediment and debris from floodwaters. Final design would be dependent on the results of detailed survey work and hydrological analyses.
- All disturbed areas should be immediately stabilized and revegetated in order to minimize the chance for erosion and establishment of noxious and invasive weeds.

Project KC1: Design and Build a Flood and Sediment Attenuation Area On City Property Below the Water Treatment Plant

A large undeveloped parcel of City property is situated in an ideal area to help attenuate floodwaters and sediment. The Taylor, Slide, Premier, North Kings and Kings Canyon drainages all converge on this parcel. It is situated immediately upstream from housing developments that have experienced problems with flooding and sediment deposition during past events. The implementation of flood and sediment attenuation would serve to alleviate some of these issues and preserve the City storm drain infrastructure. Several options could be employed such as:

- Construct a series of spreader dikes and water control structures.
- Excavate and re-grade the parcel to provide a broad flood plain.
- Construct one or several sediment basins.
- Construct protective levees around flood prone residential areas.
- Reconfigure or re-route flood channels.
- Design of the area could include multiple objectives of the City and incorporate public input on the design. Multiple uses could include outdoor recreation, agricultural practices, fire and fuels management, and preservation of view corridors and open space.
- Hydrological analyses should be conducted for all of the drainages that converge on this area. Appropriate vegetation should be maintained to minimize fuel hazards and the opportunity for erosion and establishment of noxious and invasive weeds.

Project KAVC2: Cooperate With Joost to Incorporate Existing Infrastructure into Flood Management Design

Each of these properties are open agricultural areas, which currently help to attenuate flood flows and sediment. The City should cooperate with the property owners to support and help maintain the benefits these parcels provide for the City. If the property owners are interested, the City could pursue conserva-

tion easements or land purchases for the purpose of attenuating flood flows and sediment trapping. Ideally, the flood and sediment attenuation improvements would be complementary to maintaining agricultural practices and open space.

A1	$	600,000	
A3	$	1,356,000	plus property purchase or easement
A4	$	335,000	plus property purchase or easement
A5 and A6	$	1,700,000	plus property purchase or easement
TSP4	$	130,000	
TSP5	$	400,000	plus property purchase or easement
KNK1	$	1,400,000	
Total	$	5,921,000	

WESTERN NEVADA REGIONAL COMMUNICATIONS SYSTEM

A consortium of seven counties across two states has begun efforts to develop a regional communications system to improve interoperability across the region. Significant wildland fires, presidential disaster declarations for severe weather incidents, and outdated technology have all led local governmental officials to make this move. Current radio systems across the region were designed and built in the 1960s and 1970s. Federally mandated changes in the radio spectrum have necessitated use of new radio technology.

The WNRCS will be a system that will meet all the requirements of the Department of Homeland Security's Interoperability Continuum. The end result will be a regional radio system that has the following key components:

- A system that is governed by a regional committee that represents the respective local governmental agencies and works in conjunction with a statewide interoperability committee
- A system that utilizes the National Incident Management System, with the incident command structure built into standard operating procedures
- The technology will be a standards-based system that is shared across the region. Each local government will contribute currently allocated VHF frequencies for use system-wide.
- The system will be tested, exercised, and used daily by public safety agencies, health districts, and public works departments, with the ability to communicate with federal firefighting forces.

Practically speaking, the system will allow users across the seven counties to effectively communicate within their local jurisdictions and, at the same time, communicate anywhere across the seven counties (approximately 12,000 square miles) with cooperating agencies. This interoperable communications across county lines will lead to increased agency cooperation and improved safety for emergency responders and the citizens of our communities.

Implementation of the plan will involve several steps. The development of an interlocal agreement by all counties will allow for the formation of a governing body to oversee the plan's implementation. An analysis of each county's present radio system, including radio and frequency inventory, will be necessary. Once this is accomplished, a system to accommodate interoperability across the region will need to be designed. Once the system design is in place, a needs assessment will be done to identify the gaps between the present system and the future system. It is anticipated that a seven-county VHF trunked radio system will cost a total of $10 to $12 million to construct.

Once the system is built and operating, each county will be responsible to share in the system's maintenance and operating costs.

Funding Issues Related to Illegal Drugs

NO INFORMATION

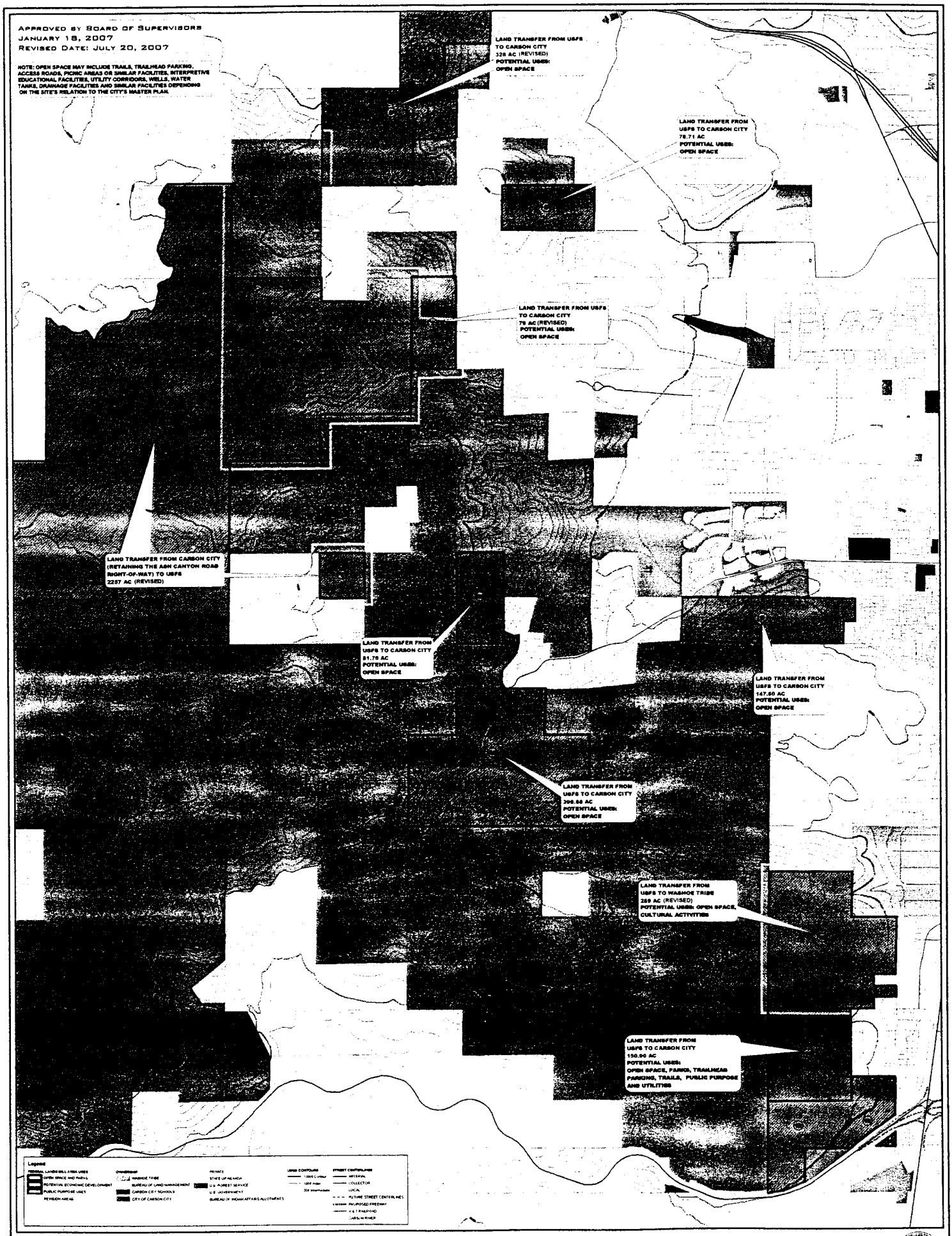
Carson City
Lands Bill Summary

The Consolidated Municipality of Carson City has just completed an extensive master planning process to identify how our community will change and grow over the next 20 - 25 years. Immediately upon completion of an 18 month planning process to update our Comprehensive Master Plan, work began on a proposed Carson City Federal Lands Bill. With the Comprehensive Master Plan as a basis, the Carson City Board of Supervisors has identified federally managed lands whose ownership should be transferred to Carson City in order to maximize economic use of the property, and enhance and protect property for open space, recreation and other public purposes. Certain Carson City owned properties were also identified for possible "exchange" with the federal government, and more specifically, with the United States Forest Service. In developing this proposal the following criteria was used to identify parcels of land to be included in the bill:

1. The property is needed to implement the Carson City Master Plan, including the Parks and Recreation Master Plan, Unified Pathways Master Plan, or the Open Space Master Plan.
2. The proposed use or management strategies cannot be accomplished under the current ownership and/or use designation.
3. The proposed use or management strategies can be accomplished more efficiently or in a more reasonable amount of time under City ownership.
4. The property is located at the "urban interface" with development or is surrounded by existing development and therefore federal ownership is not in keeping with the national mission of the federal agencies managing the land.
5. The proposed land transfers create more contiguous land management units and reduce the "checkerboard" ownership pattern of federal, city, and private lands.

Enclosed in this packet are a series of maps which show all properties identified for exchange or transfer within Carson City. Along with the map, there is a detailed description page for each proposed parcel of land. This description page reflects the map reference number, the proposed use of each property and the rationale behind the proposed transfer or exchange. It is important to note that we are asking that all properties, with exception to those identified for "economic development," be transferred to Carson City with a restriction that would prevent future uses of the property to that which is designated on the Lands Bill Map. In other words, we would like to safeguard properties from being sold and used for development in the future. Carson City's Lands Bill generally requests that federal lands located at the urban interface be transferred in order to be managed by the City. Lands requested for economic development total 184 acres, or 1.88% out of the 9,775 acres of lands identified on the Lands Bill Map for transfer or exchange. Most of the federally owned properties identified are located inside or adjacent to the developed areas of the City that no longer support the federal agencies' national mission.

There has been a vigorous and extensive citizen participation program conducted since August of 2006 consisting of public information workshops where opportunities were available to present written comments, as well as public meetings conducted by advisory boards where oral and written testimony were received. In addition, staff has met with the U.S. Forest Service, Bureau of Land Management, Washoe Tribe, and the State of Nevada on multiple occasions. Over 20 meetings were held in developing this Lands Bill proposal.


APPROVED BY BOARD OF SUPERVISORS
JANUARY 18, 2007
REVISED DATE: JULY 20, 2007
NOTE: OPEN SPACE MAY INCLUDE TRAILS, TRAILHEAD PARKING, ACCESS ROADS, PICNIC AREAS OR SIMILAR FACILITIES, INTERPRETIVE EDUCATIONAL FACILITIES, UTILITY CORRIDORS, WELLS, WATER TANKS, DRAINAGE FACILITIES AND SIMILAR FACILITIES DEPENDING ON THE SITE'S RELATION TO THE CITY'S MASTER PLAN.
LAND TRANSFER FROM USFS TO CARSON CITY
328 AC (REVISED)
POTENTIAL USES:
OPEN SPACE
LAND TRANSFER FROM USFS TO CARSON CITY
78.71 AC
POTENTIAL USES:
OPEN SPACE
LAND TRANSFER FROM USFS TO CARSON CITY
79 AC (REVISED)
POTENTIAL USES:
OPEN SPACE
LAND TRANSFER FROM CARSON CITY (RETAINING THE ASH CANYON ROAD RIGHT-OF-WAY) TO USFS
2237 AC (REVISED)
LAND TRANSFER FROM USFS TO CARSON CITY
81.76 AC
POTENTIAL USES:
OPEN SPACE
LAND TRANSFER FROM USFS TO CARSON CITY
147.50 AC
POTENTIAL USES:
OPEN SPACE
LAND TRANSFER FROM USFS TO CARSON CITY
398.50 AC
POTENTIAL USES:
OPEN SPACE
LAND TRANSFER FROM USFS TO WASHOE TRIBE
259 AC (REVISED)
POTENTIAL USES: OPEN SPACE, CULTURAL ACTIVITIES
LAND TRANSFER FROM USFS TO CARSON CITY
150.90 AC
POTENTIAL USES:
OPEN SPACE, PARKS, TRAILHEAD PARKING, TRAILS, PUBLIC PURPOSE AND UTILITIES
Legend
FEDERAL LANDS BILL AREA USES
OPEN SPACE AND PARKS
POTENTIAL ECONOMIC DEVELOPMENT
PUBLIC PURPOSE USES
REVISION AREAS
OWNERSHIP
WASHOE TRIBE
BUREAU OF LAND MANAGEMENT
CARSON CITY SCHOOLS
CITY OF CARSON CITY
PRIVATE
STATE OF NEVADA
U.S. FOREST SERVICE
U.S. GOVERNMENT
BUREAU OF INDIAN AFFAIRS ALLOTMENTS
LEGEND
STREET CENTERLINES
ARTERIAL
COLLECTOR
LOCAL
FUTURE STREET CENTERLINES
PROPOSED FREEWAY
V & T RAILROAD
CARSON RIVER
Carson City
Nevada
1 inch equals 800 Feet
FEDERAL LANDS BILL MAP - WEST SIDE OF CARSON CITY
N

CARSON CITY'S
REQUEST TO CONVERT EPA GRANT
JANUARY 29, 2008

SUBJECT: Reallocation of Grant ID # XP-96939101-0, Water Infrastructure-Brunswick Reservoir Monitoring and Seepage Mitigation.

On September 21, 2005 Carson City, Nevada, received grant for Water Infrastructure – Brunswick Reservoir Monitoring and Seepage Mitigation (Grant ID # XP-96939101-0). The purpose of the grant was to carry out a Carson River monitoring program. The results of the monitoring program were then to be used to determine the extent of reservoir lining required for the Brunswick Reservoir (reclaimed water storage). The goal of the monitoring was to establish baseline and background water quality conditions and document future conditions as a result of controlling the discharges from the reservoir and resulting springs. The budget and grant periods were set as October 1, 2005 through September 30, 2009. The total budgeted project cost is $349,818.00, with $192,400.00 provided by EPA.

As a result of Carson City's monitoring efforts, the high quality of the springs and continuous communication with the Nevada Division of Environmental Protection, Carson City is applying for a discharge permit for the resulting springs. Carson City will continue to monitor the springs as part of the discharge permit.

Carson City is requesting a reallocation of these grant funds. As stated above, Carson City has fully characterized the water quality from the reservoir seepage and resulting springs. Carson City's current plan is to obtain a discharge permit for the springs, to allow discharge of the springs during non-irrigation season. The other half of the plan is to capture the springs and return them to the reservoir for subsequent application on newly acquired open space lands. The total project cost to capture the springs, return the flow to the reservoir, and transport it to the open space area for reuse is approximately $2,000,000.00. Carson City requests that the $192,400 be applied to this worthy project.

Benefits of this project are significant. Capturing the springs and returning the flow for reuse serves the public by enhancing open space. The open space is currently irrigated with surface water from the Carson River. By replacing this with reclaimed and converting the surface water to Municipal/Industrial use provides a net gain of potable water and Carson River flow during the peak use periods.