Appendix A:
Agency Coordination

Appendix A
Table of Contents

Date/Document	Subject
Letters of Intent to Study	
March 28, 2008 NDOT letter to list of recipients attached to letter	Notice of intent to study, request for comments, and agency scoping meeting invite
March 31, 2008 EPA letter to FHWA	Response to Federal Register Notice requesting comments, and acceptance to serve as participating agency, and scoping comments
April 8, 2008 FEMA letter to NDOT	Response to Letter of Intent to Study, and comments
April 16, 2008 Agency Scoping Meeting Minutes	Meeting Minutes
April 24, 2008 Nevada Department of Wildlife letter to NDOT	Response to Letter of Intent to Study, and comments
April 29, 2008 Nevada Department of Administration letter to NDOT	Stating that the Division of State Lands and State Historic Preservation Office support the Pyramid Highway/US 395 Connector project document, per EO 12372
Cooperating Agency/Participating Agency/Agency Scoping/ Technical Advisory Committee (TAC)	
April 1, 2008, FHWA letter to BIA	Invite for participating agency, agency scoping meeting, and TAC participation
April 1, 2008, FHWA letter to BLM	Invite for participating agency, cooperating agency, agency scoping meeting, and TAC participation
April 1, 2008, FHWA letter to EPA	Invite for participating agency, agency scoping meeting, and TAC participation
April 1, 2008, FHWA letter to FEMA	Invite for participating agency, agency scoping meeting, and TAC participation
April 1, 2008, FHWA letter to USACE	Invite for participating agency, agency scoping meeting, and TAC participation
April 1, 2008, FHWA letter to Fish and Wildlife Service, Nevada Fish and Wildlife Office	Invite for participating agency, agency scoping meeting, and TAC participation
April 4, 2008, NDOT letter to Nevada Department of Wildlife	Invite for participating agency, agency scoping meeting, and TAC participation
April 4, 2008, NDOT letter to SHPO	Invite for participating agency, agency scoping meeting, and TAC participation
April 4, 2008, NDOT letter to Department of Conservation and Natural Resources	Invite for participating agency, agency scoping meeting, and TAC participation
April 4, 2008, NDOT letter to City of Reno, Mayor	Invite for participating agency, agency scoping meeting, and TAC participation

Appendix A
Table of Contents

Date/Document	Subject
April 4, 2008, NDOT letter to Washoe County Commission	Invite for participating agency, agency scoping meeting, and TAC participation
April 4, 2008, NDOT letter to City of Sparks Mayor	Invite for participating agency, agency scoping meeting, and TAC participation
April 8, 2008 BLM letter to FHWA	Accept invitation to serve as cooperating agency.
April 14, 2008 RSIC email to FHWA	Accept invitation to serve as participating agency.
April 18, 2008 City of Reno Letter to NDOT	Request to serve as participating agency.
April 18, 2008 Washoe County Department of Public Works letter to RTC	Accept invitation to serve as participating agency.
April 21, 2008 City of Sparks letter to Steven Cooke	Accept invitation to serve as participating agency.
April 25, 2008 USFWS letter to FHWA	Decline to serve as participating agency, and reiterated comments made at agency scoping meeting on April 16, 2008.
April 30, 2008 EPA letter to FHWA	Accept invitation to serve as participating agency
August 28, 2008, RTC letter to City of Sparks Public Works	Clarifying NDOT April 1. 2008 letter regarding role in milestone and document reviews
August 28, 2008, RTC letter to Washoe County Planning	Clarifying NDOT April 1. 2008 letter regarding role in milestone and document reviews
August 28, 2008, RTC letter to City of Reno Planning	Clarifying NDOT April 1. 2008 letter regarding role in milestone and document reviews
September 4, 2008 EPA letter to FHWA	Comments on purpose and need, screening methodology, and range of alternatives.
September 9, 2008 City of Reno letter to RTC	Accept invitation to serve as participating agency and comments on purpose and need, alternatives screening, and range of alternatives.
March 29, 2012 FHWA letter to BIA	Invitation to serve as a cooperating agency
March 29, 2012 FHWA letter to Reno-Sparks Indian Colony	Invitation to serve as a cooperating agency
May 1, 2012 BIA letter to FHWA	Accept invitation to serve as a cooperating agency
July 9, 2012 Reno-Sparks Indian Colony letter to FHWA	Accept invitation to serve as a cooperating agency
Section 106	
Draft Programmatic Agreement	Draft in-progress Programmatic Agreement for meeting Section 106 requirements
June 19, 2013 FHWA letter to ACHP	Invitation to participate in Section 106 process and Programmatic Agreement

Appendix A
Table of Contents

Date/Document	Subject
July 26, 2013 ACHP letter to FHWA	Decline participation in Section 106 process. Noted requirement to file final Programmatic Agreement and supporting documentation with ACHP at conclusion of consultation process.
Tribal Coordination	
April 1, 2008, FHWA letter to Pyramid Lake Paiute Tribe	Invite for participating agency, agency scoping meeting, and TAC participation
April 1, 2008, FHWA letter to RSIC	Invite for participating agency, agency scoping meeting, and TAC participation
April 1, 2008, FHWA letter to Washoe Tribe of Nevada and California	Invite for participating agency, agency scoping meeting, and TAC participation
February 12, 2009 Form from Pyramid Lake Paiute Tribe to FHWA	Completed response form.
January 19, 2010 meeting with RSIC	Discuss the tribe's concerns, study alternatives, EIS process, Section 106 status, RSIC's plans for parcel.
June 17, 2011 meeting with RSIC	Project overview and background, EIS alternatives, effects to RSIC property near Eagle Canyon, economic, noise, traffic increases, opportunity for project public art or landscape theme.
December 9, 2011 meeting with RSIC	Project update and overview, Section 106 update, EIS alternatives, BIA contact, effects to RSIC parcel.
January 31, 2012 meeting with RSIC	Project status update, right-of-way issues, BIA involvement, economic development
April 26, 2012 meeting with RSIC	Project status update, further discussion of right-of-way issues, BIA involvement, economic development
December 28, 2012	Memo from FHWA to RSIC and BIA –summary of potential impacts to the Reno-Sparks Indian Colony Property (includes email transmittal from Jacobs)
March 29, 2013 RSIC letter to RTC	Comments on January 2013 Administrative Draft EIS.
March 29, 2013 BIA letter to RTC	Comments on January 2013 Administrative Draft EIS.
June 19, 2013 FHWA letter to RSIC copied to BIA	Response to comments on January 2013 Administrative Draft EIS.
Consulting Party Correspondence	
February 5, 2009 FHWA letter to Pyramid Lake Paiute Tribe Chairman	Invite to serve as Section 106 consulting party
February 5, 2009 FHWA letter to Tribal Council Chairman, Washoe Tribe of Nevada and California	Invite to serve as Section 106 consulting party

Appendix A
Table of Contents

Date/Document	Subject
February 5, 2009 FHWA letter to Reno-Sparks Indian Colony Chairperson	Invite to serve as Section 106 consulting party
February 5, 2009 FHWA letter to SHPO	Invite to serve as Section 106 consulting party
February 5, 2009 FHWA letter to CLG-Contact, City of Reno, Nevada	Invite to serve as Section 106 consulting party
February 5, 2009 FHWA letter to Community Development Director, City of Sparks, Nevada	Invite to serve as Section 106 consulting party
February 5, 2009 FHWA letter to Director, County of Washoe	Invite to serve as Section 106 consulting party
February 5, 2009 FHWA letter to Center for Basque Studies, University of Nevada	Invite to serve as Section 106 consulting party
February 5, 2009 FHWA letter to Nevada Humanities-Reno Office	Invite to serve as Section 106 consulting party
February 5, 2009 FHWA letter to Nevada State Museum	Invite to serve as Section 106 consulting party
February 5, 2009 FHWA letter to Historic Reno Preservation Society (HRPS)	Invite to serve as Section 106 consulting party
February 5, 2009 FHWA letter to Sparks Heritage Museum	Invite to serve as Section 106 consulting party
February 5, 2009 FHWA letter to Desert Research Institute	Invite to serve as Section 106 consulting party
February 5, 2009 FHWA letter to BLM	Invite to serve as Section 106 consulting party
SHPO Correspondence	
February 5, 2009 FHWA letter to SHPO	Invite to serve as historic consulting party
May 18, 2011 FHWA letter to SHPO	Request for concurrence on APE
September 8, 2011 FHWA letter to SHPO	Additional information and request for APE concurrence.
October 11, 2011 SHPO letter to FHWA	Concurrence with APE as described in FHWA's September 8, 2011 letter
February 28, 2012 FHWA letter to SHPO	Request for concurrence on findings of eligibility for architectural resources and attachments.
March 28, 2012 SHPO letter to FHWA	Request additional information regarding findings of eligibility.

Appendix A
Table of Contents

Date/Document	Subject
August 3, 2012 FHWA letter to SHPO	Provide additional information requested by SHPO to concur with findings of eligibility.
August 31, 2012 SHPO letter to FHWA	Concurrence on eligibility determinations for certain resources, recommend Old Pyramid Highway Alignment as Unevaluated, and questions about effects and APE.
November 29, 2012 FHWA email to SHPO	Request for concurrence on Old Pyramid Highway NRHP eligibility determination.
December 3, 2012 SHPO email to FHWA	Request additional information for Old Pyramid Highway
March 7, 2013 FHWA letter to SHPO	Letter providing additional information for Old Pyramid Highway and request for SHPO concurrence on eligibility determination.
April 3, 2013 SHPO letter to FHWA	Concurrence on eligibility determination for Old Pyramid Highway, with the August 31, 2012 SHPO letter to FHWA as an attachment.
Wildlife Agency Correspondence	
November 3, 2008 NDOT letter to Natural Heritage Program	Species List request
November 3, 2008 NDOT letter to US Fish and Wildlife Service	Request for Threatened and endangered species list and qualitative information and references for species within or adjacent to project area.
November 18, 2008 USFWS letter to NDOT	species information
October 4, 2011, USFWS email to Jacobs	species list update
November 17, 2011, USFWS letter to Jacobs	Carson wandering skipper
December 8, 2011 Nevada Dept. of Wildlife letter to Jacobs	for wildlife resources information
January 21, 2009 Nevada Natural Heritage Program letter to NDOT	Information for endangered, threatened, candidate, and/or risk plant and animal taxa.
Parks and Recreation / Section 4(f) Correspondence	
February 29, 2008 City of Sparks letter to BLM	Response to BLM request for written comments on Notice of Realty Action to lease and convey 265 of public land in Washoe County—Wedekind Park
November 12, 2008 City of Sparks letter to FHWA	Joint recreation and transportation use within Wedekind Park
April 9, 2009, RTC letter to BLM	Sparks Justice Center and Wedekind Park
April 22, 2009, BLM letter to RTC	Wedekind Regional Park

Appendix A
Table of Contents

Date/Document	Subject
August 23, 2011, Resolution of Support, Pyramid Highway/US 395 Connector EIS, Washoe County	Sun Valley Open Space (APN 035-370-01)
October 1, 2012 RTC letter to City of Sparks	Letter sent to City of Sparks in draft form regarding Section 4(f) uses at Wedekind Park, intent for a *de minimis* finding, and concurrence request.
April 3, 2013 RTC letter to City of Sparks	Letter to City of Sparks in final signed form regarding Section 4(f) uses at Wedekind Park, intent for a *de minimis finding*, and concurrence request. Includes City of Sparks signed concurrence dated 5/13/13.
Technical Advisory Committee	
February 21, 2008 meeting minutes	Meeting minutes: review of project goals, objectives, organization, and alternatives development
April 17, 2008 meeting minutes	Meeting minutes: update on environmental, engineering, and traffic analysis activity
July 17, 2008 meeting minutes	Meeting minutes: update on environmental activity, overview of level 1 screening process, engineering update
September 18, 2008 meeting minutes	Meeting minutes: update on environmental activity, overview of level 1 screening process, and description of the level 2A process
January 15, 2009 meeting minutes	Meeting minutes: update on environmental activity, level 2A screening, and travel demand and traffic analysis
February 19, 2009 meeting minutes	Meeting minutes: update on environmental activity and level 2A screening process
May 21, 2009 meeting minutes	Meeting minutes: update on environmental activity, alternatives development, traffic analysis, and level 2B screening
July 16, 2009 meeting minutes	Meeting minutes: update on environmental activity and right-of-entry process
October 15, 2009 meeting minutes	Meeting minutes: alternatives development, including design concept review
January 21, 2010 meeting minutes	Meeting minutes: update on environmental activity, traffic demand, level of service, alternatives development, and public outreach
August 19, 2010 meeting minutes	Meeting minutes: update on environmental activity and alternatives development, discussion of project phasing
February 17, 2011 meeting minutes	Meeting minutes: update on environmental activity, level 3 screening, and level 3 traffic analysis

Appendix A
Table of Contents

Date/Document	Subject
March 17, 2011 meeting minutes	Meeting minutes: discussion of supplemental alternatives screening and public outreach update
August 14, 2012 RTC Email to TAC Members	Project status update.
General	
January 19, 2012 letter from Natural Resources Conservation Service to Jacobs	No Prime or Unique Farmlands within the study area, no conversation impact rating is required.
June 27, 2013 letter from State of Nevada Department of Conservation & Natural Resources Division of Water Resources	Comments about required coordination, approvals, and mitigation measures regarding area water rights; water or monitor wells or boreholes; and water used for construction.

Appendix A:
Agency Coordination

Letters of Intent to Study

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
1263 S. Stewart Street
Carson City, Nevada 89712

JIM GIBBONS
Governor

SUSAN MARTINOVICH, P.E., *Director*

March 28, 2008

In Reply Refer to:

Intent-to-Study
Proposed Pyramid Highway / US 395 Connector Project

To Whom It May Concern:

The Nevada Department of Transportation, along with the Federal Highway Administration and the Washoe County Regional Transportation Commission, is proposing to prepare an Environmental Impact Statement in compliance with the National Environmental Policy Act (NEPA) to study transportation improvements along the Pyramid Highway corridor from Queen Way to Calle de la Plata, and improving east-west connections from US 395 to Vista Drive. A Notice of Intent was published in the Federal Register February 29, 2008.

This letter is to inform you of the study and solicit your comments concerning the project. Areas of potential impact could include, but are not limited to, the following:

1. Access
2. Aesthetics
3. Air Quality
4. Archaeological Resources
5. Geology
6. Hazardous Waste
7. Historic Buildings
8. Land Use
9. Public Parks & Recreation Areas
10. Noise Levels
11. Safety
12. Social Considerations
13. Vegetation
14. Water Quality and Hydrology
15. Wildlife and Wildlife Refuges

An information meeting will be held on **Tuesday, April 15, 2008** from 4:00 p.m. to 7:00 p.m.at the Lazy 5 Community Center, 7100 Pyramid Highway, Sparks, Nevada to inform you, as interested individuals, groups, and agencies, about the project and to receive your comments and suggestions. Please see the enclosed Transportation Notice for further information.

We would appreciate receiving any response you may have by **5 p.m., Friday, May 2, 2008**. If no response is received, the department will assume you foresee no potential impacts in your particular area of responsibility or interest. Comments or questions regarding the proposed project may be addressed to:

Daniel Nollsch
Environmental Services Supervisor
Nevada Department of Transportation
Environmental Services Division
1263 South Stewart Street
Carson City, NV 89712
Ph: 775-888-7013

Sincerely,

Steve M Cooke

Steve M Cooke, P.E., Environmental Services Divison Chief

PYRAMID HIGHWAY US 395 CONNECTION

PUBLIC INFORMATION MEETING

PURPOSE OF MEETING: The Washoe County Regional Transportation Commission (RTC), acting on behalf of the Nevada Department of Transportation (NDOT), and in cooperation with the Federal Highway Administration (FHWA) is conducting a Public Information Meeting to provide project information and receive comments from the public on the proposed Pyramid Highway/US 395 Connection project.

WHEN AND WHERE:

Tuesday, April 15, 2008
4:00p.m. to 7:00 p.m.

Lazy 5 Community Center,
7100 Pyramid Highway
Sparks, Nevada.

WHY: . The project will involve preparation of an Environmental Impact Statement in compliance with the National Environmental Policy Act (NEPA). The project will study transportation improvements along the Pyramid Highway corridor from Queen Way to Calle de la Plata, and improving east/west connections from US 395 to Vista Drive.

WHERE YOU COME IN: You are invited to attend the Public Information Meeting at your convenience anytime between 4:00 p.m. and 7:00 p.m. Project representatives will be available to discuss the project and answer questions. There will be a brief presentation about the project at 5:30 p.m. followed by a short open comment period. The meeting format will be "open house" from 4:00 p.m. to 5:30 p.m., returning to the open house format following the presentation/comment session. This will allow you to talk to project representatives individually. You will have an opportunity to submit your comments in writing on a comment sheet provided at the meeting or verbally to a court reporter who will be available throughout the meeting to record your comments. In addition, written comments will also be accepted until 5:00 p.m. Friday, May 2, 2008.

Please submit comments to: Doug Maloy, PE, Project Manager, Regional Transportation Commission of Washoe County, 1105 Terminal Way, Suite 108, Reno, Nevada, 89502, phone (775) 335-1865, fax (775) 348-0170, email dmaloy@rtcwashoe.com or to Steve M. Cooke, P.E., Chief, NDOT Environmental Services Division, 1263 South Stewart Street, Room 104, Carson City, NV 89713, phone (775) 888-7013, fax: (775) 888-7104. You may also submit online at http://www.nevadadot.com/pub_involvement/meetings; refer to Pyramid Highway/US 395 Connection in the subject line.

General information about the Public Information Meeting can be obtained from Doug Maloy, PE, Project Manager, Regional Transportation Commission of Washoe County, 1105 Terminal Way, Suite 108, Reno, NV 89502, phone (775) 335-1865, fax (775) 348-0170 or e-mail dmaloy@rtcwashoe.com.

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 will govern the acquisition of any right-of-way necessary for this project.

Pursuant to Title II of the Americans with Disabilities Act (ADA), the RTC and NDOT do not discriminate on the basis of disability in admissions to or participation in public meetings. Individuals with disabilities requiring accommodations for effective participation and communication at the meeting may contact Julie Maxey, Public Hearings Officer (775) 888-7171, to make known their needs and preferences. Request for accommodation must be at least 48 hours in advance of the meeting.
advance of the meeting.

RTC NEVADA DOT FHWA

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RENO NV 89505

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DEAN SCHULTZ
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NEIL C KRUTZ
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TRUCKEE MEADOWS FLOOD CONTROL PROJECT
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THE HONORABLE DEBBIE SMITH
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THE HONORABLE JOHN ENSIGN
US SENATE
400 S VIRGINIA ST SUITE 738
RENO NV 89501

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

March 31, 2008

Abdelmoez A. Abdalla
Environmental Program Manager
Federal Highway Administration
705 N. Plaza, Suite 220
Carson City, NV 89701

Subject: Scoping Comments for the Proposed Improvements to Pyramid Way and the Proposal for a New Corridor from Vista Boulevard to US-395, Washoe County, Nevada

Dear Mr. Abdalla:

The U.S. Environmental Protection Agency (EPA) has reviewed the Federal Register Notice published on February 29, 2008, requesting comments on the Federal Highway Administration (FHWA) decision to prepare a Draft Environmental Impact Statement (DEIS) for the proposed improvements to Pyramid Way and the proposal for a new corridor from Vista Boulevard to US-395 in Washoe County, Nevada.

EPA looks forward to coordination for this project as a participating agency, as defined in the environmental review process discussed in Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

The enclosed comments are provided pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act. EPA appreciates the opportunity to comment on preparation of the DEIS.

We understand that there will be an agency scoping meeting on April 16. If we are unable to attend in person, we would like to participate in this meeting via conference call. Please contact Carolyn Mulvihill, lead NEPA reviewer for this project (mulvihill.carolyn@epa.gov, 415-947-3554) with information regarding calling in to the meeting.

Once the DEIS is released for public review, please send two hard copies and, if available, one electronic copy to Carolyn at the address above (mail code: CED-2) and contact Carolyn with any questions related to the comments provided in this letter. We look forward to participating in the project's EIS development and reviewing the DEIS.

Printed on Recycled Paper

Sincerely,

for Nova Blazej, Manager
Environmental Review Office

Enclosures:
EPA's Detailed Comments

cc: Steve Cooke, Nevada Department of Transportation
Doug Maloy, Regional Transportation Commission
Steve Roberts, U.S. Army Corps of Engineers
Steve Abel, U.S. Fish and Wildlife Service

EPA DETAILED SCOPING COMMENTS ON THE NOTICE OF INTENT FOR PROPOSED IMPROVEMENTS TO PYRAMID WAY AND THE PROPOSAL FOR A NEW CORRIDOR FROM VISTA BOULEVARD TO US-395, MARCH 31, 2008

Purpose and Need

The purpose and need statement developed for the proposed project should concisely identify why the project is being proposed and should focus on the desired outcomes of the project (to relieve congestion, for example) rather than methods to address the desired outcomes (increase capacity, for example). Specifically, the need for the proposed improvements must be articulated and justified with consideration of the existing facilities in the area. The two major elements of the proposed project, improvements to Pyramid Way and the new corridor, should each be justified.

The projections of future growth and travel increases used to identify the need for the proposed project should be presented with the assumptions used for land use and travel demand forecasting. The Draft Environmental Impact Statement (DEIS) should incorporate estimates of the magnitude of induced travel into any travel demand modeling and impact analysis (www.fhwa.dot.gov/steam/doc.htm).

Range of Alternatives

The DEIS should examine a full range of alternatives to meet the purpose and need for the project. The Federal Register Notice states that the DEIS will consider various improvement alternatives as well as a no action alternative. Given the relative lack of current development in the vicinity of the proposed project, EPA recommends that the DEIS consider all reasonable alternatives (Council on Environmental Quality 40 Most Asked Questions, Number One and Number Two, Federal Register Volume 46, Number 55). Specifically, EPA recommends that the DEIS consider an alternative or group of alternatives that maximizes the use of existing facilities, including Value Pricing, or other market-based traffic-management approaches. Congestion pricing, high occupancy toll lanes, and fast and intertwined regular (FAIR) lanes can also reduce delay and address congestion issues (DeCorla-Souza and Skaer. Federal Highway Administration. Transportation Research Board Paper No. 03-2941).

EPA commented on October 3, 2007 on a Notice of Intent (NOI) for proposed improvements to the intersection of Pyramid Way and McCarran Boulevard. It is unclear from the NOIs whether the two proposed projects will be directly adjacent to one another, but since the project areas are close, the environmental analysis should include information on how the environmental, design, and construction processes for the two projects will relate. In particular, it is important that any selection of alternatives made for the intersection not preclude a full range of reasonable alternatives from being included in the environmental analysis of improvements to Pyramid Way.

Impacts to Surface Water Hydrology and Water Quality

The vicinity of the proposed project appears to contain large areas of undeveloped land adjacent to residential and other development. The undeveloped areas could contain ephemeral

streams, washes, and other hydrologic features that may provide water quality, flood control, and ecological values.

Potential impacts resulting from the proposed project may be both direct, from construction and use of the facility, and indirect, from growth inducement resulting from the project. These include potential erosion and other construction-related impacts from what may be a lengthy, multi-phased project build-out. Specifically, aquatic ecosystems may be altered by permanently changing hydrological processes, potentially increasing the velocity and volume of stormwater flows, and discharging pollutants from nuisance flows from development into receiving waters. This is particularly important to consider with new highway alignments and new interchanges associated with a new facility, which can lead to multiple resources impacted within the "zone of influence" that new interchanges provide.

Recommendations:

- The DEIS should address each of these potential direct and indirect, or secondary, impacts and identify specifically how each of the following impacts will be minimized or avoided:
  (1) changes in hydrology and sediment transport capacity of currently undeveloped areas;
  (2) increases in impervious surfaces and the corresponding increases in the volume and velocity of polluted stormwater;
  (3) decreases in water quality from the impairment of floodplain and ecosystem functions including water filtration, groundwater recharge, and flood attenuation;
  (4) disruption of hydrological and ecological connectivity; and
  (5) decreases in biodiversity and ecosystem stability.

Impacts to CWA Section 404 Waters

Discharges of dredged or fill material into waters of the United States require authorization by the U.S. Army Corps of Engineers under Clean Water Act Section 404. This project may meet the criteria for coordination under the NEPA/404 MOU, which includes specific concurrence points to assist in developing the DEIS and involves active participation by resource agencies in meetings and document reviews. We encourage the Federal Highway Administration (FHWA) to contact the NEPA/404 signatory agencies once more information about the potential impact to waters of the United States is available so that the concurrence points, if necessary, can be addressed as early as possible in the EIS process.

Recommendations:

- Disclose the approximate acreage and function of waters that occur within the study area of the proposed project, including permanent, intermittent, and ephemeral streams, wetlands, and other waterways, including floodplains.
- Disclose sufficient detail about potential adverse effects on local and regional water quality that may result from stormwater runoff and other nuisance flows as envisioned under 40 CFR 230.10(b), 40 CFR 230.12(a)(3)(iv), and NEPA. The DEIS should describe how the project will manage stormwater while not compromising the natural ecosystem.

- Address impacts to floodplains and discuss methods to avoid and minimize these impacts.
- Avoid and minimize direct and indirect impacts to waters to the maximum extent practicable and quantify water resources avoided. Typically, transportation projects can accomplish this by: (1) using spanned crossings, arch crossings, or oversized buried box culverts over drainages to encourage continuity of sediment transport and hydrological processes and wildlife passage; (2) moving road alignments to avoid impacts to wetlands and waterways; and (3) establishing and maintaining adequate buffers away from aquatic resources.

Indirect Growth Impacts

EPA is concerned about the potential indirect impacts (40 CFR Part 1508.8(b)) of this project. Improved access to undeveloped areas may affect the location and timing of growth on surrounding lands. The project would benefit from analysis of growth-related impacts early in project development. A growth-related impact analysis assists with compliance requirements of NEPA by considering environmental consequences as early as possible and providing a well-documented and sound basis for government decisionmaking.

The May 2006 *Guidance for Preparers of Growth-related, Indirect Impact Analyses* (Guidance) [http://w_ww.dot.ca.gov/ser/Growth-related_IndirectImpactAnalysis/gri_guidance.htm] developed jointly by the California Department of Transportation (Caltrans), FHWA, and EPA, provides an approach to developing a growth-related impact analysis. The Guidance is relevant to highway projects outside of California. After the potential for growth is identified for each alternative, the Guidance recommends assessing if growth-related impacts affect resources of concern.

Recommendations:

- Identify if the project will affect the location and/or timing of planned growth in the area. Specifically, the analysis should identify the potential resources that may be affected by the increased "zone of influence" associated with interchanges and impacting resources outside of the right-of-way.
- Identify the types of resources that are likely to occur in geographic areas that may be affected by growth. If it is determined that there will be no, or insignificant, impacts to resources of concern, then document the analysis process and report the results. EPA recommends following the Step-by-Step Approach for Conducting the Analysis in Chapter 6 of the Guidance.
- Include a discussion of mitigation strategies to reduce impacts if adverse impacts cannot be avoided or minimized. Section 6.3 of the Guidance provides an approach to address mitigation for growth-related impacts.

Cumulative Impact Analysis

Cumulative impacts are defined in CEQ's NEPA regulations as the impact on the environment that results from the incremental impact of the action when added to the other past, present, and reasonably foreseeable future actions, regardless of what agency (Federal or non-

Federal) or person undertakes such actions (40 CFR 1508.7). These actions include both transportation and non-transportation activities. The cumulative impact analysis should consider non-transportation projects such as large-scale developments and approved urban planning projects that are reasonably foreseeable and are identified within city and county planning documents.

The cumulative impact analysis should describe the "identifiable present effects" to various resources attributed to past actions. The purpose of considering past actions is to determine the current health of resources. This information forms the baseline for assessing potential cumulative impacts and can be used to develop cooperative strategies for resource protection (CEQ's Forty Most Frequently Asked Questions #19).

The cumulative impact analysis for the project also provides an opportunity to identify potential large, landscape-level statewide and regional impacts, as well as potential large-scale mitigation measures. The analysis should examine landscape-level impacts to all sensitive resources. The cumulative impact analysis should guide future environmental analyses and potential avoidance and minimization measures, while focusing design and mitigation efforts.

Recommendations:

- Conduct a thorough cumulative impact assessment that includes a complete list of reasonably foreseeable actions, including non-transportation projects.
- EPA recommends the use of the June 2005 *Guidance for Preparers of Cumulative Impacts Analysis* developed jointly by Caltrans, FHWA, and EPA [http://www.dot.ca.gov/ser/cumulative_guidance/purpose.htm]. The guidance is relevant to highway projects outside of California and will assist in identifying cumulative impacts and preparing an analysis that is sound, well documented, and compliant with 404(b)(1) Guidelines. The DEIS should include the following eight steps for identifying and assessing cumulative impacts:

    1) Identify the resources to consider in the cumulative impact analysis by gathering input from knowledgeable individuals and reliable information sources. This process is initiated during project scoping and continues throughout the NEPA analysis.

    2) Define the geographic boundary or Resource Study Area (RSA) for each resource to be addressed in the cumulative impact analysis.

    3) Describe the current health and the historical context of each resource.

    4) Identify the direct and indirect impacts of the proposed project that might contribute to a cumulative impact on the identified resources.

    5) Identify the set of other current and reasonably foreseeable future actions or projects and their associated environmental impacts to include in the cumulative impact analysis

    6) Assess the potential cumulative impacts.

    7) Report the results of the cumulative impact analysis.

    8) Assess the need for mitigation and/or recommendations for actions by other agencies to address a cumulative impact.
- Identify potential large, landscape-level regional impacts, as well as potential large-scale mitigation measures.

Air Quality

Washoe County is federally designated serious nonattainment for particulate matter smaller than 10 microns (PM_{10}) and moderate nonattainment for carbon monoxide (CO). Because of the area's nonattainment status, it is important to reduce emissions of CO and particulate matter from this project to the maximum extent. Hot spot analysis for CO and a qualitative PM_{10} analysis are required as part of the environmental review process. The DEIS should also identify sensitive receptors in the vicinity of the project area.

Recommendations:

- Provide a detailed discussion of ambient air conditions (baseline or existing conditions), National Ambient Air Quality Standards (NAAQS), criteria pollutant nonattainment areas, and potential air quality impacts of the project (including cumulative and indirect impacts) for each alternative.
- Include a thorough analysis of impacts from the construction and operation of the proposed alternatives. Include monitoring data, any anticipated exceedances of NAAQS, and estimates of all criteria pollutant emissions and diesel particulate matter (DPM), including the federal 8-hour ozone standard and the $PM_{2.5}$ standard.
- Disclose the available information about the health risks associated with vehicle emissions, sensitive receptors in the vicinity of the project area, and how the proposed project will affect current emission levels.

Construction

FHWA should include a Construction Emissions Mitigation Plan for fugitive dust and DPM in the DEIS and adopt this plan in the Record of Decision (ROD). EPA recommends the following mitigation measures be included in the Construction Emissions Mitigation Plan in order to reduce impacts associated with emissions of DPM and other toxics from construction-related activities.

Fugitive Dust Source Controls:

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earthmoving equipment to 10 mph.

Mobile and Stationary Source Controls:

- Reduce use, trips, and unnecessary idling from heavy equipment.
- Maintain and tune engines per manufacturers' specifications to perform at EPA certification levels and to perform at verified standards applicable to retrofit technologies. Employ periodic, unscheduled inspections to limit unnecessary

idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications.

- Prohibit any tampering with engines and require continuing adherence to manufacturers' recommendations.
- If practicable, lease new equipment meeting the most stringent of applicable Federal or state standards.
- Utilize EPA-registered particulate traps and other appropriate controls where suitable to reduce emissions of DPM and other pollutants at the construction site.

Administrative Controls:

- Coordinate with appropriate air quality agencies to identify a construction schedule to minimize cumulative impacts from multiple development and construction projects in the region, if feasible to minimize cumulative impacts.
- Identify all commitments to reduce construction emissions and quantify air quality improvements that would result from adopting specific air quality measures.
- Identify where implementation of mitigation measures is rejected based on economic infeasibility.
- Prepare an inventory of all equipment prior to construction and identify the suitability of add-on emission controls for each piece of equipment before groundbreaking. (Suitability of control devices is based on: whether there is reduced normal availability of the construction equipment due to increased downtime and/or power output, whether there may be significant damage caused to the construction equipment engine, or whether there may be a significant risk to nearby workers or the public.)
- Utilize cleanest available fuel engines in construction equipment and identify opportunities for electrification. Use low sulfur fuel (diesel with 15 parts per million or less) in engines where alternative fuels such as biodiesel and natural gas are not possible.
- Develop a construction traffic and parking management plan that minimizes traffic interference and maintains traffic flow.
- Identify sensitive receptors and sensitive receptor locations in the project area, such as children, elderly, schools, and hospitals, and specify the means by which you will minimize impacts to these populations. For example, locate construction equipment and staging zones away from sensitive receptors and fresh air intakes to buildings and air conditioners.

Transportation Conformity

The DEIS should demonstrate that the project is included in a conforming transportation plan and a transportation improvement program. The DEIS should ensure that the emissions from both the construction and the operational phases of the project conform to the applicable State Implementation Plans, if appropriate, and do not cause or contribute to violations of the NAAQS.

Mobile Source Air Toxics

EPA, FHWA, and the Nevada Department of Transportation (NDOT) have recently initiated a dialogue regarding analysis of mobile source air toxics (MSATs) for highway projects in Nevada. EPA's recommendations for MSAT analysis have focused on identification of sensitive receptors, dispersion modeling to determine MSAT impacts at sensitive receptor locations, and use of this data to inform decisionmaking on project alternatives and mitigation measures.

MSAT impacts were the primary concern of the Sierra Club in its legal challenge to an US 95 widening project in Las Vegas *(Sierra Club v. Mineta,* D. Nev., No. CV-S-02-0578-PMP-RJJ, settlement announced 6/27/05). The settlement agreement in this case requires FHWA and NDOT to install air pollution monitoring and filtration systems at three schools adjacent to US 95, relocate portable school buildings and playgrounds, help redesign a nearby high school to minimize exposures, and retrofit diesel school buses to reduce emissions.

A large number of recent studies have examined the association between living near major roads and different adverse health endpoints. Several well-conducted epidemiologic studies have shown associations with cardiovascular effects, premature adult mortality, and adverse birth outcomes, including low birth weight and size. Traffic-related pollutants have been repeatedly associated with increased prevalence of asthma-related respiratory symptoms in children. Also, based on toxicological and occupational epidemiologic literature, several of the MSATs, including benzene, 1,3-butadiene, and diesel exhaust, are classified as known and likely human carcinogens. Thus, cancer risk, including childhood leukemia, is a potential concern in near roadway environments. For additional information on MSATs, please see EPA's MSAT website: http://www.epa.gov/otaq/toxics.htm.

Given the significant concerns about adverse health effects from mobile source pollutants and the project's potential for emissions in close proximity to current and future residential communities and sensitive receptors, EPA recommends performing an analysis of potential MSAT impacts to inform decisionmaking between project alternatives and to inform avoidance, minimization, and mitigation options, such as restricting future growth near roadways. When considering appropriate and useful levels of analysis, EPA recommends that FHWA consider the following:

- The likelihood of impact and potential magnitude of the effect, including both the magnitude of emissions and the proximity of the project emissions to potential residential and sensitive receptors, such as schools, hospitals, day care facilities, and nursing homes;
- The severity of existing conditions;
- Whether the project is controversial and whether air toxics concerns have been raised by the public for this project or for other projects in the area in the past;
- Whether there is a precedent for analysis for projects of this type, either under NEPA or other environmental laws; and
- Whether the analysis could be useful for distinguishing between alternatives, informing design changes, and targeting mitigation.

The March 2007 report entitled "Analyzing, Documenting, and Communicating the Impacts of Mobile Source Air Toxic Emissions in the NEPA Process" conducted for the American Association of State Highway and Transportation Officials (AASHTO) Standing Committee on the Environment and funded by the Transportation Research Board (http://www.trb.org/NotesDocs/25-25(18)_FR.pdf) describes the following levels of analysis for consideration in MSAT analyses: qualitative discussion; quantify emissions; toxicity-weight emissions; dispersion modeling; and risk assessment.

Procedures for toxicity-weighting, which EPA has found to be especially useful for the targeting of mitigation, are described in EPA's Air Toxics Risk Assessment Reference Library (Volume 3, Appendix B, beginning on page B-4, http://epa.gov/ttn/fera/data/risk/vol_3/Appendix_B_April_2006.pdf). These recommendations, and the recommendations included in the report for AASHTO referenced above, differ substantially from the FHWA interim guidance (February 2006) on MSAT analysis for transportation projects under NEPA. While there are positive elements to the FHWA guidance, especially the acknowledgement of potential MSAT concerns, EPA continues to disagree with major elements of the FHWA approach nationally. EPA is available to work with FHWA to evaluate the appropriate level of MSAT analysis for this project.

Recommendations:

- Include an analysis of potential MSAT impacts in the DEIS to inform decisionmaking between project alternatives and to inform avoidance, minimization, and mitigation options.
- The analysis should include a combination of the following methods, depending upon the factors discussed above: qualitative discussion, quantification of emissions, toxicity-weight emissions, dispersion modeling, and risk assessment.

Environmental Justice

Executive Order 12898 addresses Environmental Justice in minority and low-income populations, and the Council on Environmental Quality has developed guidance concerning how to address Environmental Justice in the environmental review process (http://ceq.eh.doe.gov/nepa/regs/ej/justice.pdf).

Recommendations:

- The DEIS should include a description of the area of potential impact used for the environmental justice impact analysis and provide the source of the demographic information.
- The DEIS should identify whether the proposed alternatives may disproportionately and adversely affect low-income or minority populations in the surrounding area and should provide appropriate mitigation measures for any adverse impacts.

Protection of Historic and Cultural Resources

Section 106 of the National Historic Preservation Act of 1966 requires federal agencies to consider the effects of their actions on historic properties, which include buildings, structures, objects, sites, districts, and archaeological resources.

Recommendations:

- In the DEIS, assess potential impacts to historical, archaeological, and cultural resources and coordinate with affected Tribes and other interested parties.
- Clearly document the methodology used for determining the potential impacts to cultural and historic resources.
- Address what mitigation techniques will be used should sensitive resources be discovered, including recording or removal of materials, and/or changes in project design.
- Identify the status of any Memorandum of Understanding with the State Historic Preservation Officer regarding the project.

Biological Resources

The proposed project may have direct and indirect impacts on federal- and state-listed threatened and endangered species and other biological resources in the project vicinity.

Recommendations:

- Identify all petitioned and listed threatened and endangered species and critical habitat within the project area and assess which species and critical habitats might be directly or indirectly affected by each alternative.
- Include the status of the Endangered Species Act Section 7 consultation process.
- Describe efforts to avoid and/or minimize impacts to species and their associated habitats.
- In accordance with Executive Order 13112 on Invasive Species, identify proposed methods to minimize the spread of invasive species and use native plant and tree species where revegetation is planned. Commit to saving removed native soils for use in revegetation projects.
- Clearly demonstrate compliance with Section 4(f) (49 U.S.C. 303).

4/14

U.S. Department of Homeland Security
FEMA Region IX
1111 Broadway, Suite 1200
Oakland, CA. 94607-4052

P 4/14

FEMA

April 8, 2008

Daniel Nollsch
Environmental Services Supervisor
Nevada Department of Transportation
Environmental Services Division
1263 South Stewart Street
Carson City, Nevada 89712

Dear Mr. Nollsch:

This is in response to your request for comments on the Intent-to-Study, Proposed Pyramid Highway/US 395 Connector Project.

Please review the current effective Flood Insurance Rate Maps (FIRMs) for the City of Reno (Community Number 320020), City of Sparks (Community Number 320021), and Washoe County (Community Number 320019); all maps are revised as of June 6, 2001. Please note that the Cities of Reno and Sparks, and Washoe County, Nevada are participants in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.

- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any ***development*** must not increase base flood elevation levels. **The term *development* means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at http://www.fema.gov/business/nfip/forms.shtm.

Please Note:

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The Washoe County floodplain manager can be reached by calling David T. Price, PE, County Engineer, at (775) 328-2045. The City of Reno floodplain manager can be reached by calling Kerri Williams-Lanza, Designated Floodplain Administrator, Senior Civil Engineer, at (775) 334-2683. The City of Sparks floodplain manager can be reached by calling Shawn Gooch, Flood Control Manager, at (775) 353-7824.

If you have any questions or concerns, please do not hesitate to call Sarah Owen of the Mitigation staff at (510) 627-7050.

Sincerely,

Gregor Blackburn, CFM, Branch Chief
Floodplain Management and Insurance Branch

cc:
Doug Maloy, PE, Project Manager, Regional Transportation Commission, Washoe County
Steve M. Cooke, PE, Chief, Nevada Department of Transportation, Environmental Services Division
Abdelmoez A. Abdalla, Environmental Program Manager, U. S. Department of Transportation, FHA, Nevada Division
David T. Price, PE, County Engineer, Washoe County
Kerri Williams-Lanza, Designated Floodplain Administrator, Senior Civil Engineer, City of Reno
Shawn Gooch, Flood Control Manager, City of Sparks
Christie James, NFIP Nevada State Coordinator, Nevada Division of Water Resources
Sarah Owen, Floodplanner, CFM, DHS/FEMA Region IX
Amaglio Alessandro, Environmental Officer, DHS/FEMA Region IX

Meeting Minutes

Project: Pyramid Highway/US 395 Connection

Purpose: Agency Scoping Meeting

Date Held: April 16th, 2008

Location: NDOT District II
310 Galletti Way, Sparks NV

Attendees:

RTC:	Doug Maloy
FHWA:	Abdelmoez (Del) Abdalla, Hanna Visser, Andrew Soderberg
NDOT:	Steve Cooke
BLM:	JoAnn Hufnagle
Reno Sparks Indian Colony:	Scott Nebesky
US Fish and Wildlife Service:	Marcy Haworth
CH2M HILL:	Leslie Regos
Jacobs Carter Burgess.:	Jim Clarke, David Dodson, Gina McAfee, Steve Oxoby

Copies: Attendees, File

Summary of Discussion:

1. **Introductions**
   - Jim Clarke welcomed the group, thanked them for their attendance and for their participation.
   - Jim Clarke gave a brief agenda overview.

2. **Project Goals & Objectives**
   - Jim Clarke gave a PowerPoint presentation (See attached PowerPoint presentation).
   - Questions and comments during the presentation included:
     a. Project development timeline:
        i. Del asked about funding allocated to the project.
           1. Doug stated that about 15 million has been allocated towards this corridor study and to the Pyramid/McCarran intersection corridor study.
           2. Funding availability for final design and construction is unknown at this time, however the project is on the fiscally constrained RTP.

3. **Project Team Organization and Roles**
   - Jim Clarke gave a PowerPoint presentation (See attached PowerPoint presentation).
   - Questions and comments during the presentation included:
     a. Project Steering Team:

i. Del asked who exactly makes up the Project Steering Team.

1. The PST members have yet to be finalized, but the team will be made up from policy-level decision makers from the RTC, NDOT, FHWA, the city of Reno, the city of Sparks and Washoe County.
2. Anticipate meeting with this team at specific milestones, approximately three or four times during the duration of the project.

4. **Roles of Agencies (Participating, Cooperating)**

- Gina McAfee gave a PowerPoint presentation (See attached PowerPoint presentation).
- Questions and comments during the presentation included:

a. Participating Agencies:

i. Gina handout out and explained the Coordination Plan (see handout).

ii. It is assumed the federal agencies will be participating and must decline in writing otherwise.

iii. Attendance at the TAC meetings by Participating and Cooperating Agencies would be ideal but not mandatory.

iv. State and local agencies must respond in writing if wishing to participate as a Participating Agency and do not need to respond if declining.

v. The project team has not received responses from any of the participating agencies as of yet, therefore we do not know who exactly will be participating agencies.

vi. Interim deliverables have a 30 day response time. The DEIS has a 60 day response/comment time.

5. **Project Development Process**

- Gina McAfee gave a PowerPoint presentation (See attached PowerPoint presentation).

6. **Purpose and Need**

- Gina McAfee gave a PowerPoint presentation (See attached PowerPoint presentation).
- Questions and comments during the presentation included:

a. Purpose and Need:

i. Del asked if the Purpose and Need was discussed or presented during the public meeting held on 4/15/08 and were comments received.

1. The P&N was displayed on a board, included in the PowerPoint presentation, and was provided to attendees as a handout with specific questions asked about it.
2. Comments were collected on the questionnaire/comment sheet that was provided at the meeting.
3. Steve Cooke will provide Del with the handouts and the questionnaire that was provided at the public meeting.

ii. Participating agencies will be given the chance to respond formally, but informal comments should be forwarded to Doug Maloy.

iii. Steve Cooke and Andrew Soderborg asked if the 2001 Pyramid Highway Corridor Management Plan reflects existing traffic conditions today.

1. The effort will be made to compare the forecasts included in the 2001 CMP to what existing conditions are today.

iv. Del asked if Purpose and Need there is a difference between P&N elements one and five.

1. P&N item one deals with existing congestion and P&N item five deals with future "regional mobility" or access needs.
2. The project team will reword these two items.

7. **Alternative Screening Methods**

- Gina McAfee gave a PowerPoint presentation (See attached PowerPoint presentation).
- Gina handout out and explained the Methodology for Screening Alternatives to be used on the project (see handout).

8. **Range of Alternatives**

- Gina McAfee gave a PowerPoint presentation (See attached PowerPoint presentation).
- Gina handout out and explained the Initial Range of Alternatives (See handout).
- Questions and comments during the presentation included:

a. Modes:

i. Andrew asked if pedestrian and bicycle facilities were brought up during the public meeting.

1. There were no verbal comments received by the team regarding interest in pedestrian and bicycle facilities along the corridor.

b. Location of east/west connection and north/south alternative to Pyramid:

i. The location of the east/west connector and also that of a north/south alternative to Pyramid highway outside of the defined project area came up during the SWG meeting and also was a topic during the public meeting. Is a northern east/west connection feasible?

1. The entire region is studied within the RTC's RTP process and the study area for this project came out of this planning process.
2. A northern connection would likely not serve the P&N for the majority of the study area. An additional EIS would likely be needed for this alternative.
3. There is public involvement included within the RTC's long range planning process.
4. Necessary roadway improvements to US 395 up to the connection point and also the divergence between Pyramid and US 395 do not support a northern east/west connection.
5. Del stated that the study area needs to be flexible in location at this point in the study.
6. Hannah stated that if an alternative meets the P&N, regardless of the defined study area, that it must be addressed.
7. RTC's planning department is involved with the TAC and will help the project team work out this issue.

8. Steve Cooke stated that reasons for studying this alternative need to be defensible when this issue inevitably comes up again.

ii. Andrew asked if a connection from Pyramid Highway over to US50 to the east was discussed during the public meeting.

1. Steve Oxoby mentioned that this alternative is shown in the RTC's 2040 RTP.

iii. Del asked how realistic is this project and stated that it has been expressed to him that the project is not realistic, will not be funded for construction, and its potential impacts should not be included in the RTC's long range planning efforts.

1. Doug stated that this project is included within the RTC's long range planning.
2. The Executive Director of the RTC and the Board of Directors do consider this a feasible project and it is included within the STIP.
3. Funds have been allocated for the EIS effort and the RTC will be looking for funding for final design and construction throughout the project.

9. **Environmental Resources of Concern**

- Gina McAfee gave a PowerPoint presentation (See attached PowerPoint presentation).
- Questions and comments during the presentation included:

a. Fish and Wildlife

i. Marcy expressed concerns in regard to the Carson Wandering Skipper (direct and indirect effects, including those related to induced growth) within the following areas:

1. Vista Blvd. around the Kylie Ranch development, just east of the project study area.
2. Winnemucca Ranch Road on BLM land west of Pyramid Highway.
3. Other private lands within the study area.

b. EPA

i. Although EPA could not attend the meeting, comments it provided on the Notice of Intent related to air quality, Environmental Justice, and cumulative impacts.

c. FEMA

i. Comments received regarding the Notice of Intent.

d. Bureau of Indian affairs:

i. Jim Clarke to confirm if there are any tribal lands within the study area and which designation they are. Danny noted that he had received an email about this and will forward this to Jim Clarke.

e. BLM:

i. All BLM lands are designated for recreation or open space. These lands may have some limitations if they are proposed for transportation.

ii. There was public concern about reserving the BLM land as open space.

iii. This land will need to be evaluated as to its relationship to Section 4(f)

iv. The EA that BLM prepared for the Wedekind Park land transfer included some language about joint development of the property for park and transportation use. This study team will discuss this issue in more detail with FHWA and others.

f. NDOT/FHWA

i. NDOT and FHWA will forward any concerns received by the participating agencies to Doug or the project team.

10. **What do you need from us?**

11. **What we need from you.**

12. **Next Steps**

- Information gathered from Public Meeting:
  a. Improvements to the existing pyramid corridor and the need for a connector are needed and wanted.
  b. Interest in alternative modes:
     i. Bus service and improvements
     ii. Light-rail
  c. NIMBY
  d. Traffic along horse trails in the northern portion of the study area. Pyramid Highway is a two lane roadway in this area.
  e. Better coordination with developers and Federal government. Concern about ever increasing development.
  f. Potential impacts to US 395 with east/west connection.
  g. Location of the east/west connection.
  h. Convert McCarran into a restricted access arterial and Pyramid Highway into a freeway going north from the McCarran intersection. On and off ramps should be designed to incorporate roundabouts or loops to avoid traffic signals.

STATE OF NEVADA
DEPARTMENT OF WILDLIFE
1100 Valley Road
Reno, Nevada 89512
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JIM GIBBONS
Governor

KENNETH E. MAYER
Director

DOUG HUNT
Deputy Director

April 24, 2008

Mr. Steve M. Cooke
Environmental Services
Department of Transportation
1263 South Stewart Street
Carson City, Nevada 89712

RE: Pyramid Highway – US 395

Dear Mr. Cooke:

Thank you for the invitation to participate in the pending environmental impact statement for the Pyramid Highway and US 395 Connection. The scoping data for the proposed route and study area does not include the link between the two highways.

We have suggested that the route map file include wildlife overlays from your GIS Shop or Washoe County Planners. Once a route or alternatives are developed, our agency can provide some assistance.

If there are any questions or need of assistance, please contact my office at 423-3171 extension 227.

Sincerely,

Roy Leach
Western Region Supervisor

cc. Chris Hampson

JIM GIBBONS
Governor

STATE OF NEVADA

ANDREW K. CLINGER
Director

P 5/5

DEPARTMENT OF ADMINISTRATION
209 E. Musser Street, Room 200
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(775) 684-0222
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http://www.budget.state.nv.us/

April 29, 2008

Daniel Nollsch
Nevada Department of Transportation
Environmental Services Division
1263 South Stewart Street
Carson City, NV 89712

Re: SAI NV # **E2008-415** Reference:

Project: **Pyramid Highway / US395 Connector Project**

Dear Daniel Nollsch:

The following agencies support the above referenced document as written:

Division of State Lands

State Historic Preservation Office

This constitutes the State Clearinghouse review of this proposal as per Executive Order 12372. If you have questions, please contact me at (775) 684-0209.

Sincerely,

FOR Krista Coulter
Nevada State Clearinghouse

Appendix A:
Agency Coordination

Cooperating Agency/Participating Agency/Agency Scoping/ Technical Advisory Committee (TAC)

705 North Plaza St. Suite 220
Carson City, NV 89701

U.S. Department of Transportation
Federal Highway Administration

April 1, 2008

Nevada Division

In Reply Refer To:
HENV-NV
US395

Subject: Pyramid Highway–US 395 Connection Environmental Impact Statement
Participating Agency Invitation

Ms. Athena Brown, Superintendent
Bureau of Indian Affairs
311 East Washington Street
Carson City, NV 89701

Dear Ms. Brown:

The Federal Highway Administration (FHWA), in cooperation with the Nevada Department of Transportation (NDOT) and the Washoe County Regional Transportation Commission (RTC), is initiating an environmental impact statement (EIS) for the proposed Pyramid Highway–US 395 Connection project. The purpose of the proposed project is to address regional mobility, congestion, and safety challenges faced by motorists and pedestrians that travel Pyramid Highway to Spanish Springs and Pyramid Lake. The proposed study area extends 7.7 miles along Pyramid Highway from Queen's Way north to Calle de la Plata Drive. It also includes an area extending 4.5 miles west from Vista Boulevard to US 395 near the Parr/Dandini Interchange. A map of the proposed study area is included for your review.

The proposed project is located in an area that may be of interest to the Bureau of Indian Affairs (BIA). With this letter, we extend your agency an invitation to become a participating agency with FHWA, NDOT, and RTC in the development of the EIS for the subject project. This designation does not imply that your agency supports the proposed project.

Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as practicable, any issues of concern regarding the proposed project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the proposed project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.

2. Participate in coordination meetings and joint field reviews as appropriate.

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3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

For your review, we have included a copy of the coordination plan developed for this project. The coordination plan details the elements and expectations discussed in this letter, and lists the other agencies who have been invited to participate in this process.

Please respond to me in writing with an acceptance or denial of the invitation to be a participating agency by May 1, 2008. If the BIA declines to participate, your response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, any Federal Agency that chooses to decline the invitation must specifically state that your agency:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

By this letter, FHWA requests that you review the enclosed material and advise us with your comments on potential environmental impacts. In addition, we invite you to attend the agency scoping meeting and Technical Advisory Committee (TAC) meetings as described below.

Agency scoping meeting:
You are invited to attend an agency scoping meeting on **April 16th, 2008 from 9:00 a.m. to 11:00 a.m. at the NDOT District 2 Office, 310 Galletti Way Sparks, NV 89431** (see enclosed map).

If you are unable to attend the agency scoping meeting, please note that a public information meeting will be held on **April 15, 2008 from 4:00 p.m. to 7:00 p.m. at the Lazy 5 Community Center, 7100 Pyramid Highway, Sparks, Nevada.**

TAC meeting:
Participation on the TAC will enable you to receive periodic project updates and work collaboratively with local, state, and federal stakeholders toward a successful project. The TAC is scheduled to meet on the 3rd Thursday of every other month. The TAC meeting in June is scheduled for **June 19, 2008 from 1:30 p.m. to 3:30 p.m. at the NDOT District 2 Office, 310 Galletti Way Sparks, NV 89431.**

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (775) 687-1231.

Thank you for your cooperation and interest in this proposed project.

Sincerely,

for Abdelmoez A. Abdalla
Environmental Program Manager

Enclosures

cc: Steve Cooke, NDOT
Doug Maloy, RTC

705 North Plaza St. Suite 220
Carson City, NV 89701

U.S. Department of Transportation
Federal Highway Administration

April 1, 2008

Nevada Division

In Reply Refer To:
HENV-NV
US395

Subject: Pyramid Highway–US 395 Connection Environmental Impact Statement
Cooperating and Participating Agency Invitation

Don Hicks, Field Manager
Bureau of Land Management
Carson City Field Office
5665 Morgan Mill Road
Carson City, NV 89701

Dear Mr. Hicks:

The Federal Highway Administration (FHWA), in cooperation with the Nevada Department of Transportation (NDOT) and the Washoe County Regional Transportation Commission (RTC), is initiating an environmental impact statement (EIS) for the proposed Pyramid Highway–US 395 Connection project. The purpose of the proposed project is to address regional mobility, congestion, and safety challenges faced by motorists and pedestrians that travel Pyramid Highway to Spanish Springs and Pyramid Lake. The proposed study area extends 7.7 miles along Pyramid Highway from Queen's Way north to Calle de la Plata Drive. It also includes an area extending 4.5 miles west from Vista Boulevard to US 395 near the Parr/Dandini Interchange. A map of the proposed study area is included for your review.

The Bureau of Land Management (BLM) has been identified as an agency that has an interest in the project because a portion of the proposed project is located on public land managed by the BLM. FHWA requests the participation of the BLM as a cooperating agency in the preparation of the DEIS and FEIS, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provision of the National Environmental Policy Act (NEPA). As a cooperating agency, BLM would participate in public and interagency meetings and make existing baseline information available, as appropriate, during the scoping process. Per the BLM, FHWA, and NDOT Memorandum of Understanding and Operating Manual concerning Operating Procedures for Processing Federal-aid Highway Rights of Way from BLM (November 26, 2007), the BLM would use the final environmental decision document as a basis for future actions and interests in public lands.

Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), we also extend to the BLM an invitation to become a participating agency with FHWA, NDOT, and RTC in the development of the EIS for the subject project. Participating agencies are responsible to identify, as early as practicable, any issues of concern regarding the proposed project's potential environmental or socioeconomic impacts that

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could substantially delay or prevent an agency from granting a permit or other approval that is needed for the proposed project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.
2. Participate in coordination meetings and joint field reviews as appropriate.
3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

For your review, we have included a copy of the coordination plan developed for this project. The coordination plan details the elements and expectations discussed in this letter, and lists the other agencies who have been invited to participate in this process.

Please respond to me in writing with an acceptance or denial of the invitation to be a cooperating and a participating agency by May 1, 2008. If the BLM declines to participate, your response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, any Federal Agency that chooses to decline the invitation must specifically state that your agency:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

By this letter, FHWA requests that you review the enclosed material and advise us with your comments on potential environmental impacts. In addition, we invite you to attend the agency scoping meeting and Technical Advisory Committee (TAC) meetings as described below.

Agency scoping meeting:
You are invited to attend an agency scoping meeting on **April 16th, 2008 from 9:00 a.m. to 11:00 a.m. at the NDOT District 2 Office, 310 Galletti Way Sparks, NV 89431** (see enclosed map).

If you are unable to attend this meeting, please note that a public information meeting will be held on **April 15, 2008 from 4:00 p.m. to 7:00 p.m. at the Lazy 5 Community Center, 7100 Pyramid Highway, Sparks, Nevada.**

TAC meetings:
Participation on the TAC will enable you to receive periodic project updates and work collaboratively with local, state, and federal stakeholders toward a successful project. The TAC is scheduled to meet on the 3rd Thursday of every other month. The TAC meeting in June is scheduled for **June 19, 2008 from 1:30 p.m. to 3:30 p.m. at the NDOT District 2 Office, 310 Galletti Way Sparks, NV 89431.**

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (775) 687-1231.

Thank you for your cooperation and interest in this proposed project.

Sincerely,

Hannah M. Visser

for Abdelmoez A. Abdalla
Environmental Program Manager

Enclosures

cc: Steve Cooke (NDOT)
Doug Maloy (RTC)

705 North Plaza St. Suite 220
Carson City, NV 89701

U.S. Department of Transportation
Federal Highway Administration

April 1, 2008

Nevada Division

In Reply Refer To:
HENV-NV
US395

Subject: Pyramid Highway–US 395 Connection Environmental Impact Statement
Participating Agency Invitation

Ms. Carolyn Mulvihill
Environmental Review Office
U.S. Environmental Protection Agency
Region 9
75 Hawthorne St CED-2
San Francisco, CA 94105

Dear Ms. Mulvihill:

The Federal Highway Administration (FHWA), in cooperation with the Nevada Department of Transportation (NDOT) and the Washoe County Regional Transportation Commission (RTC), is initiating an environmental impact statement (EIS) for the proposed Pyramid Highway–US 395 Connection project. The purpose of the proposed project is to address regional mobility, congestion, and safety challenges faced by motorists and pedestrians that travel Pyramid Highway to Spanish Springs and Pyramid Lake. The proposed study area extends 7.7 miles along Pyramid Highway from Queen's Way north to Calle de la Plata Drive. It also includes an area extending 4.5 miles west from Vista Boulevard to US 395 near the Parr/Dandini Interchange. A map of the proposed study area is included for your review.

The U.S. Environmental Protection Agency (EPA) has been identified as an agency that may have an interest in the proposed project because of its jurisdictional responsibilities and special expertise that may be applied to this project. With this letter, we extend your agency an invitation to become a participating agency with FHWA, NDOT, and RTC in the development of the EIS for the subject project. This designation does not imply that your agency supports the proposed project.

Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as practicable, any issues of concern regarding the proposed project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the proposed project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.

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2. Participate in coordination meetings and joint field reviews as appropriate.
3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

For your review, we have included a copy of the coordination plan developed for this project. The coordination plan details the elements and expectations discussed in this letter, and lists the other agencies who have been invited to participate in this process.

Please respond to me in writing with an acceptance or denial of the invitation to be a participating agency by May 1, 2008. If the EPA declines to participate, your response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, any Federal Agency that chooses to decline the invitation must specifically state that your agency:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

By this letter, FHWA requests that you review the enclosed material and advise us with your comments on potential environmental impacts. In addition, we invite you to attend the agency scoping meeting and Technical Advisory Committee (TAC) meetings as described below.

Agency scoping meeting:
You are invited to attend an agency scoping meeting on **April 16th, 2008 from 9:00 a.m. to 11:00 a.m. at the NDOT District 2 Office, 310 Galletti Way Sparks, NV 89431** (see enclosed map).

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If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (775) 687-1231.

Thank you for your cooperation and interest in this proposed project.

Sincerely,

Hannah M. Vrana

for Abdelmoez A. Abdalla
Environmental Program Manager

Enclosures

cc: Steve Cooke, NDOT
Doug Maloy, RTC

U.S. Department of Transportation
Federal Highway Administration

Nevada Division

705 North Plaza St. Suite 220
Carson City, NV 89701

April 1, 2008

In Reply Refer To:
HENV-NV
US395

Subject: Pyramid Highway–US 395 Connection Environmental Impact Statement
Participating Agency Invitation

Mr. Sandro Amaglio, Region IX Environmental Officer
Federal Emergency Management Agency
1111 Broadway, Suite 1200
Oakland, CA 94607

Dear Mr Amaglio:

The Federal Highway Administration (FHWA), in cooperation with the Nevada Department of Transportation (NDOT) and the Washoe County Regional Transportation Commission (RTC), is initiating an environmental impact statement (EIS) for the proposed Pyramid Highway–US 395 Connection project. The purpose of the proposed project is to address regional mobility, congestion, and safety challenges faced by motorists and pedestrians that travel Pyramid Highway to Spanish Springs and Pyramid Lake. The proposed study area extends 7.7 miles along Pyramid Highway from Queen's Way north to Calle de la Plata Drive. It also includes an area extending 4.5 miles west from Vista Boulevard to US 395 near the Parr/Dandini Interchange. A map of the proposed study area is included for your review.

The Federal Emergency Management Agency has been identified as an agency that may have an interest in the proposed project because of its jurisdictional responsibilities and special expertise that may be applied to this project. With this letter, we extend your agency an invitation to become a participating agency with FHWA, NDOT, and RTC in the development of the EIS for the subject project. This designation does not imply that your agency supports the proposed project.

Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as practicable, any issues of concern regarding the proposed project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the proposed project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.

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2. Participate in coordination meetings and joint field reviews as appropriate.
3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

For your review, we have included a copy of the coordination plan developed for this project. The coordination plan details the elements and expectations discussed in this letter, and lists the other agencies who have been invited to participate in this process.

Please respond to me in writing with an acceptance or denial of the invitation to be a participating agency by May 1, 2008. If the Federal Emergency Management Agency declines to participate, your response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, any Federal Agency that chooses to decline the invitation must specifically state that your agency:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

By this letter, FHWA requests that you review the enclosed material and advise us with your comments on potential environmental impacts. In addition, we invite you to attend the agency scoping meeting and Technical Advisory Committee (TAC) meetings as described below.

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If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (775) 687-1231.

Thank you for your cooperation and interest in this proposed project.

Sincerely,

Hannah M. Visser

for Abdelmoez A. Abdalla
Environmental Program Manager

Enclosures

cc: Steve Cooke, NDOT
Doug Maloy, RTC

705 North Plaza St. Suite 220
Carson City, NV 89701

U.S. Department of Transportation
Federal Highway Administration

April 1, 2008

Nevada Division

In Reply Refer To:
HENV-NV
US395

Subject: Pyramid Highway–US 395 Connection Environmental Impact Statement
Participating Agency Invitation

Ms. Jody Brown, Deputy Field Supervisor
Fish and Wildlife Service
Nevada Fish and Wildlife Office
1340 Financial Blvd., #234
Reno, NV 89502

Dear Ms Brown:

The Federal Highway Administration (FHWA), in cooperation with the Nevada Department of Transportation (NDOT) and the Washoe County Regional Transportation Commission (RTC), is initiating an environmental impact statement (EIS) for the proposed Pyramid Highway–US 395 Connection project. The purpose of the proposed project is to address regional mobility, congestion, and safety challenges faced by motorists and pedestrians that travel Pyramid Highway to Spanish Springs and Pyramid Lake. The proposed study area extends 7.7 miles along Pyramid Highway from Queen's Way north to Calle de la Plata Drive. It also includes an area extending 4.5 miles west from Vista Boulevard to US 395 near the Parr/Dandini Interchange. A map of the proposed study area is included for your review.

The U.S. Fish and Wildlife Service (USFWS) has been identified as an agency that may have an interest in the proposed project because of its jurisdictional responsibilities and special expertise that may be applied to this project. With this letter, we extend your agency an invitation to become a participating agency with FHWA, NDOT, and RTC in the development of the EIS for the subject project. This designation does not imply that your agency supports the proposed project.

Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as practicable, any issues of concern regarding the proposed project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the proposed project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

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2. Participate in coordination meetings and joint field reviews as appropriate.
3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

For your review, we have included a copy of the coordination plan developed for this project. The coordination plan details the elements and expectations discussed in this letter, and lists the other agencies who have been invited to participate in this process.

Please respond to me in writing with an acceptance or denial of the invitation to be a participating agency by May 1, 2008. If the USFWS declines to participate, your response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, any Federal Agency that chooses to decline the invitation must specifically state that your agency:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

By this letter, FHWA requests that you review the enclosed material and advise us with your comments on potential environmental impacts. In addition, we invite you to attend the agency scoping meeting and Technical Advisory Committee (TAC) meetings as described below.

Agency scoping meeting:
You are invited to attend an agency scoping meeting on **April 16th, 2008 from 9:00 a.m. to 11:00 a.m. at the NDOT District 2 Office, 310 Galletti Way Sparks, NV 89431** (see enclosed map).

If you are unable to attend the agency scoping meeting, please note that a public information meeting will be held on **April 15, 2008 from 4:00 p.m. to 7:00 p.m. at the Lazy 5 Community Center, 7100 Pyramid Highway, Sparks, Nevada.**

TAC meeting:
Participation on the TAC will enable you to receive periodic project updates and work collaboratively with local, state, and federal stakeholders toward a successful project. The TAC is scheduled to meet on the 3rd Thursday of every other month. The TAC meeting in June is scheduled for **June 19, 2008 from 1:30 p.m. to 3:30 p.m. at the NDOT District 2 Office, 310 Galletti Way Sparks, NV 89431.**

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (775) 687-1231.

Thank you for your cooperation and interest in this proposed project.

Sincerely,

for Abdelmoez A. Abdalla
Environmental Program Manager

Enclosures

cc: Steve Cooke, NDOT
Doug Maloy, RTC

U.S. Department of Transportation
Federal Highway Administration

705 North Plaza St. Suite 220
Carson City, NV 89701

April 1, 2008

Nevada Division

In Reply Refer To:
HENV-NV
US395

Subject: Pyramid Highway–US 395 Connection Environmental Impact Statement
Participating Agency Invitation

Mr. Kevin Roukey, Chief
U.S. Army Corps of Engineers
Reno Regulatory Field Office
300 Booth Street, Room 2103
Reno, NV 89509

Dear Mr. Roukey:

The Federal Highway Administration (FHWA), in cooperation with the Nevada Department of Transportation (NDOT) and the Washoe County Regional Transportation Commission (RTC), is initiating an environmental impact statement (EIS) for the proposed Pyramid Highway–US 395 Connection project. The purpose of the proposed project is to address regional mobility, congestion, and safety challenges faced by motorists and pedestrians that travel Pyramid Highway to Spanish Springs and Pyramid Lake. The proposed study area extends 7.7 miles along Pyramid Highway from Queen's Way north to Calle de la Plata Drive. It also includes an area extending 4.5 miles west from Vista Boulevard to US 395 near the Parr/Dandini Interchange. A map of the proposed study area is included for your review.

The U.S. Army Corps of Engineers (USACE) has been identified as an agency that may have an interest in the proposed project because of its jurisdictional responsibilities and special expertise that may be applied to this project. With this letter, we extend your agency an invitation to become a participating agency with FHWA, NDOT, and RTC in the development of the EIS for the subject project. This designation does not imply that your agency supports the proposed project.

Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as practicable, any issues of concern regarding the proposed project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the proposed project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.

MOVING THE AMERICAN ECONOMY

2. Participate in coordination meetings and joint field reviews as appropriate.
3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

For your review, we have included a copy of the coordination plan developed for this project. The coordination plan details the elements and expectations discussed in this letter, and lists the other agencies who have been invited to participate in this process.

Please respond to me in writing with an acceptance or denial of the invitation to be a participating agency by May 1, 2008. If the USACE declines to participate, your response should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, any Federal Agency that chooses to decline the invitation must specifically state that your agency:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

By this letter, FHWA requests that you review the enclosed material and advise us with your comments on potential environmental impacts. In addition, we invite you to attend the agency scoping meeting and Technical Advisory Committee (TAC) meetings as described below.

Agency scoping meeting:
You are invited to attend an agency scoping meeting on **April 16th, 2008 from 9:00 a.m. to 11:00 a.m. at the NDOT District 2 Office, 310 Galletti Way Sparks, NV 89431** (see enclosed map).

If you are unable to attend the agency scoping meeting, please note that a public information meeting will be held on **April 15, 2008 from 4:00 p.m. to 7:00 p.m. at the Lazy 5 Community Center, 7100 Pyramid Highway, Sparks, Nevada.**

TAC meeting:
Participation on the TAC will enable you to receive periodic project updates and work collaboratively with local, state, and federal stakeholders toward a successful project. The TAC is scheduled to meet on the 3rd Thursday of every other month. The TAC meeting in June is scheduled for **June 19, 2008 from 1:30 p.m. to 3:30 p.m. at the NDOT District 2 Office, 310 Galletti Way Sparks, NV 89431.**

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (775) 687-1231.

Thank you for your cooperation and interest in this proposed project.

Sincerely,

Abdelmoez A. Abdalla
Environmental Program Manager

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
1263 S. Stewart Street
Carson City, Nevada 89712

JIM GIBBONS
Governor

SUSAN MARTINOVICH, P.E., *Director*

In Reply Refer to:
Pyramid Highway–US 395 Connection
Environmental Impact Statement
Participating Agency Invitation

April 4, 2008

Kenneth E. Mayer
Director
Nevada Department of Wildlife
1100 Valley Road
Reno, NV 89512

Dear Mr. Mayer:

The Nevada Department of Transportation (NDOT), in cooperation with the Federal Highway Administration (FHWA) and the Washoe County Regional Transportation Commission (RTC), is initiating an environmental impact statement (EIS) for the proposed Pyramid Highway–US 395 Connection project. The purpose of the proposed project is to address regional mobility, congestion, and safety challenges faced by motorists and pedestrians that travel Pyramid Highway to Spanish Springs and Pyramid Lake. The proposed study area extends 7.7 miles along Pyramid Highway from Queen's Way north to Calle de la Plata Drive. It also includes an area extending 4.5 miles west from Vista Boulevard to US 395 near the Parr/Dandini Interchange. A map of the proposed study area is included for your review.

The Department of Conservation and Natural Resources has been identified as an agency that may have an interest in the proposed project. With that in mind, we are extending this invitation to your agency to become a participating agency with FHWA, NDOT, and RTC in the development of the EIS for the subject project. This designation does not imply that your agency supports the proposed project.

Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as practicable, any issues of concern regarding the proposed project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the proposed project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

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2. Participate in coordination meetings and joint field reviews as appropriate.

3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

We have included a copy of the coordination plan developed for this project for your review. The coordination plan details the elements and expectations discussed in this letter, and lists the other agencies invited to participate in this process.

In addition, we invite you to attend the agency scoping meeting and become a member of the Technical Advisory Committee (TAC) as described below.

Agency scoping meeting:
An agency scoping meeting will be conducted on **April 16th, 2008 from 9:00 a.m. to 11:00 a.m. at the NDOT District 2 Office, 310 Galletti Way Sparks, NV 89431** (see enclosed map).

If you are unable to attend the agency scoping meeting, please note that a public information meeting will be held on **April 15, 2008 from 4:00 p.m. to 7:00 p.m. at the Lazy 5 Community Center, 7100 Pyramid Highway, Sparks, Nevada.**

TAC meeting:
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Please respond in writing with an acceptance or denial of the invitation to be a participating agency by May 1, 2008. If you have any questions or would like to discuss the project in more detail or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (775) 888-7013.

Thank you for your cooperation and interest in this proposed project.

Sincerely,

Steve M. Cooke, P.E.
Chief, Environmental Services Division

Enclosures

cc: Abdelmoez A. Abdalla, Environmental Program Manager (FHWA)
Doug Maloy, Project Manager (RTC)

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
1263 S. Stewart Street
Carson City, Nevada 89712

JIM GIBBONS
Governor

SUSAN MARTINOVICH, P.E., *Director*

In Reply Refer to:
Pyramid Highway–US 395 Connection
Environmental Impact Statement
Participating Agency Invitation

April 4, 2008

Ronald James
State Historic Preservation Officer
Nevada State Historic Preservation Office
1000 North Stewart Street
Carson City, NV 89701

Dear Mr. James:

The Nevada Department of Transportation (NDOT), in cooperation with the Federal Highway Administration (FHWA) and the Washoe County Regional Transportation Commission (RTC), is initiating an environmental impact statement (EIS) for the proposed Pyramid Highway–US 395 Connection project. The purpose of the proposed project is to address regional mobility, congestion, and safety challenges faced by motorists and pedestrians that travel Pyramid Highway to Spanish Springs and Pyramid Lake. The proposed study area extends 7.7 miles along Pyramid Highway from Queen's Way north to Calle de la Plata Drive. It also includes an area extending 4.5 miles west from Vista Boulevard to US 395 near the Parr/Dandini Interchange. A map of the proposed study area is included for your review.

The Department of Conservation and Natural Resources has been identified as an agency that may have an interest in the proposed project. With that in mind, we are extending this invitation to your agency to become a participating agency with FHWA, NDOT, and RTC in the development of the EIS for the subject project. This designation does not imply that your agency supports the proposed project.

Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as practicable, any issues of concern regarding the proposed project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the proposed project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

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3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

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Thank you for your cooperation and interest in this proposed project.

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Steve M. Cooke, P.E.
Chief, Environmental Services Division

Enclosures

cc: Abdelmoez A. Abdalla, Environmental Program Manager (FHWA)
Doug Maloy, Project Manager (RTC)

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
1263 S. Stewart Street
Carson City, Nevada 89712

JIM GIBBONS
Governor

SUSAN MARTINOVICH, P.E., *Director*

In Reply Refer to:
Pyramid Highway–US 395 Connection
Environmental Impact Statement
Participating Agency Invitation

April 4, 2008

Mr. Allen Biaggi
Director
Department of Conservation and Natural Resources
901 South Stewart Street, Suite 5001
Carson City, NV 89701

Dear Mr. Biaggi:

The Nevada Department of Transportation (NDOT), in cooperation with the Federal Highway Administration (FHWA) and the Washoe County Regional Transportation Commission (RTC), is initiating an environmental impact statement (EIS) for the proposed Pyramid Highway–US 395 Connection project. The purpose of the proposed project is to address regional mobility, congestion, and safety challenges faced by motorists and pedestrians that travel Pyramid Highway to Spanish Springs and Pyramid Lake. The proposed study area extends 7.7 miles along Pyramid Highway from Queen's Way north to Calle de la Plata Drive. It also includes an area extending 4.5 miles west from Vista Boulevard to US 395 near the Parr/Dandini Interchange. A map of the proposed study area is included for your review.

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Sincerely,

Steve M. Cooke, P.E.
Chief, Environmental Services Division

Enclosures

cc: Abdelmoez A. Abdalla, Environmental Program Manager (FHWA)
Doug Maloy, Project Manager (RTC)

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
1263 S. Stewart Street
Carson City, Nevada 89712

JIM GIBBONS
Governor

SUSAN MARTINOVICH, P.E., *Director*

In Reply Refer to:
Pyramid Highway–US 395 Connection
Environmental Impact Statement
Participating Agency Invitation

April 4, 2008

Bob Cashell
Mayor
City of Reno
P.O. Box 1900
Reno, NV 89505

Dear Mayor Cashell:

The Nevada Department of Transportation (NDOT), in cooperation with the Federal Highway Administration (FHWA) and the Washoe County Regional Transportation Commission (RTC), is initiating an environmental impact statement (EIS) for the proposed Pyramid Highway–US 395 Connection project. The purpose of the proposed project is to address regional mobility, congestion, and safety challenges faced by motorists and pedestrians that travel Pyramid Highway to Spanish Springs and Pyramid Lake. The proposed study area extends 7.7 miles along Pyramid Highway from Queen's Way north to Calle de la Plata Drive. It also includes an area extending 4.5 miles west from Vista Boulevard to US 395 near the Parr/Dandini Interchange. A map of the proposed study area is included for your review.

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Sincerely,

Steve M. Cooke, P.E.
Chief, Environmental Services Division

Enclosures

cc: Abdelmoez A. Abdalla, Environmental Program Manager (FHWA)
Doug Maloy, Project Manager (RTC)

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
1263 S. Stewart Street
Carson City, Nevada 89712

JIM GIBBONS
Governor

SUSAN MARTINOVICH, P.E., *Director*

In Reply Refer to:
Pyramid Highway–US 395 Connection
Environmental Impact Statement
Participating Agency Invitation

April 4, 2008

Robert Larkin, Chair
Washoe County Commission
1001 E. 9th Street
Reno, NV 89512

Dear Mr. Larkin:

The Nevada Department of Transportation (NDOT), in cooperation with the Federal Highway Administration (FHWA) and the Washoe County Regional Transportation Commission (RTC), is initiating an environmental impact statement (EIS) for the proposed Pyramid Highway–US 395 Connection project. The purpose of the proposed project is to address regional mobility, congestion, and safety challenges faced by motorists and pedestrians that travel Pyramid Highway to Spanish Springs and Pyramid Lake. The proposed study area extends 7.7 miles along Pyramid Highway from Queen's Way north to Calle de la Plata Drive. It also includes an area extending 4.5 miles west from Vista Boulevard to US 395 near the Parr/Dandini Interchange. A map of the proposed study area is included for your review.

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Sincerely,

Steve M. Cooke, P.E.
Chief, Environmental Services Division

Enclosures

cc: Abdelmoez A. Abdalla, Environmental Program Manager (FHWA)
Doug Maloy, Project Manager (RTC)

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
1263 S. Stewart Street
Carson City, Nevada 89712

JIM GIBBONS
Governor

SUSAN MARTINOVICH, P.E., *Director*

In Reply Refer to:
Pyramid Highway–US 395 Connection
Environmental Impact Statement
Participating Agency Invitation

April 4, 2008

Geno Martini, Mayor
City of Sparks
431 Prater Way
P.O. Box 857
Sparks, NV 89432

Dear Mayor Martini:

The Nevada Department of Transportation (NDOT), in cooperation with the Federal Highway Administration (FHWA) and the Washoe County Regional Transportation Commission (RTC), is initiating an environmental impact statement (EIS) for the proposed Pyramid Highway–US 395 Connection project. The purpose of the proposed project is to address regional mobility, congestion, and safety challenges faced by motorists and pedestrians that travel Pyramid Highway to Spanish Springs and Pyramid Lake. The proposed study area extends 7.7 miles along Pyramid Highway from Queen's Way north to Calle de la Plata Drive. It also includes an area extending 4.5 miles west from Vista Boulevard to US 395 near the Parr/Dandini Interchange. A map of the proposed study area is included for your review.

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Thank you for your cooperation and interest in this proposed project.

Sincerely,

Steve M. Cooke, P.E.
Chief, Environmental Services Division

Enclosures

cc: Abdelmoez A. Abdalla, Environmental Program Manager (FHWA)
Doug Maloy, Project Manager (RTC)

APR 9 2008

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
Carson City Office
5665 Morgan Mill Rd.
Carson City, Nevada 89701-1448
http://www.nv.blm.gov/Carson

TAKE PRIDE IN AMERICA

APR - 8 2008

In Reply Refer to:
2800 NV-030

Federal Highway Administration
Attn: Mr. Abdelmoez A. Abdalla
705 North Plaza St., Suite 220
Carson City, NV 89701

Dear Mr. Abdalla,

The Bureau of Land Management (BLM), Carson City Field Office has received your letter requesting BLM participation as a cooperating agency in preparation of an environmental impact statement (EIS) for the proposed Pyramid Highway – U.S. 395 Connection Project. As per your map, BLM has management responsibilities for public land within the study area and this office accepts the opportunity to participate in the EIS process. Representatives from this office will attend the agency scoping meeting on April 16, 2008 in Sparks.

The contact personnel for this project are JoAnn Hufnagle (Supervisory Realty Specialist) at 885-6144 or Terri Knutson (Planning & Environmental Coordinator) at 885-6156.

Sincerely,

Donald T. Hicks

Donald T. Hicks
Manager,
Carson City Field Office

Noriega, Yesenia M.

From: Clarke, Jim O.
Sent: Wednesday, September 17, 2008 1:33 PM
To: Noriega, Yesenia M.
Subject: FW: Pyramid Hwy Interconnector & RSIC
Follow Up Flag: Follow up
Flag Status: Green

From: Visser, Hannah [mailto:Hannah.Visser@fhwa.dot.gov]
Sent: Tuesday, July 29, 2008 4:44 PM
To: Clarke, Jim O.
Subject: FW: Pyramid Hwy Interconnector & RSIC

Response from RSIC

Hannah Visser
Environmental / Planning Specialist
Federal Highway Administration - Nevada Division Office
705 North Plaza Street, Suite 220, Carson City, NV 89701
(775) 687-5322 - Phone
(775) 687-3803 - Fax
hannah.visser@fhwa.dot.gov

From: Abdalla, Abdelmoez
Sent: Monday, April 14, 2008 6:00 PM
To: 'Scott Nebesky'; Gilbert-Young, Sabra E
Cc: Nollsch, Michael (Daniel); 'Caviola, James'; scooke@dot.state.nv.us; Bennett, Rebecca (NV); Visser, Hannah
Subject: RE: Pyramid Hwy Interconnector & RSIC

Scott,

Thanks for accepting our invitation to become a participating agency with this project. FHWA is looking forward to your assistance with different aspects of this project.

Del

Abdelmoez A. Abdalla, Ph.D.
Environmental Program Manager
Federal Highway Administration-Nevada Division
Telephone: (775) 687-1231
Fax: (775)687-3803
E-mail: abdelmoez.abdalla@fhwa.dot.gov

From: Scott Nebesky [mailto:snebesky@rsic.org]
Sent: Monday, April 14, 2008 2:10 PM
To: Gilbert-Young, Sabra E; Abdalla, Abdelmoez
Cc: Nollsch, Michael (Daniel)
Subject: RE: Pyramid Hwy Interconnector & RSIC

Thank you for summarizing our discussion this morning. The Colony will participate in as many meeting as necessary and certainly appreciates the early notice and invitation. In fact, I attended the Stakeholders Working Group on April 7th.

In response to your letter dated April 1, 2008, please accept this email as notice of the Colony's interest to become a participating agency.

Scott A. Nebesky, AICP
Planning Director
Reno-Sparks Indian Colony
1937 Prosperity St
Reno NV 89502
Office 775.785.1363
Cell: 775.221.1585
Fax 775.789.5652
Email snebesky@rsic.org

-----Original Message-----
From: Gilbert-Young, Sabra E [mailto:SGilbert-Young@dot.state.nv.us]
Sent: Monday, April 14, 2008 12:24 PM
To: Abdalla, Abdelmoez
Cc: Scott Nebesky; Nollsch, Michael (Daniel)
Subject: Pyramid Hwy Interconnector & RSIC

Hi Del,
I just got off of the phone with Scott Nebesky at the Reno-Sparks Indian Colony regarding the Pyramid Interconnector project. This conversation was in response to my request for information about if there was any tribal land involved (per your phone call from BIA last week). I am cc'ing Scott this email for his information.

Scott said that the project itself wasn't touching the Hungry Valley portion of RSIC. But that RSIC has a 24 acre economic development parcel on the corner of Eagle Canyon Dr. and Pyramid Hwy (SW corner, except the 7-11 store). It is a long linear parcel fronting Pyramid Hwy that currently is zoned for general commercial and has several access points. Scott's immediate concerns are that:

- All but one access point would be eliminated by this project (severely hampering the economic viability of the parcel)
- Possible right of way would be needed by this project for an off ramp (potential killing the economic viability of the parcel)

Scott asked if there was an opportunity to swap this parcel for other federally owned land.

Scott stated verbally that RSIC wants to become a participating agency for the EIS/project. He intends to provide the written statement to you via email. Please note that Scott is extremely busy individual and is a bit concerned about the time commitment that the meeting schedule for this project requires (SWG, TAC, etc.). Is there a way that he could get all of the meeting dates well in advance so he has time to adjust his schedule?

Should you have any other questions I should be in the office for the remainder of today, Thursday, and Friday. (I'll be in all day meetings on Tuesday and Wednesday).

Sabra E. Gilbert-Young, RPA
Native American Consultation Coordinator
Environmental Services Division
Nevada Department of Transportation
1263 S. Stewart Street
Carson City, NV 89712

Phone: 775.888.7483
Fax: 775.888.7104

This communication, including any attachments, may contain confidential information and is intended only for the individual or entity to whom it is addressed. Any review, dissemination or copying of this communication by anyone other than the intended recipient is strictly prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and delete all copies of the original message.

John B. Hester, AICP
Community Development Director
775.334.2435
hesterj@CityofReno.com

John Toth, PE
Assistant Community Development Director
775.326.6311
tothj@CityofReno.com

BIGGEST LITTLE CITY IN THE WORLD
CITY OF RENO

Division Managers
Claudia Hanson, AICP
Deputy Community Development Director - Planning
Kyle West, PE, *Deputy Community Development Director - Land Development Engineering*
Don Rosenthal, CBO
Building and Safety Manager
Alex Woodley
Code Enforcement Manager

April 18, 2008

Steve M. Cooke, P.E.
Chief, Environmental Services Division
Nevada Department of Transportation
1263 South Stewart Street
Carson City, Nevada 89712

Environmental Impact Statement

Dear Mr. Cooke:

The City of Reno is excited that the Nevada Department of Transportation is initiating an environmental impact statement (EIS) for the proposed improvement project on Pyramid Highway, which may include a connector between US 395 and the Pyramid Highway. Please accept this letter as Reno's request to be designated as a participating agency in the development of the EIS for this project. As a participating agency, Reno will be able fulfill the roles outlined in your April 4, 2008 letter to Mayor Bob Cashell of Reno.

The City looks forward to participating in the improvement and development of transportation facilities in this critical area of the Truckee Meadows. Please contact me at 326-6311 if you have any questions.

Best regards,

John Toth, P.E.
Assistant Director

cc:

John Hester
Auro Majumdar, Public Works
Doug Maloy, RTC

WASHOE COUNTY

Department of Public Works

"Dedicated to Excellence in Public Service

Dan St. John, Public Works Director

1001 East 9th Street PO Box 11130 Reno, Nevada 89520 Telephone: (775) 328-2040 Fax: (775) 328-3699

RECEIVED

APR 2 7 2008

Regional Transportation Commission
Engineering Department

April 18, 2008

Doug Maloy, P.E.
Regional Transportation Commission
1105 Terminal Way Suite 108
Reno, NV 89502

Subject: Pyramid Highway – US 395 Connection

Dear Mr. Maloy, P.E.:

Washoe County accepts the invitation to be a Participating Agency.

Sincerely,
DAVID T. PRICE, P.E., COUNTY ENGINEER

Clara Lawson

Clara Lawson, P.E., Licensed Engineer

SPARK CITYWORKS
QUALITY FROM THE GROUND UP

April 21, 2008

Mr. Steven M. Cooke, P.E., Chief
Environmental Services Division
1263 S. Stewart Street
Carson City, NV 89712

Re: Pyramid Highway – US 395 Connection Environmental Impact Statement Technical Advisory Committee

Dear Mr. Cooke:

Thank you for the invitation to participate in the environmental process for the Pyramid Highway – US 395 Connection project. The City of Sparks is excited to actively participate throughout the process and its Technical Advisory Committee.

Please contact me at (775) 353-2304 with any questions.

Sincerely,

Neil C. Krutz, P.E.
Community Development Director

cc: Mr. Doug Maloy, P.E., RTC Project Manager

Building	Community Development	Engineering
tel 775.353.2306	tel 775.353.2340	tel 775.353.2371
fax 775.353.2413	fax 775.353.1608	fax 775.353.7874

1675 East Prater Way | Suite 107 | Sparks, NV 89434

APR 28 2008

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Nevada Fish and Wildlife Office
1340 Financial Blvd., Suite 234
Reno, Nevada 89502
Ph: (775) 861-6300 ~ Fax: (775) 861-6301

April 25, 2008
File No. 2008-FA-0121
Pyramid Highway-
U.S. 395 Connection

Mr. Abdelmoez A. Abdalla
Federal Highway Administration
705 North Plaza Street, Suite 220
Carson City, Nevada 89701

Dear Mr. Abdalla:

This is in response to your invitation to the U.S. Fish and Wildlife Service (Service) to become a participating agency in the development of an Environmental Impact Statement (EIS) for the proposed Pyramid Highway-U.S. 395 Connection project. This project will involve improvements to Pyramid Highway from Queen's Way north to Calle de la Plata Drive, a distance of approximately 8 miles. It also involves providing a connection from Vista Boulevard to U.S. 395 at the Parr/Dandini Interchange. While we appreciate your invitation to participate under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, we are unable to accept at this time due to limited resources and other higher priority, court-ordered actions.

We would like to take this opportunity to reiterate Service comments provided at the April 16, 2008, meeting held at the Nevada Department of Transportation's District 2 Office in Reno. We understand that this project is in the early stages of the planning process and that the current study area boundary may change as the range of alternatives is further developed. As indicated at the meeting, we are concerned about potential impacts to the Carson wandering skipper (CWS) (*Pseudocopaeodes eunus obscurus*), an endangered species found at two sites in Spanish Springs and Warm Springs Valleys. These sites occur on private and federally-administered lands. These sites are relatively small in size and any direct and indirect impacts will be dependent upon alternative routes proposed.

Though we are unable to formally engage in this process as a participating agency, we do not relinquish our responsibilities for federally-listed threatened and endangered species under section 7 of the Endangered Species Act of 1973, as amended. We also may provide comments on the draft EIS as appropriate in the future.

TAKE PRIDE IN AMERICA

We look forward to further discussions related to the Pyramid Highway-U.S. 395 Connection project. If you have any questions, please contact me or Marcy Haworth at (775) 861-6300.

Sincerely,

Robert D. Williams
Field Supervisor

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

April 30, 2008

Abdelmoez A. Abdalla
Environmental Program Manager
Federal Highway Administration
705 N. Plaza, Suite 220
Carson City, NV 89701

Subject: Response to Participating Agency Request for the Proposed Improvements to Pyramid Way and the Proposal for a New Corridor from Vista Boulevard to US-395, Washoe County, Nevada

Dear Mr. Abdalla:

We are writing in response to your April 1, 2008 letter (HENV-NV US395) inviting the U.S. Environmental Protection Agency (EPA) to become a Participating Agency for the Proposed Improvements to Pyramid Way and the Proposal for a New Corridor from Vista Boulevard to US-395, Washoe County, Nevada. The Federal Highway Administration (FHWA), in cooperation with the Nevada Department of Transportation (NDOT) and the Washoe County Regional Transportation Commission (RTC) will prepare a Draft Environmental Impact Statement (DEIS) for the project under the National Environmental Policy Act. On March 31, 2008, EPA provided scoping comments for this project in response to the Federal Register Notice published on February 29, 2008.

EPA accepts FHWA's invitation to become a "Participating Agency" as defined in Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). We look forward to working with FHWA to ensure that the SAFETEA-LU implementation procedures assist both our agencies in meeting our statutory missions.

Section 6002 requires that the lead agency provide an opportunity for involvement by participating agencies in defining the Purpose and Need and in determining the Range of Alternatives for a project as early as practicable during the environmental review process. Specifically, the involvement of participating agencies early during the development of Purpose and Need should inform the scope and development of project alternatives. EPA recommends that FHWA request participating agency feedback on the Purpose and Need before extensive effort is expended on developing a Range of Alternatives so that agency input can help shape

alternative development. EPA is also available to assist in the determination of the methodologies to be used and could provide input to FHWA on the level of detail required for the technical studies to inform the development of the DEIS.

This project may meet the criteria for coordination under the *National Environmental Policy Act and Clean Water Action Section 404 Integration Process for Surface Transportation Projects Memorandum of Understanding* (NEPA/404 MOU). The NEPA/404 MOU includes specific concurrence points to assist in developing the DEIS and involves active participation in meetings and document reviews. It applies to transportation projects that have five or more acres of permanent impacts to waters of the United States and require EIS preparation. We encourage FHWA to contact the NEPA/404 signatory agencies once more information about the potential impact to waters of the United States is available in order to initiate coordination under the NEPA/404 MOU, if applicable, and coordinate with the Section 6002 process.

The Coordination Plan for this project includes an anticipated schedule which notes that certain milestone reviews, such as Purpose and Need and Range of Alternatives will be met at scoping or other meetings. Since EPA's involvement in meetings may be limited due to resource constraints, we request that project documents needing interagency review and comment be submitted to us with a 30-day review period.

We appreciate FHWA's interest in working with EPA and look forward to participating in the project's DEIS development. EPA's participation as a Participating Agency does not constitute formal or informal approval of any part of this project under any statute administered by EPA, nor does it limit in any way EPA's independent review of the Draft and Final EISs pursuant to Section 309 of the Clean Air Act. Please contact Carolyn Mulvihill (415-947-3554 or mulvihill.carolyn@epa.gov) for further coordination on this project.

Sincerely,

Connell Dunning

for Nova Blazej, Manager
Environmental Review Office

cc: Steve Cooke, NDOT
Doug Maloy, RTC
Steve Roberts, U.S. Army Corps of Engineers

REGIONAL TRANSPORTATION COMMISSION
Public Transportation • Streets and Highway • Planning

August 28, 2008

Mr. Shaun Carey
Sparks City Manager
c/o Jon Ericson
City of Sparks Public Works
P.O. Box 857
Sparks, NV 89432

Subject: Pyramid Highway–US 395 Connection Environmental Impact Statement
Participating Agency Review of Purpose and Need Statement, Alternatives Screening, and Range of Alternatives

Dear Mr. Ericson:

On April 1, 2008, the Nevada Department of Transportation (NDOT) sent you a letter inviting you to serve as a participating agency on the Pyramid Highway–US 395 Connection Environmental Impact Statement (EIS). NDOT received your letter dated April 25, 2008 agreeing to serve as a participating agency on the project. As you may know, the Washoe County Regional Transportation Commission (RTC) serves as a co-lead agency with NDOT on the EIS.

Pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies have an opportunity for involvement in specific milestone reviews. This letter includes three milestone review items (see attached): Purpose and Need Statement, Alternative Screening Methods, and Range of Alternatives. Please provide any comments on these items by September 29, 2008. Please note the Range of Alternatives would be revisited as necessary based on any revisions to the Purpose and Need Statement due to participating agency comments.

Page 2 of our April 1, 2008 letter indicated that your agency's role in the development of the above project should include providing "timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency. . ." Since the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users did not amend federal policy regarding agency review of pre-draft environmental documents, this statement was incorrect. As always, your review of the Draft and Final EISs will be encouraged.

As a reminder, a project TAC meeting is scheduled for **September 18, 2008**, from **1:30 p.m. to 3:30 p.m. at the NDOT District 2 Office, 310 Galletti Way Sparks, NV 89431.**

RTC Board David E. Humke (Chair) • David Aiazzi (Vice Chair) • John Mayer • Dwight Dortch • Bob Larkin
P.O. Box 30002, Reno, NV 89520 • 1105 Terminal Way, Suite 108, Reno, NV 89502 • 775.348.0171 • www.rtcwashoe.com

If you have any questions, please contact me at (775) 335-1865. Thank you for your cooperation and interest in this proposed project.

Sincerely,

Doug Maloy, P.E.
Project Manager

Enclosures

cc: Abdelmoez A. Abdalla, Environmental Program Manager (FHWA)
Steve M. Cooke, P.E. Chief, Environmental Services Division (RTC)
Jim Clarke, Pyramid Team
File

REGIONAL TRANSPORTATION COMMISSION
Public Transportation • Streets and Highway • Planning

August 28, 2008

Ms. Katy Singlaub
Washoe County Manager
c/o Sandra Monsalve
Washoe County Planning
1001 E Ninth Street, Bldg. A
Reno, NV 89520

Subject: Pyramid Highway–US 395 Connection Environmental Impact Statement
Participating Agency Review of Purpose and Need Statement, Alternatives Screening, and Range of Alternatives

Dear Ms. Monsalve:

On April 1, 2008, the Nevada Department of Transportation (NDOT) sent you a letter inviting you to serve as a participating agency on the Pyramid Highway–US 395 Connection Environmental Impact Statement (EIS). NDOT received your letter dated April 25, 2008 agreeing to serve as a participating agency on the project. As you may know, the Washoe County Regional Transportation Commission (RTC) serves as a co-lead agency with NDOT on the EIS.

Pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies have an opportunity for involvement in specific milestone reviews. This letter includes three milestone review items (see attached): Purpose and Need Statement, Alternative Screening Methods, and Range of Alternatives. Please provide any comments on these items by September 29, 2008. Please note the Range of Alternatives would be revisited as necessary based on any revisions to the Purpose and Need Statement due to participating agency comments.

Page 2 of our April 1, 2008 letter indicated that your agency's role in the development of the above project should include providing "timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency. . ." Since the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users did not amend federal policy regarding agency review of pre-draft environmental documents, this statement was incorrect. As always, your review of the Draft and Final EISs will be encouraged.

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RTC Board David E. Humke (Chair) • David Aiazzi (Vice Chair) • John Mayer • Dwight Dortch • Bob Larkin
P.O. Box 30002, Reno, NV 89520 • 1105 Terminal Way, Suite 108, Reno, NV 89502 • 775.348.0171 • www.rtcwashoe.com

If you have any questions, please contact me at (775) 335-1865. Thank you for your cooperation and interest in this proposed project.

Sincerely,

Doug Maloy, P.E.
Project Manager

Enclosures

cc: Abdelmoez A. Abdalla, Environmental Program Manager (FHWA)
Steve M. Cooke, P.E. Chief, Environmental Services Division (RTC)
Jim Clarke, Pyramid Team
File

REGIONAL TRANSPORTATION COMMISSION
Public Transportation • Streets and Highway • Planning

August 28, 2008

Mr. Charles McNeely
Reno City Manager
c/o John Toth
City of Reno Planning
1 E. First Street
Post Office Box 1900
Reno, NV 89505

Subject: Pyramid Highway–US 395 Connection Environmental Impact Statement
Participating Agency Review of Purpose and Need Statement, Alternatives Screening, and Range of Alternatives

Dear Mr. Toth:

On April 1, 2008, the Nevada Department of Transportation (NDOT) sent you a letter inviting you to serve as a participating agency on the Pyramid Highway–US 395 Connection Environmental Impact Statement (EIS). NDOT received your letter dated April 25, 2008 agreeing to serve as a participating agency on the project. As you may know, the Washoe County Regional Transportation Commission (RTC) serves as a co-lead agency with NDOT on the EIS.

Pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies have an opportunity for involvement in specific milestone reviews. This letter includes three milestone review items (see attached): Purpose and Need Statement, Alternative Screening Methods, and Range of Alternatives. Please provide any comments on these items by September 29, 2008. Please note the Range of Alternatives would be revisited as necessary based on any revisions to the Purpose and Need Statement due to participating agency comments.

Page 2 of our April 1, 2008 letter indicated that your agency's role in the development of the above project should include providing "timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency. . ." Since the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users did not amend federal policy regarding agency review of pre-draft environmental documents, this statement was incorrect. As always, your review of the Draft and Final EISs will be encouraged.

RTC Board David E. Humke (Chair) • David Aiazzi (Vice Chair) • John Mayer • Dwight Dortch • Bob Larkin
P.O. Box 30002, Reno, NV 89520 • 1105 Terminal Way, Suite 108, Reno, NV 89502 • 775.348.0171 • www.rtcwashoe.com

As a reminder, a project TAC meeting is scheduled for **September 18, 2008**, from **1:30 p.m. to 3:30 p.m. at the NDOT District 2 Office, 310 Galletti Way Sparks, NV 89431.**

If you have any questions, please contact me at (775) 335-1865. Thank you for your cooperation and interest in this proposed project.

Sincerely,

Doug Maloy, P.E.
Project Manager

Enclosures

cc: Abdelmoez A. Abdalla, Environmental Program Manager (FHWA)
Steve M. Cooke, P.E. Chief, Environmental Services Division (RTC)
Jim Clarke, Pyramid Team
File

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

RECEIVED
SEP 08 2008
Regional Transportation Commission
Engineering Department

September 4, 2008

Abdelmoez A. Abdalla
Environmental Program Manager
Federal Highway Administration
705 N. Plaza, Suite 220
Carson City, NV 89701

Subject: Comments on Draft Purpose and Need Statement, Draft Methodology for Screening Alternatives, and Draft Initial Range of Alternatives for the Pyramid Highway – US 395 Connection Project, Washoe County, Nevada

Dear Mr. Abdalla:

The U.S. Environmental Protection Agency (EPA) has reviewed the Draft Purpose and Need Statement, Draft Methodology for Screening Alternatives, and Draft Initial Range of Alternatives for the Pyramid Highway – US 395 Connection Project, Washoe County, Nevada. This letter provides feedback on these documents in accordance with Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). EPA is a Participating Agency (as defined in SAFETEA-LU) for this project and previously provided comments on the February 29, 2008 Notice of Intent (NOI) for the project in a March 31, 2008 letter. Our comments below are in concert with the formal scoping comments in our March 2008 letter.

Purpose and Need

The Draft Purpose and Need Statement states the following purposes for the project:

- Provide improvements to serve existing and future growth areas;
- Provide direct and efficient travel routes to address existing travel inefficiencies;
- Alleviate existing congestion problems on Pyramid Highway;
- Improve existing and future safety issues on Pyramid Highway; and
- Respond to regional and local plans.

EPA has the following comments on these purposes:

- The Purpose and Need Statement quotes population growth figures from the U.S. Census Bureau and the Sparks Master Plan, and forecasts of population and

employment growth by the Regional Transportation Commission (RTC). It also mentions figures of "approved development" of residential units and commercial space. In preparing the draft environmental impact statement (DEIS), these figures should be verified to ensure that the latest growth assumptions are included in forecasts and that estimates of planned development are based on up-to-date information. Recent economic factors, such as the downturn in the housing market, credit crisis, and increased price of gasoline, may have a slowing impact on growth in the area. The impact of these recent events on previous growth projections should be considered, and their relevance to the project need should be discussed in future versions of the Purpose and Need Statement and in the DEIS.

- The statement, "[t]ravel demand for the existing and forecasted growth far exceeds existing capacity" should be supported by quantitative information.
- The crash rates for Pyramid Highway should be provided in the context of statewide or national average rates. While it is important to note that rates have increased in recent years, it is also important to know how these rates compare with averages.
- The Purpose and Need Statement states that "[i]mprovements in the study area are intended to work in concert with other RTP projects" including the Pyramid Way/McCarran Boulevard intersection. EPA previously provided scoping comments on the environmental review process for the proposed intersection project. The study area and some of the alternatives being considered for this project appear to imply that the intersection project may be subsumed into this project. If the environmental process for the intersection will be accomplished through this process, this should be clarified in future project documents.
- The last listed purpose, "[r]espond to regional and local plans" should include a phrase such as "where feasible and in compliance with Federal and state regulations." Responding to or providing consistency with regional and local plans should not limit the range of alternatives considered to fulfill transportation needs.

Draft Methodology for Screening Alternatives

The Draft Methodology for Screening Alternatives states that "[p]roject evaluation criteria and measures of effectiveness will be developed based on the Purpose and Need of the project, design guidelines, environmental resources, community input, and project goals." The evaluation criteria and measures of effectiveness that have been, or will be, used in the screening of alternatives should be shared with EPA and other participating agencies. The Draft Initial Range of Alternatives document identifies an alternative that was chosen as the preferred alternative in the Corridor Management Plan (CMP), but it is unclear what level(s) of screening has taken place in the environmental review process. EPA would like to receive more detailed information about which criteria and measures were, or will be, used at each screening level so that we can provide meaningful feedback on the screening process.

Draft Initial Range of Alternatives

As with the Draft Methodology, EPA would like to receive more information on the range of alternatives in order to provide more meaningful feedback. While we appreciate the presentation of the broad initial range of alternatives, we would like an opportunity to review the

range of alternatives that meet the project's purpose and need and will be considered for review in the DEIS. It appears that some of the alternatives in the Draft Initial Range do not actually fulfill the purpose and need of the project. The document also states that some of the alternatives were "screened" during the CMP process due to various factors, and that others are included as "element[s] of the final package" but it is not clear whether these statements refer just to inclusion in the CMP, or the future DEIS.

Thank you for requesting our comments on these documents. Please contact me at 415-947-3554 or mulvihill.carolyn@epa.gov with any questions related to the comments in this letter. We look forward to reviewing future drafts of these documents and the DEIS.

Sincerely,

Carolyn Mulvihill

Carolyn Mulvihill
Environmental Review Office

cc: Steve Cooke, Nevada Department of Transportation
Doug Maloy, Regional Transportation Commission
Steve Roberts, U.S. Army Corps of Engineers
Selena Werdon, U.S. Fish and Wildlife Service

John B. Hester, AICP
Community Development Director
775.334.2435
hesterj@CityofReno.com

John Toth, PE
Assistant Community Development Director
775.326.6311
tothj@CityofReno.com

Division Managers
Claudia Hanson, AICP
Deputy Community Development Director - Planning
Kyle West, PE, *Deputy Community Development Director - Land Development Engineering*
Don Rosenthal, CBO
Building and Safety Manager
Alex Woodley
Code Enforcement Manager

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SEP 10 2008

Regional Transportation Commission
Engineering Department

September 09, 2008

Doug Maloy, P.E.
Regional Transportation Commission
P.O. Box 30002
Reno, Nevada 89520

Pyramid Highway-US 395 Connection

Dear Mr. Maloy:

The City of Reno is pleased to be a participating agency for the environmental impact statement for the above project. The City has reviewed the three milestone documents, and has the following comments:

Draft Purpose and Need Elements

Second need on page 1: first sentence should be expanded to state that there are no continuous east-west collector or arterial streets north of McCarran Boulevard in the Level 1 Study Area.

Draft Methodology for Screening Alternatives

1. Step 1 should include cost as an evaluation criterion, as step 3 lists exorbitant costs as a fatal flaw.

2. At what point in the screening process will public input be sought and considered?

Draft Initial Range of Alternatives

1. Alternative S-4. Will the regional shared use path be grade separated at major intersections?

2. Alternative S-6. The cost/benefit analysis of establishing and maintaining a region wide, coordinated traffic signal system akin to the FAST system in the Las Vegas Valley should be part of this alternative.

3. Alternative T-1. Queue jumps and transit signal prioritization are listed as features of bus rapid transit. The impacts to capacity on the street network affected by these features, and to air quality need to be quantified and analyzed.

4. Alternative H-1. Would existing intersections be limited to right turns in and out only?

5. All alternatives where Pyramid is not recommended for upgrade to freeway status: Will Pyramid be widened as a surface street?

Lane Type Options

Alternative L-4. Use of reversible lanes will eliminate exclusive left turn lanes at intersections. Any proposed use of this concept should analyze the impacts of the loss of left turn movements to street network capacity and crash rates.

Please contact me at 326-6311 if you have any questions.

Best regards,

John Toth

John Toth, P.E.
Assistant Director

cc:
Auro Majumdar, Public Works

U.S. Department of Transportation
Federal Highway Administration

Nevada Division

705 N. Plaza Street, Suite 220
Carson City, NV 89701
Phone 775 687-1204
Fax 775 687-3803

March 29, 2012

In Reply Refer To:
NVEN-NV

Ms. Athena Brown, Superintendent
Bureau of Indian Affairs
311 East Washington Street
Carson City, Nevada 89701

Subject: Pyramid Highway-US 395 Connection Environmental Impact Statement
Cooperating Agency Invitation

Dear Ms. Brown:

As you know, the Bureau of Indian Affairs (BIA) is serving as a participating agency on the Pyramid Highway-US 395 Connection Environmental Impact Statement (EIS) study. Following discussions in our January 31, 2012 meeting, FHWA agreed that BIA's involvement as a cooperating agency on this project would prove beneficial in the continued coordination with the Reno-Sparks Indian Colony (RSIC) regarding potential impacts to the RSIC parcel located at Eagle Canyon Road and Pyramid Highway, and identification of avoidance and mitigation measures. Therefore, the FHWA requests the participation of the BIA as a cooperating agency in the preparation of the DEIS and FEIS, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provision of the National Environmental Policy Act (NEPA).

A cooperating agency is any federal agency, other than the lead agency, that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternatives. Cooperating agencies have a higher degree of authority, responsibility, and involvement in the environmental review process than participating agencies.

In addition to the BIA's involvement to date, per 40 CFR 1501.6, as a cooperating agency the BIA would:

- Assume on request of the lead agency (FHWA) responsibility for developing information and preparing environmental analyses including portions of the environmental impact statement concerning which the cooperating agency has special expertise.

- Make available staff support at the lead agency's request to enhance the latter's interdisciplinary capability.

- Use their own funds

Please respond with your acceptance of your role as a cooperating agency at your earliest convenience.

I look forward to your continued participation in this proposed project.

Sincerely,

a.a. abdalla

Abdelmoez A. Abdalla
Environmental and Research Program Manager

ec: Chris young, NDOT
Sabra Gilbert-Young, NDOT
Andrew Soderborg, FHWA

U.S. Department of Transportation
Federal Highway Administration

Nevada Division

705 N. Plaza Street, Suite 220
Carson City, NV 89701
Phone 775 687-1204
Fax 775 687-3803

March 29, 2012

In Reply Refer To:
NVEN-NV

Mr. Arlan Melendez, Chairperson
Reno-Sparks Indian Colony
98 Colony Road
Reno, Nevada 89502

Subject: Pyramid Highway-US 395 Connection Environmental Impact Statement, Cooperating Agency Invitation

Dear Mr. Melendez:

The Reno-Sparks Indian Colony (RSIC) is serving as a participating agency with the Federal Highway Administration (FHWA) on the Pyramid Highway-US 395 Connection Environmental Impact Statement (EIS) study. FHWA is also involved in Government-to-Government consultation with the RSIC on this project. In those roles, the RSIC has been involved in the development of the EIS and consultation regarding potential impacts to the RSIC's property located at Eagle Canyon Road and Pyramid Highway. Following discussions in our January 31, 2012 meeting, FHWA agreed that the RSIC's involvement as a cooperating agency on this project would prove beneficial in our continued coordination regarding impacts to the RSIC parcel and identification of avoidance and mitigation measures. Therefore, FHWA respectfully requests the participation of the RSIC as a cooperating agency in the preparation of the DEIS and FEIS, in accordance with 40 CFR 1501.6 and 1508.5 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provision of the National Environmental Policy Act (NEPA).

A cooperating agency is any federal agency, other than the lead agency, that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternatives. When the effects are on tribal lands, then a Native American Tribe can also be a cooperating agency by agreement with the lead federal agency. Cooperating agencies have a higher degree of authority, responsibility, and involvement in the environmental review process than participating agencies.

In addition to the RSIC's involvement to date, per 40 CFR 1501.6, as a cooperating agency the RSIC would:

- Assume on request of the lead agency (FHWA) responsibility for developing information and preparing environmental analyses including portions of the environmental impact statement concerning which the cooperating agency has special expertise.

- Make available staff support at the lead agency's request to enhance the latter's interdisciplinary capability.

- Normally use their own funds.

By seeking RSIC status as a cooperating agency, FHWA recognizes the unique standing the Colony has compared to other project stakeholders but we will not seek to unduly burden RSIC staff in meeting the responsibilities of a cooperating agency as noted above. Please respond with your acceptance of your role as a cooperating agency at your earliest convenience.

I look forward to continued consultation with the RSIC on this proposed project.

Sincerely,

a.a. abdalla

Abdelmoez A. Abdalla
Environmental and Research Program Manager

ec: Chris young, NDOT
Sabra Gilbert-Young, NDOT
Andrew Soderborg, FHWA

United States Department of the Interior

BUREAU OF INDIAN AFFAIRS
Western Nevada Agency
311 East Washington Street
Carson City, Nevada 89701-4065

TAKE PRIDE IN AMERICA

IN REPLY REFER TO:
Branch of Real Estate Services

MAY 0 1 2012

RECEIVED 5-3-12

Dr. Abdelmoez A. Abdalla
Environmental and Research Program Manager
U. S. Department of Transportation
Federal Highway Administration – Nevada Division
705 N. Plaza St. Ste. 220
Carson City, NV 89701

Dear Dr. Abdalla:

The Bureau of Indian Affairs, Western Nevada Agency (BIA/WNA) received your letter concerning the Pyramid Highway–US 395 Connection Environmental Impact Statement Cooperating Agency Invitation on April 4, 2012 requesting BIA, currently serving as a participating agency, serve as a Cooperating Agency. We agree that our involvement in this project would be beneficial as it impacts Reno-Sparks Indian Colony (RSIC) lands.

The Bureau welcomes the opportunity to participate as a Cooperating Agency; and, therefore accepts your invitation. We look forward to working with you and the other agencies on this project.

Sincerely,

Superintendent

cc: WNA Realty Officer
WRO Environmental Protection Officer
Chairman Arlan Melendez, RSIC
Steve Moran, RSIC
Scott Nebesky, RSIC

RENO-SPARKS
INDIAN COLONY
TRIBAL COUNCIL
98 COLONY ROAD
RENO, NEVADA
89502
(775) 329-2936
FAX:
(775) 329-8710

July 9, 2012

Dr. Abdelmoez A. Abdalla
Environmental and Research Program Manager
U.S. Department of Transportation
Federal Highway Administration – Nevada Division
705 N. Plaza St. Ste. 220
Carson City, NV 89701

re: Pyramid Highway-US 395 Connection Environmental Impact Statement Cooperating Agency Invitation

Dear Dr. Abdalla:

The Reno-Sparks Indian Colony (RSIC) received your letter concerning the Pyramid Highway-US 395 Connection Environmental Impact Statement Cooperating Agency Invitation requesting the RSIC to serve as a cooperating agency. We agree with your assessment that the RSIC and the project would benefit from this additional level of coordination regarding the analysis and mitigation of impacts to the RSIC. We accept your request and invitation to participate in this process as a cooperating agency.

We look forward to working with you on this project.

Sincerely,

Arlan D. Melendez
Chairman

cc: Scott Nebesky, RSIC

Appendix A:
Agency Coordination

Section 106

PROGRAMMATIC AGREEMENT

Among the

Federal Highway Administration
Nevada State Historic Preservation Officer
Nevada Department of Transportation
Washoe County Regional Transportation Commission
Bureau of Land Management
US Army Corps of Engineers

Regarding the

Pyramid Highway and US 395 Connector Project
Washoe County, Nevada

WHEREAS, the Federal Highway Administration (FHWA), under the authority of 23 U.S.C. 101 et seq., implements the Federal-aid Highway Program (Program) in the state of Nevada by funding and approving state and locally sponsored transportation projects that are administered by the Nevada Department of Transportation (NDOT); and

WHEREAS, FHWA is the lead federal agency responsible for compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (16 U.S.C. § 470f), and the implementing regulations 36 CFR Part 800 for the construction of the Pyramid Highway and US 395 Connector Project (Undertaking) in Washoe County, Nevada; and

WHEREAS, the effects of the Undertaking on historic properties cannot be fully determined prior to approval of the Undertaking, and FHWA, as the lead federal agency, is using the regulations at 36 C.F.R. 800.14(b)(1)(i)–(ii) to create this Programmatic Agreement (PA), and the signatories have determined that the review of this Undertaking may properly and appropriately be governed by this PA, negotiated and executed as authorized by 36 C.F.R. § 800.14(b); and

WHEREAS, FWHA has determined that a phased process for compliance with NHPA is appropriate for the Undertaking, as specifically allowed under 36 C.F.R. § 800.4(b)(2) and 36 C.F.R. § 800.5(a)(3), such that completion of the identification and evaluation of historic properties, determinations of effect on historic properties, and consultation concerning measures to avoid, minimize, or mitigate any adverse effects will be carried out in phases, as set forth in this PA, as part of planning for and prior to any Notice to Proceed ("NTP") and Undertaking implementation; and

WHEREAS, FHWA has consulted with the Nevada State Historic Preservation Officer (SHPO) pursuant to NHPA in the development of this PA; and

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WHEREAS, NDOT administers federal aid highway projects throughout the State of Nevada as authorized by Title 23 U.S.C. 302 and has been invited to participate in the development of this PA and to be an invited signatory ("Invited Signatory"); and

WHEREAS, the Washoe County Regional Transportation Commission (RTC) is the local agency project sponsor and this PA assigns substantial responsibilities to RTC, FHWA has invited RTC to consult in the development of this PA and to be an invited signatory ("Invited Signatory"); and

WHEREAS, the RTC will ask the U.S. Army Corps of Engineers (Corps) to issue permits under the Clean Water Act for the Undertaking, FHWA and the Corps agree that FHWA would assume the role as the lead federal agency for fulfilling their collective responsibilities under NHPA, as provided in 36 C.F.R. § 800.2(a)(2); and

WHEREAS, the Undertaking may require the Bureau of Land Management (BLM) to appropriate land required for right-of-way, FHWA and the BLM agree that FWHA would assume the role as the lead federal agency for fulfilling their collective responsibilities under NHPA, as provided in 36 C.F.R. § 800.2(a)(2); and

WHEREAS, FHWA acknowledges that it has consultation responsibilities to Indian Tribes regardless of whether the Tribes execute concurrence to this PA; and

WHEREAS, FHWA will negotiate a separate agreement with the Reno-Sparks Indian Colony for the portion of the Undertaking on tribal land. Therefore, no part of this PA will address the Undertaking's activities on tribal lands; and

WHEREAS, FHWA in developing this PA in compliance with 36 C.F.R. § 800.14(b)(2)(i) and (f), FHWA has made a reasonable and good faith effort to identify and seek consultation with every federally recognized Indian Tribe that has religious or cultural ties to, or whose direct ancestors had historic or prehistoric religious or cultural ties to the project area, and that, because of such ties, may attach religious and cultural significance to historic properties that may be affected by the Undertaking, (16 U.S.C. § 470a(d)(6)(A) ("Properties of traditional religious and cultural importance to an Indian Tribe . . . may be determined to be eligible for inclusion on the National Register.") (referred to as PRCS), and FHWA has identified under those criteria the following Tribes: Pyramid Lake Paiute Tribe, Washoe Tribe of Nevada and California, and Reno-Sparks Indian Colony (Identified Indian Tribes); and

WHEREAS, FHWA has initiated formal government-to-government consultation with each Identified Indian Tribe by contacting that tribal government, or a person authorized by such government to speak for the tribe on NHPA compliance, offering meetings between FHWA and that Tribe's designated tribal representative and/or governing body to discuss any concerns the Tribe may have regarding: (1) the Undertaking; (2) any historic properties and cultural resources, including PRCS, that may be affected by the Undertaking; and (3) the Identified Indian Tribes' desires to protect any such property(ies) from imprudent or unnecessary public identification or disclosure; and

WHEREAS, FHWA reaffirms its offer to consult regarding the Undertaking with each Identified Indian Tribe that desires to do so, in a manner respectful of both tribal sovereignty and the unique government-to-government relationship between Indian Tribes and the United States government; and

WHEREAS, FHWA invited and encouraged these Identified Indian Tribes to be concurring parties (Concurring Parties) to this PA; and

WHEREAS, FHWA sought the views of the public in the development of this PA by providing notice and information regarding the Undertaking and its anticipated effects on historic properties, solicited public comment and input on the PA during and concurrent with the public comment process for the Draft Environmental Impact Statement (EIS) for the Undertaking, and has considered those public comments during the development of this PA; and

WHEREAS, in accordance with 36 C.F.R. § 800.14(b)(3), FHWA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination and the development of this PA by providing the specified documentation, and the ACHP has chosen not to participate in the consultation pursuant to 36 C.F.R. § 800.6(a)(1)(iii);

NOW, THEREFORE, FHWA, SHPO, NDOT, and RTC agree that the proposed undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the Undertaking on historic properties.

STIPULATIONS

FHWA, assisted by NDOT, shall ensure that the following measures are carried out:

I. UNDERTAKING DESCRIPTION AND THE AREA OF POTENTIAL EFFECT (APE)

A. The Undertaking includes converting Pyramid Highway to a freeway facility, arterial widening, and ancillary improvements from Queen Way to Calle de la Plata Drive, and construction of a new freeway facility and ancillary improvements from Pyramid Highway to US 395 in Washoe County, Nevada. Design modifications added or altered after the Record of Decision (ROD) is executed, will follow the provisions of the PA.

B. The APE (36 CFR 800.16(d)) includes all potential direct, indirect, and cumulative effects to historic properties resulting from any activity associated with the Undertaking. These activities include, but are not limited to:

1. Construction of the Pyramid Highway and US 395 Connector Project as specified in the Pyramid Highway and US 395 Connector Final EIS and as illustrated in Appendix A.

2. Ancillary facilities necessary for the construction of the Pyramid Highway and US 395 Connector Project may include, but are not limited to, frontage roads, flood control facilities, material sources, construction, and/or utility easements and their associated staging areas and access roads.

C. FHWA defined, in consultation with SHPO, the APE for direct effects as the estimated construction footprint of the Undertaking plus a 100-foot-wide buffer on each side.

D. FHWA also defined, in consultation with SHPO, the APE for visual, audible, or atmospheric effects (Appendix A). FHWA shall re-evaluate the APE for these effects, in consultation with SHPO and Invited Signatories, upon the selection of a Preferred Alternative. This re-evaluation shall take into account the nature, scope, and intensity of the potential effect, along with comments received during public scoping and consultation with Identified Indian Tribes. A meeting between all PA Signatories and Invited Signatories to discuss this re-evaluation of the APE will occur within 30 calendar days of the issuance of the ROD. In general, visual effects exceed the range of the auditory effects (traffic noise analyses focus on parcels adjacent to, or one parcel from, the right-of-way) for this Undertaking.

E. FHWA determined that the cumulative effects associated with the undertaking would not extend beyond that expected for the visual and auditory effects described above. FHWA shall re-evaluate the APE for these effects, in consultation with SHPO and Invited Signatories, upon the selection of a Preferred Alternative. This re-evaluation shall take into account the nature, scope, and intensity of the potential effect, along with comments received during public scoping and consultation with Identified Indian Tribes. A meeting between all Signatories and Invited Signatories to discuss this re-evaluation of the APE will occur within 30 calendar days of the issuance of the ROD.

F. FHWA, in consultation with SHPO, may modify the APE at any time as it determines is reasonable and appropriate under the terms of this PA. FHWA will provide reasonable prior notification of such action to all Invited Signatories, other consulting parties, and Identified Indian Tribes. Amendments to the APE will not require an amendment to this PA under Stipulation XII.

II. IDENTIFICATION OF HISTORIC PROPERTIES

A. FHWA, in consultation with SHPO, Invited Signatories, Identified Indian Tribes, and other consulting parties, shall determine the scope of identification efforts.

B. FHWA, in consultation with SHPO, shall ensure that consulting archaeologists and other professionals meeting qualifications set forth in the Secretary of Interior's Professional Qualifications Standards (36 CFR 61) perform or supervise all necessary identification activities for the Undertaking.

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C. FHWA, in consultation with SHPO, shall identify properties that may be affected by an undertaking and shall gather information sufficient to evaluate the eligibility and integrity of these resources for listing in the National Register of Historic Places (NRHP). Information may be obtained through cultural resource surveys or other appropriate methods.

D. Identification efforts may extend beyond the geographic limits of the right-of-way when the resources being recorded extend beyond that right-of-way.

E. The identification of historic properties shall follow the Secretary of the Interior's Standards and Guidelines for Identification (48 FR 44720-23), and should be consistent with SHPO contexts, FHWA guidance, NDOT Guidance, and any other guidance, methodologies, or protocols that FHWA, NDOT, and the SHPO agree should be used to identify properties, including those of other land-managing agencies.

F. RTC, through its consultants, has completed an intensive inventory to identify architectural resources affected by the Undertaking for Build Alternatives 1, 2, 3, and 4 (*Architectural Inventory: Pyramid Highway/US 395 Connection Project, Sparks, Washoe County, Nevada*, January 2012; Revised December 2012)(Appendix B).

G. FHWA will gather information from each Identified Indian Tribe to assist in identifying PRCS that may be eligible for the NRHP and that may be affected by the Undertaking, or a portion thereof.

H. FHWA will solicit information from other consulting parties or other individuals and organizations likely to have knowledge of, or concerns with, historic properties in the APE that may be affected by the Undertaking, or a portion thereof.

I. RTC has identified known historic and prehistoric archaeological resources within the Undertaking's APE for direct effects by completing a Class I Inventory. This document will be provided to all Signatories and Invited Signatories, as appropriate.

J. To build on the identification efforts from the Class I inventory, FHWA, in consultation with SHPO, shall ensure that RTC completes a Class III survey of the Preferred Alternative for direct effects prior to initiation of construction of a given Undertaking phase.

   1. Ancillary facilities added to the Undertaking in the future that are located completely within areas previously inventoried by a Class III survey for the Undertaking will not require additional survey or identification, except for

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any assessment of effects, mitigation and treatment that may be required or in discovery situations.

2. Ancillary facilities added to the Undertaking in the future that will be located partially or totally outside of areas previously covered by a Class III survey for the Undertaking must be the subject of a full Class III survey and NHPA compliance under the terms of this PA (including development and implementation of evaluation and treatment options, as appropriate) prior to construction of the relevant facilities.

K. RTC shall perform reasonable identification efforts regardless of the ownership (public or private) of the lands involved, and RTC shall be responsible for attempting to gain access to private land. Where RTC cannot gain access to such lands for purposes of identification of historic properties in any of the Undertaking's APEs, identification efforts on those lands shall be deferred until access is gained. Failure to gain access to accomplish necessary or appropriate identification, treatment or mitigation may require FHWA to consider alternative treatment or mitigation, or to allow deferral of such until access is gained, as provided in 36 C.F.R. § 800.4(b)(2).

L. In any area in the APE for direct effects where the ground has been heavily disturbed, or in areas where access is prevented or may be dangerous to survey personnel, the FHWA may exempt those portions of the APEs from Class III survey requirements. Notification of these exempted areas will be submitted to SHPO for their information.

III. NRHP EVALUATION OF RESOURCES

A. FHWA, in consultation with SHPO, Invited Signatories, Identified Indian Tribes, and other consulting parties, will evaluate identified cultural resources in accordance with 36 CFR 800.4(c), and shall make appropriate findings regarding eligibility.

B. FHWA, in consultation with SHPO, shall ensure that all cultural resources identified within the APE for direct effects are evaluated for eligibility to the NRHP prior to the initiation of ground-disturbing activities that may affect those historic properties.

C. Where historic property boundaries have not previously been established, NDOT, in consultation with SHPO, will identify recommended boundaries, following standards set forth in National Register Bulletin 21, Defining Boundaries for National Register Properties.

D. To the extent practicable, NRHP eligibility determinations shall be based on inventory information. If the information gathered in the inventory for

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archaeology is inadequate to determine eligibility, NDOT or RTC contractors may conduct limited subsurface probing, or other evaluative techniques, to determine eligibility. Subject to approval by FHWA, evaluative testing of archaeological sites is intended to provide the minimum data necessary to define the nature, density, and distribution of materials in potential historic properties, to make final evaluations of eligibility, and to devise treatment options responsive to the information potential of the property.

E. FHWA, in consultation with SHPO (Appendix B correspondence), has evaluated the following historic properties and determined them to be eligible for the NRHP as a result of the intensive inventory described in Stipulation II.F above:

1. Sierra Vista Ranch Historic District: Eligible under criteria A and C; and

2. Trosi Family/Kiley Ranch Historic District: Eligible under criteria A and C; and

3. Iratcabal Farm Historic District: Eligible under criteria A and C; and

4. Prosser Valley Ditch Segment C: Eligible under criteria A and B.

F. Additional resources within the APE for visual, audible, or atmospheric effects may be identified prior to implementation of any phase of the Undertaking. FHWA will evaluate the NRHP eligibility of these resources in accordance with Stipulation III.A above prior to the initiation of ground-disturbing activities that may affect those historic properties.

G. Upon selection of the preferred alternative, FHWA will seek to consult with the SHPO on any resources within that alternative that have not already been evaluated in consultation with the SHPO and the Invited Signatories.

H. FHWA shall seek to consult with each Identified Indian Tribe concerning the NRHP eligibility of any cultural resource to which that Indian Tribe attaches traditional religious and cultural significance and that would be affected by the Undertaking,.

I. Any disagreements regarding eligibility shall be handled in accordance with Stipulation XI.

J. Consulting parties and members of the public may at any time submit to FHWA comments regarding conclusions, recommendations or consensus determinations made pursuant to this Stipulation III regarding NRHP eligibility for properties potentially affected by the Undertaking.

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IV. ASSESSMENT OF EFFECTS

A. FHWA, in consultation with SHPO and any Identified Indian Tribe, shall apply the criteria of adverse effect to historic properties within the Undertaking APE in accordance with the terms of 36 C.F.R. § 800.5. FHWA shall consider any views concerning such effects that have been provided by Invited Signatories, other consulting parties and the public.

B. FHWA may use a phased process in applying the criteria of adverse effect, consistent with phased identification and evaluation efforts provided in 36 C.F.R. § 800.5(a)(3), because alternatives under consideration in this review consist of corridors and large land areas, the alternative of the Undertaking has not yet been selected, future new Rights-of-Ways for the Undertaking as described in Appendix A have not yet been defined, and access to some potentially affected properties may be restricted.

C. FHWA has determined, in consultation with SHPO, that the Undertaking would result in the following effects to historic properties identified as a result of the intensive inventory described in Stipulation II.F above:

1. Sierra Vista Ranch Historic District: Without modification, the Undertaking would have introduced new visual and audible elements into the district's setting that would have diminished the integrity of the property's significant historic features. However, these visual and audible effects will be avoided by implementation of agreed-upon avoidance measures. Therefore, FHWA has determined that the Undertaking would result in *No Adverse Effect* to this resource. Avoidance measures are outlined in the *Pyramid Highway/US 395 Connection Draft Environmental Impact Statement* and will be finalized as part of the Section 106 process and documented in the *Record of Decision*.

2. Trosi Family/Kiley Ranch Historic District: Without modification, the Undertaking would have introduced new visual and audible elements into the district's setting that would have diminished the integrity of the property's significant historic features. However, these visual and audible effects will be avoided by implementation of agreed-upon avoidance measures. Therefore, FHWA has determined that the Undertaking would result in *No Adverse Effect* to this resource. Avoidance measures are outlined in the *Pyramid Highway/US 395 Connection Draft Environmental Impact Statement* and will be finalized as part of the Section 106 process and documented in the *Record of Decision*.

3. Iratcabal Farm Historic District: Without modification, the undertaking would have introduced new visual and audible elements into the site's setting that would have diminished the integrity of the property's significant historic features. However, these visual and audible effects will be avoided by implementation of agreed-upon avoidance measures. Therefore, FHWA has determined that the Undertaking would result in *No Adverse Effect* to this

resource. Avoidance measures are outlined in the *Pyramid Highway/US 395 Connection Draft Environmental Impact Statement* and will be finalized as part of the Section 106 process and documented in the *Record of Decision*.

4. Prosser Valley Ditch Segment C: All build alternatives would directly affect the ditch in varying degrees. Therefore, all build alternatives would result in an *Adverse Effect* to this resource.

V. TREATMENT OF ADVERSELY AFFECTED HISTORIC PROPERTIES

A. In avoiding, minimizing or mitigating adverse effects to historic properties from the Undertaking, or any facility or portion thereof, FHWA, in consultation with SHPO, Invited Signatory, any Identified Indian Tribe that attaches religious and cultural significance to the adversely affected historic property and other consulting parties, shall develop and evaluate alternatives or modifications to the undertaking that could avoid, minimize or mitigate adverse effects to historic properties consistent with the terms of 36 C.F.R. § 800.6.

B. FHWA, in consultation with SHPO, shall ensure that, to the extent reasonably practicable, RTC will avoid effects to historic properties through project design, redesign, relocation of facilities, or by other means.

C. When avoidance is not feasible or reasonably practicable, FHWA, in consultation with SHPO, appropriate land managing agencies, affected Identified Indian Tribes and other consulting parties, and in coordination with NDOT and RTC shall ensure that an appropriate historic properties treatment plan ("HPTP") is developed to minimize, mitigate, or otherwise resolve Undertaking-related effects to historic properties.

1. Consistent with this PA, the HPTP will establish an overall approach for mitigation and treatment, identifying key aspects and issues, including programmatic NRHP eligibility issues, post-construction data recovery, tribal consultation, and participation, and reporting measures, that will prove crucial in its implementation. The HPTP will review site significance issues and research domains for both prehistoric and historic-era resources, and will identify data recovery treatment options based on site type for prehistoric resources, and theme-specific property type for historic-era resources. The HPTP will present both pre- and post-construction data recovery plans, the latter recognizing that post-construction data recovery is appropriate for historic properties or portions of historic properties that will not be directly affected by the Project. The HPTP will propose field and laboratory methods, and will address cultural resources monitoring procedures and unanticipated discovery situations. The discovery plan in the HPTP will be consistent with, but may expand on, the procedures provided herein and describe the identification, protection, recording, treatment, notification, and reporting

procedures associated with unanticipated archaeological finds. The discovery plan will provide a separate discussion for discovery situations involving human remains.

2. For properties eligible under criteria A through C (36 C.F.R. § 60.4), mitigation and treatment activities other than archaeological data recovery will be considered in the HPTP including, but not limited to, Historic American Building Survey/Historic American Engineering Record/Historic American Landscapes Survey (HABS/HAER/HALS) or other appropriate recordation or preparation of an oral history, historic markers, exhibits, interpretive brochures or publications, or similar historic or educational materials. For historic resources determined to be of local and state significance, HABS/HAER recordation is not required; instead a report detailing the historical context and significance of the property, and architectural and engineering documentation, including plans and photographs of the property, must be prepared and submitted to the SHPO. Where appropriate, the HPTP shall include provisions describing the content and number of copies for a publication of treatment materials for the public.

D. When data recovery is required as a condition of approval, FHWA, in consultation with SHPO, shall ensure that RTC, through its contractor, develops a Data Recovery Treatment Plan (Plan) that is consistent with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 FR 44716-37), *Treatment o/Historic Properties: A Handbook* (Advisory Council on Historic Preservation 1980) and ACHP's Recommended Approach for Consultation on the Recovery of Significant Information from Archaeological Sites dated June 17, 1999. The required mitigation activities shall be completed regardless of the ownership (Federal, state, private lands) of the lands involved. If RTC cannot gain access to private lands not owned by RTC through reasonable efforts, only the portions of the historic property directly affected by the Undertaking shall be treated.

E. FHWA shall consult with each Identified Indian Tribe in accordance with the FHWA policies, and with SHPO, to develop treatment options for adversely affected historic properties, including PRCS.

F. RTC, through its consultants, shall submit to FHWA a draft report on mitigation activities 12 months after the completion of the fieldwork associated with the activities, unless otherwise negotiated. FHWA shall submit draft reports to the SHPO, the appropriate land managing agencies, Identified Indian Tribes, and appropriate consulting parties, for a 30-day review and comment period. After review comments are considered, FHWA shall submit a final report to the SHPO the appropriate land managing agencies, Identified Indian Tribes, and consulting parties as appropriate.

VI. CURATION

All records, photographs, maps, field notes, artifacts, and other materials collected pertaining to survey and mitigation activities will be curated in a facility, in Nevada if possible, that meets the standards set forth in 36 CFR Part 79 (Curation of Federally-owned and Administered Archaeological Collections), at the time the final report associated with the activities is accepted by FHWA, provided that the disposition of any Native American human remains and/or funerary objects is conducted in accordance with Stipulation VIII. Curation of records, photographs, maps, field notes, artifacts, and other materials collected from or developed for any treatment activities shall be stipulated in all treatment plans, and shall meet this stipulation.

VII. POST-REVIEW DISCOVERIES

A. Prior to initiating any ground-disturbing activities for the Undertaking, NDOT and RTC will provide FHWA and the appropriate land managing agencies with a list of and schedule for NDOT and RTC employees or their consultants who are empowered to halt all activities in discovery situations and who will be responsible for notifying FHWA of any discoveries. At least one of these employees shall be present during all construction activities. That person will be responsible for notifying FHWA of any qualifying discoveries

B. If previously unidentified archaeological or historic properties, other than isolates, or unanticipated effects to historic properties, are discovered during construction activities, all activities within 25 feet of the discovery shall stop immediately. RTC or its authorized representative shall immediately secure the location of the discovery to prevent vandalism or other damage. Ground-disturbing activity in that area shall be suspended until NDOT, on behalf of FHWA, has evaluated the discovery, notified consulting parties, assured the completion of any necessary mitigation or treatment measures for historic properties, and issued a written authorization for the resumption of activities.

C. No further construction activities will occur within 25 feet of the discovery until the requirements of 36 CFR 800.13 have been satisfied, including consultation with Tribes that may attach traditional cultural and religious significance to the discovery.

D. NDOT will consult with FHWA, SHPO, Identified Indian Tribes, other consulting parties, and the ACHP as appropriate, to record, document, and evaluate the NRHP eligibility of the discovery and the Undertaking's effect on the discovery, and to design a plan for avoiding, minimizing, or mitigating adverse effects on the eligible discovery, per 36 CFR 800.13(b)(3).

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E. If FHWA, SHPO or a Tribe does not submit an objection to NDOT in writing within 48 hours of receipt of NDOT's plan for addressing the discovery, NDOT may carry out the requirements of 36 CFR 800.13 on behalf of FHWA, and the ACHP does not need to be notified.

F. After notification and consideration of comments from SHPO and Identified Indian Tribes, if NDOT, on behalf of FHWA, determines the discovery does not involve a historic property, NDOT may issue written authorization for resumption of activities.

   1. NDOT may request or gather additional information as it deems necessary, and may approve the restarting of some or all suspended activities based upon the information and recommendation received, and NDOT may condition the restarting of suspended activities as it deems appropriate.

   2. Suspended construction activities in the area of the discovery may resume when NDOT notifies RTC either by written or electronic communication (email or fax), or orally followed by written or electronic confirmation, that objectives of the fieldwork phase of mitigation are achieved and activities can resume.

G. NDOT, on behalf of FHWA, will ensure those measures it deems appropriate to avoid, minimize, or resolve adverse effects are implemented in accord with Stipulation V. The SHPO and Identified Indian Tribes that the FHWA determines may attach traditional religious and cultural significance to the affected property will be provided with a report of actions taken after completion.

H. For discovered isolates, RTC will provide documentation to FHWA in the final monitoring report.

I. For unanticipated discoveries, the reporting archeologist will prepare and transmit to FHWA a written report of the discovery and recommendations within 30 days or as otherwise determined by the FHWA.

J. FHWA shall require that reports of mitigation efforts are completed in a timely manner and that they conform to the accepted standards. Drafts of such reports shall be submitted to the SHPO, for a 30-day review and comment period as stipulated in Stipulation IX. FHWA shall submit final reports to the SHPO, Identified Indian Tribes that attach traditional religious and cultural significance to the affected property, and other consulting parties for informational purposes, as appropriate.

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VIII. TREATMENT OF NATIVE AMERICAN REMAINS

Native American remains and any funerary objects, sacred objects, or objects of cultural patrimony (cultural objects) inadvertently discovered within the APE on federal or tribal lands shall be treated pursuant to the Repatriation Act (NAGPRA) of 1992 (U.C.A. 9-9-401, et seq., and its implementing Rule R230-1). The federal land manager is responsible for compliance with NAGPRA.

A. Upon discovery of NAGPRA materials, if not previously addressed in a work or data recovery plan, NDOT and RTC will notify, within 24 hours:
   1. The federal land manager,
   2. The appropriate SHPO or THPO,
   3. FHWA.

B. Notification may occur via email, fax, or telephone.

C. FHWA does not have any NAGPRA responsibilities because it neither owns lands in the State of Nevada nor does it act as a museum as it is defined in NAGPRA. Native American Remains and funerary objects, sacred objects, or objects of cultural patrimony removed from non-Federal lands may be subject to NAGPRA if NDOT acts as a museum, as defined in NAGPRA.

D. THPO jurisdiction applies to tribal lands. Per Section 301(14) of the NHPA, tribal lands are (a) all lands within the exterior boundaries of any Indian reservation and (b) all independent Indian communities.

E. Upon discovery of Native American remains on non-federal lands, the Native American remains will be treated by NDOT in accordance with (Nevada Revised Statutes) NRS 383.16.

IX. TIME FRAMES

A. NDOT, on behalf of FHWA, shall review and comment on any report submitted by RTC within 30 calendar days of receipt, unless NDOT agrees to comment in a shorter time, or requests additional time. FHWA may issue a NTP for a given Undertaking element or portion immediately after FHWA finds that the conditions in Stipulation X are met.

B. Unless otherwise agreed, RTC shall submit final reports to FHWA by the following deadlines:

   1. A draft final report of all identification/inventory and evaluation efforts within nine (9) months of the completion of the fieldwork associated with the activity.

2. A draft final report of all supplementary evaluation activities within twelve (12) months of the completion of the fieldwork associated with the activity.

3. A draft final report of all treatment or other treatment activities within twenty-four (24) months of the completion of the fieldwork associated with the activity.

C. SHPO Consultation. Except for unanticipated discovery situations, FHWA shall submit the results of all identification or evaluation reports, treatment plans, and final draft reports to the SHPO for a 30-calendar day review and comment period, measured from the date of SHPO receipt.

D. Identified Indian Tribes and Other Consulting Parties. Concurrent with any SHPO submission (except in unanticipated discovery situations), FHWA shall provide copies of draft reports to Identified Indian Tribes that attach religious and cultural significance to the affected property. FHWA will consider any comments received within the 30-calendar-day comment period. FHWA shall provide to all Identified Indian Tribes and other consulting parties copies of the final report within 45 days after it is received from RTC, as appropriate.

1. FHWA shall provide SHPO, Invited Signatories, and other consulting parties, as appropriate with copies of any comments received during consultation in Stipulation IX.D. The SHPO shall have 10 calendar days to review the comments.

E. Timeline for Curation. Materials and artifacts to be curated (defined in Stipulation VI) will be sent to a facility in Nevada approved by the FHWA that reasonably meets the procedural, security, and quality standards in 36 C.F.R. Part 79, or to the owner, within 15 days of when the final report associated with that activity is accepted by the FHWA. If materials and artifacts are subject to NAGPRA, the appropriate land manager will manage those materials and artifacts in accordance with 43 C.F.R. Part 10, or according to any applicable Plan of Action (POA) executed after this PA. RTC will provide to FHWA copies of records confirming curation or transfer of possession within five business days of acceptance by the curatorial facility or owner.

X. NOTICES TO PROCEED (NTP)

A NTP may be issued for the entire project, or portions thereof, after fulfillment of one of the following conditions:

A. FHWA or NDOT, in consultation with SHPO, determines that no historic properties will be affected by construction of the Undertaking facility or portion described in the RTC request; or

B. FHWA or NDOT, in consultation with SHPO, determines that construction of the Undertaking facility or portion described in the RTC request will have no adverse effect to historic properties; or

C. FHWA or NDOT, in consultation with SHPO, Identified Indian Tribes, and other consulting parties as appropriate, determines that an appropriate treatment plan for the Undertaking facility or portion described in the RTC submission has been implemented, and the following have all occurred:

1. The fieldwork phase of the treatment plan has been completed; and

2. FHWA or NDOT has accepted a summary description of the fieldwork performed and a reporting schedule for that work; and

3. FHWA or NDOT shall provide a copy of the summary to SHPO; and

4. The SHPO shall review the summary. If the SHPO concurs or does not respond within two working days of receipt, FHWA or NDOT shall assume concurrence and issue the NTP.

XI. DISPUTE RESOLUTION

A. If SHPO, Invited Signatories, land managing agency, Identified Indian Tribes, or any other consulting party or individual objects to any action taken by FHWA pursuant to this PA, FHWA shall immediately consult with the objecting party, and the other consulting parties, to resolve the objection. If FHWA determines that the objection cannot be resolved, FHWA shall forward all documentation relevant to the dispute to the ACHP. Within 30 calendar days after receipt of all pertinent documentation, the ACHP will either:

1. Provide FHWA with recommendations, which FHWA will take into account in reaching a final decision regarding the dispute; or

2. Notify FHWA that it will comment pursuant to applicable regulations and proceed to comment. Any ACHP comment provided in response to such a request will be taken into account by FHWA in accordance with reference to the subject of the dispute.

B. At any time during implementation of the measures stipulated in this PA, should an objection to any such measure or its manner of implementation be raised by a member of the public, FHWA shall take the objection into account and consult, in an appropriate manner as needed, with the objecting party, the appropriate land managing agency, the SHPO, and/or the ACHP to resolve the objection.

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C. Any recommendation or comment provided by the ACHP shall be understood to pertain only to the subject of the dispute; FHWA's responsibility to carry out all actions under this PA that are not the subject of the dispute shall remain unchanged.

D. In the event of a disagreement concerning a NRHP recommendation, and consensus determination of NRHP eligibility for any cultural resource in the APE, FHWA and NDOT shall first consult with the disagreeing party to resolve the disagreement.

1. If the disagreement cannot be resolved through informal consultation, NDOT shall notify FHWA, whereupon FHWA, NDOT, SHPO, and any consulting party (including federal agencies) shall consult to resolve the disagreement.

2. If the disagreement is not resolved, FHWA shall refer the issue to the Keeper of the National Register to obtain a determination of eligibility. The Keeper's determination will be considered final.

3. The signatories acknowledge that any Identified Indian Tribe that disagrees with a FHWA, NDOT, and SHPO consensus determination regarding NRHP eligibility may ask the ACHP to request that FHWA obtain a determination by the Keeper.

XII. AMENDMENT

Any Signatory, Invited Signatory, Concurring Party or Identified Indian Tribe that determines that any term of this PA will not be, is not being, or cannot be carried out, or that sees the need for an amendment to improve or clarify the functioning of this PA or for any other reason, may consult with the Signatories to attempt to develop an amendment or agree on another way to resolve the issue. This PA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all the Signatories is filed with the ACHP.

XIII. TERMINATION

If any Signatory or Invited Signatory to this PA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation XII, above. If within thirty (30) days (or another time period agreed to by all Signatories) an amendment cannot be reached, any Signatory or Invited Signatory may terminate the PA upon written notification to other Signatories. Once the PA is terminated, and prior to work continuing on the undertaking, FHWA must either (a) execute a new PA or Memorandum of Agreement (MOA) pursuant to 36 CFR Part 800.6, or (b) request,

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take into account, and respond to the comments of the ACHP under 36 CFR Part 800.7. FHWA shall notify the Signatories as to the course of action it will pursue.

A Concurring Party can terminate its participation and concurrence in this PA by notifying FHWA in writing. FHWA will notify all Signatories, Invited Signatories, and signing Concurring Parties of that termination. The termination of a Concurring Party's participation and concurrence in this PA will not invalidate or otherwise affect this PA.

XIV. TERMS OF AGREEMENT

A. This PA shall become effective on the date on which the PA has been executed by all Signatories and Invited Signatories. The failure or refusal of any Invited Concurring Party to sign this PA will not invalidate or otherwise affect this PA.

B. This PA shall remain in effect for a period of ten (10) years after the date it takes effect and shall automatically expire and have no further force or effect at the end of this ten-year period unless it is terminated prior to that time in accord with Stipulation XIII.

C. No later than six months prior to the expiration date of the PA, FHWA shall initiate consultation with the Signatories and Invited Signatories to determine if the PA should be allowed to expire automatically or whether it should be extended for an additional term, with or without amendments, as the Signatories may determine. Unless the Signatory or Invited Signatories unanimously agree through such consultation on an alternative to automatic expiration of this PA, this PA shall automatically expire and have no further force or effect in accordance with the timetable stipulated herein.

D. This PA may be executed in two or more counterparts, each of which shall be deemed an original but all of which together constitute one and the same instrument. The FHWA will distribute copies of all signed pages to the Signatories and Invited Signatories once the PA is executed.

E. Each Invited Concurring Party may sign a counterpart copy of the final PA and transmit one copy of the PA originally signed by that party to FHWA. FHWA will notify each Signatory, Invited Signatories, and each signing Concurring Party when any Concurring Party has signed this PA. FHWA will transmit to each signing Concurring Party, Signatory, and Invited Signatory a copy of this PA containing photocopy(ies) of the signatures of all signing parties as of that time.

DRAFT

SIGNATORIES

Execution and implementation of this PA by FHWA, SHPO, NDOT, and RTC evidence that FHWA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

Federal Highway Administration

By: _____ _____
Susan Klekar, Division Administrator Date

DRAFT

Execution and implementation of this PA by FHWA, SHPO, NDOT, and RTC evidence that FHWA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

Nevada State Historic Preservation Officer

By: _____ _____
Rebecca L. Palmer, Acting State Historic Preservation Officer Date

DRAFT

INVITED SIGNATORIES

Execution and implementation of this PA by FHWA, SHPO, NDOT, and RTC evidence that FHWA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

Nevada Department of Transportation

By: _____ _____
Rudy Malfabon, PE, Director Date

DRAFT

Execution and implementation of this PA by FHWA, SHPO, NDOT, and RTC evidence that FHWA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

Washoe County Regional Transportation Commission

By: _____ _____
Lee Gibson, Executive Director Date

DRAFT

Execution and implementation of this PA by FHWA, SHPO, NDOT, and RTC evidence that FHWA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

Concur: Reno-Sparks Indian Colony

By: _____ _____
Arlan Melendez, RSIC Chairman Date

And

By: _____ _____
Michon Eben, THPO Date

DRAFT

Execution and implementation of this PA by FHWA, SHPO, NDOT, and RTC evidence that FHWA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

Concur: Bureau of Land Management

By: _____ _____
Rachael Crews Date

DRAFT

Execution and implementation of this PA by FHWA, SHPO, NDOT, and RTC evidence that FHWA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

Concur: US Army Corps of Engineers

By: _____ _____
Kristine Hansen, Senior Project Manager Date

DRAFT

Execution and implementation of this PA by FHWA, SHPO, NDOT, and RTC evidence that FHWA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

Concur: Pyramid Lake Paiute Tribe

By: _____ _____
Elwood Lowery, Chairman Date

and

By: _____ _____
Shannon Mandell, Museum Director Date

DRAFT

Execution and implementation of this PA by FHWA, SHPO, NDOT, and RTC evidence that FHWA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

Concur: Washoe Tribe of Nevada and California

By: _____ _____
Darrel Kizer, Vice Chairman Date

and

By: _____ _____
Darrel Cruz, THPO Date

DRAFT

Execution and implementation of this PA by FHWA, SHPO, NDOT, and RTC evidence that FHWA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

Concur: City of Reno, Nevada

By: _____ _____
Robert Cashell, Mayor Date

DRAFT

Execution and implementation of this PA by FHWA, SHPO, NDOT, and RTC evidence that FHWA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

Concur: City of Sparks, Nevada

By: _____ _____
Geno Martini, Mayor Date

DRAFT

Execution and implementation of this PA by FHWA, SHPO, NDOT, and RTC evidence that FHWA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

Concur: Washoe County, Nevada

By: _____ _____
David Humke, Chairman Date

DRAFT

Appendix A

UNDERTAKING DESCRIPTION AND THE AREA OF POTENTIAL EFFECT (APE)

The Federal Highway Administration (FHWA), in cooperation with the Nevada Department of Transportation (NDOT) and the Regional Transportation Commission (RTC), is currently preparing an EIS to identify and evaluate transportation improvements along the Pyramid Highway corridor and a proposed connection between Pyramid Highway and US 395. The Study Area surrounds the existing Pyramid Highway from Calle de la Plata at the northern end to Queen Way at the southern end. The Study Area also includes the area where portions of the proposed roadway connecting existing Pyramid Highway and US 395 (called the US 395 Connector) may be located, extending from near Dandini Boulevard on the western end to Vista Boulevard on the east end (see Figure 1).

Under all four build alternatives, improvements would convert Pyramid Highway to a limited-access freeway between Highland Ranch Parkway and Eagle Canyon Drive, with half interchanges at Eagle Canyon Drive, Dolores Drive, Lazy 5 Parkway, and Highland Ranch Parkway, and one-way frontage roads between each half interchange (see Figure 2). The build alternative alignments vary between Sparks Boulevard and Disc Drive, and include an on-alignment, off-alignment, or ridge alignment. The build alternatives also vary in the location of the US 395 Connector, which consider both a southern and northern crossing of Sun Valley Boulevard, as well as two Sun Valley Boulevard intersection options (see Figures 3 through 6).

Early in the Environmental Impact Statement (EIS) process, FHWA, NDOT and RTD established an initial Area of Potential Effect (APE) (see Figure 7) for which a records search would be conducted. An alternatives screening process was then conducted that identified the build alternatives to be evaluated in the EIS. After identifying the build alternatives, FHWA, in consultation with the SHPO, established two APEs for the EIS, which are described below. These APEs will be used to assess impacts for documentation in the EIS. In October 2011, FHWA submitted their recommendation for the APEs to the SHPO, and the SHPO concurred.

- **Historic Architecture APE**. This APE includes the estimated construction footprint of each build alternative and entire adjacent developed property parcels that could be indirectly influenced by visual, audible, or atmospheric effects. Buildings, structures, objects, districts, traditional cultural properties, and cultural landscapes would be more likely to be subject to indirect as well as direct effects; therefore, the APE for the built and cultural environment is broader than the Archaeological APE to include the potential for such effects. The Historic Architecture APE is shown on Figure 7.
- **Archaeological APE**. This APE will consist of the anticipated construction footprint and a 100-foot-wide buffer on each side of the construction footprint to encompass direct effects from ground-disturbing activities and any applicable indirect effects. If a build alternative is selected as the Preferred Alternative, the Lead Agencies will conduct an inventory to identify archaeological resources within the Archaeological APE and assess potential impacts and determine necessary mitigation measures. The Final EIS will document those findings.

DRAFT

Figure 1: Study Area

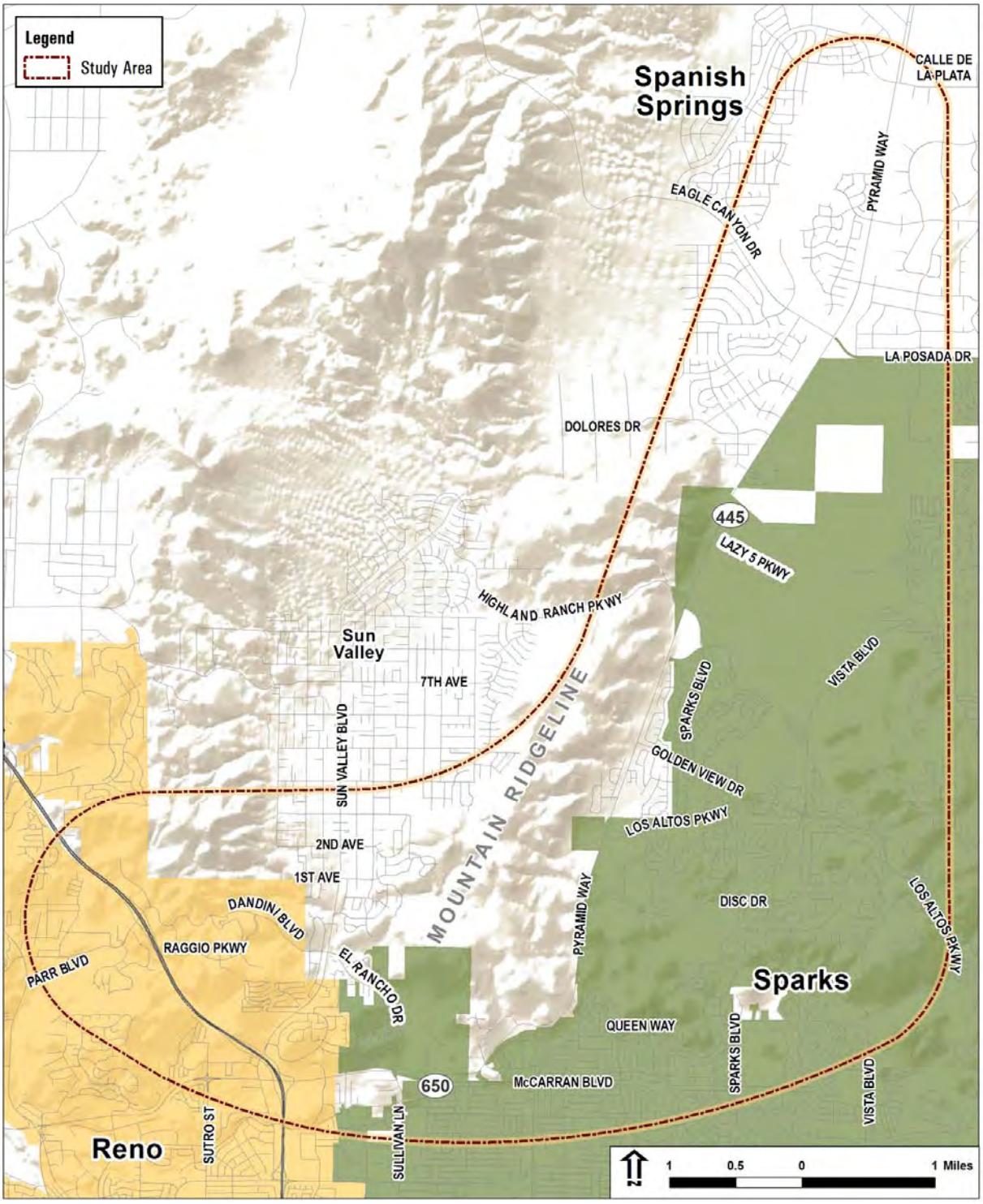


Figure 2 – Elements Common to All Build Alternatives

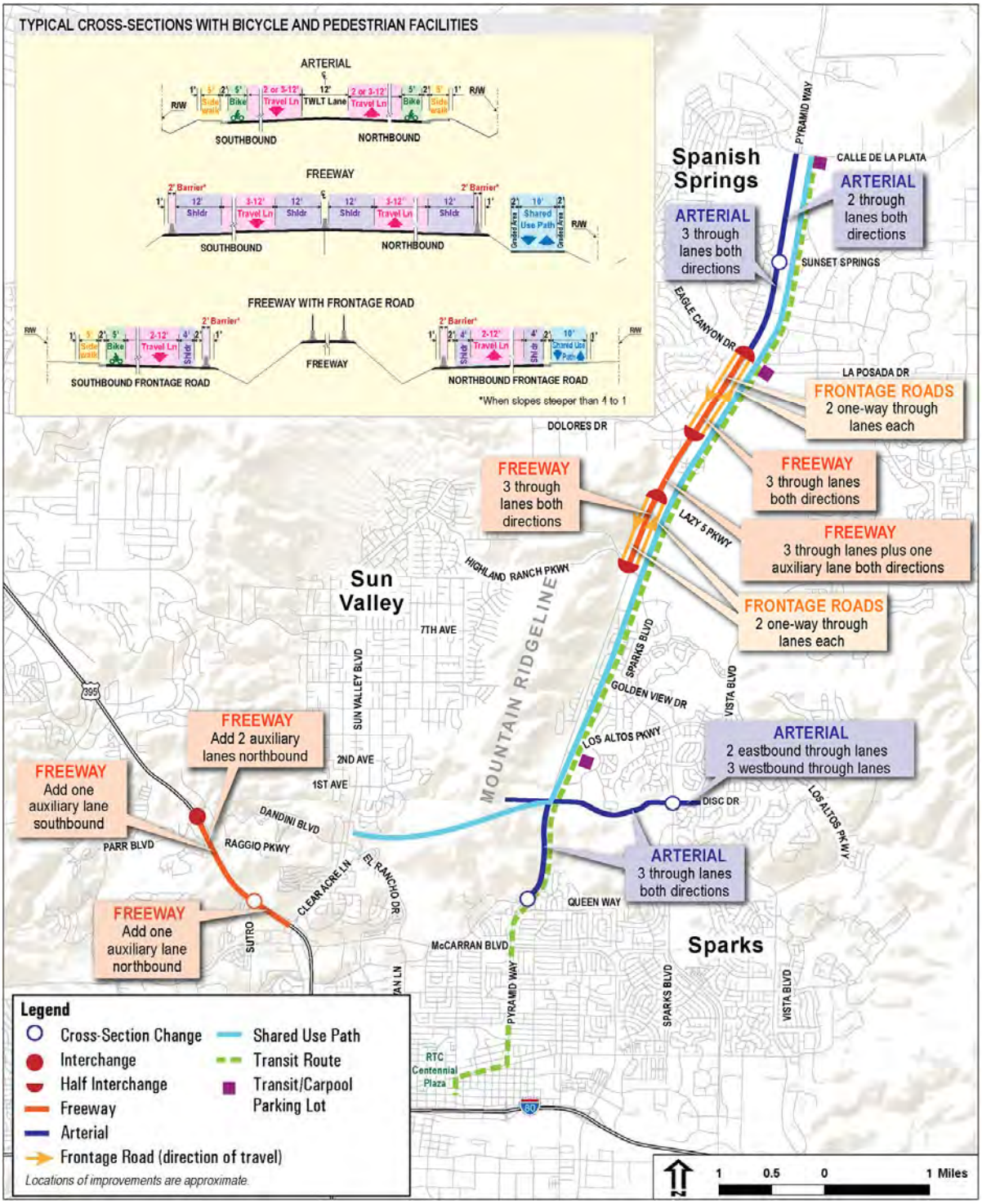


Figure 3 – Build Alternative 1

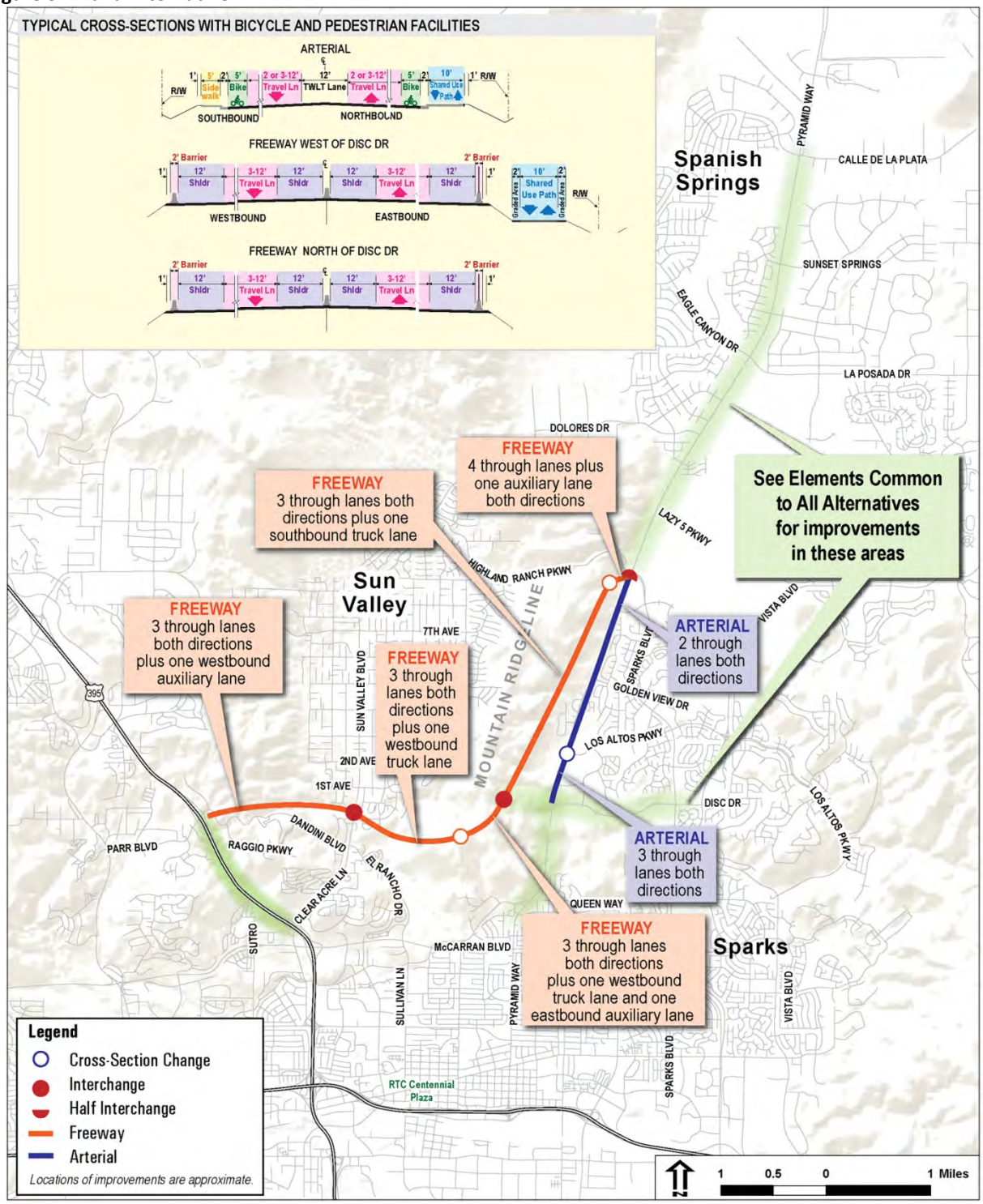


Figure 4 – Build Alternative 2

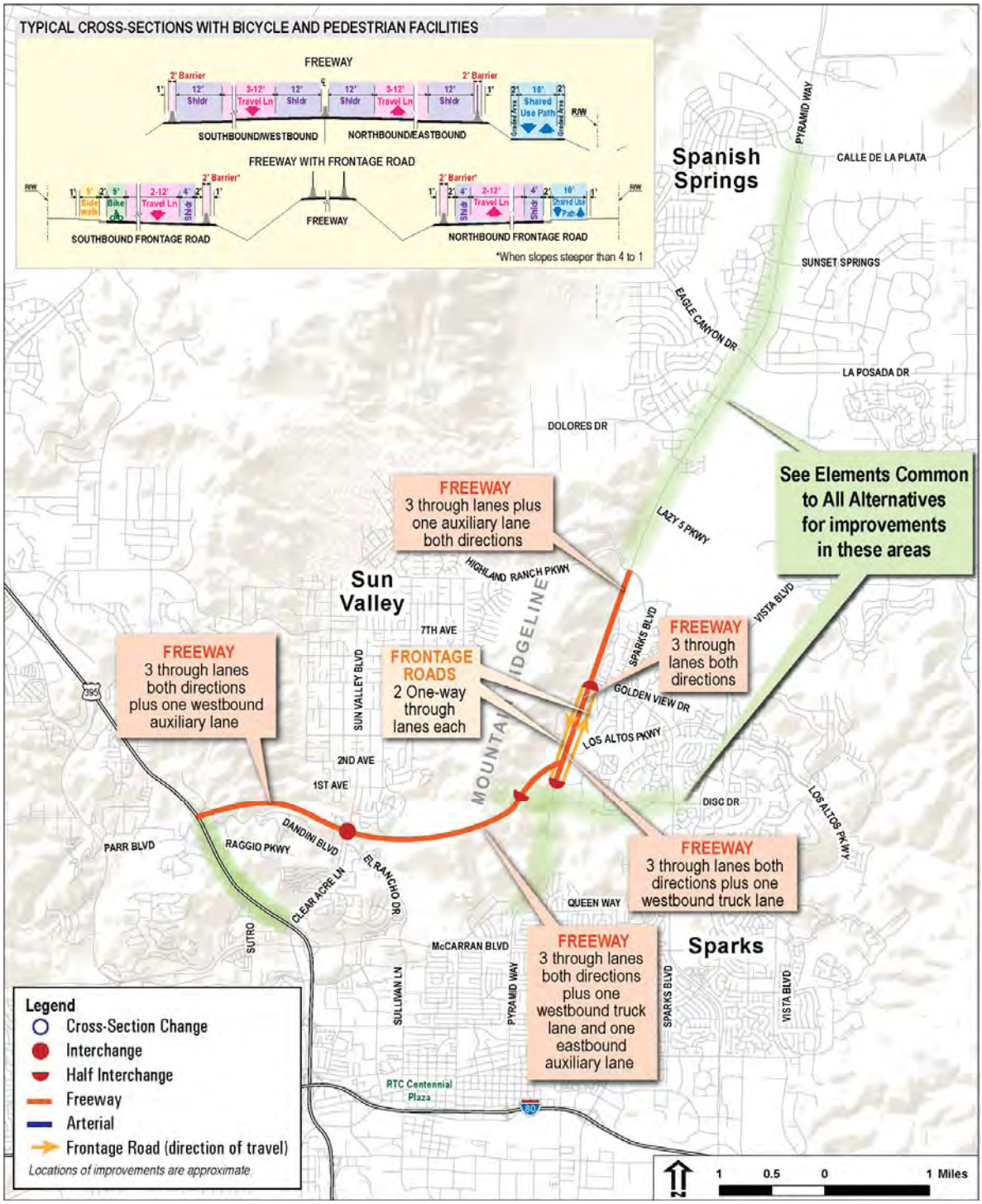


Figure 5 – Build Alternative 3

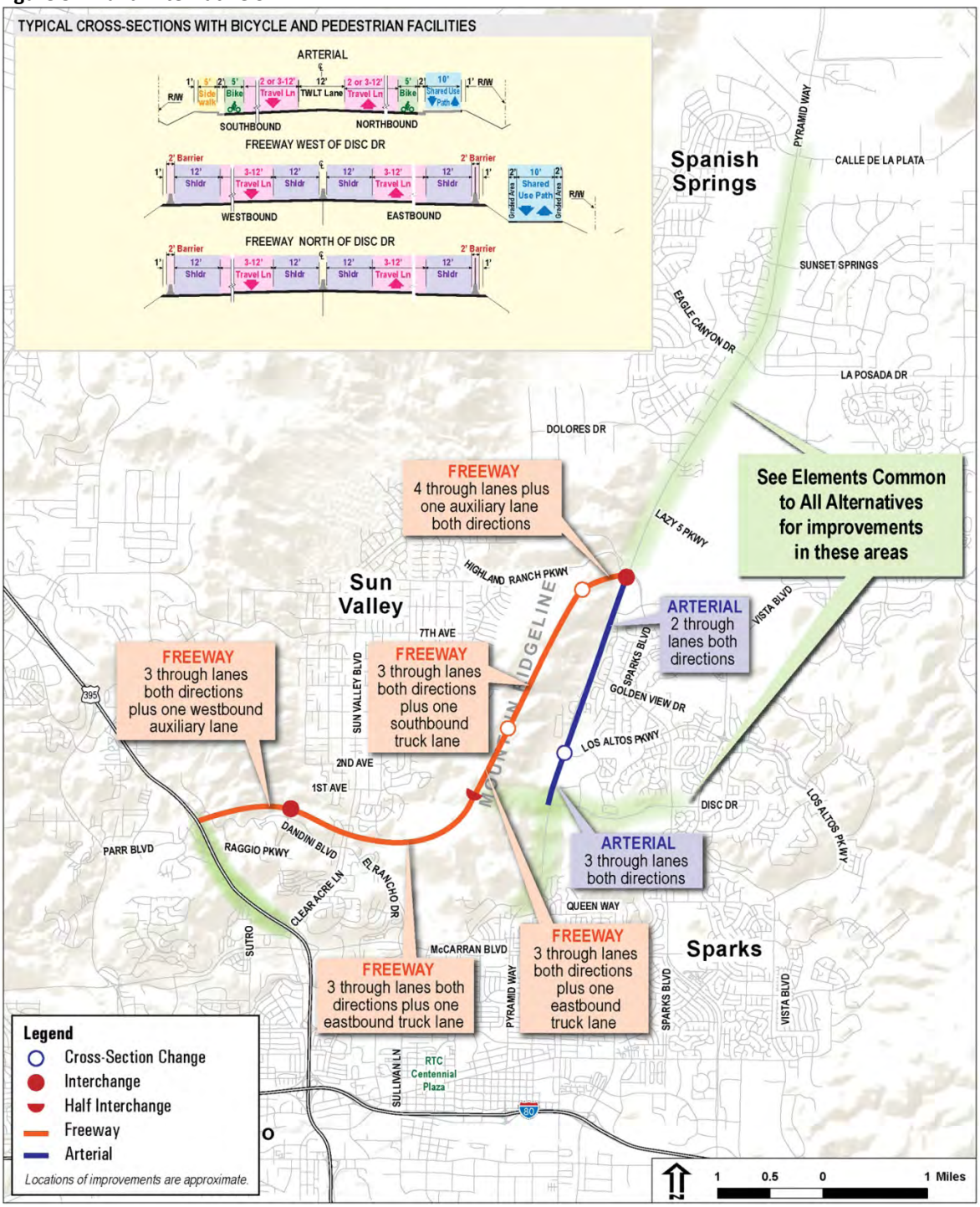


Figure 6 – Build Alternative 4

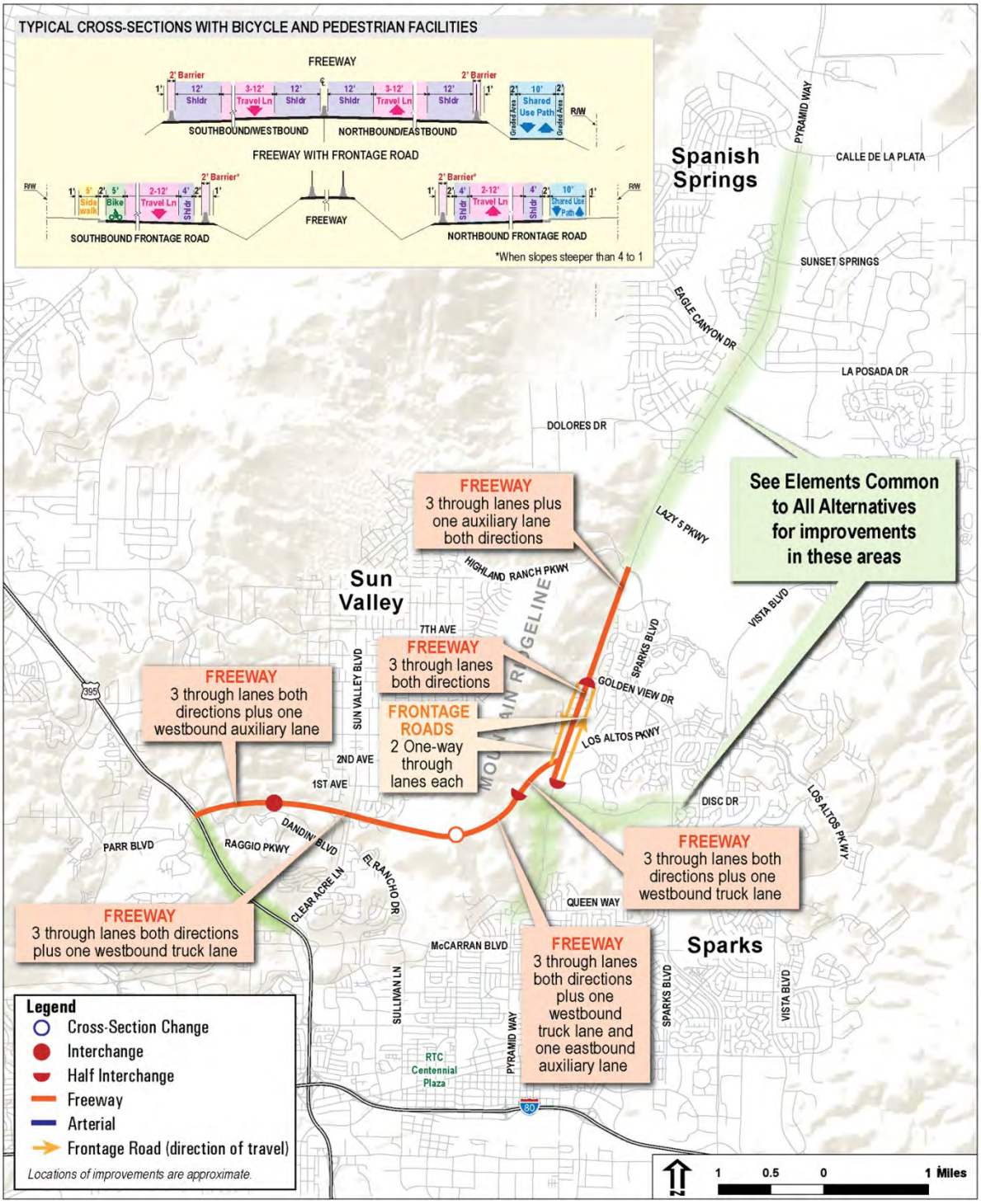
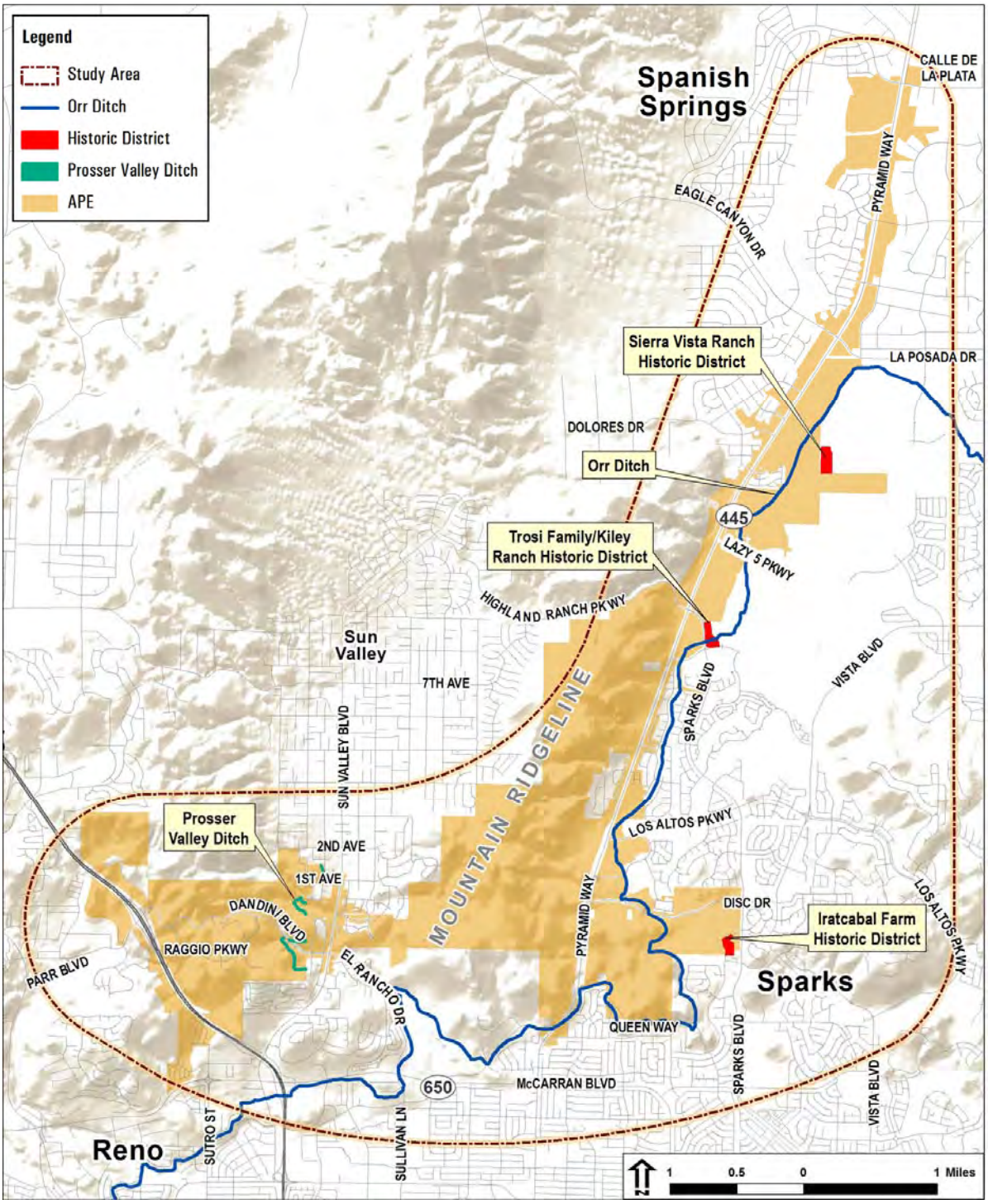


Figure 7 – NRHP Eligible Historic Properties and the Area of Potential Effect (APE)



Appendix B

Architectural Inventory: Pyramid Highway/US 395 Connection Project, Sparks, Washoe County, Nevada,
January 2012; Revised December 2012
and
Agency Correspondence

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Appendix C

Resource Types Categorically Not Eligible

A. Isolated Artifact

A single artifact or pieces from a single artifact, i.e., 10 pieces of glass from a single bottle. An isolate artifact is considered single and unassociated when separated by 30 meters or more from any other artifact. For example, two flakes of the same or different raw material separated by 29 meters would be documented as a site. Ten pieces of glass from a single bottle spread across 31 meters would be an isolate. Isolates are not recorded on a site form, but are listed in a table designated by number, description, and location.

B. Isolated or Unassociated Feature

A single feature unassociated with other features or artifact scatters that are undateable; e.g., a prospect pit, a claim marker, an audit, or a shaft. An isolated or unassociated feature is considered single and unassociated when separated by 30 meters or more from any other feature or artifact. If these features are elements to a historic district, they are not isolated or unassociated. In addition, if an isolated feature is unique because of its construction (elaborate stonework claim marker) or distinctive qualities, the feature has to be evaluated for eligibility. Isolated features that have potential data (fire hearth) need to be evaluated for eligibility. Isolated or unassociated features need not be recorded on a site form, but are listed in a table designated by number, description, and location.

C. Post-1960 Cultural Resources

Cultural resource sites that post-date 1960 (or contain a majority of artifacts that post-date 1960) are not considered eligible for the purposes of NHPA compliance unless the site is of exceptional significance as defined in National Register B Bulletin 22, entitled *How to Evaluate and Nominate Potential National Register Properties That Have Achieved Significance Within the Last 50 Years.*

D. Unassociated Historic Artifact Scatters

This site type is categorically not eligible when it cannot be definitively associated with a specific historic theme as defined in the *Nevada Comprehensive Preservation Plan* (1991). One example of this site type is a single episode roadside refuse deposit.

Unassociated artifact scatters will be considered categorically ineligible with the submission of the following information:

1. A minimal level of archival research does not reveal a possible association. The feature or site in question may not be depicted on the following documents:
    a. General Land Office map (provide date;
    b. Land Status map;
    c. Mineral Survey records;
    d. Nevada State Museum records;
    e. State Water Engineer’s records;
    f. 15 minute Quadrangle (provide date); or

g. Local city and county records.

2. A brief justification for this determination will be included in the eligibility section of the report and will address the following topics:
   a. location and type of nearest recorded site; and
   b. location of the nearest known town, community, or historical development.

E. Linear Resources

Linear resources in isolation from other linear resources, archeological deposits, and buildings/structures are discussed below in this framework for categorical exemptions. Artifacts directly associated with that linear resource, such as an insulator for a telecommunication line is considered inclusive to that linear resource. If only a segment of the linear resource is present within the project area, and is determined ineligible (non-contributing), the remaining portions of the linear resource are considered unevaluated for the purposes of NHPA compliance.

1. Roads/Trails**:** If a road or trail is undateable, cannot be historically associated with a historic theme, lacks engineered features associated with the road or trail, and has been bladed, then that segment is considered not eligible under all criteria.

2. Water Conveyance**:** If a water conveyance system is undateable, cannot be historically associated with a historic theme, and lacks engineered features associated with the water conveyance feature, then that segment considered as not eligible under all criteria.

3. Fences**:** If a fence is undateable, lacks unique construction features, is constructed of metal T-posts and barbed wire, then that segment of the fence is considered not eligible under all criteria.

4. Telecommunication lines (telegraph, telephone, power transmission)**:** If a telecommunication line is undateable, lacks unique engineered features associated with that segment of the telecommunication line, then that segment is considered not eligible under all criteria.

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U.S. Department of Transportation
Federal Highway Administration

Nevada Division

705 N. Plaza Street, Suite 220
Carson City, NV 89701
Phone 775 687-1204
Fax 775 687-3803

June 19, 2013

In Reply Refer To:
HENV-NV

Ms. Carol Legard
Federal Highway Administration Liaison
Advisory Council on Historic Preservation
1100 Pennsylvania Avenue NW, Suite 807
Washington DC 20004

Subject: Pyramid Highway/US 395 Connection Project, Washoe County, Nevada
FHWA-NV-EIS-12-02-D; NDOT Project No.: 73390/73391

Dear Ms. Legard:

The Federal Highway Administration (FHWA), in cooperation with the Regional Transportation Commission of Washoe County (RTC) and the Nevada Department of Transportation (NDOT) is preparing an Environmental Impact statement (EIS) for the proposed improvements to Pyramid Way (SR 445) and to construct a new corridor from Vista Boulevard to US 395 in Washoe County, Nevada. FHWA and the State Historic Preservation Office (SHPO) have agreed that the proposed undertaking will result in an Adverse Effect to the Prosser Valley Ditch, which was determined eligible for listing on the National Register of Historic Places. As such, FHWA invites you to participate in the Section 106 process for this project.

In the event that historic and culturally significant resources cannot be fully determined before completion of the Environmental Impact Statement (EIS) process, FHWA has prepared a Programmatic Agreement (PA) among the SHPO, NDOT, RTC, and Reno-Sparks Indian Colony that outlines steps to follow after the EIS process to consider the project's effects to these resources. FHWA invites you to participate in the PA. I have enclosed a copy of the current draft for your review and consideration.

As you requested in your May 2, 2013 email, I have enclosed a summary of background information, per 36 CFR 800.11, that describes the proposed undertaking, Federal involvement, area of potential effect, steps taken to identify historic properties, description of the affected properties, the undertaking's effects on historic properties, copies of views provided by the SHPO and consulting parties, and the latest draft copy of the Draft Environmental Impact Statement (DEIS).

If you have any questions, please contact me at 775-687-1231.

Sincerely,

a. a. abdalla

Abdelmoez A. Abdalla
Environmental Program Manager

Enclosures: Draft Programmatic Agreement
Historic Resources Background Information
Architectural Inventory: Pyramid Highway/US 395 Connection Project, Sparks, Washoe County, Nevada and HRIF Forms (Western Cultural Resource Management, Inc. January, 2012; revised December 2012).
Draft EIS

ec: C. Cliff Creger, NDOT
ec: Chris Young, NDOT
ec: Greg Novak, FHWA
ec: Doug Maloy, RTC
ec: Rebecca Palmer, SHPO
ec: Jim Clarke, Jacobs

Preserving America's Heritage

July 26, 2013

Abdelmoez A. Abdalla
Environmental Program Manager
FHWA - Nevada Division
705 N. Plaza Street, Suite 220
Carson City, NV 89701

Ref: *Proposed Pyramid Highway / US 395 Connection Project*
Washoe County, Nevada
FHWA-NV-EIS-12-02-D; NDOT Project No. 73390/73391

Dear Mr. Abdalla:

The Advisory Council on Historic Preservation (ACHP) has received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and you determine that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Programmatic Agreement (PA), developed in consultation with the Nevada State Historic Preservation Office (SHPO) and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the PA and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with your notification of adverse effect. If you have any questions or require further assistance, please contact Najah Duvall-Gabriel at 202 606-8585 or at ngabriel@achp.gov.

Sincerely,

LaShavio Johnson

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004
Phone:202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov

Appendix A:
Agency Coordination

Tribal Coordination

US.Department
of Transportation
**Federal Highway
Administration**

705 North Plaza St. Suite 220
Carson City, NV 89701

April 1, 2008

Nevada Division

In Reply Refer To:
HENV-NV
US395

Subject: Pyramid Highway–US 395 Connection Environmental Impact Statement
Participating Agency Invitation

Mr. Mervin Wright, Chairperson
Pyramid Lake Paiute Tribe
P.O. Box 256
Nixon, NV 89424

Dear Mr. Wright:

The Federal Highway Administration (FHWA), in cooperation with the Nevada Department of Transportation (NDOT) and the Washoe County Regional Transportation Commission (RTC), is initiating an environmental impact statement (EIS) for the proposed Pyramid Highway–US 395 Connection project. The purpose of the proposed project is to address regional mobility, congestion, and safety challenges faced by motorists and pedestrians that travel Pyramid Highway to Spanish Springs and Pyramid Lake. The proposed study area extends 7.7 miles along Pyramid Highway from Queen's Way north to Calle de la Plata Drive. It also includes an area extending 4.5 miles west from Vista Boulevard to US 395 near the Parr/Dandini Interchange. A map of the proposed study area is included for your review.

The proposed project is located in an area that may be of interest to the Pyramid Lake Paiute Tribe. With this letter, we extend your Tribe an invitation to become a participating agency with FHWA, NDOT, and RTC in the development of the EIS for the subject project. This designation does not imply that your Tribe either supports the proposal or has any special expertise with respect to evaluation of the proposed project.

Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as practicable, any issues of concern regarding the proposed project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the proposed project. We suggest that your Tribe's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.

2. Participate in coordination meetings and joint field reviews as appropriate.

**AMERICAN
ECONOMY**

3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your Tribe on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

For your review, we have included a copy of the coordination plan developed for this project. The coordination plan details the elements and expectations discussed in this letter, and lists the other agencies who have been invited to participate in this process.

In addition, we invite you to attend the agency scoping meeting and become a member of the Technical Advisory Committee (TAC) as described below.

Agency scoping meeting:
You are invited to attend an agency scoping meeting on **April 16th, 2008 from 9:00 a.m. to 11:00 a.m. at the NDOT District 2 Office, 310 Galletti Way Sparks, NV 89431** (see enclosed map).

If you are unable to attend the agency scoping meeting, please note that a public information meeting will be held on **April 15, 2008 from 4:00 p.m. to 7:00 p.m. at the Lazy 5 Community Center, 7100 Pyramid Highway, Sparks, Nevada.**

TAC meeting:
Participation on the TAC will enable you to receive periodic project updates and work collaboratively with local, state, and federal stakeholders toward a successful project. The TAC is scheduled to meet on the 3rd Thursday of every other month. The TAC meeting in June is scheduled for **June 19, 2008 from 1:30 p.m. to 3:30 p.m. at the NDOT District 2 Office, 310 Galletti Way Sparks, NV 89431.**

Please respond to me in writing with an acceptance or denial of the invitation to be a participating agency by May 1, 2008. If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (775) 687-1231.

Thank you for your cooperation and interest in this proposed project.

Sincerely,

Hanadi M. Vasser

for Abdelmoez A. Abdalla
Environmental Program Manager

Enclosures

cc: Steve Cooke, NDOT
Sabra Gilbert-Young, NDOT
Doug Maloy, RTC

705 North Plaza St. Suite 220
Carson City, NV 89701

U.S. Department of Transportation
Federal Highway Administration

April 1, 2008

Nevada Division

In Reply Refer To:
HENV-NV
US395

Subject: Pyramid Highway–US 395 Connection Environmental Impact Statement
Participating Agency Invitation

Mr. Arlan Melendez, Chairperson
Reno-Sparks Indian Colony
98 Colony Road
Reno, NV 89502

Dear Mr. Melendez:

The Federal Highway Administration (FHWA), in cooperation with the Nevada Department of Transportation (NDOT) and the Washoe County Regional Transportation Commission (RTC), is initiating an environmental impact statement (EIS) for the proposed Pyramid Highway–US 395 Connection project. The purpose of the proposed project is to address regional mobility, congestion, and safety challenges faced by motorists and pedestrians that travel Pyramid Highway to Spanish Springs and Pyramid Lake. The proposed study area extends 7.7 miles along Pyramid Highway from Queen's Way north to Calle de la Plata Drive. It also includes an area extending 4.5 miles west from Vista Boulevard to US 395 near the Parr/Dandini Interchange. A map of the proposed study area is included for your review.

The proposed project is located in an area that may be of interest to the Reno-Sparks Indian Colony (RSIC). With this letter, we extend RSIC an invitation to become a participating agency with FHWA, NDOT, and RTC in the development of the EIS for the subject project. This designation does not imply that RSIC either supports the proposal or has any special expertise with respect to evaluation of the proposed project.

Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as practicable, any issues of concern regarding the proposed project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the proposed project. We suggest that RSIC's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.

2. Participate in coordination meetings and joint field reviews as appropriate.

AMERICAN
ECONOMY

3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of RSIC on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

For your review, we have included a copy of the coordination plan developed for this project. The coordination plan details the elements and expectations discussed in this letter, and lists the other agencies who have been invited to participate in this process.

In addition, we invite you to attend the agency scoping meeting and become a member of the Technical Advisory Committee (TAC) as described below.

Agency scoping meeting:
You are invited to attend an agency scoping meeting on **April 16th, 2008 from 9:00 a.m. to 11:00 a.m. at the NDOT District 2 Office, 310 Galletti Way Sparks, NV 89431** (see enclosed map).

If you are unable to attend the agency scoping meeting, please note that a public information meeting will be held on **April 15, 2008 from 4:00 p.m. to 7:00 p.m. at the Lazy 5 Community Center, 7100 Pyramid Highway, Sparks, Nevada.**

TAC meeting:
Participation on the TAC will enable you to receive periodic project updates and work collaboratively with local, state, and federal stakeholders toward a successful project. The TAC is scheduled to meet on the 3rd Thursday of every other month. The TAC meeting in June is scheduled for **June 19, 2008 from 1:30 p.m. to 3:30 p.m. at the NDOT District 2 Office, 310 Galletti Way Sparks, NV 89431.**

Please respond to me in writing with an acceptance or denial of the invitation to be a participating agency by May 1, 2008. If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (775) 687-1231.

Thank you for your cooperation and interest in this proposed project.

Sincerely,

for Abdelmoez A. Abdalla
Environmental Program Manager

Enclosures

cc: Steve Cooke, NDOT
Sabra Gilbert-Young, NDOT
Doug Maloy, RTC

705 North Plaza St. Suite 220
Carson City, NV 89701

U.S. Department
of Transportation
**Federal Highway
Administration**

April 1, 2008

Nevada Division

In Reply Refer To:
HENV-NV
US395

Subject: Pyramid Highway–US 395 Connection Environmental Impact Statement
Participating Agency Invitation

Mr. Waldo W. Walker, Chairperson
Washoe Tribe of Nevada and California
919 Highway 395 South
Gardnerville, NV 89410

Dear Mr. Walker:

The Federal Highway Administration (FHWA), in cooperation with the Nevada Department of Transportation (NDOT) and the Washoe County Regional Transportation Commission (RTC), is initiating an environmental impact statement (EIS) for the proposed Pyramid Highway–US 395 Connection project. The purpose of the proposed project is to address regional mobility, congestion, and safety challenges faced by motorists and pedestrians that travel Pyramid Highway to Spanish Springs and Pyramid Lake. The proposed study area extends 7.7 miles along Pyramid Highway from Queen's Way north to Calle de la Plata Drive. It also includes an area extending 4.5 miles west from Vista Boulevard to US 395 near the Parr/Dandini Interchange. A map of the proposed study area is included for your review.

The proposed project is located in an area that may be of interest to the Washoe Tribe of Nevada and California. With this letter, we extend your Tribe an invitation to become a participating agency with FHWA, NDOT, and RTC in the development of the EIS for the subject project. This designation does not imply that your Tribe either supports the proposal or has any special expertise with respect to evaluation of the proposed project.

Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), participating agencies are responsible to identify, as early as practicable, any issues of concern regarding the proposed project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the proposed project. We suggest that your Tribe's role in the development of the above project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.

2. Participate in coordination meetings and joint field reviews as appropriate.

**AMERICAN
ECONOMY**

3. Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your Tribe on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

For your review, we have included a copy of the coordination plan developed for this project. The coordination plan details the elements and expectations discussed in this letter, and lists the other agencies who have been invited to participate in this process.

In addition, we invite you to attend the agency scoping meeting and become a member of the Technical Advisory Committee (TAC) as described below.

Agency scoping meeting:
You are invited to attend an agency scoping meeting on **April 16th, 2008 from 9:00 a.m. to 11:00 a.m. at the NDOT District 2 Office, 310 Galletti Way Sparks, NV 89431** (see enclosed map).

If you are unable to attend the agency scoping meeting, please note that a public information meeting will be held on **April 15, 2008 from 4:00 p.m. to 7:00 p.m. at the Lazy 5 Community Center, 7100 Pyramid Highway, Sparks, Nevada.**

TAC meeting:
Participation on the TAC will enable you to receive periodic project updates and work collaboratively with local, state, and federal stakeholders toward a successful project. The TAC is scheduled to meet on the 3rd Thursday of every other month. The TAC meeting in June is scheduled for **June 19, 2008 from 1:30 p.m. to 3:30 p.m. at the NDOT District 2 Office, 310 Galletti Way Sparks, NV 89431.**

Please respond to me in writing with an acceptance or denial of the invitation to be a participating agency by May 1, 2008. If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact me at (775) 687-1231.

Thank you for your cooperation and interest in this proposed project.

Sincerely,

Hannah M. Visser

for Abdelmoez A. Abdalla
Environmental Program Manager

Enclosures

cc: Steve Cooke, NDOT
Sabra Gilbert-Young, NDOT
Doug Maloy, RTC

Nevada Division Office
Federal Highway Administration
Native American Consultation
Response Form

FEB 12 2009

Subject: Pyramid Highway/US 395 Connector Project EIS

Return to: Mr. Abdelmoez Abdalla
Federal Highway Administration
705 North Plaza Street, Suite 220
Carson City, Nevada 89701

From: Mr. Mervin Wright, Chairperson
Pyramid Lake Paiute Tribe
P.O. Box 256
Nixon, Nevada 89424

Reply: Please check one of the options below, or provide other comments, as appropriate.

[ ] The Pyramid Lake Paiute Tribe has no objection to the proposed project as planned based on the information provided. However, we wish to remain informed of any changes to the project or discoveries of historic materials during construction.

[✓] The Pyramid Lake Paiute Tribe has no objection to the proposed project as planned based on the information provided. However, we wish to remain informed of any changes to the project or discoveries of historic materials during construction. In addition, the Tribe requests that copies of environmental and cultural documents prepared for this project be forwarded to the following person:

Contact Person: Ben Aleck
Telephone Number: 775-574-1088

[✓] The Pyramid Lake Paiute Tribe requests further consultation to address our concerns. Please contact the following person to discuss the matter further.

Contact Person: Mervin Wright Jr.
Telephone Number: 775-574-1000 x102

Signature: [signature]

Title: Tribal Chairman

Date: 02/11/09

Meeting Minutes

Project: Pyramid Highway/US 395 Connector

Purpose: RSIC Meeting

Date Held: January 19, 2010

Location: RSIC Offices--Sparks, NV

Attendees:

RSIC:	Scott Nebesky, Steve Moran, Michon Eben
NDOT:	Sabra Gilbert-Young, Chris Young
FHWA:	Abdelmoez Abdalla
RTC:	Doug Maloy
CH2M Hill:	Cindy Potter
WCRM:	Ed Stoner
Jacobs:	Jim Clarke, Bryan Gant

Copies: Attendees, File

Discussion

1) Scott Neblesky started the meeting by indicating the Tribe has three primary concerns:
   a) Cultural resources
   b) The 22-acre parcel the Tribe has in trust on the southeast corner of Pyramid and Eagle Canyon;
      i) Parcel is zoned General Commercial.
      ii) Parcel has recently been improved through utility extensions and drainage improvements.
   c) Eagle Canyon serving as a through corridor, resulting in increased traffic and associated impacts to the Tribe's Hungry Valley community.
2) Bryan Gant provided an overview of the study and remaining alternatives under consideration.
3) Jim Clarke and Ed Stoner provided an overview of EIS and Section 106 status and issues:
   a) WCRM has conducted a file search on the initial Area of Potential Effect (APE);
   b) The file search did not result in any notable 'red flags';
   c) WCRM has been inventorying structures greater than 40 years old on Pyramid Highway in the study area;
   d) WCRM will soon start evaluating these structures and others in the study area for eligibility for the National Register of Historic Places (NHRP);
   e) The study team will set up a meeting with the State Historic Preservation Officer (SHPO); Sabra will let Michon know when this meeting will be held.

4) Cindy Potter presented different interchange options being considered at the Eagle Canyon intersection. These options will be evaluated and refined once detailed traffic data is available. The group discussed potential effects of these options on the Tribe's ability to develop this parcel;
   a) The Tribe expressed concern about noise walls being built between Pyramid Highway and their parcel. These barriers could reduce visibility and ease-of-access.
      i) Jim said that the Jacobs noise specialist is in the field this week conducting noise monitoring. Jim will check with her on the likelihood that noise walls would be needed for the RSIC property.
   b) Scott described the Tribe's intent to develop this parcel to provide employment opportunities for Hungry Valley residents—many of whom are low income;
   c) The Tribe representatives asked about possible options to mitigate for economic impacts to the parcel;
   d) The Pyramid Team indicated that mitigation options are typically identified based on the results of the economic analysis conducted for the Draft EIS, with greater detail on mitigation provided as part of the Final EIS. The economic analysis will be mostly qualitative, as parcel-specific, quantitative analyses are typically not conducted for NEPA documents.
   e) Jim will provide the economic analysis methods to the RSIC representatives. Once the interchange options have been refined and the RSIC has an opportunity to review the proposed methods, FHWA and the Tribe can further discuss the approach to assess economic impacts to the RSIC parcel.
5) The Pyramid Team will research the RTC's current Long Range Plan to check on if improvements to Eagle Canyon are included in the plan.

Action Items

1. The study team will set up a meeting with the State Historic Preservation Officer (SHPO); Sabra will let Michon know when this meeting will be held.
2. Jim will provide the economic analysis methods to the RSIC representatives.
3. Jim will check with the noise specialist on the likelihood that noise walls would be needed for the RSIC property.

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Meeting Minutes

Project: Pyramid Highway/US 395 Connection EIS Study

Purpose: Reno-Sparks Indian Colony (RSIC) Coordination Meeting

Date Held: June 17, 2011

Location: RSIC Offices

Attendees:

CH2M HILL	Cindy Potter
Jacobs:	Bryan Gant, Jim Clarke
NDOT:	Cliff Creager, Scott Nebeskey, Sabra Gilbert-Young
RSIC	Michon Eben, Steve Moran
RTC:	Doug Maloy,

Discussion

1. Project Overview/Background
2. Bryan Gant provided overview and discussed DEIS alternatives.
3. Cindy Potter provided an overview of Eagle Canyon Interchange and effects to RSIC property.
4. Scott Nebeskey asked whether studies have been conducted on economic impact from one-way frontage roads.
   - Cindy said the FHWA doesn't prefer two-way frontage roads.
   - Scott asked how much will you impact buildings at southwest corner?
5. Jim will check on noise analysis at Robert Banks.
6. Scott any public art or landscape theme?
   - Jimmy and Bryan will look at landscape theme for Preferred Alternative.
7. Scott asked to what extent would EIS consider traffic increases along Eagle Canyon?

- Model would determine general project traffic future volumes; more detailed traffic developed only at interchange area.
- Model factor in transportation projects in RTC's illustrative plan; only in fiscally-constrained plan.

8. RTC updating RTP (Regional Trip Plan) now.
9. Cindy will provide preliminary property impact estimates.
10. BIA contact re: property acquisition of easement.
11.

Summary of Action Items	
Action Item	**Responsible Party**
Does FHWA have the right to take trust land?	
Phoenix — Contact BIA Re:	Scott Nebeskey
Agreement with Ed to provide historic data to Sabra.	
Provide Steve with results of wetlands field analysis	
Provide traffic input analysis	
Will look into RTC role do general economic impact analysis on parcel.	
Prepare Alternative Description: – Include No Action — Planning assumptions – Supplementals	Bryan Gant
Prepare maps of 4 Alternatives: – Facility description	Chris Primus
How to handle other modes/supplements?	Jim Clarke
Determine CEVP timeframe	Bryan Gant
BMP rejects per NDOT	Martinovich
Methods Doc. Review submit	Jim Clarke

MEETING MINUTES

Reno-Sparks Indian Colony (RSIC) Coordination Meeting
June 17, 2011

Summary of Action Items	
Action Item	**Responsible Party**
▸ Induced growth discussion of locals	Jim Clarke
▸ " " "	Jim Clarke/Bryan Gant
▸ Have R/W Group Review Parcels	McDermott
▸ Send out/Review Rendering Proposal	Bryan Gant
▸ Run/106Process by BLM	Jim Clarke
▸ Coordination corridor management plan	Primus

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Meeting Minutes

Project: Pyramid Highway/US 395 Connection EIS Study

Purpose: Reno-Sparks Indian Colony (RSIC) Coordination Meeting

Date Held: December 9, 2011

Location: RSIC Offices

Attendees:

RSIC	Michon Eben, Steve Moran Cliff Creager, Scott Nebeskey,
FHWA:	Del Abdulla
NDOT:	Sabra Gilbert-Young
RTC:	Doug Maloy,
Jacobs:	Bryan Gant, Jim Clarke
CH2M HILL:	Cindy Potter

Discussion

1. Project Status update

   - Jim provided update on administrative Draft EIS
   - Summer 2012 for Public Review of Pyramid EIS

2. Section 106 Update

   - Full archeological survey/site recordation will be conducted on preferred. Walk-over survey completed which did not reveal significant sites. Sabra and Michon expressed concern over only conducting recordation on preferred. Approach had been discussed at previous RSIC meeting and vetted with NDOT and FHWA prior to then. The team will share walkover survey summary with RSIC, if not provided previously.
   - Draft Programmatic Agreement (PA) being prepared. Pre-draft complete. RSIC will be a participant. RSIC will provide a concurrent review of draft along with FHWA.
   - SHPO does not have jurisdiction on Eagle Canyon parcel. RSIC is a THPO, therefore, THPO will be a concurring party.

- Cliff will research whether RSIC should be a concurring or invited party now that Michon is THPO.
- Could be a PA for SHPO and another for THPO, but probably be better as one document.

3. Discussion regarding DEIS alternatives and effects to RSIC parcel.

- June meeting with RSIC showed roadway design only. Now showing cut/fill, drainage, etc. Team sent graphic with these elements this past Fall to RSIC.
- Concerns regarding the Eagle Canyon property—Right-of-Way takes and traffic impacts.
- Site challenge is reduced footprint. Question becomes whether mitigation is appropriate and if so, what type of mitigation. Need information to make recommendation to tribal council. What are impacts to commercial potential?
- Team would need to know more about plan. Per RSIC, still planned for strip commercial.
- Jim indicated that team, as part of economic impact assessment, can drill down and take a harder look at Trust parcel. Final issue would be mitigation commitments. Possibility of exchange with another parcel. RSIC would prefer independent consultant for analysis of other similar properties for potential exchange.
- Sewer line now in place. Other utilities in place to serve property expansion.
- 24 acre Moana Nursery has 20 year lease. They plan a $900K expansion. RSIC would like to resign Moana for long term lease for larger acreage.
- Team to provide basic information on ROW process. Does Uniform Act apply to tribal property?
- When does disclosure have to occur to potential property buyers/leasees?
- Parcel development is not currently eminent. RSIC thinks interchange at Eagle Canyon may detract certain interests.
- Can advance ROW purchase occur? Feds cannot tell tribe to stop work on their parcel.
- No other issues beside economics.
- Economic analysis can be done as part of relocation analysis.

4. RTP update underway.

5. Need to contact BIA in Carson City–Athena Brown is point of contact (FHWA to contact).

Summary of Action Items	
Action Item	**Responsible Party**
▸ Research whether RSIC should be a concurring or invited party.	Cliff C.
▸ Send RSIC walk-over survey data.	Jacobs
▸ Send RSIC basic info on ROW process.	Jacobs
▸ Provide a map of the project area parcels for RSIC review.	Jacobs
▸ Contact BIA to engage in the conversation	Del A.

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Meeting Minutes

Project: Pyramid Highway/US 395 Connection EIS Study

Purpose: BIA Coordination/Discuss RSIC Property Impacts

Date Held: January 31, 2012

Location: BIA Offices, Carson City, NV

Attendees:

BLM:	Jo Ann Hufnagle
BIA:	Amy Roberts, Roseanna Roberts, Suzette Claypool, Dan Allen, Mike Johnson (via conference call) Athena Brown
RSIC:	Steve Moran, Michon R. Eben, Scott Nebesky, Vicky Oldenburg,
RTC:	Doug Maloy
FHWA:	Abdelmoez Abdalla
NDOT:	Chris Young, Sabra Gilbert-Young
Jacobs:	Jim Clarke
CH2MHill:	Cindy Potter

Copies: Attendees, File 550

Summary of Discussion:

1. Project Status Update

- Sabra Gilbert-Young provided an overview of coordination with RSIC conducted to date.
- Study team provided study overview.
  a. Discussed alternatives development process.
  b. DEIS Status.
  c. RSIC currently serves as a participating agency.
  d. Cindy P. provided overview of alternatives' physical effect on RSIC parcel. Avoidance of any impacts would require realigning to the east and result in significant impacts to existing commercial properties on east side of Pyramid at Eagle Canyon and residential properties north and south of Eagle Canyon.
- ROW Issues

a. Discussion regarding right of way effects to RSIC parcel at Pyramid/Eagle Canyon intersection:

b. Del A. explained that we're still early in the process, and therefore it's still very early to discuss ROW Issues. However, an idea that has emerged--wanted to discuss with BIA the possibility of "swapping" land with BLM.

c. Jo Ann H → not aware of specific process that would allow for this swap. BLM's updated Management Plan will consider lands for federal disposal. BLM RMP might be the means identify public lands for disposal that RSIC may be interested in acquiring in the future. However, BLM land in this area likely wouldn't have the same commercial potential.

d. Chris Y. → A relocation process/plan will be developed for the project as a whole. Trust land would be considered as a special condition in some respects. However, NDOT needs to avoid the appearance of preferential treatment for the tribe relative to other affected landowners. We can discuss issues further with NDOT ROW Division. (They were invited to meeting but could not attend due to conflicts). Jim C. will set up ROW Meeting.

e. What is process to acquire trust land? Mike Johnson: tribe would have to be compensated at fair market value. The Tribal Council would have to approve. Trust land can be condemned, but it's done very rarely. Has to be initiated by the federal government.

f. Just because there's suitable replacement property doesn't mean local government will approve future trust land.

- NEPA

a. Need to contact BIA Phoenix office for any NEPA clearance needs for acquisition of trust land. Suzette Claypool can provide contact information

b. BIA invited to be a participating agency at onset of DEIS but no response received. Based on discussion, FHWA will invite BIA and RSIC to be consulting parties to the EIS. Jim → Will check on timelines for Administrative DEIS review that this involves.

c. Based on discussion, the Study team agreed to conduct an archaeological pedestrian survey for entire RSIC parcel.

- Economic Development

a. Steve Moran described economic development plans for trust parcel. RSIC concerns regarding the Eagle Canyon property—Right-of-Way takes and access/traffic impacts.

b. Site challenge to the RSIC is reduced footprint and impacts on ability to develop the property. Question becomes whether mitigation is appropriate and if so, what type of mitigation. Need information to make recommendation to tribal council. What are impacts to commercial potential?

c. 24 acre Moana Nursery has 20 year lease. They plan a $900K expansion. RSIC would like to re-sign Moana for long term lease for larger acreage.

d. It's not just impacts to specific parcel; need to consider larger plan to provide employment opportunities to Hungry Valley.

e. RSIC would prefer independent consultant for analysis of other similar properties for potential exchange. Steve Moran would like to have FHWA and NDOT pay for economic impact assessment. Del → would RTC or NDOT pay for this? Scott N.→ doesn't BIA have any special funds for an economic study? Athena → will check with BIA NEPA/environmental staff on availability of funds.

Summary of Action Items	
Action Item	**Responsible Party**
Schedule meeting between Study team, NDOT ROW,	Jim C. (Jacobs)
Provide contact information for BIA NEPA staff.	Suzette Claypool (BIA)
Invite BIA and RSIC to be a consulting parties to the EIS.	Del A (FHWA)
Conduct an archaeological pedestrian survey for entire RSIC parcel.	Jim C. (Jacobs)
Check with BIA NEPA environmental staff on availability of funds for economic study	Athena Brown (BIA)
Check on timelines for Administrative DEIS review	Jim C. (Jacobs)

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Meeting Minutes

Project: Pyramid Highway/US 395 Connection EIS Study

Purpose: Reno-Sparks Indian Colony Coordination Regarding Tribal Parcel

Date Held: April 26, 2012

Location: RTC Offices, Reno, Nevada

Attendees:

FHWA	Del Abdalla
RSIC	Michon Eben, Scott Nebesky, Steve Moran, Vicky Oldenburg
BIA	Suzette Claypool
NDOT	Paul Saucedo
RTC	Doug Maloy
Jacobs	Bryan Gant, Jim Clarke and Misty Swan (via phone)
CH2M Hill	Cindy Potter

Copies: Attendees, File

Summary of Discussion:

1. The purpose of the meeting was to present the Nevada Department of Transportation's (NDOT's) right-of-way acquisition process, and discuss Reno-Sparks Indian Colony (RSIC) concerns and options for their parcel located near the Eagle Canyon/Pyramid Highway interchange, which would be affected by the project.
2. The meeting agenda and sign-in sheet are attached.
3. Bryan Gant began the meeting with an overview of the project status. The Administrative DEIS is currently under review by NDOT. After NDOT comments are addressed, the DEIS will be submitted to FHWA. Then the DEIS will be submitted to FHWA legal counsel and cooperating agencies for a 30-day review period. The DEIS will then be made available to the public for review. The Final EIS and a Record of Decision from FHWA are anticipated to be complete in early 2014. Project construction is expected to be phased, with construction likely starting in the southern portion no sooner than 2018. Construction in the northern portion, where the RSIC parcel is located, would likely start around 2030.
4. FHWA sent letters on March 29, 2012 to the Bureau of Indian Affairs (BIA) and the RSIC inviting them to participate as cooperating agencies on the project. A response accepting the invitation to be a cooperating agency is needed.
5. Jim Clarke provided an overview of the discussion at the previous meeting held with the RSIC on January 31, 2012. A figure was presented illustrating the project footprint at the Eagle Canyon/Pyramid Highway interchange and options for shifting the footprint. During that meeting there was discussion regarding the possibility of swapping the RSIC parcel with BLM land in another location. Initial thoughts were that there may not be BLM land in this general area that would be suitable for commercial development.

BLM was unaware of a specific process for a land swap. Discussed FHWA inviting the BIA and RSIC to serve as cooperating agencies, and overview of economic development plans for the RSIC parcel and challenges for moving forward. Discussed that a separate economic impact analysis would be helpful to the RSIC, as well as more information on NDOT's right-of-way acquisition process.

6. Following summary of January meeting, it was discussed that there may be suitable BLM land with commercial potential available farther south in the study area. The land would not need to be located in the immediate area of the Eagle Canyon/Pyramid interchange. Scott Neblesky to provide Jim Clarke with potential locations. Jim Clarke will check with BLM regarding land in other areas identified for disposal in the current Resource Management Plan.

7. Paul Saucedo presented NDOT"s process for right-of-way acquisition.

   - Need sufficient level of design (approximate 60 percent design) to determine exact right-of-way required. Because of project phasing, the 60 percent design for northern portion is years out.
   - Notify property owner of need for right-of-way.
   - Hire appraiser to conduct appraisal.
   - When appraisal complete, hire another appraiser to review.
   - Appraisal considers use of property and zoning. Determines highest best use of land being acquired.
   - For partial acquisition, appraisal evaluates continued viability of land use. The appraiser performs a before and after analysis in the appraisal report to determine any damages to the remainder property, in the after condition.
   - Once the appraisal and the appraisal review are complete these two documents will be used to set just compensation for the property. Once just compensation is set then a representative will be assigned to meet with the property owner to present a letter of offer for the property needed.
   - Relocation assistance is offered to all businesses, if the business must move as a result of the acquisition of the property. Relocation assistance is provided in finding replacement sites, and paying for moving and re-establishment expenses.
   - For tribal land, no condemnation is done – a deal must be negotiated. During this process, all options are on the table, including modifying the project design. NDOT wants a win/win situation for both parties.

8. RSIC is concerned about how to address uncertainty for tenants.

9. It was discussed that the Environmental Impact Statement (EIS) is a planning document. The project build-out could be 20 years out and the needs and corresponding design would need to be re-evaluated. It is not practical to make assumptions on right-of-way needs for the purposes of determining impacts to individual parcels. .Jim explained that the EIS will address physical impact, access, and circulation changes, etc. Separate from the EIS, the team could possibly prepare a whitepaper that contains information such as increased traffic volumes that could be useful to RSIC and BIA.

10. What would BIA's role be? BIA will look at EIS information and review. The BIA will take into account the RSIC's plans for the parcel in their review.

11. RSIC is concerned about impacts from both right-of-way acquisition and change in access. Paul and Doug reiterated that we are still in the planning stages and right-of-way determination and access would not be known until a 60 percent design of a phase in this location occurs.
12. Based on the increase in traffic volumes projected by this study, there would be some project benefits to the RSIC parcel. The RSIC parcel would potentially be in a better position than other parcels in the interchange area because the limited access from the proposed freeway would concentrate commercial development in interchange areas. Development would have more exposure. The RSIC representative said this information would be helpful.
13. Regarding RSIC's request for RTC or NDOT to fund an economic analysis, concerns were expressed that an economic analysis of the parcel at this stage would require that too many assumptions be made and would not result in a useful analysis. Until we know exactly what will be constructed, it would only be speculative.
14. RSIC concerns related to viability of property in 20 years. What tenants are viable for the site – one large tenant or several small tenants? Property owners can and do develop their properties as planned. If a project moves forward and right-of-way is required and changes in access occur, the impacts resulting from those steps are all factored into the process of determining just compensation. When appraised, NDOT evaluates the before and after condition of the parcel, which is difficult to do now if project construction is 20 to 30 years out. Some concepts have been developed for the parcel. RSIC can provide (and have provided) more detailed layout of plans for parcel. Could evaluate what types of commercial development could accommodate that size of parcel and check commercial zoning to determine how much parking is required.
15. Could an appraisal be advanced? Paul indicated that an appraisal cannot be performed because the right of way has not been determined. We are in the planning process and the discussion of an appraisal at this point in time is premature.
16. The EIS can be re-evaluated. Decisions in the EIS can change. That is why appraisal is not done until 60 percent design is complete.
17. Timing creates issues for RSIC – typically have 25-year term leases on parcel, so a 20-year timeframe for project construction creates problem for the RSIC and tenants. Need information on project timing to include in any lease.
18. The EIS includes footprint of right-of-way anticipated. EIS presents general right-of-way, traffic, and environmental impacts.
19. RSIC asked why the tribe is being involved now if you are just going ahead with the project. What is the tribe to sign-off on? This parcel is a significant property to the tribe. Can they depend on property for employment for Hungry Valley residents and revenue? The RSIC is involved in the process because they are a sovereign nation, a parcel owner, a participating agency, and (soon) a cooperating agency. In those roles, the RSIC will review the Draft and Final EIS documents and comment on the information and the process.
20. Is there sufficient information now for the RSIC to comment on? The EIS provides information on traffic access, traffic, remnant property and viability of planned

development and environmental resources such as noise, visual, etc. What additional information would the RSIC need to make comments?

21. Information described above is what RSIC anticipated would be included in an economic analysis. Discussion was that perhaps the RSIC could prepare an outline of specifics they want to know and submit to the BIA.
22. How will BIA handle impacts to the tribe? BIA would:
    a. provide technical assistance to the tribe.
    b. involve their economic and real estate people.
    c. engage their regional office.
23. Need to engage BIA's NEPA staff - Amy Heuslein and Garry Cantley. Need to engage them to determine if there are any actions.
24. Suzette is local coordinator and reviews documents, but it is the BIA regional office that approves documents.
25. It was discussed that we will look at impacts and provide to the BIA and tribe would draw their own conclusions – not FHWA.
26. RSIC asked for a schematic of the interchange. Must keep in mind regarding footprint – cannot set right-of-way based on that. Schematic will show area of potential effect. Will provide footprint with caveat that this is best information we have at this time.

Action Items:

Summary of Action Items	
Action Item	**Responsible Party**
Follow-up on acceptance by BIA and RSIC of FHWA invitation to serve as cooperating agencies.	FHWA
Contact BLM regarding land within study area identified for disposal in the current RMP as option for land swap.	Jacobs
Develop whitepaper presenting potential impacts to RSIC parcel.	Jacobs (with NDOT assistance)
Send schematic of interchange to RSIC	Jacobs

Reno-Sparks Indian Colony Coordination Meeting
April 26, 2012

AGENDA:

1. **Introductions**

2. **Project Status**

3. **Overview of January 31 Meeting/Action Item Review**

4. **NDOT Right-of-way Acquisition Process**
   a. Factors considered in appraisal
   b. Trust land acquisition
   c. Possible timeframe for project right-of-way acquisition and construction

5. **Reno-Sparks Indian Colony concerns / options for parcel**

   a. Economic Analysis
   b. Proceeding with planned development
   c. Disclosure to potential property buyers/leasees
   d. Identifying suitable property replacement
   e. Information Needed for Tribal Counsel

6. **Next Steps**

SIGN-IN SHEET

Reno-Sparks Indian Colony Coordination Meeting – April 26, 2012 (9:30 A.M.)

Pyramid Highway and US 395 Connection Project

PLEASE PRINT

NAME	REPRESENTING	PHONE	E-MAIL
CINDY RITTER	CH2MHILL	846-2707	critter@ch2m.com
BRYAN GOATS	JACOBS	850 5100	bryan.goats@jacobs.com
Suzette Claypool	BIA	887 3570	suzette.claypool@bia.gov
Paul Saucedo	NDOT	888-7480	psaucedo@dot.state.nv.us
Michon Eben	RSIC	785-1363	meben@rsic.org
SCOTT NEBESKY	RSIC	"	SNEBESKY@RSIC.ORG
Steve Moran	RSIC	313 3864	smoran@rsic.org
Abdelmoez Abdalla	FHWA	687-1231	
Vicky Oldenburg	RSIC	329-2936 Ex 3210	voldenburg@rsic.org
Dave Maloy	RTC	335-1865	dmaloy@rtcwashoe.com

From: Clarke, Jim O.
Sent: Friday, December 28, 2012 11:34 AM
To: 'Scott Nebesky' (snebesky@rsic.org); 'Suzette.Claypool@bia.gov' (Suzette.Claypool@bia.gov)
Cc: Abdalla, Del; Doug Maloy; Gilbert-Young, Sabra E (SGilbert-Young@dot.state.nv.us); Gant, Bryan; Swan, Misty
Subject: Pyramid/395 EIS: Memo to RSIC and BIA
Attachments: Memo RSIC Parcel Impacts - final 122812.doc

Hi Scott and Suzette,

We're following up on an action item from our last discussion regarding the Pyramid Highway and 395 Connector study.

On behalf of the Federal Highway Administration (FHWA), I am sending the attached memo from FHWA that summarizes the potential impacts and benefits that may occur to the Reno-Sparks Indian Colony parcel on Pyramid Highway near Eagle Canyon Rd., as assessed in the Administrative Draft Environmental Impact Statement (EIS) for the project. As noted in the memo, the RSIC and BIA, as Cooperating Agencies, will have the opportunity to review and comment on the Administrative Draft EIS prior to completion of that document and public review. We anticipate sending you this document for review next month.

If you have any questions or would like to discuss, please don't hesitate to call myself at the number below or Del Abdella at (775) 687-1231.

Thanks,
Jim

Jim O. Clarke, AICP
Manager of Environmental Planning--Denver
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MEMO

TO:	Scott Nebesky - Reno-Sparks Indian Colony (RSIC); Suzette Claypool - Bureau of Indian Affairs (BIA)	**DATE:**	Dec. 28, 2012
FROM:	Abdelmoez A. Abdalla, Environmental and Research Program Manager U.S. Department of Transportation Federal Highway Administration-Nevada Division		
SUBJECT:	Pyramid Highway/US 395 Connector Environmental Impact Statement Summary of Potential Impacts to the Reno-Sparks Indian Colony Property		
COPIES:	Bureau of Indian Affairs; Doug Maloy, RTC; Chris Young, NDOT; Sabra Gilbert-Young, NDOT, Jim Clarke and Bryan Gant, Jacobs; Project File		

The purpose of this memorandum is to summarize potential impacts and benefits that could result from the proposed Pyramid Highway/US 395 Connector project on a 22-acre parcel held in trust for the Reno-Sparks Indian Colony (RSIC) (RSIC parcel) by the Bureau of Indian Affairs (BIA). The RSIC parcel is located in Washoe County south of Eagle Canyon Road and west of Pyramid Highway in the northern portion of the Study Area, and is zoned commercial.

This memorandum summarizes impacts and benefits determined through the process of preparing the Administrative Draft Environmental Impact Statement (EIS). As cooperating agencies to the EIS, RSIC and BIA will have an opportunity to review and comment on the Draft EIS prior to completion of that document.

Project Background

The Federal Highway Administration (FHWA), in cooperation with the Nevada Department of Transportation (NDOT) and the Regional Transportation Commission of Washoe County (RTC), is currently preparing an EIS to identify and evaluate transportation improvements along the Pyramid Highway corridor and a proposed connection between Pyramid Highway and US 395. The Study Area surrounds the existing Pyramid Highway from Calle de la Plata at the northern end to Queen Way at the southern end. The Study Area also includes the area where portions of the proposed roadway connecting existing Pyramid Highway and US 395 (called the US 395 Connector) may be located, extending from near Dandini Boulevard on the western end to Vista Boulevard on the east end (see Figure 1 attached). FHWA has been consulting with the RSIC since inception of the EIS.

Under all build alternatives, improvements would convert Pyramid Highway to a limited-access freeway between Highland Ranch Parkway and Eagle Canyon Drive, with half interchanges at Eagle Canyon Drive, Dolores Drive, Lazy 5 Parkway, and Highland Ranch Parkway, and one-way frontage roads between each half interchange (see Figure 2 attached).

Right-of-Way Impacts

Right-of-way that may be needed to construct the proposed transportation improvements is being assessed as part of the current EIS process. Right-of-way impacts currently shown in the

Draft EIS are presented in this memorandum. Those impacts are based on a preliminary level of design, which provides an adequate level of detail to evaluate impacts for the Draft EIS. Right-of-way requirements in the EIS are conservative, and represent a worst case scenario so that design refinements that could occur during the final design process would fall within the footprint of the EIS. The final design process begins after the Record of Decision is signed, which marks the completion of the EIS process. If it were determined that right-of-way is needed beyond that shown in the EIS as a result of refinements made during the final design process, the FHWA would be required to revisit the NEPA process, including coordination with the RSIC and BIA. Because the proposed project would be implemented in stages, beginning with the southern portion of the project, it is anticipated that final design for the northern portion of the Study Area, where the RSIC parcel is located, would not occur for ten or more years, depending on funding availability for design and construction.

Re-evaluations are required after a certain amount of time has passed, as described under 23 Code of Federal Regulations Section 771.129 (Re-evaluations):

- A written evaluation of the final EIS will be required before further approvals may be granted if major steps to advance the action (e.g., authority to undertake final design, authority to acquire a significant portion of the right-of-way, or approval of the plans, specifications and estimates) have not occurred within three years after the approval of the final EIS, final EIS supplement, or the last major Administration approval or grant.
- After approval of the ROD, FONSI, or CE designation, the applicant shall consult with the Administration prior to requesting any major approvals or grants to establish whether or not the approved environmental document or CE designation remains valid for the requested Administration action. These consultations will be documented when determined necessary by the Administration.

Field reviews, additional environmental studies, and coordination with other agencies occur as necessary during the re-evaluation process.

Potential impacts to the RSIC parcel would be the same under all build alternatives. As shown currently in the DEIS, all build alternatives would require partial acquisition of the RSIC parcel for right-of-way improvements. Potential property acquisition from the RSIC parcel located along the existing Pyramid Highway alignment would be approximately 3.05 acres (13.9 percent) of the 22-acre parcel. Figure 3 (attached) shows the area of the RSIC parcel that is shown as being within the Project Footprint. The proposed improvements would provide access to the RSIC parcel from the proposed frontage road included under all build alternatives.

Economic Impacts/Property Value

The proposed one-way frontage road and access changes would result in out-of-direction travel. The purpose of the frontage roads proposed for this project is to manage access in the area by providing lower-speed access adjacent to the improved Pyramid freeway and to separate local traffic from higher-speed through traffic on the freeway. These changes would likely result in a net benefit to the businesses in the area, including the future commercial shopping area, by improving capacity and ease of access to the general area through the conversion of Pyramid Highway to a limited-access freeway as compared to the no-action alternative.

Employment growth in the Study Area would occur regardless of whether or not the project is implemented. However, studies show that investment in transportation infrastructure can stimulate local economies, both in the short- and long-term. Therefore, the transportation improvements and improved access provided by all build alternatives would boost the potential for economic growth and employment. In addition, areas near interchanges, such as the RSIC parcel south of Eagle Canyon Road and west of Pyramid Highway, would serve as attractive areas for business investment.

To discuss how a change in access will affect the success of a business, it is important to first determine the type of business – drive-by or destination[1]. For drive-by businesses (those businesses that customers frequent more on impulse or while driving by) customers expect to get in and out easily; therefore, the critical issues are visibility, signage, and convenient access. Frontage roads maintain good visibility for businesses along a major road and it is typically apparent how to enter and exit the road to get to a business.

For destination businesses (those that customers plan to visit before they start their trip, such as doctor or dentist offices, major retailers, sit-down restaurants, etc.) a driveway on a congested highway or a highway that is perceived as unsafe may intimidate customers from making the trip. Most small destination businesses benefit more from access to a lower speed minor road. Frontage roads along a highway allow customers to enter and exit businesses conveniently and safely, away from faster moving through-traffic.

An increase in property value of the RSIC parcel may occur as a result of the increased exposure and decreased traffic congestion along Eagle Canyon Road and Pyramid Highway, leading to better access because of the traffic relief that the new facility may provide along Eagle Canyon Road and Pyramid Highway.

In addition, the build alternatives would provide a new access point for the future commercial shopping area currently planned on the RSIC parcel, which could also result in an increase in property value for the parcel.

Research shows that access management improvements alone do not appear to increase or decrease business failure rates[2]. This makes sense considering that many factors other than highway access can affect business success. "Before and After" studies of businesses in Florida, Iowa, Minnesota, and Texas along highways where access has been managed found that the vast majority of businesses do as well or better after the access management improvements are completed. Additionally, most property owners surveyed following an access management improvement project do not report any adverse effect of the project on property values. A study of property values on Texas corridors with access management improvements found that land values stayed the same or increased, with very few exceptions[3]. A study of commercial property values along a major access management improvement project in Minnesota found that property values depend more on the strength of the local economy and

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[1] Federal Highway Administration, *Safe Access is Good for Business*. 2006. (http://ops.fhwa.dot.gov/publications/amprimer/access_mgmt_primer.htm)
[2] Iowa State University, *Iowa Access Management Research and Awareness Project*, CTRE, 1997.
[3] Eisele, W. and W. Frawley, *A Methodology for Determining Economic Impacts of Raised Medians: Data Analysis on Additional Case Studies*, Research Report 3904-3, Texas Transportation Institute, College Station, Texas, October 1999.

the general location of the property in the metropolitan area, and that changes in access seemed to have little or no effect to the value of parcels[4].

The Moana Nursery consists of approximately 2 acres and is located on the RSIC parcel. Currently, the nursery has a 20-year lease, and it is our understanding that they plan to conduct a $900,000 expansion. RSIC would like to re-sign Moana Nursery for a long-term lease for larger acreage. Partial acquisition would be required from the nursery for construction of Pyramid Highway to a limited-access freeway, the new frontage road, and new access. The proposed improvements are preliminary, have not been approved and final design has not occurred, therefore they would not preclude expansion of the nursery property. Although the current access for the nursery would change, the traffic increases on the Pyramid freeway and the proposed frontage road would more than offset the impacts that could result due to the change in access because this business or others that could develop on this parcel would be provided with more exposure as a result of the proposed improvements. It is our opinion that, if property were to be acquired as shown, the remaining RSIC parcel would still allow for viable commercial development meeting the existing zoning requirements.

A study of Kansas properties impacted by access changes found that the majority were suitable for the same types of commercial uses after the access management improvement project was completed. This was true even for businesses that had direct access before the project and access only via frontage roads after project completion[5].

The main reasons businesses succeed include experience of management, quality of customer service, quality of the product or service provided, adequate financing and investment, well-trained employees, level and nature of competition, and keeping costs competitive[6]. In fact, access is one of the lesser factors that customers will consider when weighed against price, service, product, and store amenities.

Transportation Impacts

Each build alternative is projected to increase the amount of traffic using Pyramid Highway over the No-Action Alternative. Each build alternative would result in similar traffic volume increases on Pyramid where this property is located. For each of the build alternatives, the year 2035 daily traffic volumes on Pyramid would increase by approximately 30,000 trips per day south of Calle de la Plata. Traffic volumes are similarly projected to increase to almost 110,000 trips per day north of Disc Drive. As mentioned above, this increase in traffic would result in an increased exposure to the future commercial shopping area planned for the RSIC parcel, which would benefit those businesses and this property.

Compared to the No-Action Alternative, each of the build alternatives are projected to result in an increase in total regional vehicle miles traveled (VMT). However, the increase in VMT would

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[4] Plazak, D. and H. Preston, L*ong-Term Impacts of Access Management on Business and Land Development along Minnesota Interstate-394*, Proceedings of the 2005 Mid-Continent Transportation Research Symposium, CTRE - Iowa State University, 2005.

[5] Rees, M., T. Orrick, and R. Marx, *Police Power Regulation of Highway Access and Traffic Flow in the State of Kansas*, presentation, 79th Annual Meeting of the Transportation Research Board, Washington D.C., January 10, 2000.

[6] Holland, R., *Planning Against a Business Failure*, ADC Info #24, University of Tennessee, October 1998.

result in a decrease in vehicle hours traveled (VHT) because the increase in capacity and shift of trips from congested arterials to freeway facilities would result in less congestion and faster travel speeds.

Currently, traffic connects to Eagle Canyon Road, which would remain with the build alternatives for this project. A slight decrease in traffic volumes along Eagle Canyon Road is anticipated because traffic would be redistributed to the new frontage roads proposed with the build alternatives for this project. The frontage road would be constructed adjacent to the future commercial shopping area planned on the RSIC parcel, where there would be an increase in traffic and exposure.

Noise Impacts
Traffic would move closer to the future commercial shopping area as a result of the proposed one-way frontage road, resulting in potential noise impacts. However, outdoor uses are not proposed for the future commercial shopping area, and the proposed project is not recommending any noise walls in this area.

Air Quality Impacts
The study is federally funded and the proposed improvements are included in the Regional Transportation Commission (RTC's) *2030 Regional Transportation Plan (RTP)* and the *2014 Transportation Improvement Program (TIP)*. The *2030 RTP* was approved by RTC on November 13, 2008, and by FHWA on March 3, 2009. The *2014 TIP* amendment was adopted by RTC on August 12, 2010.

The results of the project-level carbon monoxide (CO) hot spot analysis indicated that the project would meet the transportation conformity requirements because the build alternatives and the No-Action Alternative would not cause or contribute to any new localized CO violations, increase the frequency or severity of any exiting violations, or delay timely attainment of the CO National Ambient Air Quality Standards (NAAQS).

This project also meets the conformity requirements for PM_{10} (particulate matter less than ten microns in diameter) because this project is not considered a project of air quality concern.

The Final EIS will contain the conformity determination. In addition, updates to the air quality analysis may need to be completed depending on the revised RTP. Results of the revised analysis would be included in the Final EIS.

Historic and Cultural Properties
A walkover survey and Class I records search was conducted for the Pyramid Highway project, which found no historic or cultural resources on the RSIC parcel. NDOT and RTC have agreed to survey the entire RSIC parcel for archeological resources as part of the Final EIS.

Right-of-Way Mitigation
Each tribe functions as a sovereign nation and has its own tribal council and rules that may vary from tribe to tribe. For rights-of-way held in trust, a "Tribal Resolution" would be required from the specific tribal council governing that land and a Letter of Decision from BIA. The Study Team has coordinated with RSIC and BIA since the onset of the EIS process. Both agencies

serve as cooperating agencies to the EIS. The Final EIS will provide further details on the proposed acquisition of the trust land.

If approved, before or during final design the RTC and/or NDOT would be required to prepare a comprehensive relocation/acquisition plan. The plan would be administered by NDOT and adhere to NDOT right-of-way requirements. Any right-of-way acquisition would comply with the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970, as amended (URA) Section 205(a).

All reasonable opportunities to minimize the acquisition of or impacts to private property would be taken during the final design stage.

The preparation of the EIS that is occurring in accordance with the National Environmental Policy Act (NEPA) and any future improvements that may result from approval of the EIS, in no way precludes the RSIC or any other entity from immediate or long term commercial or residential property development. As is the case with all property acquisition for public right-of-way, at the time that the right-of-way needs are determined, the entity responsible for acquiring the property would, in accordance with the Uniform Act, assess the value of the parcel that would include any existing improvements and impacts to those improvements.

Figure 1: Study Area

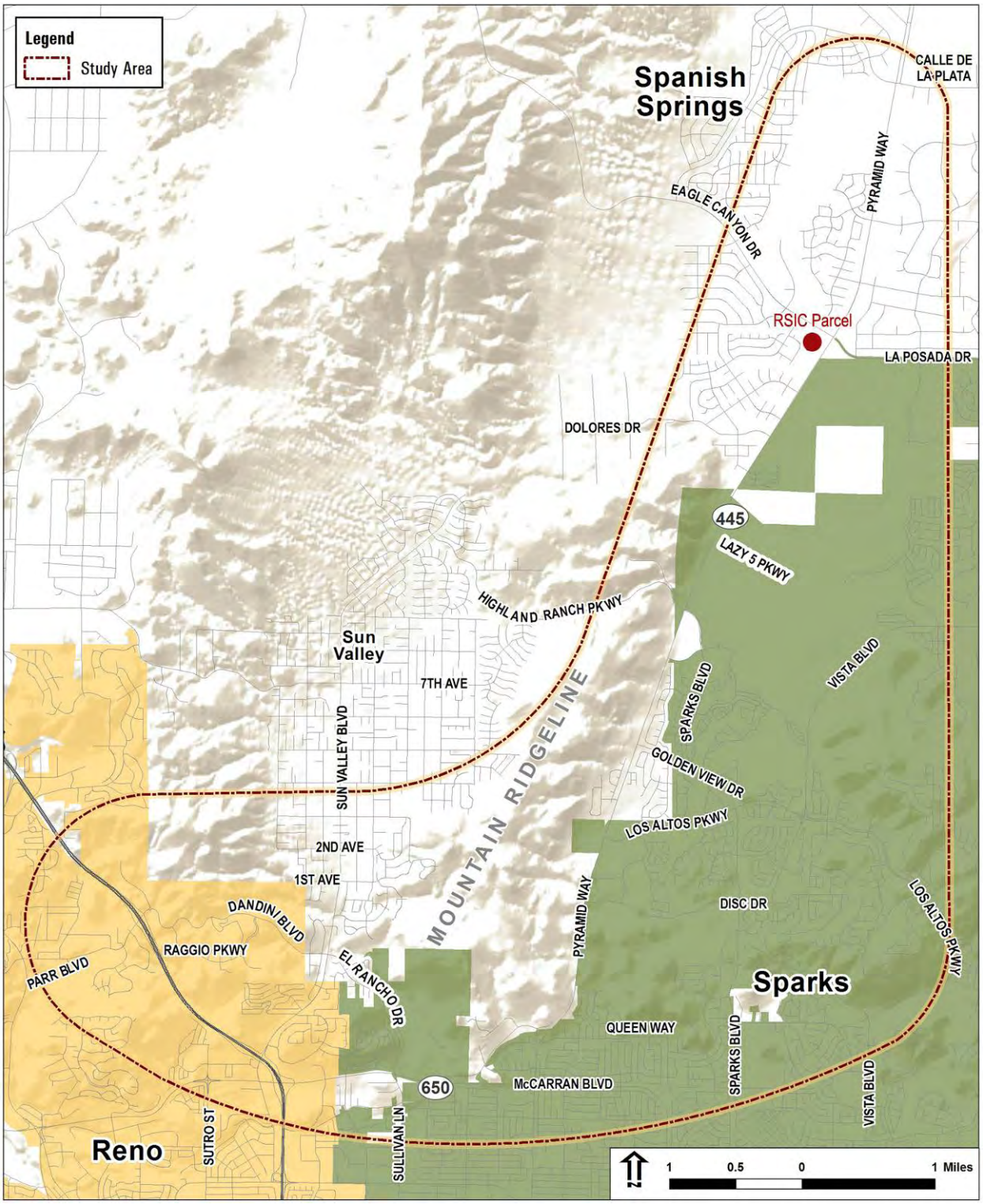


Figure 2 – Elements Common to All Build Alternatives

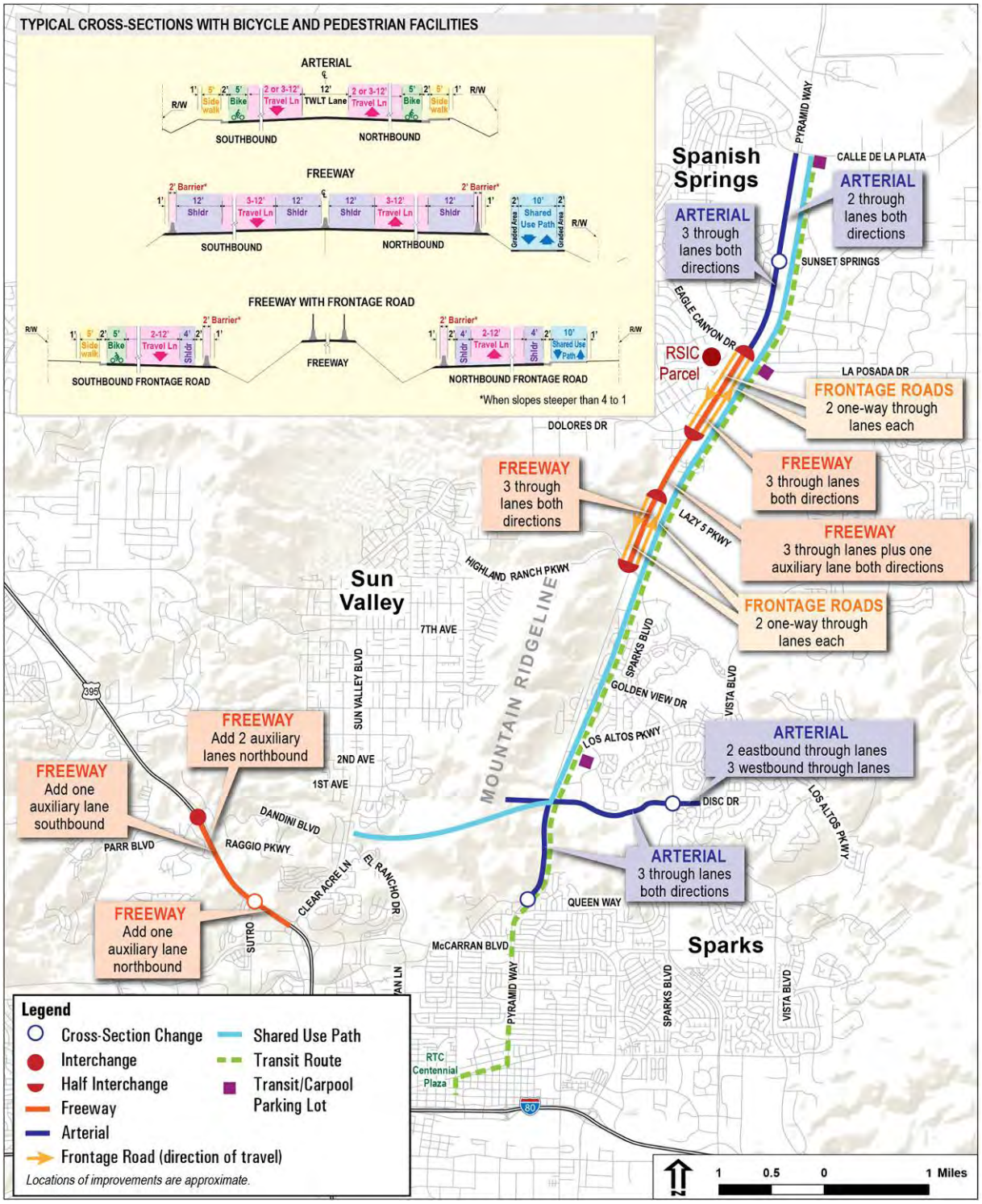
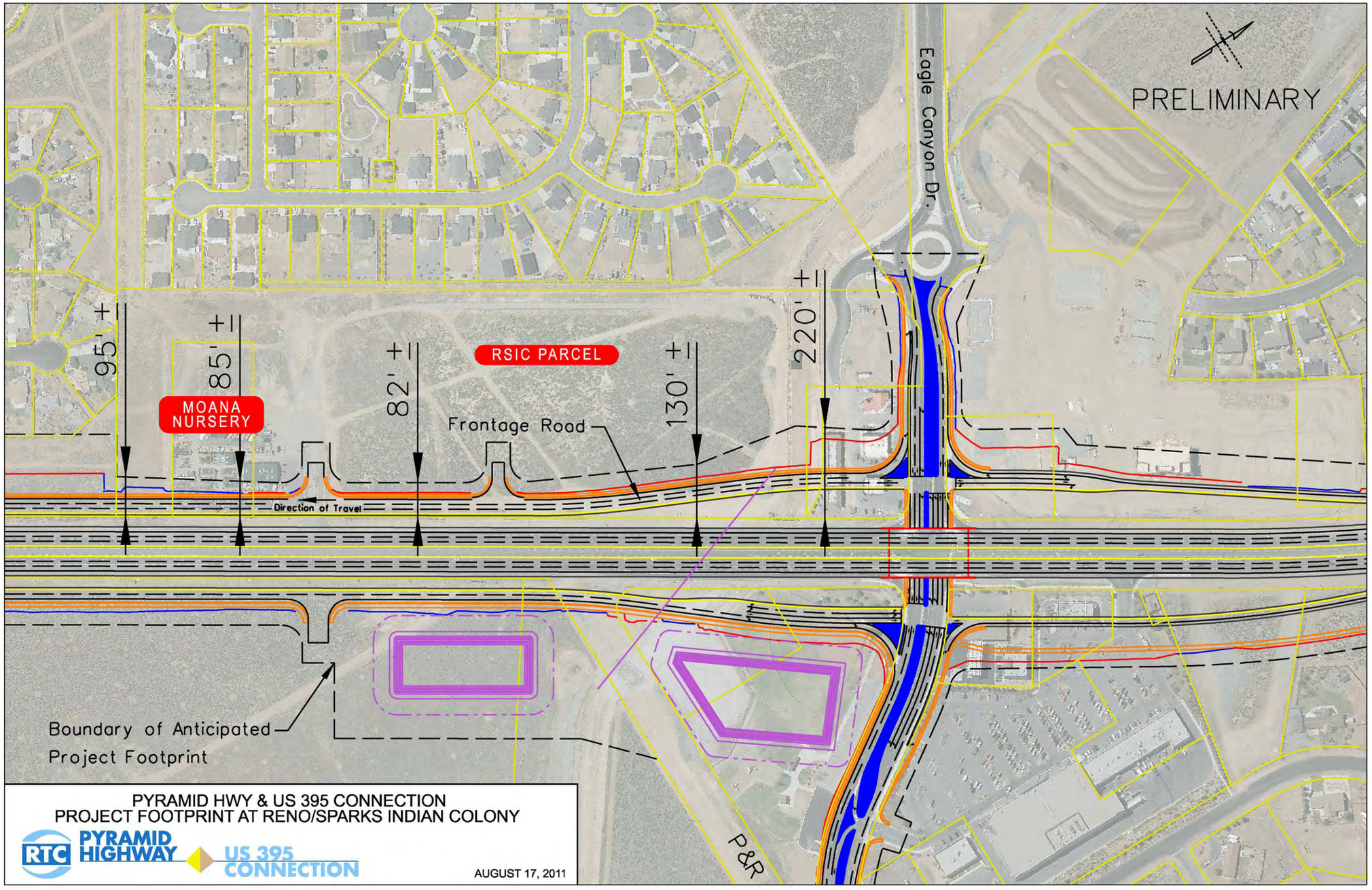


Figure 3 – Potential Impacts at RSIC Parcel



March 29, 2013

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Regional Transportation Commission
Engineering Department

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Doug Maloy, P.E.
Project Manager
Regional Transportation Commission
2050 Villanova Drive
Reno, NV 89502

Re: Initial Comments on the Pyramid Highway/US 395 Connector Draft EIS
FHWA –NV-EIS-12-02-D
NDOT Project No.: 73390/73391

Dear Mr. Maloy:

Thank you for the opportunity to comment and express our concerns on the proposed Pyramid Highway/US 395 Connector Project Administrative Draft Environmental Impact Statement (EIS). As a Cooperating Agency, the Reno-Sparks Indian Colony (RSIC) has participated in the discussions and refinement of the alternative approaches to address traffic related issues on the Pyramid Highway in the Spanish Springs area. We acknowledge that it is prudent to prepare long term plans for the growth and to adequately plan infrastructure well in advance of the funding and projected demand.

Since the start of the initial discussions of the project in 2008, the RSIC has continuously expressed our concerns of the project's potential impact on cultural resources, in general, and more specifically, the adverse economic impact on the RSIC's 24-acre retail commercial site near the intersection of Pyramid Highway and Eagle Canyon Road. We are concerned with both the acquisition of additional right-of-way as well as the significant change in the access to the site. While we have asked for an analysis of the project's impact to be included in the EIS, we firmly believe that the EIS fails to provide adequate analysis of the economic and social impact of the proposed project on the RSIC. Without understanding the extent and character of the impacts it is difficult to discuss potential mitigation measures. It is important for all of the participating and cooperating agencies to understand that the 24-acre retail commercial site will not only generate revenues to support essential government services, it also is planned to provide employment opportunities to low-income Native American residents from Hungry Valley community. Therefore, any adverse impact will have an immediate and significant direct impact on the RSIC government and community.

It is our understanding that the analysis of the potential impact and mitigation to cultural resources will be completed at a later date once the preferred alternative is further defined. We will reserve our comments on the impact and adequacy of the management of the cultural resources until that time.

In the recent past, the RSIC has had a very productive and cooperative relationship with the Regional Transportation Commission (RTC), City of Sparks and Washoe County Water Resources in regards to the expansion and extension of public infrastructure through the RSIC Spanish Springs site. When the RSIC has received adequate information and through analysis on the various project's impacts, we have come to reasonable and mutually beneficial agreements with the local governments. We recently granted a roadway easement to RTC to accommodate the widening of Eagle Canyon Drive and a cross-access easement to allow RTC to limit the 7-11 entrances to right-in, right-out. We agreed to relocate our commercial driveway on Eagle Canyon Drive to accommodate the intersection improvements at Eagle Canyon and Pyramid Highway. Other examples of cooperative outcomes are the granting of an 80-foot-wide drainage easement for the Spanish Springs Flood Control Project and a 40-foot effluent water line easement to the City of Sparks.

We would like to emphasize that we are not adverse to the project, but we need to have a complete economic and social impact analysis of the project in order to have meaningful discussions regarding the mitigation of the project's impact to the economic viability of the commercial site and social impact to the RSIC Hungry Valley community. Even though the project may not be funded or constructed for many years, the analysis and mitigation should be include in the EIS because the economic impact will be realized in the interim period: when prospective tenants realize the site may be impacted in the future, they will be more likely to locate elsewhere to avoid the business impact or interruption. The mere inclusion of the project in the RTC's transportation improvement plans and programs will have an immediate impact on the RSIC's ability to market and enter into long term lease agreements with potential tenants.

Once again, thanks for the opportunity to comment on the Administrative Draft of the EIS and we look forward to the continued working relationship with the RTC. Please contact me at 775-785-1363 or snebesky@rsic.org if you have any question of concerns.

Sincerely,

Scott A. Nebesky
Planning Director

cc: Athena Brown, BIA Western Nevada Agency
Abdelmoez Abdella, Federal Highway Administration

United States Department of the Interior

BUREAU OF INDIAN AFFAIRS
WESTERN NEVADA AGENCY
311 East Washington Street
Carson City, Nevada 89701

TAKE PRIDE IN AMERICA

IN REPLY REFER TO:
OFFICE OF THE SUPERINTENDENT

MAR 29 2013

RECEIVED
APR 02 2013
Regional Transportation Commission
Engineering Department

Doug Maloy, P.E.
Project Manager
Regional Transportation Commission
2050 Villanova Drive
Reno, NV 89502

Dear Mr. Maloy:

Thank you for the opportunity to comment and express the Bureau of Indian Affairs concerns on behalf of the Reno-Sparks Indian Colony (Colony) regarding the proposed Pyramid Highway/US 395 Connector Project Administrative Draft Environmental Impact Statement (EIS).

We have reviewed the draft EIS for the Pyramid Highway-US 395 Connector Project and offer the following general comments. Given that tribal trust land is not subject to condemnation (except by special act of Congress), the economic and social impacts on the Colony's Spanish Springs parcel located at the existing Pyramid Highway/Eagle Canyon Boulevard intersection needs to be specifically evaluated at this early stage in the overall process.

This evaluation might be done outside the NEPA process (preferably via an appraisal, in which we would collaborate on the Scope of Work), and incorporated in the final EIS only by reference. The evaluation of economic and social impacts should be completed as soon as possible, so that the parties can consider a range of mitigation measures including a land exchange (or other negotiated alternatives) if the economic value of the uniquely-configured tribal parcel would be severely diminished. The analysis of these impacts as well as any mitigation measures should be incorporated into the final EIS, and referenced in the Notice of Decision.

The Colony recently obtained a federal planning grant to fund certain development-related studies, and is also engaged in coordination discussions with an existing tenant regarding agreed-upon expansion plans. More information as to the impact of the highway project will also enable the Colony to focus these efforts to the benefit of all concerned.

If you have questions or need further clarification, please contact Gerry Emm, Deputy Superintendent of Trust Services at 775-887-3550, ext. 256.

Sincerely,

Superintendent

U.S. Department of Transportation
Federal Highway Administration

Nevada Division

705 N. Plaza Street, Suite 220
Carson City, NV 89701
Phone 775 687-1204
Fax 775 687-3803

June 19, 2013

In Reply Refer To:
HENV-NV

Mr. Scott A. Nebesky, AICP
Planning Director
Reno-Sparks Indian Colony
98 Colony Road
Reno, Nevada 89502

Re: Pyramid Highway/US 395 Connection Administrative Draft Environmental Impact Statement

Dear Mr. Nebesky:

Thank you for your March 29, 2013 letter which provided comments and concerns regarding the January 2013 Pyramid Highway/US 395 Connection Administrative Draft Environmental Impact Statement (EIS). The Federal Highway Administration (FHWA), along with the Regional Transportation Commission (RTC), and the Nevada Department of Transportation (NDOT) appreciate the Reno-Sparks Indian Colony's (RSIC) involvement throughout the study process for this proposed project. Through your participation, the study team is aware of the RSIC's concerns regarding potential impacts to the RSIC's development plans for the parcel located at Pyramid Highway and Eagle Canyon Drive.

Regarding your concerns about impacts to cultural resources in general, the study team has coordinated with RSIC on our Section 106 approach throughout the study. A result of this coordination is our commitment to conduct an intensive pedestrian archaeological survey of the entire RSIC parcel after a Preferred Alternative is identified in the Final EIS.

The area that will be surveyed includes the Preferred Alternative right-of-way's limits within the Archaeological Area of Potential Effect (APE), potential temporary construction areas, such as staging areas and haul routes, and the entire RSIC parcel located at Eagle Canyon Drive and Pyramid Highway. Also, please note the Administrative Draft EIS summarizes the Section 106 activities conducted to-date, including eligibility and effect determinations on historic architecture and proposed measures to mitigate effects. It also includes the Class I records search for archaeological resources and results of the archaeological walk-over survey. The

study team has provided RSIC with this Class I and walkover survey information, and can provide the historic architecture information upon request.

To address the concerns the RSIC and Bureau of Indian Affairs (BIA) have regarding the potential social and economic impacts to the RSIC site, FHWA prepared and submitted a memorandum to the RSIC and BIA on December 28, 2012. The memorandum discussed that the proposed impacts of the project, as described in the Administrative Draft EIS, are based on a preliminary level of design which provides an adequate level of detail to evaluate impacts in the Draft EIS. Right-of-way requirements in the Draft EIS are conservative and represent a worst-case scenario so that design refinements that could occur during the final design process would fall within the project footprint as described in the Draft EIS.

The December 2012 memorandum noted that all reasonable opportunities to minimize the acquisition of or impacts to the RSIC parcel would be taken during the final design process. If it were determined during the final design process that additional right-of-way is needed beyond that described in the EIS, the FHWA would be required to revisit the National Environmental Policy Act (NEPA) process, including coordination with the RSIC and BIA. Because the proposed project would be implemented in stages, beginning with the southern portion of the project, it is anticipated that final design for the northern portion of the study area, where the RSIC parcel is located, would not occur for ten or more years depending on funding availability for design and construction.

The memorandum summarized information regarding impacts to the RSIC parcel presented in the Administrative Draft EIS. This includes noise impacts, air quality impacts, proposed right-of-way impacts (3.05 acres acquired from the 22-acre RSIC parcel), and right-of-way mitigation. It described how the proposed access changes and traffic increases under all of the build alternatives would likely result in a net benefit to businesses in the area by improving capacity, easing access to the general area, and increasing exposure to the future commercial shopping area the RSIC has planned for the parcel. The memorandum also noted that an increase in property value of the RSIC parcel may occur as a result of the increased exposure and decreased traffic congestion along Eagle Canyon Drive and Pyramid Highway, leading to better access because of the traffic relief that the improvements may provide along Eagle Canyon Road and Pyramid Highway. In addition, the new access point provided under all of the build alternatives for the future commercial shopping area currently proposed on the RSIC parcel could also result in an increase in property value for the parcel. The memorandum cited several studies that support these assertions.

The memorandum noted that any future improvement that may result from approval of this EIS in no way precludes the RSIC, or any other entity, from immediate, long-term commercial, or residential property development. This is the case with all property acquisition for public right-of-way at the time that the right-of-way needs are determined. The entity responsible for acquiring the property will, in accordance with the Uniform Act, assess the value of the parcel that would include any existing improvements and impacts.

At this time, FHWA believes that the information provided in the Draft EIS and the December, 2012 memorandum sufficiently describe the extent and character of the potential project impacts to the RSIC parcel as a result of the proposed project.

FHWA, NDOT, and the RTC look forward to the continued consultation with the RSIC and BIA as the EIS process continues and, if a build alternative is selected as the Preferred Alternative, the final design process and construction phase.

Sincerely,

a. a. abdalla

Abdelmoez A. Abdalla
Environmental Program Manager

cc: Athena Brown, BIA
ec: Sabra Gilbert Young, NDOT
C. Cliff Creger, NDOT
Chris Young, NDOT
Doug Maloy, RTC
Jim Clarke, Jacobs

Appendix A:
Agency Coordination

Consulting Party Correspondence

U.S. Department of Transportation
Federal Highway Administration

705 North Plaza St. Suite 220
Carson City, NV 89701

February 5, 2009

In Reply Refer To:
HENV-NV

Nevada Division

Subject: Pyramid Highway/US 395 Connector Project EIS

Mr. Mervin Wright, Chairperson
Pyramid Lake Paiute Tribe
P.O. Box 256
Nixon, Nevada 89424

Dear Mr. Wright:

In recognition of your Tribe's status as a sovereign Tribal Government, and the Federal Highway Administration's (FHWA) responsibilities under the National Historic Preservation Act (NHPA), the FHWA is requesting your Government-to-Government consultation on a proposed Federal-aid highway project.

As prescribed by the National Historic Preservation Act, the FHWA follows a process (36 CFR §800) to locate historic properties which may be affected by the proposed project. These historic properties include prehistoric and historic archaeological sites as well as traditional cultural properties (TCPs). As part of this effort the FHWA would like to initiate consultation with the Pyramid Lake Paiute Tribe relative to any potential areas that your Tribe attaches religious or cultural significance to and that may be affected by the project.

This request for information of what may be of a very sensitive nature is not intended as an offense to the Tribe, but instead is our good faith attempt to protect any historic properties that may be affected by this proposed project. Public access to any information you provide concerning the location, character, or ownership of these religious and cultural properties can be restricted as per Section 304 (16 U.S.C. §4702.3) of the NHPA as amended.

In addition to the Pyramid Lake Paiute Tribe, requests for information have also been sent to the Reno-Sparks Indian Colony, and the Washoe Tribe of Nevada and California.

Project Description

The Federal Highway Administration (FHWA), in cooperation with the Nevada Department of Transportation and the Washoe County Regional Transportation Commission, is initiating a National Environmental Policy Act (NEPA) process for the Pyramid Highway—US 395 Connection Environmental Impact Statement (EIS). The purpose of the proposed project is to

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address regional mobility, congestion and safety challenges faced by motorists and pedestrians that travel Pyramid Highway between the Sparks urban area and Spanish Springs. The proposed study area extends 7.7 miles along Pyramid Highway from Queen Way north to Calle de la Plata Drive. It also includes an area extending more than approximately 5 miles, from east of Vista Boulevard west to Interstate 395 near the Parr/Dandini interchange. The area along Vista Boulevard to Interstate 80 also is included (see enclosed map).

For your convenience, the NDOT project manager for this proposed project may be available to make a presentation to your tribal council. Please contact NDOT Native American Consultation Coordinator, Sabra Gilbert-Young, at 775-888-7483 to request a presentation.

Existing Information on Historic Properties

Initiating consultation this early in the planning stages of the proposed project has not allowed the NDOT archaeologist and the NDOT architectural historian to conduct their full background investigations yet. As soon as these studies have been completed copies will be forwarded to your office.

Based on the project description, location map of the study area, and your personal knowledge of the areas of importance to your Tribe:

1. Do you have any concerns regarding properties that are of a religious or cultural significance to your Tribe? These types of properties are also referred to as traditional cultural properties.

2. Do you have any concerns regarding the overall proposed project or specific parts of it?

If you would like additional information or have concerns regarding this proposed project, or the overall FHWA program, please contact me. I can be contacted by mailing the attached consultation response form, or you can FAX it to me at 775-687-3803, or you may telephone me at 775-687-1231. If you would like a meeting regarding this proposed project, or the overall program, I would be happy to meet with you as soon as possible.

Sincerely yours,

A. A. Abdalla

Abdelmoez A. Abdalla
Environmental Program Manager

Enc: EIS Study Area Map
Response Form

cc: Ben Aleck, PLPT
Cliff Creger, NDOT
S. Gilbert-Young, NDOT
Doug Maloy, RTC Washoe County

Nevada Division Office
Federal Highway Administration
Native American Consultation
Response Form

Subject: Pyramid Highway/US 395 Connector Project EIS

Return to: Mr. Abdelmoez Abdalla
Federal Highway Administration
705 North Plaza Street, Suite 220
Carson City, Nevada 89701

From: Mr. Mervin Wright, Chairperson
Pyramid Lake Paiute Tribe
P.O. Box 256
Nixon, Nevada 89424

Reply: Please check one of the options below, or provide other comments, as appropriate.

[ ] The Pyramid Lake Paiute Tribe has no objection to the proposed project as planned based on the information provided. However, we wish to remain informed of any changes to the project or discoveries of historic materials during construction.

[ ] The Pyramid Lake Paiute Tribe has no objection to the proposed project as planned based on the information provided. However, we wish to remain informed of any changes to the project or discoveries of historic materials during construction. In addition, the Tribe requests that copies of environmental and cultural documents prepared for this project be forwarded to the following person:

Contact Person: _____
Telephone Number: _____

[ ] The Pyramid Lake Paiute Tribe requests further consultation to address our concerns. Please contact the following person to discuss the matter further.

Contact Person: _____
Telephone Number: _____

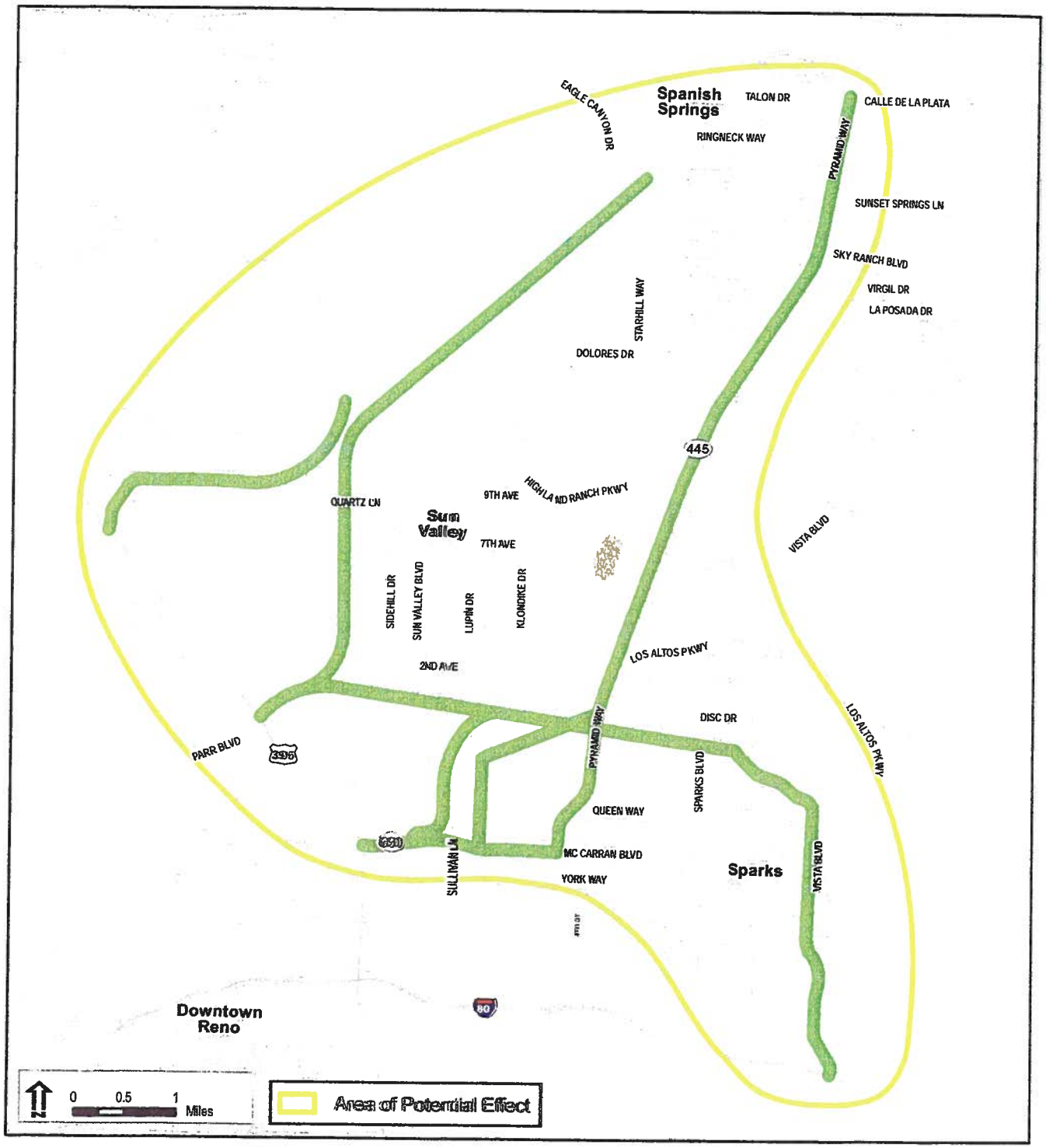
Signature: _____

Title: _____

Date: _____

RTC PYRAMID HIGHWAY US 395 CONNECTION

Level 2A Alternatives



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U.S. Department
of Transportation
**Federal Highway
Administration**

705 North Plaza St. Suite 220
Carson City, NV 89701

February 5, 2009

In Reply Refer To:
HENV-NV

Nevada Division

Subject: Pyramid Highway/US 395 Connector Project EIS

Mr. Waldo Walker, Chairperson
Washoe Tribe of Nevada and California
919 Highway 395 South
Gardnerville, Nevada 89410

Dear Mr. Walker:

In recognition of your Tribe's status as a sovereign Tribal Government, and the Federal Highway Administration's (FHWA) responsibilities under the National Historic Preservation Act (NHPA), the FHWA is requesting your Government-to-Government consultation on a proposed Federal-aid highway project.

As prescribed by the National Historic Preservation Act, the FHWA follows a process (36 CFR §800) to locate historic properties which may be affected by the proposed project. These historic properties include prehistoric and historic archaeological sites as well as traditional cultural properties (TCPs). As part of this effort the FHWA would like to initiate consultation with the Washoe Tribe relative to any potential areas that your Tribe attaches religious or cultural significance to and that may be affected by the project.

This request for information of what may be of a very sensitive nature is not intended as an offense to the Tribe, but instead is our good faith attempt to protect any historic properties that may be affected by this proposed project. Public access to any information you provide concerning the location, character, or ownership of these religious and cultural properties can be restricted as per Section 304 (16 U.S.C. §4702.3) of the NHPA as amended.

In addition to the Washoe Tribe of Nevada and California, requests for information have also been sent to the Pyramid Lake Paiute Tribe, and the Reno-Sparks Indian Colony.

Project Description

The Federal Highway Administration (FHWA), in cooperation with the Nevada Department of Transportation and the Washoe County Regional Transportation Commission, is initiating a National Environmental Policy Act (NEPA) process for the Pyramid Highway—US 395 Connection Environmental Impact Statement (EIS). The purpose of the proposed project is to address regional mobility, congestion and safety challenges faced by motorists and pedestrians

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that travel Pyramid Highway between the Sparks urban area and Spanish Springs. The proposed study area extends 7.7 miles along Pyramid Highway from Queen Way north to Calle de la Plata Drive. It also includes an area extending more than approximately 5 miles, from east of Vista Boulevard west to Interstate 395 near the Parr/Dandini interchange. The area along Vista Boulevard to Interstate 80 also is included (see enclosed map).

For your convenience, the NDOT project manager for this proposed project may be available to make a presentation to your tribal council. Please contact NDOT Native American Consultation Coordinator, Sabra Gilbert-Young, at 775-888-7483 to request a presentation.

Existing Information on Historic Properties

Initiating consultation this early in the planning stages of the proposed project has not allowed the NDOT archaeologist and the NDOT architectural historian to conduct their full background investigations yet. As soon as these studies have been completed copies will be forwarded to your office.

Based on the project description, location map of the study area, and your personal knowledge of the areas of importance to your Tribe:

1. Do you have any concerns regarding properties that are of a religious or cultural significance to your Tribe? These types of properties are also referred to as traditional cultural properties.

2. Do you have any concerns regarding the overall proposed project or specific parts of it?

If you would like additional information or have concerns regarding this proposed project, or the overall FHWA program, please contact me. I can be contacted by mailing the attached consultation response form, or you can FAX it to me at 775-687-3803, or you may telephone me at 775-687-1231. If you would like a meeting regarding this proposed project, or the overall program, I would be happy to meet with you as soon as possible.

Sincerely yours,

a. a. abdalla

Abdelmoez A. Abdalla
Environmental Program Manager

Enclosures

cc: Darrel Cruz, WTNC
S. Gilbert-Young, NDOT
Doug Maloy, RTC Washoe County

Nevada Division Office
Federal Highway Administration
Native American Consultation
Response Form

Subject: Pyramid Highway/US 395 Connector Project EIS

Return to: Mr. Abdelmoez Abdalla
Federal Highway Administration
705 North Plaza Street, Suite 220
Carson City, Nevada 89701

From: Mr. Waldo Walker, Chairperson
Washoe Tribe of Nevada and California
919 Highway 395 South
Gardnerville, Nevada 89410

Reply: Please check one of the options below, or provide other comments, as appropriate.

[ ] The Washoe Tribe has no objection to the proposed project as planned based on the information provided. However, we wish to remain informed of any changes to the project or discoveries of historic materials during construction.

[ ] The Washoe Tribe has no objection to the proposed project as planned based on the information provided. However, we wish to remain informed of any changes to the project or discoveries of historic materials during construction. In addition, the Tribe requests that copies of environmental and cultural documents prepared for this project be forwarded to the following person:

Contact Person: _____
Telephone Number: _____

[ ] The Washoe Tribe requests further consultation to address our concerns. Please contact the following person to discuss the matter further.

Contact Person: _____
Telephone Number: _____

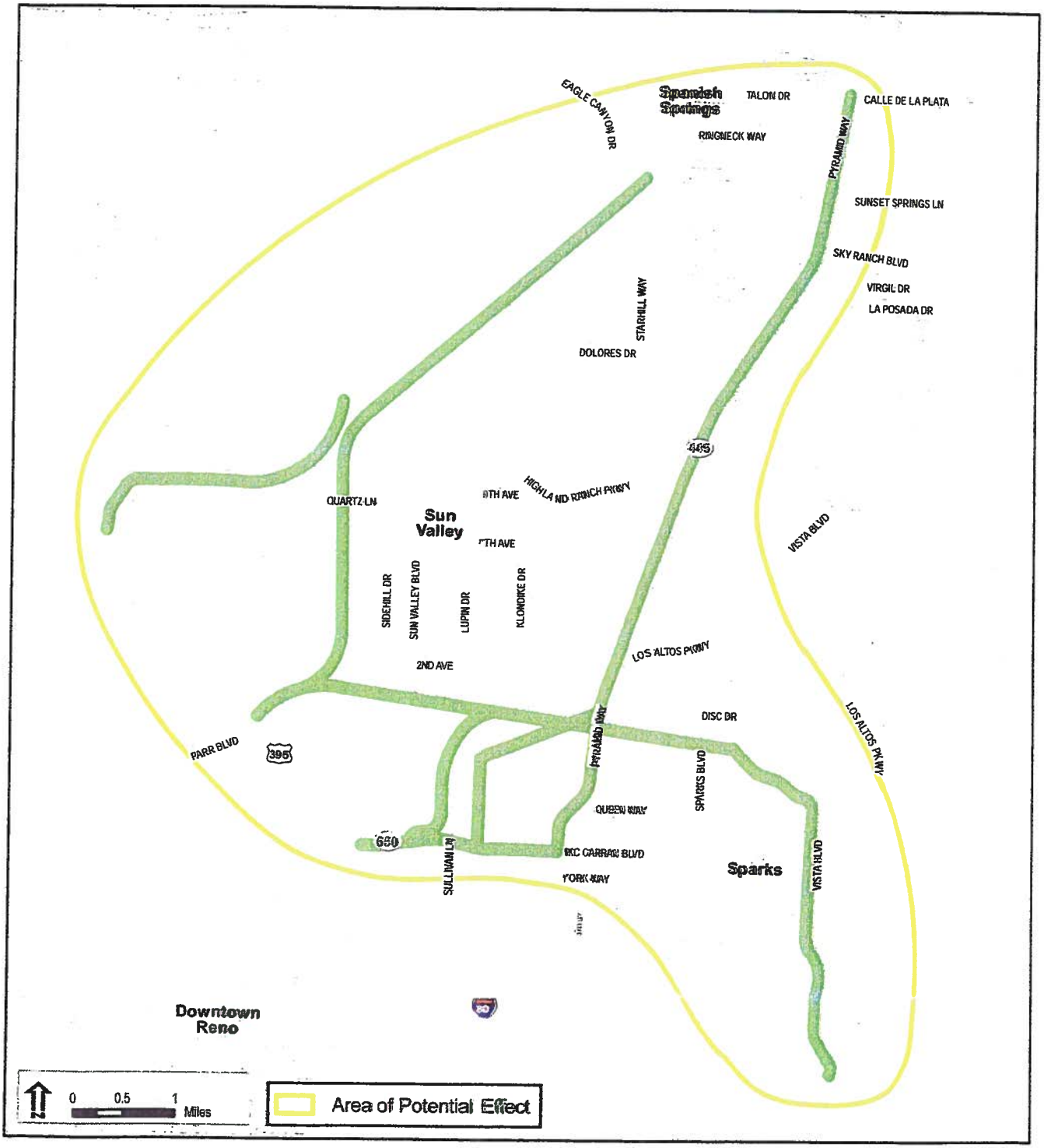
Signature: _____

Title: _____

Date: _____

RTC PYRAMID HIGHWAY US 395 CONNECTION

Level 2A Alternatives



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U.S. Department of Transportation
Federal Highway Administration

705 North Plaza St. Suite 220
Carson City, NV 89701

February 5, 2009

In Reply Refer To:
HENV-NV

Nevada Division

Subject: Pyramid Highway/US 395 Connector Project EIS

Mr. Arlan Melendez, Chairperson
Reno-Sparks Indian Colony
98 Colony Road
Reno, Nevada 89502

Dear Mr. Melendez:

In recognition of your Tribe's status as a sovereign Tribal Government, and the Federal Highway Administration's (FHWA) responsibilities under the National Historic Preservation Act (NHPA), the FHWA is requesting your Government-to-Government consultation on a proposed Federal-aid highway project.

As prescribed by the National Historic Preservation Act, the FHWA follows a process (36 CFR §800) to locate historic properties which may be affected by the proposed project. These historic properties include prehistoric and historic archaeological sites as well as traditional cultural properties (TCPs). As part of this effort the FHWA would like to initiate consultation with the Reno-Sparks Indian Colony (RSIC) relative to any potential areas that RSIC attaches religious or cultural significance to and that may be affected by the project.

This request for information of what may be of a very sensitive nature is not intended as an offense to RSIC, but instead is our good faith attempt to protect any historic properties that may be affected by this proposed project. Public access to any information you provide concerning the location, character, or ownership of these religious and cultural properties can be restricted as per Section 304 (16 U.S.C. §4702.3) of the NHPA as amended.

In addition to the Reno-Sparks Indian Colony, requests for information have also been sent to the Pyramid Lake Paiute Tribe, and the Washoe Tribe of Nevada and California.

Project Description

The Federal Highway Administration (FHWA), in cooperation with the Nevada Department of Transportation and the Washoe County Regional Transportation Commission, is initiating a National Environmental Policy Act (NEPA) process for the Pyramid Highway—US 395 Connection Environmental Impact Statement (EIS). The purpose of the proposed project is to

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address regional mobility, congestion and safety challenges faced by motorists and pedestrians that travel Pyramid Highway between the Sparks urban area and Spanish Springs. The proposed study area extends 7.7 miles along Pyramid Highway from Queen Way north to Calle de la Plata Drive. It also includes an area extending more than approximately 5 miles, from east of Vista Boulevard west to Interstate 395 near the Parr/Dandini interchange. The area along Vista Boulevard to Interstate 80 also is included (see enclosed map).

For your convenience, the NDOT project manager for this proposed project may be available to make a presentation to your tribal council. Please contact NDOT Native American Consultation Coordinator, Sabra Gilbert-Young, at 775-888-7483 to request a presentation.

Existing Information on Historic Properties

Initiating consultation this early in the planning stages of the proposed project has not allowed the NDOT archaeologist and the NDOT architectural historian to conduct their full background investigations yet. As soon as these studies have been completed copies will be forwarded to your office.

Based on the project description, location map of the study area, and your personal knowledge of the areas of importance to your Tribe:

1. Do you have any concerns regarding properties that are of a religious or cultural significance to RSIC? These types of properties are also referred to as traditional cultural properties.

2. Do you have any concerns regarding the overall proposed project or specific parts of it?

If you would like additional information or have concerns regarding this proposed project, or the overall FHWA program, please contact me. I can be contacted by mailing the attached consultation response form, or you can FAX it to me at 775-687-3803, or you may telephone me at 775-687-1231. If you would like a meeting regarding this proposed project, or the overall program, I would be happy to meet with you as soon as possible.

Sincerely yours,

A. A. Abdalla

Abdelmoez A. Abdalla
Environmental Program Manager

Enc: EIS Study Area Map
Response Form

cc: Michon Eben, RSIC
Doug Maloy, RTC Washoe County
Cliff Creger, NDOT
S. Gilbert-Young, NDOT

Nevada Division Office
Federal Highway Administration
Native American Consultation
Response Form

Subject: Pyramid Highway/US 395 Connector Project EIS

Return to: Mr. Abdelmoez Abdalla
Federal Highway Administration
705 North Plaza Street, Suite 220
Carson City, Nevada 89701

From: Mr. Arlan Melendez, Chairperson
Reno-Sparks Indian Colony
98 Colony Road
Reno, Nevada 89502

Reply: Please check one of the options below, or provide other comments, as appropriate.

[ ] The Reno-Sparks Indian Colony has no objection to the proposed project as planned based on the information provided. However, we wish to remain informed of any changes to the project or discoveries of historic materials during construction.

[ ] The Reno-Sparks Indian Colony has no objection to the proposed project as planned based on the information provided. However, we wish to remain informed of any changes to the project or discoveries of historic materials during construction. In addition, RSIC requests that copies of environmental and cultural documents prepared for this project be forwarded to the following person:

Contact Person: _____
Telephone Number: _____

[ ] The Reno-Sparks Indian Colony requests further consultation to address our concerns. Please contact the following person to discuss the matter further.

Contact Person: _____
Telephone Number: _____

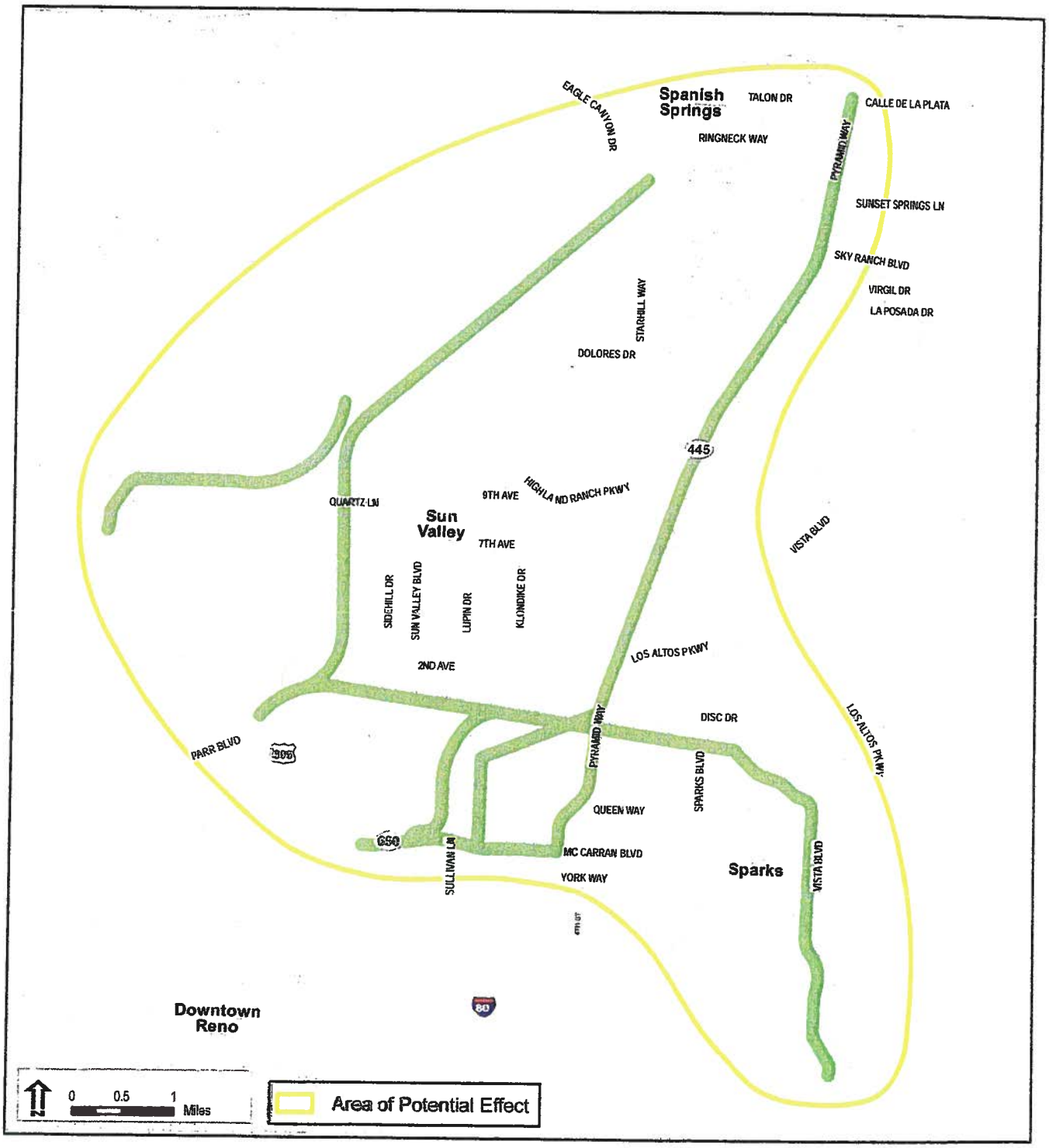
Signature: _____

Title: _____

Date: _____

RTC PYRAMID HIGHWAY US 395 CONNECTION

Level 2A Alternatives



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705 North Plaza St. Suite 220
Carson City, NV 89701

U.S. Department
of Transportation
**Federal Highway
Administration**

February 5, 2009

In Reply Refer To:
HENV-NV

Nevada Division

Subject: Consultation Under the National Historic Preservation Act for Cultural Resources for the Pyramid Highway—US 395 Connection Environmental Impact Statement (EIS)

Mr. Ronald James
State Historic Preservation Officer and Historian
State Historic Preservation Office
100 N. Stewart Street
Carson City, Nevada 89701

Dear Mr. James:

The purpose of this letter is to invite the State Historic Preservation Office (SHPO) to become a consulting party under Section 106 of the National Historic Preservation Act (NHPA) and along with the Federal Highway Administration (FHWA), to identify any concerns the SHPO may have regarding the potential effects of the proposed Pyramid Highway – US 395 Connection Project on cultural resources. The purpose of the proposed project is to address regional mobility, congestion and safety challenges faced by motorists and pedestrians that travel Pyramid Highway between the Sparks urban area and Spanish Springs. The proposed study area extends 7.7 miles along Pyramid Highway from Queen Way north to Calle de la Plata Drive. It also includes an area extending more than approximately 5 miles, from east of Vista Boulevard west to Interstate 395 near the Parr/Dandini interchange. The area along Vista Boulevard to Interstate 80 also is included.

Consultation between FHWA, the Nevada Department of Transportation (NDOT), the Washoe County Regional Transportation Commission (RTC), and the SHPO led to the definition of the geographical boundary for the preliminary Area of Potential Effect (APE). Enclosed for your review is a map showing the initial APE for cultural resource study which will initially entail a detailed records search (see enclosed exhibit).

The RTC has selected Jacobs Engineering Group (Jacobs) to assist it in preparing the EIS. Western Cultural Resource Management, Inc. (WCRM), a subcontractor to Jacobs for cultural resource issues, will facilitate consultation among the City, NDOT, and FHWA. The current APE for cultural resources is for the file search only and will change once the a reduced set of alternatives have been identified and developed to greater detail, such that potential impacts can be better defined.

As part of the EIS process, potential effects on cultural resources will be determined. The information will be used in evaluation of alternatives and can be kept confidential if you so

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desire. We would appreciate the names and addresses of other persons who should be contacts for information. Please note that the appropriate Native American tribes are also being contacted.

As part of the facilitation process, WCRM will contact you by telephone within (2) weeks receipt of this letter to discuss your concerns. To facilitate your identification of questions and concerns about the project, WCRM will coordinate with FHWA to provide you with any additional information needed by you or your staff.

We look forward to your response to this invitation and your potential role as a Section 106 consulting party on this project. If you have questions or would like to discuss in more detail the project or your agency's respective roles and responsibilities during the preparation of this document, please contact me at (775) 687-1231.

Sincerely Yours,

A. A. Abdalla

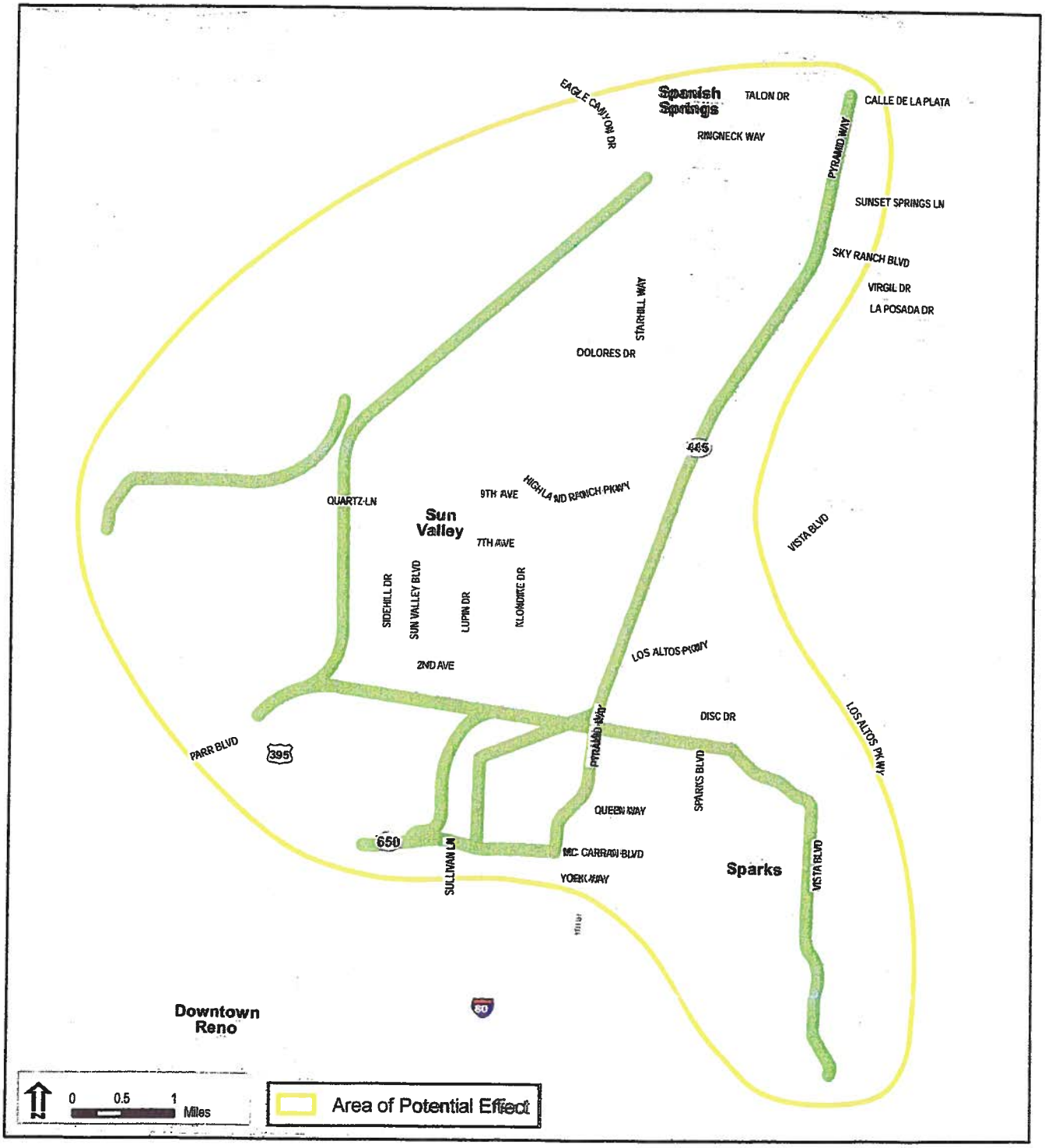
Abdelmoez A. Abdalla
Environmental Program Manager

Enclosure

cc: Cliff Creger, NDOT
S. Gilbert-Young, NDOT
Doug Maloy, RTC Washoe County

RTC PYRAMID HIGHWAY US 395 CONNECTION

Level 2A Alternatives



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705 North Plaza St. Suite 220
Carson City, NV 89701

U.S. Department of Transportation
Federal Highway Administration

February 5, 2009

In Reply Refer To:
HENV-NV

Nevada Division

Subject: Consultation Under the National Historic Preservation Act for Cultural Resources for the Pyramid Highway—US 395 Connection Environmental Impact Statement (EIS)

Mr. Donald Naquin
CLG-Contact
City of Reno, Nevada
P.O. Box 1900
Reno, Nevada 89505

Dear Mr. Naquin:

The purpose of this letter is to invite the City of Reno CLG to become a consulting party under Section 106 of the National Historic Preservation Act (NHPA) and along with the Federal Highway Administration (FHWA), to identify any concerns the city may have regarding the potential effects of the proposed Pyramid Highway – US 395 Connection Project on cultural resources. The purpose of the proposed project is to address regional mobility, congestion and safety challenges faced by motorists and pedestrians that travel Pyramid Highway between the Sparks urban area and Spanish Springs. The proposed study area extends 7.7 miles along Pyramid Highway from Queen Way north to Calle de la Plata Drive. It also includes an area extending more than approximately 5 miles, from east of Vista Boulevard west to Interstate 395 near the Parr/Dandini interchange. The area along Vista Boulevard to Interstate 80 also is included.

Consultation between FHWA, the Nevada Department of Transportation (NDOT), the Washoe County Regional Transportation Commission (RTC), and the State Historic Preservation Office (SHPO) led to the definition of the geographical boundary for the preliminary Area of Potential Effect (APE). Enclosed for your review is a map showing the initial APE for cultural resource study which will initially entail a detailed records search (see enclosed exhibit).

The RTC has selected Jacobs Engineering Group (Jacobs) to assist it in preparing the EIS. Western Cultural Resource Management, Inc. (WCRM), a subcontractor to Jacobs for cultural resource issues, will facilitate consultation among the City, NDOT, and FHWA. The current APE for cultural resources is for the file search only and will change once the a reduced set of alternatives have been identified and developed to greater detail, such that potential impacts can be better defined.

As part of the EIS process, potential effects on cultural resources will be determined. The information will be used in evaluation of alternatives and can be kept confidential if you so

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desire. We would appreciate the names and addresses of other persons who should be contacts for information. Please note that the appropriate Native American tribes are also being contacted.

As part of the facilitation process, WCRM will contact you by telephone within (2) weeks receipt of this letter to discuss your concerns. To facilitate your identification of questions and concerns about the project, WCRM will coordinate with FHWA to provide you with any additional information needed by you or your staff.

We look forward to your response to this invitation and your potential role as a Section 106 consulting party on this project. If you have questions or would like to discuss in more detail the project or your agency's respective roles and responsibilities during the preparation of this document, please contact me at (775) 687-1231.

Sincerely Yours,

A. A. Abdalla

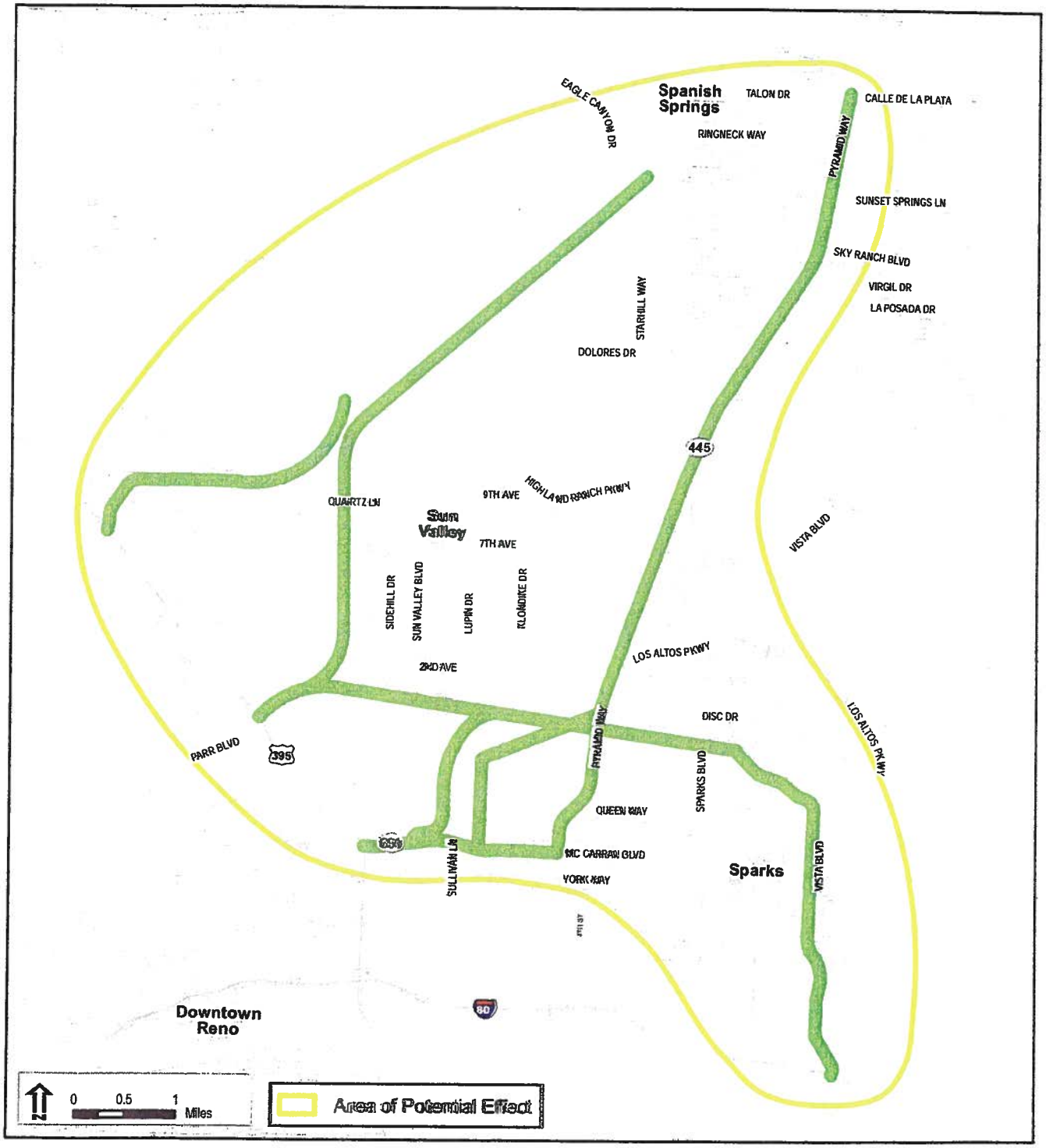
Abdelmoez A. Abdalla
Environmental Program Manager

Enclosure

cc: Cliff Creger, NDOT
S. Gilbert-Young, NDOT
Doug Maloy, RTC Washoe County

RTC PYRAMID HIGHWAY US 395 CONNECTION

Level 2A Alternatives



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U.S. Department
of Transportation
**Federal Highway
Administration**

February 5, 2009

In Reply Refer To:
HENV-NV

Nevada Division

Subject: Consultation Under the National Historic Preservation Act for Cultural Resources for the Pyramid Highway—US 395 Connection Environmental Impact Statement (EIS)

Mr. Neil Krutz, P.E.
Community Development Director
City of Sparks, Nevada
1675 E. Prater Way, Ste. 107
Sparks, Nevada 89434

Dear Mr. Krutz, P.E.:

The purpose of this letter is to invite the City of Sparks to become a consulting party under Section 106 of the National Historic Preservation Act (NHPA) and along with the Federal Highway Administration (FHWA), to identify any concerns the city may have regarding the potential effects of the proposed Pyramid Highway – US 395 Connection Project on cultural resources. The purpose of the proposed project is to address regional mobility, congestion and safety challenges faced by motorists and pedestrians that travel Pyramid Highway between the Sparks urban area and Spanish Springs. The proposed study area extends 7.7 miles along Pyramid Highway from Queen Way north to Calle de la Plata Drive. It also includes an area extending more than approximately 5 miles, from east of Vista Boulevard west to Interstate 395 near the Parr/Dandini interchange. The area along Vista Boulevard to Interstate 80 also is included.

Consultation between FHWA, the Nevada Department of Transportation (NDOT), the Washoe County Regional Transportation Commission (RTC), and the State Historic Preservation Office (SHPO) led to the definition of the geographical boundary for the preliminary Area of Potential Effect (APE). Enclosed for your review is a map showing the initial APE for cultural resource study which will initially entail a detailed records search (see enclosed exhibit).

The RTC has selected Jacobs Engineering Group (Jacobs) to assist it in preparing the EIS. Western Cultural Resource Management, Inc. (WCRM), a subcontractor to Jacobs for cultural resource issues, will facilitate consultation among the City, NDOT, and FHWA. The current APE for cultural resources is for the file search only and will change once the a reduced set of alternatives have been identified and developed to greater detail, such that potential impacts can be better defined.

As part of the EIS process, potential effects on cultural resources will be determined. The information will be used in evaluation of alternatives and can be kept confidential if you so

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desire. We would appreciate the names and addresses of other persons who should be contacts for information. Please note that the appropriate Native American tribes are also being contacted.

As part of the facilitation process, WCRM will contact you by telephone within (2) weeks receipt of this letter to discuss your concerns. To facilitate your identification of questions and concerns about the project, WCRM will coordinate with FHWA to provide you with any additional information needed by you or your staff.

We look forward to your response to this invitation and your potential role as a Section 106 consulting party on this project. If you have questions or would like to discuss in more detail the project or your agency's respective roles and responsibilities during the preparation of this document, please contact Abdelmoez Abdalla, Ph. D., FHWA Environmental Program Manager at (775) 687-1231.

Sincerely Yours,

A. A. Abdalla

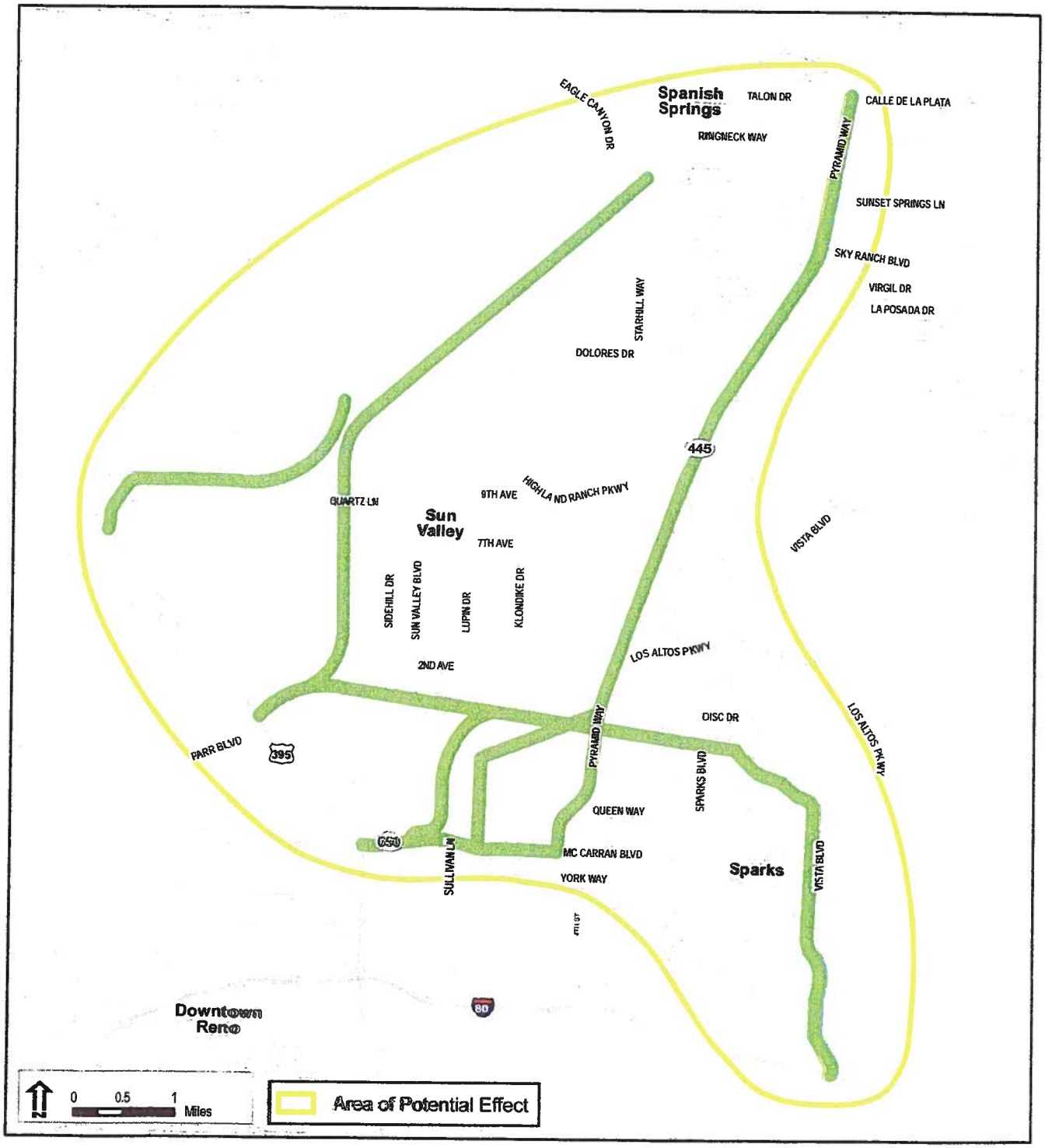
Abdelmoez A. Abdalla
Environmental Program Manager

Enclosure

cc: Cliff Creger, NDOT
S. Gilbert-Young, NDOT
Doug Maloy, RTC Washoe County

RTC PYRAMID HIGHWAY US 395 CONNECTION

Level 2A Alternatives



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U.S. Department of Transportation
Federal Highway Administration

705 North Plaza St. Suite 220
Carson City, NV 89701

February 5, 2009

Nevada Division

In Reply Refer To:
HENV-NV

Subject: Consultation Under the National Historic Preservation Act for Cultural Resources for the Pyramid Highway—US 395 Connection Environmental Impact Statement (EIS)

Mr. Adrian P. Freund, AICP
Director
County of Washoe
P.O. Box 11130
Reno, Nevada 89520

Dear Mr. Freund, AICP:

The purpose of this letter is to invite Washoe County to become a consulting party under Section 106 of the National Historic Preservation Act (NHPA) and along with the Federal Highway Administration (FHWA), to identify any concerns the county may have regarding the potential effects of the proposed Pyramid Highway – US 395 Connection Project on cultural resources. The purpose of the proposed project is to address regional mobility, congestion and safety challenges faced by motorists and pedestrians that travel Pyramid Highway between the Sparks urban area and Spanish Springs. The proposed study area extends 7.7 miles along Pyramid Highway from Queen Way north to Calle de la Plata Drive. It also includes an area extending more than approximately 5 miles, from east of Vista Boulevard west to Interstate 395 near the Parr/Dandini interchange. The area along Vista Boulevard to Interstate 80 also is included.

Consultation between FHWA, the Nevada Department of Transportation (NDOT), the Washoe County Regional Transportation Commission (RTC), and the State Historic Preservation Office (SHPO) led to the definition of the geographical boundary for the preliminary Area of Potential Effect (APE). Enclosed for your review is a map showing the initial APE for cultural resource study which will initially entail a detailed records search (see enclosed exhibit).

The RTC has selected Jacobs Engineering Group (Jacobs) to assist it in preparing the EIS. Western Cultural Resource Management, Inc. (WCRM), a subcontractor to Jacobs for cultural resource issues, will facilitate consultation among the City, NDOT, and FHWA. The current APE for cultural resources is for the file search only and will change once the a reduced set of alternatives have been identified and developed to greater detail, such that potential impacts can be better defined.

As part of the EIS process, potential effects on cultural resources will be determined. The information will be used in evaluation of alternatives and can be kept confidential if you so

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desire. We would appreciate the names and addresses of other persons who should be contacts for information. Please note that the appropriate Native American tribes are also being contacted.

As part of the facilitation process, WCRM will contact you by telephone within (2) weeks receipt of this letter to discuss your concerns. To facilitate your identification of questions and concerns about the project, WCRM will coordinate with FHWA to provide you with any additional information needed by you or your staff.

We look forward to your response to this invitation and your potential role as a Section 106 consulting party on this project. If you have questions or would like to discuss in more detail the project or your agency's respective roles and responsibilities during the preparation of this document, please contact me at (775) 687-1231.

Sincerely Yours,

A. A. Abdalla

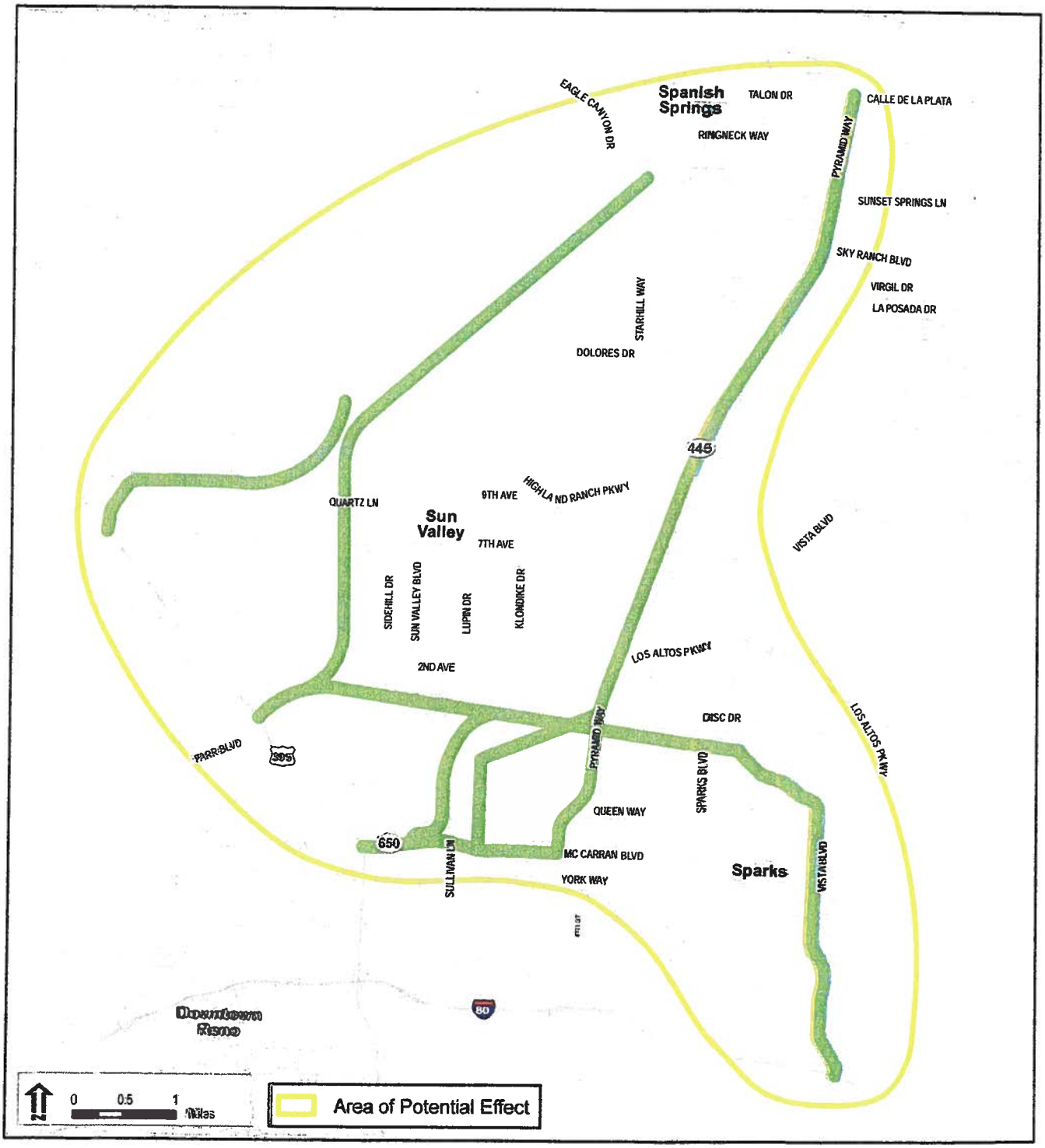
Abdelmoez A. Abdalla, Ph. D.
Environmental Program Manager

Enclosure

cc: Cliff Creger, NDOT
S. Gilbert-Young, NDOT
Doug Maloy, RTC Washoe County

PYRAMID HIGHWAY US 395 CONNECTION

Level 2A Alternatives



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Carson City, NV 89701

U.S. Department
of Transportation
**Federal Highway
Administration**

February 5, 2009

Nevada Division

In Reply Refer To:
HENV-NV

Subject: Consultation Under the National Historic Preservation Act for Cultural Resources for the Pyramid Highway—US 395 Connection Environmental Impact Statement (EIS)

Center for Basque Studies
University of Nevada, Reno 322
Reno, Nevada 89557

To Whom It May Concern:

The purpose of this letter is to invite the Center for Basque Studies as an interested party under Section 106 of the National Historic Preservation Act (NHPA) and along with the Federal Highway Administration (FHWA), identify any concerns the Center for Basque Studies may have regarding the potential effects of the proposed Pyramid Highway – US 395 Connection Project on cultural resources. The purpose of the proposed project is to address regional mobility, congestion and safety challenges faced by motorists and pedestrians that travel Pyramid Highway between the Sparks urban area and Spanish Springs. The proposed study area extends 7.7 miles along Pyramid Highway from Queen Way north to Calle de la Plata Drive. It also includes an area extending more than approximately 5 miles, from east of Vista Boulevard west to Interstate 395 near the Parr/Dandini interchange. The area along Vista Boulevard to Interstate 80 also is included. Please notify FHWA of any resources that the Center for Basque Studies feels important to this EIS for the area.

Consultation between FHWA, the Nevada Department of Transportation (NDOT), the Washoe County Regional Transportation Commission (RTC), and the State Historic Preservation Office (SHPO) led to the definition of the geographical boundary for the preliminary Area of Potential Effect (APE). Enclosed for your review is a map showing the initial APE for cultural resource study which will initially entail a detailed records search (see enclosed exhibit).

The RTC has selected Jacobs Engineering Group (Jacobs) to assist it in preparing the EIS. Western Cultural Resource Management, Inc. (WCRM), a subcontractor to Jacobs for cultural resource issues, will facilitate consultation among the City, NDOT, and FHWA. The current APE for cultural resources is for the file search only and will change once the a reduced set of alternatives have been identified and developed to greater detail, such that potential impacts can be better defined.

As part of the EIS process, potential effects on cultural resources will be determined. The information will be used in evaluation of alternatives and can be kept confidential if you so

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desire. We would appreciate the names and addresses of other persons who should be contacts for information. Please note that the appropriate Native American tribes are also being contacted.

As part of the facilitation process, WCRM will contact you by telephone within (2) weeks receipt of this letter to discuss your concerns. To facilitate your identification of questions and concerns about the project, WCRM will coordinate with FHWA to provide you with any additional information needed by you or your staff.

We look forward to your response to this invitation and your potential role as a Section 106 consulting party on this project. If you have questions or would like to discuss in more detail the project or your agency's respective roles and responsibilities during the preparation of this document, please contact me at (775) 687-1231.

Sincerely Yours,

A. A. Abdalla

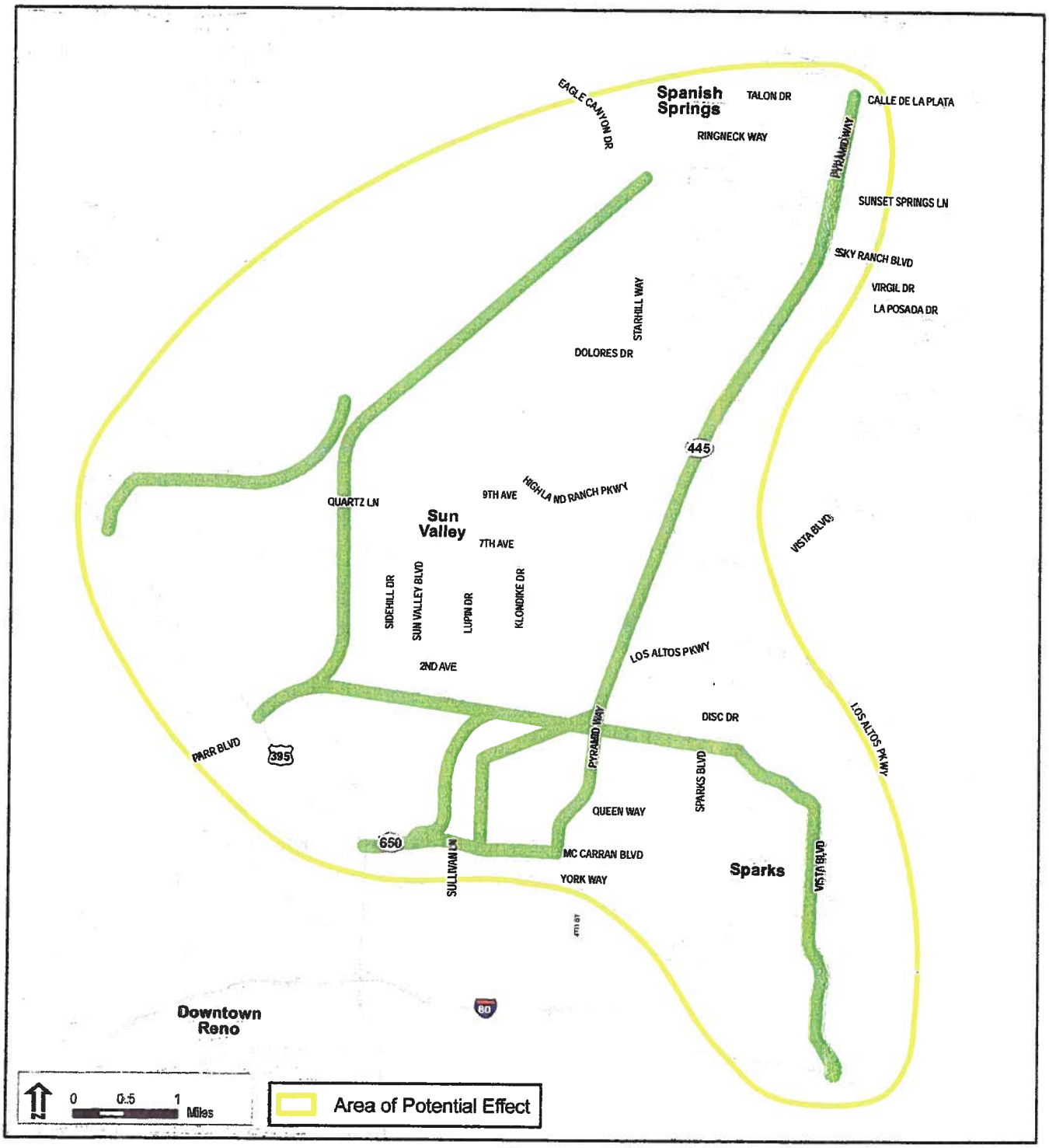
Abdelmoez A. Abdalla, Ph. D.
Environmental Program Manager

Enclosure

cc: Cliff Creger, NDOT
S. Gilbert-Young, NDOT
Doug Maloy, RTC Washoe County

RTC PYRAMID HIGHWAY US 395 CONNECTION

Level 2A Alternatives



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705 North Plaza St. Suite 220
Carson City, NV 89701

U.S. Department
of Transportation
**Federal Highway
Administration**

February 5, 2009

Nevada Division

In Reply Refer To:
HENV-NV

Subject: Consultation Under the National Historic Preservation Act for Cultural Resources for the Pyramid Highway—US 395 Connection Environmental Impact Statement (EIS)

Nevada Humanities-Reno Office
1034 N. Sierra Street
Reno, Nevada 89503

To Whom It May Concern:

The purpose of this letter is to invite the Nevada Humanities-Reno Office as an interested party under Section 106 of the National Historic Preservation Act (NHPA) and along with the Federal Highway Administration (FHWA), identify any concerns the Nevada Humanities-Reno Office may have regarding the potential effects of the proposed Pyramid Highway – US 395 Connection Project on cultural resources. The purpose of the proposed project is to address regional mobility, congestion and safety challenges faced by motorists and pedestrians that travel Pyramid Highway between the Sparks urban area and Spanish Springs. The proposed study area extends 7.7 miles along Pyramid Highway from Queen Way north to Calle de la Plata Drive. It also includes an area extending more than approximately 5 miles, from east of Vista Boulevard west to Interstate 395 near the Parr/Dandini interchange. The area along Vista Boulevard to Interstate 80 also is included. Please notify FHWA of any resources that the Nevada Humanities-Reno Office feels important to this EIS for the area.

Consultation between FHWA, the Nevada Department of Transportation (NDOT), the Washoe County Regional Transportation Commission (RTC), and the State Historic Preservation Office (SHPO) led to the definition of the geographical boundary for the preliminary Area of Potential Effect (APE). Enclosed for your review is a map showing the initial APE for cultural resource study which will initially entail a detailed records search (see enclosed exhibit).

The RTC has selected Jacobs Engineering Group (Jacobs) to assist it in preparing the EIS. Western Cultural Resource Management, Inc. (WCRM), a subcontractor to Jacobs for cultural resource issues, will facilitate consultation among the City, NDOT, and FHWA. The current APE for cultural resources is for the file search only and will change once the a reduced set of alternatives have been identified and developed to greater detail, such that potential impacts can be better defined.

As part of the EIS process, potential effects on cultural resources will be determined. The information will be used in evaluation of alternatives and can be kept confidential if you so

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desire. We would appreciate the names and addresses of other persons who should be contacts for information. Please note that the appropriate Native American tribes are also being contacted.

As part of the facilitation process, WCRM will contact you by telephone within (2) weeks receipt of this letter to discuss your concerns. To facilitate your identification of questions and concerns about the project, WCRM will coordinate with FHWA to provide you with any additional information needed by you or your staff.

We look forward to your response to this invitation and your potential role as a Section 106 consulting party on this project. If you have questions or would like to discuss in more detail the project or your agency's respective roles and responsibilities during the preparation of this document, please me at (775) 687-1231.

Sincerely Yours,

A. A. Abdalla

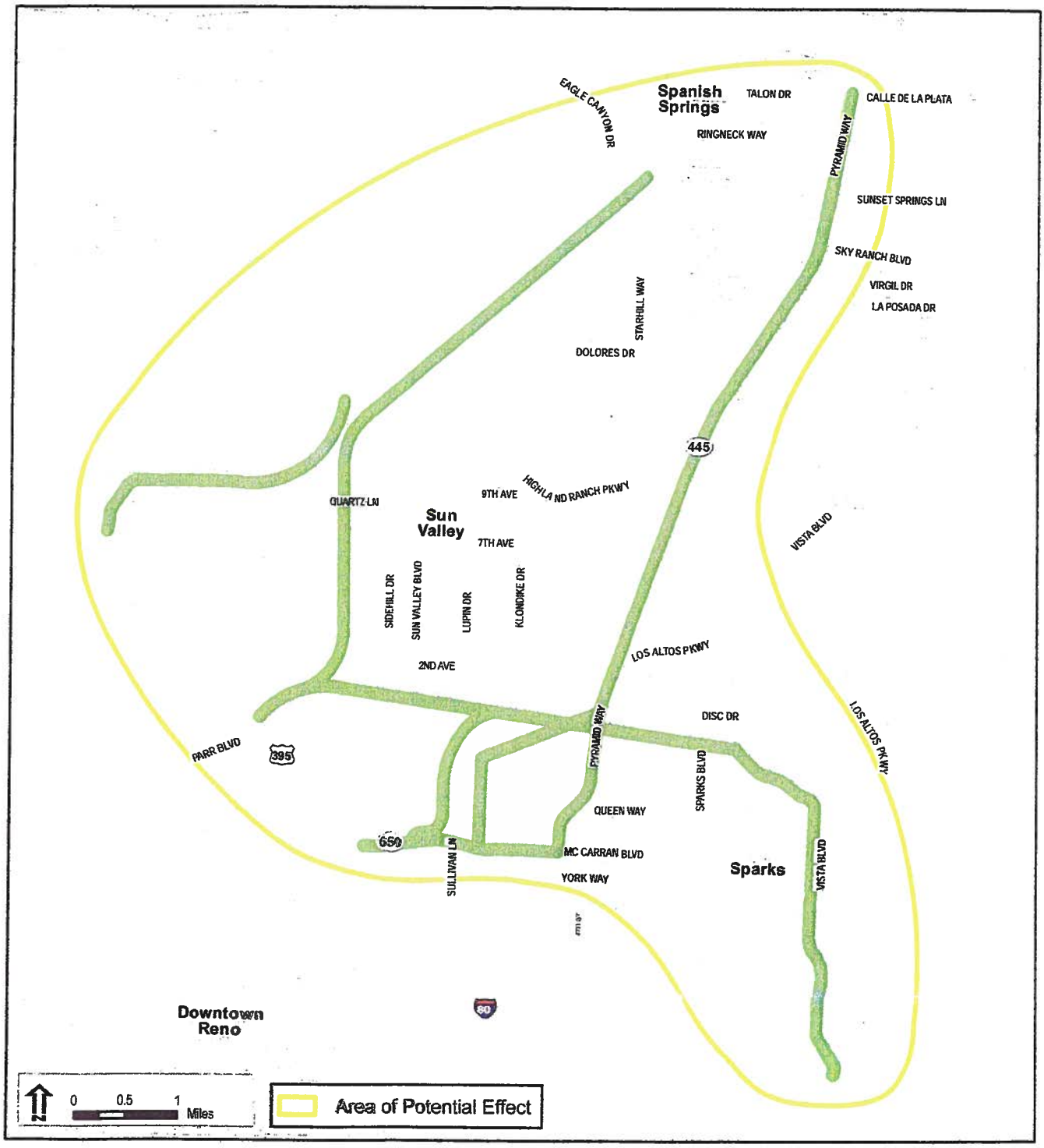
Abdelmoez A. Abdalla, Ph. D.
Environmental Program Manager

Enclosure

cc: Cliff Creger, NDOT
S. Gilbert-Young, NDOT
Doug Maloy, RTC Washoe County

RTC PYRAMID HIGHWAY US 395 CONNECTION

Level 2A Alternatives



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705 North Plaza St. Suite 220
Carson City, NV 89701

U.S. Department of Transportation
Federal Highway Administration

February 5, 2009

Nevada Division

In Reply Refer To:
HENV-NV

Subject: Consultation Under the National Historic Preservation Act for Cultural Resources for the Pyramid Highway—US 395 Connection Environmental Impact Statement (EIS)

Nevada State Museum
600 North Carson Street
Carson City, Nevada 89701

To Whom It May Concern:

The purpose of this letter is to invite the Nevada State Museum as an interested party under Section 106 of the National Historic Preservation Act (NHPA) and along with the Federal Highway Administration (FHWA), identify any concerns the Nevada State Museum may have regarding the potential effects of the proposed Pyramid Highway – US 395 Connection Project on cultural resources. The purpose of the proposed project is to address regional mobility, congestion and safety challenges faced by motorists and pedestrians that travel Pyramid Highway between the Sparks urban area and Spanish Springs. The proposed study area extends 7.7 miles along Pyramid Highway from Queen Way north to Calle de la Plata Drive. It also includes an area extending more than approximately 5 miles, from east of Vista Boulevard west to Interstate 395 near the Parr/Dandini interchange. The area along Vista Boulevard to Interstate 80 also is included. Please notify FHWA of any resources that the Nevada State Museum feels important to this EIS for the area.

Consultation between FHWA, the Nevada Department of Transportation (NDOT), the Washoe County Regional Transportation Commission (RTC), and the State Historic Preservation Office (SHPO) led to the definition of the geographical boundary for the preliminary Area of Potential Effect (APE). Enclosed for your review is a map showing the initial APE for cultural resource study which will initially entail a detailed records search (see enclosed exhibit).

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As part of the EIS process, potential effects on cultural resources will be determined. The information will be used in evaluation of alternatives and can be kept confidential if you so

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Sincerely Yours,

A. A. Abdalla

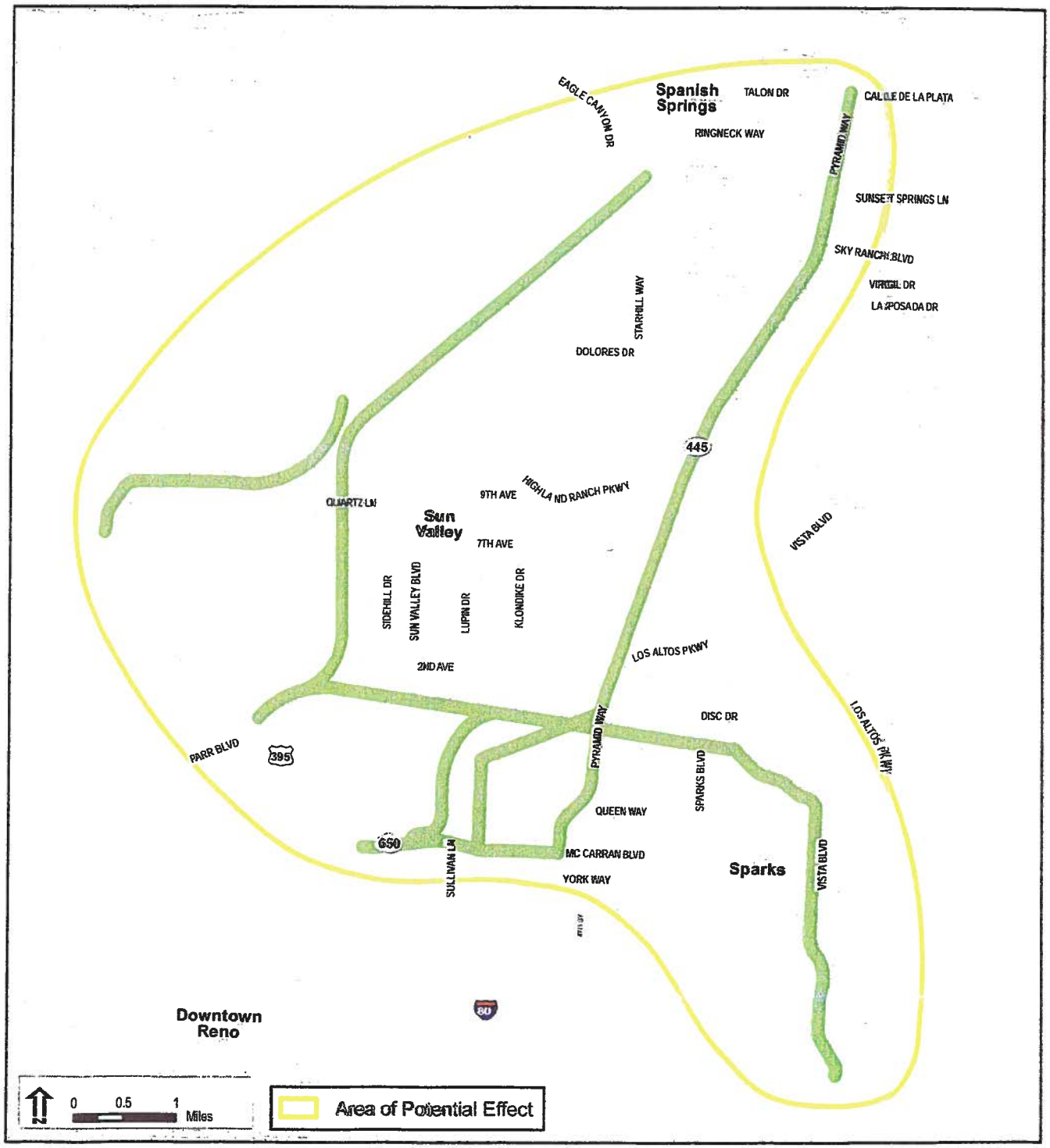
Abdelmoez A. Abdalla, Ph. D,
Environmental Program Manager

Enclosure

cc: Cliff Creger, NDOT
S. Gilbert-Young, NDOT
Doug Maloy, RTC Washoe County

RTC PYRAMID HIGHWAY US 395 CONNECTION

Level 2A Alternatives



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U.S. Department
of Transportation
**Federal Highway
Administration**

705 North Plaza St. Suite 220
Carson City, NV 89701

February 5, 2009

In Reply Refer To:
HENV-NV

Nevada Division

Subject: Consultation Under the National Historic Preservation Act for Cultural Resources for the Pyramid Highway—US 395 Connection Environmental Impact Statement (EIS)

Historic Reno Preservation Society (HRPS)
P.O. Box 14003
Reno, Nevada 89507

To Whom It May Concern:

The purpose of this letter is to invite the HRPS as an interested party under Section 106 of the National Historic Preservation Act (NHPA) and along with the Federal Highway Administration (FHWA), identify any concerns the HRPS may have regarding the potential effects of the proposed Pyramid Highway – US 395 Connection Project on cultural resources. The purpose of the proposed project is to address regional mobility, congestion and safety challenges faced by motorists and pedestrians that travel Pyramid Highway between the Sparks urban area and Spanish Springs. The proposed study area extends 7.7 miles along Pyramid Highway from Queen Way north to Calle de la Plata Drive. It also includes an area extending more than approximately 5 miles, from east of Vista Boulevard west to Interstate 395 near the Parr/Dandini interchange. The area along Vista Boulevard to Interstate 80 also is included. Please notify FHWA of any resources that the HRPS feels important to this EIS for the area.

Consultation between FHWA, the Nevada Department of Transportation (NDOT), the Washoe County Regional Transportation Commission (RTC), and the State Historic Preservation Office (SHPO) led to the definition of the geographical boundary for the preliminary Area of Potential Effect (APE). Enclosed for your review is a map showing the initial APE for cultural resource study which will initially entail a detailed records search (see enclosed exhibit).

The RTC has selected Jacobs Engineering Group (Jacobs) to assist it in preparing the EIS. Western Cultural Resource Management, Inc. (WCRM), a subcontractor to Jacobs for cultural resource issues, will facilitate consultation among the City, NDOT, and FHWA. The current APE for cultural resources is for the file search only and will change once the a reduced set of alternatives have been identified and developed to greater detail, such that potential impacts can be better defined.

As part of the EIS process, potential effects on cultural resources will be determined. The information will be used in evaluation of alternatives and can be kept confidential if you so desire. We would appreciate the names and addresses of other persons who should be contacts for information. Please note that the appropriate Native American tribes are also being contacted.

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As part of the facilitation process, WCRM will contact you by telephone within (2) weeks receipt of this letter to discuss your concerns. To facilitate your identification of questions and concerns about the project, WCRM will coordinate with FHWA to provide you with any additional information needed by you or your staff.

We look forward to your response to this invitation and your potential role as a Section 106 consulting party on this project. If you have questions or would like to discuss in more detail the project or your agency's respective roles and responsibilities during the preparation of this document, please contact me at (775) 687-1231.

Sincerely Yours,

A. A. Abdalla

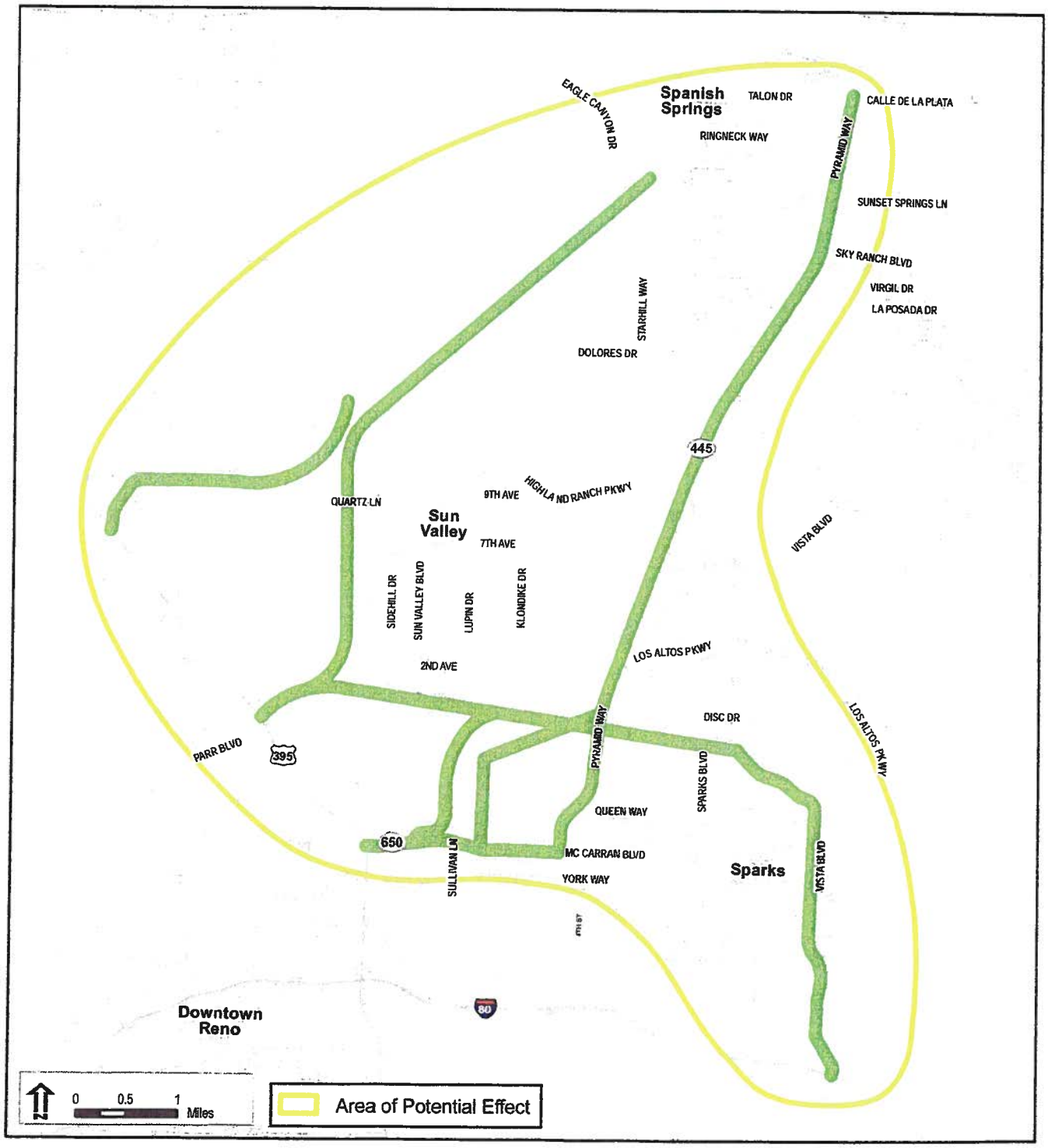
Abdelmoez A. Abdalla, Ph. D.
Environmental Program Manager

Enclosure

cc: Cliff Creger, NDOT
S. Gilbert-Young, NDOT
Doug Maloy, RTC Washoe County

RTC PYRAMID HIGHWAY US 395 CONNECTION

Level 2A Alternatives



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Carson City, NV 89701

U.S. Department
of Transportation
**Federal Highway
Administration**

February 5, 2009

In Reply Refer To:
HENV-NV

Nevada Division

Subject: Consultation Under the National Historic Preservation Act for Cultural Resources for the Pyramid Highway—US 395 Connection Environmental Impact Statement (EIS)

Sparks Heritage Museum
820 Victorian Ave
Sparks, Nevada 89431

To Whom It May Concern:

The purpose of this letter is to invite the Sparks Heritage Museum as an interested party under Section 106 of the National Historic Preservation Act (NHPA) and along with the Federal Highway Administration (FHWA), identify any concerns the Sparks Heritage Museum may have regarding the potential effects of the proposed Pyramid Highway – US 395 Connection Project on cultural resources. The purpose of the proposed project is to address regional mobility, congestion and safety challenges faced by motorists and pedestrians that travel Pyramid Highway between the Sparks urban area and Spanish Springs. The proposed study area extends 7.7 miles along Pyramid Highway from Queen Way north to Calle de la Plata Drive. It also includes an area extending more than approximately 5 miles, from east of Vista Boulevard west to Interstate 395 near the Parr/Dandini interchange. The area along Vista Boulevard to Interstate 80 also is included. Please notify FHWA of any resources that the Sparks Heritage Museum feels important to this EIS for the area.

Consultation between FHWA, the Nevada Department of Transportation (NDOT), the Washoe County Regional Transportation Commission (RTC), and the State Historic Preservation Office (SHPO) led to the definition of the geographical boundary for the preliminary Area of Potential Effect (APE). Enclosed for your review is a map showing the initial APE for cultural resource study which will initially entail a detailed records search (see enclosed exhibit).

The RTC has selected Jacobs Engineering Group (Jacobs) to assist it in preparing the EIS. Western Cultural Resource Management, Inc. (WCRM), a subcontractor to Jacobs for cultural resource issues, will facilitate consultation among the City, NDOT, and FHWA. The current APE for cultural resources is for the file search only and will change once the a reduced set of alternatives have been identified and developed to greater detail, such that potential impacts can be better defined.

As part of the EIS process, potential effects on cultural resources will be determined. The information will be used in evaluation of alternatives and can be kept confidential if you so

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We look forward to your response to this invitation and your potential role as a Section 106 consulting party on this project. If you have questions or would like to discuss in more detail the project or your agency's respective roles and responsibilities during the preparation of this document, please contact me at (775) 687-1231.

Sincerely Yours,

A. A. Abdalla

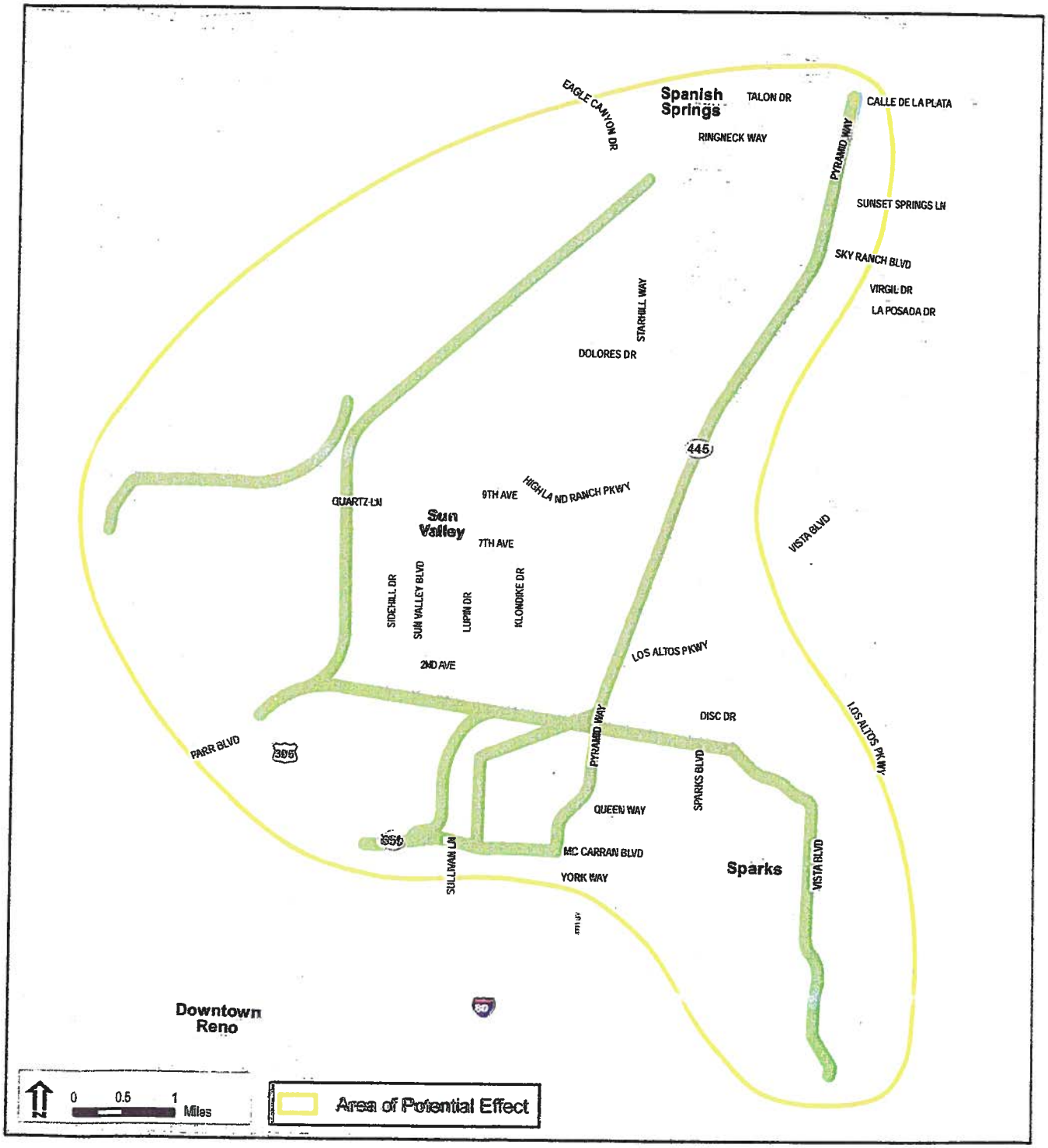
Abdelmoez A. Abdalla, Ph. D.
Environmental Program Manager

Enclosure

cc: Cliff Creger, NDOT
S. Gilbert-Young, NDOT
Doug Maloy, RTC Washoe County

RTC PYRAMID HIGHWAY US 395 CONNECTION

Level 2A Alternatives



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705 North Plaza St. Suite 220
Carson City, NV 89701

U.S. Department
of Transportation
**Federal Highway
Administration**

February 5, 2009

Nevada Division

In Reply Refer To:
HENV-NV

Subject: Consultation Under the National Historic Preservation Act for Cultural Resources for the Pyramid Highway—US 395 Connection Environmental Impact Statement (EIS)

Dr. David Rhode
Desert Research Institute
2215 Raggio Parkway
Reno, Nevada 89512

Dear Dr. Rhode:

The purpose of this letter is to invite you as an interested party under Section 106 of the National Historic Preservation Act (NHPA) and along with the Federal Highway Administration (FHWA), identify any concerns you may have regarding the potential effects of the proposed Pyramid Highway – US 395 Connection Project on cultural resources. The purpose of the proposed project is to address regional mobility, congestion and safety challenges faced by motorists and pedestrians that travel Pyramid Highway between the Sparks urban area and Spanish Springs. The proposed study area extends 7.7 miles along Pyramid Highway from Queen Way north to Calle de la Plata Drive. It also includes an area extending more than approximately 5 miles, from east of Vista Boulevard west to Interstate 395 near the Parr/Dandini interchange. The area along Vista Boulevard to Interstate 80 also is included. Please notify FHWA of any resources that you feel important to this EIS for the area.

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ECONOMY

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Sincerely Yours,

A. A. Abdalla

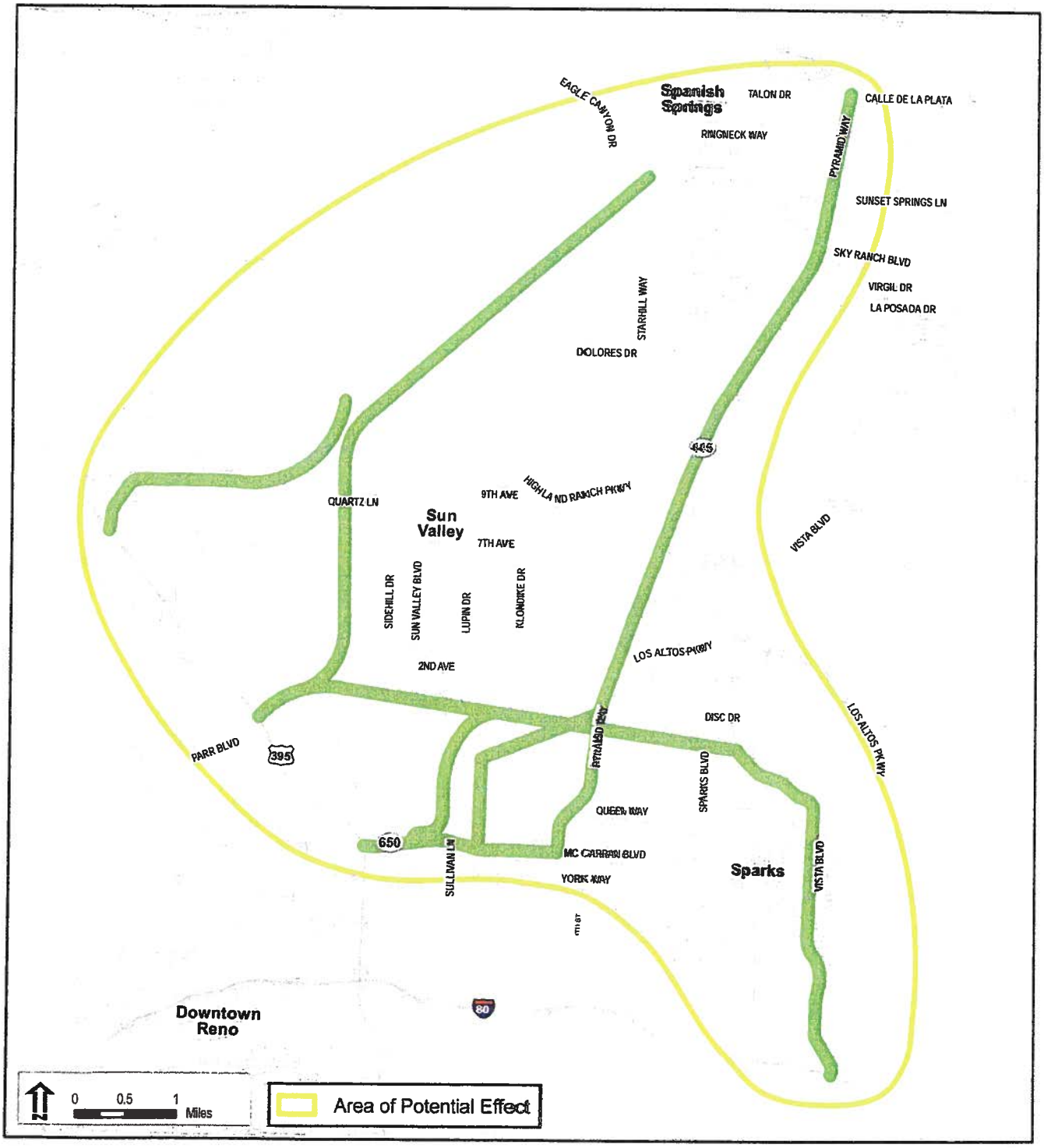
Abdelmoez A. Abdalla, Ph. D.
Environmental Program Manager

Enclosure

cc: Cliff Creger, NDOT
S. Gilbert-Young, NDOT
Doug Maloy, RTC Washoe County

RTC PYRAMID HIGHWAY US 395 CONNECTION

Level 2A Alternatives



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Carson City, NV 89701

U.S. Department
of Transportation
**Federal Highway
Administration**

February 5, 2009

In Reply Refer To:
HENV-NV

Nevada Division

Subject: Consultation Under the National Historic Preservation Act for Cultural Resources for the Pyramid Highway—US 395 Connection Environmental Impact Statement (EIS)

Mr. Don Hicks
Field Office Manager
Bureau of Land Management
5665 Morgan Mill Road
Carson City, Nevada 89701

Dear Mr. Hicks:

The purpose of this letter is to invite the Bureau of Land Management (BLM) to become a consulting party under Section 106 of the National Historic Preservation Act (NHPA) and along with the Federal Highway Administration (FHWA), to identify any concerns the BLM may have regarding the potential effects of the proposed Pyramid Highway – US 395 Connection Project on cultural resources. The purpose of the proposed project is to address regional mobility, congestion and safety challenges faced by motorists and pedestrians that travel Pyramid Highway between the Sparks urban area and Spanish Springs. The proposed study area extends 7.7 miles along Pyramid Highway from Queen Way north to Calle de la Plata Drive. It also includes an area extending more than approximately 5 miles, from east of Vista Boulevard west to Interstate 395 near the Parr/Dandini interchange. The area along Vista Boulevard to Interstate 80 also is included.

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Sincerely Yours,

A. A. Abdalla

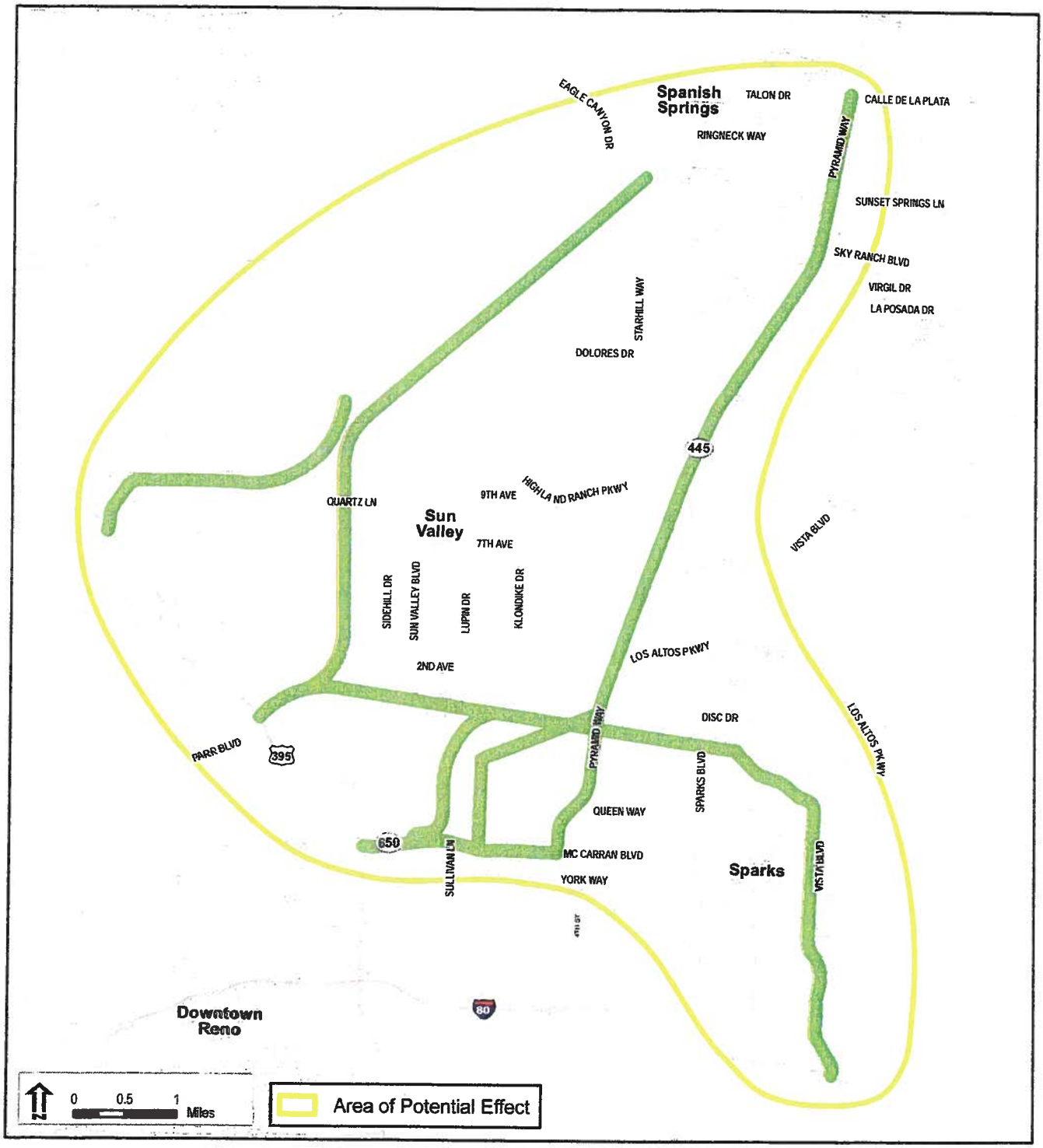
Abdelmoez A. Abdalla, Ph. D.
Environmental Program Manager

Enclosure

cc: Cliff Creger, NDOT
S. Gilbert-Young, NDOT
Doug Maloy, RTC Washoe County

PYRAMID HIGHWAY US 395 CONNECTION

Level 2A Alternatives



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Appendix A:
Agency Coordination

SHPO Correspondence

705 North Plaza St. Suite 220
Carson City, NV 89701

U.S. Department
of Transportation
**Federal Highway
Administration**

February 5, 2009

In Reply Refer To:
HENV-NV

Nevada Division

Subject: Consultation Under the National Historic Preservation Act for Cultural Resources for the Pyramid Highway—US 395 Connection Environmental Impact Statement (EIS)

Mr. Ronald James
State Historic Preservation Officer and Historian
State Historic Preservation Office
100 N. Stewart Street
Carson City, Nevada 89701

Dear Mr. James:

The purpose of this letter is to invite the State Historic Preservation Office (SHPO) to become a consulting party under Section 106 of the National Historic Preservation Act (NHPA) and along with the Federal Highway Administration (FHWA), to identify any concerns the SHPO may have regarding the potential effects of the proposed Pyramid Highway – US 395 Connection Project on cultural resources. The purpose of the proposed project is to address regional mobility, congestion and safety challenges faced by motorists and pedestrians that travel Pyramid Highway between the Sparks urban area and Spanish Springs. The proposed study area extends 7.7 miles along Pyramid Highway from Queen Way north to Calle de la Plata Drive. It also includes an area extending more than approximately 5 miles, from east of Vista Boulevard west to Interstate 395 near the Parr/Dandini interchange. The area along Vista Boulevard to Interstate 80 also is included.

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ECONOMY

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Sincerely Yours,

A. A. Abdalla

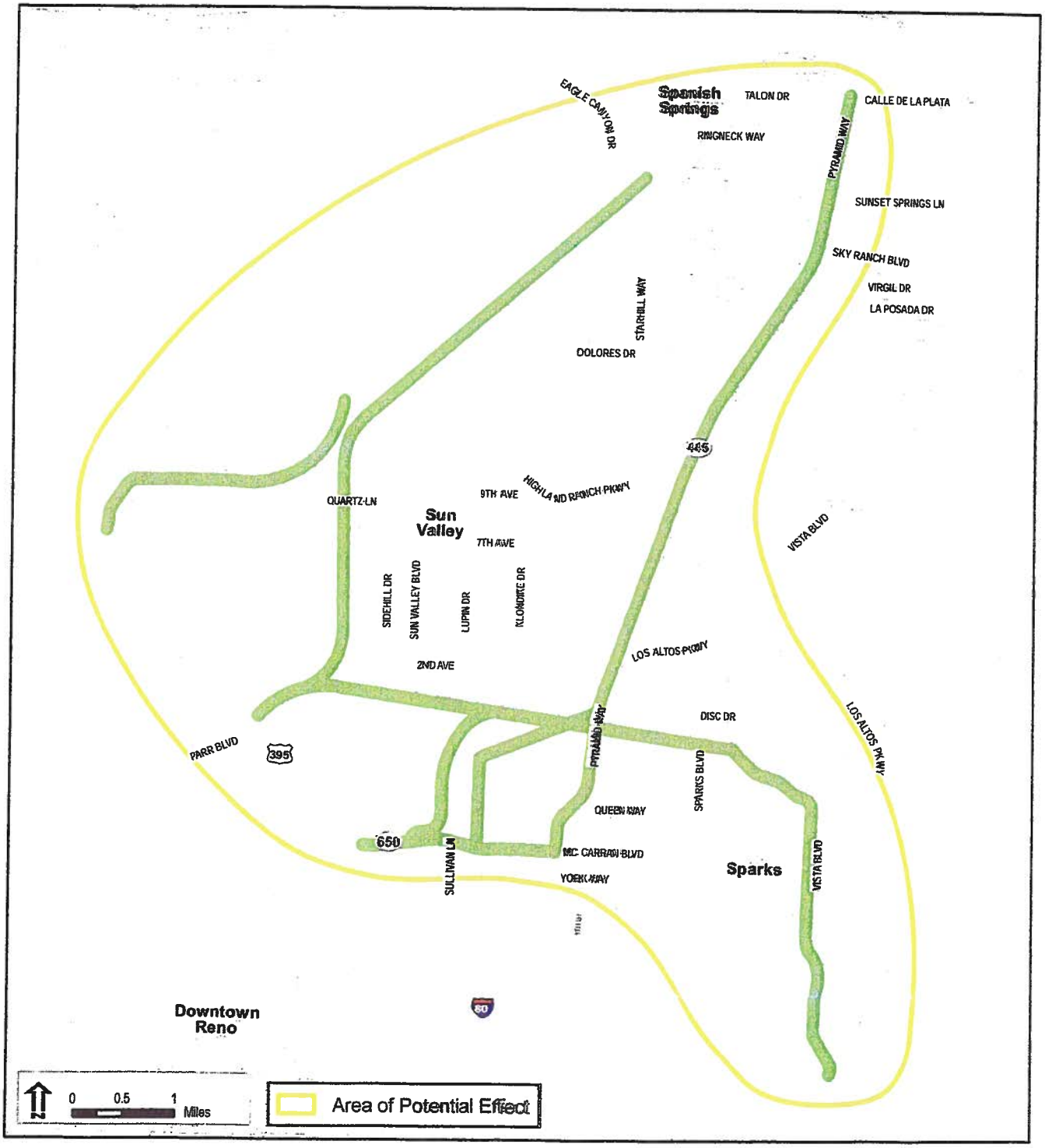
Abdelmoez A. Abdalla
Environmental Program Manager

Enclosure

cc: Cliff Creger, NDOT
S. Gilbert-Young, NDOT
Doug Maloy, RTC Washoe County

RTC PYRAMID HIGHWAY US 395 CONNECTION

Level 2A Alternatives



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**Federal Highway
Administration**

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Nevada Division

705 N. Plaza Street
Suite 220
Carson City, NV 89701
775-687-1204

May 18, 2011

In Reply Refer To:
HENV-NV

Ms. Rebecca Palmer
Nevada State Historic Preservation Office
100 N. Stewart Street
Carson City, Nevada 89701

Subject: Request for Concurrence on Pyramid Highway/US 395 Connection Project, Washoe County, Nevada EA: 73391

Dear Ms. Palmer:

The Regional Transportation Commission of Washoe County (RTC), in cooperation with the Federal Highway Administration (FHWA) and the Nevada Department of Transportation (NDOT) is preparing an Environmental Impact statement (EIS) for the proposed improvements to Pyramid Way (SR 445) and to construct a new corridor from Vista Boulevard to US 395 in Washoe County, Nevada. FHWA requests that you review the information provided, and concur with FHWA's determinations for the Areas of Potential Effect for archaeological and historic architectural resources for the proposed project.

Project Purpose and Description

The purpose of the project is to relieve traffic congestion on the Pyramid Highway and provide improved east/west community connectivity from Pyramid way to US 395 and east to Vista Boulevard.

The proposed study area extends 7.7 miles along Pyramid Highway from Queen Way to Calle de la Plata Drive. It also includes an area extending approximately 5 miles, from east of Vista Boulevard to US 395 near the Parr/Dandini interchange. The area along Vista Boulevard to US 395 is also included (see enclosed maps).

The project involves widening of the Pyramid Highway from Queen Way to Calle de la Plata Drive and construction of an interconnector highway from Pyramid Highway to US 395.

The major components of the project, including its alternatives might include:

- Construction of bridges (25' to 28' high) on Pyramid Highway over the following cross streets and locations:
    1. Eagle Canyon Road
    2. Delores Drive
    3. Lazy 5 Parkway
    4. Sparks Boulevard
    5. Golden View

6. Just north of Los Altos Parkway
7. Northwest of the Pyramid Highway/Disc Drive Intersection (Bridge 17B)
8. West of the Pyramid Highway/Disc Drive Intersection (Bridge 18)
9. North of the Pyramid Highway/Disc Drive Intersection (Bridge 19)

- New alignment to the Pyramid Highway that would connect Pyramid Highway with US 395, north of McCarran Boulevard and through Sun Valley.

- Construction of new local roads at the following locations:
  1. Extending Delores Drive and Tierra Del Sol Parkway to an unnamed road to the east.
  2. Connecting Blue Skies Drive with Blue Gem Circle with outlets to Evening Starr Drive and the Oasis Mobile Estate Mobile Home Park.

- Widening and improvements of roads at the following locations:
  1. Disc Drive from Pyramid Highway to the Vista Boulevard
  2. Pyramid Highway between Disc Drive and Queen Way

- Construction and substantial reconfiguration of interchanges at the following locations:
  1. US 395/Pyramid Highway interchange in the vicinity of the Parr Boulevard overpass, including five bridge structures up to 28' high
  2. Pyramid Highway, First Street and El Rancho Drive, including eight bridge structures up to 28' high

More information on the Pyramid Highway/US 395 Connection Project can be found on the project website: <http://www.pyramidus395connection.com/index.html>

Archaeology Area of Potential Effect
The archaeological Area of Potential Effect (APE), which includes the project alternatives footprint, is shown in the enclosed Archaeological APE Maps.

Historic Architectural Resource Area of Potential Effect
The historic architectural APE includes the project footprint (including the alternatives), adjacent parcels, and parcels that might be visually impacted by the project. There are 655 parcels in the APE and 617 acres (see enclosed Historic Architecture APE Maps).

If you have any questions, please feel free to call me at 775-687-1231.

Sincerely,

A. A. Abdalla

Abdelmoez A. Abdalla
Environmental Program Manager

Enclosure

cc: C. Cliff Creger, NDOT
Doug Maloy, RTC Washoe

ec: Andrew Soderborg, FHWA

U.S. Department
of Transportation
**Federal Highway
Administration**

Nevada Division

705 N. Plaza Street
Suite 220
Carson City, NV 89701
775-687-1204

September 8, 2011

In Reply Refer To:
HENV-NV

Ms. Rebecca Palmer
Deputy Historic Preservation Officer
State Historic Preservation Office
100 N. Stewart Street, Capitol Complex
Carson City, Nevada 89701

Subject: Pyramid Highway/US 395 Connection Project, Washoe County, EA: 73391;
WA11-009R

Dear Ms. Palmer:

Thank you for meeting with the project team on June 16, 2011 to discuss the Pyramid Highway/US 395 Connection project. As discussed in our meeting, this letter provides additional information about the project to supplement the request for concurrence on the Area of Potential Effect (APE) sent to you May 18, 2011. Specifically, more information on project alternatives that will be evaluated in the Environmental Impact Statement (EIS) and their potential effects are included. Enclosed are maps illustrating the project alternatives and parcels within the APE where impacts to NRHP-eligible or potentially NRHP-eligible resources may occur. At this time, FHWA requests that you review the additional information provided, and concur with FHWA's determination for the APE for Historic Architectural resources for the proposed project.

Project Description

The proposed study area extends 7.7 miles along Pyramid Highway from Queen Way north to Calle de la Plata Drive through the communities of Sparks and Spanish Springs. It also includes an area extending more than approximately 5 miles from Vista Boulevard west to US 395 near the Parr/Dandini interchange through the communities of Sparks and Sun Valley (see enclosed maps).

The project involves converting Pyramid Highway from an existing arterial[1] to a freeway[2] facility, arterial widening, and ancillary improvements from Queen Way to Calle de la Plata Drive, and construction of a new freeway facility and ancillary improvements from Pyramid

[1] Arterial - A class of roads serving major traffic movements (high-speed, high volume) for travel between major points.
[2] Freeway - A divided arterial highway designed for the unimpeded flow of large traffic volumes. Access to a freeway is rigorously controlled and intersection grade separations are required.

Highway to US 395. Moving from west to east and south to north, the major segments of the project and its alternatives are described below:

US 395 Interchange

Improvements involve widening to include one to two auxiliary lanes on US 395 at grade from approximately the McCarran Boulevard interchange north to approximately 1,500 feet north of the Parr / Dandini interchange. To increase interchange capacity[3], the Parr / Dandini interchange would be replaced at its existing location and grade with a similar diamond-type[4] service interchange. In addition, a new high-speed system interchange[5] approximately 30 feet above the Parr / Dandini interchange would connect US 395 to the Pyramid Highway to the east. No high-speed movements are proposed to the west of US 395. Refer to the enclosed Overview Map and Detail 6 and Detail 7 maps.

Sun Valley Area

From the US 395 system interchange, the US 395 Connector would proceed east as a six-lane freeway with sizeable cuts and fills[6] as it crosses the Red Hills north of the Desert Research Institute. As the alignment approaches Sun Valley, it would cross over Sun Valley Boulevard by approximately 30 feet. This crossing can occur at either of two locations: 1) the north crossing at 1st Avenue parallel to an existing powerline corridor, or 2) the south crossing approximately 500 feet north of the Dandini / El Rancho intersection using an undeveloped bluff to the east. Both of these crossing locations would converge at the same general location as they continue east of Sun Valley. Refer to Overview Map and Detail 6 map attached.

In addition to the Sun Valley crossing locations, four interchange options exist. The first two alternatives would be a typical tight diamond interchange connecting directly to Sun Valley Boulevard at one of the two crossing locations described above. The interchange would consist of a bridge approximately 30 feet above the existing Sun Valley Boulevard with ramps to/from the east and west directions, and ramp terminal [7]intersections located about 500 feet apart. Refer to the enclosed Overview Map and Detail 6 map.

The second two alternatives consist of a modified partial cloverleaf [8]service interchange west of Sun Valley proper to reduce potential property displacements. The West of Sun Valley interchange could be located coincident with either the southern or northern crossing of Sun Valley described above. Due to differences in grades, the interchange would consist of loop ramps to/from the west and diamond ramps to/from the east. This would result in a ramp terminal intersection spacing of approximately 1,300 feet. The interchange's location west of existing roadway facilities would require construction of a new two-lane arterial connection to

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[3] Capacity - A transportation facility's ability to accommodate a moving stream of people or vehicles in a given time period.

[4] Diamond-type interchange - is a common type of road junction, used where a freeway crosses a minor road. The freeway itself is grade-separated from the minor road, one crossing the other over a bridge. Approaching the interchange from either direction, an off-ramp diverges only slightly from the freeway and runs directly across the minor road, becoming an on-ramp that returns to the freeway in similar fashion.

[5] High-speed interchange – a interchange designed for speeds over 50 miles per hour.

[6] Cuts and fills - In earthmoving, cut and fill is the process of constructing a road whereby the amount of material from cuts roughly matches the amount of fill needed to make nearby embankments, so minimizing the amount of construction labor.

[7] Ramp terminal – where highway ramps end in an intersection.

[8] Cloverleaf - A **cloverleaf interchange** is a two-level interchange in which left turns (in countries that drive on the right) are handled by loop roads (U.S.: ramps, UK: slip roads). To go left (in right-hand traffic), vehicles first continue as one road passes over or under the other, then exit right onto a one-way three-fourths loop ramp (270°) and merge onto the intersecting road.

Dandini Boulevard and a four-lane arterial connection to West 1st Avenue. The West of Sun Valley interchange could tie into the planned West Sun Valley Arterial, a regionally significant facility identified in the Washoe RTC Regional Transportation Plan. Located on the side of Red Hill, the West of Sun Valley interchange would be located above- and below-grade, requiring cuts and fills. Refer to the enclosed Overview Map and Detail 6 map.

Pyramid Corridor Alignments

East of the Sun Valley Area and north toward Sparks Boulevard, the six-lane US 395 Connector freeway would consist of one of three alignment alternatives: On-Alignment, Off-Alignment, and Ridge Alignment alternatives, as described below:

- The On-Alignment Alternative would continue east over the hills to the existing Pyramid Highway, dividing Sun Valley and Sparks. The existing Pyramid facility would be converted from a four-lane arterial to a six-lane freeway from just north of Disc Drive to Sparks Boulevard. Modified split diamond interchanges are proposed at Disc Drive and Golden View Drive, where the freeway would cross approximately 25 feet to 30 feet above the existing grade and consist of ramp terminal intersections located approximately350 feet apart. The area between these interchanges would be connected by frontage roads[9]. The frontage roads would parallel the freeway facility, generally be at-grade[10] (retaining wall-separated), and create a project footprint approximately 350 feet to 500 feet wide through this section. The mainline freeway would vary in height throughout this section, from a maximum of 30 feet at interchange crossings, to a minimum of 5 feet between interchanges. Refer to the enclosed Overview Map and Detail maps 3 through 5.

- The Off-Alignment Alternative would avoid many of the property impacts associated with improving the existing developed corridor. This would be accomplished by turning the six-lane freeway facility northward as it approaches the Pyramid corridor from the west. The alignment generally would be just below the eastern ridgeline of the mountains but west of most of the Pyramid corridor development. This would require sizeable cuts and fills as the alignment hugs the ridgeline, which would create visual impacts. An interchange with a westward extension of Disc Drive would be located approximately 0.5 miles west of the commercial core, and an interchange with existing Pyramid Highway would be located approximately 1,500 feet south of Sparks Boulevard. Refer to the enclosed Overview Map and Detail 4 and Detail 5 maps.

- The Ridge Alignment Alternative is similar to the Off-Alignment Alternative, except that it would be located farther to the west behind the eastern ridgeline. The Ridge

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[9] Frontage Roads - A frontage road (also access road, service road, and many other names) is a non-limited access road running parallel to a higher-speed road, usually a freeway, and feeding it at appropriate points of access (interchanges). In many cases, the frontage road is a former alignment of a road already in existence when the limited-access road was built.

[10] At-grade - An **at-grade intersection** is a junction at which two or more transportation axis cross at the same level (or grade).

Alignment Alternative would create fewer visual impacts than the Off-Alignment Alternative, but would be located farther from commercial and residential development. Similar to the Off-Alignment Alternative, the Ridge Alignment Alternative would include an interchange with the Disc Drive extension over 0.5 miles west of the commercial core and with the existing Pyramid Highway approximately 1,500 feet south of Sparks Boulevard. Refer to the enclosed Overview Map and Detail 4 and Detail 5 maps.

The three Pyramid corridor alignment alternatives described above would require additional improvements in this segment of the project area. Disc Drive would be widened from four lanes to six lanes at-grade from Pyramid Highway to Vista Boulevard. In addition, a new six-lane extension of Disc Drive would connect the Pyramid Highway / Disc Drive intersection with a new US 395 Connector / Disc Drive interchange. The exact location and layout of this interchange varies with each Pyramid corridor alignment alternative. The Disc Drive extension would generally be located below the existing grade, varying between 50 feet to 175 feet below grade. In addition, Pyramid Highway would be widened from four lanes to six lanes at-grade between Queen Way and Los Altos.

Pyramid Northerly Interchanges and Terminus

One build alternative is being considered from Sparks Boulevard to the north end of the project. It would consist of a six-lane elevated freeway from Sparks Boulevard to just north of the Eagle Canyon / La Posada intersection, and a six-lane arterial at-grade to Calle de la Plata. The freeway would be elevated, and would vary between five feet to ten feet in height between interchanges. Interchanges would consist of the freeway crossing over the local roadway at a height of approximately 25 feet to 30 feet. Refer to Overview Map and Detail maps 1-3 attached.

Interchanges would consist of a split diamond interchange from Sparks Boulevard to Lazy 5 Parkway, connected by frontage roads. The frontage roads would create a 350- to 500-foot-wide overall footprint. The frontage roads would be constructed at-grade and would be separated from the mainline freeway by retaining walls. A split diamond configuration is proposed between the Dolores Drive and Eagle Canyon / La Posada interchanges. The frontage roads would create a 350- to 500-foot-wide overall freeway footprint. The frontage roads would be at-grade and separated from the mainline freeway by retaining walls.

Other Project Components

In addition to the roadway improvements described above, other transportation improvements are proposed. These include bicycle/pedestrian facilities, ranging from bicycle lanes and sidewalks to multi-use paths along portions of the alignment. Bicycle facilities would generally be located at the same grade as adjoining roadway improvements. Park-and-Ride lots of approximately one acre are proposed in the southeast quadrant of the Pyramid Highway / Calle de la Plata intersection, the southeast quadrant of the Pyramid Freeway / Eagle Canyon / La Posada interchange, and as a shared lot with the existing Wal-Mart parking lot. Increased transit service and Intelligent Transportation System (ITS) improvements are included, which would have a negligible effect on the project footprint and viewshed.

Areas of Potential Effect (APE)

The Archaeological Area of Potential Effect (APE) will be submitted later in the process once more design information is available.

The Historic Architectural Resource APE for direct and indirect impacts includes the project footprint, adjacent parcels, and parcels that might be visually impacted by the project. The direct impacts will be parcels that will experience takes due to construction of the new highway.

The indirect impacts would include visual effects to properties from construction of the transportation facilities. Visual impacts generally exceed in range the auditory impact (traffic noise analyses focus on parcels adjacent to, or one parcel from, the right-of-way). The project is not expected to induce development that would expand the APE beyond those areas stated above. In terms of induced development, this project includes two types of roadway improvements: improvements to existing roads, or construction of new roads. New road construction for this project generally would occur on steeper slopes in BLM-owned property and/or zoned open space. These areas are not likely to be developed in the reasonably foreseeable future due development restrictions and the costs associated with, developing lands on steep slopes, especially when there are currently a large number of vacant commercial buildings available.

New development, as a result of improvements to existing roads, is not expected to exceed the visual APE range because: 1) there is existing available commercial space on Pyramid Highway, 2) the likelihood that development would be commercial along the existing road, 3) development would be as far from the proposed alignment as current development, and 4) the cost of leveling any new parcel in the APE.

The APE includes 702 parcels in the APE and 631 acres (see enclosed maps). The cutoff date for structures warranting further evaluation for eligibility for listing on the National Register of Historic Places (NRHP) is 1971. This 40-year cut-off date may give the Environmental Impact Statement (EIS) a longer "shelf-life."

Methodology

NDOT reviewed Washoe County Assessors Department data regarding structure age and identified 11 parcels to be included in the visual/historic architectural APE based on the project alternative alignments. A reconnaissance survey of those parcels was conducted in June 2011 from public rights-of-way and other public spaces. The survey attempted to identify the total number of buildings on a parcel and their relationship to each other, gathered basic descriptive data on their materials and methods of construction to the extent possible, and photographed each building when possible.

Next Steps:

- **Prepare Programmatic Agreement**: A Programmatic Agreement (PA) will be prepared that describes the process by which Section 106 will be accomplished for the project, who is responsible, and when activities will take place. This will allow archaeological site recordation to occur after completion of the Draft EIS but prior to completion of the Final EIS. Further, should design changes warrant additional archaeological investigation, the PA would outline the process for completing Section

106 documentation, subsequent to the Record of Decision (ROD). The PA will be appended to the EIS.

- **Archaeology Inventory**: An Archaeological inventory will be conducted according to Class III standards. Recordation and evaluation of sites will use Appendices D and E from the State Protocol Agreement between the Bureau of Land Management, Nevada, and the Nevada State Historic Preservation Office for Implementing the National Historic Preservation Act, Finalized October 26, 2009.

- **Architectural Inventory**: An architectural inventory of the APE will be completed by Western Cultural Resource Management, Inc. The report will evaluate all pre-1972 buildings in the APE using a Historic Resource Inventory Form.

If you have any questions, please feel free to call me at 775-687-1231.

Sincerely,

A.A. Abdalla

Abdelmoez A. Abdalla
Environmental Program Manager

Enclosure

cc: C. Cliff Creger, NDOT
ec: Andrew Soderborg, FHWA

LEO M. DROZDOFF, P.E.
Director
Department of Conservation and Natural Resources

RONALD M. JAMES
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DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES

STATE HISTORIC PRESERVATION OFFICE

October 11, 2011

Abdelmoez Abdalla, Environmental Program Manager
US Department of Transportation
Federal Highway Administration
705 North Plaza Street, Suite 220
Carson City, Nevada 89701

Re: *Architectural* Area of Potential Effect and Project Description for
Pyramid Highway/US 395 Connection Project, Washoe County, Nevada
EA: 73391
WA11-009R
SHPO Undertaking Number: 2010-0884

Dear Mr. Abdalla,

The Nevada State Historic Preservation Office (SHPO) has reviewed the subject undertaking for compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. Based on the information submitted in correspondence from FHWA dated September 8, 2011 (received September 12th) the project consists of converting Pyramid Highway from an existing arterial to a freeway and constructing a new freeway from Pyramid Highway to US 395.

Area of Potential Effect (APE)
The SHPO concurs with the *Architectural* APE as defined in the above referenced correspondence and as illustrated in the APE Map Overview.

Project Description
The SHPO has reviewed the expanded project description. Based on the submitted information, including maps and correspondence, the SHPO understands the following. If this understanding is inaccurate, please clarify.

- The Parr/Dandini Interchange, which is labeled on the map, will be replaced with the 395 System Interchange, which is described in the project description.
- Per APE Map Detail 5, Pyramid Highway appears to be labeled as Sun Valley Boulevard.

For future correspondence, please label all alternatives on the maps to ensure that the written correspondence and maps correlate. The SHPO notes that the 3 different Pyramid Corridor Alignments (On, Off, and Ridge) are labeled individually in Map Details 4, 5. However, in the Sun Valley Area, the four different alternatives in Map Detail 6 are not individually identified. Please label Alternatives 1 through 4, should they be referenced in future correspondence.

Resource Identification
Regarding *architectural* resources, those constructed in 1972 or earlier will be documented utilizing Nevada's Historic Resource Information Form (HRIF). The APE includes 702 parcels and 631 acres. Had a buffering system, instead of a parcel system, been utilized to document the APE, perhaps fewer acres or properties would have been surveyed.

Regarding *archaeological* resources, the SHPO notes that the APE and the corresponding inventory will be submitted once the design information is available.

Programmatic Agreement
At this time, the SHPO concurs with the *Architectural* APE and awaits a draft copy of the Programmatic Agreement (PA).

If you have questions regarding the architectural contents of this correspondence, please contact Sara Fogelquist, Architectural Historian, at 775-684-3427 or sfogelquist@nevadaculture.org.

Sincerely,

Rebecca L. Palmer
Deputy State Historic Preservation Officer

cc: C. Cliff Creger, NDOT

U.S. Department of Transportation
Federal Highway Administration

Nevada Division

705 N. Plaza Street, Suite 220
Carson City, NV 89701
Phone 775 687-1204
Fax 775 687-3803

February 28, 2012

In Reply Refer To:
HENV-NV

Ms. Rebecca Palmer
Deputy Historic Preservation Officer
State Historic Preservation Office
901 S. Stewart Street, Suite 5004
Carson City, Nevada 89701

Subject: Pyramid-US 395 Connector, Reno, Washoe County, Nevada
EA # 73390 & 73391; FHWA # DE-0191(065) & DE-0191(067)
SHPO Undertaking #2010-0884

Dear Ms. Palmer:

The Federal Highway Administration (FHWA), the Nevada Department of Transportation (NDOT), and the Regional Transportation Commission of Washoe County (RTC) propose a project to improve traffic flow along the Pyramid Highway from Queen Way to Calle de la Plata Drive. The project will also include a connector route from US 395 to the Pyramid Highway through the Sun Valley neighborhood in the northwestern portion of the Reno metro area. At this time, the FHWA requests that you review the enclosed materials and concur with the FHWA eligibility determinations for architectural resources.

The enclosed Historic Architectural survey report was prepared by Western Cultural Resource Management (WCRM), Inc. The report is titled: *Architectural Inventory: Pyramid Highway/US 395 Connection Project, Sparks, Washoe County, Nevada.* The report evaluated historic architectural resources that are within the project's Area of Potential Effect (APE). Your office concurred on the project's APE in a letter dated October 11, 2011.

Identification of Historic Properties
WCRM, Inc. prepared 34 Historic Resource Inventory Forms (HRIFs) and three Historic District Forms for this report. Individual HRIFs completed for properties within a recommended historic district are included in the total count of HRIFs.

Two previously evaluated linear resources were re-evaluated for this report: the Orr Ditch and the Prosser Ditch. The Orr Ditch was previously determined eligible to be listed in the National Register of Historic Places (NRHP). The segments of the Orr Ditch that are in the Pyramid US 395 connector project's APE were re-evaluated and found to be non-contributing elements. The

re-evaluation is addressed in Appendix C of the survey report. No HRIF was prepared for this previously evaluated resource.

The Prosser Ditch was also previously evaluated and determined to be eligible. The three segments of the Prosser Ditch that are in the Pyramid US 395 connector project's APE were re-evaluated. The report recommends that segments A and B are non-contributing elements to the Prosser Ditch, while segment C was recommended as a contributing element. An HRIF was prepared for the Prosser Ditch.

Please note that three additional buildings in the APE were old enough to warrant an HRIF; however, no HRIF was prepared because these buildings are being evaluated as part of another FHWA architectural inventory report for the Pyramid-McCarran Intersection project. FHWA will consult with SHPO on the eligibility of the following buildings at a later date:

- Reno Arch Missionary Church/Baik Building located at 620 Queen Way, Sparks; built in 1904 (APN 2801140).
- Sparks Christian Church located at 560 Queen Way, Sparks; built in 1965 (APN 2801139).
- Matthew H. Gibbons House/Van Meter House located at 5745 Wedekind Rd, Sparks; built in 1963 (APN 2801203).

Determination of Eligibility

The report recommends three historic districts and two linear resources as eligible for the NRHP. The following table lists the eligible properties and FHWA's eligibility determination:

Name	Consultant's Eligibility Recommendation	FHWA's Eligibility Determination	Notes
Trosi Family/Kiley Ranch Historic District	Eligible A, C	Eligible A, C	4 contributing properties / 0 non-contributing properties, 6.6 acres
Iratcabal Farm Historic District	Eligible A, C	Eligible A, C	10 contributing properties / 0 non-contributing properties, 5.18 acres
Sierra Vista Ranch Historic District	Eligible A, C	Eligible A, C	8 contributing properties / 5 non-contributing or unevaluated properties, 8.6 acres
Prosser Valley Ditch	Eligible A, B	Eligible A, B	Previously evaluated and determined eligible. One contributing segment, two non-contributing segments
Old Pyramid Highway	Eligible A	Not Eligible	Segment A is 0.27 miles long and Segment B is 0.15 miles long.

The FHWA reached a different conclusion on the eligibility of the Old Pyramid Highway. The FHWA has determined that the Old Pyramid Highway does not retain sufficient integrity to convey its historical associations. A detailed justification of FHWA's eligibility determination is included on the HRIF coversheet for the Old Pyramid Highway. Attached to this letter is a list of FHWA's eligibility determinations for all of the properties that were evaluated.

The report recommends that the project will have an adverse effect on some of the NRHP eligible properties and proposes mitigation measures. The FHWA is only requesting SHPO's concurrence on the findings of eligibility for architectural resources. A request for concurrence on the entire project's effect will be made after the archaeological survey and Native American consultations are complete.

If you have any questions, please contact Elizabeth Dickey of NDOT at 775-888-7478 or myself at 775-687-1231.

Sincerely,

A. A. Abdalla

Abdelmoez A. Abdalla
Environmental Program Manager

Enclosures: Report, photographs & negatives, archival CD

ec: C. Cliff Creger (NDOT)
Jim Carter (BLM)
Andrew Soderborg (FHWA)

Justification

The contractor recommended two segments of the 1934-1935 Old Pyramid Highway as eligible for the National Register of Historic Places (NRHP) under Criteria A because the road is associated with events important to local history as a main highway in the region leading to Pyramid Lake from Reno, and because these are the only known segments of the road.

The FHWA has determined that Segment A and Segment B of the Old Pyramid Highway are not eligible for the NRHP because the two segments no longer retain sufficient integrity to convey their historical associations.

Integrity

Integrity is not only important to a resource being evaluated under Criteria C, it is also necessary for a resource being evaluated under Criteria A. A resource may have associations with the broad patterns of history; however, if the integrity of the resource is so low that it cannot convey those associations, then it does not meet the requirements for being eligible for listing on the NRHP (NPS 1997:12).

The character defining features of a mid 1930s-era highway in Nevada are:

- Related signage and road markers
- Original alignment
- Culverts constructed of rubble masonry
- Asphalt paved surface
- Original roadway dimensions
- Integrity of setting

These are the essential physical features that must be present for a historic road to represent its significance. The integrity of setting is particularly vital. By their nature, roads are connected to the landscape and the setting. The points they link are as important as the scenery that passes by on the journey. The surrounding human built and natural landscape must retain enough integrity to convey the feeling of the road's historic-era.

The Old Pyramid Highway has no related signage or road markers. A metal pipe embedded in a rock cairn may be a marker that was associated with the road; however, its original function is not evident from the physical remains. The two segments of road represent the original 1934-1935 alignment of the road. A small culvert with granite masonry remains. Most of the asphalt has deteriorated to the point that it is no longer identifiable as asphalt. The original roadway dimensions of about 23 feet wide are discernible, though many sections have become overgrown and it is difficult to decide where exactly the roadbed ends and the ground begins. The setting of the road has changed from rural, undeveloped land to modern commercial areas with a large highway--the modern Pyramid Highway--traveling over parts of the historic route of the Pyramid Highway. The Old Pyramid Highway does not retain most of the character defining features and the features it does retain have poor integrity. The stone culvert would be the exception. The culvert appears to have good integrity of design, workmanship and materials, though the presence of a culvert alone is not enough to make a road segment eligible for the NRHP.

Design: Nevada FHWA recommends that at least one mile of road is necessary to convey the original design of a historic road. The essence of a road is that it travels *through* a landscape. Segments of road shorter than one mile lack the essential quality of a road, especially in areas of relatively level terrain such as the Old Pyramid Highway. Segment A is .27 miles long and Segment B is .15 miles long. Even added together they do not have the length needed to suggest the sense of distance the road once had.

Materials: The condition of a historic resource may be poor without affecting the integrity. However, in the case of the Old Pyramid Highway, the condition is so deteriorated that character defining features of the highway, such as asphalt, are missing.

Location: The two segments of road (.42 miles) retain integrity of location.

Workmanship: Extreme deterioration of the road has diminished the levels of integrity of workmanship. A small culvert, faced with granite ashlar is the only remaining element of the road that displays historic workmanship. The rest of the road has poor integrity of workmanship.

Setting: The Historic Resource Inventory Form documents that the road segments have had "significant loss of their original setting and feeling due to nearby modern development." Commercial development and the nearby modern Pyramid Highway have significantly changed the historically rural setting of the road.

Feeling: The changes to the setting, coupled with the poor integrity of the resource leave the road with no expression of aesthetic or historic sense of a particular time period.

The National Park Service advises that good integrity is essential for a property to convey its historical significance and association. While the Old Pyramid Highway may be locally significant for its historic role in connecting the Spanish Springs area to the Reno-Sparks area, these two segments of the Old Pyramid Highway are unable to convey this association because of severe deterioration and urban development of the setting.

National Park Service
1997 *National Register Bulletin: How to Apply the National Register Criteria for Evaluation.* U.S. Department of the Interior.

	APN	Name	Address	Dir	Street	City	Zip Code	Acres	Built	Consultant's Eligibility Recommendation	FHWA's Eligibility Determination	Notes
1	3506306	Flavia Neyes House/ Barbara Eustaquio House	4728	E	Leonisio Dr	Sun Valley	89433	>1	1971	Not Eligible	Not Eligible	HRIF prepared
2	3526110	Iratcabal Farm Historic District	2710		Spanish Springs Rd	Sparks	89436	5.18	1930 - c 1960	Eligible A, C	Eligible A, C	Historic District Form prepared
3	33526110	Iratcabal Farm House	2710		Spanish Springs Rd	Sparks	89436	>1	1945	Not individually eligible. Contributing element to Iratcabal Farm Historic District	Not individually eligible. Contributing element to Iratcabal Farm Historic District	HRIF prepared
4	3526110	Iratcabal Farm Bunkhouse	2710		Spanish Springs Rd	Sparks	89436	>1	1945	Not individually eligible. Contributing element to Iratcabal Farm Historic District	Not individually eligible. Contributing element to Iratcabal Farm Historic District	HRIF prepared
5	3526110	Iratcabal Mobile Home	2710		Spanish Springs Rd	Sparks	89436	>1	1956	Not individually eligible. Contributing element to Iratcabal Farm Historic District	Not individually eligible. Contributing element to Iratcabal Farm Historic District	HRIF prepared
6	3526110	Iratcabal Farm Outhouse	2710		Spanish Springs Rd	Sparks	89436	>1	1930	Not individually eligible. Contributing element to Iratcabal Farm Historic District	Not individually eligible. Contributing element to Iratcabal Farm Historic District	HRIF prepared

	APN	Name	Address	Dir	Street	City	Zip Code	Acres	Built	Consultant's Eligibility Recommendation	FHWA's Eligibility Determination	Notes
7	3526110	Iratcabal Farm Garage	2710		Spanish Springs Rd	Sparks	89436	>1	1945	Not individually eligible. Contributing element to Iratcabal Farm Historic District	Not individually eligible. Contributing element to Iratcabal Farm Historic District	HRIF prepared
8	3526110	Iratcabal Farm Dairy Barn	2710		Spanish Springs Rd	Sparks	89436	>1	1930	Not individually eligible. Contributing element to Iratcabal Farm Historic District	Not individually eligible. Contributing element to Iratcabal Farm Historic District	HRIF prepared
9	3526110	Iratcabal Farm Livestock Shed	2710		Spanish Springs Rd	Sparks	89436	>1	1950	Not individually eligible. Contributing element to Iratcabal Farm Historic District	Not individually eligible. Contributing element to Iratcabal Farm Historic District	HRIF prepared
10	3526110	Iratcabal Farm Shed	2710		Spanish Springs Rd	Sparks	89436	>1	1956	Not individually eligible. Contributing element to Iratcabal Farm Historic District	Not individually eligible. Contributing element to Iratcabal Farm Historic District	HRIF prepared
11	3526110	Iratcabal Farm Metal Shed	2710		Spanish Springs Rd	Sparks	89436	>1	c 1960	Not individually eligible. Contributing element to Iratcabal Farm Historic District	Not individually eligible. Contributing element to Iratcabal Farm Historic District	HRIF prepared

	APN	Name	Address	Dir	Street	City	Zip Code	Acres	Built	Consultant's Eligibility Recommendation	FHWA's Eligibility Determination	Notes
12	3526110	Iratcabal Farm Pumphouse	2710		Spanish Springs Rd	Sparks	89436	>1	1945	Not individually eligible. Contributing element to Iratcabal Farm Historic District	Not individually eligible. Contributing element to Iratcabal Farm Historic District	HRIF prepared
13	3511106	Oliver & Beth Maddox House/ Patricia Mitchell House	5051		Sagebrush Dr	Sun Valley	89433	>1	1961	Not Eligible	Not Eligible	HRIF prepared
14	8329101	Oasis Mobile Home Estates	6550		Pyramid Way	Sparks	89436	14.8	1965	Not Eligible	Not Eligible	Trail Park HRIF prepared
15	3506407	Mary McGuire House/ Richard N. & Carol S. Paris House	4870		Skaggs Cr	Sun Valley	89433	>1	1963	Not Eligible	Not Eligible	HRIF prepared
16	3518203, 8306110	Old Pyramid Hwy	NA		Pyramid Hwy	Sparks	89436	1	1934-1935	Eligible A	Not Eligible	HRIF prepared
17	52802016	Pyramid & Bank Produce Shed/ Naniloa Inventment Co. Produce Shed	7900		Pyramid Way	Sparks	89436	>1	1925	Not Eligible	Not Eligible	HRIF prepared
18	52803012	Sierra Vista Ranch Historic District	NA		Pyramid Way	Sparks	89436	8.6	1915-1954	Eligible A, C	Eligible A, C	Historic District Form prepared
19	52803012	Sierra Vista Ranch House	NA		Pyramid Way	Sparks	89436	>1	1953	Not individually eligible. Contributing element to Sierra Vista Ranch Historic District.	Not individually eligible. Contributing element to Sierra Vista Ranch Historic District.	HRIF prepared

	APN	Name	Address	Dir	Street	City	Zip Code	Acres	Built	Consultant's Eligibility Recommendation	FHWA's Eligibility Determination	Notes
20	52803012	Sierra Vista Ranch Garage 1	NA		Pyramid Way	Sparks	89436	>1	1940	Not individually eligible. Contributing element to Sierra Vista Ranch Historic District.	Not individually eligible. Contributing element to Sierra Vista Ranch Historic District.	HRIF prepared
21	52803012	Sierra Vista Ranch Garage 2	NA		Pyramid Way	Sparks	89436	>1	1949	Not individually eligible. Contributing element to Sierra Vista Ranch Historic District.	Not individually eligible. Contributing element to Sierra Vista Ranch Historic District.	HRIF prepared
22	52803012	Sierra Vista Ranch Barn	NA		Pyramid Way	Sparks	89436	>1	1940	Not individually eligible. Contributing element to Sierra Vista Ranch Historic District.	Not individually eligible. Contributing element to Sierra Vista Ranch Historic District.	HRIF prepared
23	52803012	Sierra Vista Ranch Livestock Barn	NA		Pyramid Way	Sparks	89436	>1	1954	Not individually eligible. Contributing element to Sierra Vista Ranch Historic District.	Not individually eligible. Contributing element to Sierra Vista Ranch Historic District.	HRIF prepared
24	52803012	Sierra Vista Ranch Shed 1	NA		Pyramid Way	Sparks	89436	>1	1915	Not individually eligible. Contributing element to Sierra Vista Ranch Historic District.	Not individually eligible. Contributing element to Sierra Vista Ranch Historic District.	HRIF prepared

	APN	Name	Address	Dir	Street	City	Zip Code	Acres	Built	Consultant's Eligibility Recommendation	FHWA's Eligibility Determination	Notes
25	52803012	Sierra Vista Ranch Shed 2	NA		Pyramid Way	Sparks	89436	>1	1940	Not individually eligible. Contributing element to Sierra Vista Ranch Historic District.	Not individually eligible. Contributing element to Sierra Vista Ranch Historic District.	HRIF prepared
26	52803012	Sierra Vista Ranch Butler Bin	NA		Pyramid Way	Sparks	89436	>1	1950	Not individually eligible. Contributing element to Sierra Vista Ranch Historic District.	Not individually eligible. Contributing element to Sierra Vista Ranch Historic District.	HRIF prepared
27	3511214	Anthony Avellano House/ Phillip & Anita Tate House	5045		Sunflower Dr	Sun Valley	89433	>1	1971	Not Eligible	Not Eligible	HRIF prepared
28	8383059	Trosi Family/Kiley Ranch Historic District	7000		Sparks Blvd	Sparks	89436	6.6		Eligible A, C	Eligible A, C	Historic District Form prepared
29	8383059	Trosi Family Ranch/Dundrea House	7000		Sparks Blvd	Sparks	89436	>1	1920	Not individually eligible. Contributing element to Trosi Family Ranch Historic District.	Not individually eligible. Contributing element to Trosi Family Ranch Historic District.	HRIF prepared

	APN	Name	Address	Dir	Street	City	Zip Code	Acres	Built	Consultant's Eligibility Recommendation	FHWA's Eligibility Determination	Notes
30	8383059	Trosi Family Ranch "L" Barn	7000		Sparks Blvd	Sparks	89436	>1	1930	Not individually eligible. Contributing element to Trosi Family Ranch Historic District.	Not individually eligible. Contributing element to Trosi Family Ranch Historic District.	HRIF prepared
31	8383059	Trosi Family Ranch Livestock Shed	7000		Sparks Blvd	Sparks	89436	>1	1940	Not individually eligible. Contributing element to Trosi Family Ranch Historic District.	Not individually eligible. Contributing element to Trosi Family Ranch Historic District.	HRIF prepared
32	8383059	Trosi Family Ranch Chicken House	7000		Sparks Blvd	Sparks	89436	>1	1940	Not individually eligible. Contributing element to Trosi Family Ranch Historic District.	Not individually eligible. Contributing element to Trosi Family Ranch Historic District.	HRIF prepared
33	3506203	Vickie Tonner House/ Ronald C. Tonner House	4710	W	Leonesio Dr	Sun Valley	89433	>1	1982	Not Eligible	Not Eligible	HRIF prepared
34	3572303	Sandra Vantilborg Home/ W.E. & S.K. Neeld Home	4850		Leonesio Dr	Sun Valley	89433	>1	1971	Not Eligible	Not Eligible	HRIF prepared
35	3506209	Gyford Taylor Home/ Wanda L. Taylor Home	4734	W	Leonesio Dr	Sun Valley	89433	>1	1971	Not Eligible	Not Eligible	HRIF prepared
36	3507314	William Burris House	955		Skaggs Cr	Sun Valley	89433	>1	1966	Not Eligible	Not Eligible	HRIF prepared

	APN	Name	Address	Dir	Street	City	Zip Code	Acres	Built	Consultant's Eligibility Recommendation	FHWA's Eligibility Determination	Notes
37	8582031, 3501104, 3501211, 3503201	Prosser Ditch	NA		NA	Sun Valley	89433	1.5	c 1905	Eligible A, B	Eligible A, B	HRIF prepared. Previously evaluated and determined eligible. Segments A and B are non-contributing elements. Segment C is a contributing element.
38	multiple	Orr Ditch (26Wa5352)	NA		NA	Spanish Springs Valley			1872	Previously evaluated and determined eligible. The segments in the APE are non-contributing elements.	Previously evaluated and determined eligible. The segments in the APE are non-contributing elements.	No HRIF prepared for this report. Segments in APE are evaluated in Appendix C.
39	2801140	Reno Arch Missionary Church/Baik Building	620		Queen Way	Sparks	89431	>1	1904	Previously surveyed. Currently in agency review for a different FHWA project.	In agency review.	No HRIF prepared for this report. FHWA is not requesting SHPO concurrance on eligibility for this property.
40	2801139	Sparks Christian Church	560		Queen Way	Sparks	89431	>1	1965	Previously surveyed. Currently in agency review for a different FHWA project.	In agency review.	No HRIF prepared for this report. FHWA is not requesting SHPO concurrance on eligibility for this property.

	APN	Name	Address	Dir	Street	City	Zip Code	Acres	Built	Consultant's Eligibility Recommendation	FHWA's Eligibility Determination	Notes
41	2801203	Matthew H. Gibbons House/Van Meter House	5745		Wedekind Rd	Sparks	89731	>1	1963	Previously surveyed. Currently in agency review for a different FHWA project.	In agency review.	No HRIF prepared for this report. FHWA is not requesting SHPO concurrance on eligibility for this property.

LEO M. DROZDOFF, P.E.
Director
Department of Conservation and Natural Resources

RONALD M. JAMES
State Historic Preservation Officer

BRIAN SANDOVAL
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DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES

STATE HISTORIC PRESERVATION OFFICE

March 28, 2012

Abdelmoez Abdalla, Environmental Program Manager
US Department of Transportation
Federal Highway Administration
705 North Plaza Street, Suite 220
Carson City, Nevada 89701

Re: Determinations of Eligibility for Pyramid Highway-US 395 Connection Project
Architectural Inventory: Pyramid Highway/US 395 Connection Project, Sparks Washoe County, Nevada
EA: 73390 & 73391
FHWA: DE-0191(065) & DE-0191(067)
SHPO Undertaking Number: 2010-0884
SHPO Report Number: 8041

Dear Mr. Abdalla,

The Nevada State Historic Preservation Office (SHPO) continues its review of the subject undertaking for compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. Based on the information submitted in correspondence from FHWA dated February 26, 2012 (received March 28th) the project consists of converting Pyramid Highway from an existing arterial to a freeway and constructing a new freeway from Pyramid Highway to US 395. At this time, the SHPO has been asked to provide comments regarding eligibility only.

Resource Identification

Regarding *archaeological* resources, the SHPO notes that the APE and the corresponding inventory will be submitted once the design information is available.

Regarding *architectural* resources, those constructed in 1972 or earlier were documented utilizing Nevada's Historic Resource Information Form (HRIF). The APE includes 702 parcels and 631 acres. Had the APE been constructed by anticipated direct and indirect effects rather than by the parcel the APE would have been adequate for the scale and nature of the undertaking (36 CRF 800.15.d).

Thirty-three resources were documented using Nevada's Historic Resource Inventory Form (HRIF) and 3 potentially eligible historic districts were identified, including the Sierra Vista Ranch Historic District, the Iratcabal Farm Historic District, and the Trosi Family/Kiley Ranch Historic District. (Please see list below.)

At this time, the SHPO is unable to concur with the eligibility recommendations as the historic context submitted with the HRIFs appears to be incomplete and does not support the evaluated resources which is required for documentation standards (36 FR 800.11). Until the supporting context can be completed, the resources remain unevaluated but are considered eligible for Section 106 purposes. The SHPO is available to answer questions and to provide guidance for the completion of the context.

The SHPO recommends two possible alternatives in order for this project to move forward in a timely manner. The context could be completed and resubmitted now or it could be postponed, completed and resubmitted at the treatment stage of the project, along with the amended evaluations, as a form of mitigation. Please inform the SHPO of the desired alternative.

**SHPO resource numbers have been available since August 2011. Since resource numbers were not requested, the SHPO Resource Number column remains blank.*

	SHPO Resource Number *	Resource Name	Eligibility per FHWA	Eligibility per SHPO
1		Neyes/Eustaquino House	Not Eligible	Unevaluated
2		Iratcabal Farm Farm House	Contributing to Historic District	Unevaluated
3		Iratcabal Farm Bunk House	Contributing to Historic District	Unevaluated
4		Iratcabal Farm Mobile Home	Contributing to Historic District	Unevaluated
5		Iratcabal Farm Outhouse	Contributing to Historic District	Unevaluated
6		Iratcabal Farm Garage	Contributing to Historic District	Unevaluated
7		Iratcabal Farm Dairy Barn	Contributing to Historic District	Unevaluated
8		Iratcabal Farm Livestock Shed	Contributing to Historic District	Unevaluated
9		Iratcabal Farm Farm Shed	Contributing to Historic District	Unevaluated
10		Iratcabal Farm Metal Shed	Contributing to Historic District	Unevaluated
11		Iratcabal Farm Pump House	Contributing to Historic District	Unevaluated
12		Maddox/Mitchell House	Not Eligible	Unevaluated
13		Oasis Mobile Estates	Not Eligible	Unevaluated
14		McGuire/Paris House	Not Eligible	Unevaluated
15		Old Pyramid Highway	Not Eligible	Unevaluated
16		Pyramid and Bank Produce Shed	Not Eligible	Unevaluated
17		Sierra Vista Ranch Garage 1	Contributing to Historic District	Unevaluated
18		Sierra Vista Ranch Garage 2	Contributing to Historic District	Unevaluated

19		Sierra Vista Ranch Barn	Contributing to Historic District	Unevaluated
20		Sierra Vista Ranch Livestock Barn	Contributing to Historic District	Unevaluated
21		Sierra Vista Ranch Shed 1	Contributing to Historic District	Unevaluated
22		Sierra Vista Ranch Shed 2	Contributing to Historic District	Unevaluated
23		Sierra Vista Ranch Butler Bin	Contributing to Historic District	Unevaluated
24		Aveliano House	Not Eligible	Unevaluated
25		Trossi Family Ranch/Dundrea House	Contributing to Historic District	Unevaluated
26		Trossi Family Ranch 'L' Barn	Contributing to Historic District	Unevaluated
27		Trossi Family Ranch (Livestock Shed)	Contributing to Historic District	Unevaluated
28		Trossi Family Ranch (Chicken House)	Contributing to Historic District	Unevaluated
29		Tonner House	Not Eligible	Unevaluated
30		Vantilborg/Neeid Home	Not Eligible	Unevaluated
31		Taylor House	Not Eligible	Unevaluated
32		Burris House	Not Eligible	Unevaluated
33		Prosser Valley Ditch	Eligible A, B	Unevaluated

The SHPO notes that other resources within the APE were identified but were not evaluated on an HRIF. These resources include the Orr Ditch, which was previously evaluated and determined to be eligible, along with the Reno Arch Missionary Church, the Sparks Christian Church, and the Gibbons/Van Meter House, all of which your letter states are currently in agency review for a different FHWA project. We await the submission of the appropriate documentation for these resources.

Supporting Documentation
Please note that the submitted maps do not meet the minimum standards for recordation and are not sufficient for digitization. Please submit the necessary 1:24,000 scale map to ensure that the proposed project is legally defensible.

Programmatic Agreement
The SHPO awaits a draft copy of the Programmatic Agreement (PA).

Concurrence
At this time, the SHPO is unable to concur with FHWA's eligibility recommendations for the evaluated resources as the architectural historic context does not fully support the identified historic properties stipulated by the Secretary of the Interior's Standards and Guidelines for Identification and as required per 36 FR 800.11. In order for the review of this project to forward in an expeditious manner, the SHPO suggests that this issue should be addressed in the PA.

If you have questions regarding the architectural contents of this correspondence, please contact Sara Fogelquist, Architectural Historian, at 775-684-3427 or sfogelquist@nevadaculture.org.

Sincerely,

Rebecca L. Palmer
Deputy State Historic Preservation Officer

cc: C. Cliff Creger, NDOT

U.S. Department of Transportation
Federal Highway Administration

Nevada Division

705 N. Plaza Street, Suite 220
Carson City, NV 89701
Phone 775 687-1204
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August 3, 2012

In Reply Refer To:
HENV-NV

Ms. Rebecca Palmer
Deputy State Historic Preservation Officer
Nevada State Historic Preservation Office
901 S. Stewart Street, Suite 5004
Carson City, Nevada 89701-4285

Subject: Pyramid-395 Interconnector, Reno, Washoe County, Nevada
FHWA #: DE-0191(065) & DE-0191(067); NDOT EA #: 73390;
Cultural Resource Section #: WA11-009; SHPO Undertaking #: 2010-1884

Dear Ms. Palmer:

The Federal Highway Administration (FHWA), the Nevada Department of Transportation (NDOT), and the Regional Transportation Commission of Washoe County (RTC) propose a project to improve traffic flow along the Pyramid Highway from Queen Way north to Calle de la Plata Drive and to complete a connector route from US 395 to the Pyramid Highway through Sun Valley in the northwestern portion of the Reno metro area. FHWA requests that you review the additional information provided and concur with the FHWA's determinations of eligibility for architectural resources within the project's area of potential effect (APE).

On February 28, 2012, FHWA submitted an architectural survey report to the State Historic Preservation Office (SHPO) for concurrence. The report was titled, *Architectural Inventory: Pyramid Highway/US 395 Connection Project, Sparks, Washoe County, Nevada* and prepared by Western Cultural Resource Management, Inc (WCRM). The SHPO commented on the report in a letter dated March 28, 2012. The SHPO concurred on the proposed APE for the project but was unable to concur with the FHWA's determinations of eligibility because the historic context in the report did not fully support the identified historic properties.

The letter also noted that:

- The report contained no SHPO Resource ID numbers
- The report did not include the required 1:24,000 scale topographic maps of the project area.
- The Orr Ditch was not evaluated on an Historic Resource Inventory Form (HRIF)

- The Reno Arch Missionary Church, the Sparks Christian Church and the Gibbons/Van Meter House were unevaluated because they were currently in agency review as part of the Pyramid-McCarran Intersection Project (SHPO Undertaking No. 2010-0873).

On April 16, 2012, Sara Fogelquist, Jessica Axsom, and you attended a meeting with representatives from FHWA, NDOT, Jacobs Engineering, and WCRM to discuss the additional information SHPO requested to complete their review of the project. The meeting did not produce any additional requests for information concerning the architectural survey report, beyond the requests made in SHPO's February 28, 2012 letter.

The following paragraphs address the SHPO's requests:

Historic Context
The consultant drafted an outline for the historic context which was e-mailed to Ms. Fogelquist (SHPO) to make sure it covered the themes that SHPO was looking for. Ms. Fogelquist responded to Elizabeth Dickey (NDOT) in an e-mail dated May 1, 2012. Her e-mail stated that the outline of the context looked appropriate. Based on that outline, the consultant has prepared an expanded historic context which is included in the revised architectural history report for the project which accompanies this letter.

Topographic Maps
SHPO requested a 1:24,000 scale USGS topographic map. The 1:24,000 scale maps of the project area are Figures 2a and 2b in the architectural history report originally submitted to SHPO. In the event that the maps had become separated from the report, hardcopies of the maps were given to SHPO at the meeting on April 16, 2012. On April 25, 2012, Elizabeth Dickey (NDOT) e-mailed Elyse Jolly (SHPO) a link to a digital copy of the 1:24,000 scale map of the project, along with a GIS shapefile of the surveyed properties.

SHPO Resource ID Numbers
Steve Mehls (WCRM) submitted to SHPO the information required for assignment of SHPO Resource ID Numbers (i.e. the first page of the HRIF and a GIS shapefile of property locations). Mr. Mehls received the assigned Resource ID Numbers in an e-mail from Ms. Jolly, dated May 16, 2012.

Recordation of the Orr Ditch
The Orr Ditch has been previously recorded on an IMACS form and the SHPO concurred that it was eligible under criteria A, B and C in a letter dated January 29, 1994. Because the Orr Ditch was being included in an architectural resources survey, the SHPO requested that the areas of the ditch within the project's APE be re-documented on an HRIF. The consultant has prepared an HRIF for the Orr Ditch which can be found in the accompanying documentation.

Unevaluated Properties
The SHPO noted that the Reno Arch Missionary Church, the Sparks Christian Church and the Gibbons/Van Meter House were unevaluated because they were currently in agency review as part of the Pyramid-McCarran Intersection Project (SHPO Undertaking No. 2010-0873). FHWA has completed review of these properties and determined that they are not eligible for the

National Register of Historic Places under any criteria. FHWA is awaiting SHPO concurrence on the determinations of eligibility.

If you have any questions, please contact me at 687-1231.

Sincerely,

A.A. Abdalla

Abdelmoez A. Abdalla
Environmental Program Manager

Enclosures

ec: Cliff Creger, NDOT
Andrew Soderborg, FHWA

LEO M. DROZDOFF, P.E.
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Department of Conservation and Natural Resources

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DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES

STATE HISTORIC PRESERVATION OFFICE

August 31, 2012

Abdelmoez Abdalla, Environmental Program Manager
US Department of Transportation
Federal Highway Administration
705 North Plaza Street, Suite 220
Carson City, Nevada 89701

Re: **Additional Information for**
Determinations of Eligibility for Pyramid Highway-US 395 Connection Project
Architectural Inventory: Pyramid Highway/US 395 Connection Project, Sparks Washoe County, Nevada
EA: 73390 & 73391
FHWA: DE-0191(065) & DE-0191(067)
SHPO Undertaking Number: 2010-0884
SHPO Report Number: 8041

Dear Mr. Abdalla,

Thank you for the additional information. The Nevada State Historic Preservation Office (SHPO) has reviewed the subject undertaking for compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. Based on the information submitted in correspondence from FHWA dated and received August 3, 2012, the project consists of converting Pyramid Highway from an existing arterial to a freeway and constructing a new freeway from Pyramid Highway to US 395. At this time, the SHPO has been asked to provide comments regarding eligibility only.

The additional information for this project includes a revised historic context and additional documentation in the form of a Historic Resource Inventory Form (HRIF) for the Orr Ditch. This information addresses SHPO's letter dated March 26, 2012. Thank you.

The revised historic context supports resources evaluated under National Register Criterion A, B, and C. Criteria D was not addressed. 'This survey did not include archaeological survey, and, thus,

no discussion of Criterion D considerations has been developed. The archaeological resources associated with the proposed undertaking will be described and National Register evaluation recommendations made in a separate report' (page 32). Criterion D, while most often applied to archaeological districts and sites, can apply to buildings, structures, and objects (National Register Bulletin 15, page 21).

Electronic correspondence (dated June 14, 2012) from Sara Fogelquist (SHPO) Liz Dickey (NDOT), regarding the revised context, indicates that 'As long as the context evaluates the resources under all criteria and addresses all of the resources within the APE...then the context would appear to support the eligibility recommendations in the HRIFs.' At this time, the SHPO recommends that the resources identified within the APE remain unevaluated under Criteria D.

Resource Identification

Regarding *archaeological* resources, the SHPO notes that the APE and the corresponding inventory will be submitted once the design information is available.

Regarding *architectural* resources, those constructed in 1972 or earlier were documented utilizing Nevada's Historic Resource Information Form (HRIF). The APE includes 702 parcels and 631 acres. Had the APE been constructed by buffer rather than by parcel the APE would have been more appropriate given the scale and nature of the undertaking (36 CRF 800.15.d).
Based on the submitted information:

Thirty-three resources were documented using Nevada's Historic Resource Inventory Form (HRIF) and 3 potentially eligible historic districts were identified, including the Sierra Vista Ranch Historic District, the Iratcabal Farm Historic District, and the Trosi Family/Kiley Ranch Historic District. (Please see list below.)

Based on the submitted information, the SHPO concurs with FHWA that the following 8 resources are not individually eligible but are eligible as contributing resources within the Sierra Vista Historic District (SHPO Resource Number: D93):

#	SHPO Resource Number	Individual Eligibility	District Eligibility
1	B11946	Not Eligible	Contributing, A & C
2	B11947	Not Eligible	Contributing, A & C
3	B11948	Not Eligible	Contributing, A & C
4	B11949	Not Eligible	Contributing, A & C
5	B11950	Not Eligible	Contributing, A & C
6	B11951	Not Eligible	Contributing, A & C
7	B11952	Not Eligible	Contributing, A & C
8	B11953	Not Eligible	Contributing, A & C

Based on the submitted information, the SHPO concurs with FHWA that the following 4 resources are not individually eligible but are eligible as contributing resources within the Trosi Family/Kiley Ranch Historic District (SHPO Resource Number: D94):

#	SHPO Resource Number	Individual Eligibility	District Eligibility
1	B11954	Not Eligible	Contributing, A & C
2	B11955	Not Eligible	Contributing, A & C
3	B11956	Not Eligible	Contributing, A & C
4	B11957	Not Eligible	Contributing, A & C

The HRIF completed for the Trosi Family/Kiley Ranch Historic District includes a reference to a previous survey. 'Finally, another portion of this ranch (Locus 1) has been previously recommended eligible under Criterion D due to its ability to offer significant information pertinent to the research topics detailed in other reports (Peterson and Stoner 2003). This portion of the ranch is outside the current parcel boundary due to subdivision of the ranch and ownership changes during the 2000s.' the SHPO notes that per the Architectural Inventory, the cited report completed by Peterson and Stoner was not submitted to SHPO for review (page 59). Please forward a copy of this report for SHPO's records and reference.

Based on the submitted information, the SHPO concurs with FHWA that the following 10 resources are not individually eligible but are eligible as contributing resources within the Iratcabal Farm Historic District (SHPO Resource Number: D94):

#	SHPO Resource Number	Individual Eligibility	District Eligibility
1	B11958	Not Eligible	Contributing, A & C
2	B11959	Not Eligible	Contributing, A & C
3	B11960	Not Eligible	Contributing, A & C
4	B11961	Not Eligible	Contributing, A & C
5	B11962	Not Eligible	Contributing, A & C
6	B11963	Not Eligible	Contributing, A & C
7	B11964	Not Eligible	Contributing, A & C
8	B11965	Not Eligible	Contributing, A & C
9	B11966	Not Eligible	Contributing, A & C
10	B11967	Not Eligible	Contributing, A & C

Based on the submitted information, the SHPO concurs with FHWA that the following 2 properties are eligible for listing in the NRHP:

#	SHPO Resource Number	Eligibility
1	S820	Eligible, A & B
2	S828	Eligible, A, B, C

Based on the submitted information, the SHPO concurs with FHWA that the following 10 properties are not eligible for listing in the NRHP:

#	SHPO Resource Number	Eligibility
1	B11968	Not Eligible
2	B11969	Not Eligible
3	B11970	Not Eligible
4	B11971	Not Eligible
5	B11972	Not Eligible
6	B11973	Not Eligible
7	B11974	Not Eligible
8	B11975	Not Eligible
9	B11976	Not Eligible
10	B11977	Not Eligible

Based on the submitted information, the SHPO cannot concur with FHWA that the following resource is not eligible for listing in the NRHP.

#	SHPO Resource Number	Eligibility
1	S821	Unevaluated

Although the consultant recommended the resource (S 821: The Old Pyramid Highway) as eligible under Criteria A, FHWA recommend the resource as not eligible due to diminished integrity.

The HRIF indicates that resource retains its original alignment and that 'Although the segments recorded are in overall fair condition, they are the only known recorded segments of the old highway and are therefore recommended eligible under Criterion A (page 7). The SHPO questions if there are other examples of the Old Pyramid Highway that retain better integrity and that are being preserved.

The architectural inventory indicates that as a form of mitigation for S821 would be the completion of a document to 'place the impacted segments within the greater context of the highway and they development of the local transportation system' (page 73). The SHPO questions why this would be completed for mitigation and not completed as part of a context to support an eligibility recommendation for the resource. Another context that might further support an eligibility recommendation for S821 is *A Cultural Resource Inventory for the Pyramid Lake Pauite Tribe's Proposed Pelican Pointe Project, Washoe County, Nevada*, which was completed in 2011 by Kautz Environmental. A copy is available at the SHPO upon request.

At this time, the SHPO recommends treating S821 as unevaluated.

The SHPO notes that other resources within the APE were identified but were not evaluated on an HRIF. These resources include the Reno Arch Missionary Church (B11979), the Sparks Christian Church (B11978), and the Gibbons/Van Meter House (B11980), all of which are currently in agency review for a different FHWA project.

Project Effects

Although this letter is not intended to address project effects, the SHPO notes that there appears to be a discrepancy between FHWA's correspondence dated September 8, 2011 and the architectural inventory (revised June 2012), which was submitted with FHWA's correspondence, dated August 3, 2012.

Per FHWA correspondence (dated 9.8.11):

> The project is not expected to induce development that would expand the APE beyond those areas stated above. In terms of induced development, this project includes two types of roadway improvements: improvements to existing roads, or construction of new roads. New road construction for this project generally would occur on steeper slopes in BLM-owned property and/or zoned open space. These areas are not likely to be developed in reasonably foreseeable future due to development restrictions and the costs associated with, developing lands on steep slopes, especially when there are currently a large number of vacant commercial buildings available.
>
> New development, as a result of improvements to existing roads, is not expected to exceed the visual APE range because: 1) there is existing available commercial space on Pyramid Highway, 2) the likelihood that development would be commercial along the existing road, 3) development would be as far from the proposed alignment as current development, and 4) the cost of leveling any new parcel in the APE (page 5).

Per the architectural inventory (revised June 2012):

> Other indirect effects anticipated from the proposed transportation improvement project are likely to include further degradation of the setting of the resources due to increased access that can reasonably be expected to lead to greater traffic volumes. Also, further land development (residential and commercial) on the lands near and around the historic properties is anticipated because of increased accessibility offered by the highway improvements. These effects could best be mitigated through the photo-documentation of the historic properties accompanied by intensive archival and oral history research of the three historic districts and the Spanish Springs Valley. Similarly, the cumulative effect of the project is likely to be further urban growth and the degradation of the setting of the historic properties (page 72).

Additionally, regarding the Trosi/Kiley Ranch, per the architectural inventory (revised June 2012):

> There are other buildings, including a barn, that were visible from the road and appear to be historically associated with the ranch, but are today outside of the parcel (page 63)

And;

The anticipated view shed alterations at the Trosi Family/Kiley Ranch will involve the introduction of a new intersection and transition from grade level to elevated highway west and northeast of the historic district (page 64).

Based on the information noted above, there appears to be additional, visible resources that were not included in the Area of Potential Effect (APE), given the proposed project description. Although the Programmatic Agreement (PA) for this undertaking is still in draft, the SHPO will require a reevaluation of the APE for visual, audible, atmospheric, and cumulative effects in this document.

If you have questions regarding the architectural contents of this correspondence, please contact Sara Fogelquist, Architectural Historian, at 775-684-3427 or sfogelquist@shpo.nv.gov.

Sincerely,

Karyn de Dufour
Deputy State Historic Preservation Officer

cc: C. Cliff Creger, NDOT

From: Abdelmoez.Abdalla@dot.gov [mailto:Abdelmoez.Abdalla@dot.gov]
Sent: Thursday, November 29, 2012 3:31 PM
To: SFogelquist@shpo.nv.gov
Cc: rlpalmer@shpo.nv.gov; EDickey@dot.state.nv.us; Clarke, Jim O.; Dmaloy@rtcwashoe.com
Subject: FW: Pyramid-395 Draft E-mail to SHPO

Sara:

Thank you for meeting with Ed Stoner (WCRM) , Bryan Gant (Jacobs), Suzan Slaughter (NDOT), and Elizabeth Dickey (NDOT) for the site visit of the Old Pyramid Highway segments on November 17, 2012. Thank you also for your comments today of updating the site visit minutes that liz has written and updated

The purpose of the visit was to provide SHPO with first-hand information on the integrity and condition of Segments A and B of the Old Pyramid Hwy (SHPO resource ID # S821) that are within the Area of Potential Effects for the Pyramid-US 395 Connector Project in Sparks, Washoe County (SHPO Undertaking # 2010-0884) and to look at a nearby undocumented segment of the Old Pyramid Hwy which is in Wedekind Park.

The Federal Highway Administration (FHWA) has not changed its determination that Segment A and B of the Old Pyramid Highway are not eligible for the National Register of Historic Places (NRHP) under any criteria because of poor integrity of design, materials, feeling, association, workmanship, and setting.

FHWA requested concurrence on a determination of eligibility for Segments A and B of the Old Pyramid Highway in letters to SHPO dated February 28, 2012 and August 3, 2012. At that time, SHPO was unable to concur on the determination and considered Segments A and B as "unevaluated." In SHPO's letter dated August 31, 2012, SHPO asked if there were "other examples of the Old Pyramid Highway that retain better integrity and that are being preserved." The answer is yes, the segment of the Old Pyramid Highway to the south of Segments A and B retains better integrity of setting, association, and feeling and is protected from development by being within Wedekind Park, which is a dedicated open space owned by the City of Sparks.

With the additional information provided by the site visit, FHWA requests SHPO concurrence on the determination that Segments A and B of the Old Pyramid Hwy are not eligible for listing on the NRHP.

Thank you for your assistance in moving this project forward-

Del

Abdelmoez A. Abdalla
Environmental Program Manager
U.S. Department of Transportation
Federal Highway Administration-Nevada Division
Office Phone: (775) 687-1231
Cell Phone: (775) 291-7598
Fax: (775) 687-3803
abdelmoez.abdalla@dot.gov

From: Sara Fogelquist <SFogelquist@shpo.nv.gov>
Date: December 3, 2012, 4:00:12 PM MST
To: "Abdalla, Del" <abdelmoez.abdalla@dot.gov>
Cc: Rebecca Palmer <rlpalmer@shpo.nv.gov>, "EDickey@dot.state.nv.us" <EDickey@dot.state.nv.us>, "Clarke, Jim O." <Jim.Clarke@jacobs.com>, "Dmaloy@rtcwashoe.com" <Dmaloy@rtcwashoe.com>
Subject: RE: Pyramid-395 Draft E-mail to SHPO

Del,

Thank you for your email. The site visit was beneficial. Given the previously submitted information combined with knowledge gained from the site visit, here is the challenge and here is an approach to move forward.

As background:

The consultant recommended the Old Pyramid Highway *(S 821)* as eligible under Criterion A.
FHWA recommended the resource as not eligible due to diminished integrity.
SHPO recommended based on this difference between the recommendation and the agency's determination, that the resource remain unevaluated based on insufficient justification information provided by both parties.

And, the issues identified in previous correspondence regarding Old Pyramid Highway *(S 821)* remain unresolved.

From SHPO correspondence dated 8.31.12

> *"The HRIF indicates that the resource retains its original alignment and that 'Although the segments recorded are in overall fair condition, they are the only known recorded segments of the old highway and are therefore recommended eligible under Criterion A.' The SHPO questions if there are other examples of the Old Pyramid Highway that retain better integrity and that are being preserved."*
>
> [Note that for another resource to have better integrity that resource needs to have been recorded.]
>
> *"The architectural inventory indicates that a form of mitigation for S 821 would be the completion of a document to 'place the impacted segments within the greater context of the highway and the development of the local transportation system' (page 73). The SHPO questions why this would be completed for mitigation and not completed as part of a context to support an eligibility recommendation for the resource."*

From meeting minutes dated the 10.4.12

> *"Sara felt she did not have enough information on the character defining traits under all of the Secretary's criteria for the original Pyramid HWY to make an informed decision."*
> AND
> *"Rebecca offered that the eligibility could be resolved after the preferred alignment was selected."*

Although the site visit was beneficial, the items above remain unaddressed and therefore prevent our concurrence regarding eligibility.

The National Register Bulletins provides guidance for evaluating the eligibility of a resource:

> 'For a property to qualify for the National Register it must meet one of the National Register Criteria for evaluation by: Being associated with an important historic context and retaining historic integrity of those features necessary to convey its significance.'

What is the context for the Pyramid Highway and what features would need to be present for the resource to be eligible? Without a context as a benchmark any discussion about integrity is premature as poor integrity cannot be recognized if good integrity has not been established.

Additionally, without a context it is impossible to evaluate the significance of the segment of the Old Pyramid Highway located outside the APE and within the future Wedikind Regional Park. And, given that that segment has not been recorded, it is impossible to discuss the integrity of that segment let alone to determine if it has better integrity than the segment within the APE.

The NR Bulletins recognize that 'The evaluation of integrity is sometimes a subjective judgment, but it must always be grounded in an understanding of a property's physical features and how they relate to its significance.'

If Federal Highway Administration requires a concurrence on their determination of eligibility for this resource, please submit an adequate context, as we had previously requested, and a complete discussion about integrity so that the eligibility of the Old Pyramid Highway is consistent with the National Register evaluation process.

At this time, the SHPO questions if it is still possible to expedite this process by following Rebecca Palmer's suggestion of resolving the eligibility issue once the preferred alignment has been selected as discussed in the Oct. 4th meeting.

Sara

U.S. Department of Transportation
Federal Highway Administration

Nevada Division

705 N. Plaza Street, Suite 220
Carson City, NV 89701
Phone 775 687-1204
Fax 775 687-3803

March 7, 2013

In Reply Refer To:
HENV-NV

Rebecca Palmer
Interim State Historic Preservation Officer
State Historic Preservation Office
901 S. Stewart Street, Suite 5004
Carson City, Nevada 89701-4285

Subject: Additional Information for Pyramid-US 395 Connector Project, Washoe County, NV
EA 73390 & 73391; NDOT # WA11-009; FHWA # DE-0191(065) & DE-019(067);
SHPO Undertaking # 2010-0884

Dear Ms. Palmer:

The Regional Transportation Commission of Washoe County (RTC), in cooperation with the Federal Highway Administration (FHWA) and the Nevada Department of Transportation (NDOT), are proposing a project to improve traffic flow along the Pyramid Highway from Queen Way to Calle de la Plata Drive, Washoe County, Nevada. The project includes a connector route from US 395 to the Pyramid Highway (SR 445) through the Sun Valley neighborhood in the northwestern portion of the Reno metro area. Enclosed is the additional information that you requested earlier for the Old Pyramid Highway (SHPO Resource ID #S821). FHWA requests that you review and concur with the FHWA's determination that S821 is not eligible for the National Register of Historic Places (NRHP).

Background

FHWA submitted to SHPO an architectural survey report prepared by Western Cultural Resource Management, Inc (WCRM) titled, *Architectural Inventory: Pyramid Highway/US 395 Connection Project, Sparks, Washoe County, Nevada, (Revised June 2012),* and additional information to supplement the report. In a letter dated August 31, 2012, SHPO concurred with FHWA's determinations of eligibility for architectural resources with the exception of S821, the Old Pyramid Highway property. The consultant had recommended that S821 was eligible for the NRHP because it was the only known recorded section of the road. FHWA determined that S821 was not eligible because of poor integrity of design, materials, feeling, association, workmanship, and setting. SHPO was unable to concur that the segments were not eligible and recommended that S821 be treated as unevaluated.

On October 4, 2012, a meeting was held among FHWA, NDOT, and SHPO to discuss the Pyramid-395 Connector project. At this meeting, a site visit to S821 was proposed. Sara Fogelquist (SHPO architectural historian), Elizabeth Dickey (NDOT architectural historian), Suzan Slaughter (NDOT archaeologist), Ed Stoner (WCRM archaeologist), and Bryan Gant (Project Manager for Jacobs) made a site visit on November 7, 2012. At that time, the two

segments of the Old Pyramid Highway were walked, as well as an adjacent segment of the highway within Wedekind Park. Miss Dickey and Miss Fogelquist discussed what the original road and landscape would have looked like, what the road surface would have been made out of, types of signage and markers that could have been present historically, the width of the original road, and other character defining traits of the road that would need to be present for a historic road to retain integrity and to be eligible.

Subsequent to the site visit, Sara Fogelquist sent an email to me on December 3, 2012 (see Appendix C) indicating that the SHPO has three outstanding issues that need to be resolved before they are able to concur or not concur with FHWA's determination of eligibility for the Old Pyramid Highway segments:

1. SHPO would like to know if there are other examples of the Pyramid Highway that retain better integrity and that are being preserved.

FHWA did identify a segment of the Old Pyramid Highway that retained better integrity of setting, association and feeling, and was being preserved within Wedekind Park, a dedicated open space owned by the City of Sparks. SHPO staff was taken to see this property as part of the November 7, 2012 site visit. In Miss Fogelquist's 12/3/2012 e-mail, SHPO notified FHWA that integrity of another segment of the road could not be used for comparison to S821 unless the other segment had been recorded. Though the segment of the Old Pyramid Highway within Wedekind Park was part of a Bureau of Land Management (BLM) land exchange, which underwent Section 106, the consultant and NDOT had been unable at that time to locate any records that showed this segment of the Pyramid Highway had been recorded and evaluated for eligibility to the NRHP.

Additional research into the BLM records has produced two reports, the first titled *Wedekind Park Parcel: A Cultural Resources Inventory for the City of Sparks, Washoe County, Nevada (BLM CRR-03-008)* prepared by Kautz Environmental Consultants in 2001; and the second titled *Cultural Resource Inventory for the Tanamera Commercial Development (Sparks Mall) in Spanish Springs Valley, Washoe County, Nevada (BLM CRR-03-2179),* prepared by Kautz Environmental Consultants in 2004. The reports included a site form for WA8292 dated 6/26/2001 and an updated form for WA8292a dated 8/23/2003. WA8292/WA8292a is the segment of the Old Pyramid Highway south of the Pyramid-395 Connector Project's APE within Wedekind Park. BLM determined that segment of the Old Pyramid Highway to be "Not Eligible."

BLM submitted the Wedekind Park Parcel Report to SHPO at an unknown date. SHPO responded in a letter dated September 4, 2001 that the Wedekind Park Parcel Report would be incorporated into the statewide archaeological inventory and gave no objections to BLM's determination of "Not Eligible" for WA8292 (See Appendix A).

BLM submitted the Tanamera Commercial Development Report to SHPO with a letter dated August 24, 2006. SHPO responded in a letter dated September 21, 2006 that the report would be incorporated into the statewide archaeological inventory and gave no objections to BLM's determination of "Not Eligible" for WA8292a (See Appendix B).

The segment in Wedekind Park (WA8292/WA8292a) was considered to have diminished integrity. Page 54 of the Wedekind Park Parcel Report reads, "The integrity of this site has been adversely affected by neglect and opportunistic dumping. Although the route of the road segment is clearly discernible, the paving materials have deteriorated badly, and there are piles of refuse on and around the surface of the road. The setting and the feeling of the site have been greatly diminished. The site is recommended as non-significant and ineligible for nomination to the NRHP" (See Appendix A).

The integrity of design, materials, workmanship, setting, feeling and association for S821 is even more degraded than WA8292/WA8292a. S821 is chopped up by two steep berms and crossed by a modern street. S821 is located on a strip of land between the modern alignment of Pyramid Highway and a large shopping development.

In response to SHPO's question, yes, there is another segment of the Old Pyramid Highway: WA8292a/WA8292. It has better integrity than S821. It is being protected from development as part of Wedekind Park and was previously documented and evaluated for the NRHP twice; it is not eligible for the NRHP.

2. The architectural inventory indicates that a form of mitigation for the Old Pyramid Highway would be the completion of a document to "place the impacted segments within the greater context of the highway and the development of the local transportation system" (page 73 of architectural survey). The SHPO questioned why this would be completed for mitigation and not completed as part of a context to support an eligibility recommendation for the resources.

The consultant has revised the architectural report and added additional historic context on the Pyramid Highway. The information can be found on page 52 of the enclosed revised report. As a result of reviewing the documentation forWA8292/WA8292a, the consultant has changed their opinion regarding the eligibility of S821. The consultant now recommends that S821 is not eligible for the NRHP. This is reflected in the revised report. NDOT has also prepared additional material on the historic contexts of roads in general and the Pyramid Highway specifically (see Appendix D).

In a telephone conversation between Elizabeth Dickey and Sara Fogelquist on January 2, 2013, Miss Fogelquist expressed that the main deficiency in the historic context was that the historical physical appearance of the road, the setting, and associated features were not described adequately. Please see Appendix E and Appendix F for a description of the historical physical appearance of the road, the setting, and the associated features based on historic maps, photographs, Highway Department biennial reports, and road construction plan sets.

3. SHPO felt they did not have enough information on the character defining traits to make an informed decision on the resource's eligibility.

FHWA provided information on the character defining traits of a typical 1930s-era highway in Nevada in the justification cover page included with the Historic Resource Inventory Form. In a telephone conversation between Miss Dickey and Miss Fogelquist on January 2, 2013, Miss Fogelquist stated that the character defining features of a 1930s highway were too broad and SHPO needed to know the specific characteristics of the Old Pyramid Highway. The features original to the Old Pyramid Highway were discussed during the site visit on November 7, 2012. Please see Appendix E and Appendix F for a description of the historical physical appearance of the road, the setting, and the associated features based on historic maps, Highway Department biennial reports, photographs and road construction plan sets.

SHPO generously offered to move the Section 106 process forward by resolving the Old Pyramid Highway eligibility issue once the preferred alignment has been selected. Unfortunately, this is not an option. SHPO's opinion on the eligibility status of the resource will be an important factor in deciding which of the alignments is chosen as the final design. FHWA would like to receive SHPO's eligibility recommendation before making that decision, rather than choosing an alignment without knowing SHPO's opinion and having the possibility of impacting a 4(f) property.

This letter provides SHPO with information on the three unresolved issues regarding the eligibility of S821, identified in SHPO's last e-mail correspondence dated 12/3/2012. Based on a review of the historic context and the characteristics of the 1935 Pyramid Highway from the period of significance, FHWA has not changed its determination that S821 is ineligible for the NRHP under any criteria. FHWA requests SHPO concurrence on the determination of "Not Eligible" for S821.

If you have any questions please feel free to call me at 775-684-1231.

Sincerely,

A. A. Abdalla

Abdelmoez A. Abdalla
Environmental Program Manager

Enclosures

ec: C. Cliff Creger, NDOT
Elizabeth Dickey, NDOT
Juan Balbuena, FHWA

WEDEKIND PARK PARCEL: A CULTURAL RESOURCES INVENTORY FOR THE CITY OF SPARKS, WASHOE COUNTY, NEVADA

BLM Report Number CRR3-2008(P)

Prepared for:

City of Sparks
Department of Parks and Recreation
98 Richards Way
Sparks, NV 89434

Submitted to:

Bureau of Land Management
Carson City District
5665 Morgan Mill Road
Carson City, Nevada 89701

Prepared by:

Teri H. Christensen and Robert R. Kautz

Kautz Environmental Consultants, Inc.
5200 Neil Road, Suite 200
Reno, Nevada 89502

KEC Projects 218 and 253

July 2001

CONFIDENTIAL - DO NOT RELEASE

STATE OF NEVADA
DEPARTMENT OF CULTURAL AFFAIRS
Nevada State Historic Preservation Office
100 N. Stewart Street
Carson City, Nevada 89701

KENNY C. GUINN
Governor

SCOTT K. SISCO
Interim Director

RONALD M. JAMES
State Historic Preservation Officer

BUREAU OF LAND MGMT
CARSON CITY
FIELD OFFICE
2001 SEP -7 PM 12: 02

September 4, 2001

Mr. Richard Conrad
Assistant Manager
Non-Renewable Resources
Bureau of Land Management
Carson City Field Office
5665 Morgan Mill Road
Carson City NV 89701

RE: Bureau of Land Management Inventory Report Acknowledgment.

Dear:

The Nevada State Historic Preservation Office (SHPO) acknowledges receipt of the following inventory report(s):

- Veta Grande Mine Site Cleanup, Carson Valley, Douglas County (Bureau of Land Management Report Number (CR-3-2062).
- Wedekind Park Parcel, City of Sparks, Spanish Springs Valley, Washoe County (Bureau of Land Management Report Number (CR-3-2008).

The above mentioned inventory report(s) will be incorporated into the statewide archaeological inventory. Thank you for your submission.

If you have any questions concerning this correspondence, please contact me by phone at (775) 684-3443 or by E-mail at rlpalmer@clan.lib.nv.us.

Sincerely,

Rebecca L Palmer

Rebecca Lynn Palmer
Historic Preservation Specialist

RE: CRR3-2008P, *Wedekind Park Parcel...*, draft report dated October 2000. The report is satisfactory however the following comments should be addressed:

Table 5.1, #9 Bidding misspelled (S/B Bitting)

page 40 **General Observations** - The last paragraph mentions the abandoned segment of Pyramid Highway SR 447 that runs through the project area. Enclosed are copies of 1927 and 1937 Nevada Highway maps that show a route (Nevada 32, 33) in this general location (on file at Nevada Historical Society). Renee Kolvet attempted to contact Jim Eppley (NDOT, Roadside History) to verify the historic road location, when it was first paved, and when it was abandoned. Mr. Eppley was on vacation however a co-worker stated that this segment was paved in April of 1935. Helen Salazar (NDOT) is checking on the date of abandonment. Based on its age, the road segment should be recorded.

page 40 Same paragraph - CrNV-03-5388- Was enough of the license plate intact to tell whether it was a Nevada plate?

Page 41 2nd paragraph, re: pet cemetery. Since the project is located in the Wedekind Mining District, the presence of 20 or more pet burials is interesting. Perhaps they are there due to the area's proximity to Sparks however several rock cairns are also present. Were any of the pet burials probed? Were the rock clusters concentrated in one area or are they scattered throughout the 287- acre parcel? Please contact Renee Kolvet at the BLM (885-6196) to clarify this matter.

page 46 The Monite Explosives Factory (CrNV-31-4936) deserves a bit more discussion since the reader may not have access to Mecham 1996. Were the explosives manufactured mainly for mining purposes related toWedekind Mining District? How many building were once at this location? SHPO may require a structure form for Building 20 in case one was not already prepared.

slope. Portions of the road have remnant paving. The patches of pavement are in poor condition, but traces of a double yellow line and a single white dashed line are still visible. Telephone conversations with staff members of the Roadside History group at the Nevada Department of Transportation indicate that the highway was first paved in 1935, and that this segment was abandoned in 1969. This segment was isolated and abandoned because the highway was re-routed through a deep artificial cut in the ridge which extends west from the hill.

Table 5.3 Newly Recorded Archaeological Sites

Number: CrNV-03-	Site Description	Dimensions (in meters)	UTM Coordinates[1]	
			Easting	Northing
5385	Cluster of 4 mineral prospects, apparently excavated with hand tools, a cairn, and 2 fruit/vegetable cans.	36 X 27	264421	4384196
5386	Cluster of 7 mineral prospects, apparently excavated with hand tools, 3 cairns, and a secondary trash deposit.	53 X 27	264422	4384106
5387	Prospect pit, apparently excavated with hand tools, fragments of 1 or more amethyst glass bottle(s), and a rhyolite core.	16 X 13	264658	4383690
5388	Cluster of 4 mineral prospects, apparently excavated with hand tools, and sparse trash scatter.	77 X 45	264755	4383615
5389	Cluster of 4 mineral prospects, apparently blasted and cleared with hand tools. No artifacts.	37 X 16	264706	4383371
5390	Very small lithic scatter: chert projectile point mid-section fragment, probably corner notched, 2 basalt projectile point tip fragments, a late stage basalt biface fragment, and 4 debitage flakes (3 chert, 1 obsidian).	4.6 X 2.6	264736	4383410
5391	Prospect pit, apparently excavated with hand tools, fragments of an amethyst glass bottle, and a cut nail.	9 X 9	264980	4383344
5392	Aboriginal hunting blind, 4 pieces of obsidian debitage.	9.6 X 3.5	264761	4383151
5393	Structural remnants of a house and an out building.	48 X 30	264267	4383993
5508	Abandoned segment of State Route 445.	1200 X 4	264180 264395	4383520 4384335

[1] Zone 11, 1927 North American Datum

CrNV-03-5393: Remnants of possible historic dwelling (house). The limited material remains and lack of subsurface cultural deposits suggest there is little potential to recover additional substantive data for clarifying historic activities in this vicinity, as identified in the historic research domains for the project area. The features and artifacts are not unique or representative of a period or method of construction, and the site presently has no known associations with events or persons of prominence. Thus, the site is recommended as not eligible for the NRHP under any criteria. Based on this assessment, no additional measures are necessary to protect or mitigate the potential effects of project development at this site.

CrNV-03-5508: An abandoned segment of the Pyramid Lake Highway, State Roue 445 (formerly State Route 33). This road segment is not associated with persons or events significant in history. It does not represent a distinctive type, period, or method of construction. Further investigation of the road segment is unlikely to yield any information important in local or regional history. The integrity of this site has been adversely affected by neglect and opportunistic dumping. Although the route of the road segment is clearly discernible, the paving materials have deteriorated badly, and there are piles of refuse on and around the surface of the road. The setting and the feeling of the site have been greatly diminished. This site is recommended as non-significant and ineligible for nomination to the NRHP. No additional management measures are recommended to protect or mitigate the potential effects of project development at this site.

Cultural Resources Inventory for the Tanamera Commercial Development (Sparks Mall) in Spanish Springs Valley, Washoe County, Nevada

Report

all put. land -
already submitted to
SHPO prior to
BLM involvement w/
right of way

BLM did not comment
on this report -
not a federal undertak

MW

KAUTZ ENVIRONMENTAL CONSULTANTS, INC.

United States Department of the Interior

Bureau of Land Management
Carson City Field Office
5665 Morgan Mill Road
Carson City, NV 89701
Phone: (775) 885-6000

In Reply Refer To:
8110 (NV033)
MSW
8/23/06
TK 8/24/06

AUG 24 2006

Ronald M. James
State Historic Preservation Officer
Nevada State Historic Preservation Office
Department of Museums, Library and Arts
100 North Stewart Street
Carson City, Nevada 89701-4285

Attention: Rebecca Palmer

Re: Positive Reports

Dear Mr. James:

Under the *State Protocol Agreement Between the Bureau of Land Management, Nevada and the Nevada State Historic Preservation Office,* the following guidelines were used for the listed undertakings:

Pg. 6, Part **VI. Case-By-Case Review**, subpart **A. Routine Undertakings**, whereby the BLM determines the Area of Potential Effect (APE), level of information gathering, public involvement, National Register status, intensity of effect, and treatment needs for resources potentially effected without SHPO concurrence prior to authorizing the undertaking;

Pg. 7, Part **VII. Identification, Evaluation, and Treatment of Historic Properties.**, subpart **B. Identification**, number 5. No Historic Property Situations: As a result of an appropriate inventory, the BLM determines that there are no historic properties within the APE. Upon review and acceptance of the inventory report, BLM will submit the report to SHPO, notified interested persons and proceed with the undertaking;

Pg. 9, subpart **C. Evaluation for National Register Eligibility**, number 3. Properties Eligible under Criterion D only: a certified BLM cultural resource specialist can determine eligibility under National Register Criterion D [36 CFR Part 60.4(d)] without specific SHPO consultation;

Pg. 9, subpart **C. Evaluation for National Register Eligibility,** number 4. Properties with Associative or Design Value: This provision applies to properties significant under Criterion A, B and/or C [36 CFR Part 60.4]. BLM's evaluation of National Register eligibility is dependent upon access to appropriate expertise; and

Pg. 12, subpart **D. Assessment of Effects,** number 1. No Effect Situations: The BLM can determine that the undertaking will have no effect on historic properties and proceed without further SHPO consultation when there are no historic properties within the APE, or when identified properties will be avoided.

In accordance with the guidelines stated above, this office is submitting the following three reports for incorporation into the statewide inventory:

- CRR 3-2284, *A Cultural Resources Inventory of the Toll Road Project, South Truckee Meadows, Washoe County, Nevada*
- CRR 3-2203, *A Cultural Resource Inventory for the Douglas County Parks and Recreation Department, Johnson Lane Park Project Under the BLM's Recreation and Public Purpose Act, Douglas County, Nevada*
- CRR 3-2320, *A Cultural Resources Inventory for the Diamond Hot Springs Estates Project, Wabuska, Lyon County, Nevada*
- CRR 3-2179, *Addendum: Cultural Resources Inventory for the Tanamera Commercial Development (Sparks Mall) in Spanish Springs Valley*

Sincerely,

T. J. Knutson/mjw

Teresa J. Knutson
Acting Assistant Manager, Non-renewable Resources
Carson City Field Office

Enclosure(s)
As Stated

mjw: MWASKI 8/23/06

STATE OF NEVADA
DEPARTMENT OF CULTURAL AFFAIRS
Nevada State Historic Preservation Office
100 N. Stewart Street
Carson City, Nevada 89701
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KENNY C. GUINN
Governor

SCOTT K. SISCO
Interim Director

RONALD M. JAMES
State Historic Preservation Officer

September 21, 2006

Teresa J. Knutson
Acting Assistant Manager, Non-Renewable Resources
Carson City Field Office
Bureau of Land Management
5665 Morgan Mill Road
Carson City NV 89701

RE: Bureau of Land Management Inventory Report Acknowledgment.

Dear Ms. Knutson:

The Nevada State Historic Preservation Office (SHPO) acknowledges receipt of the following inventory report(s):

- Three Material Pits in Lyon County (Bureau of Land Management Report Number: 3-2322).
- Material Pit and Access Road at SR208 DO 5.0, Antelope Valley (Bureau of Land Management Report Number: 3-2266).
- Toll Road Project, Washoe County (Bureau of Land Management Report Number: 3-2284).
- Douglas county Parks and Recreation Johnson Lane Park Project, Douglas County (Bureau of Land Management Report Number: 3-2203).
- Diamond Hot Springs Estates Project, Lyon County (Bureau of Land Management Report Number: 3-2320).
- Tanamera Commercial Development addendum, Spanish Springs Valley, Washoe County (Bureau of Land Management Report Number: 3-2179).

The above mentioned inventory report(s) will be incorporated into the statewide archaeological inventory. Thank you for your submission.

If you have any questions concerning this correspondence, please contact me by phone at (775) 684-3443 or by E-mail at rlpalmer@clan.lib.nv.us.

Sincerely,

Rebecca L Palmer

Rebecca Lynn Palmer
Review and Compliance Officer, Archaeologist

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
CARSON CITY FIELD OFFICE

Cover Sheet for Positive Reports

Cultural Resource Report Number: CRR 3-2179

Report Name and Author: *Addendum: Cultural Resources Inventory for the Tanamera Commercial Development (Sparks Mall) in Spanish Springs Valley*/Robert Kautz and Danielle Cozart

SITES					
BLM Numbers	**Smithsonian Numbers**	**Historic**	**Prehistoric**	**Eligibility**	**Criterion (ia)**
03-5834		Debris scatter and 3 prospects		Not Eligible	
03-5508		Segment of Old State route 445		Not Eligible	

Determination of Effect:

__No Effect _X_No Properties __ No Adverse Effect __Adverse Effect

Mitigation/Stipulations: None

Archaeologist ___Danielle Storey_____ Date_____

Manager_____ Date 5/22/06

FAX

KAUTZ ENVIRONMENTAL CONSULTANTS, INC.
5200 Neil Road, Suite 200
Reno, NV 89502
Phone: (775) 829-4411
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Peggy
Could you tell me where this leaves us?

TO: Jo Huffnagle

COMPANY: Carson BLM **FAX #** 885-6147

FROM: Bob Kautz

TOTAL NUMBER OF PAGES: 3 **DATE:** 3/2/04

DESCRIPTION OF DOCUMENT:

Jo, I got called by Kraig Knudsen about the Sparks Galleria project. I hope this exchange between myself and SHPO helps. Please give me a call if you have any other questions.
Thank you, Bob

Call (775) 829-4411 if there are any problems with this transmission

kautz
ENVIRONMENTAL CONSULTANTS, INC.

5200 Neil Road, Suite 2
Reno, Nevada 895
775-829-44
Fax 829-61

February 26, 2004

Mr. Robert Pyzel
City of Sparks
Office of Planning and Community Development
431 Prater Way
P.O. Box 857
Sparks, NV 89432-0857

Dear Rob:

This letter is in reference to the letter that was addressed to you dated February 18, 2004, from Ms. Rebecca Palmer, Historic Preservation Specialist at NSHPO. Her letter was in response to my company's report on cultural resources at the Sparks Galleria development, proposed to be built in Spanish Springs Valley.

If you will recall, she concurred with our report's recommendation that seven sites are not regionally significant (26Wa7118 through 26Wa7124) but noted the significance of the Orr Ditch (26Wa5352) that runs through the center of the proposed project's APE. In her note to you she inquired about what provisions had been made to avoid an adverse effect to the ditch segment.

I have just spoken with Ms. Palmer about the project and its effect on the ditch. I explained to her that the development plans to bury a pipe through their property at this location with a resulting loss of the trench due to concerns of safety and liability. She has agreed that following our firm's submittal to NSHPO of the original photos, fully identified, of the ditch at this location, that task will satisfy the NSHPO's concerns regarding an effect to the historic property.

I have spoken with the project proponent, Mr. Kraig Knudsen, and he has authorized me to prepare the photos as requested by NSHPO. I have asked Monique Kimball of our staff to complete this small project. If you, or any of your staff, should have any questions regarding this project, please feel free to call me or Ms. Kimball at any time.

Sincerely,

Bob Kautz

Robert R. Kautz, Ph.D.
CEO

cc. Ms. Rebecca Palmer, NSHPO
Mr. Kraig Knudsen, Tanamera Commercial
Ms. Jo Huffnagel

STATE OF NEVADA
DEPARTMENT OF CULTURAL AFFAIRS
Nevada State Historic Preservation Office
100 N. Stewart Street
Carson City, Nevada 89701

KENNY C. GUINN
Governor

SCOTT K. SISCO
Interim Director

RONALD M. JAMES
State Historic Preservation Officer

February 18, 2004

Robert Pyzel
City of Sparks
Office of Planning and Community Development
431 Prater Way
PO Box 857
Sparks NV 89432-0857

RE: Sparks Galleria Archaeological Survey, Spanish Springs Valley, Washoe County.

Dear Mr. Pyzel:

The Nevada State Historic Preservation Office (SHPO) reviewed the proposed project. The SHPO concurs with the consultant's recommendation that the following sites are not regionally significant:

26Wa7118; 26Wa7119; 26Wa7120; 26Wa7121;
26Wa7122; 26Wa7123; 26Wa7124.

The SHPO concurs with the following ditch segment is regionally significant:

26Wa5352 (Orr Ditch).

What provision has the proposed development made to avoid an adverse effect to this regionally significant segment?

If you have any questions concerning this correspondence, please contact me by phone at (775) 684-3443 or by E-mail at rlpalmer@clan.lib.nv.us.

Sincerely,

Rebecca Palmer

Rebecca Lynn Palmer
Historic Preservation Specialist

Attachment C: Transportation Historical Context,
Sub-Category – Automobile Roads, Construction Period – Nevada State Route

Over this large silver state, automobile roads tie together the far-flung points people use. These ribbons of dirt, asphalt, concrete and steel contribute to the historic fabric of their regions and communities. This document will define the transportation historic context for the sub-category "automobile roads for the construction period of State Routes" in this specific instance. This context will use uniform definitions and standard historic road language taken from a national perspective and applied here to the state of Nevada (Ingalls 2009, Keane et al 2004, Marriott 2010, Wallace 2004). This context will also review national and state periods of road construction, general road types and road elements.

Historic road study, conservation and management are a relatively new concept. The design, materials and construction technology is as important to the site's history as are the structures, buildings and landscape surrounding it. Historic roads have specific needs that require a unique perspective.

It is a natural part of the existence of these linear features that both through use and natural transformations they will degrade. Due to weather, use and wear, historic roads require regular and intensive maintenance to keep them functioning. The surface will erode and degrade. Surface water, groundwater, and the freeze/thaw cycle will undermine the structure. Vegetation will also work to reclaim the road.

However, these resources are rarely preserved for their own intrinsic value, saved and fenced off for people to look at. They are preserved with the goal of continued use. Transportation engineers didn't consciously design unsafe roads. But safety values change over time. If we are to continue the use of older roads, increasing their safety values will be mandatory for in-place preservation.

The Three Types of Historic Roads: Aesthetic, Engineered and Cultural
Historic roads, like the roads of today, were authorized, funded and constructed for different reasons. Understanding the reason and intent for the road construction will set the tone to determine the best approach for analysis and management, leading towards potential preservation. In general, historic roads can be described by three categories: aesthetic, engineered and cultural.

Aesthetic

> "Aesthetic routes represent historic roads designed to provide a very specific, and positive, traveler experience. In general these historic roads were designed for scenic enjoyment, leisure, recreation or commemoration. As such, aesthetic routes will have a documented purpose or goal behind their development…" (Marriott 2010: 18).

These are generally not the most direct or fastest routes. The route chosen will focus the traveler's experience, whether that is a tree-covered mountainside, a lakeshore or a vista. In an urban setting, that focus on detail may be important buildings, civic landscapes, or rows of trees. Historic roads that primarily address the aesthetic road type by their concept and intent may be impacted by alteration to any key component of the road.

Engineered

> "Engineered routes represent historic roads designed for the efficient movement of people, goods and services. They are our most common designed roadways. While they may exhibit some aesthetic qualities or features, their design intent will be rooted in efficiency of movement, ease of access, and prudent construction cost" (Marriott 2010: 19).

The word describing this road type is "pragmatic". Of the "road elements" to be discussed, the alignment of an engineered road may be important in representing new technology or material usage. Historic roads that primarily address the engineered road type by their concept and intent may be impacted by alteration to any key component of the road.

Cultural

> "Cultural routes represent historic roads that evolved through necessity or tradition. While it is possible some cultural routes may have a documented goal ('We need a reliable route to deliver the mail'), they will not have the design and construction legacy or an aesthetic or engineered route" (Marriott 2010: 20).

These are roads that often evolved from trails to dirt roads to automobile routes. Cultural routes can often exhibit the most historic periods or layers. The historic periods that the modern road covers are also important to understanding the record. Historic roads that primarily address the cultural road type are more organic and undocumented in their origins. This makes these roads more difficult to assess for impacts in having to consider the key components and potentially buried historic layers present.

Of course, roads are often a combination of all three road types. In this case, NDOT will choose one of the road types to be the primary type that will lead the assessment.

Community planning can be an element in road construction. In urban environments, the typical American town grid is an example of planning. In Nevada, it's often seen in modern towns as well as mining towns that were laid out.

The period of significance for historic roads is as important as it is for other historic resources. "A period of significance associated with a particular historic road will share a common history, technology and details…For aesthetic and engineered routes there is most always an initial period of significance associated with the years of design, construction and initial use. Cultural routes are more likely to have multiple periods of significance as changes in transportation or use affected the evolution of the historic road (Marriott 2010: 23)." Questions to establish the dates of significance should focus on the intersection of concept and intent with periods of significant road construction.

National Periods of Road Construction

As we travel towards considering the details of our specific road, the Pyramid Highway, next let's consider national periods of significance that will help to understand the period of significance. The following periods are pulled from Paul Marriott's work (2010). While Marriott proposes many periods that are specific for certain areas, this context only included those that cover Nevada. So, there won't be a period of consideration for British colonial road building.

Colonial Roads, 1560-1776

Though colonial roads are not a common resource in Nevada, the potential does exists for colonial Spanish roads in Nevada. The Leyes de Indias (codified in 1680) set the general organization of the Spanish colonial transportation network. This law covered travel, communication and town planning. It set in motion the Caminos Reals (Royal Roads) for the Spanish colonies. These roads were to link the distant settlements with the New Spain capital of Mexico City. Mexico City was linked to Sante Fe by Friar Rodriguez in 1581. The royal roads would eventually cover about 600 miles, connecting Mexico City to 21 missions, two pueblos and four presidios, ending in the mission of San Francisco de Solano in Sonoma County.

Good Roads Movement, 1890-1926

Starting in the 1890's, the League of American Wheelmen, an organization of bicyclists, advocated for a network of national hard surface roads that would be suitable for bicycling. Combined with the farmer's need for access to markets and rural mail delivery, this became the Good Roads Movement. Invention of the pneumatic tire in 1885 started the League of American Wheelmen along this path. The significant input in this movement was from recreation and leisure users who demanded these improvements to explore the countryside and wilderness. In reaction, some states, such as New Jersey, responded by creating "highway departments".

Congress felt pushed by the call for better roads and appropriated $10,000 to conduct a road inquiry in 1893. This developed into the Secretary of Agriculture to establish an Office of Roads Inquiry. This office responded by publishing technology bulletins on road building and also began preparing state and national road maps. In 1897, the office began constructing "object lesson roads" that started as 660 feet of macadamized roads to show the value of good improved roads. In 1905, Congress gave the office official funding and the name changed to the Office of Public Roads, which changed in 1915 to the Office of Public Roads and Rural Engineering.

In 1916, the first bill to establish the federally aided highway program was signed by Woodrow Wilson. The catch for each state was that a state highway department had to be established to receive federal funding. In Nevada, the Nevada Highway Department was established in 1917, ensuring that the state would receive about $1 million in federal funding. In 1918, the Office of Public Roads and Rural Engineering became the Bureau of Public Roads (BPR) that would remain within the Department of Agriculture until 1939. In 1939, the BPR would shift to the New Deal Federal Works Agency and was renamed the Public Roads Administration (PRA).

Named Transcontinental Highways, 1912-1926

The Good Roads Movement and the period called Named Transcontinental Highways overlap. Transcontinental highways fit into the Goods Road Movement in a larger sense that they were part of the Good Roads Movement and the outcome the promoters and financiers had pushed for. Named Transcontinental Highways are called out here to distinguish roads that specifically fit into this category and not conflate them with other roads that came from the Good Roads Movement.

In April 1912, the National Old Trails Road Association formed to promote all-weather paved roads with no tolls from Washington D.C. and New York to Los Angeles. This is similar to Carl G.

Fisher's promotion in 1912 for a route from New York to San Francisco. Fisher's route was named the Lincoln Highway by financial and political backer Henry B. Joy, President of Packard Motor Car Company. After the Lincoln Highway, numerous road associations sprang up.

In 1914, the Association of State Highway Officials (AASHO) was formed. Today this group is known as the American Association of State Highway Transportation Officials, or AASHTO. AASHO was formed to promote legislation for good roads and develop, coordinate, and manage roadways and vehicle use.

The US Highway System, 1926-1956

AASHO requested the U.S. Secretary of Transportation to appoint a Joint Board on Interstate Highway. In 1925, this board undertook "immediately the selection and designation of a comprehensive system of through interstate routes, and to devise a comprehensive and uniform scheme for designation of such routes in such manner as to give them a conspicuous place among the highways of the country as roads of interstate and national significance" (Marriott 2010: 42). From this directive, the U.S. highway system was adopted in 1926. Roads were named numerically with east-west routes being even, and north-south routes being odd. Lower numbers would start on the east coast and the higher numbers would be on the west coast. Route numbers that ended in "1" were reserved for long distant north-south routes while "0" was reserved for long distant east-west routes.

Scenic Roads and Automobile Parkways, 1907-1960

Another result from the Good Roads Movement was promotion of recreation and leisure routes. The automobile, more so than the bicycle, became a mode of transportation for the growing middle class and the middle class used this vehicle as independent transportation. In part they chose their own itineraries and scenic destinations; they needed all-weather good paved roads to do this. Tourism increased from this all-weather road blossoming; day trips, drives and touring excursions were promoted to the "motoring" class. Beginning in 1893 with the World's Columbian Exposition's call to "See America First" campaign, American's took to the road to see the newly formed "national parks", recreational spaces and cultural attractions.

Modern Highway Network, 1940-1970

After the polish wore off the need for new all-weather paved roads, more efficient roads to get places were necessary as people began to rely on their vehicles. Automobile technology improved, allowing for faster movement. This faster movement forced road engineers to design, safer, higher speed roads. Marriott (2010:46) describes them thusly:

> " Wide concrete ribbons raced across the…landscape as geographic barriers to our forefathers bowed. Rivers were crossed, mountains tunneled and hillside lowered. Even the pesky tollgates of the past were removed to exit ramps so as not to impede the modern traveler on his high speed mission. Significant too was the abandonment of landscape and parkway considerations that so strongly shaped and defined many of our first modern roads."

The design of the first high speed highway was the Pennsylvania Turnpike. It was designed for 12-foot concrete lanes, a 10-foot median and 10-foot berms at the highway's edge. The right-of-way for it was 200 feet wide. The road was super-elevated to maintain highway speeds and the minimum required line of sight distance was 600 feet.

From 1956 to 1970 was the promotion of the Interstate System. Signed into law by Dwight D. Eisenhower, the Federal Aid Highway Act established a national system of military and interstate highways.

State Specific Road Periods

Nevada State Routes, 1917-1946

State specific periods of significance are outside of the National periods of significance. In Nevada, State Routes are a classification of roads outside of roads classified as Interstate or U.S. Routes. As such, State Route construction on a state level would have begun only as early as the start of the Nevada Highway Department in 1917; the Nevada Highway Department being the first state level organization to construct roads. The construction period for state routes will be set in this context as starting at 1917 and ending at the end of World War II in 1946, this mirrors the use of the concrete "N" right-of-way marker. The hypothesis for the State Route period of significance as mirroring the concrete "N" right-of-way marker brackets the period between the start of the Nevada Highway Department and the beginning of the advent of Modern National Highway System.

Road Elements

Before assessing the roads for their significance, it is helpful to set the characteristics of roads. Roads can be described in three parts, their length, their materials, and their construction. A "road" is comprised of the travelway, the roadside, and the setting. As with integrity, the characteristics of the road parts in their total may not be applicable. Certain roads may only have certain characteristics. The characteristics as defined by Marriott (2010) will be used to continue the national significance perspective. Redefinition for purposes of applicability to Nevada will proceed at a later date.

The Road

The parts of the road itself comprise the physical construction that was used for the movement of people and goods. The road has nine characteristics (Marriott 2010: 11-12):

travelway

The travelway refers to the area of the road dedicated to the movement of vehicles. This may also be referred to as a "carriage way" or "travel lane".

pavement

Pavement is the durable or semi-durable surface of the travelway. Pavement may be dirt, gravel, wood (planks, wood block, or corduroy—logs lain side-by- side), stone (cobblestone or granite Belgian-block), brick, macadam, concrete or asphalt.

alignment

Alignment refers to the horizontal or vertical movement of the road. More specifically, horizontal alignment refers to a road's movement to the left or right - - its curves -- and vertical alignment refers to a road's movement up and down -- its hills. Horizontal and vertical alignment may, of course, overlap—a winding road up a mountain slope, for example, has aspects of both horizontal (curves) and vertical (mountain slope) alignment.

subsurface
Subsurface refers to the stabilized base beneath the pavement. The subsurface provides both a stable base to support the pavement and a finished surface on which to lay or adhere the pavement. It is the subsurface that comes in contact with the ground. For some cultural routes, the subsurface may be the pavement of an earlier era, thus making the subsurface an archaeological resource.

crown
The crown of a road is the rise or upward arc toward the center of the travelway that provides for drainage. The crown directs water away to a gutter, shoulder or swale.

curb
A curb is a raised face at the edge of the travelway or gutter. Generally 6-12" in height, a curb provides a physical barrier between the travelway and the adjacent sidewalk or landscape. Curbs may be granite, concrete, asphalt, stone, brick or wood.

gutter
A gutter is a channel at the edge of the travelway designed to collect and direct surface or rainwater away from the road. Gutters are generally concrete or brick.

shoulder
A shoulder is a stabilized surface that runs parallel to and is flush with the travelway. In general a shoulder is utilized for higher speed roads without a curb and gutter. It varies in width and may or may not be constructed of the same material as the travelway. Shoulders are generally viewed as a safety feature— providing a disabled vehicle a safe and easy place to pull over.

structures
The road may be associated with essential structures that are integral to its design and function. These may include bridges, culverts, tunnels, tollbooths and retaining walls.

The Roadside
The parts of the roadside comprise the area from edge of the shoulder to the area immediately adjacent to the road. These elements enhance features of the road itself, such as, safety or easements. In Nevada, this area generally is from edge of shoulder to the right-of-way fence. The fourteen characteristics are (Marriott 2010: 13-14):

right-of-way
The right-of-way includes the road and the adjacent lands parallel to the road under ownership or easement by the transportation department (or other agency or road owner) and includes the road. In many instances the right-of-way also includes road related features (drainage or signage) or general public services (utilities). The right-of-way may exactly equal the width of the road, or may include an area of sidewalks, street trees or bike paths; or land reserved for future highway construction. Some parkways and scenic roads have extensive right-of-ways (in cases extending significant distances from the roadway) for the conservation of natural areas or the provision of a buffer from adjacent development. Historic roadside features may be located within or outside the right-of-way.

clear zone
The clear zone, a safety provision, is a strip of land parallel to the road, and maintained free of rigid or fixed hazards (trees, utility poles, fire hydrants), to enable a vehicle that accidentally leaves the road the opportunity to "recover" and return safely to the road.

swale
A swale is a slight depression or ditch parallel to the road that serves as a collector for rainwater runoff. Swales are most generally found along roads that do not have a curb and gutter system.

barrier
A barrier is a safety feature designed to protect the vehicle from a hazardous situation. Barriers are commonly constructed as guardrail, walls, or posts.

lighting
Lighting refers to both the source of light (and its intensity), and the design of the fixture that supports the light source.

signs
Road-related signs provide information for the traveler about road identification (route numbers), location, direction, distance, warnings and regulations. Other public signs provide visitor information, serve as commemorative or gateway features, or provide visitor orientation.

sidewalks
Sidewalks are durable paved surfaces that generally run parallel to the road and are dedicated to the use of pedestrian (and sometimes bicycle) traffic.

paths
Paths provide access for pedestrians and bicycles and are generally less formally defined than sidewalks. Paths may originate from an unplanned or organic use (people tend to create paths if no other accommodation is provided), or may have been designed. Paths may be unpaved or have a gravel or asphalt surface.

tree lawn
A tree lawn is the area between the curb and sidewalk usually dedicated to the planting of street trees. In some areas this may be referred to as a tree reservation or grass verge.

street trees
Street trees are trees planted parallel, and generally in a formal pattern or spacing, to the road.

utilities
Utilities may be above or below ground and include electric, cable, telephone and fiber optic lines; gas, water, irrigation, storm and sewer pipes; and transformers, service boxes and steam tunnels.

structures
Structures within the right-of-way may include bridges and aqueducts that carry other roads, railroads or water over the road. They may also include administration buildings (often associated with toll roads and bridges) or maintenance structures.

service areas
Service areas may include highway maintenance yards, rest areas or driver/auto plazas providing fuel, food and information.

waysides and overlooks
Waysides and overlooks are pull-offs adjacent to the road designed to provide access to a scenic view, interpretation or historical markers, or picnic tables. Such facilities are generally without restroom facilities.

The Setting
The parts of the setting comprise the area outside of the right-of-way. While the setting is part of the understanding of the road itself, it is highly likely that this area is beyond the control of the state Department of Transportation. The seven characteristics of the setting are (Marriott 2010: 15-17):

roadside architecture
Road-related features include structures and spaces of businesses that are integral to the use of the road. Structures may include gas stations, motor courts, drive-ins, diners or taverns. Seasonal structures may include farm markets, ice cream shops or calm shacks. Some of these structures showcase decorative or fanciful architecture designed to capture the attention of the motorist.

landscape features
Landscape features include parklands, natural areas and plantings designed in conjunction with or resulting from the creation of the road.

character
Character refers to the nature of the landscape or community through which your road passes. It may be rural, suburban or urban in nature. It may be local in character—the temple fronts of Greek Revival farm houses set well back from the road—or it may be more regional in character with businesses catering to the needs of the traveler and defined by the corporate architecture of a gas station. Character may be reinforced through common or repeating elements that create identifiable, even unique, patterns, colors, and styles along the roadside—fences, fields and woodlands, for example.

streetscape
A streetscape defines the physical setting and structures along a road in a settled area. A streetscape, whether urban, suburban or rural, is generally associated with a built-up area or concentration of development. Key characteristics of streetscapes are street trees, lights, utility lines, styles of architecture, relationship of structures to the street (adjacent to the street, setback by a wide lawn), public spaces (walks, plazas, village

greens and parks) and street furnishings (benches, lights, planters, parking meters, mailboxes).

cultural landscape

The cultural landscape defines the patterns, design and structure of a landscape influenced, altered or changed by human activity. Hallmarks of a cultural landscape may include the size and shape of fields and orchards, the characteristic layout of communities (a grid pattern, a linear alignment along a road or settlements at mountain passes or river confluences), or the nature of the road network (along land grant lines, paralleling waterways through a valley or following the dictates of a regional transportation plan). Cultural landscapes are generally not designed by a master landscape architect or planner, but may be "designed" or influenced by the traditions or goals of social, religious or ethnic groups.

viewshed

Viewshed refers to the "view" from a particular point in space. The viewshed encompasses everything that can be seen from this point. A viewshed may be very large, such as the view across a valley from a ridge road, or the view of Lake Tahoe as it stretches to the horizon. It may also be

,

or the limited view along a road in a densely wooded area. The viewshed of a road is generally considered the view to the left or right from the centerline of the road.

foreground, middle ground, background

Foreground, middle ground and background are landscape terms that assist in defining the viewshed. Foreground refers to that part of the setting that is immediately adjacent to the road and clearly discernable. Middle ground refers to the near distance where larger features such as trees, roads or buildings may be recognized as individual elements—but not clearly. Background refers to the far distance where only basic forms are discernable and the intensity of the colors in the landscape begins to fade to gray. Naturally, not all viewsheds will possess all three elements.

Materials and Construction

Other elements of the road are the materials and construction techniques.(Marriott 2010: 17):

materials

Construction materials for historic roads may include concrete, brick, stone, iron, steel, aluminum, glass and wood. Landscape materials, materials consciously designed and installed as a part of the road environment, may include trees, shrubs, groundcovers and flowers. Materials may be highly visible, such the iron or steel on a bridge, a row of trees in full bloom, or invisible, such the gravel sub-base over which an asphalt street is laid.

construction

Construction techniques for historic roads will address dimensions (thickness, width, height and depth), assembly (mortar, steel reinforcing, nuts and bolts, rolling, compacting and anchoring) and applications (painting, galvanizing and liquid treatments such as tar and asphalt). Like any historic property, construction techniques may be

economical and efficient or the result of an experienced craftsperson employed due to a recognized skill or talent.

Length

Length of a cut-off road segment is integral to its significance. The length of a cut-off segment of a road is crucial to interpreting that segment's significance. In Iowa (Ingalls 2009), Arizona (Keane et al. 2004) and New Jersey (KSK Architects et al. 2011), length of the road segment has been determined to be one of the key characteristics in conveying setting and feeling. While no one agrees on the minimum length that must be present, many agree on one-fifth (about 1000 feet) of a mile as being a starting point. In Iowa, there is differentiation between straight and curved segments, it being thought that curved segments convey more feeling and setting given the faster change of scenery and the extra motion of the automobile going around the curve. For this reason, in Nevada, a starting point for the consideration of setting and feeling from the segment length will start at one-mile for the vast amount of straight road segments and one-fifth of a mile for curved segments.

State Route 445 – the Pyramid Highway

The documented history of the Pyramid Highway (SR 445) starts in 1935. Prior to that, the 1893 US Geological Survey Map shows that there is no road in the area. At that time, there were two ways to travel to Pyramid Lake, one route through Sun Valley and the other along the eastern edge of the Spanish Springs.

Sometime between 1893 and 1935 a road was developed between Sparks and Pyramid Lake that traveled through Spanish Springs Valley. This was most likely a cultural road, with a dirt travelway and little or no engineered features. In 1934-1935 the Nevada Department of Highways developed plans to improve this road, now known as the Pyramid Highway, or SR 445.

A 1935 plan set shows the pre-1934 alignment of the Pyramid Highway. The 1935 plans called for straightening tight curves and switchbacks. The work of improving a 6.283 mile section of the Pyramid Highway containing SHPO Resource #S821 was done with day-labor and completed in August of 1934. The use of day-labor meant that there are no "as-built" plans in the NDOT archives. However, a 22.496 mile section of the Pyramid Highway, just north of S821 (designated on the plan set as "NRS#123B") was built with designed plans in 1935. Plan set cross sections of segment NRS#123B shows that the road was built with a 26' wide travelway made of select borrow material (dirt) that allows for two 10' wide lanes and two 3' wide shoulders. The slopes bordering the road had a 6:1 ratio, taking 21' with a 2:1 back slope back to ground level. The road surface originally would have been "select material" or compacted dirt and gravel. The road was probably "oiled" soon after construction as the 1930s Nevada Highway Department biennial reports refers to the Pyramid Highway as having an oiled surface. To make an oiled road, oil was sprayed onto the surface of a dirt or graveled road. Heat from the sun and compaction from vehicles turned the oil into a thin pavement-like layer that helped protect the road from water erosion. The 6.283 section of the highway containing S821 and section NRS#123B would have been built to similar widths with similar materials.

In 1959, the Pyramid Highway alignment was straightened again and the segments in questions (S821) were cut-off from the functioning roadway. In the 1959 plan set, the existing Pyramid Highway was described as the same 26' wide travelway that is described above. However, the road surface had changed from dirt, or an oiled surface, to a 1" thick bituminous wearing

surface reinforced with cotton membrane, and a 2 ½" thick roadmix surface. (A "roadmix" surface is simply a mixture of aggregate and bituminous material made on site, as opposed to a "plantmix" which is aggregate and bituminous material mixed at a plant and delivered to a construction site.) The date of the road surface change is uncertain.

The improved 1959 Pyramid Highway became two 12' wide lanes with two 4' wide shoulders and a 6:1 slope along the roadside. The surface was 1/2" thick open graded plantmix surface on a 24' wide travelway. ("Open graded" mix uses larger aggregate than a "dense graded" mix. The benefit of an open grade mix is that the travel surface has more friction, making it safer to travel at higher speeds. However, because of the larger aggregate, open graded mix usually has large air voids in the mixture and is more water permeable.)

Today, the Pyramid Highway follows the 1959 alignment. Further alterations to the road, such as the addition of turn lanes, lane widening, barrier rails, and signage have been made to the road in the intervening years.

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Attachment D: Character Defining Features of the 1935 Pyramid Highway

The character defining traits of the 1934-1935 Pyramid Highway can be broken down into three categories: the characteristics of the road itself; the elements found in the right-of-way immediately adjacent to the road; and the character of the setting, which includes roadside architecture and the viewshed.

The Pyramid Highway was constructed from 1934 to 1936. The segments of the old Pyramid Highway in the Pyramid-395 Connector Project's Area of Potential Effect (S821) was built by day laborers without a construction contract, meaning that construction plans and other records of the roads construction were not kept in NDOT archives and are unlikely to exist. The physical appearance of this section of road is based on Nevada Department of Highways Biennial reports, and on construction plans for the adjacent section of the Pyramid Highway, which was constructed through a contractor. The assumption is that the entire Pyramid Highway road was built to the same specifications.

The Road

Prior to 1934, the road from Sparks to Pyramid Lake, through Spanish Springs Valley, was a dirt road with minimal improvements. The 1935 road construction plan set shows that the old road approximately followed the alignment of the new 1935 road, but the new 1935 road eliminated several curves and switchbacks in the old road and generally straightened the road. The road section of old Pyramid Highway constructed in 1934, including S821, had two travel lanes, each measuring 10 feet across. The travel lanes were constructed of three layers. The deepest layer was a 9 inch bed of granite sand. This was covered with 6 inches of gravel, and finally topped with 4 inches of smaller gravel to form the travelway surface. Soon after completion, the graveled surface was coated with oil to make it more waterproof and hold together better. The 1935 plan set instructs the builder that "headwalls shall be placed on both ends of all pipe culverts, except as noted." Stone headwalls were found on one end of a pipe culvert in Segment B.

A 3 foot dirt shoulder bordered the travel lanes. Outside of the shoulder was a runoff swale that varied in width but generally was about 21' across with a 6:1 slope. The result was a road that was raised above the natural surface of the ground by a few feet. The roadway was leveled. Gullies were filled in and peaks were graded down but not to the extent that is seen on modern roads. The 1930s Pyramid Highway still followed the natural contours of the earth closely.

The Right-of-Way

The Right-of Way includes the property or easement along the road owned by the highway department. In Nevada, it is generally 200 feet from centerline, creating a 400 foot wide swath. Historic elements that might be seen in the right-of-way are directional signage, wood mile post markers, streetlights, traffic signals, and concrete or wood right-of-way markers. Probably none of these elements were along the segment of old Pyramid Highway in the APE. The most likely elements to be found are wood mile post markers, and the concrete "N Post" marker that was used to mark the edge of the right of way at the beginning and end of arcs in the road. Concrete N Posts were used from 1919 to 1948 and measured 6" square with the letter "N" for "Nevada" embossed at the top. N Posts may have been placed at the curve in the old Pyramid Highway alignment located in Wedekind Park. Today, there is no evidence of N Post markers, or of mile markers.

The Setting

The current setting of the old Pyramid Highway would be unrecognizable to the 1935 automobilist. In the 1930s the area was characterized by undeveloped desert views with occasional ranching homesteads and agricultural fields that bordered streams. It would have been a long treeless journey through the high desert.

Today the drive down modern day Pyramid Highway is bordered by housing subdivisions and commercial developments with only the occasional stretch of natural landscape. The segment of the old Pyramid Highway within the APE has been diminished in particular. The construction of the Sparks Crossing Shopping Mall to the east of Segments A and B has replaced rocky hills of sagebrush and rabbitbrush with Bed Bath & Beyond, Dollar Tree, Famous Footwear, Old Navy and a sea of parking lots.

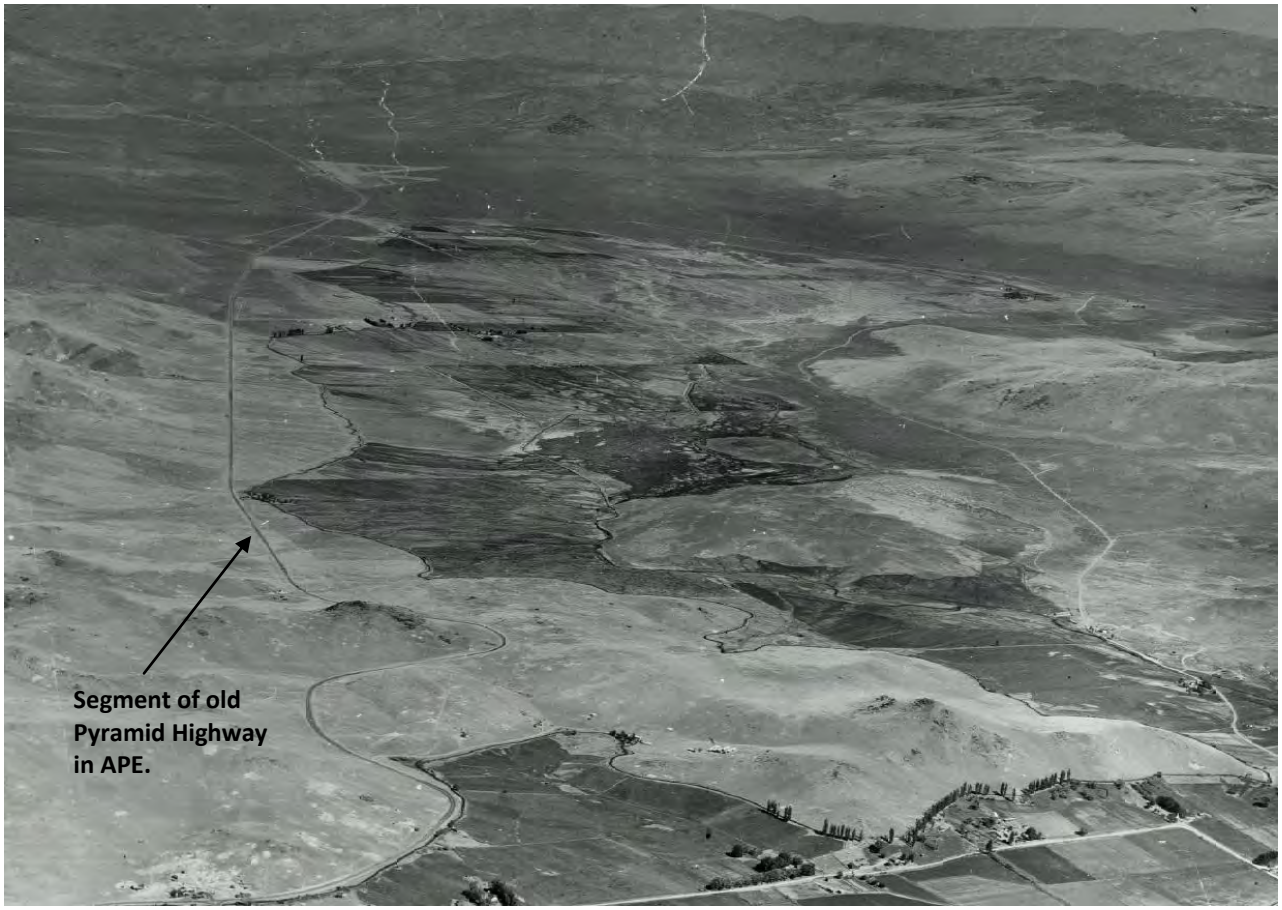
Gravel being applied to a prepared roadbed, location unknown. Similar equipment would have been used to gravel the Pyramid Highway in the mid 1930s. (NDOT Photo Archives).

The runoff swale being constructed along an unidentified Nevada road in the 1930s. Similar techniques would have been used to build the Pyramid Highway in the mid 1930s. (NDOT Photo Archvies).

Oil being applied to a road in the 1920s, unknown location. Similar equipment would have been used to oil the Pyramid Highway. (NDOT Photo Archives).

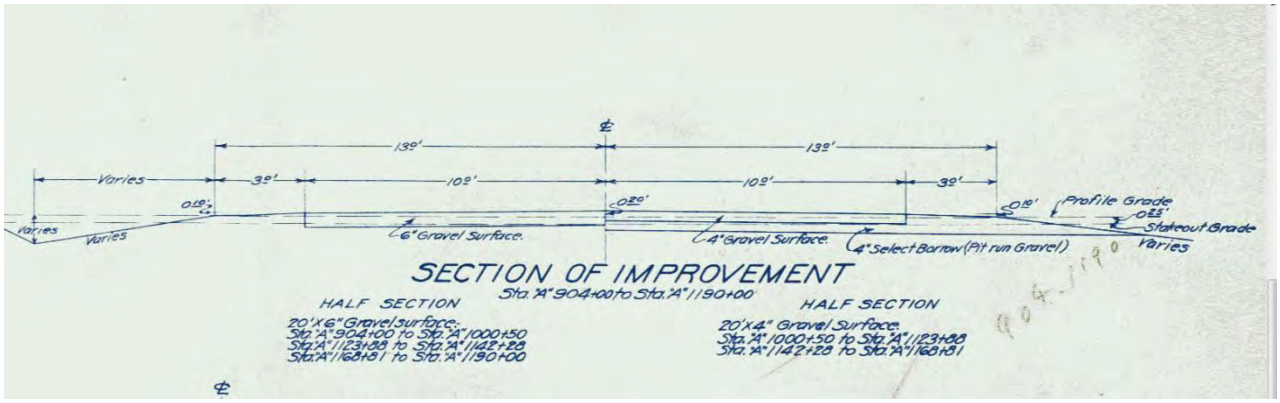
Early oiled road in Nevada. Unknown location and date. This photo shows what the surface of an oiled road looked like. The Pyramid Highway was wider with shoulders and a drainage swale (NDOT Photo Archives).

Between 1935 and 1959, the surface of the Pyramid Highway had been improved with a 1" thick bituminous pavement reinforced with "cotton membrane." This photo from 1937 shows workers applying a cotton membrane, basically a bolt of cotton fabric, to a newly constructed road. (NDOT archives).



1946 aerial photograph of the Pyramid Highway, looking north. At this time the road was two lanes, paved with asphalt. It featured the newly implemented dashed centerline (as opposed to a solid centerline). Painted shoulder lines were not used until 1956.

Detail of 1946 aerial photograph showing dashed centerline and the neighboring agricultural and desert landscape.



Cross-section of Pyramid Highway from Contract 412, dated March 5, 1935 (NDOT Archive).

Attachment B: Character Defining Features of the 1935 Pyramid Highway

Table 1. Character Defining Traits

	Historic Condition	Current Condition
The Road: Pavement	1935: graveled road Shortly after 1935: oiled road Between 1935 and 1959: bituminous paved surface	Majority of road surface has deteriorated. Small sections of asphalt remain.
The Road: Alignment	Vertical and horizontal alignment of the road follows the natural contours of the ground closely; there was only minimal excavation and fill used to make the road level.	Alignment remains similar to historic conditions.
The Road: Subsurface	Two 10-foot travel lanes on a bed of compacted gravel and sand.	The majority of the road subsurface has deteriorated. The hard-packed road surface measures about 10 wide.
The Road: Shoulder	3' wide dirt shoulders	The original shoulders have deteriorated and no longer exist.
The Road: Structures	Pipe culverts were to be faced with stone.	A stone faced culvert exists as part of Segment B. One side of the culvert has been destroyed through erosion. The other side retains good integrity. No other structures are evident.
The Road: Length	The old Pyramid Highway stretched approximately 32 miles from Sparks to the southwest side of Pyramid Lake	Segment A is 1,410 feet long and Segment B is 790 feet long. Both segments are cutoff by a steep berm and a crossing street. The two segments of Old Pyramid Highway combined represent .01 percent of the total length of the historic Pyramid Highway.
The Right-of-way: Lighting	Apart from automobile headlights, there was no lighting on the road.	Segments A and B are light by the ambient lighting from the modern Pyramid Highway and the neighboring shopping mall.
The Right-of-way: Signs	Concrete "N Post" ROW markers located at curves in the road. Wood mile post markers located every mile. Historically, there were probably no signs or markers along the segment of Pyramid highway in the APE.	No 1930s related markers or signs in the right of way.
Setting: Roadside architecture	The area traveled between Sparks and Pyramid Lake was devoid of roadside architecture. A historic photograph from 1946 shows a few ranch buildings that are at a distance to the road.	Segments A and B are boarded by the Sparks Crossing Shopping Development on the east, and the modern alignment of the Pyramid Highway on the west.
Setting: Character	Undeveloped, rural area.	Developed urban area with modern residential subdivisions and commercial developments.
Setting: Viewshed	Long views of undeveloped desert and occasional agricultural fields.	Views to the south of the Sparks suburbs.

Eligibility Requirements

If a road possesses integrity, it may be eligible under the following criteria:

- A road may be eligible under criterion A if it is associated with specific events, or a broad pattern of events, that are important to history. An example of this would be a road that connects two commercial centers and resulted in significant economic development as a result of the route, or a road that was built as part of a national program of defense leading up to World War II.
- A road may be eligible under criterion B if it is associated with an individual, or individuals, important to history. An example of a road eligible under criterion B would be a road that was designed by a significant road engineer or landscape architect and the road illustrates an important achievement in the individual's career.
- A road may be eligible under criterion C if it represents a distinctive type, period or method of construction, or was the work of a master. An example of a road eligible under criterion C would be an intact section of road that was constructed as a model for other roads such as the "Ideal Section" of road built as part of the Lincoln Highway, or an aesthetic road designed by a master landscape architect as part of a larger landscape.
- A road may be eligible under D if further intensive study of the materials or method of construction was likely to reveal information that could contribute important information to our understanding of history.

The architectural aspects of integrity that must be present for a road to be considered eligible are design and location. The original alignment and good to excellent integrity of setting are essential elements for a road to convey its historic associations.

Integrity of Segments A and B

Segments A and B of the old Pyramid Highway retain integrity of location. They have poor integrity of design, materials, workmanship, setting, association, and feeling.

Design: Nevada FHWA recommends that at least one mile of road is necessary to convey the original design of a historic road. The essence of a road is that it travels *through* a landscape. Segments of road shorter than one mile lack the essential quality of a road, especially in areas of relatively level terrain such as the Old Pyramid Highway. Segment A is .27 miles long and Segment B is .15 miles long. Even added together they do not have the length needed to suggest the sense of distance the road once had. The 1935 travelway was 20' wide (two 10' wide lanes) with 3' wide shoulders. Today, the segments of road have eroded to about 10' wide total. There is no evidence of the shoulder, or the slope along the side of the road.

Materials: The condition of a historic resource may be poor without affecting the integrity. However, in the case of the Old Pyramid Highway, the condition is so deteriorated that character defining features of the highway, such the width of the road, shoulders, subsurface, and surface material are missing. The surface of the road evolved from dirt, to an oiled gravel surface in the 1930s, to a paved asphalt surface in 1959. None of these materials phases of the road are represented

Location: The two segments of road (.42 miles) retain integrity of location.

Workmanship: Extreme deterioration of the road has diminished the levels of integrity of workmanship. A small culvert, faced with granite ashlar is the only remaining element of the road that displays historic workmanship. The rest of the road has poor integrity of workmanship.

Setting: The Historic Resource Inventory Form documents that the road segments have had "significant loss of their original setting and feeling due to nearby modern development." Commercial development and the nearby modern Pyramid Highway have significantly changed the historically rural setting of the road.

Feeling: The changes to the setting, coupled with the poor integrity of the resource leave the road with no expression of aesthetic or historic sense of a particular time period.

Justification

Segments A and B of the old Pyramid Highway (S821) are not eligible under **criterion A**. While the road between Sparks and Pyramid Lake was important to a small population of locals, the travelway cannot be argued to have significantly affected regional economic or social change. Assessment of eligibility of historic roads has been addressed by the Colorado Department of Transportation in 2002 with the production of a context and history prepared by Associated Cultural Resource Experts (ACRE 2002). It was concluded that "..no single highway is likely to be considered historically significant simply because it exists" (ACRE 2002:10:1). The significance of a roadway is determined by the human activities "considered to be important in our past that were facilitated or made possible by the highway. … in general, highways are historically important because of their role in affecting economic and social changes to our society" (ACRE 2002:10:1).

Segments A and B are not eligible under **criterion B** because scholarly research did not indicate that the Pyramid Highway had any association with persons important to our history.

Segments A and B are not eligible under **criterion C**. The road is not the work of a master, nor does it possess high artistic values. In their current state of deterioration, the short segments do not embody the distinctive characteristics of a 1930s highway.

Segments A and B are not eligible under **criterion D** because they are unlikely to yield information important in prehistory or history. The construction method of the road and the materials used are well documented and further study of the road segments is unlikely to reveal new information about early 20th century roads or history. Due to the lack of associated features it is unlikely that further investigation of this site will yield information important to regional questions. Often, the history of a road can best be obtained through archival and documentary sources. The 1935 and 1959 plan sets for the Pyramid Highway are available at the NDOT archives. According to Keane and Bruder (2004:101) "Only rarely is archaeological study of a roadbed alone likely to yield valuable historical information. Similarly, unless road-related features such as culverts, bridges, and retaining walls are not documented in archival records, archaeological recordation is unlikely to provide important information".

References

ACRE
2002 Final. Highways to the Sky: A Context and History of Colorado's Highway System. Submitted to Colorado Dept. of Transportation, Denver. Associated Cultural Resource Experts (ACRE).

Keane, Melissa and J. Simon Bruder
2003 Good Roads Everywhere: A History of Road Building in Arizona. Prepared for Arizona Dept. of Transportation Environmental Planning Group

INDEX OF SHEETS

SHEET No. 1 – TITLE PAGE
" " 2 – TYPICAL SECTIONS
" " 3-22 – PLAN AND PROFILE
" " 23-24 – STRUCTURE LIST
" " 25 – STANDARD REINFORCED BOX CULVERTS
" " 26 – STANDARD PIPE CULVERTS
" " 27 – LAMINATED CULVERTS
" " 28 – STANDARD DETAILS
" " 29 – BRIDGE DETAILS
" " 30-202 – CROSS SECTIONS

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STATE OF NEVADA

DEPARTMENT OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

FEDERAL AID PROJECT

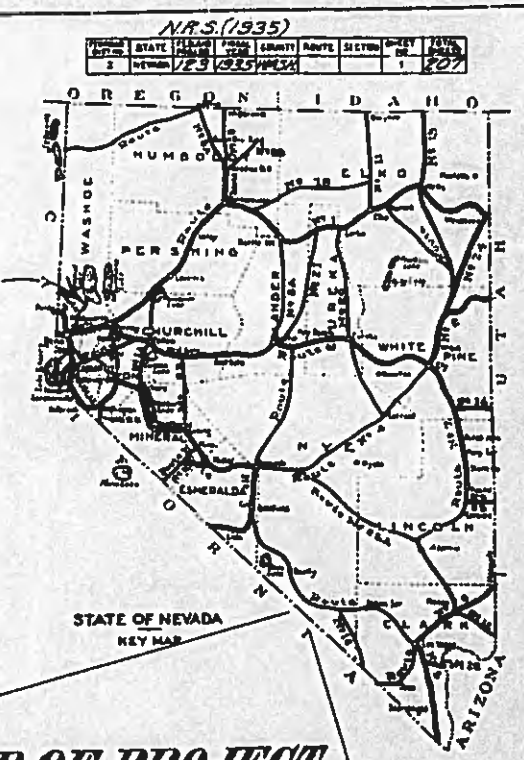
PLEASE RETURN TO ENGINEERING FILES

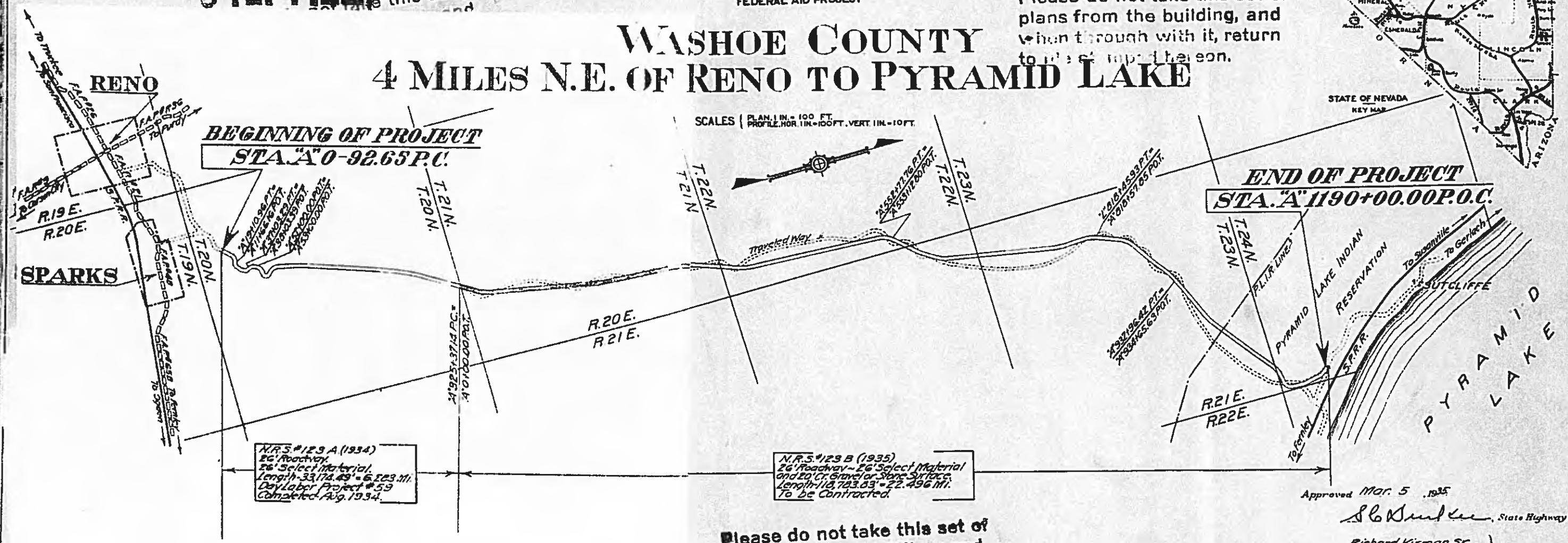
PROJECT N.R.S. #123

Please do not take this set of plans from the building, and when through with it, return to file stamped hereon.

WASHOE COUNTY

4 MILES N.E. OF RENO TO PYRAMID LAKE





Approved Mar. 5, 1935

S. C. Bunker, State Highway Engr.

Richard Kirman Sr. Chairman
Henry C. Schmidt
Gray Mashburn
Board of Directors

RECOMMENDED FOR APPROVAL:
[redacted]
DISTRICT ENGINEER BUREAU OF PUBLIC ROADS

RECOMMENDED FOR APPROVAL
[redacted]
CHIEF ENGINEER BUREAU OF PUBLIC ROADS

APPROVED:
[redacted]
DIRECTOR BUREAU OF PUBLIC ROADS

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CONVENTIONAL SIGNS

STATE LINE
COUNTY LINE
INCORP'D CITY OR TOWN
TOWNSHIP LINE
SECTION LINE
RESERVATION LINE
FENCE LINE
UNFENCED PROPERTY
RIGHT OF WAY LINE
TRAVELED WAY
RAILROADS
BASE OR SURVEY LINE
LEVEE
CULVERTS
RETAINING WALL
DROP INLET
TROLLEY POLE
POWER POLE
TELEPHONE OR TELEGRAPH POLES
MARSH
TREES

SCALE :- 1" = 6000'

FED. RD. DIST. NO.	STATE	FED. AID PROJECT NO.	FISCAL YEAR	COUNTY	ROUTE	SECTION	SHEET NO.	TOTAL SHEETS
		N.R.S (1935)						
2	NEV.	238	1935	WASH.			2	207

GENERAL NOTES:-

1.~ Alignment and grades are subject to adjustment.

2.~ Curves of 5000 feet radius or less shall be superelevated in accordance with the following formula:

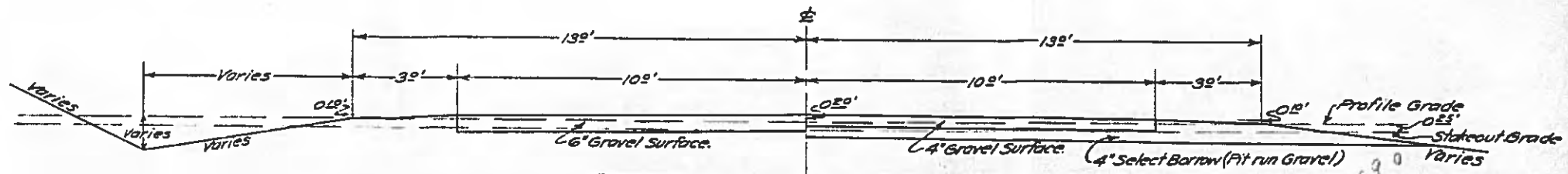
$$E = \frac{82.075}{R}$$

Where "E" = Superelevation in feet per foot width of roadway. (Maximum value of "E" = 0.100')
"R" = Radius of curve in feet.
The easement length shall be 50 X E X W where W = width of roadway in feet, shoulder to shoulder.
One-half of superelevation shall be carried at the P.C. and P.T. (One-half easement on curve and one-half on tangent)

3.~ Depth of surfacing shown is compacted thickness.

4.~ Headwalls shall be placed on both ends of all pipe culverts except as noted.

5.~ Fill Slopes:
Turnpike sections, fills under 3 ft.- Slopes same as cut ditches.
Turnpike sections, fills over 3 ft.- Slopes 1½:1 ~ Widen 1 ft. each side of Center Line.
Where 2:1 fill slopes are specified, the roadway shall be widened 1 ft. each side of Center Line.



SECTION OF IMPROVEMENT

Sta. "A" 904+00 to Sta. "A" 1190+00

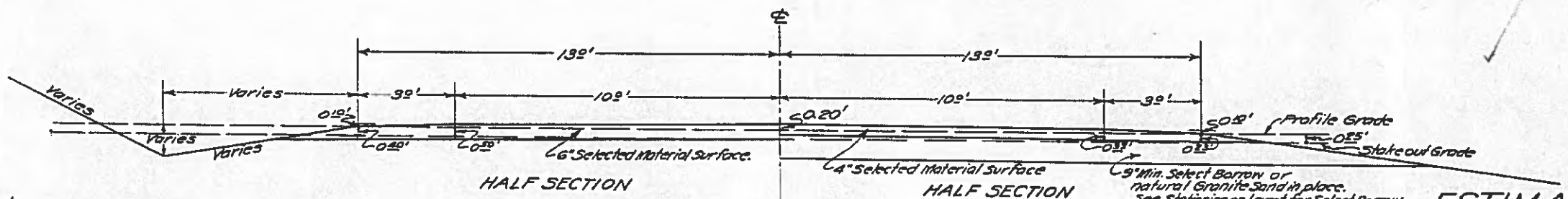
HALF SECTION

20' X 6" Gravel Surface.
Sta. "A" 904+00 to Sta. "A" 1000+50
Sta. "A" 1123+88 to Sta. "A" 1142+28
Sta. "A" 1168+81 to Sta. "A" 1190+00

HALF SECTION

20' X 4" Gravel Surface.
Sta. "A" 1000+50 to Sta. "A" 1123+88
Sta. "A" 1142+28 to Sta. "A" 1168+81

1104-1190



HALF SECTION

HALF SECTION

SECTION OF IMPROVEMENT

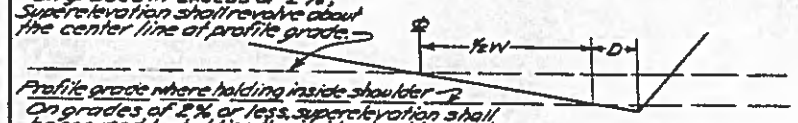
Sta. "A" 0+00 to Sta. "A" 904+00

Sta. "A" 486+00 to Sta. "A" 696+86
Sta. "A" 771+00 to Sta. "A" 874+36

Sta. "A" 0+00 to Sta. "A" 486+00
Sta. "A" 696+86 to Sta. "A" 771+00
Sta. "A" 874+36 to Sta. "A" 904+00

The Stations as listed are approximate only and are subject to adjustment.

On grades in excess of 2%, Superelevation shall revolve about the center line of profile grade.



On grades of 2% or less, superelevation shall be secured by holding the inside shoulder and elevating the outer shoulder.

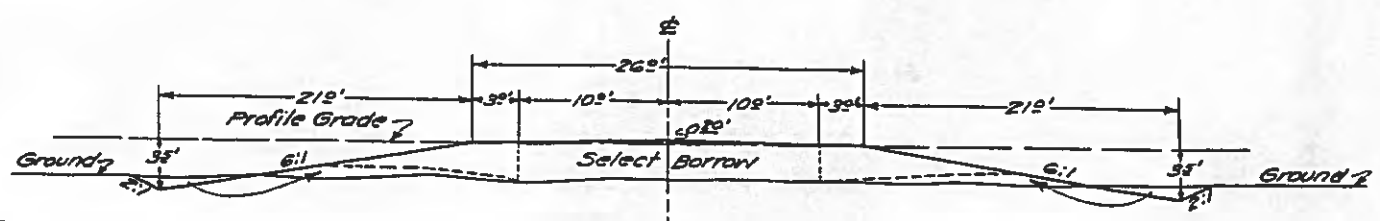
SUPERELEVATED SECTION

W = Width of roadway, shoulder to shoulder.
D = Distance from shoulder to ℄ of prescribed ditch.

SUMMARY OF EARTH WORK

Roadway Excavation	135,069 Cu.Yd.
Borrow	8,761 Cu.Yd.
Ditches, Dikes Etc.	10,570 Cu.Yd.
Total Roadway Excavation	155,200 Cu.Yd.
Select Borrow	66,513 Cu.Yd.

10% shrinkage has been allowed on all Select Borrow



METHOD OF GRADING

Sta. "A" 696+86 to Sta. "A" 771+00

SUMMARY OF SURFACING QUANTITIES

589.78 Sta. @ 40.00 Cu.Yd. per Sta.	23,591 Cu.Yd.
313.75 Sta. @ 63.50 Cu.Yd. per Sta.	19,923 " "
* Anticipated Overrun	2,186 " "
Total Selected Material Surface	45,700 Cu.Yd.
149.91 Sta. @ 45.19 Tons per Sta.	6,774 Tons
134.40 Sta. @ 69.05 Tons per Sta.	9,280 " "
* Anticipated Overrun	846 " "
Total Cr. Gravel or Stone Surface	16,900 Tons

*By "Anticipated Overrun" is meant that additional surfacing material which may be necessary due to subgrade conditions and for variations of shrinkage in the material encountered.

ESTIMATE OF QUANTITIES

Quantities are approximate only and are subject to increase or decrease.

TO BE CONTRACTED

Clearing and Grubbing	156	Acres
Roadway Excavation	155,200	Cu.Yd.
Overhaul	154,507	Yd.Sta.
Select Borrow	66,513	Cu.Yd.
Structure Excavation	1,500	" "
Subgrade	22.50	Miles.
Finish Roadway	22.50	"
Selected Material Surface	45,700	Cu.Yd.
Cr. Gravel or Stone Surface	16,900	Tons
Class "A" Concrete	64	Cu.Yd.
Class "B" Concrete	98	" "
Reinforcing Steel	8,800	Lb.
Redwood	19.3	M.F.B.M.
18" Corr. Metal Pipe	2,204	Lin. Ft.
24" " " "	532	" "
36" " " "	122	" "
1.5' x 1.5' Laminated Culverts	295	" "
4' x 2' " "	200	" "
Riprap	55	Cu.Yd.
Monuments	139	Each

FED. ROAD DIV. NO.	STATE	PROJECT NO.	COUNTY	CONTROL SECTION	STATE ROUTE	SHEET NO.	TOTAL SHEETS
7	NEVADA	US-S704(2)	WASHOE	WA-12	32	1	

INDEX OF SHEETS

SHEET No. 1 - TITLE SHEET
" " 2 - TYPICAL SECTIONS
" " 2A-2B-2C SUMMARIES AND ESTIMATE OF QUANTITIES
" " 3-7 - PLAN AND PROFILE
" " 8 - LOCATION SKETCH-DETOURS AND MATERIALS
" " 9-10 - SPECIAL DETAILS
STANDARD SUPERELEVATION (SHEET No. 1)
STANDARD APPROACH ROADS
STANDARD DETAILS
STANDARD CMP CULVERT HEADWALLS (SHEET No. 1)
STANDARD CMAP CULVERT HEADWALLS
STANDARD METHODS OF EXTENDING CULVERTS

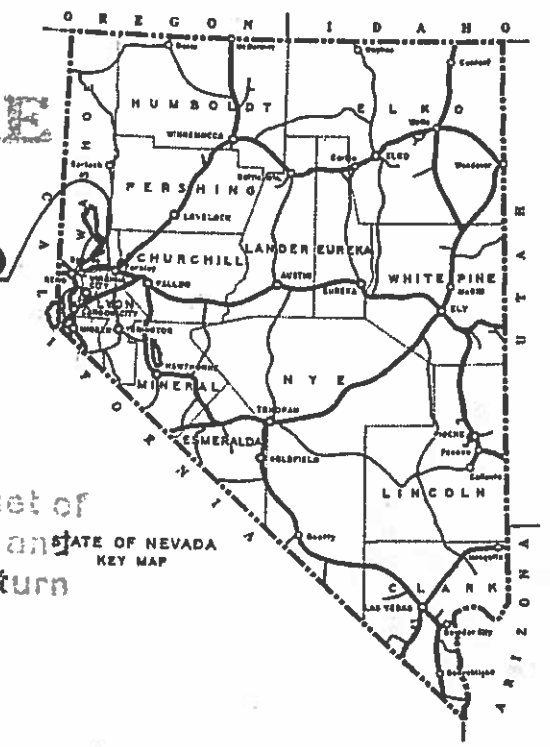
STANDARD FENCE DETAILS (SHEETS No. 1 and 2)
STANDARD STEEL GUARD RAIL
STANDARD RCB CULVERTS (SHEETS No. 1,3,4 and 5)
STANDARD FIELD LABORATORY
STRUCTURE LIST

STATE OF NEVADA
DEPARTMENT OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY
WASHOE COUNTY
JUNC. U.S. 40 IN SPARKS (VIA PYRAMID WAY)
TO JUNC. FAS 703

BASEMENT FILE

PROJECT US-S704(2)



STATE OF NEVADA
KEY MAP

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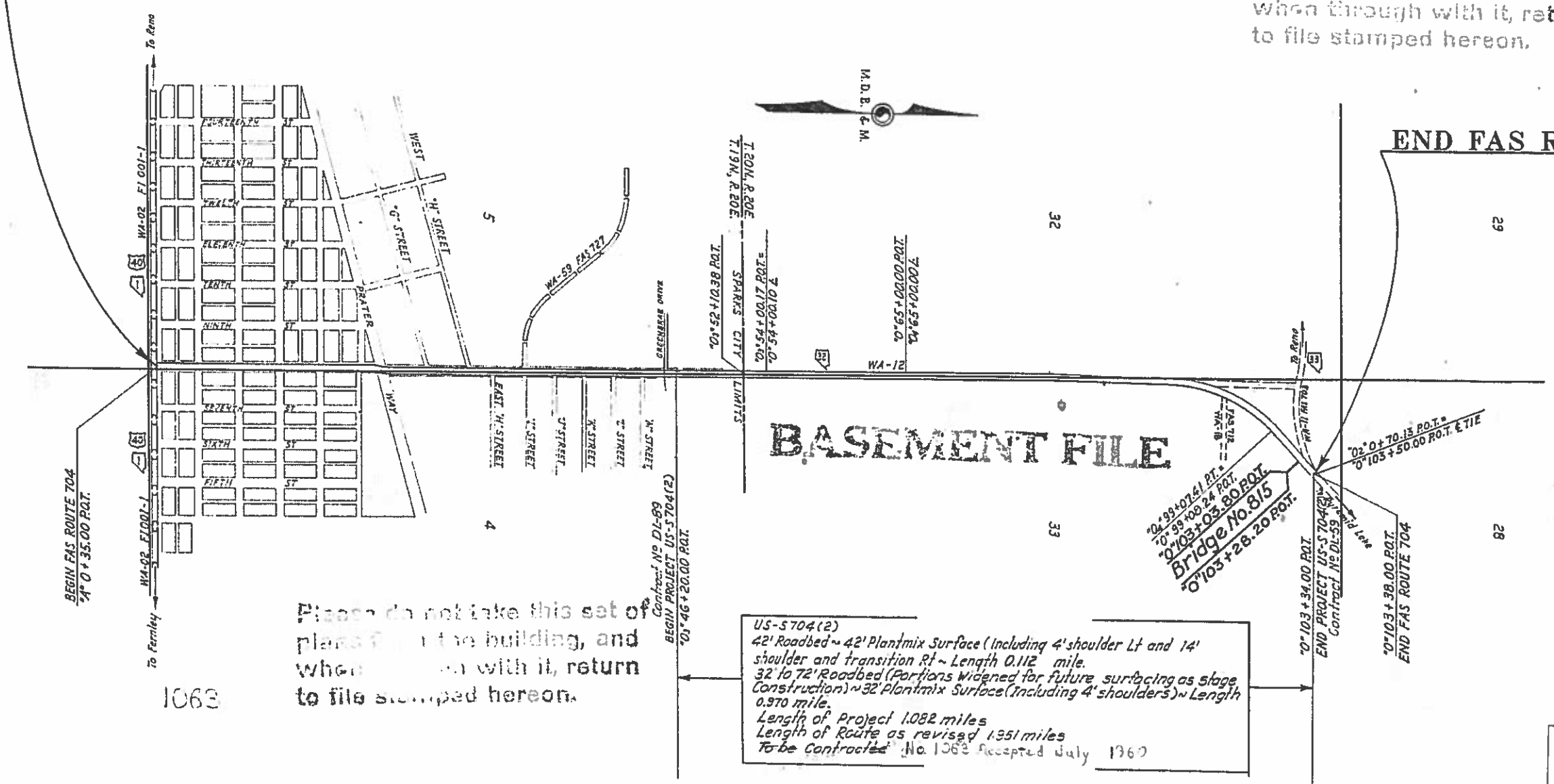
BEGIN FAS ROUTE 704

END FAS ROUTE 704



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1063

US-S704(2)
42' Roadbed ~ 42' Plantmix Surface (Including 4' shoulder Lt and 14' shoulder and transition Rt ~ Length 0.112 mile.
32' to 72' Roadbed (Portions widened for future surfacing as stage Construction) ~ 32' Plantmix Surface (Including 4' shoulders) ~ Length 0.970 mile.
Length of Project 1.082 miles
Length of Route as revised 1.951 miles
~~To be Contracted~~ No. 1063 Accepted July 1969

APPROVED FEBRUARY 2, 1959:
EDWARD L. PINE C.E. STATE HIGHWAY ENGR.

BOARD OF DIRECTORS
GRANT SAWYER, CHAIRMAN
ROGER D. FOLEY
KEITH L. LEE

REDUCED PLANS
SCALES REDUCED ACCORDINGLY

FED. ROAD DIV. NO.	STATE	PROJECT NO.	COUNTY	CONTROL SECTION	STATE ROUTE	SHEET NO.	TOTAL SHEETS
7	NEVADA	S703(4)	WASHOE	WA-11	33	1	

INDEX OF SHEETS

SHEET No. 1 - TITLE SHEET
" " 2 - TYPICAL SECTIONS
" " 2A,2B,2C - SUMMARIES AND ESTIMATE OF QUANTITIES
" " 3-12 - PLAN AND PROFILE
" " 13 - LOCATION SKETCH-DETOURS AND MATERIALS
" " 14 - SPECIAL DETAILS
STANDARD SUPERELEVATION (SHEET No. 1)
STANDARD APPROACH ROADS
STANDARD DETAILS
STANDARD CMP CULVERT HEADWALLS (SHEET No. 1)
STANDARD CMAP CULVERT HEADWALLS
STANDARD METHODS OF EXTENDING CULVERTS
STANDARD METAL BIN-TYPE RETAINING WALL (SHEETS No. 1 AND 2)
STANDARD FENCE DETAILS (SHEETS No. 1 AND 2)
STANDARD STEEL GUARD RAIL
STANDARD FIELD LABORATORY
STRUCTURE LIST
STANDARD STEEL CATTLE GUARD

STATE OF NEVADA

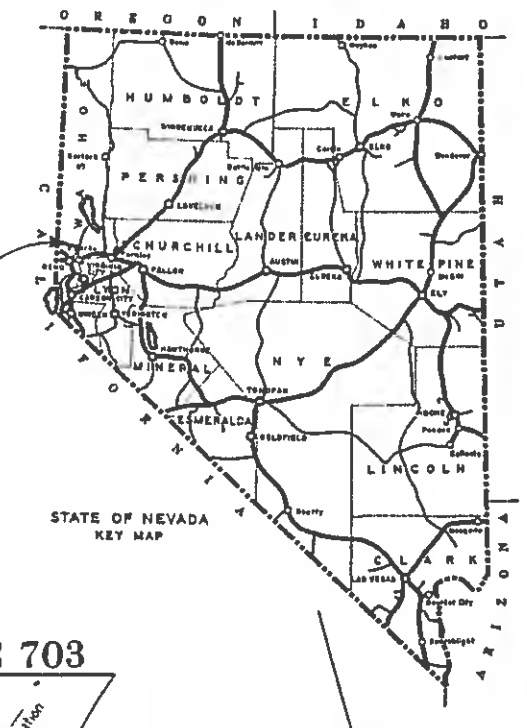
DEPARTMENT OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

WASHOE COUNTY

RENO TO PYRAMID LAKE

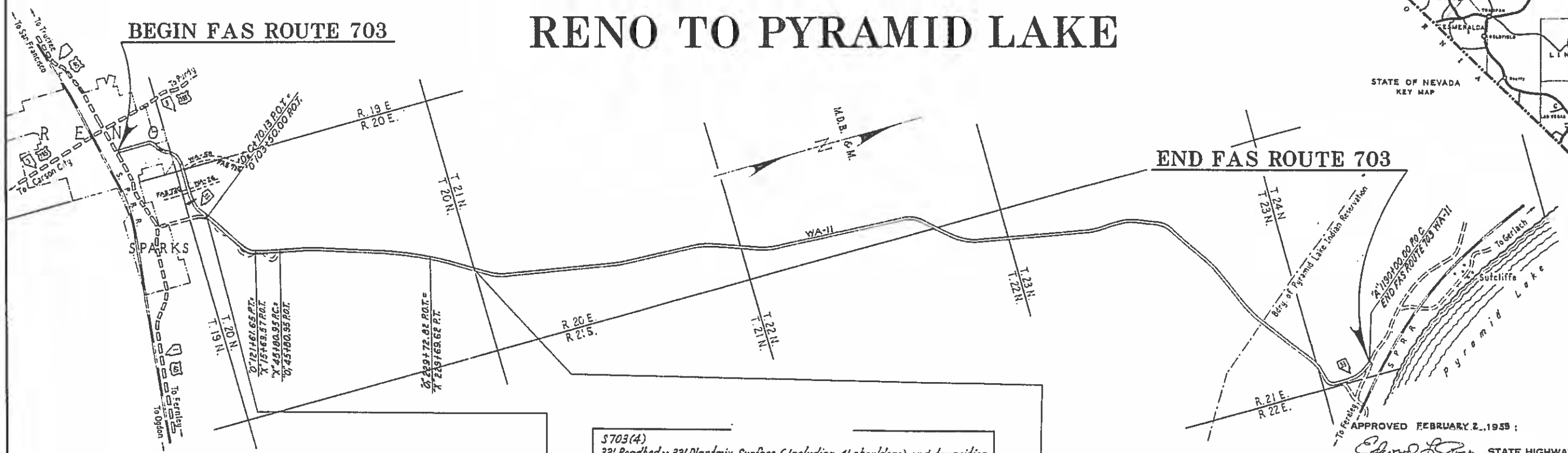
PROJECT S 703(4)



STATE OF NEVADA KEY MAP

BEGIN FAS ROUTE 703

END FAS ROUTE 703



S703(4)
32' Roadbed ~ 32' Plantmix Surface (Including 4' shoulders) and transition.
Length of Project ~ 5.460 miles.
Length of Route as revised ~ 32.322 miles.
To Be Contracted. No. 1063 Accepted July 1960

CONTRACT No. DL 59

BEGIN PROJECT S703(4)
STA. "A" R1+20.30 P.O.T. =
STA. 0+00.00 R.R.C.

STA. "X" 285+11.35 P.O.T. =
STA. "A" 0+00.00 P.O.T.
END PROJECT S703(4)

CONTRACT No. 927

APPROVED FEBRUARY 2, 1959:

EDWARD L. PINE C.E., STATE HIGHWAY ENGR.

GRANT SAWYER, CHAIRMAN
ROGER D. FOLEY
KEITH L. LEE

BOARD OF DIRECTORS

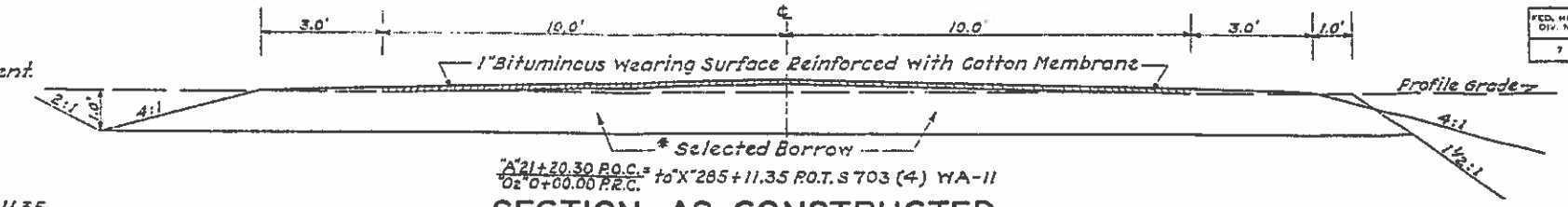
0 1 2 3 4 5 6
STATUTE MILES

REDUCED PLANS
SCALES REDUCED ACCORDINGLY

FED. ROAD DIV. NO.	STATE	PROJECT NO	COUNTY	CONTROL SECTION	STATE ROUTE	SHEET NO.	TOTAL SHEETS
7	NEVADA	US-S704(2)	WASHOE	WA-12	32	2	
		S-703(4)	WASHOE	WA-11	33	2	

GENERAL NOTES

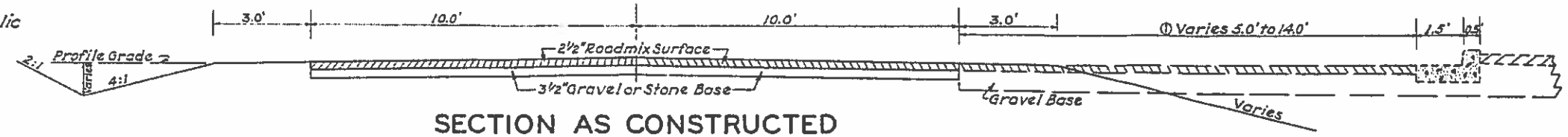
Sheet No. 1 - Alignment and grades are subject to adjustment.
" " 2 - Location of ditches is approximate only. All ditches shall be constructed to follow the natural slope of the terrain as staked by the engineer.
" " 3 - Design speed 60 M.P.H. from Sta. "03" 46+20 to "0" 103+34.00, 70 M.P.H. from "0" 103+34.00 to "X" 285+11.35.
" " 4 - Excavation and embankment quantities for completion of approach roads are included in the quantities shown on plans.
" " 5 - See Structure List for adjustments of Public Utilities and Fence Notes.
" " 6 - All existing markers and guide posts to be removed by State Forces.



"A" 21+20.30 P.O.C. = "02" 0+00.00 P.R.C. to "X" 285+11.35 P.O.T. S 703 (4) WA-11

SECTION AS CONSTRUCTED

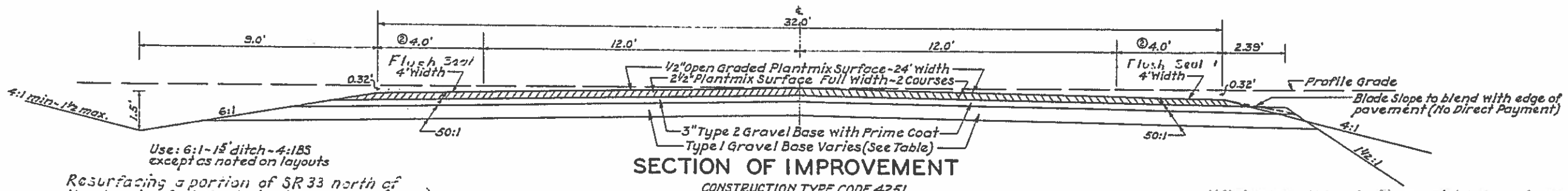
* "01" 209+57.86 P.O.T. to "X" 285+11.35 P.O.T. is without Cotton Membrane
* "01" 169+79.00 P.O.T. to "X" 285+11.35 P.O.T. is without Selected Borrow



SECTION AS CONSTRUCTED

"03" 46+20.00 P.O.T. to "0" 103+34.00 P.O.T. US-S 704(2) WA-12

① NOTE
Dashed section added by subdivider, 1957.
"03" 46+20.00 P.O.T. to "03" 49+80.00 P.O.T. Rt.



Use: 6:1 - 15' ditch - 4:1BS except as noted on layouts

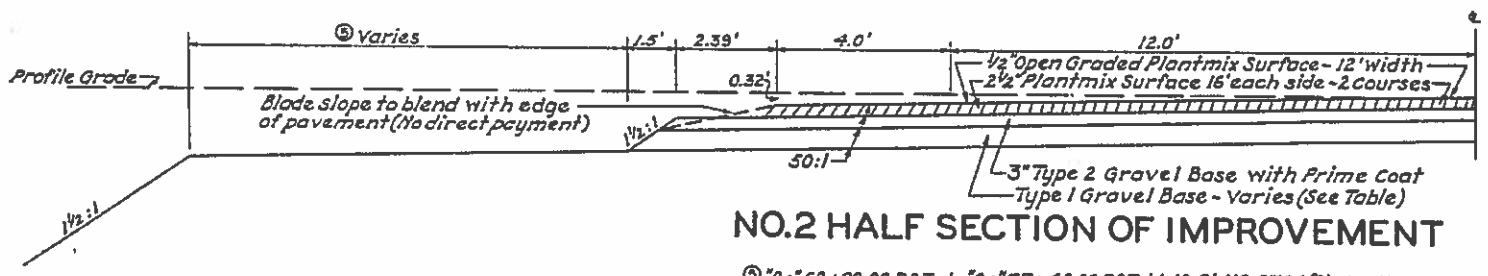
SECTION OF IMPROVEMENT

CONSTRUCTION TYPE CODE 4251

Resurfacing a portion of SR 33 north of the Junct. of Weackind Rd. and SR 33 (1.75mi.) "01" 75+60 to "01" 168+00. Under J.A. # 11110 dated Aug. 4, 1966.

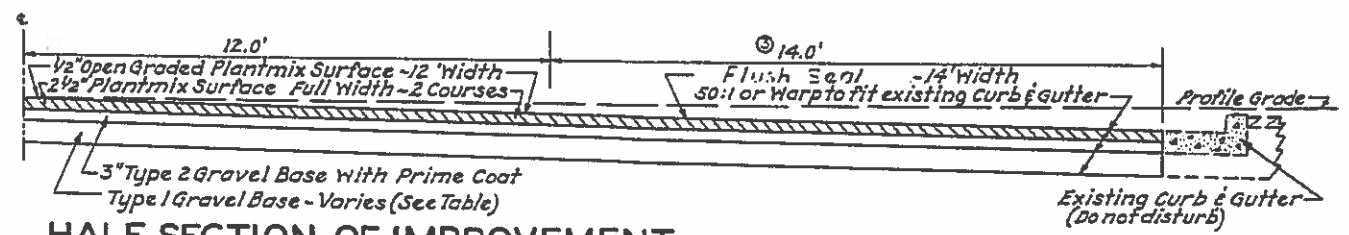
"03" 46+20.00 P.O.T. to "03" 53+00.00 P.O.T. Lt. US-S704(2) WA-12
"04" 77+40.00 P.O.T. to "0" 103+34.00 P.O.T. Lt. US-S704(2) WA-12
"04" 68+00.00 P.O.T. to "04" 73+00.00 P.O.T. Rt.
"04" 78+00.00 P.O.T. to "0" 103+34.00 P.O.T. Rt. - US-S704(2) WA-12
"A" 21+20.30 P.O.C. = "02" 0+00.00 P.R.C. to "X" 284+00.00 P.O.T. - S703 (4) WA-11
② "X" 284+00.00 P.O.T. to "X" 285+11.35 P.O.T. Lt. & Rt. - Transition shoulder 4.0' to 1.0' - S703(4) WA-11

Widening Wesle Pyramid Way from Greenbrae Drive North
Oct. 17, 1963 J.A. 10572



NO. 2 HALF SECTION OF IMPROVEMENT

⑤ "04" 68+00.00 P.O.T. to "04" 77+40.00 P.O.T. Lt. 10.5' US-S704(2) WA-12
"04" 73+00.00 P.O.T. to "04" 74+00.00 P.O.T. Rt. - Transition 0.0' to 8.5' - US-S704(2) WA-12
"04" 74+00.00 P.O.T. to "04" 77+00.00 P.O.T. Rt. 8.5' US-S704(2) WA-12
"04" 77+00.00 P.O.T. to "04" 78+00.00 P.O.T. Rt. - Transition 8.5' to 0.0' - US-S704(2) WA-12
CONSTRUCTION TYPE CODE 4251



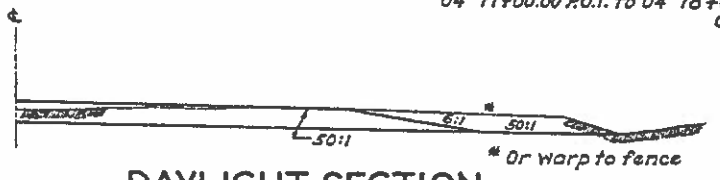
HALF SECTION OF IMPROVEMENT

"03" 46+20.00 P.O.T. to "03" 49+80.00 P.O.T. Rt. - US-S704(2) WA-12
CONSTRUCTION TYPE CODE 4251

③ Transition to 4.0' at "03" 52+10.38 P.O.T.

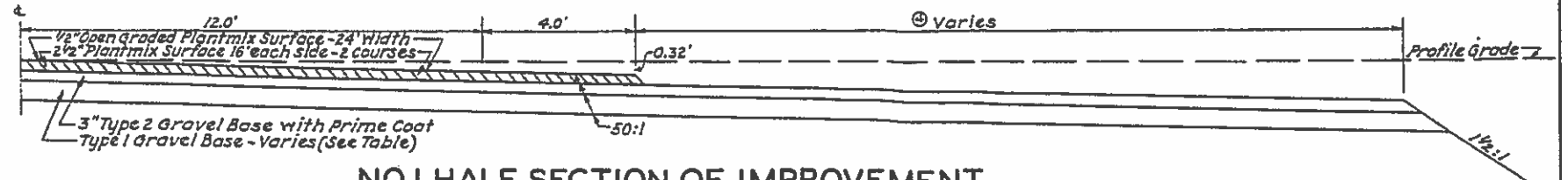
TABLE OF TYPE 1 GRAVEL BASE

STATION	DEPTH
"03" 46+20.00	9"
"X" 16+56	18"
"01" 47+52	12"
57+78	6"
66+64	9"
108+89	15"
128+01	18"
140+00	15"
"01" 167+41	3"
"X" 280+87	6"
"X" 285+11.35	



DAYLIGHT SECTION

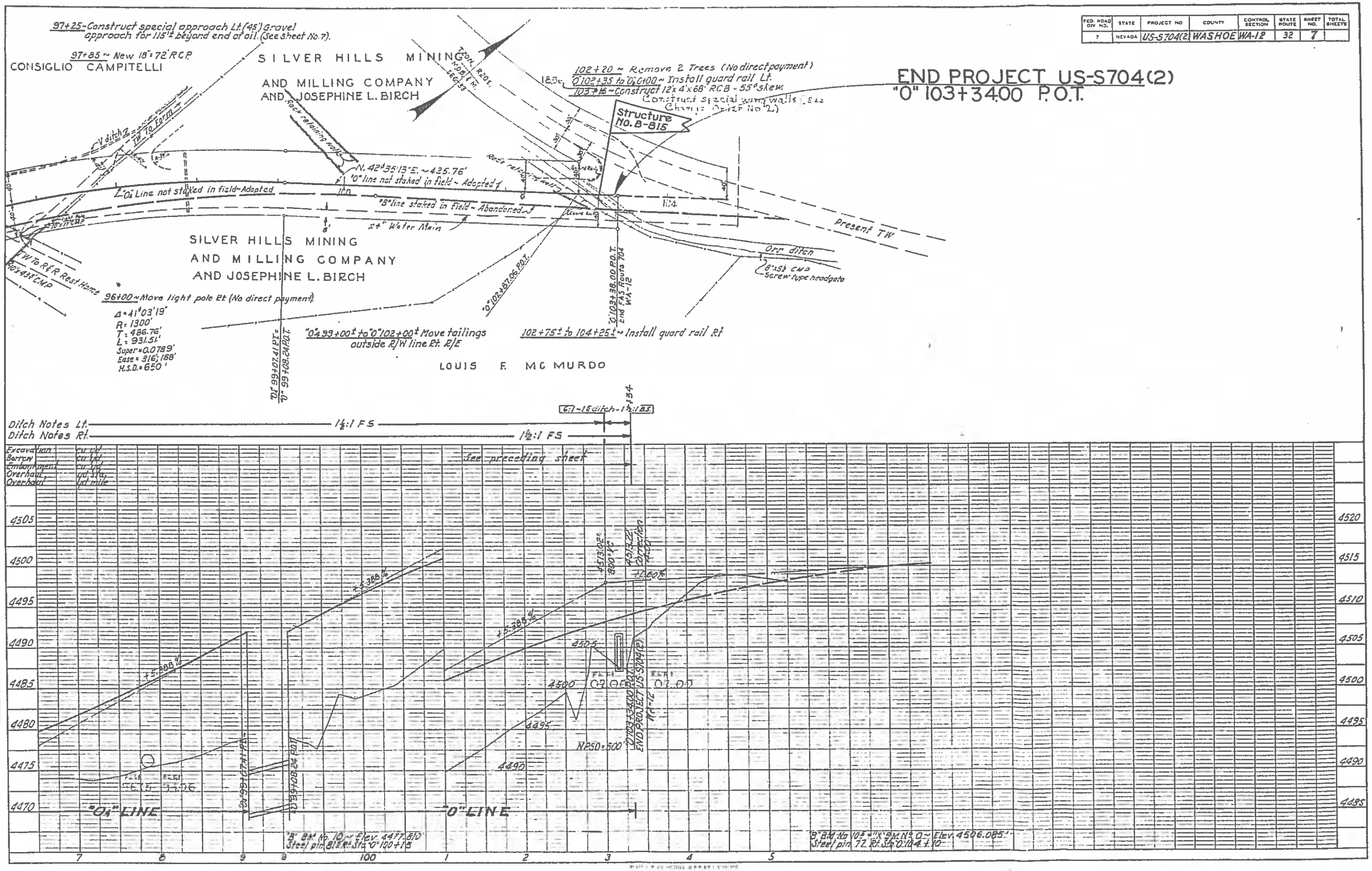
* "03" 49+80.00 P.O.T. to "03" 52+80.00 P.O.T. Rt. - US-S704(2) WA-12



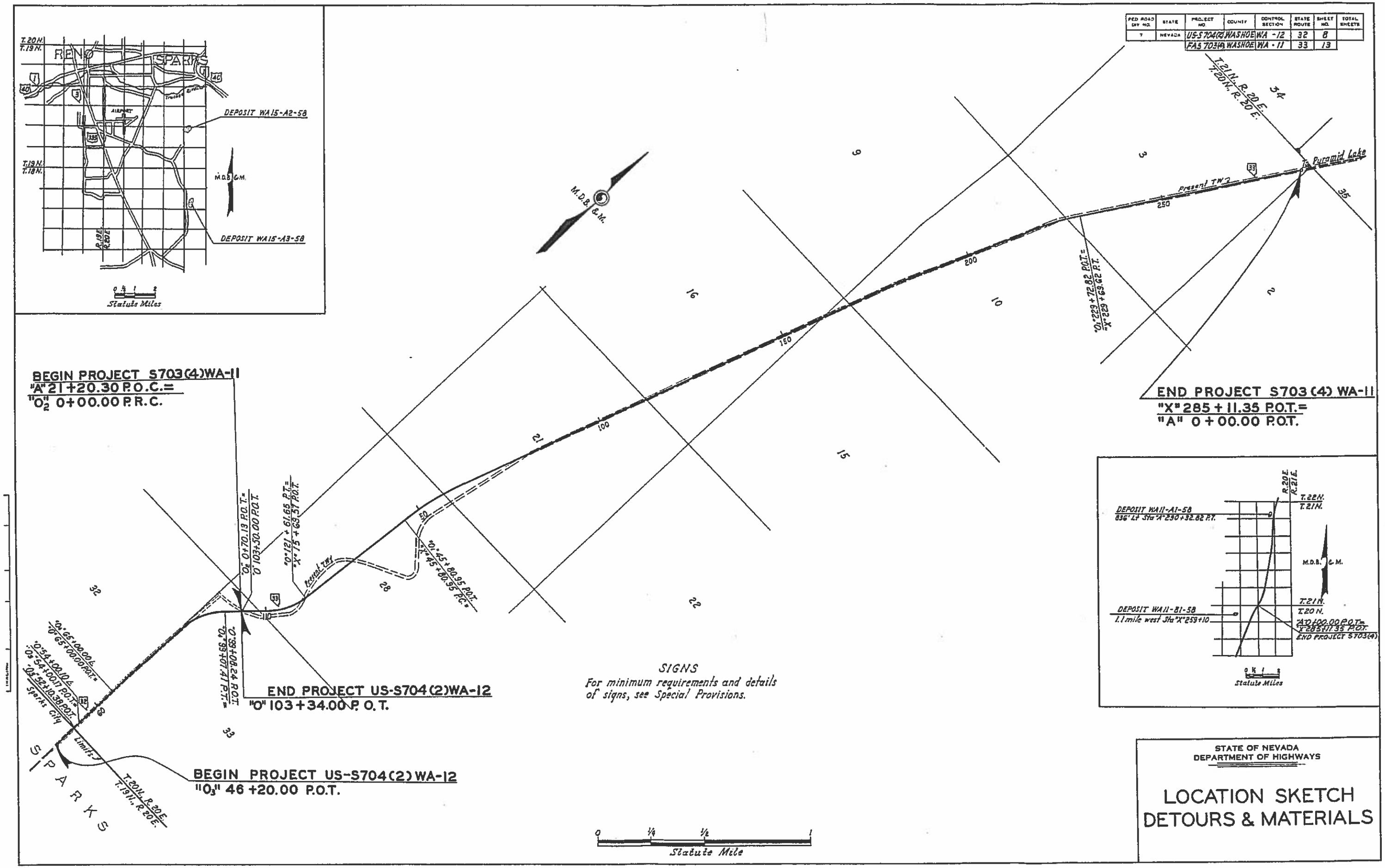
NO. 1 HALF SECTION OF IMPROVEMENT

④ "03" 52+10.38 P.O.T. to "04" 67+00.00 P.O.T. Rt. 20.0' - US-S704(2) WA-12
"04" 67+00.00 P.O.T. to "04" 68+00.00 P.O.T. Rt. - Transition 20.0' to 0.0' - US-S704(2) WA-12
"03" 53+00.00 P.O.T. to "03" 53+76.00 P.O.T. Lt. - Transition 0.0' to 20.0' - US-S704(2) WA-12
"03" 53+76.00 P.O.T. to "04" 67+00.00 P.O.T. Lt. 20.0' - US-S704(2) WA-12
"04" 67+00.00 P.O.T. to "04" 68+00.00 P.O.T. Lt. Transition 20.0' to No. 2 Half Section of Improvement - US-S704(2) WA-12
CONSTRUCTION TYPE CODE 4251

FED. ROAD DIV. NO.	STATE	PROJECT NO	COUNTY	CONTROL SECTION	STATE ROUTE	SHEET NO.	TOTAL SHEETS
7	NEVADA	US-S704(2)	WASHOE	WA-12	32	7	



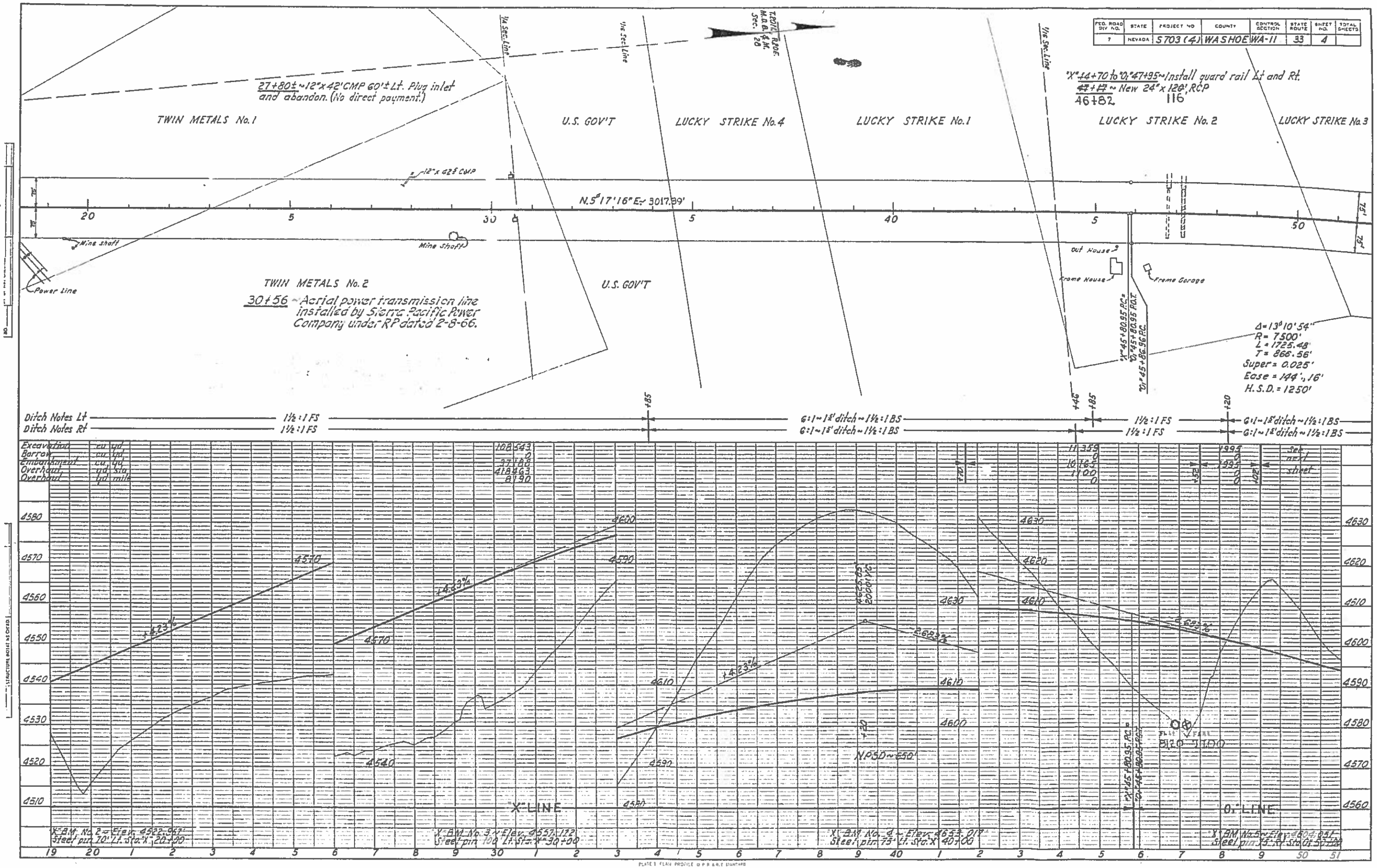
FED ROAD DIV. NO.	STATE	PROJECT NO.	COUNTY	CONTROL SECTION	STATE ROUTE	SHEET NO.	TOTAL SHEETS
7	NEVADA	US-S704(2)	WASHOE	WA-12	32	8	
		FAS 703(4)	WASHOE	WA-11	33	13	



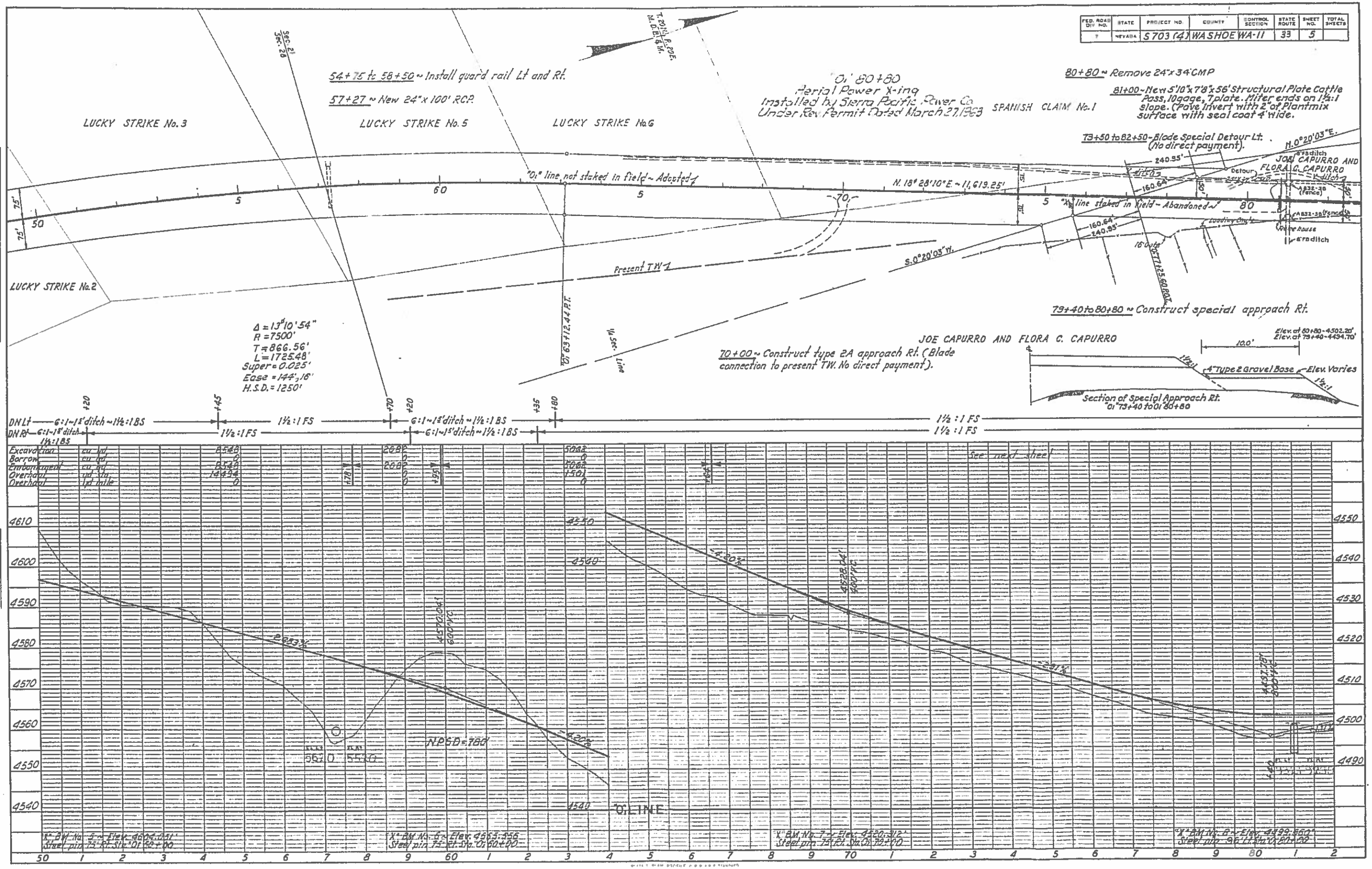
STATE OF NEVADA
DEPARTMENT OF HIGHWAYS

LOCATION SKETCH
DETOURS & MATERIALS

FED. ROAD DIV. NO.	STATE	PROJECT NO	COUNTY	CONTROL SECTION	STATE ROUTE	SHEET NO.	TOTAL SHEETS
7	NEVADA	S703 (4)	WASHOE	WA-11	33	4	



FED. ROAD DIV. NO.	STATE	PROJECT NO.	COUNTY	CONTROL SECTION	STATE ROUTE	SHEET NO.	TOTAL SHEETS
9	NEVADA	S 703 (4)	WASHOE	WA-11	33	5	



LEO M. DROZDOFF, P.E.
Director
Department of Conservation and Natural Resources

RONALD M. JAMES
State Historic Preservation Officer

BRIAN SANDOVAL
Governor

STATE OF NEVADA

Address Reply to:
901 S. Stewart Street, Suite 5004
Carson City, NV 89701-5248
Phone: (775) 684-3448
Fax: (775) 684-3442

www.nvshpo.org

DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES

STATE HISTORIC PRESERVATION OFFICE

April 3, 2013

Abdelmoez Abdalla, Environmental Program Manager
US Department of Transportation
Federal Highway Administration
705 North Plaza Street, Suite 220
Carson City, Nevada 89701

Re: Additional Information regarding Old Pyramid Highway (S821)
Pyramid-US 395 Connector Project, Washoe County, NV
EA Number: 73390 & 73391
NDOT Number: WA11-009
FHWA Number: DE-0191(065) & DE-019(067)
SHPO Undertaking Number: 2010-0884, Report Number 18192

Dear Mr. Abdalla,

Thank you for the additional information regarding the eligibility of the above referenced resource. The information was submitted in correspondence dated March 7, 2013 (received March 8th.) The Nevada State Historic Preservation Office (SHPO) has reviewed the information.

Determinations of Eligibility
Based on the Architectural Inventory (revised December 2012) along with the Appendices to the 3.7.13 Letter, the SHPO concurs with FHWA that the following resource is 'not eligible' to the National Register of Historic Places (NRHP):

#	Resource	SHPO Resource Number	Eligibility
1	Old Pyramid Highway	S821	Not Eligible

Please note eligibility determinations for the remaining resources within the APE were provided in correspondence from SHPO dated August 31, 201. For reference, a copy of that letter is attached.

The SHPO awaits additional correspondence as the Pyramid Highway-US 395 Connection Project progresses. For questions regarding this correspondence, please contact Sara Fogelquist, Architectural Historian, at 775-684-3427 or sfogelquist@shpo.nv.gov.

Sincerely,

Rebecca L. Palmer
Acting State Historic Preservation Officer

cc: C. Cliff Creger, NDOT

COPY

LEO M. DROZDOFF, P.E.
Director
Department of Conservation and Natural Resources

RONALD M. JAMES
State Historic Preservation Officer

BRIAN SANDOVAL
Governor

STATE OF NEVADA

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Carson City, NV 89701-5248
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Fax: (775) 684-3442

www.nvshpo.org

DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES

STATE HISTORIC PRESERVATION OFFICE

August 31, 2012

Abdelmoez Abdalla, Environmental Program Manager
US Department of Transportation
Federal Highway Administration
705 North Plaza Street, Suite 220
Carson City, Nevada 89701

Re: **Additional Information for**
Determinations of Eligibility for Pyramid Highway-US 395 Connection Project
Architectural Inventory: Pyramid Highway/US 395 Connection Project, Sparks Washoe County, Nevada
EA: 73390 & 73391
FHWA: DE-0191(065) & DE-0191(067)
SHPO Undertaking Number: 2010-0884
SHPO Report Number: 8041

Dear Mr. Abdalla,

Thank you for the additional information. The Nevada State Historic Preservation Office (SHPO) has reviewed the subject undertaking for compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. Based on the information submitted in correspondence from FHWA dated and received August 3, 2012, the project consists of converting Pyramid Highway from an existing arterial to a freeway and constructing a new freeway from Pyramid Highway to US 395. At this time, the SHPO has been asked to provide comments regarding eligibility only.

The additional information for this project includes a revised historic context and additional documentation in the form of a Historic Resource Inventory Form (HRIF) for the Orr Ditch. This information addresses SHPO's letter dated March 26, 2012. Thank you.

The revised historic context supports resources evaluated under National Register Criterion A, B, and C. Criteria D was not addressed. 'This survey did not include archaeological survey, and, thus,

no discussion of Criterion D considerations has been developed. The archaeological resources associated with the proposed undertaking will be described and National Register evaluation recommendations made in a separate report' (page 32). Criterion D, while most often applied to archaeological districts and sites, can apply to buildings, structures, and objects (National Register Bulletin 15, page 21).

Electronic correspondence (dated June 14, 2012) from Sara Fogelquist (SHPO) Liz Dickey (NDOT), regarding the revised context, indicates that 'As long as the context evaluates the resources under all criteria and addresses all of the resources within the APE...then the context would appear to support the eligibility recommendations in the HRIFs.' At this time, the SHPO recommends that the resources identified within the APE remain unevaluated under Criteria D.

Resource Identification

Regarding *archaeological* resources, the SHPO notes that the APE and the corresponding inventory will be submitted once the design information is available.

Regarding *architectural* resources, those constructed in 1972 or earlier were documented utilizing Nevada's Historic Resource Information Form (HRIF). The APE includes 702 parcels and 631 acres. Had the APE been constructed by buffer rather than by parcel the APE would have been more appropriate given the scale and nature of the undertaking (36 CRF 800.15.d).
Based on the submitted information:

Thirty-three resources were documented using Nevada's Historic Resource Inventory Form (HRIF) and 3 potentially eligible historic districts were identified, including the Sierra Vista Ranch Historic District, the Irateabal Farm Historic District, and the Trosi Family/Kiley Ranch Historic District. (Please see list below.)

Based on the submitted information, the SHPO concurs with FHWA that the following 8 resources are not individually eligible but are eligible as contributing resources within the Sierra Vista Historic District (SHPO Resource Number: D93):

#	SHPO Resource Number	Individual Eligibility	District Eligibility
1	B11946	Not Eligible	Contributing, A & C
2	B11947	Not Eligible	Contributing, A & C
3	B11948	Not Eligible	Contributing, A & C
4	B11949	Not Eligible	Contributing, A & C
5	B11950	Not Eligible	Contributing, A & C
6	B11951	Not Eligible	Contributing, A & C
7	B11952	Not Eligible	Contributing, A & C
8	B11953	Not Eligible	Contributing, A & C

Based on the submitted information, the SHPO concurs with FHWA that the following 4 resources are not individually eligible but are eligible as contributing resources within the Trosi Family/Kiley Ranch Historic District (SHPO Resource Number: D94):

#	SHPO Resource Number	Individual Eligibility	District Eligibility
1	B11954	Not Eligible	Contributing, A & C
2	B11955	Not Eligible	Contributing, A & C
3	B11956	Not Eligible	Contributing, A & C
4	B11957	Not Eligible	Contributing, A & C

The HRIF completed for the Trosi Family/Kiley Ranch Historic District includes a reference to a previous survey. 'Finally, another portion of this ranch (Locus 1) has been previously recommended eligible under Criterion D due to its ability to offer significant information pertinent to the research topics detailed in other reports (Peterson and Stoner 2003). This portion of the ranch is outside the current parcel boundary due to subdivision of the ranch and ownership changes during the 2000s.' the SHPO notes that per the Architectural Inventory, the cited report completed by Peterson and Stoner was not submitted to SHPO for review (page 59). Please forward a copy of this report for SHPO's records and reference.

Based on the submitted information, the SHPO concurs with FHWA that the following 10 resources are not individually eligible but are eligible as contributing resources within the Iratcabal Farm Historic District (SHPO Resource Number: D94):

#	SHPO Resource Number	Individual Eligibility	District Eligibility
1	B11958	Not Eligible	Contributing, A & C
2	B11959	Not Eligible	Contributing, A & C
3	B11960	Not Eligible	Contributing, A & C
4	B11961	Not Eligible	Contributing, A & C
5	B11962	Not Eligible	Contributing, A & C
6	B11963	Not Eligible	Contributing, A & C
7	B11964	Not Eligible	Contributing, A & C
8	B11965	Not Eligible	Contributing, A & C
9	B11966	Not Eligible	Contributing, A & C
10	B11967	Not Eligible	Contributing, A & C

Based on the submitted information, the SHPO concurs with FHWA that the following 2 properties are eligible for listing in the NRHP:

#	SHPO Resource Number	Eligibility
1	S820	Eligible, A & B
2	S828	Eligible, A, B, C

Based on the submitted information, the SHPO concurs with FHWA that the following 10 properties are not eligible for listing in the NRHP:

#	SHPO Resource Number	Eligibility
1	B11968	Not Eligible
2	B11969	Not Eligible
3	B11970	Not Eligible
4	B11971	Not Eligible
5	B11972	Not Eligible
6	B11973	Not Eligible
7	B11974	Not Eligible
8	B11975	Not Eligible
9	B11976	Not Eligible
10	B11977	Not Eligible

Based on the submitted information, the SHPO cannot concur with FHWA that the following resource is not eligible for listing in the NRHP.

#	SHPO Resource Number	Eligibility
1	S821	Unevaluated

Although the consultant recommended the resource (S 821: The Old Pyramid Highway) as eligible under Criteria A, FHWA recommend the resource as not eligible due to diminished integrity.

The HRIF indicates that resource retains its original alignment and that 'Although the segments recorded are in overall fair condition, they are the only known recorded segments of the old highway and are therefore recommended eligible under Criterion A (page 7). The SHPO questions if there are other examples of the Old Pyramid Highway that retain better integrity and that are being preserved.

The architectural inventory indicates that as a form of mitigation for S821 would be the completion of a document to 'place the impacted segments within the greater context of the highway and they development of the local transportation system' (page 73). The SHPO questions why this would be completed for mitigation and not completed as part of a context to support an eligibility recommendation for the resource. Another context that might further support an eligibility recommendation for S821 is *A Cultural Resource Inventory for the Pyramid Lake Paiute Tribe's Proposed Pelican Pointe Project, Washoe County, Nevada*, which was completed in 2011 by Kautz Environmental. A copy is available at the SHPO upon request.

At this time, the SHPO recommends treating S821 as unevaluated.

The SHPO notes that other resources within the APE were identified but were not evaluated on an HRIF. These resources include the Reno Arch Missionary Church (B11979), the Sparks Christian Church (B11978), and the Gibbons/Van Meter House (B11980), all of which are currently in agency review for a different FHWA project.

Project Effects

Although this letter is not intended to address project effects, the SHPO notes that there appears to be a discrepancy between FHWA's correspondence dated September 8, 2011 and the architectural inventory (revised June 2012), which was submitted with FHWA's correspondence, dated August 3, 2012.

Per FHWA correspondence (dated 9.8.11):

> The project is not expected to induce development that would expand the APE beyond those areas stated above. In terms of induced development, this project includes two types of roadway improvements: improvements to existing roads, or construction of new roads. New road construction for this project generally would occur on steeper slopes in BLM-owned property and/or zoned open space. These areas are not likely to be developed in reasonably foreseeable future due to development restrictions and the costs associated with, developing lands on steep slopes, especially when there are currently a large number of vacant commercial buildings available.
>
> New development, as a result of improvements to existing roads, is not expected to exceed the visual APE range because: 1) there is existing available commercial space on Pyramid Highway, 2) the likelihood that development would be commercial along the existing road, 3) development would be as far from the proposed alignment as current development, and 4) the cost of leveling any new parcel in the APE (page 5).

Per the architectural inventory (revised June 2012):

> Other indirect effects anticipated from the proposed transportation improvement project are likely to include further degradation of the setting of the resources due to increased access that can reasonably be expected to lead to greater traffic volumes. Also, further land development (residential and commercial) on the lands near and around the historic properties is anticipated because of increased accessibility offered by the highway improvements. These effects could best be mitigated through the photo-documentation of the historic properties accompanied by intensive archival and oral history research of the three historic districts and the Spanish Springs Valley. Similarly, the cumulative effect of the project is likely to be further urban growth and the degradation of the setting of the historic properties (page 72).

Additionally, regarding the Trosi/Kiley Ranch, per the architectural inventory (revised June 2012):

> There are other buildings, including a barn, that were visible from the road and appear to be historically associated with the ranch, but are today outside of the parcel (page 63)

And;

The anticipated view shed alterations at the Trosi Family/Kiley Ranch will involve the introduction of a new intersection and transition from grade level to elevated highway west and northeast of the historic district (page 64).

Based on the information noted above, there appears to be additional, visible resources that were not included in the Area of Potential Effect (APE), given the proposed project description. Although the Programmatic Agreement (PA) for this undertaking is still in draft, the SHPO will require a reevaluation of the APE for visual, audible, atmospheric, and cumulative effects in this document.

If you have questions regarding the architectural contents of this correspondence, please contact Sara Fogelquist, Architectural Historian, at 775-684-3427 or sfogelquist@shpo.nv.gov.

Sincerely,

Karyn de Dufour
Deputy State Historic Preservation Officer

cc: C. Cliff Creger, NDOT

Appendix A:
Agency Coordination

Wildlife Agency Correspondence

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
1263 S. Stewart Street
Carson City, Nevada 89712

JIM GIBBONS
Governor

SUSAN MARTINOVICH, P.E., *Director*

November 3, 2008

In Reply Refer to:

ERIC S MISKOW, DATA MANAGER/BIOLOGIST
NEVADA NATURAL HERITAGE PROGRAM
901 S. STEWART ST, STE 5002
CARSON CITY, NV 89701

Pyramid Highway-
US-395 Connection Environmental
Impact Statement
Sensitive Species List Request

Dear Mr. Miskow:

The Federal Highway Administration (FHWA), in cooperation with the Nevada Department of Transportation (NDOT) and the Washoe County Regional Transportation Commission (RTC), has initiated an environmental impact statement (EIS) for the proposed Pyramid Highway--US 395 Connection project. The purpose of the proposed project is to address regional mobility, congestion and safety challenges faced by motorists and pedestrians that travel Pyramid Highway to Spanish Springs and Pyramid Lake.

The proposed study area extends 7.7 miles along Pyramid Highway from Queen Way north to Calle de la Plata Drive. It also includes an area extending 4.5 miles west from Vista Boulevard to Interstate 395 near the Parr/Dandini interchange (see enclosed map). The legal location of this study area spans portions of Townships 19 North and 20 North, and Ranges 19 East and 20 East.

The purpose of this letter is to request a species list within, and adjacent to, the proposed project area. Please provide a map with the species list. If you have any questions or would like to discuss the project in greater detail, please contact NDOT Biologist Lori Bellis (775) 888-7035.

Thank you for your cooperation and assistance.

Sincerely,

Steve M. Cooke, P.E., Chief
Environmental Services Division

SMC/slp
Enclosure

c. Jim O. Clarke, AICP, Jacobs Engineering Group, Inc.

Level Two-A Screening Study Area

Pyramid Highway
US 395 Connector EIS

JACOBS

RTC

STATE OF NEVADA
DEPARTMENT OF TRANSPORTATION
1263 S. Stewart Street
Carson City, Nevada 89712

JIM GIBBONS
Governor

SUSAN MARTINOVICH, P.E., *Director*

November 3, 2008

In Reply Refer to:

ROBERT D. WILLIAMS
U.S. FISH AND WILDLIFE SERVICE
1340 FINANCIAL BOULEVARD, SUITE 234
RENO, NV 89502-7147

Pyramid Highway-US-395 Connection
Environmental Impact Statement
Threatened and Endangered
Species List Request

Dear Mr. Williams:

The Federal Highway Administration (FHWA), in cooperation with the Nevada Department of Transportation (NDOT) and the Washoe County Regional Transportation Commission (RTC), has initiated an environmental impact statement (EIS) for the proposed Pyramid Highway--US 395 Connection project. The purpose of the proposed project is to address regional mobility, congestion and safety challenges faced by motorists and pedestrians that travel Pyramid Highway to Spanish Springs and Pyramid Lake. The proposed study area extends 7.7 miles along Pyramid Highway from Queen Way north to Calle de la Plata Drive. It also includes an area extending 4.5 miles west from Vista Boulevard to Interstate 395 near the Parr/Dandini interchange (see enclosed exhibit).

The EIS study team identified a range of project alternatives which are being evaluated as part of a multi-tiered screening process. The first screening tier, or Level 1, involved evaluating the initial alternatives based on fatal flaws and their ability to meet the projects Purpose and Need. The remaining alternatives will undergo further evaluation in Level 2A. The enclosed graphic shows the Level 2A Study Area. The legal location of this study area spans portions of Townships 19 North and 20 North, and Ranges 19 East and 20 East.

In a letter dated April 1, 2008, FHWA extended an invitation to FWS to become a participating agency on the project, and in a letter dated April 25, 2008, FWS declined. In the letter, FWS stated concerns about potential impacts to the Carson wandering skipper and noted their anticipated involvement in Section 7 consultation. The purpose of this letter is to request a list of threatened and endangered species that may occur in the study area and qualitative information and references for species lists within or adjacent to the project area.

If you have any questions or would like to discuss the project in greater detail, please contact me at (775) 888-7013.

Thank you for your cooperation and assistance.

Sincerely,

Steve M. Cooke

Steve M. Cooke, P.E., Chief
Environmental Services Division

SMC/slp
Enclosure

c. Jim O. Clarke, AICP, Jacobs Engineering Group, Inc.

Level Two-A Screening Study Area

Pyramid Highway
US 395 Connector EIS

JACOBS

RTC

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Nevada Fish and Wildlife Office
1340 Financial Blvd., Suite 234
Reno, Nevada 89502
Ph: (775) 861-6300 ~ Fax: (775) 861-6301

November 18, 2008
File No. 2009-SL-0052

Mr. Steven M. Cooke
Nevada Department of Transportation
1263 South Stewart Street
Carson City, Nevada 89712

Dear Mr. Cooke:

Subject: Species List Request for Pyramid Highway – U.S. 395 Project, Washoe County, Nevada

In response to your letter received on November 6, 2008, the following federally-listed species may occur in the subject project area:

- Carson wandering skipper (*Pseudocopaeodes eunus obscurus*), endangered

This list fulfills the requirement of the U.S. Fish and Wildlife Service (Service) to provide information on listed species pursuant to section 7(c) of the Endangered Species Act of 1973, as amended (Act), for projects that are authorized, funded, or carried out by a Federal agency.

The Nevada Fish and Wildlife Office no longer provides species of concern lists. Most of these species for which we have concern are also on the sensitive species list for Nevada maintained by the State of Nevada's Natural Heritage Program (Heritage). Instead of maintaining our own list, we are adopting Heritage's sensitive species list and partnering with them to provide distribution data and information on the conservation needs for sensitive species to agencies or project proponents. The mission of Heritage is to continually evaluate the conservation priorities of native plants, animals, and their habitats, particularly those most vulnerable to extinction or in serious decline. Consideration of these sensitive species and exploring management alternatives early in the planning process can provide long-term conservation benefits and avoid future conflicts.

TAKE PRIDE IN AMERICA

For a list of sensitive species by county, visit Heritage's website at www.heritage.nv.gov. For a specific list of sensitive species that may occur in the project area, you can obtain a data request form from the website or by contacting Heritage at 901 South Stewart Street, Suite 5002, Carson City, Nevada 89701-5245, (775) 684-2900. Please indicate on the form that your request is being obtained as part of your coordination with the Service under the Act. During your project analysis, if you obtain new information or data for any Nevada sensitive species, we request that you provide the information to Heritage at the above address. Furthermore, certain species of fish and wildlife are classified as protected by the State of Nevada (see http://www.leg.state.nv.us/NAC/NAC-503.html). Before a person can hunt, take, or possess any parts of wildlife species classified as protected, they must first obtain the appropriate license, permit, or written authorization from the Nevada Department of Wildlife (visit http://www.ndow.org or call 775-688-1500).

Because wetlands, springs, or streams are known to occur in the vicinity of the project areas, we ask that you be aware of potential impacts project activities may have on these habitats. Discharge of fill material into wetlands or waters of the United States is regulated by the U.S. Army Core of Engineers (Corps) pursuant to section 404 of the Clean Water Act of 1972, as amended. We recommend you contact the Corps' regulatory Section 300 Booth Street, Room 2103, Reno, Nevada 89509, (775) 784-5304 regarding the possible need for a permit.

Based on the Service's conservation responsibilities and management authority for migratory birds under the Migratory Bird Treaty Act of 1918 (MBTA), as amended (16 U.S.C. 703 *et seq.*), we are concerned about potential impacts the proposed project may have on migratory birds in the area. Given these concerns, we recommend that any land clearing or other surface disturbance associated with proposed actions within the project area be timed to avoid potential destruction of bird nests or young, or birds that breed in the area. Such destruction may be in violation of the MBTA. Under the MBTA, nests with eggs or young of migratory birds may not be harmed, nor may migratory birds be killed. Therefore, we recommend land clearing be conducted outside the avian breeding season. If this is not feasible, we recommend a qualified biologist survey the area prior to land clearing. If nests are located, or if other evidence of nesting (*i.e.*, mated pairs, territorial defense, carrying nesting material, transporting food) is observed, a protective buffer (the size depending on the habitat requirements of the species) should be delineated and the entire area avoided to prevent destruction or disturbance to nests until they are no longer active.

Per your request, we are including a hard copy and a CD of the final recovery plan for the Carson wandering skipper.

Please reference File No. 2009-SL-0052 in future correspondence concerning this species list. If you have any questions regarding this correspondence or require additional information, please contact me or James Harter at (775) 861-6300.

Sincerely,

Robert D. Williams
Field Supervisor

Enclosures

From: Marcy_Haworth@fws.gov [mailto:Marcy_Haworth@fws.gov]
Sent: Tuesday, October 04, 2011 9:55 AM
To: Tordonato, Francesca
Subject: Re: Contact Information- updated species list for Pyramid Highway

Francesca,

I've reviewed our species list response of November 18, 2008 (File No. 2009-SL-0052). It was also reviewed on September 14, 2010, with a response to Robert Rutherford. The original list remains appropriate. You can consider this response an update to your verbal request of yesterday.

Marcy

"Tordonato, Francesca" <Francesca.Tordonato@jacobs.com>

10/03/2011 03:29 PM

To"Marcy_Haworth@fws.gov" <Marcy_Haworth@fws.gov>

cc

SubjectContact Information- updated species list for Pyramid Highway

Hi Marcy-

Thank you for the information. Here is my contact information. I look forward to receiving any updates on the Pyramid Highway US 395 Project in Washoe County.

Thank You,
Francesca

Francesca Tordonato | Jacobs | Environmental Scientist/Biologist | 303.820.5204 | 303.820.2402 fax Francesca.Tordonato@jacobs.com | www.jacobs.com

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Nevada Fish and Wildlife Office
1340 Financial Blvd., Suite 234
Reno, Nevada 89502
Ph: (775) 861-6300 ~ Fax: (775) 861-6301

November 17, 2011
File No. 2012-TA-0049

Mr. Jim Clarke
(Attn: M. Seguin)
Jacobs Engineering Group, Incorporated
707 17th Street, Suite 2300
Denver, Colorado 80202

Dear Mr. Clarke:

The U.S. Fish and Wildlife Service received your company's request regarding information about possible impacts to the Carson wandering skipper (*Pseudocopaeodes eunus obscurus*) (CWS) or its habitat from the proposed Pyramid Highway - U.S. 395 Connector project. The specific area of concern is located in section 25, T. 20 N., R. 19 E., Washoe County, Nevada. We have reviewed the project information received on November 10, 2011.

The CWS is a subspecies of butterfly and in Washoe County it is known to occur in Spanish Springs and Warm Springs Valleys located within and to the northwest of the study area, respectively. The CWS has been listed as endangered under the Endangered Species Act of 1973, as amended, since August 7, 2002.

Based on the information provided, formal habitat or CWS surveys do not need to be conducted at the above specific area of concern. It is unlikely that the specific area to be impacted provides the appropriate habitat needs for the CWS due to its location near U.S. Highway 395, previous disturbance, and the limited amount (0.01 acre) of salt grass (*Distichlis spicata*) within the upland habitat.

TAKE PRIDE IN AMERICA

If you have any questions, please contact me or Marcy Haworth at (775) 861-6300.

Sincerely,

Selena J. Werdon

for Edward D. Koch
State Supervisor

cc:

Chief, Environmental Services Division, Nevada Department of Transportation, Carson City, Nevada

STATE OF NEVADA

DEPARTMENT OF WILDLIFE

1100 Valley Road

Reno, Nevada 89512

(775) 688-1500 • Fax (775) 688-1595

BRIAN SANDOVAL
Governor

KENNETH E. MAYER
Director

RICHARD L. HASKINS, II
Deputy Director

PATRICK O. CATES
Deputy Director

Francesca Tordonato
Environmental Scientist/Biologist
Jacobs Engineering
707 17th Street, Suite 2300
Denver, Colorado 80202

December 8, 2011

Re: Pyramid Highway/US 395 Project

Dear Ms. Tordonato:

I am responding to your request for information from the Nevada Department of Wildlife (NDOW) on the known or potential occurrence of wildlife resources in the vicinity of the Pyramid Highway/US 395 project located in Washoe County, Nevada. In order to fulfill your request an analysis was performed using the best available data from the NDOW's wildlife sight records, commercial reptile collections, scientific collections, raptor nest sites and ranges, greater sage-grouse leks and habitat, and big game distributions databases. No warranty is made by the NDOW as to the accuracy, reliability, or completeness of the data for individual use or aggregate use with other data. These data should be considered **sensitive** and may contain information regarding the location of sensitive wildlife species or resources. All appropriate measures should be taken to ensure that the use of this data is strictly limited to serve the needs of the project described on your GIS Data Request Form. Abuse of this information has the potential to adversely affect the existing ecological status of Nevada's wildlife resources and could be cause for the denial of future data requests.

To adequately provide wildlife resource information in the vicinity of the proposed project the NDOW delineated an area of interest that included a three-mile buffer around the project area provided by you via email (December 5, 2011). Wildlife resource data was queried from the NDOW databases based on this area of interest. The results of this analysis are summarized below.

Big Game – Occupied mule deer distribution exists throughout the majority of the project area and three-mile buffer area, excluding the greater Reno/Sparks urban areas. Pronghorn antelope distribution exists in the northern portions of the project area and three-mile buffer area, as well as the eastern portion of the three-mile buffer area. Please refer to the attached maps for details regarding these big game species distributions relative to the proposed project area. There are no known bighorn sheep or elk distributions in the vicinity of the project area.

Greater Sage-Grouse – There are no known greater sage-grouse distributions in the vicinity of the project area.

One known greater sage-grouse lek site is located in the vicinity of the project area. The Spanish Springs lek is located in Township 21 North, Range 21 East, Section 30. This lek was last surveyed in 2007 and is considered Unknown status.

Raptors – Various species of raptors, which use diverse habitat types, are known to reside in the vicinity of the project area. American kestrel, bald eagle, barn owl, burrowing owl, Cooper's hawk, ferruginous hawk, golden eagle, great horned owl, long-eared owl, merlin, northern goshawk, northern harrier, northern saw-whet owl, osprey, peregrine falcon, prairie flacon, red-tailed hawk, rough-legged hawk, sharp-shinned hawk, short-eared owl, Swainson's hawk, turkey vulture, and western screech owl have distribution ranges that include the project area and three-mile buffer area. Furthermore, American

kestrel, bald eagle, barn owl, burrowing owl, Cooper's hawk, golden eagle, great horned owl, long-eared owl, merlin, northern goshawk, osprey, prairie falcon, red-tailed hawk, rough-legged hawk, and sharp-shinned hawk have been directly observed in the vicinity of the project area.

Raptor species are protected by State and Federal laws. In addition, bald eagle, burrowing owl, ferruginous hawk, northern goshawk, peregrine falcon, short-eared owl, and Swainson's hawk are NDOW species of special concern and are target species for conservation as outlined by the Nevada Wildlife Action Plan.

One raptor nest site has been identified by the NDOW in the vicinity of the project area. A red-tailed hawk nest is located in Township 20 North, Range 20 East, Section 29.

Per the *Interim Golden Eagle Technical Guidance: Inventory and Monitoring Protocols; and Other Recommendations in Support of Golden Eagle Management and Permit Issuance* (United States Fish and Wildlife Service 2010) we have extended our raptor nest database analysis for bald and golden eagle nest site locations to within ten miles of the proposed project area. Three additional golden eagle nests and no bald eagle nests are known to exist within ten miles of the project area. The golden eagle nests are located in Township 19 North, Range 20 East, Section 13; Township 21 North, Range 19 East, Section 10; and Township 21 North, Range 20 East, Section 3.

Other Wildlife Resources

The following species have also been observed in the vicinity of the project area:

American beaver
American black bear
American crow
American goldfinch
American mink
American robin
Barrow's goldeneye
black bullhead
black-chinned hummingbird
black-shoulder kite
bowcut trout
Brewer's blackbird
brown (Norway)rat
brown creeper
brown trout
brown-headed cowbird
bullfrog
bullhead (unknown)
California ground squirrel
California kingsnake
California quail
California toad
Canada goose
canyon deermouse
Cassin's finch
cedar waxwing
chisel-toothed kangaroo rat
golden-mantled ground squirrel
gophersnake
Great Basin (Mojave black) collared lizard
Great Basin fence lizard
Great Basin gophersnake
Great Basin whiptail
greater sandhill crane
green sunfish
green-tailed towhee
hawk (unknown)
hermit thrush
house finch
house mouse
house sparrow
house wren
Lahontan cutthroat trout
Lahontan redside
lesser goldfinch
long-nosed leopard lizard
long-tailed pocket mouse
mallard
montane vole
mountain chickadee
mountain gartersnake
mountain lion
mountain sucker
mountain whitefish
Oregon junco
Pacific chorus frog
Paiute sculpin
pine siskin
quail (unknown)
raccoon
rainbow trout
red-breasted sapsucker
rock dove
roof rat
rufous hummingbird
Sacramento perch
skunk (unknown)
speckled dace
spotted bat
spotted gar
spotted towhee
Tahoe sucker
toad (unknown)
Townsend's solitaire
tui chub
turtle (unknown)
vermilion flycatcher
western fence lizard
western harvest mouse
western kingbird
western pond turtle

common carp
common muskrat
common raven
coyote
dark kangaroo mouse
desert horned lizard
desert woodrat
European starling
evening grosbeak
falcon (unknown)
fathead minnow
flycatcher (unknown)
mourning dove
Nevada side-blotched lizard
nighthawk (unknown)
North American deermouse
North American porcupine
North American river otter
northern desert horned lizard
northern flicker
northern mockingbird
northern pike
northern sagebrush lizard
Ord's kangaroo rat
western rattlesnake
western scrub-jay
western tanager
western yellow-bellied racer
white-crowned sparrow
white-faced ibis
white-tailed antelope squirrel
Williamson's sapsucker
yellow-backed spiny lizard
yellow-bellied marmot
yellow-pine chipmunk
yellow-rumped warbler
zebra-tailed lizard

The above information is based on data stored at our Reno Headquarters Office, and does not necessarily incorporate the most up to date wildlife resource information collected in the field. Please contact the Habitat Division Supervising Biologist at our Western Region Reno Office (775.688.1500) to discuss the current environmental conditions for your project area and the interpretation of our analysis. Furthermore, it should be noted that the information detailed above is preliminary in nature and not necessarily an identification of every wildlife resource concern associated with the proposed project. Consultation with the Supervising Habitat biologist as the project progresses will facilitate the development of avoidance or mitigation measures that will decrease or eliminate impacts to the wildlife resources in the vicinity of the project area.

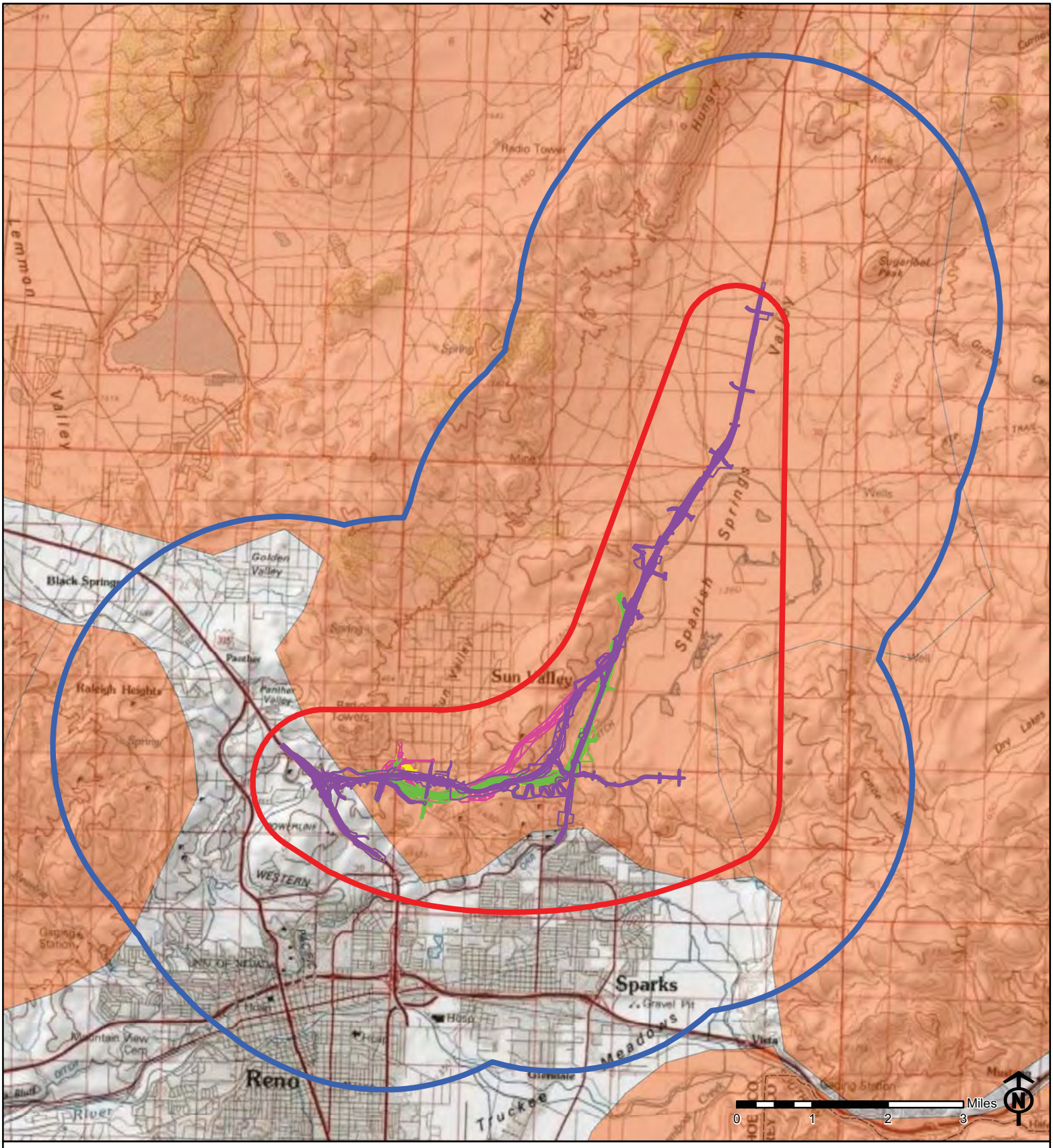
Mark Freese – Western Region Supervising Habitat Biologist (775.688.1145)

Federally listed Threatened and Endangered species are also under the jurisdiction of the United States Fish and Wildlife Service. Please contact them for more information regarding these species.

If you have any questions regarding the results or methodology of this analysis please do not hesitate to contact our GIS office at (775) 688-1565.

Sincerely,

Timothy Herrick
Conservation Aide III
Wildlife Diversity Division



Legend

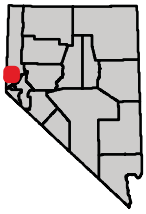
- Pyramid DEIS Study Area
- Three-mile Buffer Area Boundary
- Build Alternative 1
- Build Alternative 2
- Build Alternative 3
- Build Alternative 4
- Mule Deer Distribution
- County Boundary

Pyramid Highway EIS
Mule Deer Distribution

December 07, 2011

Projection: UTM Zone 11 North, NAD83

No warranty is made by the Nevada Department of Wildlife as to the accuracy, reliability, or completeness of the data for individual use or aggregate use with other data.



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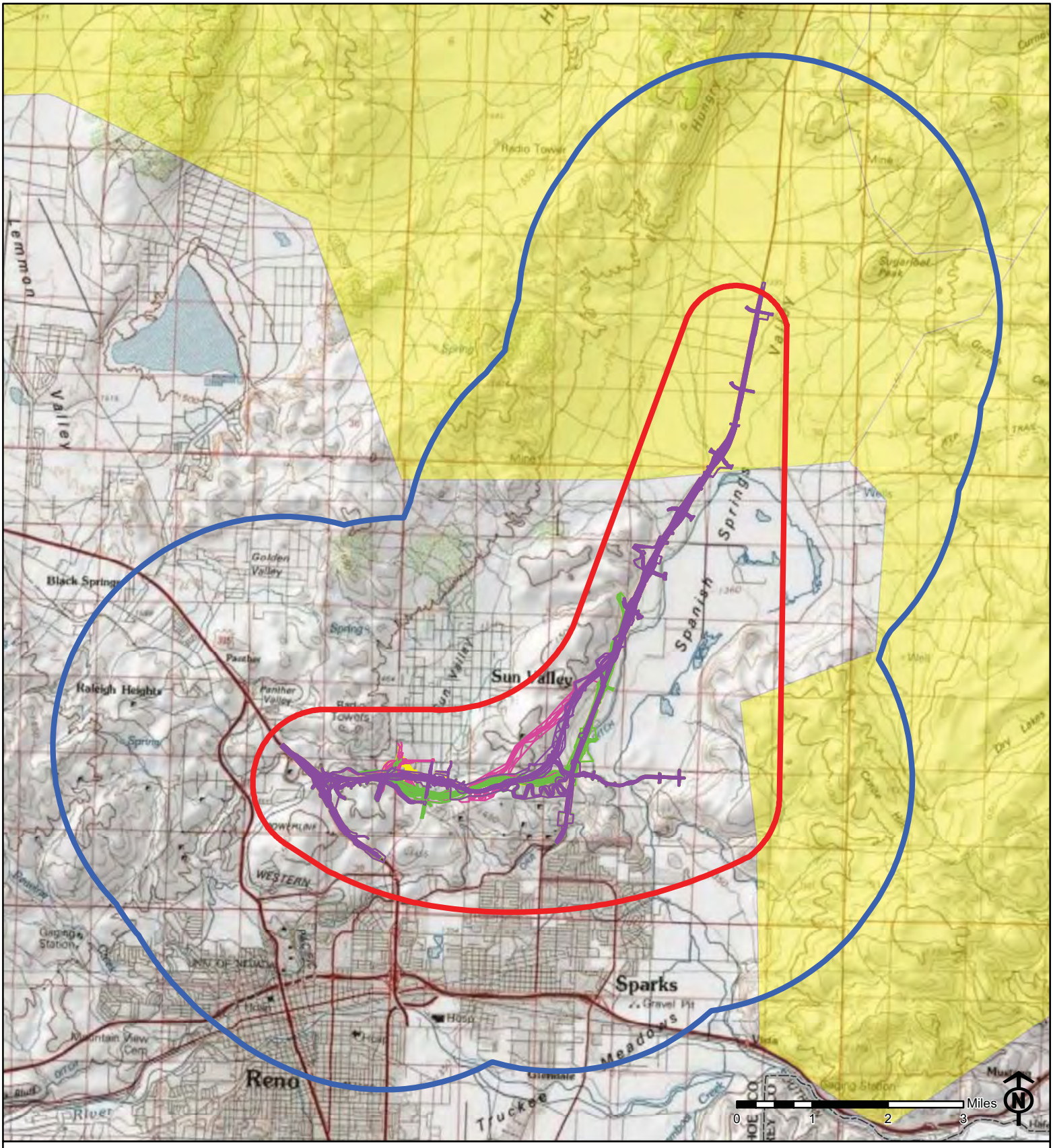


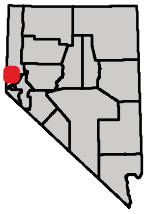
Legend

- Pyramid DEIS Study Area
- Three-mile Buffer Area Boundary
- Build Alternative 1
- Build Alternative 2
- Build Alternative 3
- Build Alternative 4
- Antelope Distribution
- County Boundary

Pyramid Highway EIS
Pronghorn Antelope Distribution

December 07, 2011

Projection: UTM Zone 11 North, NAD83



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ALLEN BIAGGI
Director

Department of Conservation
and Natural Resources

JENNIFER E. NEWMARK
Administrator

JIM GIBBONS
Governor

Nevada Natural Heritage Program
Richard H. Bryan Building
901 S. Stewart Street, suite 5002
Carson City, Nevada 89701-5245
U.S.A.

tel: (775) 684-2900
fax: (775) 684-2909

Nevada Natural Heritage Program

STATE OF NEVADA
DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES

Nevada Natural Heritage Program

http://heritage.nv.gov

21 January 2009

Steve M. Cooke, P.E. Chief
Environmental Services Division
Nevada Department of Transportation
1263 South Stewart Street
Carson City, NV 89712

RE: Data request received 21 January 2009

Dear Mr. Cooke:

We are pleased to provide the information you requested on endangered, threatened, candidate, and/or at risk plant and animal taxa recorded on or near the proposed Pyramid Highway-US 395 Connection Project. We searched our database and maps for the following: a one kilometer buffer zone around the Level 2A delineation from map and shapefiles provided.

The enclosed printout lists the taxa recorded within the given area. Please be aware that habitat may also be available for: the Ames milkvetch, *Astragalus pulsiferae* var. *pulsiferae*, a Taxon determined to be Critically Imperiled by the Nevada Natural Heritage Program (NNHP); the spotted bat, *Euderma maculatum*, a Nevada Bureau of Land Management (BLM) Special Status Species; the Webber ivesia, *Ivesia webberi*, a Federal Candidate Species; and the sagebrush pygmyleaf, *Loeflingia squarrosa* ssp. *artemisiarum*, a Taxon determined to be Critically Imperiled by the NNHP. We do not have complete data on various raptors that may also occur in the area; for more information contact Ralph Phenix, Nevada Division of Wildlife at (775) 688-1565. Note that all cacti, yuccas, and Christmas trees are protected by Nevada state law (NRS 527.060-.120), including taxa not tracked by this office.

Please note that our data are dependent on the research and observations of many individuals and organizations, and in most cases are not the result of comprehensive or site-specific field surveys. Natural Heritage reports should never be regarded as final statements on the taxa or areas being considered, nor should they be substituted for on-site surveys required for environmental assessments.

Thank you for checking with our program. Please contact us for additional information or further assistance.

Sincerely,

Eric S. Miskow
Biologist/Data Manager

At Risk Taxa Recorded Near the Pyramid US Hwy 395 Connection Project Area

Compiled by the Nevada Natural Heritage Program for the Nevada Department of Transportation
21 January 2009

Scientific name	Common name	Usfws	Blm	Usfs	State	Srank	Grank	UTM E	UTM N	Prec	Last observed
Plants											
Eriogonum robustum	altered andesite buckwheat		N			S2S3	G2	259258.13	4385982.12	S	1994-06-10
Eriogonum robustum	altered andesite buckwheat		N			S2S3	G2	259647.42	4384806.25	S	1994-06-03
Eriogonum robustum	altered andesite buckwheat		N			S2S3	G2	260254.54	4385753.87	S	1994-06-03
Eriogonum robustum	altered andesite buckwheat		N			S2S3	G2	259353.24	4384654.82	S	1994-06-03
Eriogonum robustum	altered andesite buckwheat		N			S2S3	G2	259297.99	4383564.90	S	1994-06-03
Eriogonum robustum	altered andesite buckwheat		N			S2S3	G2	259137.68	4384292.23	S	1994-06-03
Eriogonum robustum	altered andesite buckwheat		N			S2S3	G2	259911.46	4385697.16	S	1994-06-10
Eriogonum robustum	altered andesite buckwheat		N			S2S3	G2	260102.70	4384292.14	S	1994-06-03
Eriogonum robustum	altered andesite buckwheat		N			S2S3	G2	258984.49	4383539.91	S	1997-04-16
Eriogonum robustum	altered andesite buckwheat		N			S2S3	G2	259088.25	4384504.67	S	1994-06-03
Eriogonum robustum	altered andesite buckwheat		N			S2S3	G2	260160.89	4384873.33	S	1994-06-03
Eriogonum robustum	altered andesite buckwheat		N			S2S3	G2	256662.47	4385167.69	S	1994-06-03
Eriogonum robustum	altered andesite buckwheat		N			S2S3	G2	258464.35	4384571.34	S	1997-04-16
Eriogonum robustum	altered andesite buckwheat		N			S2S3	G2	259537.18	4385941.71	S	1994-06-10
Eriogonum robustum	altered andesite buckwheat		N			S2S3	G2	260219.69	4385204.87	S	1994-06-03
Eriogonum robustum	altered andesite buckwheat		N			S2S3	G2	256448.45	4385114.93	S	1994-06-03
Eriogonum robustum	altered andesite buckwheat		N			S2S3	G2	259656.47	4384231.02	S	1994-06-03
Eriogonum robustum	altered andesite buckwheat		N			S2S3	G2	259880.85	4384375.34	S	1994-06-03
Mimulus ovatus	Steamboat monkeyflower					S1S2	G1G2Q	251947.70	4381986.57	G	1984-PRE
Plagiobothrys glomeratus	altered andesite popcornflower		N			S2S3	G2G3	259366.36	4384653.17	S	1998-06-21
Plagiobothrys glomeratus	altered andesite popcornflower		N			S2S3	G2G3	259925.85	4385746.87	M	1999-PRE
Invertebrates											
Euphydryas editha monoensis	Mono checkerspot	xC2	N			S1	G5T2T3	260843.93	4379144.35	G	1918-05-10
Reptiles											
Actinemys marmorata marmorata	northwestern pond turtle	xC2		C		S3	G3G4T3Q	262235.91	4377774.22	G	1941
Actinemys marmorata marmorata	northwestern pond turtle	xC2		C		S3	G3G4T3Q	265563.60	4377148.00	G	1940
Elgaria coerulea palmeri	Sierra alligator lizard		N		YES	S2S3	G5T4	267388.10	4380580.35	S	1988
Mammals											
Corynorhinus townsendii	Townsend's big-eared bat		N;C	S;I;L	YES	S2	G4	T20N R20E		M	1942-01
Birds											
Agelaius tricolor	Tricolored Blackbird	xC2	N;C		YES	S1B	G2G3	258114.77	4378241.57	G	1972-03-09

U. S. Fish and Wildlife Service (Usfws) Categories for Listing under the Endangered Species Act:

x C2 Former Category 2 Candidate, now species of concern

Bureau of Land Management (Blm) Species Classification:

N Nevada Special Status Species - designated Sensitive by State Office
C California Special Status Species (see definition S and N)

United States Forest Service (Usfs) Species Classification:

S Region 4 (Humboldt-Toiyabe NF) sensitive species
I Region 5 (Inyo NF) sensitive species
L Region 5 (Lake Tahoe Basin Management Unit) sensitive species
C Region 5 sensitive species, not yet known from Inyo NF or LTBMU

Nevada State Protected (State) Species Classification:

Fauna:
YES Species protected under NRS 501.

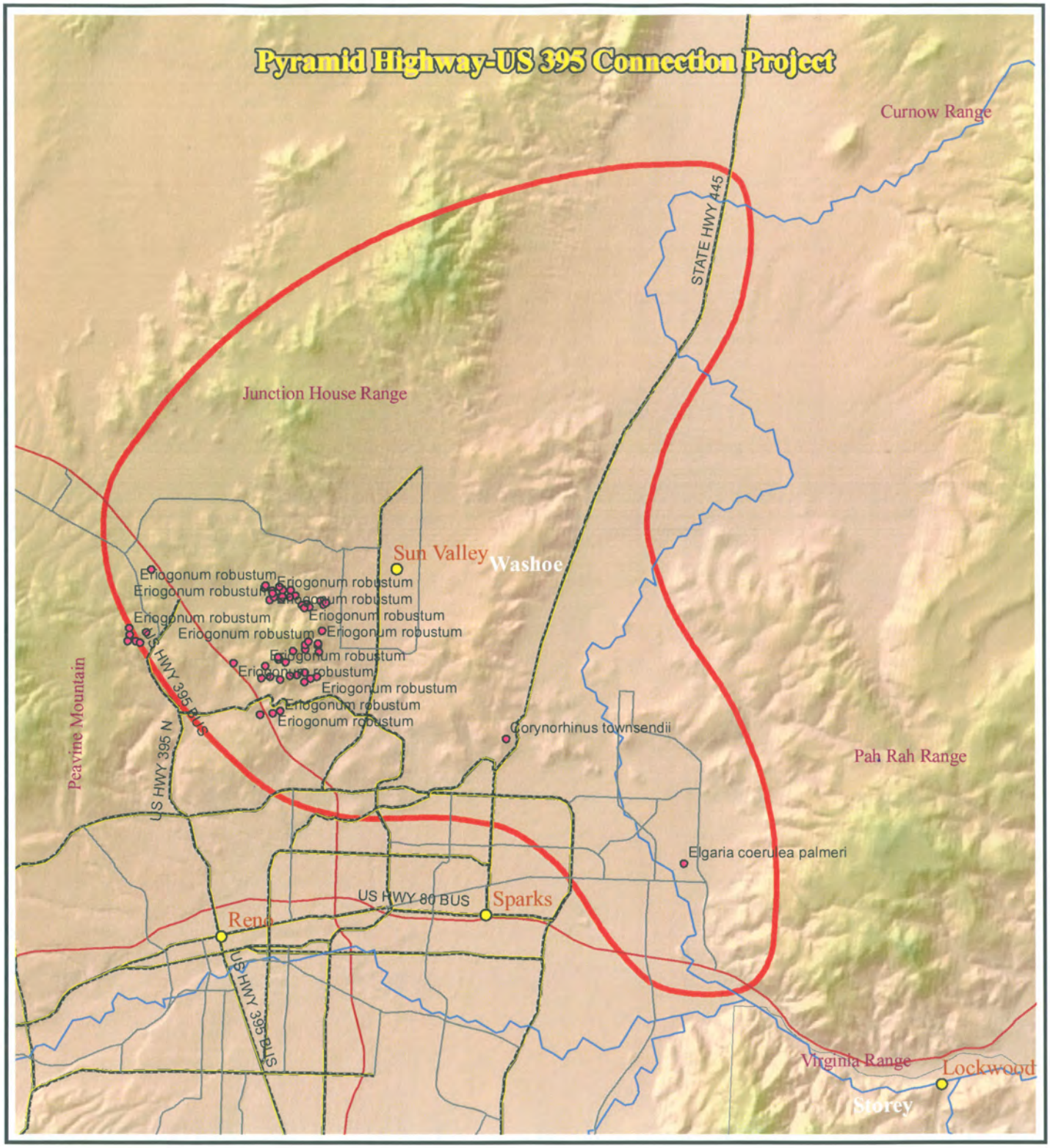
Precision (Prec) of Mapped Occurrence:

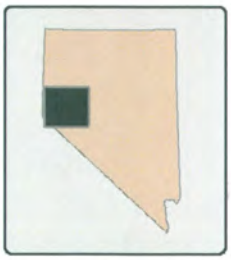
Precision, or radius of uncertainty around latitude/longitude coordinates:

S Seconds: within a three-second radius
M Minutes: within a one-minute radius, approximately 2 km or 1.5 miles
G General: within about 8 km or 5 miles, or to map quadrangle or place name

Nevada Natural Heritage Program Global (**Grank**) and State (**Srank**) Ranks for Threats and/or Vulnerability:

G Global rank indicator, based on worldwide distribution at the species level
T Global trinomial rank indicator, based on worldwide distribution at the infraspecific level
S State rank indicator, based on distribution within Nevada at the lowest taxonomic level
- 1 Critically imperiled and especially vulnerable to extinction or extirpation due to extreme rarity, imminent threats, or other factors
- 2 Imperiled due to rarity or other demonstrable factors
- 3 Vulnerable to decline because rare and local throughout its range, or with very restricted range
- 4 Long-term concern, though now apparently secure; usually rare in parts of its range, especially at its periphery
- 5 Demonstrably secure, widespread, and abundant
  - A Accidental within Nevada
  - B Breeding status within Nevada (excludes resident taxa)
  - H Historical; could be rediscovered
  - N Non-breeding status within Nevada (excludes resident taxa)
  - Q Taxonomic status uncertain
  - U Unrankable
  - Z Enduring occurrences cannot be defined (usually given to migrant or accidental birds)
  - ? Assigned rank uncertain





Legend

At-Risk Species Locations

Level 2A Study Area

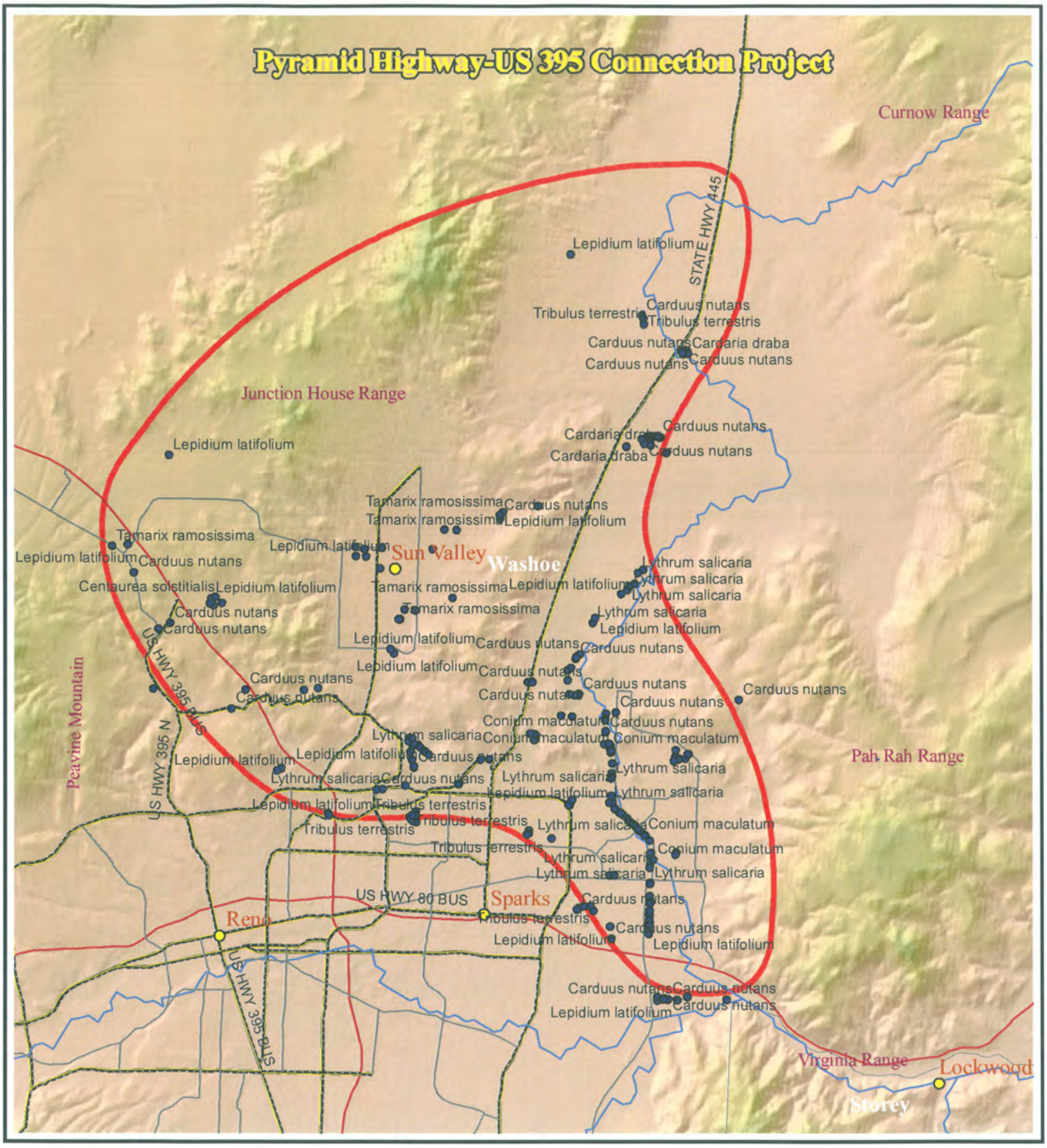
N

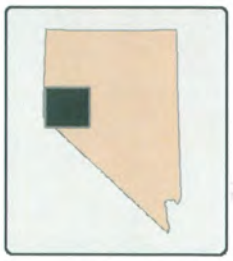
0 0.30.6 1.2 Miles

Nevada Natural Heritage Program

Compiled by the Nevada Natural Heritage Program, January 2009

Pyramid Highway-US 395 Connection Project





Legend

- Noxious Weed Locations
- **Level 2A Study Area**

N

0 0.30.6 1.2 Miles

Nevada Natural Heritage Program

Compiled by the Nevada Natural Heritage Program, January 2009

Appendix A:
Agency Coordination

Parks and Recreation / Section 4(f) Correspondence

The City of Sparks

RECEIVED

MAR 04 2008

Regional Transportation Commission
Engineering Department

PUBLIC WORKS DEPARTMENT

February 29, 2008

Mr. Don Hicks
BLM Field Manager
Carson City Field Office
5665 Morgan Mill Road
Carson City, NV 89701

Fax No: (775) 885-6147
Date Faxed: 02/29/08
HARD COPY TO FOLLOW

**RE: NOTICE OF REALTY ACTION:
RECREATION AND PUBLIC PURPOSES ACT CLASSIFICATION OF PUBLIC LAND IN WASHOE COUNTY, NEVADA WEDEKIND PARK**

Dear Mr. Hicks:

In response to the BLM request for written comments to the Notice of Realty Action to lease and subsequently convey approximately 265 acres of public land in Washoe County to the City of Sparks for the purpose of using the land for a regional park, the City of Sparks provides the following comments:

The City of Sparks concurs that the BLM has followed the proper administrative procedures in reaching the decision to lease/convey the 265 acres of public lands, under the Recreation and Public Purposes (R&PP) Act as amended to the City of Sparks for the development of a regional park. The lease/conveyance is consistent with the Carson City Consolidated Resource Management Plan (2001).

The Sparks City Council also recognizes the need for future transportation improvements in the rapidly growing areas to the north of downtown Sparks. As such, the City believes that the park project and future transportation improvements will be compatible unless it is subsequently determined otherwise in the environmental analysis for the transportation projects.

The City of Sparks believes that it is in the best interest of the public to develop the land into a regional park. The Sparks City Council has Master Planned the area for a passive regional park with a view point, open spaces, trails, play areas, and picnic pavilion.

Thank you for the opportunity to comment on the Notice of Realty Action. Please contact me at (775) 353-2310 should you have questions or comments.

Sincerely,

Wayne A. Seidel, P.E.
Public Works Director

Cc: Shaun Carey, City Manager
Randy Mellinger, Assistant City Manager
Stan Sherer, Parks & Recreation Director
Doug Maloy, RTC Project Manager

The City of Sparks

MAYOR

November 12, 2008

Abdelmoez A. Abdalla
Environmental Program Manager
Federal Highway Administration
705 North Plaza, Suite 220
Carson City, Nevada 89701

Dear Mr. Abdalla:

On August 20, 2007, the Sparks City Council held a Transportation Workshop and formally determined that joint recreation and transportation uses were compatible within the property being acquired from the Bureau of Land Management for the Wedekind Regional Park.

The official record reflects that the Sparks City Council approved Option 3 as presented by the Regional Transportation Commission of Washoe County. Option 3 reserved joint recreation and transportation use within the property. Further evaluation of transportation needs in the area will occur during the development of the Environmental Impact Statement (EIS) for the Pyramid Highway/east-west connector element of the Regional Transportation Plan. The City of Sparks is a participating agency for the EIS and will be involved in the evaluation of alternatives as the EIS process continues.

There has been cooperative planning throughout the Environmental Assessment (EA) conducted by the BLM for the Wedekind Regional Park property. As stated in the EA, it was and still is the intention of all parties to reserve joint recreation and transportation use within the property until or unless the Pyramid Highway/east-west connector EIS determines otherwise.

Sincerely,

Geno R. Martini
Mayor

City Hall: 431 Prater Way • P. O. Box 857 • Sparks, Nevada 89432-0857
Phone: (775) 353-2311 • FAX (775) 353-1510

REGIONAL TRANSPORTATION COMMISSION
Public Transportation • Streets and Highways • Planning

April 9, 2009

Mr. Ron Wenker
State Director
Bureau of Land Management
1340 Financial Boulevard
Reno, NV 89502

Re: Sparks Justice Courts Complex and Wedekind Regional Park Environment Assessment
NV 030-06-010

Dear Mr. Wenker:

We request your help in clearing up a misunderstanding as to the intent of the above referenced Environmental Assessment.

In December of 2007, the Bureau of Land Management's Carson City Field Office (BLM) completed an Environmental Assessment (EA) and issued a Finding of No Significant Impact. As a result of planning and coordination between the BLM, the City of Sparks, Washoe County, and the Regional Transportation Commission (RTC) during the development of the EA, language was included in the EA pertaining to joint recreation and transportation use within the property. Furthermore, it has always been the intent of the City of Sparks, Washoe County and the RTC to allow joint recreation and transportation uses on the property identified in the EA and the Recreation and Public Purposes (RP&P) lease. The transportation use is to accommodate a future regional road identified in both the City of Sparks Master Plan and the 2040 Regional Transportation Plan.

The Federal Highway Administration (FHWA), Carson City staff, are not accepting the joint use purpose of the EA and the RP&P lease, therefore we are requesting you provide written support and clarification of the EA and RP&P lease as it pertains to joint recreation and transportation uses.

We made this request of Linda Kelly, your Sierra Front Field Office Manager. She felt that BLM had already provided FHWA a complete copy of the Environmental Assessment, and therefore the letter was not necessary.

RTC Board: David Aiazzi (Chair) · Ron Smith (Vice Chair) · Dwight Dortch · Bob Larkin · David Humke
PO Box 30002, Reno, NV 89520 · 2050 Villanova Drive, Reno, NV 89502 · 775-348-0400 · rtcwashoe.com

This specific language is in the EA, but was inadvertently left out of the RP&P. The City of Sparks and your Sierra Front Field Office staff have offered to amend the language in the lease, but FHWA staff has stated that an amended lease would be after the fact and therefore could be construed as a possible change to the intent of the EA. If it is the opinion of BLM that amending the lease to specifically mention joint recreation and transportation use does not change the intent of the EA, would you please consider stating that in your letter to the FHWA.

For your convenience, we have attached a draft letter to the FHWA Carson Office, Division Administrator.

We appreciate your consideration of this request. Please feel free to contact me if you would like to discuss this matter further.

Sincerely,

Derek W. Morse, P.E.
Interim Executive Director

DWM/DMM/dmt

Attachment: Sample letter to FHWA

cc: Linda J. Kelly, Manager BLM Sierra Front Field Office
Jo Anne Hufnagle, Property Agent, BLM
Robert J. Russell, P.E., RTC Engineering Director
Doug Maloy, P.E., RTC Project Manager

April 9, 2009

Susan Klekar
Division Administrator
Federal Highway Administration
705 North Plaza, Suite 200
Carson City, Nevada 89701

Subject: Bureau of Land Management's Environmental Assessment, EA-NV-030-06-010

Dear. Ms. Klekar:

The Bureau of Land Management issued an Environmental Assessment in December of 2007 and a Finding of No Significant Impact in the same month.

The Environmental Assessment established several possible land uses for the 287 acre parcel under the Recreation and Public Purposes land transfer. Uses for the transferred property include the Sparks Justice Court Complex for Washoe County and the Wedekind Regional Park for the City of Sparks Parks and Recreation Department.

The Environmental Assessment does not exclude joint transportation use for either of the above mentioned land uses. The Environmental Assessment does recognize future transportation needs as stated in the 2040 Regional Transportation Plan.

The Environmental Assessment and its intent is a result of cooperative efforts by the Bureau of Land Management, the City of Sparks, Washoe County Public Works, and the Regional Transportation Commission of Washoe County. Based on our understanding of the planning and consultation between the stakeholders during the development of the Environmental Assessment, it is our opinion that it has always been the intent of the Bureau of Land Management, City of Sparks, Washoe County, and the Regional Transportation Commission to allow joint recreation and transportation uses on the transferred property.

Sincerely,

COPY

United States Department of the Interior

TAKE PRIDE IN AMERICA

BUREAU OF LAND MANAGEMENT
Carson City District Office
5665 Morgan Mill Road
Carson City, Nevada 89701
http://www.blm.gov/nv/st/fo/carson_city_field.html

RECEIVED
APR 24 2009
Regional Transportation Commission

APR 22 2009

RECEIVED
APR 27 2009
Regional Transportation Commission
Engineering Department

In reply refer to:
2912 (NVC0000)

Mr. Derek W. Morse, P.E.
Interim Executive Director, RTC
P.O. Box 30002
Reno, NV 89520

Dear Mr. Morse:

Ron Wenker, BLM Nevada State Director, has asked me to respond to your correspondence of April 9, 2009. BLM frequently deals with competing uses for public lands and can certainly appreciate the difficulties in finding suitable lands for major transportation projects such as the Pyramid Highway and US-395 Connector Project. I've discussed the issues you've raised regarding the Wedekind Regional Park Recreation and Public Purposes (R&PP) lease and the analysis and decision process with Linda Kelly, the Sierra Front Field Manager and her staff. I've also reviewed the enclosed April 3, 2009 letter from the Nevada Division of the Federal Highway Administration (FHWA) regarding the highway project and the specific issues you've raised.

In 2001, BLM and Washoe County completed a joint land use plan for public lands within the urban interface area of southern Washoe County. That planning process included extensive public involvement and resulted in designation of the land now included in the Wedekind Regional Park for recreation and public purpose uses under the R&PP Act. The intent of the Wedekind Regional Park Environmental Assessment NV 030-06-010 (EA) was to assess the potential environmental impacts of specific R&PP use proposals from the City of Sparks for a regional park and from Washoe County for a justice court complex in accordance with the National Environmental Policy Act (NEPA). Details of the proposals are presented in the Proposed Action section of the EA.

BLM has had a number of discussions with FHWA in regards to the Wedekind Park R&PP lease and the associated EA and decision record. FHWA's statement in the enclosed letter that neither the language in the EA nor the language in the lease establishes joint transportation and park use is accurate. The City's application for R&PP lease did not include transportation use beyond park access and access to existing homes and utilities. The Scoping and Issue Identification section of Chapter 3 of the EA contains the following wording: *"RTC has indicated that they*

plan to begin a NEPA EIS process to address the Pyramid Highway Corridor and east/west Corridor in the near future...No analysis of the transportation proposals is included in this document." BLM did not inadvertently leave specific language on joint recreation and transportation uses out of the City of Sparks' R&PP lease.

Should the City of Sparks request amendment of their lease to revise their proposed development plan to include a transportation route, BLM would review that proposal and determine whether the proposed changes are allowable under the R&PP Act and if so, whether an existing NEPA document adequately analyzes the proposed revision or whether additional NEPA analysis is required prior to a decision on lease amendment. BLM has not been contacted by the City regarding a proposed amendment to the lease. The City has completed some perimeter fencing and clean-up projects on the lease area and to our knowledge will be continuing with development of authorized recreational facilities.

Based on the information in FHWA's enclosed letter, I am confident that they understand the purpose and intent of the EA and the R&PP lease. I am unable to provide the requested letter to FHWA since joint recreation and transportation use was not part the City's application for this land, and therefore was not analyzed by BLM or authorized in the R&PP lease. If you have questions, or if you would like to arrange a meeting to discuss this further, please contact me.

Sincerely,

Teresa J. Knutson

Teresa J. Knutson
Acting District Manager

Enclosure

cc: Ron Wenker, BLM State Director Nevada

705 North Plaza St. Suite 220
Carson City, NV 89701

U.S. Department of Transportation
Federal Highway Administration

Nevada Division

April 3, 2009

In Reply Refer To:
HENV-NV

Subject: Pyramid Highway and US-395 Connector EIS,
Section 4 (f) Applicability of Wedekind Property

Ms. Susan Martinovich, P.E.
Director, Nevada Department of Transportation
1263 South Stewart Street
Carson City, Nevada 89712

Attention: Todd Montgomery

Dear Ms. Martinovich:

On November 17, 2008, the Regional Transportation Commission (RTC) of Washoe County requested a determination on Section 4(f) applicability for the Wedekind Park property in the City of Sparks as it relates to the Pyramid Highway and US-395 Connector project. The RTC staff provided documentation that outlined their position on the Wedekind Park Section 4(f) issues.

Since we received the initial correspondence, we have held numerous meetings with our legal counsel, other FHWA experts on Section 4(f) issues, Nevada Department of Transportation (NDOT) Environmental Services Division, and the Bureau of Land Management (BLM). On March 18, 2009, we held a meeting to discuss the Section 4(f) issues with RTC and NDOT staff, while our legal counsel participated by conference call.

The following includes the three questions the RTC asked in their letter with the FHWA Nevada Division's response in *italics.*

1. How do you think the Section 4 (f) regulations apply for the purpose of the transportation EIS? The *Section 4 (f) regulations apply to the Wedekind Park. For Section 4(f) purposes, Wedekind would be considered a park, and subject to the law and associated regulations, no later than the date that the lease spelling out this designation and planned use was signed with BLM. With regard to the proposed project, the issue for FHWA then becomes whether the park and the transportation facility were jointly planned. Per 23 CFR 774.11 (i), joint planning occurs when a property is formally reserved for a future transportation facility before or at the same time a park, recreational area, or wildlife and waterfowl refuge is established and concurrent or joint planning or development of the transportation facility and the Section 4 (f) resource occurs, then any resulting impacts of the transportation facility will not be considered a use as defined in 23 CFR 774.14. Determinations regarding the applicability of Section 4(f) and compliance with its requirements, when applicable, are the responsibility of FHWA.*

AMERICAN
ECONOMY

2. What is your legal opinion regarding the issue that the City of Sparks and RTC feel that the language in the lease does establish joint transportation and park use because of its reference to the EA? *Our legal counsel provided his opinion about this issue during our conference call on March 18, 2007. Neither the language in the environmental assessment nor the language in the lease establishes joint transportation and park use. In fact, stating that it was the intention of all parties to reserve joint recreation and transportation use within the property until or unless the Pyramid Highway/east-west connector EIS determines otherwise is against the logical purpose of Section 4 (f). The proposed action in the EA does not include any transportation corridor (Page 3, Section 2.0 of the EA). The description of the components of the Wedekind Regional Park does not include a transportation corridor; however, it includes a trailhead, a trail system, an environmental interpretation, a neighborhood park element, and access roads to adjoining property owners (Section 2.2 of the EA). The EA states in Section 4.14 that "According to the Washoe County Open Space Program, the Wedekind Hills area, which encompasses most of the Wedekind Regional and Neighborhood Park elements of the proposed action, are visually important land forms and is considered an integral part of the Washoe County landscape. As such, the recognition and preservation of these landforms are considered important. By transferring this land to the control and active management of the City of Sparks, to be used solely for open space recreational activities, the BLM is ensuring that the character of this land will be maintained."*

3. What language do you recommend to allow for joint development under the Section 4 (f) regulation, if the lease language is allowed? *Per FHWA's 4 (f) policy, the evidence is always required for reservation of highway corridor that is contemporaneous with or prior to the establishment of the 4 (f) resource. An amendment of the lease to add joint development language at this stage of the EIS would circumvent the purpose of the Section 4 (f) regulations, especially since we know that alternatives analysis has already started for the proposed EIS project.*

Though the above response clearly demonstrates that Section 4(f) evaluation is applicable to Wedekind Park, it is still possible to use the park if there are no feasible and prudent avoidance alternatives to the use of the park and we include all possible planning to minimize harm to the park. In addition, depending on the degree of use, impact, mitigation, and enhancement, a de minimis Section 4 (f) impact evaluation may be applicable.

If you have any questions, please contact me at 687-1231.

Sincerely yours,

Becky Bennett

for Abdelmoez A. Abdalla
Environmental Program Manager

cc: Steve Cooke, NDOT
David Ortez, FHWA

ecc: Andrew Soderborg, FHWA
Doug Maloy, Washoe RTC
Tom Greco, Washoe RTC

RESOLUTION OF SUPPORT
PYRAMID HIGHWAY/US 395 CONNECTOR ENVIRONMENTAL IMPACT STATEMENT

WHEREAS, Regional Transportation Commission (RTC) of Washoe County is preparing the Pyramid Highway/US 395 Connection Environmental Impact Statement (EIS) evaluating alternatives to improve Pyramid Highway and consideration of a new transportation corridor connecting Pyramid Highway and US 395 (Project); and

WHEREAS, Washoe County Department of Regional Parks & Open Space, City of Sparks Department of Parks and Recreation, and the Project study team, have coordinated efforts in the spirit of cooperative planning and development throughout the EIS process; and

WHEREAS, one of the Project alternatives for consideration would utilize Washoe County property (APN 035-370-01, consisting of 15.664-acres) identified for future county use (see attached map); and

WHEREAS, this Project alternative was identified in an effort to minimize impacts to the Sun Valley community as compared to other alternatives considered in the EIS; and

WHEREAS, RTC is committed to working with Washoe County to ensure accommodation of future county uses, and should this Project alternative be identified as the preferred alternative in the EIS, to participate in providing reasonable funding and possible construction activities to ensure compatibility between the roadway improvements and limited county improvements; and

WHEREAS, RTC will consider entering into an interlocal cooperative agreement between RTC, Washoe County, and City of Sparks, that describes their respective roles and responsibilities for the design, construction, operations, and maintenance of potential county improvements; and

WHEREAS, Washoe County has determined that the Project would be consistent with the Board of County Commissioners' adopted 2010-2012 strategic objectives; and

THEREFORE, BE IT RESOLVED, that the Board of Washoe County Commissioners supports cooperative transportation and county planning efforts between Washoe County, RTC, and City of Sparks with regard to future development of APN 035-370-01 to minimize impacts to the Sun Valley community as part of the Project.

ADOPTED this 23rd day of August, 2011

John Breternitz, Chairman
Washoe County Board of Commissioners

ATTEST:

Nancy L. V. A., Chief Deputy
for Amy Harvey, County Clerk

REGIONAL TRANSPORTATION COMMISSION
Public Transportation • Streets and Highway • Planning

October 1, 2012

Ms. Tracy Domingues, Director
City of Sparks, Parks and Recreation Department
98 Richards Way
Sparks, NV, 89431

Re: Pyramid Highway/US 395 Connector Environmental Impact Statement
Effects to Wedekind Park

Dear Ms. Domingues:

The Federal Highway Administration (FHWA) in cooperation with the Nevada Department of Transportation (NDOT) and the Regional Transportation Commission (RTC) are in the process of preparing an Environmental Impact Statement (EIS) to implement a plan that will maintain and improve the Pyramid Highway corridor as a viable transportation route for the Sparks urban core and the growing Northeast Truckee Meadows community.

A property administered by the City of Sparks has been determined to qualify for Section 4(f) protection as defined in 23 Code of Federal Regulations 774.17 and would experience a use by project alternatives under consideration. Wedekind Park qualifies for protection under Section 4(f) because it is a publicly-owned park.

By way of this letter, FHWA, NDOT, and RTC are requesting written concurrence from the City of Sparks, as the official with jurisdiction over Wedekind Park, that the project will not adversely affect the activities, features, and attributes that qualify this property for protection under Section 4(f) (see below).

Regulatory Background

Section 4(f) refers to the original section within the U.S. Department of Transportation Act of 1966 which established the requirement for consideration of the effects to park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development. Regulations codified in 23 CFR §774.3 authorize the Secretary of Transportation to approve a project that uses Section 4(f) lands without analysis of feasible and prudent avoidance alternatives if it would have *de minimis* impacts upon the Section 4(f) resource. The impacts of a transportation project on a park or recreation area that qualifies for Section 4(f) protection may be determined to be *de minimis* if:

1. The transportation use of the Section 4(f) resource, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project,

does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f);

2. The official(s) with jurisdiction over the property are informed of FHWA's or FTA's intent to make the *de minimis* impact finding based on their written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f); and
3. The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource.

Section 4(f) Use

Four build alternatives are being analyzed in the Draft EIS, each of which would result in very slight differences in the use of the property. For the purposes of receiving *de minimis* concurrence, the following discussion assumes selection of the alternative with the highest degree of use.

A total of approximately 5.4 acres of the 250-acre Wedekind Park, which represents 2.2 percent of the park, would be subject to direct use. Use would occur in two distinct areas of the property. Approximately 1.6 acres of use would occur in the northwest corner directly adjacent to Pyramid Highway and Disc Drive where intersection improvements would occur. These uses would consist of sliver uses directly adjacent to existing roadways, and include placement of fill slopes within the park property. Proposed development of the park includes access from Disc Drive in this area, which would be accommodated in the proposed design. Approximately 3.8 acres of use are associated with construction of a stormwater detention basin in the southwest portion of the park adjacent to Pyramid Highway and existing residential uses. The proposed stormwater detention basin would consist of an unfenced, shallow, natural appearing depression.

As stated, both areas of use are located on the periphery of the park adjacent to existing transportation features. Neither of these areas contains proposed recreation features associated with the park. Proposed uses of the park would not adversely affect the features, attributes, or activities that qualify the property for protection under Section 4(f). The attached figure illustrates the uses of Wedekind Park.

The Study team minimized use of Wedekind Park throughout the preliminary design performed for this Study. Design for the water quality feature initially included a deeper basin with steeper slopes; however, this would be less natural in appearance and require fencing that would detract from the park setting. Additionally, an attempt to include a storm drain that would pipe stormwater from this area directly to the proposed receiving stream was examined. This would require construction of a new drain system and a 1.9-mile easement through the neighborhood, which was deemed infeasible. A secondary outlet was examined to be located directly west of Wedekind Park; however, this would require construction of a detention basin on the Iratcabal Farm property, which is another Section 4(f) resource. Therefore, the design team is pursuing the concept of constructing a shallow, natural-appearing stormwater detention basin in Wedekind Park. However, the team has minimized the footprint of the alternatives to the greatest extent

possible through the use of retaining walls, and will continue to examine potential ways to further reduce impacts as the Study moves toward final design.

Design of fill slopes at the Disc Drive/Pyramid Highway intersection will be constructed to mimic the natural landscape and all disturbed areas will be revegetated. Revegetation will include reseeding with native grasses and use of native shrubs as appropriate. Similarly, design of the proposed detention basin will also mimic natural landscape to the extent possible and will also be revegetated. During construction best management practices will be employed for erosion control. Property acquisition will be completed under the Uniform Relocation Act. RTC will continue to coordinate with the City of Sparks Parks and Recreation Department on the design of the detention basin proposed in the southwest portion of the park to insure consistency with the park's planned uses and amenities. Coordination with the City of Sparks Parks and Recreation Department will continue throughout the EIS process as well as during the final design process to mitigate use of Wedekind Park.

Public Involvement

Agency coordination, including meetings, outreach, and agency scoping, began early in the EIS process and has been ongoing throughout. Uses at Wedekind Park associated with the build alternatives and FHWA's possible *de minimis* finding for Wedekind Park were presented for public review and comment at the June 13, 2012 Spanish Springs public meeting. Additionally, public input on the possible findings of *de minimis* will also be specifically requested during the public comment period for the Draft EIS, and the public will have an opportunity to comment further on the proposed improvements and potential impacts as part of the Final EIS.

Request for Concurrence

RTC requests written concurrence from the City of Sparks that effects of the project as described above, and considering the minimization and mitigation measures that have been proposed, will not adversely affect the activities, features, and attributes of Wedekind Park. This written concurrence will help satisfy the concurrence and consultation requirements of 23 CFR § 774.5(b)(2). Concurrence can be provided by signing and dating the signature block at the end of this letter. Pending your concurrence and the completion of the public involvement as described above, RTC will recommend, and anticipates FHWA's concurrence, that the proposed action will have *de minimis* impacts to Wedekind Park, and that an analysis of feasible and prudent avoidance alternatives under Section 4(f) is not required.

Sincerely,

Name
Title

cc: File

Concurrence

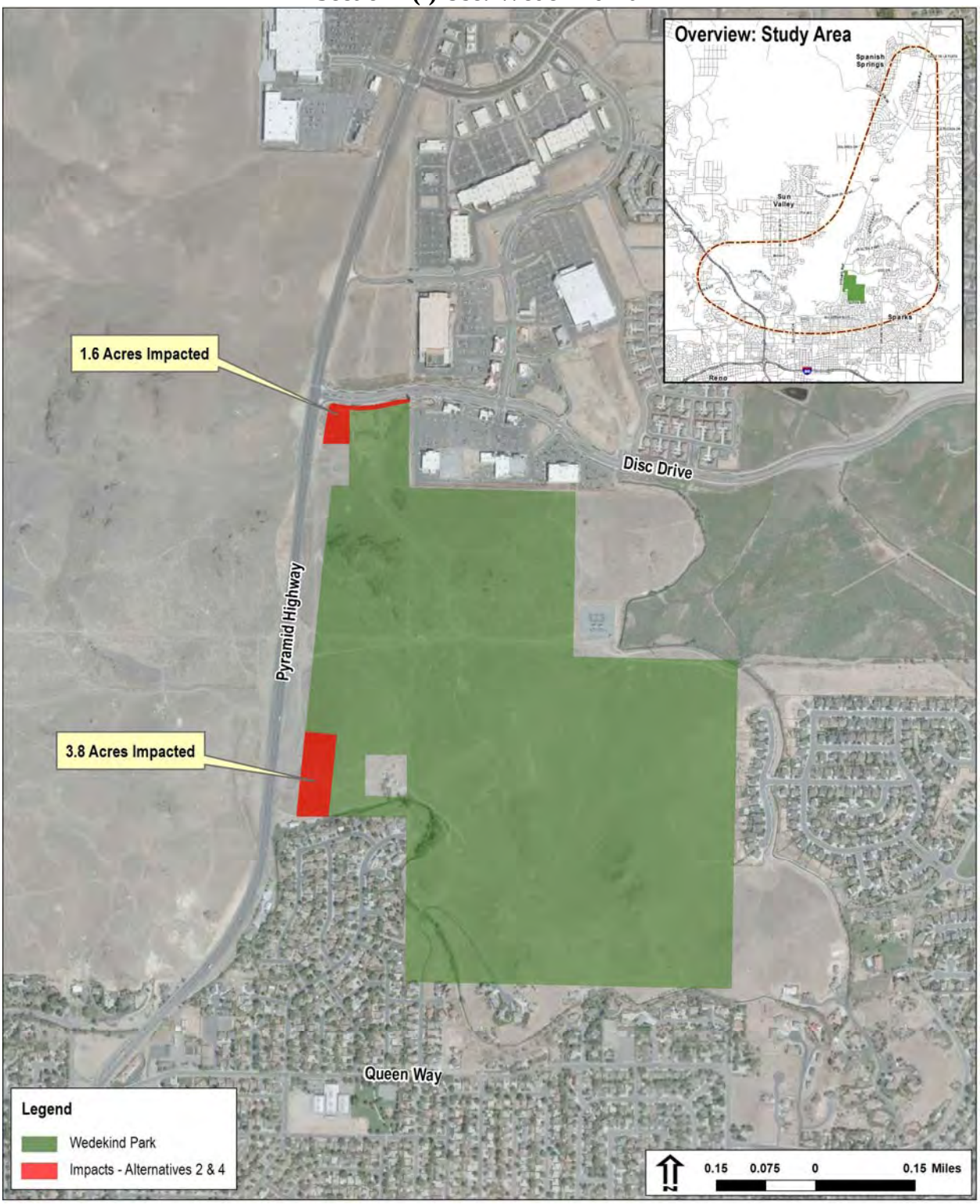
As the official with jurisdiction over Wedekind Park, I hereby concur with the recommendations of the project proponents that the use and impacts associated with this project, along with the identified avoidance, minimization, and mitigation measures, will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).

By:_____

Title: _____

Date: _____

Section 4(f) Use: Wedekind Park



REGIONAL TRANSPORTATION COMMISSION
Public Transportation • Streets and Highways • Planning

April 3, 2013

Tracy Domingues, Director
City of Sparks Parks and Recreation
98 Richards Way
Sparks NV 89431

Re: Pyramid Highway/US 395 Connector Environmental Impact Statement Effects to Wedekind Park

Dear Ms. Domingues:

The Federal Highway Administration (FHWA), in cooperation with the Nevada Department of Transportation (NDOT) and the Regional Transportation Commission (RTC), is in the process of preparing an Environmental Impact Statement (EIS) to implement a plan that will maintain and improve the Pyramid Highway corridor as a viable transportation route for the Sparks urban core and the growing Northeast Truckee Meadows community.

A property administered by the City of Sparks has been determined to qualify for Section 4(f) protection as defined in 23 Code of Federal Regulations 774.17 and would experience a use by project alternatives under consideration. Wedekind Park qualifies for protection under Section 4(f) because it is a publicly-owned park.

By way of this letter, FHWA, NDOT, and RTC are requesting written concurrence from the City of Sparks, as the official with jurisdiction over Wedekind Park, that the project will not adversely affect the activities, features, and attributes that qualify this property for protection under Section 4(f) (see below).

Regulatory Background

Section 4(f) refers to the original section within the U.S. Department of Transportation Act of 1966 which established the requirement for consideration of the effects to park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development. Regulations codified in 23 CFR §774.3 authorize the Secretary of Transportation to approve a project that uses Section 4(f) lands without analysis of feasible and prudent avoidance alternatives if it would have *de minimis* impacts upon the Section 4(f) resource. The impacts of a transportation project on a park or recreation area that qualifies for Section 4(f) protection may be determined to be *de minimis* if:

1. The transportation use of the Section 4(f) resource, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f);

RTC Board: Bonnie Weber (Chair) · Dwight Dortch (Vice Chair) · Sharon Zadra · David Humke · Ron Smith
PO Box 30002, Reno, NV 89520 · 2050 Villanova Drive, Reno, NV 89502 · 775-348-0400 · rtcwashoe.com

2. The official(s) with jurisdiction over the property are informed of FHWA's or FTA's intent to make the *de minimis* impact finding based on their written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f); and

3. The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource.

Section 4(f) Use

Four build alternatives are being analyzed in the Draft EIS, each of which would result in very slight differences in the use of the property. For the purposes of receiving *de minimis* concurrence, the following discussion assumes selection of the alternative with the highest degree of use.

A total of approximately 5.4 acres of the 250-acre Wedekind Park, which represents 2.2% of the park, would be subject to direct use. Use would occur in two distinct areas of the property. Approximately 1.6 acres of use would occur in the northwest corner directly adjacent to Pyramid Highway and Disc Drive where intersection improvements would occur. These uses would consist of sliver uses directly adjacent to existing roadways, and include placement of fill slopes within the park property. Proposed development of the park includes access from Disc Drive in this area, which would be accommodated in the proposed design. Approximately 3.8 acres of use are associated with construction of a stormwater detention basin in the southwest portion of the park adjacent to Pyramid Highway and existing residential uses. The proposed stormwater detention basin would consist of an unfenced, shallow, natural appearing depression.

As stated, both areas of use are located on the periphery of the park adjacent to existing transportation features. Neither of these areas contains proposed recreation features associated with the park. Proposed uses of the park would not adversely affect the features, attributes, or activities that qualify the property for protection under Section 4(f). The enclosed figure illustrates the uses of Wedekind Park.

The Study team minimized use of Wedekind Park throughout the preliminary design performed for this Study. Design for the water quality feature initially included a deeper basin with steeper slopes; however, this would be less natural in appearance and require fencing that would detract from the park setting. Additionally, an attempt to include a storm drain that would pipe stormwater from this area directly to the proposed receiving stream was examined. This would require construction of a new drain system and a 1.9-mile easement through the neighborhood, which was deemed infeasible. A secondary outlet was examined to be located directly west of Wedekind Park; however, this would require construction of a detention basin on the Iratcabal Farm property, which is another Section 4(f) resource. Therefore, the design team is pursuing the concept of constructing a shallow, natural-appearing stormwater detention basin in Wedekind Park. However, the team has minimized the footprint of the alternatives to the greatest extent possible through the use of retaining walls, and will continue to examine potential ways to further reduce impacts as the Study moves toward final design.

Design of fill slopes at the Disc Drive/Pyramid Highway intersection will be constructed to mimic the natural landscape and all disturbed areas will be re-vegetated. Re-vegetation will include reseeding with native grasses and use of native shrubs as appropriate. Similarly, design of the proposed detention basin will also mimic natural landscape to the extent possible and will also be re-vegetated. During construction best management practices will be employed for erosion control. Property acquisition will be completed under the Uniform Relocation Act.

RTC will continue to coordinate with City of Sparks Parks and Recreation on the design of the detention basin proposed in the southwest portion of the park to insure consistency with the park's planned uses and amenities. Coordination with City of Sparks Parks and Recreation will continue throughout the EIS process as well as during the final design process to mitigate use of Wedekind Park.

Additionally, the existing access to the trailhead parking at the northern portion of Wedekind Park, which is currently accessed via a driveway on the south side of Disc Drive just east of Pyramid, will be preserved and slightly improved by the project.

Public Involvement

Agency coordination, including meetings, outreach, and agency scoping, began early in the EIS process and has been ongoing throughout. Uses at Wedekind Park associated with the build alternatives and FHWA's possible *de minimis* finding for Wedekind Park were presented for public review and comment at the June 13, 2012 Spanish Springs public meeting. Additionally, public input on the possible findings of *de minimis* will also be specifically requested during the public comment period for the Draft EIS, and the public will have an opportunity to comment further on the proposed improvements and potential impacts as part of the Final EIS.

Request for Concurrence

RTC requests written concurrence from the City of Sparks that effects of the project as described above and, considering the minimization and mitigation measures that have been proposed, will not adversely affect the activities, features, and attributes of Wedekind Park. This written concurrence will help satisfy the concurrence and consultation requirements of 23 CFR §774.5(b)(2). Concurrence can be provided by signing and dating the signature block at the end of this letter. Pending your concurrence and the completion of the public involvement as described above, RTC will recommend, and anticipates FHWA's concurrence, that the proposed action will have *de minimis* impacts to Wedekind Park, and that an analysis of feasible and prudent avoidance alternatives under Section 4(f) is not required.

Sincerely,

Doug Maloy, P.E.
RTC Project Manager

Concurrence

As the official with jurisdiction over Wedekind Park, I hereby concur with the recommendations of the project proponents that the use and impacts associated with this project, along with the identified avoidance, minimization, and mitigation measures, will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).

By: Tracy Domingues

Title: City of Sparks Parks & Recreation Director

Date: 5/13/13

Concurrence

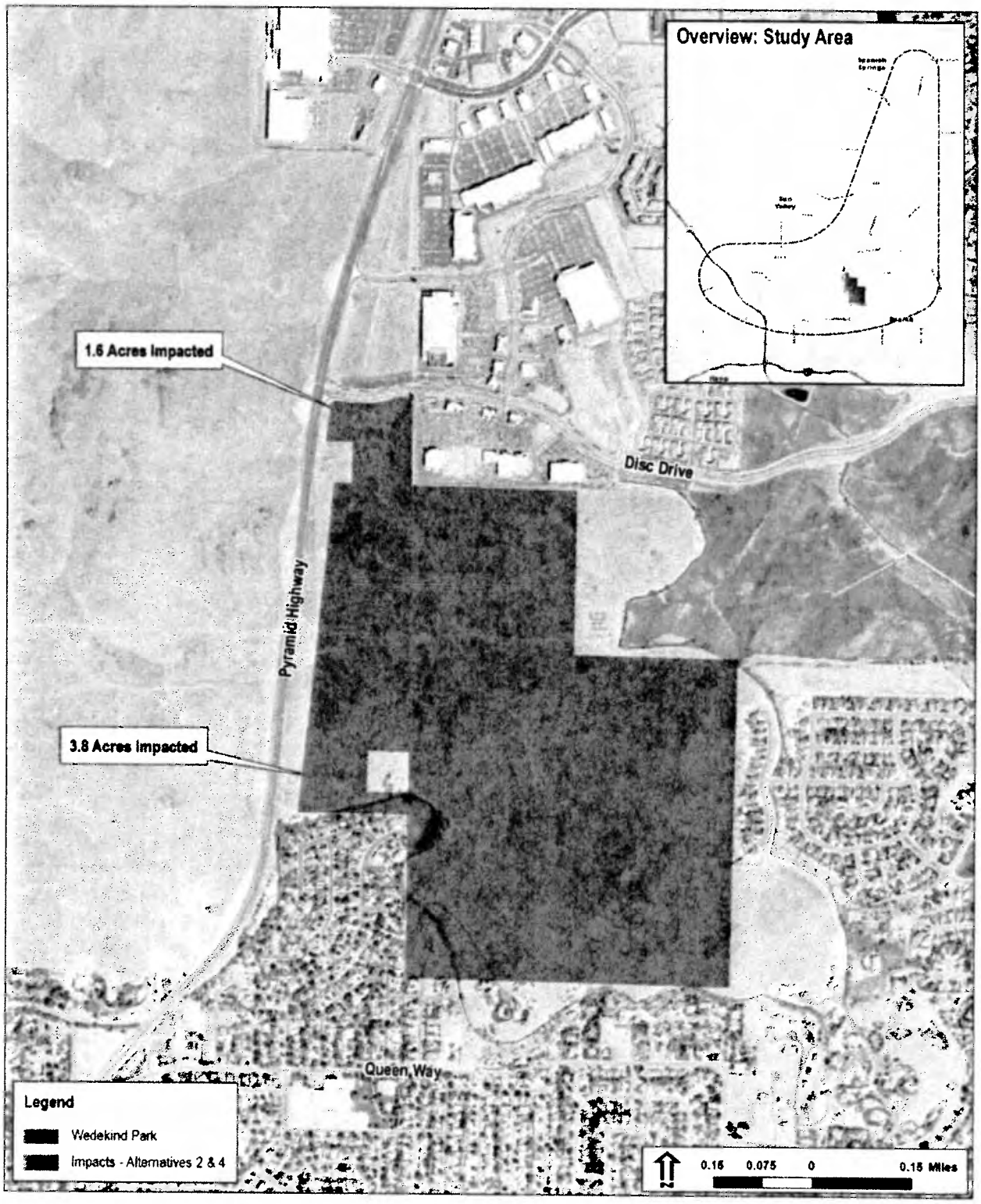
As the official with jurisdiction over Wedekind Park, I hereby concur with the recommendations of the project proponents that the use and impacts associated with this project, along with the identified avoidance, minimization, and mitigation measures, will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).

By: Tracy Domingues

Title: City of Sparks Parks & Recreation Director

Date: 5/13/13

Section 4(f) Use: Wedekind Park



Appendix A:
Agency Coordination

Technical Advisory Committee

Meeting Minutes

Project: Pyramid Highway/US 395 Connection

Purpose: Technical Advisory Committee Meeting

Date Held: February 21st, 2008

Location: Sparks City Hall

Attendees:

FHWA:	Hannah Visser
RTC:	Doug Maloy, Julie Masterpool, Tom Greco
NDOT:	Bill Glaser, Anita Lyday, Michael Fuess, Daniel Nollsch
Washoe County:	Clara Lawson
City of Reno:	John Toth
City of Sparks:	John Ericson, Neil Krutz, Jim Rundle, John Dorny
Jacobs Carter Burgess:	Jim Caviola, David Dodson, Jim Clarke, Gina McAfee, Steve Oxoby
CH2M HILL:	Cindy Potter, Leslie Regos

Copies: Attendees, File

Summary of Discussion:

1. **Welcome and Introductions**

   - Doug Maloy welcomed the attendees and gave a brief summary of the project including some project history and project goals.
   - Attendee and project team introductions.

2. **Review of Project Goals & Objectives**

   Objective: To clarify study direction/limits and ensure objectives are clear to all agencies.

   - Jim Caviola gave a PowerPoint presentation outlining project history and goals
   - See handout for presentation details.

3. **Present Project Team Organization and Review Roles**

   Objective: Ensure that TAC is clear on their role and the expectation of their participation in addition to the role of the PMT and the SWG.

   - Leslie Regos gave a PowerPoint presentation on study team organization and roles.
   - TAC Meetings will be held on the third Thursday of every other month.
   - See handout for presentation details.

4. **Review Project Process**

   Objective: To explain process for getting several alternatives selected to advance project into NEPA/Preliminary Design.

- Jim Caviola gave a PowerPoint presentation on the project development process and alternative development.
- Jim Clarke gave a PowerPoint presentation on the NEPA process.
- See handout for presentation details.
- Jim Clarke distributed handouts defining the Purpose and Need, the Methodology for Screening Alternatives, and Agency Roles and Responsibilities.

5. **Review and Discuss Problem Statement and Screening Criteria**

Objective: Collect feedback on the Problem Statement, proposed alternative screening methods, and screening criteria.

- Jim Caviola opened the meeting to attendees to comment on the preliminary Purpose and Need elements defined by the project team. These elements include (See handout for details):
  a. Address existing congestion and problems on Pyramid Highway
  b. Service existing and forecasted population growth.
  c. Address existing travel inefficiencies.
  d. Address existing safety problems on Pyramid Highway
     i. Safety study information is being collected. This element is strictly intuitive at this point in the process.
     ii. Michael Fuess stated that safety is a concern, but issues aren't particularly out of the ordinary in comparison to other facilities of this type.
  e. Address existing and future access needs.
     i. Michael Fuess pointed out that changing Pyramid Highway south of McCarran to a freeway would affect existing direct accesses to businesses along the corridor and would not be allowed.
     ii. Tom Greco pointed out that the word "access" is confusing here and that "mobility" might be a better word to describe this need.
  f. Be responsive to regional and local plans.
     i. The RTC will be publishing the 2040 RTP in March or April and approved in May or June.
     ii. The City of Sparks plans include the City of Sparks Master Plan and the Northern Sparks Sphere of Influence Plan should be included.
     iii. We will coordinate with the Pyramid/McCarran project, but neither project depends on the other. Each project has independent utility. The Pyramid/McCarran project would be considered as part of the cumulative impacts analysis.
     iv. The City of Reno's Winnemucca Ranch should be included.
- A copy of the current Purpose and Need was handed out to the group for review and comment during the meeting. Jim pointed out some of the content and asked for group input. There was limited discussion regarding the P&N. There will be a chance to formally respond to the Purpose and Need elements as currently defined.
- Jim Caviola and Gina McAfee opened the meeting to attendees to comment on the Methodology for Screening Alternatives defined by the project team. See handout for details.
- There will be a chance to formally respond to the Methodology for Screening Alternatives currently defined.

6. **Discuss Next Steps**

Objective: To determine data needs from TAC members, review comments, and what to expect at next meeting.

- NOI publication.
- Participating agency invitations and Coordination Plan will be sent out by the FHWA to the City/County Manager level following publication of the Notice of Intent in the Federal Register. To assure prompt response the letters will be sent in care of the TAC reps.
    a. Main TAC reps with agencies with multiple individuals who will receive the letters include:
        i. Washoe County: Clara Lawson
        ii. City of Reno: John Toth
        iii. City of Sparks: Neil Krutz
- Existing traffic conditions and CORSIM model complete.
- Website developed.
- Results of SWG and public scoping meeting.
- Possible agency scoping meeting results.
- Next TAC Meeting will be on 4/17, location TBD.

Meeting Minutes

Project: Pyramid Highway/US 395 Connection

Purpose: Technical Advisory Committee Meeting

Date Held: April 17th, 2008

Location: NDOT District II
310 Galletti Way, Sparks NV

Attendees:	**FHWA:**	Hannah Visser
	RTC:	Doug Maloy, Bill Vann, Tom Greco, Chris Louis
	NDOT:	Todd Montgomery, Anita Lyday, Michael Fuess, Daniel Nollsch,
	Washoe County:	Clara Lawson
	City of Reno:	John Toth
	City of Sparks:	Neil Krutz,
	Jacobs Carter Burgess:	Jim Clarke, David Dodson, Gina McAfee, Steve Oxoby
	CH2M HILL:	Cindy Potter, Leslie Regos
	C-A Group:	Jim Caviola
	Parsons:	Jon Erb

Copies: Attendees, File

Summary of Discussion:

1. **Welcome and Introductions**
   - Steve Oxoby welcomed the attendees and gave a brief agenda overview.
   - Attendee and project team introductions.

2. **Update on Environmental Activity – Jim Clarke**
   - Environmental Activity – Jim Clarke, Gina McAfee
     a. Environmental resource data collection is on-going.
     b. The Environmental Justice Approach Plan has been provided to NDOT for review.
     c. The cooperating and participating agency invitation letters were sent out, but there were some issues with them. Revised letters will be sent out clarifying the role of cooperating and participating agencies (see “next steps” handout).
     d. Once formal acceptance to participate has been received, there will be an opportunity to formally review the Purpose and Need, Initial Range of Alternatives, and the Alternative Screening Methodology.
     e. Gina provided a “next steps” timeline handout regarding the cooperating and participating agency invitation letters and the relation to facilitating the EIS process.
     f. Gina requested that the local participating agencies (City of Sparks, City of Reno, and Washoe County) accept invitation by 4/24/08. .PDF copies of the original letters will be

sent to the City of Sparks, City of Reno, and Washoe County. Acceptance letters should be sent to Steve Cooke at NDOT, with a copy to Doug Maloy.

g. BLM responded to the Cooperating Agency Invitation Letter and will be a cooperating agency.

h. FEMA responded to the NOI and provided comments.

i. The EPA would like the project team to consider the use of market based transportation systems within our Initial Range of Alternatives. They also expressed concerns regarding water quality, indirect growth impacts, EJ, historical resources, and biological resources.

3. **Update on Engineering Activity – Steve Oxoby**

- Engineering Activity – Steve Oxoby
  a. Mapping of floodplain areas.
  b. Collecting and mapping existing utility information.
  c. Collected as-built plans.
  d. Obtained horizontal retracement information for Pyramid Highway and US 395.
  e. Collected existing geotechnical information.
  f. Developed a structural section for roadway excavation areas.
  g. QUANTM will be used to develop alternatives. Chris Louis suggested that the project team contact Garth Oksol at the RTC to discuss issues discovered with the use of QUANTM on the RTC's Southeast Connector project.

4. **Review Outcome of SWG #1 and the Public Information Meeting – Leslie Regos**

- Leslie Regos gave an overview of the SWG meeting held on 4/7/08.
- Key topics in response to the project Purpose and Need included:
  a. Location of the east/west connection. Is the RTC considering a connection to US 395 in the northern portion of Pyramid Highway
  b. Local individual access impacts.
  c. Impacts from additional traffic introduced to US 395 north of McCarran. Moving congestion problems to another location.
  d. Pyramid/McCarran congestions issues.
  e. Future projects/RTC's long range planning efforts.

- Leslie Regos gave an overview of the public meeting held on 4/15/08.
- Key topics in response to the project Purpose and Need included:
  a. Interest in additional modes of transportation.
  b. Expanding the study area boundary.
  c. Safety
  d. Better coordination with developers and Federal government. Concern about ever increasing development.
  e. Congestion during the peak travel times.
  f. Existing signal timing inefficiencies along the corridor.
  g. Location of the east/west connection and other north/south alternatives.

h. Convert McCarran into a restricted access arterial and Pyramid Highway into a freeway going north from the McCarran intersection. On and off ramps should be designed to incorporate roundabouts or loops to avoid traffic signals.

i. Delays in construction.

j. Funding and project feasibility concerns.

k. Impacts from addition traffic introduced to US 395 north of McCarran. Moving congestion problems to another location.

- The public meeting was well attended and included a wide demographic mix.
- Bill Vann suggested that a survey be performed to gauge the actual interest of the public in bus-routes/mass transit in the area. Would they themselves use mass transit or do they just want their neighbors to use it?
- Tom Greco stated that recent surveys have been performed and the results show that the majority of people would not use mass transit, but would prefer if others did.
- To convert drivers to public transportation it needs to be both less expensive and faster.
- RTC's Trip Reduction Plan offers car pooling and van pooling and little interest has been displayed.
- David Jickling at the RTC can provide information regarding RTC bus service in the area.

- Jim Clarke gave an overview of the agency scoping meeting held on 4/16/08.
  a. Not well attended.

  b. The BLM, the Fish and Wildlife Service, and the Reno Sparks Indian Colony had representatives in attendance.

  c. Key topics included:

     i. Provided a project history and overview similar to first TAC meeting.

     ii. Discussed attendance at TAC meetings.

     iii. Endangered species in the area – Carson Wandering Skipper.

     iv. Wedekind Park and BLM public lands which may include limitations to proposed roadway alternatives.

     v. Tribal lands in the area.

        1. Abdelmoez Abdalla (FHWA) received a call from the Bureau of Indian Affairs specifically asking if any of the tribal lands within the study area are in trust status.

        2. There are three designations: Tribal lands, lands held in trust, and land owned by private individuals.

        3. The project team will need to clarify what designation any tribal lands are within the study area.

5. **RTC updates to 2040 Planning Effort – Tom Greco**

- Tom Greco gave a PowerPoint presentation on the RTC's 2040 planning effort (See attachment).
- Comments and questions included:
  a. For this project, Pyramid Highway and the US 395 connection would be required to provide a LOS as a freeway facility.

  b. If Pyramid Highway is left as an arterial 2030 standards would require a LOS C, an arterial at 2040 standards would require LOS D.

  c. Has there been public comment on the new standards?

     i. Mixed input from the public. Public agencies support the change, citizens initially do not support until educated on the costs associated with a higher LOS.

d. What is the LOS standard in Las Vegas/Clark Count?

   i. LOS D on freeways and arterials.

e. Does NDOT have its own LOS criteria?

   i. NDOT may not agree with the RTC's LOS standards as they pertain to NDOT facilities.

f. Hannah indicated that in order for the FHWA to sign off on a ROD document the next subsequent phase(s) of the project (e.g. ROW acquisition, final design) must be in the STIP and the project must be included in the fiscally constrained RTP.

   i. This project is in the existing 2030 plan and will be in the 2040 plan.

g. Do traffic forecasts take the recent economic slow down into consideration?

   i. 10 year average growth is about 2.5% and the RTC's traffic model reflects this growth rate.

   ii. Growth rate generated by the City of Reno, the City of Sparks and Washoe County's land use data (population and employment by zone).

   iii. The traffic model does not measure economic booms or slowdowns.

   iv. Discussion is on-going between the RTC Board and the Regional Planning Board to revise the RTP. The Regional Planning Board has told the RTC Board that the traffic numbers being used within the RTP are too large. This issue needs to be resolved. Approaches include:

      1. Run the traffic model with the existing forecasted 2040 growth level assuming that eventually the growth will get to this point even if it's not in the year 2040. RTP revision will be complete by the end of the summer.

      2. Use smaller numbers agreed upon by both boards and agencies. Begin the RTP revision process from square one. RTP revision will be complete sometime next year.

6. **Present Traffic Results – Jon Erb**

- Traffic data has been collected (Traffic counts, crash data, signal timing).
- Data has been coded into a CORSIM model.
- Outside the Pyramid/McCarran and Pyramid/Queen way intersection which are LOS E, all other intersections are LOS D or better.
- Operation of the exiting Pyramid corridor is good north of the Pyramid/McCarran and Pyramid/Queen Way intersections.
- New traffic counts were completed for all intersection except at McCarran which are approximately three years old. These potentially need to be updated.
- Parsons will provide their traffic counts to the RTC.
- Comments and questions included:
  a. Danny Nolsch expressed concerns regarding impacts to US 395 with the projected increase of 60,000 ADT.

     i. The 2030/2040 RTP includes improvements to US 395 and I-80.

     ii. This project study area shadows the NDOT Washoe County Freeway Corridor Plan study area. This study is the blueprint for proposed improvements to the freeway system in Washoe County.

  b. Michael Fuess asked why isn't the segment of Pyramid Highway south of the McCarran intersection included within the study area. In other words, why are we not looking at a potential I-80 connection as well?

i. In response it was pointed out that the 2001 Pyramid Corridor Management Plan (Pyramid CMP) precluded any alternative along Pyramid Highway south of the McCarran intersection. This plan is a starting point for the project.

ii. Chris Louis explained that during the development of the 2001 Pyramid CMP capacity improvements to the section of Pyramid between McCarran and I-80 were not considered due to the City of Sparks position that widening this section of Pyramid was not a realistic option. Chris feels that the CMP study area is skewed because of this and now is the time to open that option up again.

iii. Tom Greco stated that improvements to this section of Pyramid are included in the RTC's 2030 RTP, but will not be included in the 2040 RTP.

iv. Hannah Visser stated that alternatives brought up during the NEPA process by the public and stakeholders must be evaluated to determine if they 1) meet purpose and need and 2) are reasonable and feasible before they can be eliminated from detailed study. A convincing statement of reasons must be provided to support elimination of alternatives. Any alternatives that meet purpose and need **and** are reasonable and feasible should be carried forward for detailed review.

v. This project is just one piece of the puzzle in addressing the long term regional transportation needs.

vi. The Pyramid/McCarran Intersection project does not include a connection to I-80.

vii. The statement of purpose and need for the proposed action determines the range of alternatives to be considered in an environmental document. An unduly narrow purpose and need statement cannot be used to limit the range of potential alternatives.

6. **General Discussion**

- The next TAC meeting will be on June 19th, same time and location.
- Potential agenda items include:
  a. Report on progress of level 1 alternative screening.
  b. Report on the progress of the Purpose and Need, Initial Range of Alternatives, and the Alternative Screening Methodology.

Meeting Minutes

Project: Pyramid Highway/US 395 Connection

Purpose: Technical Advisory Committee Meeting

Date Held: July 17, 2008

Location: NDOT District II
310 Galletti Way, Sparks NV

Attendees:	**FHWA:**	Del Abdalla, Hannah Visser
	RTC:	Doug Maloy, Bill Vann, Tom Greco, Chris Louis
	NDOT:	Todd Montgomery, Daniel Nollsch, Michael Fuess
	Washoe County:	Clara Lawson
	City of Reno:	John Toth
	Reno Sparks Indian Colony:	Scott Nebesky
	Jacobs Carter Burgess:	Jim Clarke, Steve Oxoby, Gina McAfee, Chris Primus, Bryan Gant (via teleconference)
	CH2M HILL:	Cindy Potter, Leslie Regos, Mark Gallegos

Copies: Attendees, David Dodson, Jon Ericson, Jim Rundle, Neil Krutz, Sandra Monsalve, File

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Summary of Discussion:

1. **Welcome and Introductions**

- Cindy Potter welcomed attendees and provided a brief overview of meeting agenda..
- Attendee and project team introductions.
- Bryan Gant was available via teleconference.
- The following documents were provided for review and discussion: Draft Initial Range of Alternatives, Draft Purpose and Need Elements, Draft Level One Alternatives Development and Screening, Alternatives Screening Process (Graphic)

2. **Update on Environmental Activity – Jim Clarke**

- Environmental Activity – Jim Clarke
    a. Purpose and need update provided including major changes that have been made to Draft Initial Range of Alternatives and Draft Purpose and Need Elements since previous TAC Meeting.

    b. Summary of revisions include:

        i. Purpose and Need: Changes to introduction and addition of project objectives consistent with the Corridor Management Plan (CMP) completed in 2002 by the RTC. There is expansion of some of the justification narrative in the “needs” section of the document. Purpose elements remain relatively

unchanged since previous meeting. Transit should be added into the P&N but not too strongly and put as its own alternative.

ii. Initial Range of Alternatives: Has been recategorized and work has been done on the Highway Alignment alternatives, making them more general in nature.

c. Purpose and Need and Initial Range of Alternatives will be provided to each Participating Agency for formal 30 day comment period once first round draft documents have been revised. Still working on these documents with NDOT and FHWA and Jim requested that NDOT and FHWA meet after meeting to discuss status.

d. Brief overview of Section 4(f) and Section 106 was provided for attendees.

i. Section 4(f) provides protection for certain properties including historic properties, wildlife and waterfowl refuges, and public parks.

ii. If properties are protected under Section 4(f), they must be avoided as best possible. If properties are impacted by an alternative, the Team must demonstrate that other feasible and prudent alternatives were looked at to avoid these properties and that all possible planning to minimize harm was conducted..

iii. The Team will provide information to FHWA requesting their determination of the Section 4(f) status of BLM Land and Wedekind Park, to document whether these areas are protected under Section 4(f).

iv. The Team has sent draft letters to NDOT to invite Consulting Parties needed for Section 106 to join the study. Section 106 of the National Historic Preservation Act also falls under the umbrella of laws that must be complied with under the EIS.

3. **Level One Alternatives Screening – Jim Clarke, Chris Primus**

- Level One Screening – Jim Clarke
  a. Jim introduced the Level 1 Screening discussion by indicating that formal feed back has not yet been requested from Participating Agencies regarding Purpose and Need and Initial Range of Alternatives.
  b. Feedback is requested from TAC members on Level One Alternatives Screening; however some of the information may change after formal feedback is received.
- Methodology – Chris Primus
  a. Chris described the general methodology used in screening a large number of alternatives down to a fewer set.
  b. Initial range of alternatives development was described.
  c. 34 alternatives were developed and a description of each was provided referring to page to pages 9-23 of the Draft Level One Alternatives Screening and Development handout.
  d. Chris noted that outside the study area, the Team will plan to assume the 2040 set of improvements. The Team plans to extract certain 2040 RTP improvements, but assume the TIP projects; both NDOT projects and local projects.
  e. Tom Greco suggested inclusion of the 2040 projects as these are fiscally constrained.
  f. The Team will distribute via e-mail the list of projects that are proposed for use in the baseline network to TAC membership.

g. The TAC was reminded that the Level One Screening is a draft document and may be revised once the TAC has had the opportunity to provide formal comment on the Initial Range of Alternatives and Level One findings.

h. Alternatives analyzed came from a variety of sources including the RTC CMP, TAC input, and comments received during public meetings.

i. Alternatives were discussed in conceptual terms.

j. Additional alternatives can be put through the same process at anytime during the study as they arise and are proposed.

k. A brief overview of how the "No-Action" network was developed to be used as a traffic modeling "control" to be used during the screening process.

4. **Engineering Update – Steve Oxoby**

- The team is mapping constraints to evaluate alternatives that will be analyzed using QUANTM.
- QUANTM work will be done once we move to the Level 2 screening process and have a more narrowly defined set of alternatives.
- Design Criteria is being developed for both types of facilities (freeway and arterial). QUANTM will also assist in determining criteria.
- Level of Service (LOS) was an issue as RTC standards allow roads to go to LOS E but NDOT may not desire LOS E for their facilities. Steve spoke with Andrew Sorderborg at FHWA and Glenn Petrenko at NDOT and was advised LOS C and D are not a requirement as in many cases these LOS's are just not possible.
- We have flexibility on LOS so long as we are consistent.

5. **Next Steps – Jim Clarke**

- Purpose and Need and Range of Alternatives will be revised based on input received.
- Send out revised Purpose and Need, Initial Range of Alternatives, and Alternatives Screening Methods to Participating and Cooperating Agencies (including the TAC membership) for 30 day formal comment period.
- Revise Level One Screening documentation per comments received today plus any comments received from the Participating Agencies. Comments received will then be reviewed to determine how these comments might alter or affect the Purpose and Need and Initial Range of Alternatives, and in turn determine how the Level One Screening might be affected.
- Send out list of projects to assume in the baseline No-Action network.

6. **Q & A**

Q: Was the TIP or the RTP used in the No-Action scenario? Are we using a 10-year or 20-year horizon?

A: The Team would be inclined to use the 10-year horizon, but this is open to further discussion. We need feedback to determine what projects should be kept or removed from the No-Action network used in the screening process. We definitely will want to extract any projects that might be considered as an alternative being analyzed in this particular study.

Q: Why would we revise the assumed RTP network in the study area?

A: We agreed that the No-Action would include only projects from the fiscally constrained RTP minus projects that would serve the same purpose as the alternatives that are being examined.

Q: In defining the No-Action alternative, should we assume the TIP projects or the fiscally constrained RTP projects?

A: Currently only the TIP projects are included in the No-Action alternative.

Q: Regarding the Level One System Alternative to achieve LOS C, why was the LOS C used as the standard when the current standard is LOS E?

A: LOS C is mentioned as this was "inherited" from the RTC CMP and was looked at as an initial alternative. Also, in our Level One Screening this particular alternative was screened out as not meeting the Purpose and Need. The TAC agreed that we could remove this alternative from the Level One Screening.

Q: What is the existing operating level of service currently on Pyramid?

A: It is currently operating at LOS D, E, and F depending on time of day and the segment of the road. In long range analyses, the LOS along Pyramid deteriorates considerably.

Q: Do any of these alternatives include frontage roads?

A: That level of detail has not been defined yet but will be looked at once alternatives are narrowed down during the process and identified for more in-depth study.

Q: What about lane types? Are these subsets of the highway alternatives?

A: Mostly, but not necessarily.

Q: Were all of the alternatives taken from the RTC CMP?

A: Most were, but there were also some alternatives added based on the Scoping comments, and with the Team as we looked at the corridor and possible solutions to congestion.

Q: Does leaving the project name as Pyramid Highway/US 395 Connection create a situation where we are presupposing an alternative will be built at the start of the study? Will this cause questions to arise regarding a predetermined alternative that might have ramifications in the NEPA process?

A: Part of the purpose and need is to improve east/west connectivity. The name of the project is only an indication that we are going to be looking at ways to improve connections between these areas but does not necessarily state how these connections will be improved. It is important to note that we do not enter the NEPA process from scratch, we take the studies programmed in the RTP and identified as part of the CMP and derive our Purpose and Need and logical termini. These documents have legal bearing in and of themselves and identify the need for improving connections from US 395 to points east. This is where the logical termini, Purpose and Need, and selected study area stem from.

Q: Why do we not see any combined alternatives such as highway and bus?

A: Some alternatives that were found to not meet Purpose and Need as stand alone improvements were carried over as potential supplemental alternatives (transit and lane type options) to be considered in conjunction with other alternatives. Combinations of alternatives will be looked at later in the process as we study alternatives being carried over in greater detail. Some of the alternatives (such as bus) have been recommended as supplementary alternatives.

Q: How was it determined that an alternative would be advanced (or not), based on purpose and need?

A: During the Level 1 Screening, we looked generally at whether or not an alternative would clearly meet purpose and need. Danny Nollsch would like to see:

- A source for each alternative.
- More data for the reasoning for each alternative being advanced or note; provide more back-up.
- On the matrix, include each element of purpose and need.
- The percentage of Purpose and Need is met.

Q: Are the general patterns used in the CMP still being seen in the 2040 RTP?

A: In general, the 2030 patterns used for the CMP are similar to 2040, except traffic volumes are increasing more than previously anticipated.

Q: In looking at the table provided, I am seeing that those projects screened out were only those that did not meet purpose and need. What about other factors such as cost?

A: Standards such as exorbitant costs and environmental impacts are high standards that would need to be looked at in more detail as the study progresses as these are difficult to determine without more detailed study. Some of the alternatives carried over as meeting the Purpose and Need may potentially be screened out later in the process as we look at the impacts of each in more detail and conduct comparisons between alternatives.

Q: Based on this, are you saying that all of the alternatives carried forward definitely will meet Purpose and Need?

A: To date, with the data we have, we are saying that these alternatives look as though they might meet Purpose and Need with no *obvious* reasons they don't based on the information we have. As we move into more detailed study of each of the alternatives, it is possible that we may find that some of those carried over actually do not meet Purpose and Need and would then be screened out later in the screening process.

Q: When is the next public meeting scheduled?

A: The next public meeting is the second SWG meeting and is scheduled for July 28, 2008. The next open public meeting has not yet been scheduled and is still a few months out.

6. **Additional Discussion**

- Alternative T-2, a regional bus that travels along Pyramid, is actually the highest priority with regard to expansion of regional bus service, however its operating costs are an issue. It may be quite some time before funding is available for this expansion.
- It is important to note with regard to bus service analysis that as of October, there will be a new operations center in Sparks (Centennial Center) which might suffice for a terminus for new bus service within the corridor instead of connecting to CitiCenter in downtown Reno.
- We do not want to use the "Outer Ring Road/Freeway" label as this is misleading since there will never be an "Outer Ring Road" and this terminology is no longer used by the RTC. In the RTP, this is labeled 395/Pyramid Freeway. The highway that is located from Vista to US 395 is called the "East-West Connector."
- For the transit alternatives, does it make sense only to include transit that is TSM improvement, rather than stand-alone? Jim described we had included transit as an element of Purpose and Need but it was removed based on comments from FHWA and NDOT. Del indicated that the way it was worded previously was stated too strongly. It was requested that transit is included as part

of the Purpose and Need if the statement is softened. We should also add a "system" alternative that is an aggressive transit alternative. The RTC goal is to have six percent of every trip to be non-motorized.

- Todd indicated that most of the information regarding the alternative screening is provided, but is a matter of format. Perhaps the Team could expand the table provided so that it provides more detail as to why certain alternatives were screened out while others were not.
- We need documentation of the traffic numbers as most of these get screened out because they do not resolve congestion problems. So we need some sort of back-up documentation that is quantitative.
- When looking at traffic information that was included in the CMP compared with the current models we were given, the traffic demands remain relatively stable with regard to direction and flow but with much greater numbers. So the model provided by the CMP seems to still be valid and even more pressing with regard to need.
- Maybe we need to provide some weighting to the Purpose and Need screening process as there may be some projects that meet most of the Purpose and Need but are screened out. That might allow us to look at possibly combining alternatives that might provide better solutions but would have otherwise been screened out as individual alternatives. The Purpose and Need screening will be expanded to show all five elements of the P&N.
- The Team will be looking at rewording the Purpose and Need element of multimodal options in order to find language that we are all comfortable with and does not preclude non-multimodal options.

7. **Action Items**

- Revise and distribute Draft Purpose and Need Elements and Range of Alternatives to Participating Agencies and TAC membership for formal 30 day comment period.
- Provide information and request determination from FHWA regarding 4(f) status of BLM land and Wedekind Park.
- Distribute list of projects that are proposed for use in baseline network to TAC membership for review and comment.
- Provide information on screening methodology requested by Danny Nollsch.
- Expand table to provide more detail regarding elimination of alternatives, include each element of Purpose and Need, and provide a percentage P&N met criteria.
- Provide documentation of traffic numbers used during the Level One Screening.
- Consider application of weighting the Purpose and Need Elements and look at possible criteria to use in this weighting process.
- Revise Purpose and Need element of multimodal options so that non-multimodal options are not precluded from consideration.

NOTE: The next TAC meeting will be September 18, 2008 at NDOT District II.

Meeting adjourned at 3:45 p.m.

Meeting Minutes

Project: Pyramid Highway/US 395 Connection

Purpose: Technical Advisory Committee Meeting

Date Held: September 18, 2008

Location: NDOT District II
310 Galletti Way, Sparks NV

Attendees:

FHWA:	Del Abdalla, Becky Bennett, Hannah Visser,
RTC:	Tom Greco, Doug Maloy
NDOT:	Daniel Nollsch
Washoe County:	Clara Lawson
City of Reno:	John Toth
City of Sparks:	Jon Ericson, Neil Krutz, Jim Rundle
BLM:	JoAnn Hufnagle
Jacobs Carter Burgess:	David Dodson, Bryan Gant, Steve Oxoby, Chris Primus
CH2M HILL:	Cindy Potter, Leslie Regos

Copies: Attendees, Amir Soltani, Anita Lyday, Auro Majumdar, Bill Vann, Chris Louis, Jim Clarke, Julie Masterpool, Gina McAfee, Michael Fuess, Sandra Monsalve, Todd Montgomery, File

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Summary of Discussion:

1. **Welcome and Introductions**

   - Bryan Gant welcomed attendees and led attendee and project team introductions.
   - Bryan provided a brief overview of meeting agenda. A hardcopy of the agenda was provided to all attendees.
   - The following documents were provided for review and discussion: Draft Level One Alternatives Development and Screening, Draft Level One Alternatives Screening Results Summary (Board), Draft Level One Alternatives Screening Results (Roll Plot), Alternatives Screening Process (Board), Draft Level 2A Screening Methodology.

2. **Update on Environmental Activity – Bryan Gant**

   - Agency Milestone Review Letters (EPA, Reno)
     a. Cooperating and Participating Agency letters have gone out requesting input on the Purpose and Need and Range of Alternatives documents. The 30 day review period for federal agencies has expired. Comments were received from the EPA.

The review period for local and state agencies has not expired, but comments have already been received by the City of Reno.

b. EPA comments include:

i. Purpose and Need related comments requesting that more data be provided in the document backing up the individual Purpose and Need elements. The project team response is that the Purpose and Need document is just a summary of the issues and the actual EIS document will include more detailed backup information in the Purpose and Need Chapter.

ii. Purpose and Need related comment regarding the safety aspect of the Purpose and Need. The EPA is requesting that crash data in the study area be compared to National and State averages. The project team response is that this is proving difficult due to a lack of cohesion and compatibility between the available crash data, but based on the available data we are seeing that safety issues are steadily increasing. It is also perceived by the public that safety in an issue along the Pyramid corridor.

c. City of Reno comments include:

i. Draft Methodology for Screening Alternatives and Initial Range of Alternatives related comments requesting that more detailed analysis occur on certain alternatives. The project team response is that this level of analysis will occur further into the alternative screening process.

ii. Draft Methodology for Screening Alternatives related comment asking at what point in the process will public input will be sought and considered. The project team response is that this is presently being considered and will be discussed during the Alternative Screening Process Overview portion of the TAC meeting.

- Update on Section 4(f) Issues

a. There are two areas within the study are that potentially could be considered Section 4(f), general BLM land and Wedekind park.

b. The project team is currently working with FHWA as well as researching these issues and will have more information for the TAC members at the next meeting.

3. **Alternative Screening Process Overview – Bryan Gant**

- Bryan explained the overall alternative screening process, outlined current project progress, and outlined next steps. (See attached Alternative Screening Process Overview document)

a. The project team has been considering having a public meeting between Level 2A and Level 2B Screening. TAC members comments included:

b. Discussion regarding the number of alternatives to present to the public.

i. Jim Rundle suggested if “several” alternatives are more than three or four that would be too many to present to the public causing confusion and unnecessary comments.

ii. John Toth suggested that presenting less than three or four alternatives might appear to the public that an alternative has been predetermined.

iii. The project team has discussed going through Level 2A Screening and evaluating at that time if an appropriate number of alternatives could be presented.

iv. This public meeting is not required in the NEPA process and therefore it could be organized quickly if necessary.

4. **Level 1 Screening Review – Chris Primus**

- Modifications Based on TAC Input
  a. The project team has incorporated comments received by the TAC members during the last meeting. Revisions included the following:
     i. Renamed alternatives to be consistent with currently used alternative titles.
     ii. All transit alternatives now terminate at the new RTC Centennial Plaza instead of downtown Reno
     iii. Revised assumptions for the "No-Action" network, added to the appendix.
  b. Chris gave an explanation of the how the Level 2A Screening "No-Action" network relates to the 2040 RTP. The "No-Action" network is comprised of all the projects in the 2040 RTP except for any planned project within the Level 1 study area that may be a duplicate of, or coincide with, an alternative not screened out in the Level 1 Screening. Questions and comments included:
     i. *Question:* Why you would exclude projects that are going to be built regardless of what happens as a result of the alternatives identified in this EIS? *Answer:* Any 2040 RTP planned project that might be part of an alternative identified can not be included in the "No-Action" network otherwise the "No-Action" would be different for each alternative. Also the "No-Action" network will evolve over the alternative screening process. Each time an alternative is screened out any roadways planned in the 2040 RTP that might have overlapped or been included within that alternative will be put back into the "No-Action" network.
     ii. *Question:* Will excluding all these roadways from the 2040 RTP traffic model skew the traffic data? *Answer:* At this stage in the process the most important thing is that the alternative analysis is comparative. There needs to be a way to measure how the alternatives operate relative to each other.
     iii. *Comment:* It was expressed that this "No-Action" network is too confusing and will confuse the general public. In a "No-Action" alternative nothing gets built. In this "No-Action" many projects are not getting built. *Answer:* We don't know yet what roadway or roadways wouldn't need to be built under a "No-Action" scenario. We do not know where the alignment is located yet for the alternatives that make it through the screening process. The "No-Action" network at this stage in the alternative analysis is a theoretical construct and serves as the only worse case scenario possible at this stage.
     iv. The project team will discuss this further to come up with an approach to present this evolving "No-Action" network to the public.

- Level 1 Screening Update and Results
  a. Summary of revisions include:
     i. The Purpose and Need has been revised and now includes a transit element to show response to local and regional plans.

ii. In the summary table, each Purpose and Need element is listed in a column. Each alternative has a "yes" or "no" to show if that element of the Purpose and Need is being met.

iii. Each Purpose and Need element has a 20% weighted value, except for the "Responding to Regional and Local Plans" element which contains two components, "the Pyramid Corridor", and "Improving Multi-Modal Options". Each of these components is weighted at 10%.

iv. Alternatives ranking at 90% or higher have been identified as alternatives to consider for Level 2A Alternative Screening. Since this level of alternative screening is still very qualitative, the project team is considering presenting Purpose and Need elements as the number met rather than as percentages to avoid misrepresenting the process as being quantitative.

v. All alternatives to date meet fatal flaw criteria.

vi. Since the last TAC meeting there are now four more alternatives that will be considered in Level 2A Screening.

b. Questions and comments included:

i. *Question:* If the Purpose and Need elements met are presented by percentages, should they have different weights based on importance? *Answer:* This would be very difficult to determine as each Purpose and Need element might have different importance to different people. Consensus would be unlikely.

ii. *Question:* How is the need "Responds to Local Plans for the Pyramid Corridor" different from the other needs related to Pyramid Highway? *Answer:* When going through a NEPA process, the project that has been envisioned should not conflict with any local or regional plans and this is a different issue than congestion or safety along the Pyramid Corridor.

c. The results of the highway alternatives considered in the Level 1 Alternative Screening were presented to the TAC members and no comments or issues were noted.

d. Alignment locations for each alternative have yet to be determined and off alignment options, such as potentially with the Pyramid Freeway alternative will be considered.

5. **Congestion Management Plan – Chris Primus**

- The NEPA process requires that a Congestion Management Plan will be written to see if any low cost, low impact options could possibly solve the Purpose and Need.

a. A Congestion Management Plan is also a planning requirement contained within FHWA regulations.

b. The system alternatives contained within the Range of Alternatives are all strategies that a Congestion Management plan would consider.

c. Measures each alternatives effectiveness and feasibility individually as well as all the strategies combined.

d. If one or the combination of these strategies doesn't stand alone the Congestion Management Plan determines if one of these strategies should be incorporated within any other alternative.

e. RTC has a congestion management system and the project team will be coordinating with the RTC planners on this document.

6. **Level 2A Screening – Chris Primus/Bryan Gant**

- Bryan introduced and explained the Draft Level 2A Screening Criteria (See attached Draft Level 2A Screening Criteria document)
    a. This screening criterion contains components of traffic demand and major environmental impacts.
    b. Questions and comments included:
        i. *Comment:* "Recreational Land" or "Open Space" should be added as an environmental criterion.
        ii. *Question:* At what screening level does the cost of ROW acquisition occur? *Answer:* This will begin to be measured in Level 2B Alternative Screening and will be refined during Level 3.
        iii. *Question:* Has QUANTM been used on any alternative thus far? *Answer:* No, the team has only been gathering and inputting constraint data into the QUANTM system.
        iv. *Question:* What specifically will be measured regarding safety? *Answer:* Measuring safety issues is difficult to quantify since we don't have comprehensive data to use, therefore we will be looking at VHT since with increased traffic congestion accidents go up.
        v. *Question:* Regarding the relocations, should the square footage be calculated instead of the number of estimated relocations? *Answer:* It makes more sense to look at this measure during Level 2B since alternative alignment locations will be a lot more defined.
        vi. *Question:* Is VHT the best measure of safety? *Answer:* VHD(Delay) could also be a measure used. Headway could also be used.
        vii. *Comment:* "Critical" habitat should be used instead of "Sensitive".

7. **Action Items**

- Will revise after receiving team comments.

NOTE: The next TAC meeting will be November 20th, 2008 at NDOT District II.

Meeting adjourned at 3:20 p.m.

T:\241922 (Pyramid Highway & US 395 Connector)\241922\7 - NEPA Process\7.1 - NEPA Meetings\TAC Meeting 9-18-08\TAC Team Meeting Minutes 09-18-08.doc

Meeting Minutes

Project: Pyramid Highway/US 395 Connection

Purpose: Technical Advisory Committee Meeting

Date Held: January 15, 2009

Location: NDOT District II
310 Galletti Way, Sparks NV

Attendees:		
	FHWA:	Del Abdalla, Hannah Visser
	RTC:	Doug Maloy, Bill Vann, Tom Greco, Chris Louis
	NDOT:	Daniel Nollsch, Anita Lyday
	City of Reno:	John Toth
	City of Sparks:	Neil Krutz, Jon Ericson
	Washoe County:	Clara Lawson
	Reno Sparks Indian Colony:	Scott Nebesky
	Jacobs:	Jim Clarke, Steve Oxoby, Chris Primus, Bryan Gant
	CH2M HILL:	Cindy Potter, Leslie Regos, Mark Gallegos
	WCRM:	Ed Stoner

Copies: Attendees, Jim Rundle, Sandra Monsalve, Carolyn Mulvihill, Auro Majumdar, Gina McAfee, Patty Brisbin, Todd Montgomery, Amir Soltani, Steve Cooke, Mike Fuess, File

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Summary of Discussion:

1. **Welcome and Introductions**

- Bryan Gant welcomed attendees and provided a brief overview of the meeting agenda.
- Attendee and project team introductions.
- The following documents were provided for review and discussion: Alternatives Development and Screening – Level 2A Alignment Alternatives

2. **Update on Environmental Activity – Jim Clarke**

- **Environmental Justice (EJ):** The Team has placed calls to Citizen Advisory Boards, Sparks Chamber of Commerce, Hispanic Chamber of Commerce, Washoe County Housing Authority, and a list of about 12 other groups as part of the EJ outreach to collect more information from the community on potential EJ areas and issues. We have been having some success but are still awaiting some return phone calls. We have received good input regarding good locations for small group meetings. A few groups have also offered their websites for advertising upcoming public meetings. EJ outreach process is ongoing.

- **Historic/Section 106 Efforts:** The Team have been working on getting Section 106 consulting party letter invitations sent out. We have coordinated with SHPO and invitees have been firmed up. Letters are currently at FHWA and will be going out to tribes, historic preservation boards, federal agencies, BLM, Cities of Reno and Sparks, Historic Reno Preservation Society, Nevada

Historic Society, and DRI. The intent of the letters is to begin getting these groups involved in the process. As alternatives are narrowed down further and cultural resource work begins, these agencies and organizations will be asked to review the reports and survey methods.

- **Section 4(f):** The Team has been coordinating with NDOT and FHWA regarding 4(f) applicability of the Wedekind property. The property was part of a BLM land transfer to develop the Sparks Courts Complex and maintain Wedekind Park. We have prepared property information and have been working with FHWA who has brought in their legal counsel to try and obtain determination regarding Section 4(f) applicability. We should have more information by the week of January 26th regarding the determination.

  Bryan Gant pointed out the property in question on a project aerial for those that might not be familiar with the Wedekind property. This is a large piece of property east of Pyramid Highway and south of Disc Drive that was transferred by the BLM to the City of Sparks.

3. **Alternatives Screening Process**

- Bryan Gant provided a refresher overview of the screening process developed for the project. This is a three level process with the second level broken down into two parts.
  a. Level 1 – High-level review of all possible alternatives with a qualitative assessment based on readily available information in order to narrow the alternatives without getting into large-scale, detailed analysis of all alternatives. We were successful in accomplishing this with the TAC's assistance, resulting in a total of eight alternatives now passing into Level 2A screening.
  b. Level 2A – This screening level will determine if any of the eight alternatives carried over from the Level 1 Screening can be eliminated based on a high-level environmental and traffic review, considering the screening criteria identified for this level of screening. A preliminary traffic evaluation for each alternative is being conducted for this screening level.
  c. Level 2B – In this phase, we will get more detailed with analysis for those alternatives that passed Level 2A and focus on what some of these alignment impacts would be relative to right-of-way, relocations, environmental resources, and access. QUANTM analysis will be utilized during this screening level. This level will also consider incorporation of transit and managed lanes.
  d. Level 3 – This level will provide more detail in relation to horizontal and vertical alignments, footprints, impacts, costs, etc.
- The TAC's goal today is to discuss the initial Level 2A findings and lay the groundwork for finalizing this screening level and making a determination on which alternatives will move forward to the Level 2B screening.
- Bryan reviewed the Level 2A criteria discussed at the previous meeting. Some comments were received and addressed with regard to the traffic criteria. The team took the original Purpose and Need elements and identified criteria that could be used to analyze the effectiveness of each alternative relative to each Purpose and Need element. This provided the team with a set of measures used to quantify and compare each alternative's ability to meet the Purpose and Need elements, allowing for a systematic approach to identifying each measure for better direct alternative comparison.
- There were some changes to the environmental criteria used in Level 2A screening.
  1. Hazardous materials has been removed from this screening level given the level of effort to collect data at this phase. This level of effort is better suited to the next screening level where the study area will be more refined. Based on previous TAC discussion, it was determined that there are no large scale hazardous material areas within the study area that would influence the alternatives screening.
  2. Another change involves critical and sensitive habitat. At this time we will look only at critical habitat with a more in depth study taking place when the study limits have narrowed further and potential alignments are more refined.

4. **Overview of Travel Demand Findings and Traffic Analysis – Chris Primus**

- The traffic data reviewed included regional Vehicle Miles Traveled (VMT) and regional delay. This was used as a high-level indicator. The analysis also looked at total volume at key locations throughout the study area along some of the alignments shown on the Level 2A Alignment Alternatives handout. Travel time comparisons were also included at key points of interest. The 2040 model was used in this analysis. Bar graphs were used to provide visual reference of findings. The Team has worked with the RTC staff to apply the RTC travel demand model to the alternatives in the Level 2A screening. The modeling has resulted in good comparative information regarding traffic patterns associated with the different alternatives. These results were obtained recently and the Team has not completed its analysis of the information. The information being shared at today's meeting is to provide a preview of the early findings.
- ***Regional VMT*** – This is a measure of the amount of travel that occurs within the entire Reno-Sparks region. We are finding very similar results between alternatives, serving as confirmation that the model was run properly for each of the different coded networks. Although the numbers result in relatively comparable outcomes for all the alternatives, alternatives H14 through H18 have slightly higher VMT which are the alternatives that have the most capacity expansion. When we add more capacity to the system, there is increased mobility.
- ***Regional Delay*** – This is a measure of hours of travel delay in 2040 for the different alternatives. The no action stands out as higher than the rest of the alternatives. As we build up capacity with the various build alternatives, we begin to reduce overall delay. There were a couple of alternatives that stood out with higher delay times, but in working with the RTC, the Team found that the way the network is coded in the Copper Canyon Area caused some additional delay. This is a technical network issue that we are still working out with the RTC. In general, the model shows that each of the alternatives reduces delay pretty well. Again, this is for the entire Reno-Sparks region. The Team still needs to look more closely at how each alternative affects delay within the study area, focused within the northeastern part of the region.
- ***Pyramid Highway Volumes*** – 2040 average daily traffic (ADT) at various locations along Pyramid Highway were presented.
    - ***Pyramid north of Los Altos*** – In general, the build alternatives add quite a bit of traffic. The no-build alternative is pretty constrained and carries a low volume. Those alternatives that improve Pyramid Highway, increase the volume. Interestingly, H16 which only improves West Sun Valley and leaves Pyramid constrained, produces a reduction in volume along Pyramid. This is due to some of the traffic moving from Pyramid to the West Sun Valley route. H18, which includes both Pyramid and West Sun Valley improvements, shows that traffic drops minimally on Pyramid. This result is seen from various perspectives as we look at the traffic volumes.
    - ***Pyramid north of McCarran Boulevard*** – The standout alternative in this comparison is H3 which improves Pyramid and McCarran to freeways. The volume in this instance is even higher as we get closer to McCarran. The remaining alternatives are all relatively low and reduce volumes on Pyramid just north of McCarran with the exception of H17 and H18 (these are the 2 alternatives that improve Pyramid to a 6-lane arterial which has an effect on the volumes we see north of McCarran). Findings seem to indicate that traffic prefers the Pyramid Corridor. McCarran improvements also have an influence on traffic volumes within this area.
    - ***Pyramid north of Oddie Boulevard*** – In general, this area functions as an arterial carrying about 30,000 to 40,000 vehicles per day. A pair of exceptions to this would be alternatives H6 and H7. The connection over to McCarran on these alternatives adds capacity to the general vicinity and as a result, volumes flow better and speeds are a little better within this area. All of the alternatives reduce traffic inside the McCarran ring.
    - ***McCarran east of Pyramid*** – As an arterial, McCarran in all of the alternatives carries 15,000-20,000 vehicles per day in general. The exception would be H3 where McCarran west of Pyramid has been improved to a freeway which draws traffic to the east side of Pyramid on McCarran with traffic flowing toward that freeway.

- ***McCarran west of Pyramid*** – The standout again is alternative H3 which has improved McCarran to a freeway west of Pyramid so we see a bump to 140,000 vehicles per day. All of the other alternatives reduce the traffic volumes on McCarran compared to the no-build option. All options reduce McCarran traffic with alternatives H17 and H18 standing out. With Pyramid to the north being improved to a 6-lane arterial, the resultant capacity increase influences traffic on North McCarran to the west.
- ***US 395 Connector east of Pyramid*** – The connector shows up in alternatives H14 through H18. In general, the connector carries 60,000 vehicles per day. This indicates that there are origins and destinations that favor the use of this facility. H16 is an exception as this is the alternative that only expands West Sun Valley and not Pyramid but still maintains the connector. Since Pyramid is constrained under H16, traffic does not seem to need or favor the east/west connector quite as much since Pyramid cannot be used to access the connector.
- ***US 395 Connector west of Pyramid –*** We see really high volumes on this segment, generally 100,000 vehicles per day. Alternatives that differ from this general range are H14 which increases volume to 127,000. This is due to H14 providing a couple of different outlet points which attracts more traffic. H16 and H18 which have a West Sun Valley component are a bit different as well. With H16, Pyramid remains constrained which decreases the volume that can get through to the connector. With H18 there is a similar effect, but as Pyramid is also expanded, the difference is not as great. With West Sun Valley providing some relief in H18, traffic does not need the connector quite as much.
- ***US 395 Connector west of Sun Valley*** – We see volumes in general around 70,000-80,000 vehicles per day. There is still a lot of attraction to the connector in this area, though not as much as we see a little further to the east due to the activity between Sun Valley and the Pyramid corridor. Again, those alternatives that do not carry quite as much volume are those that include a West Sun Valley improvement.
- ***West Sun Valley Freeway*** – Under the H16 scenario, this carries about 60,000 vehicles per day north of Golden Valley Road. This would be the minimum amount of volume you would want for a freeway. Under the H18 scenario, West Sun Valley only carries about 35,000 vehicles per day (arterial level of traffic as opposed to freeway level). This is due to H18 including both West Sun Valley and Pyramid improvements.
- ***Vista –*** Vista is an arterial in all scenarios with the exception of H14 and H15 where Vista is expanded to a freeway. As an arterial, Vista carries about 30,000-40,000 vehicles per day, which is a good amount of traffic for an arterial. When improved to a freeway, traffic is increased to about 50,000, which is not a large increase when improved from arterial to freeway. This suggests the origins and destinations don't really favor a Vista freeway.
- ***Wedekind Connector*** – In alternatives H6 and H7 Wedekind is a freeway and as a freeway it draws quite a bit of volume from the Pyramid corridor over to McCarran. Under the H14 scenario Wedekind is an arterial and does carry quite a bit of traffic as an arterial, but not near as much as when it is a freeway.

- ***Screenline analysis*** – In this analysis an imaginary north/south line is drawn to measure east/west traffic that crosses that line. Compared to the no-build alternative, we see east/west traffic flow increase with each of the build alternatives. This indicates that we are helping the system with the improvements and also indicates that all of the build scenarios at this screening level are doing a reasonable job in increasing east/west connectivity. This is in line with the Purpose and Need element of improving east/west connections. In H16 and H18, the volumes on Highland Ranch and Calle de la Plata indicate that there is no significant increase in these east/west connections to attract traffic over to the West Sun Valley alternative. We see this also at Eagle Canyon which is added as an east/west connection over to the West Sun Valley Freeway and only carries a moderate amount of traffic. This serves as another perspective on the potential effectiveness of the West Sun Valley Freeway. The screenline analysis also shows just how effective a new 395 connector freeway is at carrying traffic east/west.
- ***Travel Times*** – In this analysis, we have looked at the PM peak and have obtained from the model the travel times from select points around the region to Eagle Canyon.

- ***I-80 at Pyramid Way*** - The no-build has a much higher travel time relative to the other alternatives. All of the build alternatives are quite similar without any significant distinctions. All are helping to relieve traffic and improve travel times. What can be discerned from the differences is that H16 in general has a higher travel time while H18 tends to have a little lower travel time compared to the other alternatives.
- ***US 395 at Golden Valley Road*** – Again we are finding that H18 is a little lower with H16 being a little higher. In this instance, H3, H6, and H7 stand out as these are the ones without the 395 Connector. As soon as the Connector is introduced, the travel time decreases from Golden Valley Road and US 395 to Pyramid and Eagle Canyon. All of the alternatives improve travel time over the no-build scenario.
- ***Spaghetti Bowl*** – Very similar results for all of the build alternatives with the exception of higher travel time on H16 and lower travel time on H18.
- ***I-80 at Vista*** – Very similar results with the standouts again being H16 and H18.

We see a consistent pattern with H16 and H18 which are the two alternatives that have the West Sun Valley Freeway. With the West Sun Valley as the only improvement in the corridor, H16 does not do as well in general for providing good travel times in relationship to the other alternatives. It does not seem to serve origins and destinations quite as well. H18 is just a little lower than the others due to this alternative adding much more capacity than the others, allowing traffic to flow better overall. It is important to keep in mind that the difference in travel time performance is not significant considering the amount of capacity added with this alternative. Though the numbers are pretty close, this may point to a trend that is worth noting.

- ***Summary Observations***
  - ***West Sun Valley Freeway*** – Attracts relatively low volumes. Traffic demand remains on Pyramid when both West Sun Valley and Pyramid corridors are expanded. East/west connections to West Sun Valley traffic levels do not increase appreciably compared to other alternatives. West Sun Valley results in higher regional hours of delay than other alternatives. This alternative provides slightly slower travel times between key destinations compared to the others.
  - ***US 395 Connector*** – Attracts relatively high demand and serves origins and destinations well. Traffic demand along the connector varies among alternatives depending on connectivity. The connector serves a demand for traffic between north US 395 and the Pyramid corridor. It also provides slightly faster travel times to/from north US 395 to the Pyramid corridor than those alternatives without the connector.
  - ***Wedekind Connector to McCarran*** – Carries relatively high demand for an arterial and serves origins and destinations well. The expansion of McCarran to a freeway results in most increased load on the arterial McCarran east of Pyramid compared to other alternatives.
  - ***Vista Freeway*** – Attracts only moderately higher volume compared to Vista as an arterial. Demand of trip origins and destinations not as well served as other facility expansions.

5. **Environmental Screening Criteria and Assessment – Bryan Gant/Jim Clarke**

- Bryan provided an overview of how the corridors associated with each alternative were developed, the assumptions that were made, and the criteria used during the Level 2A screening. Each alternative improvement was broken into segments to quantify impacts. For instance, if Vista Freeway is looked at as a segment, any alternative that includes a Vista Freeway would have the associated impacts in addition to the impacts from the other segments that are included in a particular alternative. Alignment assumptions used in the 2A environmental impact analysis were also discussed. The TAC was reminded that detailed engineering was not performed, but rather conceptual level engineering with conservative judgment was used in determining and defining corridors to be looked at in the Level 2A screening.

- Jim Clarke provided an overview of approach and assumptions for evaluating the environmental impacts. Jim also pointed out that the environmental assessment still requires some additional resource information and determinations in some areas.
    - **Relocations** – Where there was a structure within a corridor or being touched by a corridor a conservative approach was taken, assuming that relocation would be required. Jim pointed out segments with high numbers of residential and commercial relocation impacts, particularly along the northern segment of Vista Boulevard and within west Sun Valley. Jim also advised that cost impact comparisons were not considered in this screening level. The numbers presented were "roof top" counts and do not take into consideration whether the relocations involve single or multifamily residences, however, this will be a consideration as the numbers are refined in later screening levels. It is important to keep in mind that the "wide lines" used during the corridor relocations analysis will be narrowed and fine tuned later in the screening process, likely bringing the number of associated relocations down. However, the initial numbers discussed are good indicators of comparative impacts between alternatives.
    - **Environmental Justice** – Of the potential relocations identified, the Team looked at which of these occurred in areas identified as minority and/or low income. The Team will look at some qualitative information, for example, will structures not being relocated potentially be affected by noise, or will any alignments disrupt community cohesion? The environmental justice impacts were based on the 2000 census data. An initial EJ outreach effort was also employed to validate the information contained within the 2000 census data. Initial findings show that there will be some impact areas along the US 395 connector where it passes through Sun Valley, areas along existing Pyramid to the north, and areas along existing McCarran. The highest number would be where the US 395 connector passes through Sun Valley at approximately 50 relocations. There will also potentially be a community cohesion impact through Sun Valley associated with the US 395 connector.
    - **Critical Habitat** – The Team is awaiting data from resource agencies that we expect to receive over the next few weeks.
    - **Wetlands** – Based on the data set currently available, none of the alternatives would affect wetlands. It is likely that once alternatives are reduced further and wetlands delineations are completed, there will be some small wetlands that are found resulting in some impacts. However, at this point it does not seem to be a big differentiator between alternatives.
    - **Water Resources** – The team has a hydrology dataset and tallied stream impacts. Based on the dataset, the greatest stream impacts will be along the West Sun Valley alternative. The next highest would be along the northern end of existing Pyramid.
    - **Flood Plains** – The team looked at impacts to existing flood plains. At this point in the study, this is not seen to be a big differentiator between alternatives. Initial data shows the highest flood plain impacts within the northern end of Pyramid with approximately 37 acres impacted. This would make any alternatives that include a Pyramid widening have a higher impact. However, it is important to note that there have been a lot of drainage improvements and channelization within this area which will decrease potential impact. The actual impact will likely decrease further once we get into a higher level of design detail. Other flood plain impact areas are all below 10 acres.
    - **Historic Resources** – A file search has been performed within the study area and a number of sites were identified that are eligible to be listed or are listed with the National Register of Historic Places. These have been mapped along with many unevaluated sites. The alternatives do not affect any of the eligible sites, but they do impact a number of the unevaluated sites. It is difficult to know whether these sites will be deemed to be historic. At this point they are on the map, we have looked at the impacts, and for the 2A level they do provide some additional information. West Sun Valley would have the highest impact to unevaluated historic sites which would total approximately 26 acres of

impact. In terms of the number of unevaluated sites potentially being impacted, the alternatives are comparable with 0 to 3 sites impacted. It is important to remember that unevaluated sites need to be considered eligible until proven otherwise, so the Team will look at these again and complete the evaluation at later stages of the study once the alternatives are further refined. At this point we have only performed a file search within these corridors. Actual survey work and field evaluation will be performed on the build alternatives analyzed in detail in the DEIS.

- **Open Space/BLM/Parks** –In looking at park impacts, we have an overall recreation/park category and separate that into 4(f) and BLM impacts. In terms of 4(f) impacts we are assuming Wedekind will be considered 4(f) until we hear otherwise. For the proposed park in Sun Valley we are assuming none due to the identification of a West Sun Valley Blvd corridor that has taken place and coordination with BLM. Sun Valley, however, would still be tallied as park impact. If the Wedekind Freeway alternative passes through the screening process, some of the areas intersected will need to be evaluated further for potential 4(f) resources. Impacts are based on both existing and planned parks and recreational areas. Alternatives that include the US 395 Connector would have the highest impacts from a 4(f) standpoint assuming the Wedekind property is a 4(f) resource. With regard to park impacts in general, those alternatives that include West Sun Valley would also have a comparatively high number of impacts. Based on a TAC recommendation, BLM impacts were also included in our parks and recreational impacts. Again, the West Sun Valley and US 395 Connector alternatives would have the greatest impact on BLM property.

6. **Next Steps**

- There is a public meeting planned for March 4, 2009 from 5:30 p.m. to 7:30 p.m. This meeting will be an informational open house to be held at the Lazy 5 Community Center. Details and invitations will go out to TAC, SWG and the public starting in early February. We will be presenting Level 1 and 2A screening findings at this meeting and provide the public with an overall project status update to obtain public feedback prior to starting the Level 2B screening.
- The TAC will meet on February 19, 2009 to complete the Level 2A screening and review the materials that will be presented at the upcoming public meeting. Meeting invitations will be sent out to TAC members once the location has been firmed up. Materials will be sent out as soon as they become available so that TAC members can look them over prior to the February TAC meeting.
- The project team will be documenting the Level 2A findings in a matrix format similar to that used during the Level 1 screening process. There will also be a more “reader friendly” version that will be made available to the public at the March open house in addition to the detailed matrix.

7. **Q & A**

Q: With regard to traffic criteria measures, would LOS be a more appropriate yardstick than ADT?

A: Our thinking was to determine which of these alternatives would best carry the load so that we know that the alternatives that can carry the traffic volumes most effectively would rise to the top during the screening process. Once the potential alignments are further narrowed, we would then look at whether/which alignment(s) could be designed to meet the regional LOS standards.

Q: Is critical habitat really a concern within the study area?

A: We are still waiting for additional information and have been working with Dan Nollsch at NDOT. We have sent letters out to resource agencies to verify our findings. The assumption at this time is that none of the current alignments being considered would affect critical habitats.

Q: Where would the West Sun Valley Freeway tie into on the north end?

A: The West Sun Valley Freeway would tie in at the west end of Eagle Canyon to the north.

Q: How are alternative travel modes such as BRT, managed lanes, etc. factored into the traffic numbers presented?

A: For the Level 2A screening, we assumed 6-lane freeways for all alternatives to provide comparative traffic patterns between these alternatives. In Level 2B we will begin to analyze the potential effectiveness of HOV lanes, managed lanes, transit options, etc.

Q: Are the traffic numbers being used 2030 numbers or 2040 numbers?

A: The traffic numbers represent 2040 numbers.

Q: Are there any significant differences between alternatives looking at McCarran west of Pyramid?

A: There are some differences. Most are in a comparable range with the exception of H7 which is a bit higher. This difference appears to be due to the improvement of the Wedekind Freeway which opens up capacity in that general area so we see more volume flowing toward this freeway improvement.

Q: Has an east/west screenline analysis been performed?

A: We have not yet been able to pull the modeling information together to perform this analysis. Also, the focus on north/south screenline ties directly into our purpose and need criteria of improving east/west connectivity.

Q: In the travel time analysis, are these times directional?

A: Yes, in each case we are traveling from the various points of interest to Pyramid and Eagle Canyon. Since we are looking at PM peak, we want to make sure we are looking at PM flow which is why this direction was chosen.

Q: In the no-build alternative, what is happening in Sparks with the Southeast Connector? Is that in place on the no-build model?

A: The Southeast Connector is included in all of the alternatives modeling including the no-build alternative.

Q: Are there any large developments planned in the future that should be considered when looking at the West Sun Valley Freeway alternative?

A: As far as we know, there are no large developments being planned that would significantly affect our analysis with the exception of the Spring Mountain (formerly known as Winnemucca Ranch) development further to the north which may create additional connectivity within the area. There has also been a 2500 unit development approved at the north end of Spanish Springs. Otherwise, much of this area is developed out or has major physical constraints impeding significant further development.

Q: Will the screening eventually take into account those properties that may not be currently developed and will now be unable to be developed due to the proposed corridors?

A: Yes. This will be looked at more closely during the Level 2B screening when we apply the QUANTM analysis tool and perform additional engineering analysis.

Q: Can QUANTM deal with induced growth?

A: We have included planned but unbuilt projects into the data we're analyzing. The QUANTM tool allows for a wide range of parameters to be put into the dataset to be analyzed.

Q: Does the City of Sparks have a preference regarding an alignment through the Wedekind Park area?

A: The City would prefer a more northerly alignment. If that alternative passes through the screening process, we will need to look closely at optimizing this particular alignment. The 4(f) determination outcome will also factor into the actual alignment decisions.

Q: Do we have any documentation showing the involvement of the public in the development of the Purpose and Need?

A: Yes. The Purpose and Need elements were presented at our first public scoping meeting held on April 15, 2008. The comment sheets provided during that meeting specifically addressed the proposed Purpose and Need elements and requested feedback regarding these. The majority of the feedback received affirmed the Purpose and Need elements that were initially identified.

6. **Action Items**

- Outlook calendar invite to be sent out for February TAC meeting.
- Level 2A findings to be documented in matrix format and reader friendly "consumer reports" format for public distribution at March open house.
- Public noticing for March open house to begin in early February to include email blasts, newspaper advertisement, and limited direct mail.
- TAC will meet to review and finalize materials to be presented at March open house.

NOTE: Next TAC meeting will be Thursday, February 19, 2009, 1:30-3:30 p.m. at NDOT District II.

Meeting adjourned at 3:45 p.m.

Meeting Minutes

Project: Pyramid Highway/US 395 Connection

Purpose: Technical Advisory Committee Meeting

Date Held: February 19, 2009

Location: NDOT District II
310 Galletti Way, Sparks NV

Attendees:	**FHWA:**	Del Abdalla
	RTC:	Doug Maloy, Bill Vann, Tom Greco
	NDOT:	Patty Brisbin
	City of Reno:	John Toth
	City of Sparks:	Jim Rundle, Neil Krutz, Jon Ericson
	Washoe County:	Clara Lawson
	BLM	Jo Ann Hufnagle
	Jacobs:	Jim Clarke, Steve Oxoby, Chris Primus, Bryan Gant
	CH2M HILL:	Leslie Regos, David Dodson, Mark Gallegos

Copies: Attendees, Sandra Monsalve, Carolyn Mulvihill, Auro Majumdar, Gina McAfee, Daniel Nollsch, Anita Lyday, Todd Montgomery, Cindy Potter, Amir Soltani, Steve Cooke, Mike Fuess, Chris Louis, Hannah Visser, Scott Nebesky, File

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Summary of Discussion:

1. **Welcome and Introductions**

   - Bryan Gant welcomed attendees and provided a brief overview of the meeting agenda.
   - The following documents were provided for review and discussion: Alternatives Development and Screening – Level 2A Alignment Alternatives, Draft Level 2A Screening Summary.

2. **Level 2A Recap – Bryan Gant**

   - Bryan reviewed the Level 2A alternatives and provided a brief recap of the Level 2A traffic and environmental findings presented at the previous TAC meeting held on January 15, 2009.
   - Bryan advised that the goal of today's meeting is to review additional analysis performed since the January 2009 TAC meeting and move toward finalization of the Level 2A screening and the identification of those projects that would move forward to the Level 2B analysis.

3. **Update on Environmental Findings – Bryan Gant**

   - Initial data obtained indicated that Environmental Justice (EJ) would not be a significant issue in West Sun Valley. Data obtained since the January 2009 TAC meeting now indicates that there are more EJ areas affected than previously thought that will need to be considered during the screening process. These primarily affected the West Sun Valley alternative.
   - FHWA has determined that the Wedekind Park property is an 4(f) property.

4. **Additional Traffic Analysis – Chris Primus**

- **LOS Findings –** LOS analysis performed indicated that all of the alternatives performed significantly better than the no-action scenario with the exception of H-16 which does not perform well when compared to the other alternatives. H-17 and H-18 also do not perform quite as well as H-3 through H-15. RTC level of service standard is LOS D on all roads under 27,000 ADT. For roads above this threshold, the RTC standard is LOS E.
- **Volume Difference Graphic –** This graphical tool was used to observe the volume changes on the various improved segments and the surrounding roadways within the study area. The graphics produced indicate that the improved sections attract a significantly increased traffic volume in addition to providing relief to other roads within the study area as compared to the no-action alternative. This tool also serves as a quality control mechanism to ensure that the model is coded correctly. After running the volume difference graphics for each of the alternatives, there were some anomalies discovered which turned out to be coding errors within the model. These coding errors are being addressed to improve the model accuracy**.**
- **Select Link Analysis –** This tool allows the selection of specific segments to determine the origins and destinations of the traffic on that particular segment. This tool also serves as a QC mechanism which did identify some minor anomalies that are being looked at for potential coding errors. This analysis also highlighted significant volume traveling from Spanish Springs to the North Valleys which would be well served by improving the connections from Pyramid Highway to US 395.
- Chris noted that the anomalies discovered during the QC process are not anticipated to create a significant difference in the traffic analysis results presented at the previous TAC meeting. However, they will be addressed to ensure the models are coded correctly and the results are accurate.

5. **Recommendations – Bryan Gant**

- It is recommended that the following alternatives be eliminated as part of the Level 2A Screening:
    - **H-3 –** This alternative performs similarly to H-6 & H-7 but with much greater relocation impact.
    - **H-14** – Numerous relocation impacts on Vista Blvd with little benefit compared to other alternatives.
    - **H-16 –** West Sun Valley segment has low demand and provides little benefit compared to other alternatives. Also high relocation and EJ impacts.
    - **H-18 –** West Sun Valley segment has low demand and provides little benefit compared to other alternatives. Also high relocation and EJ impacts.

6. **Next Steps**

- There is a public meeting planned for March 4, 2009 from 5:30 p.m. to 7:30 p.m. This meeting will be an informational open house to be held at the Lazy 5 Community Center. Details and invitations will go out to TAC, SWG and the public starting in early February. The Project Team will be presenting Level 1 and 2A screening findings at this meeting and provide the public with an overall project status update to obtain public feedback prior to starting the Level 2B screening.
- The project team will be documenting the Level 2A findings in a matrix format similar to that used during the Level 1 screening process. There will also be a more “reader friendly” version that will be made available to the public at the March open house in addition to the detailed matrix.

7. **Q & A**

Q: With Wedekind Park being a 4(f) property, does it make sense to remove the Vista connection?

A: Work has been done with respect to the Vista connection identifying potential opportunities further north that would allow the connection to bypass the Wedekind Park property. These opportunities will be further analyzed during the Level 2B screening.

Q: Do any of the alternatives induce growth?

A: Currently we are only looking at how well the alternatives serve projected growth. Potential induced growth brought about by the various alternatives has not been used as a screening criteria.

Q: Are the Pyramid/McCarran intersection improvements included in the models?

A: These improvements are not currently included in the no-action network due to alternative H-3 being redundant to these improvements. If we decide to move forward with eliminating H-3, we can look at putting the Pyramid/McCarran intersection improvements back into the no-action network.

Q: Will the Rock connection be considered in combination with any of the other alternatives?

A: The Rock connection as well as some other smaller segments that are being screened out as part of the primary alternatives can be looked at as possible add-on projects once we get into more detailed analysis to see if they might provide additional benefit to the preferred alternative(s). These segments might also be considered as potential future improvements that could be studied as separate stand-alone projects at another time.

Q: Would improving Parr Boulevard create any effect on the volumes seen on the US 395 connector?

A: The model would suggest that improvements to Parr Boulevard would not affect volumes on the connector, but would impact the volumes on US 395 within that area.

Q: Will the March 2009 meeting be the first public meeting for this project.

A: No. There was a public scoping meeting in April 2008 which was open to the general public. There have also been Stakeholder Working Group (SWG) meetings since April 2008 to obtain public input on alternatives and the screening process. This group is made up of representatives from the Citizens and Neighborhood Advisory Boards as well as representatives from local emergency services agencies and other targeted groups.

Q: What should we tell people that might ask why we are not studying the McCarran/Pyramid Intersection?

A: There is an intersection study being performed but it is looking at a particular operational capacity issue at a particular location and focusing on current operational needs. The Pyramid/US 395 Connection Project is looking at regional, long-term mobility needs. The Project Teams for each of the projects are coordinating with one another.

8. **Action Items**

- TAC members have been asked to review the materials reviewed and provide comments, preferably prior to March open house to ensure everyone is in agreement with recommendations before presenting findings to the public.

- Level 2A findings to be documented in matrix format and reader friendly “consumer reports” format for public distribution at March open house.
- Project Team will finalize displays and informational materials to be provided at public open house.
- Del requested additional public noticing in areas identified as potential EJ areas. The Project Team will discuss further with the RTC to determine areas of focus and noticing methods to be used in these areas.

NOTE: The March 19, 2009 TAC meeting has been cancelled. The next TAC meeting is currently scheduled for May 21, 2009.

Meeting adjourned at 3:00 p.m.

RTC PYRAMID HIGHWAY US 395 CONNECTION

Date: 2/19/09

TAC MEETING ROSTER

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RTC PYRAMID HIGHWAY US 395 CONNECTION

Date: 2/19/09

TAC MEETING ROSTER

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	Bryan Gatt	Jacobs	775 850 5100	bryan.gatt@jacobs.com
	Jim Clarke via Telephone	"		

PYRAMID HIGHWAY US 395 CONNECTION

TAC MEETING ROSTER

Date: 2/19/09

SIGNATURE	NAME	AGENCY	TELEPHONE	EMAIL
	MARK GALLEGOS	CH2M HILL		

Meeting Minutes

Project: Pyramid Highway/US 395 Connection

Purpose: Technical Advisory Committee Meeting

Date Held: May 21, 2009

Location: NDOT District II
310 Galletti Way, Sparks NV

Attendees:		
	FHWA:	Del Abdalla
	RTC:	Doug Maloy, Tom Greco
	NDOT:	Daniel Nollsch, Todd Montgomery
	City of Reno:	John Toth
	City of Sparks:	Jim Rundle, Neil Krutz
	BLM	Jo Ann Hufnagle
	Jacobs:	Steve Oxoby, Bryan Gant, Kevin McDermott, Glenn Lazaro
	CH2M HILL:	Leslie Regos, David Dodson, Aimee Morace

Copies: Attendees, Sandra Monsalve, Carolyn Mulvihill, Auro Majumdar, Gina McAfee, Daniel Nollsch, Anita Lyday, Todd Montgomery, Cindy Potter, Amir Soltani, Steve Cooke, Mike Fuess, Chris Louis, Hannah Visser, Scott Nebesky, File

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Summary of Discussion:

1. **Welcome and Introductions**
   - Bryan Gant welcomed attendees and provided a brief overview of the meeting agenda.
2. **TAC Meeting #6 Objectives – Bryan Gant**
   - Bryan reviewed the Level 2A concepts and provided a summary of which concepts have been screened out, and which are still under consideration.
   - This meeting will focus on the concepts for tying into US 395, and the two concepts for the Pyramid corridor – one on the existing alignment tying in just south of Disc Drive and one off-alignment tying in south of Sparks Boulevard/Highland Ranch Parkway.
3. **Update on Environmental Efforts – Bryan Gant**
   - There was a Section 106 coordination meeting with NDOT regarding how to approach historic issues.
   - A meeting was held with Washoe County Parks, City of Sparks, and RTC to discuss future plans for open space and bike trails in the project limits. The primary concern is a small corner for a trail head near Wild Creek where there is a planned network of trails.
   - Sun Valley outreach efforts included a Community Advisory Board (CAB) presentation on April 11, 2009, and an Open House on April 29, 2009 with same information as previously provided at the Spanish Springs Open House held on April 4, 2009. Sun Valley Open House attendees were primarily from Village Green. Going forward, public presentations should be held in both Sparks

and Sun Valley locations. Additional outreach activities in the Sun Valley community will be considered.

4. **Pyramid Alignment Options – Chris Angleman**

- Pyramid north of Sparks Boulevard is assumed to stay on the existing on-alignment.
- Pyramid south of Sparks Boulevard includes two concepts, one on the existing alignment and one off the existing alignment to the west, behind the Wal-Mart.
- The significant benefits of an off-alignment alternative are there are minimal impacts to the existing access and connectivity along Pyramid Highway.
- For the on-alignment alternative, where Disc Drive meets Pyramid, additional issues include maintaining access and providing connectivity to Disc Drive as an arterial.

5. **H6/H7 Concepts & US 395 Interchange Options – David Dodson**

- David went over plots of three different H6/H7 system interchange options. All three will have 4(f) issues. The design for the system interchange movements at US 395 is the same for all three of these concepts, with flyovers at US 395 and grade separating structures along McCarran perpetuating local access.
    - **H6/H7 East –** The connector in this concept comes down off the hill through the Village Green/Wedekind neighborhood. One objective with this concept was to keep Wedekind Road open to provide local access through the neighborhood. McCarran would serve as the Pyramid/McCarran Freeway alignment, providing local access on either side of the new freeway with 3-lane frontage roads to maintain access as it is today. Grade separations would be necessary to maintain crossings.
    - **H6/H7 Middle** – With this concept, the connector comes down through the middle of the Wild Creek golf course with ramps that provide access at McCarran. The freeway section would then be the same as described for H6/H7 East. This would probably be the easiest to engineer due to the topography and has the least amount of residential impact.
    - **H6/H7 West –** This alignment comes down the hill immediately to the northwest of the golf course and connects to Sullivan Road for local access.. This concept presents traffic control issues during construction. This alternative has limited impacts to the Wild Creek golf course. Positive aspects of this alternative are that it is close to the urban core and matches the travel patterns for local traffic circulation.
    - All three of the H6/H7 interchange options include the system ramp configuration at US 395. The spacing of the on-ramps to the south is very close to Oddie Boulevard, to the extent that the existing on-ramps at Oddie would have to be removed. The ultimate build-out of the Spaghetti Bowl would present major engineering challenges that have to be considered in evaluating this concept. It is likely that an H6/H7 concept is simply not compatible with the ultimate Spaghetti Bowl due to a system interchange separation of less than 1.3 miles.

6. **H17 US 395 Interchange Options – Bryan Gant**

- Bryan discussed the connectivity and interchange options for H17. Each of these options includes an interchange in Sun Valley, and then the alignments and tie-in points to US 395 are different concepts.
    - **H17 South –** This concept crosses the Sun Valley area through park land then runs south of TMCC into a fully directional interchange at US 395. It is the only concept with full-speed ramps. This concept involves multiple structural levels at US 395, but they are spread out, so it may not be a true third level. Connection would be provided for the future Sutro/Clear Acre design. The university has an expansion plan in this vicinity that would require coordination if this concept moves forward. There are concerns with mainline grades and resulting cuts between US 395 and Sun Valley Boulevard.
    - **H17 with large loop** – This concept is the same as H17 South, but instead of a fully directional interchange, it would include a loop ramp. The size of the loop required to maintain speeds above 30 mph is very large and too disruptive. The benefit of the loop ramp is the gore spacing along US 395. This option is not being seriously considered at this point.

- **H17 at Parr** – This concept includes fully directional ramps at Parr Boulevard. Movements are shared with on and off movements on Parr.. Feasibility for this concept has not been determined due to challenges with the existing topography, the potential for extreme vertical grades needed within the proposed design, and the probability of large cuts and fills. Because of this, it is not included in the analysis matrix. This concept would also possibly interfere with the large Alturas power lines. It will be further considered in the Level 3 screening analysis.
- **H17 North** – This concept involves a system interchange with semi-directional ramp movements.. The grades on these ramps could be less than 5%. This alternative does not impact property that is developed or generally considered highly developable. There will definitely be conflicts with the Alturas power lines. Existing Dandini would function as it does today and this concept would add stand-alone movements with access to Parr/Dandini.

7. **Traffic Analysis – Chris Primus**

- There are traffic operational differences between H6/H7 and H17. For the purposes of the traffic modeling, H7 was used as the comparison to H17. Volumes on Pyramid are about the same for H7 & H17, but there is significant difference in traffic loading on the connector. H7 shows 30,000 average daily traffic (ADT) at Vista Boulevard and builds to the west with 120,000 ADT at El Rancho. H17 has 30,000 ADT at Vista Boulevard and builds to 80,000 ADT at Sun Valley Boulevard with the southerly connection to US 395. The volumes are lower when considering an interchange location north of Parr/Dandini. East-west traffic volumes show that H17 better distributes traffic to the road network. H7 puts much more traffic on the McCarran corridor.
- There is a difference in traffic loading depending upon where on US 395 we connect. The more northerly the connection, the travel demand between the north valleys and Pyramid is better served but the dominant movement from Pyramid traveling south on US 395 is not served as well.
- H6/H7 does not provide any additional service to the Sun Valley area. Sun Valley has improved access with H17. H17 is also forward compatible with the proposed West Sun Valley arterial.
- The difference between H6 and H7 is whether there is a connection to Vista Boulevard. H7 connects to Vista Boulevard while H6 does not. From a travel demand perspective, there is a benefit to connecting to Vista Boulevard. That connection relieves the general area and drops many volumes but increases traffic on Vista Boulevard.

8. **Environmental Impacts – Kevin McDermott**

- Kevin provided handouts for some of the mapped constraints and briefly reviewed the content as the constraints relate to the concepts discussed.
  - **Parks** – H17 does not impact parks but does impact some park owned parcels east of Sun Valley Boulevard. H6/H7 impacts the golf course as well as a planned series of parks and would involve 4(f) issues. These impact differences refer only to the connector component west of Pyramid Highway.
  - **Floodplains** – The area of impact to flood plains is about the same between these concepts.
  - **Relocations** – The concepts have about the same number of relocations required.
  - **Historic Resources** – Historical resources are still unevaluated.
  - **BLM Lands** – Many of the same impacts are encountered with each of the concepts.
  - **Streams** – The linear foot of impact is almost the same between these concepts.

9. **Alternative Comparison & Level 2B Screening – Bryan Gant**

- Bryan presented a list of positive and negative aspects for each alternative presented today. *(see Attachment A)*

10. **Next Steps – Bryan Gant**

- Due to the amount of information presented at this meeting, today's meeting will be considered a preliminary 2B screening. Following a two week period, if no additional feedback has been received, alternatives H6 and H7 will be screened out for Level 3.

11. **Q & A**

Q: Have the alignments been looked at vertically?

A: We have run some vertical alignments. No verticals have been run on any of the ramps or interchanges at this point. The off-alignment option will require some large cuts into the hillsides, but would be a potentially viable alternative to struggling with trying to maintain access along existing Pyramid Highway. The existing developments in the area would make it difficult to create alternative access as they are self contained with very few existing connections between developments.

Q: Does anyone know what is going to happen with Wild Creek Golf Course? Wasn't there some talk about this being developed?

A: Our understanding is that there is not much public appetite for Wild Creek to be closed and there is significant momentum to maintain it as a public golf course.

Q: Was QUANTM used to determine the potential H6/H7 alignments?

A: QUANTM is primarily a tool to generate potential mainline alignments through undeveloped terrain and would not be as effective through highly constrained areas. It was used to provide alignments between pre-engineered connection points within the area to ensure the least impact to surrounding neighborhoods and avoid Wedekind Road to maintain local access.

Q: If the Oddie ramps went away, what would happen to the traffic in that area?

A: Traffic would have to use alternate freeway access. At this time we do not have the traffic counts for these ramps, but there is good connectivity to allow traffic to move along surface streets to alternate freeway entrances. However, there could be significant resistance to having these ramps removed from area businesses and residents. Future projections on Oddie approaches 30,000 ADT, which is significant, but it is not known what percentage of that is projected to access the freeway from the Oddie ramps.

Q: Who owns the Wild Creek golf course?

A: Washoe County owns Wild Creek, but it is operated by the RSCVA.

Q: Are there any mineral resource or geothermal resource issues with the alternatives that move through open areas?

A: We have not run into any significant issues at this time. Geotechnical evaluation will be more in depth once we have better refined alignment alternatives.

12. **Comments**

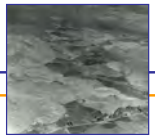
- Before NDOT can agree to eliminating alternatives H6 and H7, we would like the opportunity to review the traffic report. Pending the findings of our review, a meeting to discuss logical termini of the project may also be warranted.

NOTE: ***The next TAC meeting is scheduled for July 16, 2009, 1:30-3:30 PM at the NDOT District II conference room. Discussion during this meeting is anticipated to focus on narrowing alignment alternatives to allow environmental teams to begin in-depth field surveys.***

Meeting adjourned at 3:20 p.m.

Attachment A
Alternatives Comparison Tables

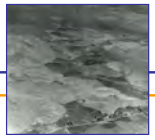
Alternative Comparison



H17 North	
Positive	**Negative**
❑ Least developable property impacts ❑ Increased interchange spacing with Sutro ❑ No relocations at US 395 ❑ Minimal traffic control ❑ Enhances West Sun Valley Connectivity ❑ Supports valley-to-valley movement well ❑ Adds to east / west roadway network ❑ Provides access to Sun Valley	❑ Large cut / fills ❑ Steep roadway grades ❑ Increased out of direction travel ❑ Potential Alturas power line impacts ❑ Visual scarring of hills ❑ Residential & commercial impacts in Sun Valley

Alternative Comparison

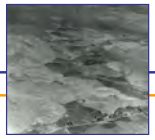
RTC PYRAMID HIGHWAY US 395 CONNECTION



H17 South	
Positive	**Negative**
❑ High speed system ramps ❑ Movements match travel patterns ❑ Opportunities for local circulation improvements ❑ Enhances West Sun Valley connectivity ❑ Minimal traffic control ❑ Supports valley-to-valley movement well ❑ Adds to east / west roadway network ❑ Provides access to Sun Valley	❑ Interchange spacing with Sutro ❑ Impacts to University property ❑ Large cut / fills ❑ Residential & commercial impacts in Sun Valley ❑ Residential impacts near Sutro ❑ Steep mainline grades

Alternative Comparison

RTC PYRAMID HIGHWAY US 395 CONNECTION



H6 & H7	
Positive	**Negative**
❑ Traffic close to urban core ❑ Better vertical grades	❑ Must close Oddie interchange ❑ Interchange spacing ❑ Visual impacts ❑ Commercial impacts ❑ Residential impacts ❑ Traffic control ❑ Ultimate spaghetti bowl conflict ❑ Impacts to Wildcreek 4(f) ❑ Little future flexibility ❑ Not publicly supported ❑ Does not serve Sun Valley ❑ Does not support valley-to-valley movement well ❑ Relies on one corridor for east / west movement

Attachment B
Draft Level 2B Screening Matrix

PYRAMID HIGHWAY ▶ US 395 CONNECTION

Level 2B Screening Summary (DRAFT)

Screening Element		Design & Traffic Considerations							Environmental Impacts											Comments
Criterion		Interchange Operability	Existing Road Network Cohesion	Interchange Spacing	Ability to Meet Design Criteria	Future Flexibility	Construction Traffic Control	Traffic Demand	Relocations	Environmental Justice	Critical Habitat	Wetlands	Water Resources	Floodplains	Historic Resources	Parks and Open Space	Screen Out	Carry Forward as Supplemental Alternative	Carry Forward as Stand-Alone Alternative	
System Alternatives																				
S-1	No-Action																		√	Carry forward per requirements.
S-4	Pedestrian and Bicycle Improvements																	√		Not analyzed in Level 2B. Carry forward as supplemental.
S-5	TDM Improvements																	√		Not analyzed in Level 2B. Carry forward as supplemental.
S-6	TSM Improvements (including Transit Enhancements)																	√		Not analyzed in Level 2B. Carry forward as supplemental.
Transit Alternatives																				
T-1	Transit - Bus Rapid Transit																	√		Not analyzed in Level 2B. Carry forward as supplemental.
T-2	Transit - Regional Bus																	√		Not analyzed in Level 2B. Carry forward as supplemental.
Alignment Alternatives																				
H-6w	Pyramid/McCarran/Wedekind Freeway (west)	◔	◕	●	◔	◕	◕	○	◒	◒	○	○	◒	○	◔	◒	√			Screen out due to impacts to McCarran Blvd and Sullivan Rd corridors, inability to accommodate future Spaghetti Bowl, and closure of Oddie interchange.
H-7w	Pyramid/McCarran/Wedekind to Vista Freeways (west)	◔	◕	●	◔	◕	◕	○	◒	◒	○	○	◒	○	◔	◕	√			Screen out due to impacts to McCarran Blvd and Sullivan Rd corridors, inability to accommodate future Spaghetti Bowl, and closure of Oddie interchange.
H-17s	US-395 to Vista and Pyramid Freeways (south)	◔	◔	◒	◔	◔	◔	○	◒	◒	○	○	○	◔	◔	◒			√	Carry forward for additional analysis. Concerns with impacts to Sun Valley and University property to be further analyzed.
H-17n	US-395 to Vista and Pyramid Freeways (north)	◔	◔	◔	◔	◔	◔	◔	◔	◒	◔	○	○	◔	◔	◒			√	Carry forward for additional analysis. Concerns with impacts to Sun Valley, other properties and Alturas power lines to be further analyzed.
Lane Type Options																				
L-1	General Purpose Lanes on new and/or improved facilities																	√		Not analyzed in Level 2B. Carry forward for further analysis.
L-2	HOV Lanes on new and/or improved facilities																	√		Not analyzed in Level 2B. Carry forward for further analysis.
L-3	Toll Lanes on new and/or improved facilities																	√		Not analyzed in Level 2B. Carry forward for further analysis.
L-4	Reversible Lanes																	√		Not analyzed in Level 2B. Carry forward for further analysis.
L-5	HOT Lanes on new and/or improved facilities																	√		Not analyzed in Level 2B. Carry forward for further analysis.
L-6	FAIR Lanes on new and/or improved facilities																	√		Not analyzed in Level 2B. Carry forward for further analysis.

Legend:

○ Best ◔ Good ◒ Fair ◕ Poor ● Very Poor

DRAFT 5/19/09

Meeting Minutes

Project: Pyramid Highway/US 395 Connection

Purpose: Technical Advisory Committee Meeting

Date Held: July 16, 2009

Location: NDOT District II
310 Galletti Way, Sparks NV

Attendees:		
	FHWA:	Del Abdalla, Hannah Visser
	RTC:	Doug Maloy, Tom Greco, Howard Riedl, Bill Vann
	NDOT:	Daniel Nollsch, Todd Montgomery, Chris Young
	City of Reno:	John Toth
	City of Sparks:	Jim Rundle
	Washoe County:	Clara Lawson
	Reno/Sparks Indian Colony:	Scott Nebesky
	Jacobs:	Steve Oxoby, Bryan Gant, Jim Clarke
	CH2M HILL:	Cindy Potter, David Dodson, Mark Gallegos

Copies: Attendees, Sandra Monsalve, Carolyn Mulvihill, Auro Majumdar, Gina McAfee, Daniel Nollsch, Anita Lyday, Leslie Regos, Amir Soltani, Steve Cooke, Mike Fuess, Chris Louis, Hannah Visser, Scott Nebesky, Neil Krutz, Jo Ann Hufnagle, Chris Primus, Mike Lawson, File

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Summary of Discussion:

1. **Welcome and Introductions**
   - Bryan Gant welcomed attendees and provided a brief overview of the meeting agenda.
2. **TAC Meeting #8 Objectives – Bryan Gant**
   - Primary objective of the meeting is to obtain input regarding the environmental right-of-entry footprint prior to sending out right-of-entry letters for environmental field surveys.
3. **Update on Environmental Efforts – Jim Clarke**
   - The study team has met with Washoe County Parks staff regarding 4(f) properties. In particular, Wildcreek Golf Course and a parcel just east of Sun Valley Boulevard were discussed.
   - The Sun Valley parcel is currently vacant and not currently being used. The planned use is for a rim trail that goes through this area, potentially as a trailhead. Washoe County Parks will be walking the property to determine if this is an appropriate area for a trailhead and determine what areas of the parcel will be utilized in future parks projects.
   - Section 106. The team is still working on getting Section 106 consulting parties coordinated. Invitations have been sent out to potential consulting parties and follow-up calls have been made. To-date, there has not been much response.
   - Right-of-entry process for the environmental field surveys will begin once the environmental footprint has been determined. It is anticipated that the field surveys will begin sometime in late Summer to early Fall.

4. **Environmental Right-of-Entry Footprint Discussion – Bryan Gant & David Dodson**

- Attendees reviewed aerial mapping illustrating potential facility location(s) and the study team's initial/conservative environmental field survey footprint.
- Initial footprint has been set at 250' from center line for the mainline and 1000' from center line at potential interchange locations. A conservative footprint has been set initially and is anticipated to become smaller and more refined as the process continues. A conservative approach was taken as it would be easier to decrease the footprint as the study progresses than it would be to expand it at a later time.
- Assumption: From Sparks Boulevard to the north end of the project limits, facilities will be maintained along existing alignment.
- NDOT policy for interchanges is 1000' total (500' from center line). The study team is taking a more conservative approach by doubling this policy requirement. There is no NDOT policy requirement for the mainline.
- Recommendation was made to shift the mainline east extending from La Posada to Calle de la Plata to take advantage of the undeveloped land and minimize potential impacts to the neighborhood to the north of Pyramid Highway.
- Footprint for possible interchange at Dolores should be shifted to be centered at Dolores (need to confirm map labeling for Dolores is accurate).
- Note was made the number of interchanges shown is only to ensure that the environmental field work encompasses those areas that could potentially serve as an interchange site. There would not necessarily be interchanges located at each of these sites.
- It was noted that the connector would be traversing through potential Environmental Justice areas as it passes through Sun Valley. This will be looked at more closely once potential corridors are narrowed down. This area will likely involve small community group meetings in the outreach effort.
- Within Sun Valley, it is still uncertain whether an interchange should be placed at Sun Valley Boulevard, the future West Sun Valley arterial, or both.
- Note was made that the Red Hill area east of US 395 is deed restricted and contains various endangered species, so the connector cannot pass through this area.
- It was recommended that the Study Team complete the traffic operations study for the connection to US 395 to determine the most feasible alignment prior to beginning the environmental field reviews to reduce the environmental footprint required. It was noted that this was the team's intent, however, they have not been able to eliminate any of the current alternatives as they perform at relatively the same level with the initial traffic analysis that has been performed.
- It was noted that the environmental footprint maps would be posted to the project website. There was some concern that this could cause unnecessary public confusion. RTC will be looking into this further to determine if this will be done.

5. **Next Steps – Bryan Gant**

- There is an issue regarding the RTC travel demand model brought forward by other agencies which could potentially impact the study. The Project Team will keep the TAC updated if any significant impact is identified. At this time, the study is moving forward as scheduled while the respective agencies work through this issue.

- The Project Team would like to put together a Project Steering Committee. This would be a multi-agency committee involving individuals at the Director level. The team requested input on who the appropriate person(s) would be from the various agencies would be. The meetings would likely be scheduled for late summer/early fall and then again prior to the DEIS being completed. Initial recommended contacts for this effort are as follows:

    - Sparks – TBD after contacting Neil Krutz and/or John Ericson
    - City of Reno – Neil Mann, John Hester
    - Washoe County – Adrian Freud, Dan St. John
    - NDOT – Susan Martinovich
    - FHWA – Sue Klekar, Paul Snyder

- RTC – Derek Morse

6. **Q & A**

Q: Has the study team been considering the frontage roads along existing Pyramid Highway in the "on alignment" design that has been proposed in the RTP and does the environmental footprint being considered accommodate these frontage roads?

A: Yes. The frontage roads are being considered and the environmental footprint will be able to accommodate any necessary frontage road facilities along existing Pyramid Highway.

Q: How old is the aerial mapping being used?

A: The maps are based on aerials obtained from Washoe County and were last updated in 2006, so we would need to keep this in mind when looking at the maps as there has been some development since these aerials were obtained.

Q: How would some of these potential changes to access affect emergency vehicle access and response times?

A: This would be something that would be looked at more closely as the study moves forward.

Q: What was the anticipated terminus for the future West Sun Valley arterial?

A: The terminus was identified as Parr Boulevard/Dandini/US 395 in the RTP. This would have been with the assumption that a connector did not exist.

Q: Can you send the environmental footprint maps so that we can look at them a little more closely and forward any additional recommendations?

A: We will integrate the changes that were discussed today and send out the updated maps for additional review.

7. **Comments**

- It was noted that the environmental footprint maps would be posted to the project website. There was some concern raised that this could cause unnecessary public confusion. The RTC will be looking into this further to determine if this will be done.

NOTE: ***The next TAC meeting is scheduled for September 17, 2009, 1:30-3:30 PM at the NDOT District II conference room.***

Meeting adjourned at 3:00 p.m.

Attachment A
Attendance Roster

7/16/09 PYRAMID EIS TAC #8

NAME	REPRESENTING	EMAIL
BRYAN GANT	JACOBS	BRYAN.GANT@JACOBS
MARK GALLEGOS	CH2M HILL	MARK.GALLEGOS@CH2M.COM
STEVE OXOBY	JACOBS	STEVE.OXOBY@JACOBS.COM
David Dodson	CH2MHILL	david.dodson@ch2m.com
Cindy Potter	CH2M HILL	cpotter@ch2m.com
SCOTT NEBESKY	R.S.I.C.	SNEBESKY@RSIC.ORG
Jim Clarke	Jacobs	jim.clarke@jacobs
Abdelmnaem Abdalla	FHWA	abdelmnaem.abdalla@fhwa.com
JOHN TOTH	RENO	dot.g.jtoth@ci.reno.nv.us
Daniel Nollsch	NDOT	MNollsch@dot.state.nv.us
Chris Young	NDOT	cyoung@dot.state.nv.us
HANNAH VISSER	FHWA	hannah.visser@dot.gov
Todd Montgomery	NDOT	tmontgomery@dot.state.nv.us
HOWARD RIEDL	RTC	hriedl@rtcwashoe.com
Tom Greco	RTC	Tgreco@rtcwashoe.com
Clara Lawson	Washoe County	clawson@washoecounty.us
Doug Maloy	RTC	dmaloy@rtcwashoe.com
Jim RUNDLE	CITY OF SPARKS	jrundle@cityofsparks.us
BILL VANN	RTC	bvann@rtcwashoe.com

Meeting Minutes

Project: Pyramid Highway/US 395 Connection

Purpose: Technical Advisory Committee Meeting

Date Held: October 15, 2009

Location: RTC Headquarters
2050 Villanova Drive, Reno, NV

Attendees:

FHWA:	Del Abdalla
RTC:	Doug Maloy, Tom Greco, Howard Riedl, Bill Vann, Blaine Peterson, Lee Gibson
NDOT:	Chris Young, Randy Travis, Mike Lawson
City of Reno:	John Toth
City of Sparks:	Jim Rundle, Jon Ericson
Washoe County:	Clara Lawson
Reno/Sparks Indian Colony:	Scott Nebesky
Jacobs:	Steve Oxoby, Bryan Gant, Chris Primus, Sara Ciasto, Chris Martinovich
CH2M HILL:	Cindy Potter, Leslie Regos, David Dodson, Mark Gallegos

Copies: Attendees, Todd Montgomery, Sandra Monsalve, Carolyn Mulvihill, Auro Majumdar, Gina McAfee, Daniel Nollsch, Anita Lyday, Amir Soltani, Steve Cooke, Mike Fuess, Chris Louis, Hannah Visser, Neil Krutz, Jo Ann Hufnagle, Andrew Soderborg, Jim Clarke, Julie Masterpool, Chris Angleman, File

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Overall Meeting Outcomes:

1. **Recommendation: Drop the Pyramid Highway without a frontage road concept from Disc Drive to Sparks Boulevard from further study.**
2. **Recommendation: Drop the northern alignment crossing through Sun Valley over to US 395.**
3. **Recommendation: Drop the north of Parr US 395 Interchange concept from further study – only if the at-Parr Interchange concept can accommodate access to and from Parr/Dandini to the Connector.**

Summary of Discussion:

1. **Welcome and Introductions – Leslie Regos**
   - Leslie Regos welcomed attendees and provided a brief overview of the meeting agenda, goals and objectives.
   - The goal of the meeting is to review design concepts and make a recommendation on which concepts will be carried forward for further engineering and environmental analysis.
   - Attendees were provided a draft "Challenges & Opportunities" worksheet for review. This is provided as a working summary of discussion items the Project Team has developed as they develop and analyze concepts.

2. **Study Process Review and Progress Update – Bryan Gant**
   - Bryan Gant provided an overview of the study process and progress to-date. At this point, the Project Team is hoping to further pare down the alternatives carried forward to reduce the environmental footprint. The Team does not want to remove any alternatives that might prove to be effective in meeting the study purpose and need.

3. **Design Concept Overview**
   - Three concepts were developed for the Pyramid Freeway south of Sparks Boulevard.

Pyramid On-alignment *with* frontage roads - David Dodson

- The primary challenge for the on-alignment concept is to maintain existing local access to adjacent properties while converting Pyramid to a controlled access freeway. A frontage road concept would aid in perpetuating existing local access.
- A concept of how a frontage road facility would function between Disc Drive and Los Altos was provided. It was noted that ramp and interchange configurations shown are provided as a point of reference and are anticipated to evolve as more detailed analysis and engineering is performed.
- Similar discussion occurred regarding a frontage road on the west side of Pyramid between the Summit Church and the WalMart entrance. As shown access would be through the WalMart parking lot, alternatively, there may be an opportunity to utilize the existing subdivision access.
- On-alignment concepts provide continuity of commercial property line-of-site view as currently exists within the corridor.
- On-alignment improvements would have significant challenges in maintaining all accesses during construction that are currently provided.
- Estimated property impacts – 115 (this includes both potential relocations as well as partial right-of-way acquisitions).

Pyramid On-alignment *without* frontage roads - David Dodson

- This concept would require rerouting of local roads to the west and east of Pyramid between Disc Drive and Golden View in order to maintain local access, changing the location of the existing access points and thus creating impacts on adjacent neighborhood streets including increasing traffic in these areas.
- Possible rerouting options were reviewed with attendees.
- On-alignment improvements would have significant challenges in maintaining access to commercial and residential properties during construction.
- Estimated property impacts – 105 (this includes both potential relocations as well as partial right-of-way acquisitions). It should be noted that the rerouting of local streets off of the alignment to perpetuate local access could result in additional impacts and property acquisitions.

Pyramid Off-alignment - David Dodson

- This concept would involve the construction of a new roadway along the hillside to the west of the existing Pyramid Highway, behind and above Wal-Mart and below the ridgeline. This alignment would reconnect with existing Pyramid south of Sparks Boulevard and north of Golden View.
- This concept would allow existing Pyramid Highway to serve local access as it does currently without disruptions to residential and commercial properties on Pyramid between Disc Drive and Sparks Boulevard.
- The off-alignment concept may affect the driver's visibility and access to commercial properties between Disc Drive and Sparks Boulevard, which may raise concerns for businesses within the corridor, however, there was discussion that the facility would serve primarily local/commuter

traffic. Connectivity to existing Pyramid would perpetuate access to commercial and residential properties on Pyramid.

- This option would require significant cut and fill, some of which might be mitigated with retaining walls to limit the footprint. Additional engineering would be required to determine the optimal alignment and to what extent cut and fill areas could be mitigated.
- The off-alignment concept could be constructed with minimal traffic disruption along the existing Pyramid segment.
- An overview of initial conceptual off-alignment access from the Pyramid Corridor was provided. More detailed traffic analysis will further delineate the optimal access points.
- A new interchange would be provided from Disc Drive to access the off alignment concept to tie into the east/west connector.

Pyramid Highway North of Sparks Boulevard - David Dodson

- A brief discussion of the conceptual engineering performed on Pyramid north of Sparks Boulevard was provided.
- Interchange locations and facility type transition points are dependent on more detailed traffic analysis and will evolve as the study continues.

Vista Boulevard Connection - Bryan Gant

- An overview of a potential connection from the US 395 connector to Vista Boulevard was provided.
- 4(f) property constraints have changed the team's focus to a potential connection using Disc Drive. Based on preliminary traffic analysis, Disc would need to be improved from a 4-lane to a 6-lane facility between the intersections with Pyramid and Sparks Boulevard, transitioning to a 4-lane section from Sparks Boulevard to Vista Boulevard.
- Use of Disc Drive as the connector east of Pyramid would likely result in changes in access. There are several commercial and residential access points along Disc that would need to be changed to a right-in/right-out. Restricted access on this corridor would allow limited opportunities for left turn movements at these access points.
- The section between Sparks Boulevard and Vista Boulevard poses some potential issues as the traffic model indicates that traffic movement from Wingfield Springs seems to prefer crossing from Vista to Sparks in route to I-80 as Sparks Boulevard provides more direct access. This could increase volumes at these intersections during peak hours significantly and affect circulation. An additional connection from Vista to Sparks Boulevard near Satellite Drive and the power line corridor could be considered.

Connector Concepts at Sun Valley - Sara Ciasto

- US 395 connector concepts through Sun Valley were discussed. Three options, northern, middle, and southern routes across Sun Valley Boulevard were presented.
- The southern route would traverse through open land and cross Sun Valley Boulevard just north of El Rancho. This route would require approximately 6% grades coming into and out of Sun Valley due to the topography in the area. Proximity to Dandini and El Rancho intersections would create spacing challenges for traffic operations. Approximately 35 properties would be impacted.
- The middle route would traverse through Sun Valley in the area of Rampion Way. Mainline grades would still be in the 6% range due to the topography. Based on initial engineering, intersection spacing works better at this location than at the southern crossing. Approximately 35 properties would be impacted.
- The northern alignment would come into Sun Valley in the area of First Avenue. Though this alignment does help somewhat with the mainline grade, we would still be looking at approximately 4.5% to 5% grades with this alignment. This option would create relatively severe neighborhood impacts as compared to the southern and middle alignments with a potential of 60 to 65 residential impacts, assuming tight diamond configurations (approximately double the number of impacts as compared to southern and middle alignments).
- A brief overview of potential interchange concepts on the Sun Valley alignments was presented. Due to the grades, the on-ramp lengths for each of the potential alignment/interchange options would be significant in the westbound direction. This results in ramp spacing problems with the US 395 interchange ramps. Interchange configurations will evolve as the study progresses.

- Accommodating a connection to the future West Sun Valley Arterial will be challenging as this exacerbates the ramp grade and resulting ramp spacing issue with US 395 seen at Sun Valley Boulevard. However, a West Sun Valley Arterial connection and potential termination location is being looked at as the alternatives are further evaluated.

Connector Concepts at US 395 - Sara Ciasto

- Three connection points at US 395 were reviewed, north of Parr, at-Parr, and south of Parr. Attendees were stepped through the movements for each concept. Each of these concepts would involve significant cut/fill due to topography.
- The north of Parr concept would allow full access Parr/Dandini eastbound to the connector. There are no structures or residences that would be impacted. There may be utility impacts with the Alturas power lines. DRI is considering industrial/commercial development north of Dandini and has begun work on a strategic master plan for the property. This option does have a very unusual interchange configuration and would require large cuts/fills along the Dandini Hills as well as realignment of existing Dandini and Spectrum Drive.
- The at-Parr concept is a folded diamond interchange laid over existing Parr Boulevard. There would be no access from Parr Boulevard to the connector in either direction. Existing US 395 ramps at Parr/Dandini would remain with some modification. This option also has very large cut/fills along the Dandini Hills and would require realignment of Dandini.
- The south of Parr alignment would run south of TMCC/DRI. This alignment would impact some residential properties as well as impact DRI's expansion plans. The proximity to Clear Acre and Sutro is a concern with this concept. She noted that this southern location option does not work in conjunction with the southern route through Sun Valley due to grade constraints. Full access to/from Parr/Dandini and the connector would be provided. This option does provide the nearest proximity to the Reno urban core and points south.

Following the presentation of each concept, the TAC had an opportunity to provide comments, ask questions, and suggest opinions. These discussions are recorded at the end of this meeting summary as Items #6 and #7.

4. **Summary Recommendations – Leslie Regos**

- The TAC recommended that the Pyramid off-alignment alternative be carried forward for additional analysis. It was suggest that further consideration of the need for Los Altos to connect with the off-alignment facility should be part of the future analysis.
- The TAC recommended that the Pyramid on-alignment with frontage roads (Disc Drive to Sparks Boulevard) be carried forward for additional analysis.
- The TAC recommended that the Pyramid on-alignment without frontage roads (Disc Drive to Sparks Boulevard) alternative be dropped from further evaluation due to access issues, the need to reroute the local street network to perpetuate local access, and the impacts associated with any access changes.
- Since the various options at the north end of Pyramid Highway (north of Sparks Boulevard) do not impact the environmental footprint, all of the options presented will be carried forward. Detailed traffic analysis will aid in determining the appropriate facility type transition point and interchange types and locations as the study progresses.
- The TAC recommended that the northern alignment through Sun Valley be dropped as there are no significant benefits with this alignment to off-set the doubling of relocation impacts as compared to the more southerly options.
- The TAC recommended that the middle alignment in the area of Rampion Way through Sun Valley be carried forward for additional analysis.
- The southern alignment through Sun Valley will have some spacing issues with existing intersections, making it less desirable from an engineering and operations standpoint. The TAC recommended that this option be carried forward, however, it will need to be eliminated if the southern US 395 connection is selected as a preferred alternative due to ramp lengths and grades. Additional public input will be sought to see if it is possible that Sun Valley residents may opt for the southern alignment with limited access eastbound on the connector only.
- The TAC recommended that the US 395 Connection at Parr be carried forward. The project team will work on providing access from existing Parr/Dandini to the connector in each travel direction.

- The TAC recommended that the south of Parr alternative continue to be studied as a possible option. The Team will reconsider the connector and/or US 395 access to the future proposed Sutro extension to address concerns regarding ramp weaving.
- The TAC recommended the north of Parr alternative be dropped contingent upon the ability to provide access from Parr Boulevard to the connector with the at-Parr alternative. If this access is found to be infeasible, the north of Parr alignment will be brought back for further analysis.

5. Next Steps – Bryan Gant

- There will be a Project Steering Team (PST) meeting scheduled with representatives from Cities of Reno and Sparks, Washoe County, NDOT, and RTC. This meeting will be used to determine if any of the concepts are fatally flawed or might otherwise have underlying issues that would preclude the support of policy-level decision makers.
- Planned outreach activity includes Citizens Advisory Board and Neighborhood Advisory Board presentations, a design workshop with Sun Valley residents, and individual meetings with major landowners and developers within the area to review design concepts. Attendees were provided with a list of planned outreach activity and were asked to forward any additional activity they feel should be considered.
- Environmental field work is planned to begin in November 2009.
- Currently, the team anticipates having a draft EIS by Spring/Summer 2010. The critical path item at this time is obtaining interagency consensus on the traffic model to be used in evaluating the remaining alternatives.
- TAC members will be provided with an FTP link where they can access the conceptual drawings used during today's meeting for further review.

6. Q & A

Q: Do any of the on-alignment concepts along Pyramid require the construction of soundwalls?

A: That level of analysis has not yet been performed. This will be addressed as part of the noise studies for the EIS which will require more detailed lane layouts and engineering.

Q; Is there any difference in the traffic projections between the Pyramid on- and off-alignment alternatives?

A: We are still working through the details of the traffic methodology. With the off-alignment, you retain the capacity of existing Pyramid as well as add additional capacity with the new off-alignment facility, providing quite a bit of capacity through the corridor. The on-alignment options, both with and without frontage roads, would need to serve all of the Pyramid traffic demand in this area..

Q: Has any thought been given to constructability issues for the Pyramid on- and off-alignment alternatives?

A: Both the on- and off-alignment concepts will create some constructability issues. The off-alignment concept will require significant cut/fill, drainage considerations and soils will also be a major factor due to the clays within the area, but traffic disruptions would be minimal during construction. The on-alignment poses the difficulty maintaining property access and traffic flow on an extremely busy roadway during construction.

Q: Are there any differences in the constructability of the three potential alignments through Sun Valley?

A: We believe that the constructability challenges of the three Sun Valley alignments are very similar. It is the project team's opinion that the bigger differentiator would be neighborhood impacts.

Q: What is the system-to-system ramp design speed at US 395?

A: Currently, conceptual designs are based on 50 mph ramp speeds for the system-to-system interchanges.

Q: Is there access from Parr Boulevard to the new connector included within the at-Parr alternative?

A: No, not with the current design.. However, the model has shown demand for this movement. The Team will take another look at the design to see if this access can be provided.

Q: Could we consider providing limited access (eastbound only) or eliminating access completely to make the southern Sun Valley route a more viable option considering the proximity to El Rancho and Dandini intersections?

A: This could be considered, however, we would need to be certain that there is consensus within the Sun Valley community that limiting access to a facility running through their neighborhoods would be an acceptable option. The community is not likely to support a facility from which they derive little or no benefit.

Q: Since the north of Parr alternative at US 395 pushes the alignment closer to North Virginia, is it possible to create an access to North Virginia via a frontage road?

A: This could be looked at, but the distance from the north of Parr interchange to North Virginia may be too far out of direction for this option to make sense from a traffic perspective.

Q: Will sound walls be required for any of the alternatives presented?

A: Baseline noise analysis will be performed during environmental field studies. The potential need for soundwalls will not be known until further engineering of roadway/ramp locations and geometry is completed.

Q: How limited will the view of commercial access be with the off-alignment?

A: The larger high profile signage will be visible, but some of the smaller commercial/retail establishments will likely lose visibility to passing traffic from the off alignment alternative due to elevation and barrier rails. *(It was noted that most traffic within the Pyramid corridor is local with the majority of people traveling the corridor being familiar with the local commercial/retail establishments)*

7. Comments

Pyramid On/Off-alignment

I have a preference for the off-alignment concept with some reconsideration of access from existing Pyramid. I like that Pyramid continues to provide access to commercial centers as it does in its current configuration. I am concerned that the on-alignment could potentially cause additional congestion within the frontage roads and that the on-alignment could cause budget problems with the number of potential right-of-way acquisitions that would be required.

I think the off-alignment has two big advantages; 1. You have the existing capacity of the surface street in addition to the capacity added by the new facility, 2. I think if you try to widen the surface street to a freeway the disruption caused will far exceed the disruption you would see with the off-alignment, potentially causing major issues with drivers that use the facility. I think it would create a huge cost factor trying to maintain traffic on existing Pyramid while widening to convert to a freeway. I think in the long run it will be less expensive and less disruptive to go with the off-alignment.

The off-alignment is a definite plus when you think about trying to maintain traffic during construction. It might be more expensive to build on the hillside, but you're not trying to maintain traffic during construction on the existing alignment. Going with the off-alignment also provides double the capacity by having the new alignment in conjunction with existing Pyramid. If we end up going with an on-alignment option, I think we are better off going with the frontage roads to maintain local access.

I like the off-alignment though I think there will definitely be some constructability issues up on the hillside. I think you need to provide a full access system interchange off of Disc Drive.

I see advantages to both the on- and off-alignment concepts, but I am leaning toward the off-alignment based on our conversation today.

It should be noted that there will be some visual impact with the off-alignment due to cuts into the hillside that will be highly visible from the valley.

I am leaning toward the off-alignment option. The weaving movements required with the on-alignment could create a lot of confusion and make for circuitous movements with the frontage roads.

I think there are clearly advantages to both the on- and off-alignment options. The advantage to the off-alignment is that you have a lot of through traffic. If Winnemucca Ranch is developed, having the off-alignment and additional capacity will be a significant advantage. I think you need to have a strong understanding of where the new employment and residential centers will be to make sure you have a good handle on origins and destinations in order to make a good decision on which option will best serve the needs within the corridor.

I am leaning toward the off-alignment. The biggest problem with an on-alignment option is that you are constraining your ability to accommodate future growth within the corridor. Constructability may be an issue with the off-alignment, but at least it allows us the opportunity to be proactive in planning for future growth in the area.

I like the off-alignment as it has fewer impacts to existing development within the corridor.

Consideration should be given to Disc as a high-speed interchange with the off-alignment alternative.

The off-alignment alternative would provide better access to the planned county courthouse at the southeast corner of Disc Drive.

The off-alignment alternative has the advantage of adding additional capacity and less disruption to traffic during construction which will be a significant driver for commercial properties and those who commute within the corridor on a daily basis.

Commercial access is primarily south of Los Altos. Consider access to off-alignment within this area.

It was noted that the circuitous route(s) to access the off-alignment alternative from existing Pyramid may cause more traffic to choose to use existing Pyramid rather than the new alignment. This should be considered in determining access points if the off-alignment option were selected as a preferred alternative.

Pyramid North of Sparks Boulevard

The preference of the Indian Colony would be to maintain as much access as possible along Pyramid for our property at the southeast corner of Eagle Canyon.

Might consider moving the interchange from Dolores to David James. This might be better for the Lazy 8 development. The site plan for the Lazy 8 is completed and available for review.

I think it would be good to determine where the freeway would need to end based on traffic volumes and this will aid in answering questions regarding interchange locations.

Not sure if a loop ramp at La Posada is going to work. You should contact Neil Krutz/City of Sparks to get a plan for the roadway network in this area.

Eagle Canyon/La Posada intersection is a large generator for traffic so you will need to consider an interchange of some type there.

There is a potential for a future I-80 connector to come down La Posada from Patrick as identified in the 2040 plan. This will need to be considered when determining interchange type and location in this area.

If one-way frontage roads are used in this area, perhaps addition of Texas u-turns could be considered to mitigate circuitous movements.

It was noted that determination of where the freeway will need to end will be determined by additional traffic analysis.

Vista Connection

From a long-term planning perspective, there is a potential that the Wingfield Springs movement could change with the development of Pioneer Meadows and Kiley Ranch business parks. This would alleviate some of the pressure at Disc between Vista and Sparks Boulevards.

Connector Concepts through Sun Valley
From a mobility perspective, I think the alignment through Sun Valley would be dependent heavily on origins and destinations.

I think the middle alignment works better in relation to the surrounding existing road networks.

I think the alignment further south is likely the best option for the potential traffic movement in the area.

With the doubling of residential impacts related to the northern alignment, I would recommend dropping the northern alignment unless there is some significant advantage provided by keeping it as an option.

The residents in Sun Valley really do not want anything more done with Sun Valley Boulevard until the proposed western arterial is completed. We might want to look at not having an interchange at Sun Valley Boulevard and instead look at placing the interchange at the western arterial.

The movement from Sun Valley Boulevard south to El Rancho in the AM peak and then in reverse in the PM peak is substantial. The southern alignment with an interchange so close to El Rancho could result in significant traffic delays in this area. For this reason, I think the middle alignment is the best option. The northern alignment will not only impact homes, but there is also a school within that area.

It should be noted that any option through Sun Valley will segment the community and also have significant visual impact since it will involve elevated structures.

Connector Concepts at US 395

I think that the at-Parr and southern alignments fit better with the Purpose and Need.

I'd like to see traffic needs on Parr west of US 395 from the connector better addressed.

I'd like to see higher design speeds for the system-to-system interchanges.

I would eliminate the northern alignment from further consideration.

It is better to overlay the interchange over the existing Parr ramps which would limit impacts.

The at-Parr option would be a stronger option if access from Parr to the connector in both directions could be worked-out.

I prefer the southern option from a mobility standpoint. But the option could add some confusion at the Clear Acre/McCarran interchange area.

Perhaps we could eliminate access to the proposed future Sutro extension to eliminate some of the weaving movements generated by the south of Parr option.

I think the weaving movements on the southern alternative would create a great deal of confusion and safety issues.

It was noted that the southern alignment through Sun Valley would not work with the southern interchange at US 395 due to grades and westbound ramp lengths.

The south of Parr option seems too complex with too many ramp weaving movements.

The at-Parr option seems to be a better option from a freeway operations standpoint and maybe worth the trade-off without providing access to/from Parr Boulevard.

The at-Parr option would not be a good idea if access from Parr to Dandini is cut off.

The south of Parr alternative may have a fatal flaw as it may interfere with DRI's expansion plans.

NOTE: ***The next TAC meeting is scheduled for January 21, 2009, 1:30-3:30 PM at the NDOT District II conference room.***

Meeting adjourned at 2:00 p.m.

Attachment A
Attendance Roster

RTC PYRAMID HIGHWAY US 395 CONNECTION

Date: 10/15/09

TAC MEETING ROSTER

SIGNATURE	NAME	AGENCY	TELEPHONE	EMAIL
	Abdelmoez (Del) Abdalla	FHWA	775.687.1204	abdelmoez.abdalla@fhwa.dot.gov
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	Blaine Peterson	RTC		bpetersen@rtcwashoe.com
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RTC PYRAMID HIGHWAY US 395 CONNECTION

Date: 10/15/09

TAC MEETING ROSTER

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RTC PYRAMID HIGHWAY US 395 CONNECTION

Date: 10/15/09

TAC MEETING ROSTER

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	Howard Riedl	RTC	335-1872	hriedl@rtcwashoe.com
	Lee Gibson	RTC	348-0400	lgibson@rtcwashoe.com

Meeting Minutes

Project: Pyramid Highway/US 395 Connection

Purpose: Technical Advisory Committee Meeting

Date Held: January 21, 2010

Location: NDOT District II Conference Room
310 Galletti Way, Sparks NV

Attendees:

FHWA:	Hannah Visser, Andrew Soderborg
RTC:	Doug Maloy, Tom Greco, Chris Louis, Scott Gibson
NDOT:	Daniel Nollsch, Randy Travis, Phil Slagel, Amir Soltani
City of Reno:	John Toth
City of Sparks:	Jim Rundle
Washoe County:	Clara Lawson
BLM:	JoAnn Hufnagle
Reno/Sparks Indian Colony:	Scott Nebesky
Jacobs:	Bryan Gant, Jim Clarke, Chris Primus, Sara Ciasto, Chris Martinovich, John Karachepone, Mike McCarley
CH2M HILL:	Cindy Potter, David Dodson, Mark Gallegos

Copies: Attendees, File, Del Abdalla, Anita Lyday, Auro Majumdar, Bill Glaser, Bill Vann, Blaine Peterson, Carolyne Mulvihill, Gina McAfee, Howard Riedl, John Toth, Julie Masterpool, Mike Fuess, Mike Lawson, Neil Krutz, Sandra Monsalve, Steve Cooke, Steve Oxoby, Lee Gibson

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Summary of Discussion:

1. **Welcome and Introductions – Bryan Gant**
   - Bryan Gant welcomed attendees, provided introductions, and gave a brief overview of the meeting agenda, goals and objectives. A Draft Level 3 Alternatives map was provided for review.
   - The purpose of the meeting is to provide a status update, review initial traffic forecast results for alternatives comparison, review of concept refinements that have been performed, and provide an environmental outreach update.

2. **Study Process Review, Progress Update, and Alts Elimination Recap – Bryan Gant**
   - Bryan Gant provided an overview of the study process and progress to-date.
   - At north end of study area, a determination needs to be made regarding at what point to transition from freeway facility to either expressway or arterial facility.
   - Within the area between Delores and Eagle Canyon, the team is continuing to study various interchange types and how they will work together operationally.
   - In the area south of Sparks Boulevard the two alternatives which are being studied are the off-alignment (running along the west side of the valley above the developments to the west of Pyramid) and the on-alignment with frontage roads to assist in maintaining local access (the on-alignment without frontage roads alternative was screened out at the last TAC meeting).
   - With regard to the east-west connection, the focus has been primarily within the Disc Drive corridor; however, an extension through the Wedekind property has not yet been ruled out.

- Within the Sun Valley area, the team is still analyzing interchange operations at Sun Valley Boulevard or in the area of a potential future West Sun Valley arterial to determine which would best meet the needs of Sun Valley traffic.
- At the October 2009 TAC meeting, there was consensus for the elimination of the north-of-Parr interchange alternative at US 395 contingent upon whether Parr Boulevard/Dandini Boulevard access to the connector could be provided within the at-Parr alternative. If this access could be provided, the consensus was to move forward with additional study of the at-Parr and south-of-Parr alternatives.

3. **Traffic demand levels – Chris Primus**
   - Chris presented comparison travel demand levels within various segments along the alternatives being studied.
   - The alternatives have been modeled by RTC with the regional travel demand model. Five different "mix and match" model runs were used to model the various segments.
   - The model shows the amount of traffic attracted to the facility when it is improved; and the comparative results demonstrate that a different amount of traffic can result depending on the design of the improvements.
   - Chris explained a graphic depicting total daily volume along the Pyramid and US 395 connector corridors for the five model runs:
     - Future daily volume at Calle de la Plata is about 40,000 vehicles per day.
     - South of Eagle Canyon, more volume is attracted when it is designed as a freeway in contrast to an arterial.
     - If there is freeway access at Dolores, more volume uses the new facility. Otherwise local traffic uses arterials from the Lazy 5 interchange to access the Dolores area.
     - North of Sparks, future daily volume is about 110,000 per day.
     - With the On-alignment, the freeway (and frontage roads) carries almost 140,000 vehicles per day. In contrast, with an off-alignment, the freeway carries about 100,000 vehicles per day– and about 40,000 vehicles per day are on the existing Pyramid facility.
     - The location of the interchange with US 395 influences the amount of traffic on the new connector. The new facility carries more traffic with the South of Parr interchange location than the At-Parr interchange location. This is because the South of Parr location provides a more direct route to the Reno core for Pyramid corridor traffic than the At-Parr location.

4. **Level of Service by Segment – John Karachepone**
   - John provided a brief overview of the process for converting travel demand numbers to level of service measurements which can be used to determine the types of facilities that would serve the demand at an acceptable level of service during peak travel times.
   - The travel demand model output is processed through nationally accepted NCHRP 255 methodologies to develop design hour traffic volumes for traffic operations analysis and traffic simulation study.
   - Traffic operations analysis and traffic simulation allows the design team to answer questions related to alternative designs at specific locations within the study corridor, and to fine-tune the design at an appropriate level to achieve the operational and safety goals of the project.
   - We have worked closely with NDOT staff in developing the design hour traffic volumes, and these travel forecasts are now approved by NDOT as suitable for alternative evaluations for Pyramid Highway/US 395 Connection.

5. **Northern Terminus Facility Types and Los Altos Connection Options– David Dodson**
   - David provided an overview of the alternatives being evaluated for a northern freeway facility terminus/transition to expressway or arterial facility.
   - Option 1: Extension of high order, controlled access facility north of Eagle Canyon and Sky Ranch with a terminus at a signalized intersection at Egyptian Drive. This would include an interchange at Eagle Canyon.
   - Option 2: This option would extend the high order, controlled access facility north of Egyptian Drive with an interchange at Egyptian Drive. The terminus would be a signalized intersection at Calle de la Plata.

- Option 3: This option would terminate the high order, controlled access facility north of the Sparks Boulevard/Lazy 5 Parkway split diamond location and transition to a signalized arterial with signals at Dolores, Robert Banks, and Eagle Canyon.
- Traffic analysis thus far indicates that Option 3 would not satisfy travel demand. A higher order facility would be needed up to Eagle Canyon to satisfy projected travel demand. Traffic analysis also indicates that the high order facility does not need to be extended beyond Egyptian Drive. Analysis indicates that demand is met with an interchange at Eagle Canyon with transition to arterial and signalized intersection at Egyptian Drive.
- The study team is still in the process of analyzing interchange types to determine which would best serve projected demand at the various locations while limiting impacts to existing and planned development in the area.
- The team is still analyzing the on- and off-alignments within the area between Disc Drive and Sparks Boulevard. To address concerns raised at the last TAC meeting, the team is analyzing the potential need for providing more direct access from Los Altos to the mainline within the off-alignment option. Further traffic modeling will aid in making this determination. A direct connection from Los Altos to an off-alignment mainline would likely result in significant impacts due to existing development. This access may be able to be addressed with the interchange layout at Disc Drive and the off-alignment alternative.

6. Disc Drive Extension: Pyramid to Vista – Sara Ciasto

- Sara provided an overview of the Disc Drive Extension Alternative from Pyramid to Vista including preliminary lane configurations and potential facility types.
- Initial findings indicate the need for Disc Drive to be a 6 lane arterial facility from Pyramid Highway to Sparks Boulevard.
- At Pyramid and Disc, initial findings indicate the need for dual lefts and dual rights from Disc to Pyramid.
- At the intersection of Disc and Galleria, preliminary analysis calls for dual lefts at all four quadrants in addition to acceleration lanes for right turn movements. Further traffic analysis is needed to determine whether all lanes/movements are necessary to meet policy level of service, but for initial layout and potential impacts, the team opted to show the maximum potential build-out.
- Based on access management standards within the RTP, from Galleria to the east, Disc is classified as a moderate access arterial. This would limit side street access between Galleria and Sparks Boulevard to right-in/right-out configurations with left-in configurations where they are possible. Left-out configurations are restricted by the access management standards.
- Disc is constrained between Sparks and Vista Boulevards due to current development. Due to space constraints the team is currently looking at a three lane westbound and two lane eastbound configuration in this area.
- As shown, eastbound left turn movements to commercial properties on the north side would be precluded due to spacing and queuing requirements on Disc at both the Sparks Boulevard and Vista Boulevard intersections.
- To meet access management standards, reducing the number of driveway accesses to the commercial properties on the north side of Disc between Sparks and Vista from the existing five to three would need to be considered.

7. Sun Valley Crossing – Sara Ciasto

- Per the conversation at the last TAC meeting, the team looked at an interchange involving the connector and the proposed future West Sun Valley Arterial as shown in the RTP. Initial analysis indicates that a typical diamond interchange would not be an option due to grades and ramp length requirements. A split diamond interchange between Sun Valley Boulevard and a West Sun Valley arterial was also considered. However, the frontage road grades between the two would approach 10 percent which is not feasible.
- Potentially feasible interchange layout options were reviewed for a potential future West Sun Valley arterial interchange location.
- Sun Valley Boulevard interchange alternative options were also reviewed. Any of the interchange types at this location would involve local access impacts as well as additional right-of-way impacts.

8. US 395 Interchange Alternatives – Sara Ciasto

- Sara provided an overview of the at-Parr and south-of-Parr interchange alternatives currently being considered. As per the discussion at the previous TAC meeting, the at-Parr alternative has been modified to accommodate connector access from Parr/Dandini Boulevard. As this access has proven to be feasible, the north-of-Parr alternative will be dropped from further analysis as per recommendations made at the October 2009 TAC meeting. The at-Parr and south-of-Parr alternatives will be carried forward for further analysis.
- The at-Parr alternative would require some realignment of Dandini. In discussions with DRI, their master plan at this time shows Raggio Parkway eventually becoming the primary through-road with Dandini as the secondary access. If the at-Parr alternative is selected as the preferred alternative, it is likely that the geometry of the connector, Dandini, and Raggio could be reworked to better fit with their master plan needs.
- The existing Clear Acre on- and off-ramps from US 395 would need to be eliminated for the south-of-Parr alternative in order to make the interchange work due to its proximity to the US 395/Clear Acre/McCarran/Sutro interchange. The proximity issues also make this alternative relatively complex.

9. Environmental Update – Jim Clarke

- Jim Clarke provided a brief update on environmental activity since the last TAC meeting.
- The team, FHWA and NDOT recently met with the Reno-Sparks Indian Colony (RSIC) to discuss some of their concerns with possible impacts to their commercial development plans for a parcel they own on Pyramid and Eagle Canyon. They also provided the RSIC with a Section 106 update. The team will continue to meet with the RSIC as more traffic analysis is performed and potential facility options are pared down further.
- Wetland and biological fieldwork crews were unable to begin surveys this month due to the recent snows. Weather permitting, the crews plan to come out again in early February.
- Initial noise monitoring began the week of January 18th.
- The team is beginning to inventory potentially historic structures within the study area and will be evaluating these structures for National Register of Historic Places eligibility.
- Archeological surveys will not begin until a better defined corridor is provided, however, the team is working ahead to get the permissions needed from the various agencies so that fieldwork can move forward once a more defined corridor is identified.
- Administrative EIS is anticipated to be ready for review in early fall of 2010.
- A signed Draft EIS for agency and public review is anticipated in spring 2011.
- A signed Final EIS is anticipated for early 2012.
- Record of Decision is anticipated in summer 2012.

10. Public Outreach Activity Update – Bryan Gant

- Bryan provided a brief overview of the public outreach activity that has taken place since the last TAC meeting.

11. Next Steps – Bryan Gant

- The team would like to have the next TAC meeting as soon as feasible so that decisions can be made regarding additional alternatives screening in order to move the Level 3 screening process along.
- The team has begun the initial analysis of the supplemental alternatives that have been carried forward (lane types, transit options, etc.) and would like to begin presenting initial findings to the TAC and begin the screening process for these supplemental alternatives.

12. Q & A

Q: Are greater traffic volumes projected on the connector with the at-Parr or south-of-Parr alternative?

A: According to the model, the south-of-Parr alternative attracts greater volumes.

Q: Have you considered using measurements other than LOS as a comparison parameter?

A: Our measures of effectiveness are not limited to LOS. The team will be looking at several different parameters including travel time.

Q: What are the travel demand numbers based on?

A: The travel demand model generates projected volumes based on forecasted population and employment numbers as well as land use designations.

Q: Are the travel demand models adjusted for the current economic downturn with many of the planned developments on hold indefinitely?

A: We are currently looking at two sets of numbers, those within the adopted RTP and a lower demand threshold as requested by NDOT to account for potential changes to projected demand brought about by the economic downturn. This approach will be outlined in detail within the EIS.

Q: Has LOS analysis been performed on the Disc Drive alternative from Pyramid east to Vista?

A: LOS analysis has not yet been performed at this location.

Q: Why would you want to restrict yourself to existing right-of-way on Disc between Sparks and Vista? Wouldn't we want to assume that we need to build what meets demand? We should be looking at what is needed despite existing constraints and then back-off from there if it becomes necessary.

A: We felt that this area was particularly sensitive due to existing development. The team can certainly look at widening the facility to what is needed and look at ROW impacts. The team does need to take into consideration all potential impacts including environmental and it would be prudent to pare down the ROW impacts upfront rather than waiting for the public to demand that those changes be made. In this case the team will define what is needed and then look at what can pared down to and determine an optimal trade-off scenario.

Q: Does the travel model show sufficient demand for a West Sun Valley Arterial connection point?

A: The model indicates that there is less demand traveling east on the West Sun Valley interchange alternative while there is greater demand traveling west. The opposite is true when the Sun Valley Boulevard interchange alternative is modeled. The infrastructure required for a West Sun Valley interchange is due to geometric and safety issues and not based upon projected demand for the facility.

Q: Is it really necessary to provide access to the connector from Sun Valley? What about limited access/half interchange (on-ramp eastbound, off-ramp westbound)?

A: The team has modeled the connector with limited access to and from the east. We will know more once we have had more opportunity to meet with Sun Valley residents to further discuss what type of access, if any, the community would desire.

Q: Is there a significant reduction in right-of-way impacts with the West Sun Valley Arterial interchange location as compared to an interchange at Sun Valley Boulevard?

A: Upon cursory review, there would be some reduction in right-of-way impacts, but it is not believed to be a significant difference between the two alternatives. Further analysis will be required to determine the exact number of impacts.

Q: When is it anticipated that the proposed West Sun Valley Arterial would be needed?

A: The proposed West Sun Valley Arterial is part of the 2018 planning horizon.

Q: Will the system-to-system ramps be built as single or double lane facilities?

A: The system-to-system ramps at US 395 will likely need to be double lane facilities due to initial travel demand findings.

Q: Will the cooperating agencies also have the opportunity to review the Administrative EIS prior to the signed Draft EIS?

A: Yes, cooperating agencies will have the opportunity to review and comment on the Administrative EIS.

13. **Comments**

Note was made that the 2018 and 2030 horizon forecasts in the current RTP have been adjusted based on a consensus forecast to reflect the anticipated effects of the current economic conditions on those growth horizons. These numbers will be provided by the RTC to the study team and will be reflected in the travel demand model.

It was noted that the West Sun Valley Arterial interchange with the connector would require a significant amount of new infrastructure which might not be cost-effective given the potential travel demand for an interchange at this location.

Note was made that the team does have plans to hold a focused design workshop in Sun Valley to get a better idea of the community's views on what level of access they need/desire, potential interchange locations/types, and potential impacts within the community.

Note was made that historically the Sun Valley community has generally been against any widening, additional signalization, or other improvements that might add traffic to Sun Valley Boulevard.

As the study moves forward, it will be important to understand the functionality of the at-Parr and south-of-Parr interchange alternatives, LOS, and cost comparisons.

Note was made that with the current south-of-Parr configuration, there would be no access to Clear Acre/McCarran when traveling westbound on the connector. This may prove to be in conflict with driver expectations as well as preclude the connector being used by those traveling from the Pyramid corridor to destinations within northwest Reno.

One of the benefits of the at-Parr alignment would be that traffic traveling toward northwest Reno could potentially take the connector to Parr Boulevard and use Parr to travel to South Virginia, allowing them to avoid traffic at the Clear Acre/McCarran interchange.

The at-Parr alternative would also potentially improve conditions at the current Parr Boulevard/US 395 interchange.

Note was made that the team should consider noticing City of Sparks residents regarding CAB presentations and other outreach activities in Spanish Springs and Sun Valley so that they have an opportunity to be more involved in the process. Perhaps this could be accomplished by posting notices at Sparks City Hall and other venues where City residents are more likely to see these notices.

NOTE: An outlook invite will be distributed after a date has been determined for the next TAC meeting. There will be no TAC meeting in February.

Meeting adjourned at 3:30 p.m.

Attachment A
Attendance Roster

JAN 21, 2010:- PYRAMID HWY/US 395 CONNECTION - TAC MTG # 10

NAME	ORGANIZATION	PHONE #	EMAIL ADDRESS
JOHN KARACHEPONE	JACOBS	702 914 2707	John.Karachepone@Jacobs.com
Cindy Potter	CH2M HILL	329-7300	cpotter@ch2m.com
David Dodson	CH2M Hill	329-7300	david.dodson@ch2m.com
Jim Clarke	Jacobs	303-820-5015	jim.clarke@jacobs.com
HANNAH VISSER	FHWA	775-687-5322	hannah.visser@dot.gov
Chris Primus	Jacobs	3038204875	chris.primus@jacobs.com
SCOTT NEBESKY	RSIC	221-1585	SNEBESKY@RSIC.ORG
Jo Ann Hufnagel	BLM	775 885-6144	jhufnagl@blm.gov
MARIE GALLEGOS	CH2M HILL	329 7300	MGALLEGO@CH2M.COM
Sara Ciasto	Jacobs	303.2235810	sara.ciasto@jacobs.com
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JOHN TOTH	RENO	775-326-6311	TOTHJ@RENO.GOV
Randy Travis	NDOT	888-7158	rtravis@dot.state.nv.us
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[illegible] LEWIS	RTC	335-1864	clewis@rtcwashoe.com
AMIR SOLTANI	NDOT	888-7321	ASOLTANI@DOT.STATE.NV
Clara Lawson	W.C.		
Chris Martmovich	Jacobs		

Meeting Minutes

Project: Pyramid Highway/US 395 Connection

Purpose: Technical Advisory Committee Meeting

Date Held: August 19, 2010

Location: NDOT District II Conference Room
310 Galletti Way, Sparks NV

Attendees:

FHWA:	Andrew Soderborg
RTC:	Doug Maloy, Chris Louis, Debra Goodwin
NDOT:	Daniel Nollsch, Randy Travis, Phil Slagel
City of Reno:	N/A
City of Sparks:	Jim Rundle, Jon Ericson
Washoe County:	Clara Lawson
BLM:	JoAnn Hufnagle
Reno/Sparks Indian Colony:	N/A
Jacobs:	Bryan Gant, Jim Clarke, Chris Primus (by phone), Sara Ciasto, Chris Martinovich, Ben Taylor
CH2M HILL:	Leslie Regos, David Dodson, Mark Gallegos

Copies: Attendees, File, Del Abdalla, Amir Soltani, Anita Lyday, Carolyne Mulvihill, Charla Honey, Chris Young, Cindy Potter, Denise Thompson, Gina McAfee, Hannah Visser, Howard Riedl, Julie Masterpool, Lee Gibson, Mike Fuess, Mike McCarley, Neil Krutz, Scott Gibson, Scott Nebesky, Sienna Reid, Steve Cooke, Tom Greco, Amy Cummings

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Summary of Discussion:

1. **Welcome and Introductions – Bryan Gant**
   - Bryan Gant welcomed attendees, provided introductions, and gave a brief overview of the meeting agenda, goals and objectives. A packet containing a meeting agenda; summary of previous TAC meeting outcomes; Purpose and Need elements; Screening Process Workflow summary; screening summaries for levels 1 through 2B; and level 3 alternatives graphic were provided for review and reference.
   - Goal of today's TAC meeting is to provide an in-depth review of TAC and study progress, decisions to-date, and level 3 alternatives.

2. **Project Status update – Bryan Gant**
   - Bryan Gant provided an updated on the current status of the study and reviewed major themes and outcomes from previous TAC meetings.
   - Study was placed on hold in early 2010 to allow the RTC to reconsider their major project priorities as well as develop a new travel demand model based on changes to population forecasts and changes to land use densities and allocations. The new Interim Consensus Forecast Model has lower overall population cap totals and redistributes higher densities within the urban core around transit oriented development centers.
   - During the hold period, the team spent some time looking at what impact the revised model would have on the previous work performed and decisions made regarding the alternatives studied as

part of the Pyramid Highway/US 395 Connection EIS. Three overall questions needed to be addressed with the new model:
  - Are both the proposed Pyramid/McCarran Intersection and Pyramid/US 395 Connection facilities needed?
  - Does the new model affect any of the concept decisions made to-date?
  - Should we be looking at an arterial connection versus a freeway due to the potential drop in volumes?
- RTC has run 20 different scenarios of ICF model runs to help the team to answer these questions.
- ***Do we need both the Pyramid/McCarran Intersection and Pyramid/US 395 Connection facilities?*** Model runs indicate that the Pyramid/McCarran intersection project would improve operations at the intersection, but would not alleviate congestion issues within the rest of the corridor and surrounding facilities. This would indicate that both projects will be needed.
- ***Does the 2030 ICF affect any of the decisions made during the alternative screening process thus far?*** Model runs using the new ICF data indicate that the alternatives analysis process and decisions made remain valid. Additional modeling performed included the following concepts:
  - Widening Pyramid to 6 lanes from Eagle Canyon to Queen Way
  - 6-lane West Sun Valley Arterial from Eagle Canyon to Dandini
  - Sparks Blvd as 6-lane expressway from Pyramid to I-80
  - 6-lane arterial on Pyramid connecting to a six lane connector arterial to US 395
  - 6-lane Pyramid Freeway with 6-lane US 395 connection freeway.

3. Project Phasing – Bryan Gant

- Direction has been received from the RTC to begin development of phasing concepts for the project. Phasing can potentially have impacts on the NEPA process, however, there is consensus that the scale of the project is such that phasing will be necessary in order to accommodate available funding. The team has begun considering various phasing options that might be employed and will work on more detailed phasing concepts once a preferred alternative has been selected.
- Items that will need to be considered during the development of phasing concepts include:
  - Independent utility - each segment will need to stand alone in order to obtain NEPA clearance.
  - Cost – segments will need to be of a scale that can be built given budget constraints.
  - Interim infrastructure needs – what type of infrastructure will be needed to operate each segment until the next segment can be built?

4. Review of Organizational Structure and Roles – Leslie Regos

- Leslie provided a review of the project organizational structure and the membership make-up and roles of each group.
- The TAC was reminded that they represent their respective agencies and are asked to advise the PMT on each agency's overall perspective and suggestions regarding the project. Each representative is also asked to keep their organizations updated on progress. The TAC serves as both an advisory and recommending body.
- As the study moves forward, the TAC will be asked to make recommendations regarding preferred alternatives to be carried into the DEIS, phasing alternatives and prioritization, and environmental impact mitigation ideas and recommendations.

5. Project Progress Review – Bryan Gant

- Bryan provided a review of the project progress to-date and a review of past TAC meetings including major items discussed and recommendations made by the TAC during each meeting. A summary highlighting the major items covered at each meeting was provided for review.
- An overview of the screening Levels 1 through 2B was provided. Summary for each screening level was provided for review.

6. Environmental Update – Jim Clarke

- There has been some discussion regarding potential funding limitations and how these might affect the NEPA process. In order to get a Record of Decision (ROD), all proposed improvements that we receive the ROD for need to be included in the RTC's long-range, fiscally constrained plan. Currently, the entire project is in the long-range plan, however, in anticipation that this might not be the case down the road we have begun having discussions regarding what the implications might be for the NEPA process.
- Alternative NEPA processes have been discussed:
    - Tiered Process
    - Splitting out the US 395 connection and developing a linking planning and NEPA process
    - Continue with EIS and possibly request a Phased ROD
    - PMT feels a phased ROD makes the most sense at this point.
- 2035 will be used as the design horizon year for the DEIS and FEIS to be consistent with the RTC's long-range plan (the RTP) which they will begin updating in 2011. FHWA and NDOT concur with the use of this horizon year for this study.
- Historic evaluation, archeological, wetlands, biological, and noise monitoring field surveys will begin in approximately 3-4 weeks. A notice has been posted to the project website, email notifications have gone out and County Commissioners have been notified.

7. Off-Alignment Options and Impacts – David Dodson

- David provided an overview of the Pyramid off-alignment alternatives including an introduction of the "Ridge" alignment concept developed since the last TAC meeting.
- QUANTM analysis tool was used early on in the development of the off-alignment concepts through open space area west of the existing Pyramid Highway.
- The Off-alignment concept runs along the hillside just west of the commercial developments to on the west side of Pyramid.
- The new "Ridge" alignment would run through the open space between Pyramid Highway and the Sun Valley Community.
- Besides location, the primary differences would be geometric and operational with the connection at Disc & Pyramid.
- The assumption is that a full service interchange would be needed for the off-alignment to service traffic from Pyramid traveling both south and northbound on the new mainline alignment due to its proximity to the Disc/Pyramid intersection.
- Since the ridge alignment is approximately 1 mile from Pyramid/Disc intersection, a directional interchange is shown (ramps to and from the east). A full service interchange may not be necessary with this mainline alignment location as northbound traffic would likely access the new mainline further north along existing Pyramid Highway rather than at the extended Disc interchange location.
- Further traffic modeling will be necessary to confirm traffic operational differences.
- Both the ridge and off-alignment alternatives would have visual impacts, but the ridge alignment is tucked further into the hills and would likely have fewer visual impacts to the Spanish Springs area, but would have more impacts to the Sun Valley area.
- The ridge alignment is a little shorter than the off-alignment and would potentially provide some construction cost savings.
- The off-alignment concentrates the impacts onto the already developed commercial area, whereas the ridge alignment would bisect what is currently open space.
- The ridge alignment would significantly impact visibility to the commercial properties within the corridor more so than the off-alignment.
- Both options will require significant earthwork.
- ***The consensus was that the off-alignment, ridge alignment, and on-alignment alternatives should be studied further before any decision is made to screen out any of these alternatives and that a fully directional interchange be analyzed for the ridge alignment/connection.***

8. US 395 Interchange Alternatives – Sara Ciasto

- Sara provided a review of the south-of-Parr and at-Parr interchange alternatives.

- Information was received from DRI regarding their future expansion plans. Upon review of these plans, it was determined that the south-of-Parr interchange alternative would significantly impact the DRI's expansion.
- The south-of-Parr interchange alternative is considered less desirable than the at-Parr alternative for the following reasons:
    - Significant impacts to the DRI's expansion plan
    - Conflicts with any future build out of US 395
    - Traffic operational challenges with the existing ramps at Oddie, Clear Acre, and McCarran
    - Reduced flexibility and ROW impacts
- ***TAC recommended that due to the impacts and general operational and engineering issues, the south-of-Parr alternative should be screened out from further evaluation.***

9. New Concept Submitted – Bryan Gant

- Since the last TAC meeting, a new concept (H-20) has been submitted for consideration. This concept would connect Pyramid to Sun Valley Boulevard while using connections to El Rancho and Rock Boulevard to distribute traffic. This concept will be put through the screening process and the PMT will bring the results back to the TAC for additional review and consideration.

10. Next Steps – Bryan Gant

- Work on getting clarification regarding projected population numbers to make sure the models being used are accurate.
- Request official traffic runs for each of the alternatives using the ICF numbers (including the new H-20 alternative).
- Develop no-action and build networks based on the ICF model runs for both opening year and 2035 horizon year.
- Prepare CORSIM microsimulation analysis of the alternatives using the ICF model outputs.
- Meet with NDOT engineers to go over design criteria and obtain input.
- Begin more detailed engineering of alternatives (this will begin once the CORSIM model is available).
- Begin environmental field studies. These will continue through the end of the year.
- PMT will be scheduling a focused workshop with Sun Valley residents to introduce the concepts under consideration and obtain feedback regarding any potential concerns.

11. Q & A

Q: Why doesn't converting Sparks Boulevard to a 6 lane expressway move enough traffic off of Pyramid to relieve congestion?

A: Many of the origins and destinations tend to be moving from Spanish Springs to the Reno core and southwest Reno – this movement is currently supported by Pyramid. By only converting Sparks Blvd, we would be addressing only a portion of the origins and destinations while failing to address the much larger set moving south and west of the corridor – Sparks Blvd would be out of direction travel for the traffic wanting to travel south and west of the corridor.

Q: What is RTC's level of service standard?

A: RTC's level of service standard is LOS E or better.

Q: Has a 4-lane connector been modeled?

A: A 4-lane connector concept has not been modeled. The thinking is that there is little difference in the footprint between a 6-lane and 4-lane facility, so it would make more sense to model the higher capacity facility. It is likely that the facility will be built out as a 4-lane freeway with the capacity to expand to a 6-lane facility at a later date as the need dictates.

Q: Was there an issue with the Alturas power lines with either the at-Parr or south-of-Parr interchange alternatives?

A: The at-Parr alternative would require some weaving through the existing Alturas facilities, but does not pose a fatal flaw.

Q: Isn't the City of Reno processing a special use permit for a substantial expansion of DRI's facilities?

A: Yes, we believe that this is in the works at this time. This is one of the reasons we are recommending screening out the south-of-Parr interchange alternative.

Q: Does the US 395 Connection still have a projected 60,000 ADT?

A: This is still the projected ADT using the ICF model.

Q: Does the at-Parr alternative accommodate all movements?

A: Yes.

Q: Due to the volume of traffic that the US 395 connection is going to load onto the Spaghetti Bowl, are there plans to improve the Spaghetti Bowl to accommodate this traffic load?

A: Yes, there are currently plans for further improvements to the I-80/US 395 Spaghetti Bowl in the future. In addition, the team will be analyzing the necessary improvements to US 395 should there be no improvements completed along this section prior to opening the connector.

13. **Comments**

Note was made that the state demographer's current estimation is that the Reno/Sparks area will see a decline in population over the next 10 years, beginning to rise again in the 2020 timeframe. By 2030, it is estimated that the population in the region will be similar to the current populations (i.e., ~zero net population growth by 2030). [The project team was not aware of these estimates and will be looking into it further.]

I would like to see proposed cut/fill lines for the off-alignment and ridge alignment alternatives to get a better idea of the impacts of each.

Note was made that businesses may prefer an off-alignment or ridge alignment option as this provides the opportunity to turn Pyramid into more of an attractive parkway providing better access to the commercial sites as well as opening up the possibility for better aesthetic and multimodal options rather than converting Pyramid into a controlled-access freeway facility.

I think regardless of whether we go with the off-alignment or the ridge alignment we should still provide for movements in all directions at the interchange in the area of Disc Drive to provide for driver expectation of being able to enter/exit the freeway facility at the same location.

Note was made that the ridge line above the commercial developments on the west side of Pyramid would be within the City of Sparks' sphere of influence and therefore the team should be discussing this concept with the City's Parks & Recreation staff. West of the ridge would be Washoe County jurisdiction while east of the ridge would be City of Sparks jurisdiction.

Request was made to have meeting presentation materials distributed to the TAC along with meeting summary.

NOTE: There was an outlook invite sent out in error that showed the TAC meetings recurring monthly. TAC meetings will be held bi-monthly (any exceptions to this will be sent out as a separate meeting invite). A new outlook invite will be sent out reflecting a bi-monthly recurrence.

The Next TAC meeting will be held October 21, 2010 from 1:30-4:00pm at the NDOT District II conference room.

Meeting adjourned at 3:40 p.m.

Attachment A
Attendance Roster

RTC PYRAMID HIGHWAY US 395 CONNECTION

Date: 8/19/10

TAC MEETING ROSTER

SIGNATURE	NAME	AGENCY	TELEPHONE	EMAIL
	Abdelmoez (Del) Abdalla	FHWA	775.687.1204	abdelmoez.abdalla@fhwa.dot.gov
	Amir Soltani	NDOT	775.888.7321	asoltani@dot.state.nv.us
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	~~Bill Glaser~~	~~NDOT PM Division~~	~~775.888.7603~~	~~wglaser@dot.state.nv.us~~
	Bryan Gant	Jacobs		bryan.gant@jacobs.com
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	Chris Louis	RTC	775.335.1864	clouis@rtcwashoe.com
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RTC PYRAMID HIGHWAY US 395 CONNECTION

Date: 8/19/10

TAC MEETING ROSTER

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	Leslie Regos	CH2M HILL	775.329.7300	lregos@ch2m.com
	Mark Gallegos	CH2M HILL	775.329.7300	mark.gallegos@ch2m.com

RTC PYRAMID HIGHWAY US 395 CONNECTION

Date: 8/19/10

TAC MEETING ROSTER

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	Randy Travis	NDOT	775-888-7158	rtravis@dot.state.nv.us
Sara Ciasto	Sara Ciasto	Jacobs		sara.ciasto@jacobs.com
	Scott Gibson	RTC		sgibson@rtcwashoe.com
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	Sienna Reid	TMRPA		sreid@tmrpa.org
	Steve Cooke	NDOT		scooke@dot.state.nv.us
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PYRAMID HIGHWAY RTC US 395 CONNECTION

Date: 8/19/10

TAC MEETING ROSTER

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Attachment B
Presentation Slides

TAC meeting #11

August 19, 2010

JACOBS

RTC PYRAMID HIGHWAY US 395 CONNECTION

NEVADA DOT

RTC PYRAMID HIGHWAY US 395 CONNECTION

Agenda

Goal:

In-Depth Review of TAC & Study Progress, Decisions to Date, and Level 3 Screening Items.

JACOBS

RTC PYRAMID HIGHWAY US 395 CONNECTION

Study Status Update

ITEM	LEVEL 1	LEVEL 2 2A	LEVEL 2 2B	LEVEL 3*
Analysis Type	Qualitative P&N Analysis and Fatal Flaw	Major Env. & Traffic Demand	Schematic** Design, Traffic, Env.	H/V Geometry, Traffic Ops, Detailed Env.
Design Level	Corridor Identification	"Fat" Line Concepts	Single Line Sketches	Up to 15 - percent H/V Alignments
Number of Alternatives	Numerous Alternatives	Several Alts.	Fewer Alts.	Few Alternatives
Decision Point***	July 08 TAC	Sep 08 TAC	Feb 09 TAC	May 09 TAC	TAC

JACOBS

RTC PYRAMID HIGHWAY US 395 CONNECTION

Project Status Update

Last TAC January 21, 2010:

- Study Was on Hold March - July 2010.
  - RTC Board Reconsider Priorities
  - Analyze Impacts of New Model
- RTC Interim Consensus Forecast Model (ICF)
  - 2040 RTP Model versus 2030 ICF Model

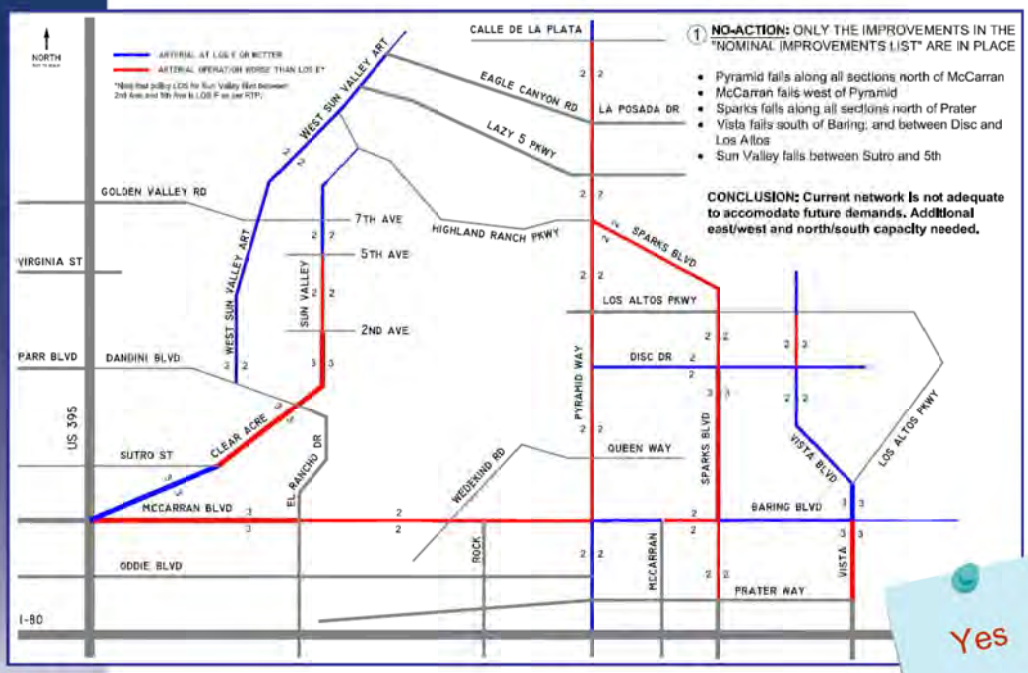
JACOBS

2030 ICF Model Check Questions:

1. Are both the Pyramid McCarran Intersection and US 395 Connector EIS projects needed?
2. Does the new model affect the concept decisions we've already made?
3. Would arterials be more appropriate than a freeway?

20 Model Runs Requested & Analyzed

Are both the Pyramid McCarran Intersection and US 395 Connector EIS projects needed?



1 **NO-ACTION:** ONLY THE IMPROVEMENTS IN THE "NOMINAL IMPROVEMENTS LIST" ARE IN PLACE

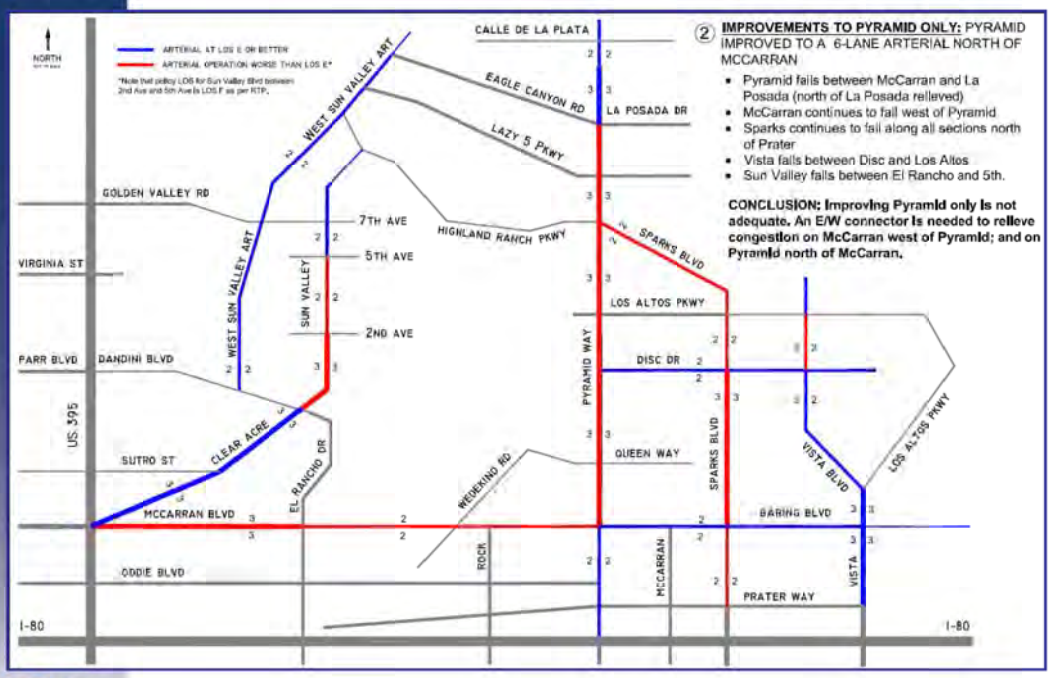
- Pyramid fails along all sections north of McCarran
- McCarran fails west of Pyramid
- Sparks fails along all sections north of Prater
- Vista fails south of Baring; and between Disc and Los Altos
- Sun Valley fails between Sutro and 5th

CONCLUSION: Current network is not adequate to accomodate future demands. Additional east/west and north/south capacity needed.

Yes

RTC PYRAMID HIGHWAY US 395 CONNECTION

Does the new model affect the concept decisions we've already made?



2 IMPROVEMENTS TO PYRAMID ONLY: PYRAMID IMPROVED TO A 6-LANE ARTERIAL NORTH OF MCCARRAN

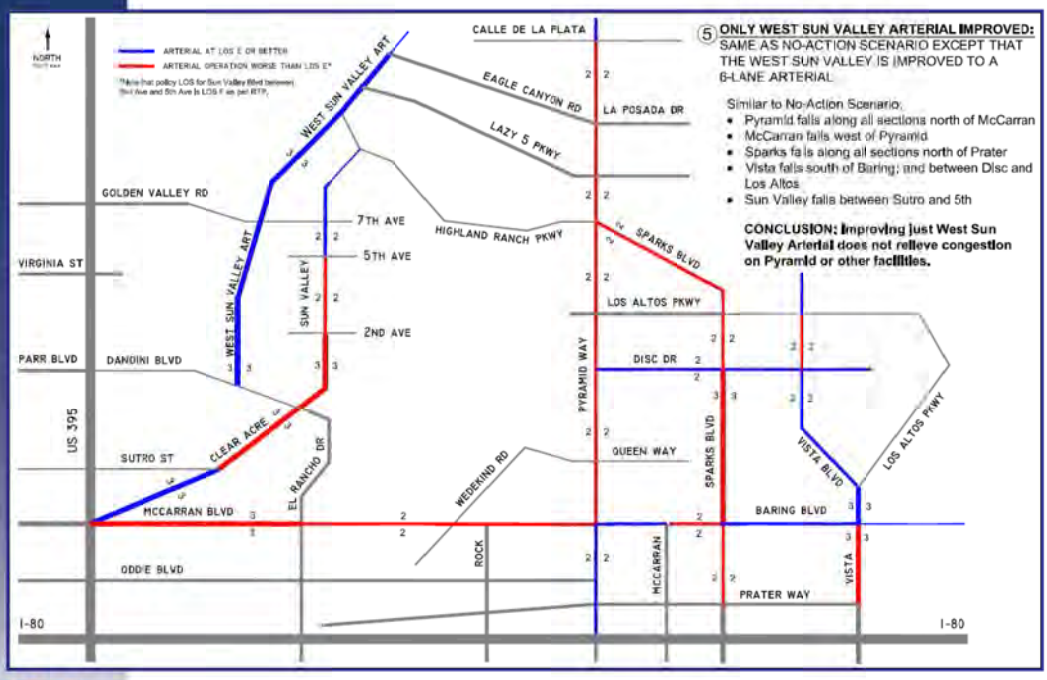
- Pyramid fails between McCarran and La Posada (north of La Posada relieved)
- McCarran continues to fail west of Pyramid
- Sparks continues to fail along all sections north of Prater
- Vista fails between Disc and Los Altos
- Sun Valley fails between El Rancho and 5th.

CONCLUSION: Improving Pyramid only is not adequate. An E/W connector is needed to relieve congestion on McCarran west of Pyramid; and on Pyramid north of McCarran.

JACOBS

RTC PYRAMID HIGHWAY US 395 CONNECTION

Does the new model affect the concept decisions we've already made?



5 ONLY WEST SUN VALLEY ARTERIAL IMPROVED: SAME AS NO-ACTION SCENARIO EXCEPT THAT THE WEST SUN VALLEY IS IMPROVED TO A 6-LANE ARTERIAL

Similar to No-Action Scenario:

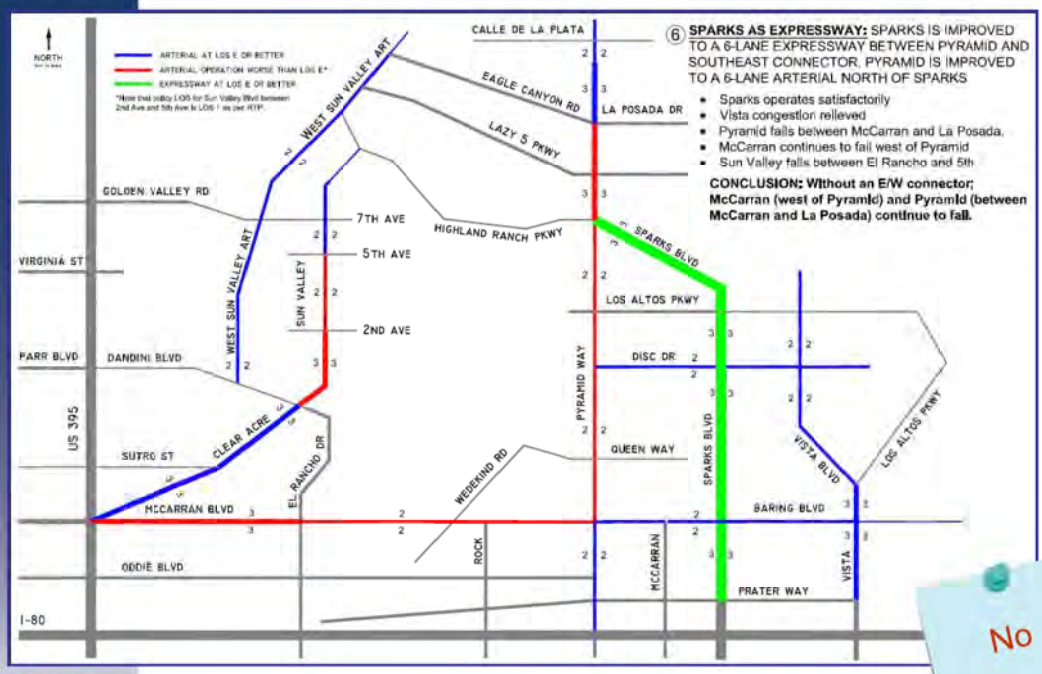
- Pyramid fails along all sections north of McCarran
- McCarran fails west of Pyramid
- Sparks fails along all sections north of Prater
- Vista fails south of Baring; and between Disc and Los Altos
- Sun Valley fails between Sutro and 5th

CONCLUSION: Improving just West Sun Valley Arterial does not relieve congestion on Pyramid or other facilities.

JACOBS

RTC PYRAMID HIGHWAY US 395 CONNECTION

Does the new model affect the concept decisions we've already made?



6 SPARKS AS EXPRESSWAY: SPARKS IS IMPROVED TO A 6-LANE EXPRESSWAY BETWEEN PYRAMID AND SOUTHEAST CONNECTOR. PYRAMID IS IMPROVED TO A 6-LANE ARTERIAL NORTH OF SPARKS

- Sparks operates satisfactorily
- Vista congestion relieved
- Pyramid fails between McCarran and La Posada.
- McCarran continues to fail west of Pyramid
- Sun Valley fails between El Rancho and 5th

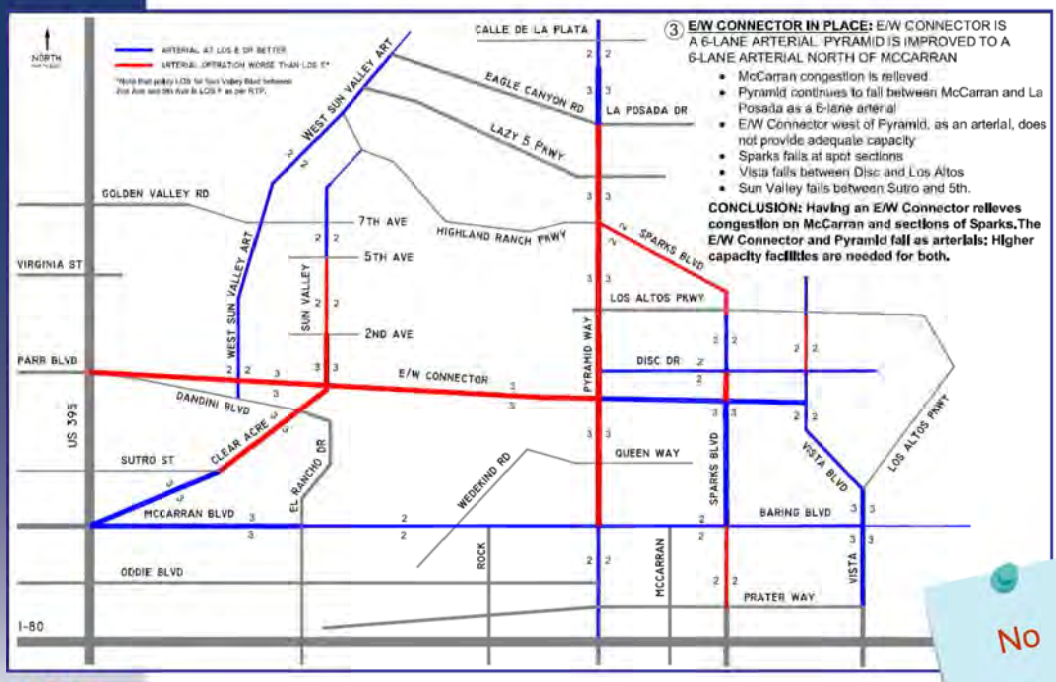
CONCLUSION: Without an E/W connector; McCarran (west of Pyramid) and Pyramid (between McCarran and La Posada) continue to fail.

No

JACOBS

RTC PYRAMID HIGHWAY US 395 CONNECTION

Would an arterial be more appropriate than a freeway?



3 E/W CONNECTOR IN PLACE: E/W CONNECTOR IS A 6-LANE ARTERIAL. PYRAMID IS IMPROVED TO A 6-LANE ARTERIAL NORTH OF MCCARRAN

- McCarran congestion is relieved
- Pyramid continues to fail between McCarran and La Posada as a 6-lane arterial
- E/W Connector west of Pyramid, as an arterial, does not provide adequate capacity
- Sparks fails at spot sections
- Vista fails between Disc and Los Altos
- Sun Valley fails between Sutro and 5th.

CONCLUSION: Having an E/W Connector relieves congestion on McCarran and sections of Sparks. The E/W Connector and Pyramid fail as arterials: Higher capacity facilities are needed for both.

No

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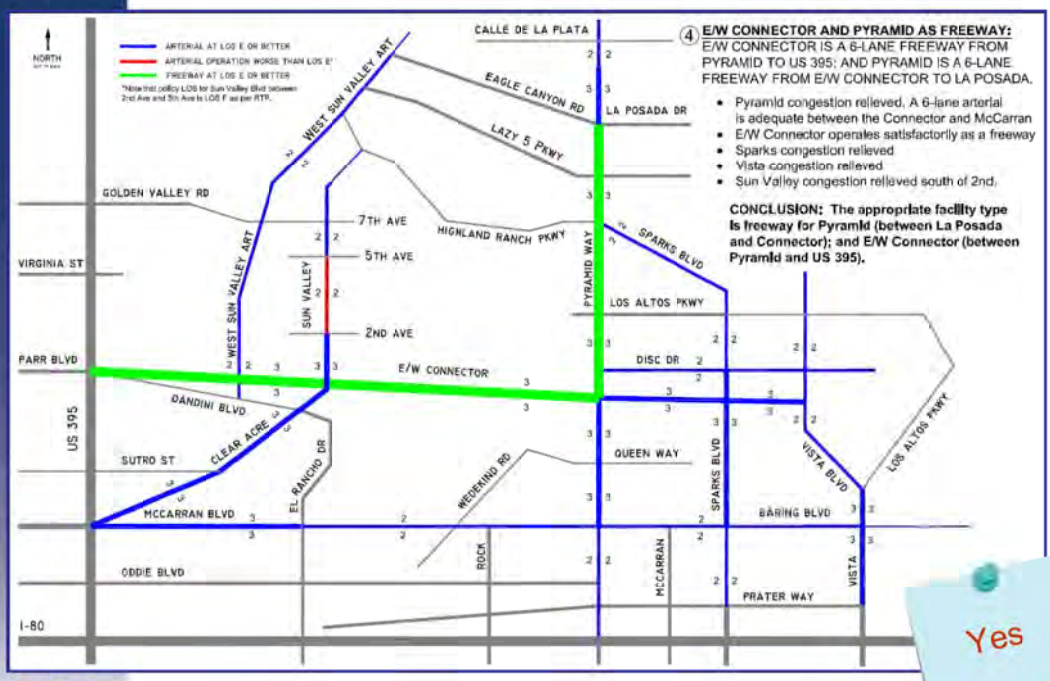
Are the concept decisions we've made to date still valid base on ICF Model?



4 E/W CONNECTOR AND PYRAMID AS FREEWAY: E/W CONNECTOR IS A 6-LANE FREEWAY FROM PYRAMID TO US 395; AND PYRAMID IS A 6-LANE FREEWAY FROM E/W CONNECTOR TO LA POSADA.

- Pyramid congestion relieved. A 6-lane arterial is adequate between the Connector and McCarran
- E/W Connector operates satisfactorily as a freeway
- Sparks congestion relieved
- Vista congestion relieved
- Sun Valley congestion relieved south of 2nd.

CONCLUSION: The appropriate facility type is freeway for Pyramid (between La Posada and Connector); and E/W Connector (between Pyramid and US 395).

Yes

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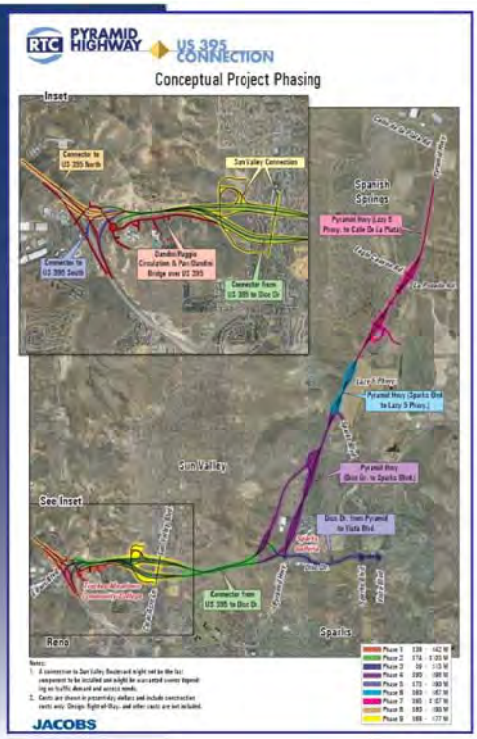
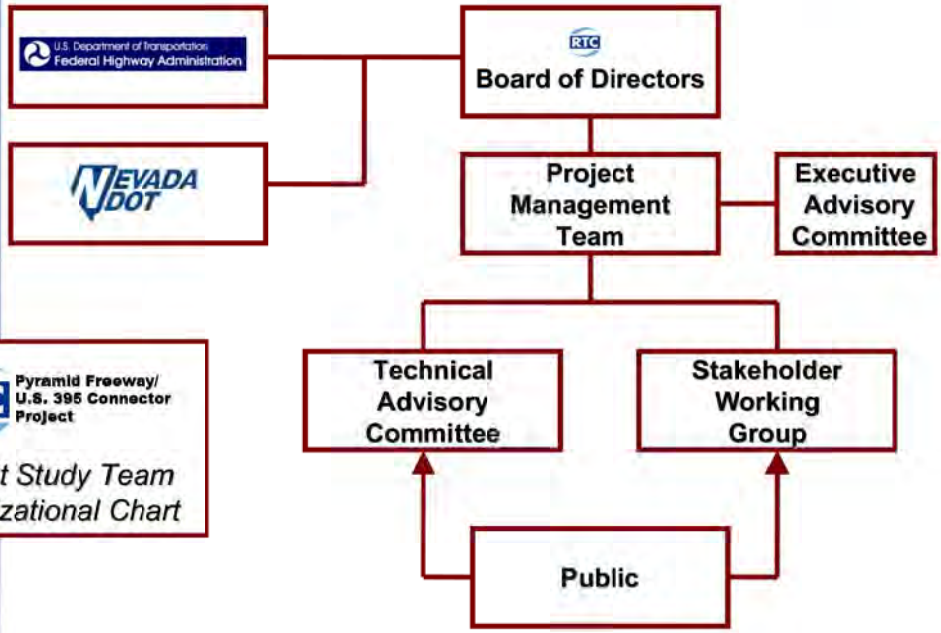
Study Status Update



Phasing Will Be a Key Focus Area Moving Forward:

1. Overall Phasing Schemes
2. Independent Utility
3. Segment Costs
4. Interim Infrastructure Needs
5. NEPA Implications

Study Team Organization



RTC Pyramid Freeway/ U.S. 395 Connector Project

Project Study Team Organizational Chart

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Role of the TAC

1. Provide input and reviews representing your organization.
2. Consistently attend meetings and report back to your organization on project progress.
3. Raise new issues, concerns, and guidance from within your organization that could affect the project.
4. Make recommendations for study team to take forward.
5. Decisions to be made moving forward.

   e.g. Level 3 - DEIS Alternatives: Preferred Alt.: Phasing Priorities: Mitigation Measures

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RTC PYRAMID HIGHWAY US 395 CONNECTION

Project Progress Review

TAC No.	Date	Outcome
1	2-21-08	▪ Reviewed the Project's Goals (Purpose and Need) ▪ Overview of the Project Process and TAC Responsibilities ▪ Discuss Needs in the Corridor to Support Purpose and Need Development
2	4-17-08	▪ Reviewed Existing Traffic Collection Data ▪ Update on the 2040 Regional Transportation Plan by RTC ▪ Discussion Regarding the Results of the April, 2008 Public Meeting
3	7-17-08	▪ Further Reviewed and Discussed Purpose and Need Elements ▪ Determined the Range of Project Alternatives ▪ Discussed Concept Screening Methodology and Process
4	9-18-08	▪ Reviewed, Discussed, and Completed Level 1 Concept Screening
5	1-15-09	▪ Overview of Level 2A Screening and Criteria ▪ Preliminary Traffic Findings ▪ Identification of April 2009 Public Meeting
6	2-19-09	▪ Traffic and Environmental Analysis Results ▪ Level 2A Screening Review and Completion
7	5-21-09	▪ Engineering, Traffic, and Environmental Analysis Results ▪ Level 2B Screening Review and Completion
8	7-16-09	▪ Right-of-Entry Footprint Review and Determination
9	10-15-09	▪ Detailed Review and Preliminary Screening of Initial "H17" Concept Alternatives ▪ Confirmed Alternatives for Detailed Level 3 Screening Analysis
10	1-21-10	▪ Traffic Forecasting Results for Level 3 Screening ▪ Interim Level 3 Screening Review

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RTC PYRAMID HIGHWAY US 395 CONNECTION

TAC Meeting #1

1. Address existing congestion problems on Pyramid Highway.
2. Serve existing and forecasted populations and employment growth.
3. Address existing travel inefficiencies.
4. Address existing safety problems on Pyramid Highway.
5. Address existing and future access needs.
6. Be responsive to regional and local plans.

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RTC PYRAMID HIGHWAY US 395 CONNECTION

TAC Meeting #2

1. Update on cooperating and participating agency invitations.
2. Review of SWG and public comments on the initial purpose and need elements.
3. Overview of 2040 RTP and revised level of service standards by RTC.
4. Update on existing traffic data collected along the corridor.

Public Meeting April 2008

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RTC PYRAMID HIGHWAY US 395 CONNECTION

TAC Meeting #3

Range of Study Concepts / Alternatives:

6 System Alternatives

3 Transit Alternatives

18 Highway Alignment Concepts

7 Lane Type Alternatives

ITEM	LEVEL 1	LEVEL 2 2A	LEVEL 2 2B	LEVEL 3*
Analysis Type	Qualitative P&N Analysis and Fatal Flaw	Major Env. & Traffic Demand	Schematic** Design, Traffic, Env.	H/V Geometry, Traffic Ops, Detailed Env.
Design Level	Corridor Identification	"Fat" Line Concepts	Single Line Sketches	Up to 1.5 - percent H/V Alignments
Number of Alternatives	Numerous Alternatives	Several Alts.	Fewer Alts.	Few Alternatives
Decision Point***	July 08 TAC	Sep 08 TAC	Feb 09 TAC	May 09 TAC	TAC

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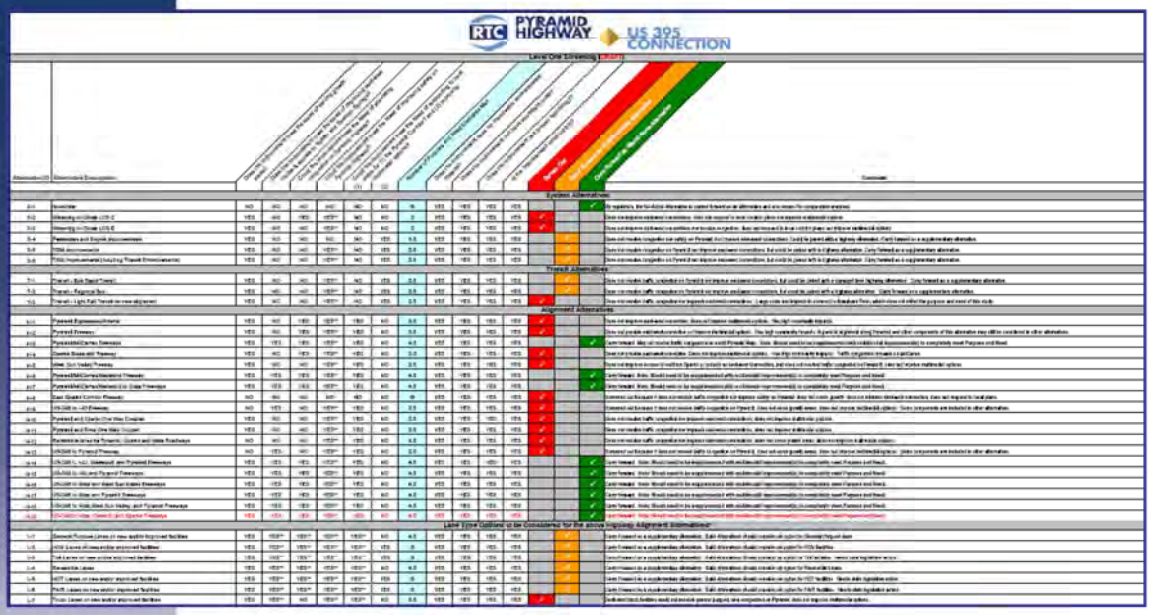
TAC Meeting #4



TAC Meeting #5

Traffic			
P&N Element	Criterion	Analysis Location(s)	Measure
Serve existing and future growth areas	Travel Demand	Representative locations	ADT of alternative
Provide Direct and Efficient Travel Routes	East-West Connections	E/W Screenline from McCarran to North Valley Connector, including McCarran.	ADT
	System Efficiency	Level 2A Study Area	VMT/VHT: Average System Speed by Facility Type, by subarea
Improve Safety	Reduce Congestion	Pyramid Highway (representative locations)	VHD
Alleviate Existing Congestion	Travel Time	Pyramid Highway & Eagle Canyon Drive to Pyramid Way & I-80	Peak period travel time
		Pyramid Highway & Eagle Canyon Drive to US-395 & East Golden Valley Road	
		Pyramid Highway & Eagle Canyon Drive to US-395 & I-80	
		Pyramid Highway & Eagle Canyon Drive to I-80 & Vista	
	Pyramid Way Capacity	Pyramid Way south of McCarran	Peak Hour LOS
Respond to Local and Regional Plans	Consistent?	N/A	Yes/No

Environmental		
Criteria	Description	Measure
Relocations	Residential and business displacements	No. of estimated residential and business relocations
Environmental Justice	Effects to disadvantaged populations	Qualitative assessment*
Critical Habitat	Critical wildlife and/or Plant Habitat	Status and qualitative assessment of impact
Wetlands	Impacts to wetlands	Approximate acreage
Water Resources	Impacts to water resources	Approximate acreage or linear footage
Floodplains	Impacts to Floodplains	Approximate acreage
Historic Resources	Impacts to sites of historic importance	Number of sites impacted
Section 4(f)	Impacts to section 4(f) property.	Approximate acreage
Open Space / BLM	Impacts to existing or planned open space	Approximate acreage

TAC Meeting #5

WEST SUN VALLEY FREEWAY

- Attracts low volumes.
- Traffic demand remains on Pyramid, when both the West Sun Valley and Pyramid corridors are expanded.

US 395 CONNECTOR

- Attracts high demand.
- Serves traffic between north US-395 and Pyramid corridor.

WEDEKIND CONNECTOR TO MCCARRAN

- Carries high demand.
- Expansion of McCarran results in increased load on east McCarran.

VISTA FREEWAY

- Attracts only moderately higher volume compared to Vista as an arterial.
- Demand of trip origins and destinations not as well served as other facility expansions.

TAC Meeting #6

WEST SUN VALLEY FREEWAY

- Numerous relocations and potential EJ.

WEDEKIND OPTIONS

- Wedekind Freeway less than half the relocations of McCarran Freeway alternative.
- Potential 4(f) with Wedekind Arterial (Wildcreek).

VISTA FREEWAY

- Very high residential and commercial relocations.

US 395 CONNECTOR

- High relocations and potential EJ in Sun Valley.
- Potential 4(f) at Wedekind.

PYRAMID FREEWAY

- High relocations and potential EJ in northern Sparks.

TAC Meeting #6

RTC PYRAMID HIGHWAY US 395 CONNECTION

Level 2A Screening Summary (DRAFT)

Screening Elements	Traffic Demand and Performance							Environmental Impacts												
Criterion	Travel Demand	East/West Connections	System Efficiency	Reduce Congestion	Travel Time	Multi-Modal Level of Service	Local/ Regional Plan Consistency	Relocations	Environmental Justice	Critical Habitat	Wetlands	Water Resources	Floodplains	Historic Resources	Parks and Open Space	Reasonable	Not Consistent with Transportation Plan	Carry Forward for Detailed Analysis	Comments
System Improvements																			
S-1	No Action																	✓	Carry forward per requirements
S-2	Pedestrian and Bike Improvements																✓		Not analyzed in Level 2A. Carry forward as supplemental.
S-3	TSM Improvements																✓		Not analyzed in Level 2A. Carry forward as supplemental.
S-4	TSM Improvements Including Transit Enhancements																✓		Not analyzed in Level 2A. Carry forward as supplemental.
Transit Alternatives																			
T-1	Transit - Bus Rapid Transit																✓		Not analyzed in Level 2A. Carry forward as supplemental.
T-2	Transit - Regional Bus																✓		Not analyzed in Level 2A. Carry forward as supplemental.
Highway Alternatives																			
H-5	Pyramid/McCarran Freeways	○	○	◔	○	○	◕	○	◕	◕	○	○	◔	◕	◔	○	✓		Screen out due to similar performance as H-6/H-17 but with more impacts.
H-6	Pyramid/McCarran/Wedekind Freeway	○	○	◔	○	○	◔	○	◔	◕	○	○	◔	◕	◔	○			✓	Carry forward for additional analysis. Wedekind facility location to be studied follow.
H-7	Pyramid/McCarran/Wedekind to Vista Freeways	○	○	◔	○	○	○	○	◕	◔	○	○	◕	◕	◕	◕			✓	Carry forward for additional analysis. Wedekind facility location to be studied follow.
H-14	US 395 to Vista, Wedekind, and Pyramid Freeways	○	○	○	◔	○	◔	○	●	◕	○	○	◕	●	◕	◕	✓			Screen out due to numerous impacts on Vista Blvd. with little benefit.
H-15	US 395 to Vista and Pyramid Freeways	○	○	○	◔	○	◔	○	●	◕	○	○	◕	●	◕	◕	✓			Screen out due to numerous impacts on Vista Blvd. with little benefit.
H-16	US 395 to Vista and West Sun Valley Freeways	◕	◔	○	○	◔	◕	○	◕	◕	○	○	◕	◔	●	●	✓			Screen out due to low demand and benefit of West Sun Valley compared to other alternatives.
H-17	US 395 to Vista and Pyramid Freeways	○	○	○	○	○	◕	○	◕	◕	○	○	◕	●	◔	◕			✓	Carry forward for additional analysis.
H-18	US 395 to Vista/West Sun Valley, and Pyramid Freeways	◔	◔	○	○	◔	◕	○	◕	●	○	○	●	●	●	●	✓			Screen out due to low demand and benefit of West Sun Valley compared to other alternatives.
Lane Type Options																			
L-1	General Purpose Lanes on new and/or improved facilities																✓		Not analyzed in Level 2A. Carry forward for further analysis.
L-2	HOV Lanes on new and/or improved facilities																✓		Not analyzed in Level 2A. Carry forward for further analysis.
L-3	Toll Lanes on new and/or improved facilities																✓		Not analyzed in Level 2A. Carry forward for further analysis.
L-4	Reversible Lanes																✓		Not analyzed in Level 2A. Carry forward for further analysis.
L-5	HOT Lanes on new and/or improved facilities																✓		Not analyzed in Level 2A. Carry forward for further analysis.
L-6	BRT Lanes on new and/or improved facilities																✓		Not analyzed in Level 2A. Carry forward for further analysis.

TAC Meeting #7

Level 2B Concepts:

1. H6 – Pyramid, Wedekind, and McCarran Freeways
2. H7 - Pyramid, Wedekind, and McCarran Freeways with Vista Connection
3. H17 – Pyramid and US 395 Connector Freeways

Public Meeting April 2009

H17 – North of Parr

H17 – South of Parr

H6 & H7

H6 & H7	
Positive	Negative
❑ Traffic close to urban core ❑ Better vertical grades	❑ Must close Oddie interchange ❑ Interchange spacing ❑ Visual impacts ❑ Commercial impacts ❑ Residential impacts ❑ Traffic control ❑ Ultimate spaghetti bowl conflict ❑ Impacts to Wildcreek 4(f) ❑ Little future flexibility ❑ Not publicly supported ❑ Does not serve Sun Valley ❑ Does not support valley-to-valley movement well ❑ Relies on one corridor for east / west movement

H17 South	
Positive	Negative
❑ High speed system ramps ❑ Movements match travel patterns ❑ Opportunities for local circulation improvements ❑ Enhances West Sun Valley connectivity ❑ Minimal traffic control ❑ Supports valley-to-valley movement well ❑ Adds to east / west roadway network ❑ Provides access to Sun Valley	❑ Interchange spacing with Sutro ❑ Impacts to University property ❑ Large cut / fills ❑ Residential & commercial impacts in Sun Valley ❑ Residential impacts near Sutro ❑ Steep mainline grades

TAC Meeting #7

PYRAMID HIGHWAY / US 395 CONNECTION

Level 2B Screening Summary

Screening Element		Design & Traffic Considerations							Environmental Impacts										
Criterion		Interchange Operability	Existing Road Network Connection	Interchange Spacing	Ability to Meet Design Criteria	Future Flexibility	Congestion/ Traffic Control	Traffic Demand	Relocations	Environmental Justice	Critical Habitat	Wetlands	Water Resources	Floodplains	Historic Resources	Parks and Open Space	Screen Out	Carry Forward as Supplemental Alternative	Carry Forward as Alternative	Comments
Subject Alternatives																				
S-1	No-Action																	√		Carry forward per requirements.
S-2	Pedestrian and Bicycle Improvements																			Not analyzed in Level 2B. Carry forward to supplemental.
S-3	TSM Improvements																			Not analyzed in Level 2B. Carry forward to supplemental.
S-4	TSM Improvements (including Transit Enhancements)																			Not analyzed in Level 2B. Carry forward to supplemental.
Transit Alternatives																				
T-1	Transit - Bus Rapid Transit																			Not analyzed in Level 2B. Carry forward to supplemental.
T-2	Transit - Regional Bus																			Not analyzed in Level 2B. Carry forward to supplemental.
Alignment Alternatives																				
A-1a	Pyramid/McCarran/Wedekind Freeway (west)	◔	◕	●	◔	◕	◕	○	◒	◒	○	○	◒	○	◔	◒	√			Screen out due to impacts to McCarran Blvd and Sullivan Rd corridor, inability to accommodate future Spaghetti Bowl, and closure of Oddie Interchange.
A-1b	Pyramid/McCarran/Wedekind to Vista Freeway(east)	◔	◕	●	◔	◕	◕	○	◒	◒	○	○	◒	○	◔	◕	√			Screen out due to impacts to McCarran Blvd and Sullivan Rd corridor, inability to accommodate future Spaghetti Bowl, and closure of Oddie Interchange.
A-2/3a	US-395 to Vista and Pyramid Freeways (south)	◔	◔	◒	◔	◔	◔	○	◒	◒	○	○	○	◔	◔	◒			√	Carry forward for additional analysis. Concerns with impacts to Sun Valley and University property to be further analyzed.
A-2/3b	US-395 to Vista and Pyramid Freeways (north)	◔	◔	◔	◔	◔	◔	◔	◔	◒	◔	○	○	◔	◔	◒			√	Carry forward for additional analysis. Concerns with impacts to Sun Valley, other properties and Sierra power lines to be further analyzed.
Lane Type Options																				
L-1	General Purpose Lanes on new and/or improved facilities																			Not analyzed in Level 2B. Carry forward to further analysis.
L-2	HOV Lanes on new and/or improved facilities																			Not analyzed in Level 2B. Carry forward to further analysis.
L-3	Toll Lanes on new and/or improved facilities																			Not analyzed in Level 2B. Carry forward to further analysis.
L-4	Reversible Lanes																			Not analyzed in Level 2B. Carry forward to further analysis.
L-5	HOT Lanes on new and/or improved facilities																			Not analyzed in Level 2B. Carry forward to further analysis.
L-6	TAR Lanes on new and/or improved facilities																			Not analyzed in Level 2B. Carry forward to further analysis.

L2B Screening

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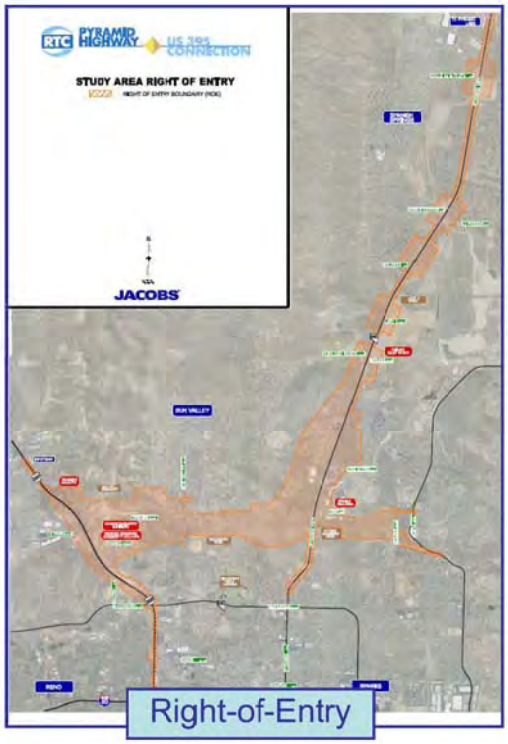
TAC Meeting #8

PYRAMID HIGHWAY / US 395 CONNECTION



Right-of-Entry

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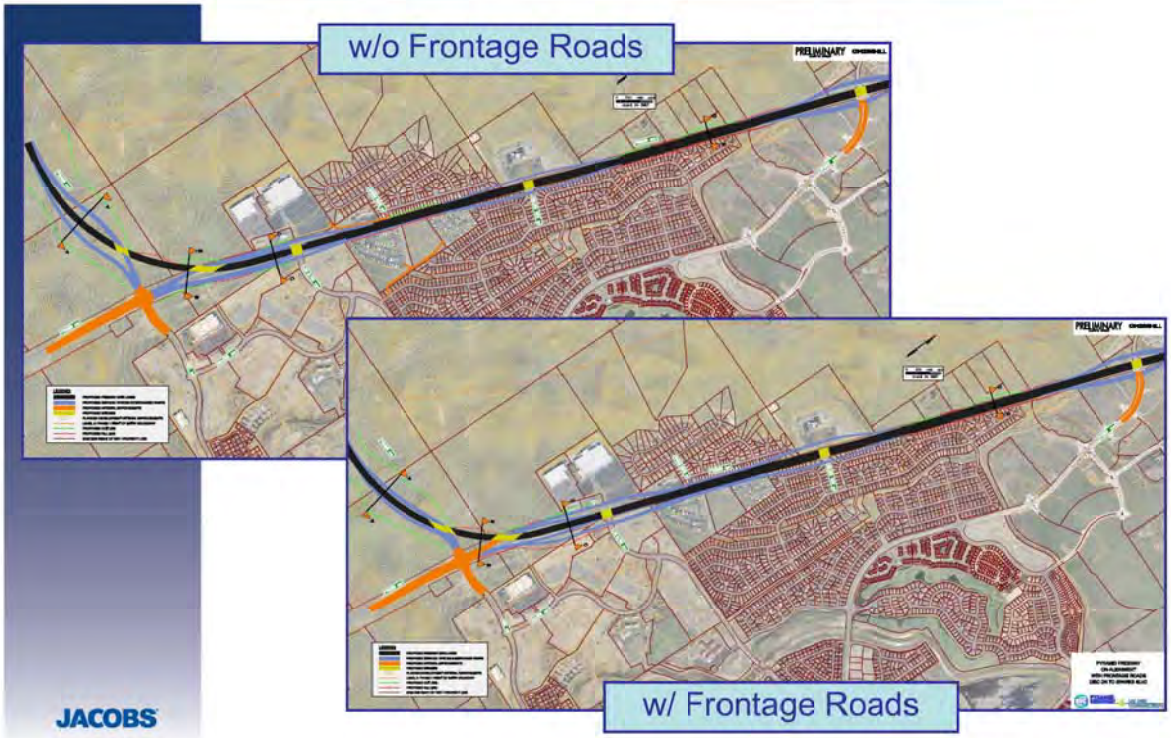
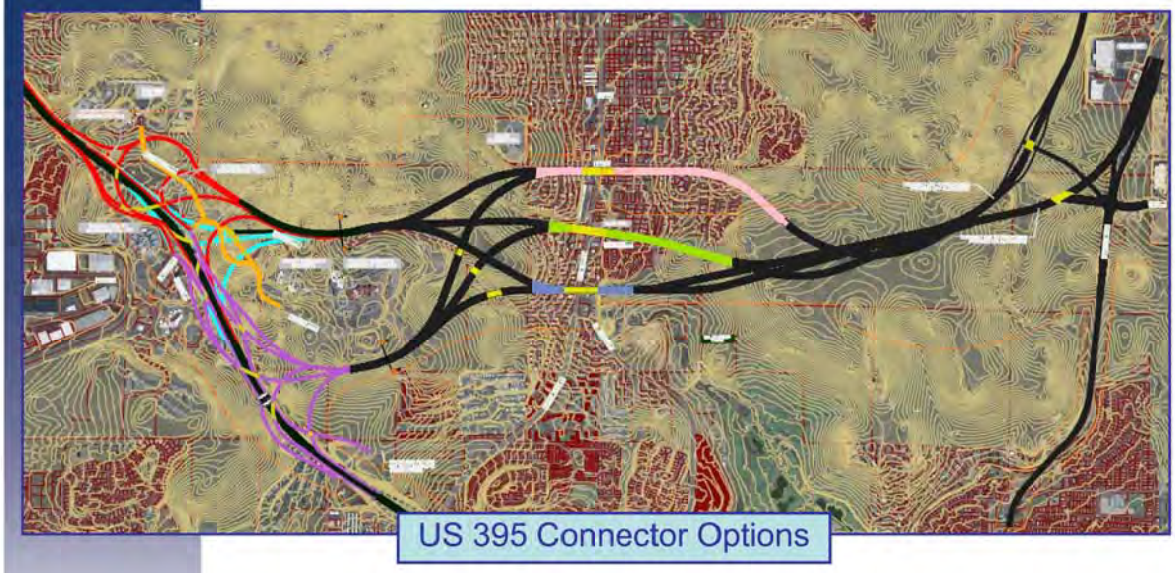
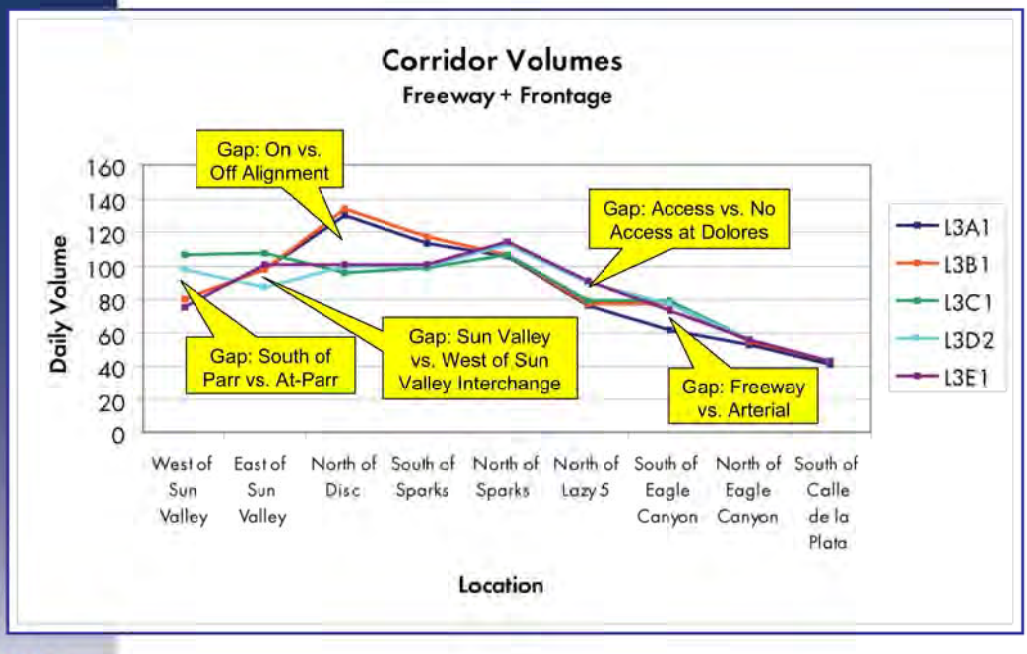

w/o Frontage Roads
PRELIMINARY
PRELIMINARY
w/ Frontage Roads

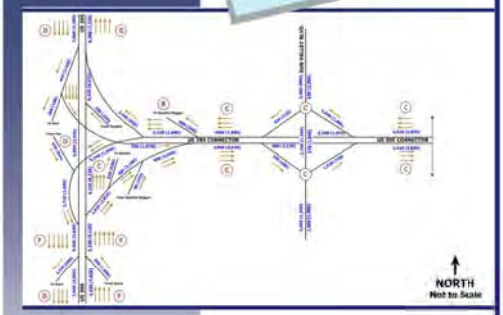

US 395 Connector Options

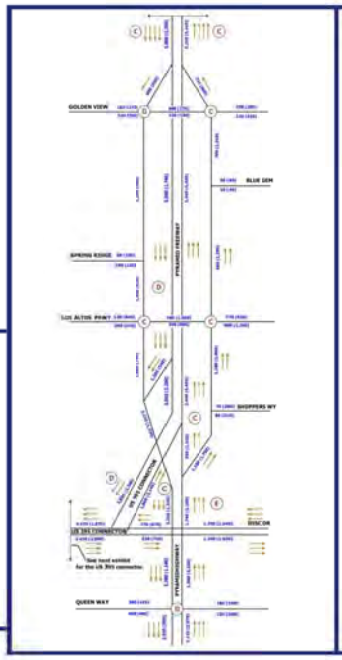
TAC Meeting #9 Level 3 Screening Results:

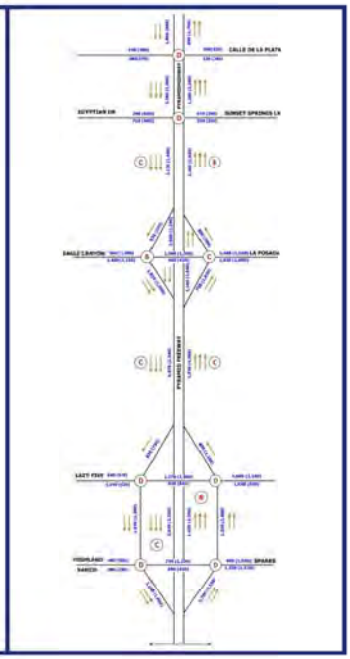
- ✓ Eliminated Pyramid On-Alignment w/o Frontage Roads.
- ✓ Eliminated Northerly Sun Valley Crossing.
- ✓ Eliminated North of Parr Interchange.



Will Need to Reconsider with ICF







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FACILITY TYPE TRANSITION	
Freeway Ends at Lazy 5 Pkwy, Arterial to North	X
Freeway Ends at Lazy 5 Pkwy, Expressway to Eagle Canyon	
Freeway Ends at Eagle Canyon	
Freeway Ends at Egyptian Drive	X

Will Need to Reconsider with ICF

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EAGLE CANYON INTERCHANGE OPTIONS		
EAGLE CANYON	DOLORES	CONNECTION
ParClo AB	Diamond	2-way FR
Diamond	Diamond	1-way FR w/ Slips
Diamond	Diamond	1-way FR w/o Slips
N.E. Loop	Diamond	1-way FR
S.E. Loop	Diamond	2-way FR to R. James
N.E. Loop	Diamond	None
Diamond	Diamond	None

RTC PYRAMID HIGHWAY US 395 CONNECTION
TAC Meeting #10

SUN VALLEY INTERCHANGE OPTIONS			
TYPE	LOCATION	COMMENTS / STATUS	
Diamond	Sun Valley	Either Crossing	
Diamond	West S.V.	Ramps too Steep	X
Split Diamond	Both	Frontage Rds. too Steep	X
ParClo	Sun Valley	Unsafe Downhill Speed ▲	X
ParClo	West S.V.	Unsafe Downhill Speed ▲	X

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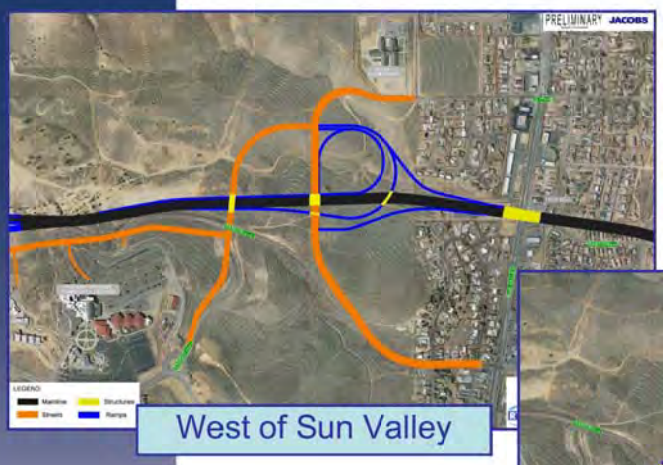
TAC Meeting #10



West of Sun Valley

At Sun Valley

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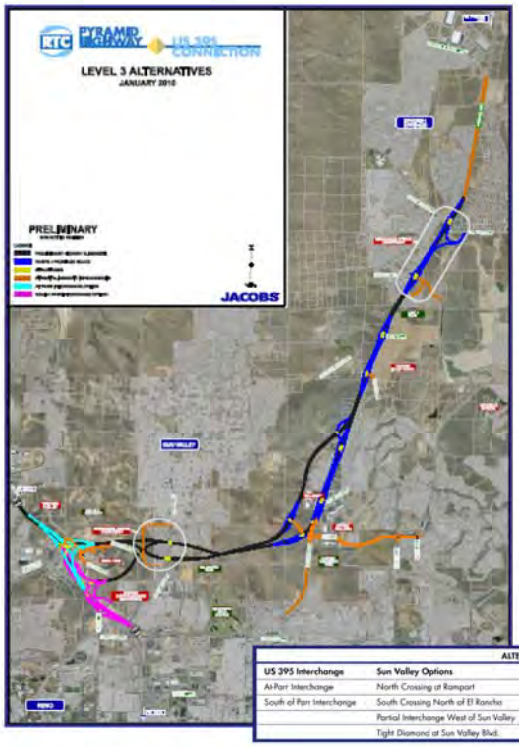
Level 3 Alternatives



ALTERNATIVES SUMMARY

US 395 Interchange	Sun Valley Options	Alignment Options	Northern Access Options
At Parr Interchange	North Crossing at Ramport	On Alignment	Eagle Canyon/Dryden Interchange Options
South of Parr Interchange	South Crossing North of El Rancho	Off Alignment	Facility Type: Transition
	Partial Interchange West of Sun Valley		
	Tight Diamond at Sun Valley Blvd.		

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NEPA Approach

- Concern about inadequate funding to cover all proposed improvements.
- Discussion with FHWA and NDOT about options to advance NEPA process in light of funding limitations.
- Decision continue with EIS.
  - Anticipate "Phased ROD" approach.

RTC PYRAMID HIGHWAY US 395 CONNECTION
Environmental Update

Design / Horizon Year

- Year 2040 used to develop concepts / alternatives to date.
- RTC model and RTP changes planned.
- Propose year 2035 for EIS.

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Environmental Update

Field Surveys

- To be conducted before year's end:
  - ✓ Historic
  - ✓ Archeology
  - ✓ Wetlands
  - ✓ Biological
  - ✓ Noise

Off-Alignment "Ridge" Option

Off-Alignment "Ridge" Option

Pros

- Visual impacts to Spanish Springs are reduced.
- Less overall visual impacts due to location.
- Shorter travel distance from Pyramid (i.e. Sparks Blvd.) to US 395.

Cons

- Visual impacts to Sun Valley are increased.
- Increased impacts to Washoe County open space / proposed trails.
- Reduced accessibility from Disc Drive and Pyramid Highway.

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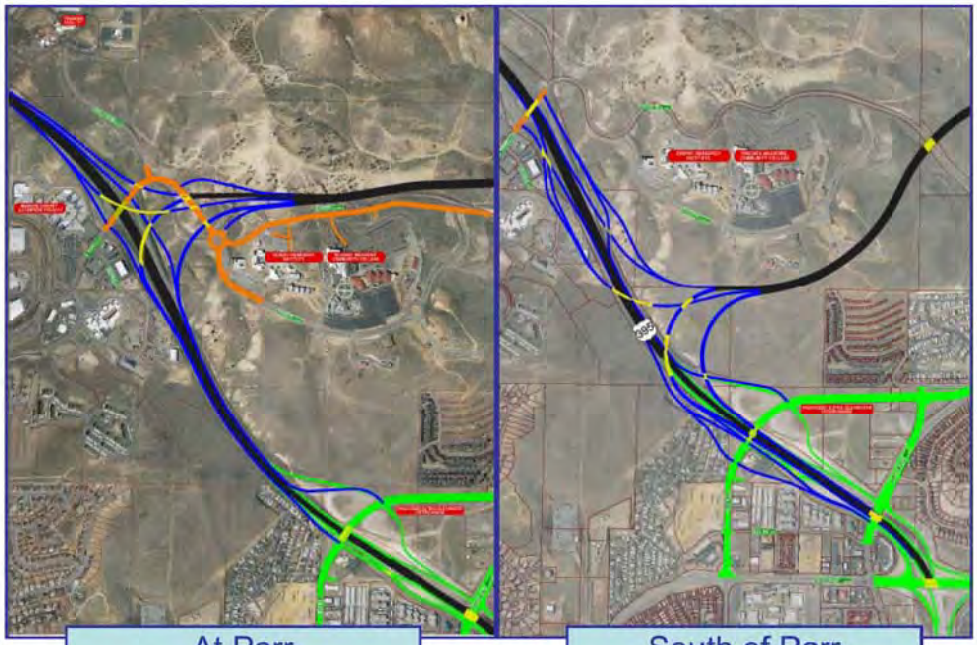
South of Parr Interchange



At Parr | South of Parr

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South of Parr Interchange

Pros

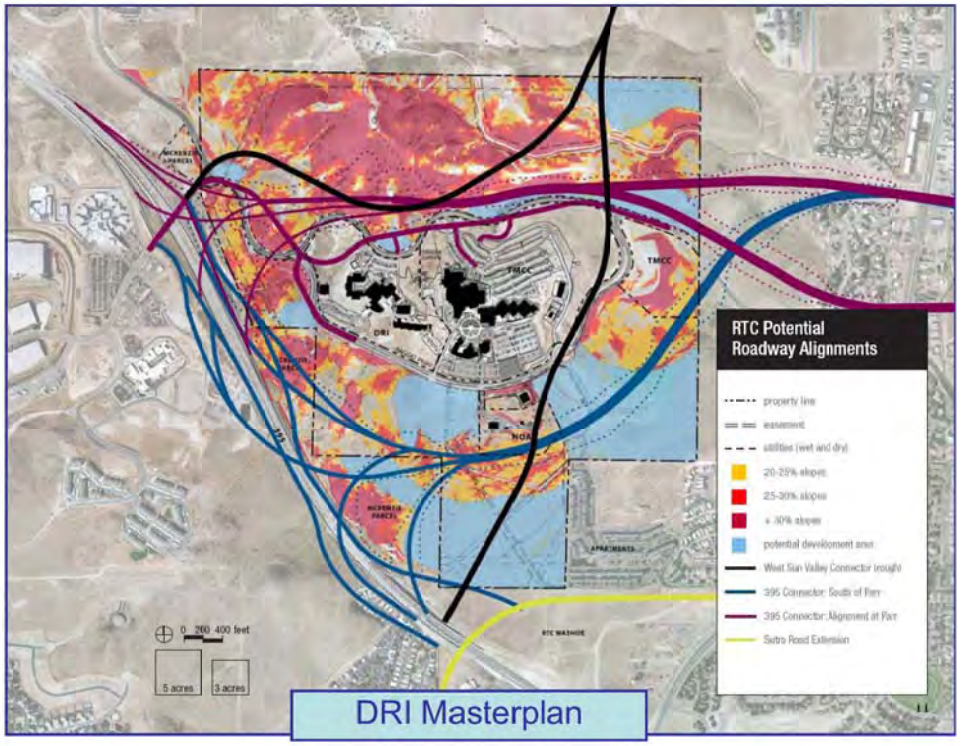
- Most direct travel pattern for primary movement.
- Model indicates higher volumes.
- Reduced visual impacts.

Cons

- Proximity to Clear Acre / Sutro / McCarran interchange.
- Increased footprint, relocations, and cost
  - 3 vs 50 residences / businesses
- Reduced flexibility for future changes in traffic patterns / growth.
- Impacts to DRI master plan.

RTC PYRAMID HIGHWAY US 395 CONNECTION

South of Parr Interchange



DRI Masterplan

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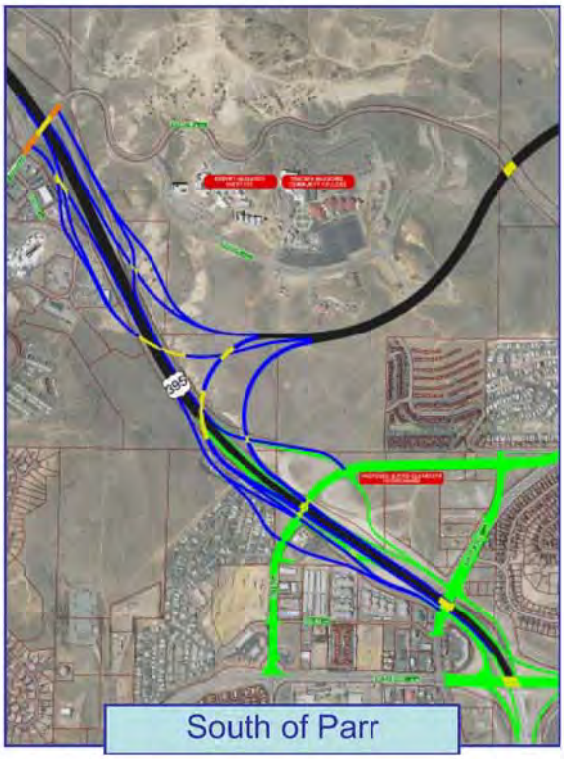
RTC PYRAMID HIGHWAY US 395 CONNECTION

South of Parr Interchange



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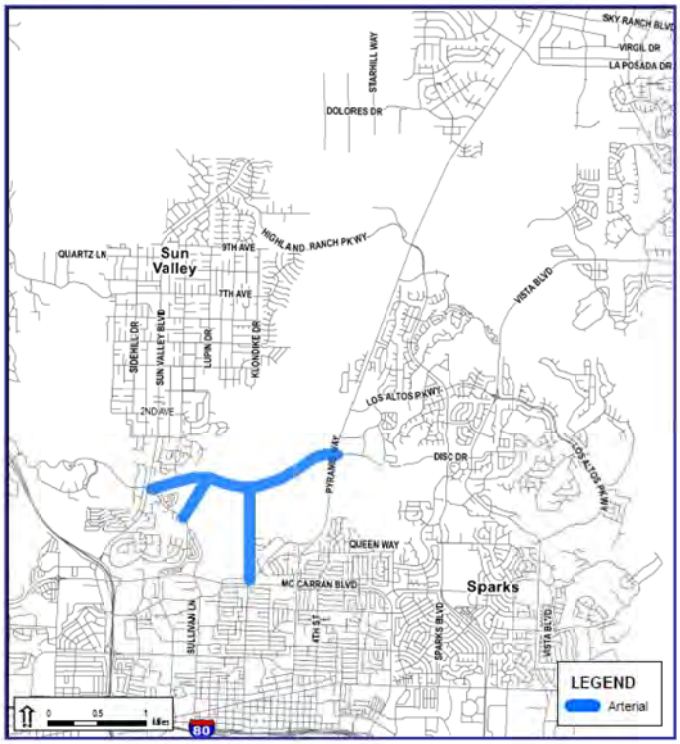
RTC PYRAMID HIGHWAY US 395 CONNECTION

Concept H20



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Next Steps

Traffic
- ❑ Request ICF Model runs for alternatives.
- ❑ Develop no-action and build networks.
- ❑ Prepare CORSIM models for alternatives.

Engineering
- ❑ Design coordination meeting with NDOT.
- ❑ Advancement pending CORSIM development.

Environmental
- ❑ Initiate environmental field surveys.

Attachment C
Hand-out Packet

Technical Advisory Committee (TAC) Meeting #11

August 19, 2010; 1:30 p.m. – 3:30 p.m.

NDOT District II Conference Room

GOAL

In-Depth Review of TAC & Project Progress, Decisions to Date, and L3 Alternatives.

1. Introductions / Agenda Review – *Bryan Gant*	**1:30 – 1:40**
2. Project Status Update – *Bryan Gant*	**1:40 – 1:45**
3. Role of TAC – *Leslie Regos*	**1:45 – 1:55**
4. Project Progress Review – *Bryan Gant, Team*	**1:55 – 2:55**
5. Break	**2:55 – 3:05**
6. Environmental Update – *Jim Clarke*	**3:05 – 3:25**
• **NEPA Approach**	
• **Design / Horizon Year**	
• **Environmental Field Surveys**	
7. Level 3 Screening Items – *David Dodson, Sara Ciasto*	**3:25 – 3:55**
• **Off-Alignment Options & Impacts**	
• **US 395 Interchange Alternatives**	
• **H20 Alternative**	
8. Summary of Progress / Next Steps – *Leslie Regos*	**3:55 – 4:00**
9. Adjourn Meeting	**4:00**

TAC No.	Date	Outcome
1	2-21-08	▪ Reviewed the Project's Goals (Purpose and Need) ▪ Overview of the Project Process and TAC Responsibilities ▪ Discuss Needs in the Corridor to Support Purpose and Need Development
2	4-17-08	▪ Reviewed Existing Traffic Collection Data ▪ Update on the 2040 Regional Transportation Plan by RTC ▪ Discussion Regarding the Results of the April, 2008 Public Meeting
3	7-17-08	▪ Further Reviewed and Discussed Purpose and Need Elements ▪ Determined the Range of Project Alternatives ▪ Discussed Concept Screening Methodology and Process
4	9-18-08	▪ Reviewed, Discussed, and Completed Level 1 Concept Screening
5	1-15-09	▪ Overview of Level 2A Screening and Criteria ▪ Preliminary Traffic Findings ▪ Identification of April 2009 Public Meeting
6	2-19-09	▪ Traffic and Environmental Analysis Results ▪ Level 2A Screening Review and Completion
7	5-21-09	▪ Engineering, Traffic, and Environmental Analysis Results ▪ Level 2B Screening Review and Completion
8	7-16-09	▪ Right-of-Entry Footprint Review and Determination
9*	10-15-09	▪ Detailed Review and Preliminary Screening of Initial "H17" Concept Alternatives ▪ Confirmed Alternatives for Detailed Level 3 Screening Analysis
10	1-21-10	▪ Traffic Forecasting Results for Level 3 Screening** ▪ Interim Level 3 Screening Review

* TAC Meeting #9 Consisted of a Detailed Workshop

** Traffic Forecasting Results Based on 2040 RTP Travel Demand Model

PURPOSE AND NEED ELEMENTS (Abbreviated) 08/28/08

Purpose: Provide improvements to serve existing and future growth areas.

Need: According to the US Census Bureau the county population increased by 33.3 percent from 1990 to 2000 while Reno and Sparks populations grew by 34.8 and 24.3 percent, respectively. Also, approved development within Sparks and Spanish Springs includes approximately 35,000 new residential units, and millions of square feet of commercial use. Travel demand for the existing and forecasted growth far exceeds existing capacity.

Purpose: Provide direct and efficient travel routes to address existing travel inefficiencies.

Need: Currently, there is no east-west route north of McCarran Boulevard. In addition, there are limited points of access into and out of the Spanish Springs and northern Sparks area for traffic destined for the regional freeway system and to the greater metropolitan area.

Purpose: Alleviate existing congestion problems on Pyramid Highway.

Need: Currently, traffic volumes on Pyramid Highway regularly exceed the existing capacity of Pyramid Highway going southbound in the morning peak travel period and going northbound in the afternoon peak.

Purpose: Improve existing and future safety issues on Pyramid Highway.

Need: Crash data indicate that existing safety issues on Pyramid Highway have worsened in recent years. The overall crash rate (crashes per million vehicle miles) for Pyramid Highway was 0.82 in 2005, 0.97 per in 2006, and 1.26 per in 2007. This represents a 55% increase in the overall crash rate

Purpose: Respond to regional and local plans.

Need: Improvements to Pyramid Highway and a new US 395 Connector are both found in the *RTC of Washoe County 2030 Regional Transportation Plan* (RTP) and are part of a larger plan to meet transportation needs throughout the region. Also, the *Washoe County Comprehensive Plan* and the county's *Spanish Springs Area Plan* both cite a need for improvements to Pyramid to accommodate increased development in the Spanish Springs and northern Sparks area.

PYRAMID HIGHWAY US 395 CONNECTION

Screening Process Workflow

ITEM	LEVEL 1	LEVEL 2 2A	LEVEL 2 2B	LEVEL 3*
Analysis Type	Qualitative P&N Analysis and Fatal Flaw	Major Env. & Traffic Demand	Schematic** Design, Traffic, Env.	H/V Geometry, Traffic Ops, Detailed Env.
Design Level	Corridor Identification	"Fat" Line Concepts	Single Line Sketches	Up to 15 - percent H/V Alignments
Number of Alternatives	Numerous Alternatives	Several Alts.	Fewer Alts.	Few Alternatives
Decision Point***	July 08 TAC	Sep 08 TAC	Feb 09 TAC	May 09 TAC TAC

* The result of the Level 3 analysis is anticipated to be identification of a preferred alternative.

** Schematic design includes Quantm analysis.

*** TAC meetings are minimum. Additional TAC meetings are likely. Coordination w/ participating agencies will be ongoing

PYRAMID HIGHWAY US 395 CONNECTION

Level One Screening (DRAFT)

Alternative ID	Alternative Description	Does the improvement meet the Need of serving growth areas?	Does the improvement meet the Need of improving east-west routes & access to Sparks and Spanish Springs?	Could the improvement meet the Need of alleviating congestion on Pyramid Highway?	Could the improvement meet the Need of improving safety on Pyramid Highway?	Could the improvement meet the Need of responding to local plans for (1) the Pyramid Corridor? and (2) improving multimodal options? (1)	(2)	Number of Purpose and Need Elements Met	Does the improvement have **no** irresolvable environmental impacts?	Does the improvement **not** have exorbitant costs?	Does the improvement use proven technology?	Is the improvement constructible?	Screen Out	Carry Forward as Supplementary Alternative	Carry Forward as Stand-Alone Alternative	Comments
System Alternatives																
S-1	No-Action	NO	NO	NO	NO	NO	NO	0	YES	YES	YES	YES			✓	By regulation, the No-Action Alternative is carried forward as an alternative and also serves for comparative analyses.
S-2	Widening to Obtain LOS C	YES	NO	YES	YES**	NO	NO	3	YES	YES	YES	YES	✓			Does not improve east-west connections; does not respond to local corridor plans nor improve multimodal options
S-3	Widening to Obtain LOS E	YES	NO	NO	YES**	NO	NO	2	YES	YES	YES	YES	✓			Does not improve east-west connections nor resolve congestion; does not respond to local corridor plans nor improve multimodal options
S-4	Pedestrian and Bicycle Improvements	YES	NO	NO	NO	NO	YES	1.5	YES	YES	YES	YES		✓		Does not resolve congestion nor safety on Pyramid; nor improve east-west connections. Could be paired with a highway alternative. Carry forward as a supplementary alternative.
S-5	TDM Improvements	YES	NO	NO	YES**	NO	YES	2.5	YES	YES	YES	YES		✓		Does not resolve congestion on Pyramid nor improve east-west connections; but could be paired with a highway alternative. Carry forward as a supplementary alternative.
S-6	TSM Improvements (including Transit Enhancements)	YES	NO	NO	YES**	NO	YES	2.5	YES	YES	YES	YES		✓		Does not resolve congestion on Pyramid nor improve east-west connections; but could be paired with a highway alternative. Carry forward as a supplementary alternative.
Transit Alternatives																
T-1	Transit - Bus Rapid Transit	YES	NO	NO	YES**	NO	YES	2.5	YES	YES	YES	YES		✓		Does not resolve traffic congestion on Pyramid nor improve east-west connections, but could be paired with a managed lane highway alternative. Carry forward as a supplementary alternative.
T-2	Transit - Regional Bus	YES	NO	NO	YES**	NO	YES	2.5	YES	YES	YES	YES		✓		Does not resolve traffic congestion on Pyramid nor improve east-west connections, but could be paired with a highway alternative. Carry forward as a supplementary alternative.
T-3	Transit - Light Rail Transit on new alignment	YES	NO	NO	YES**	NO	YES	2.5	YES	YES	YES	YES	✓			Does not resolve traffic congestion nor improve east-west connections. Large costs and impacts to connect to downtown Reno, which does not reflect the purpose and need of this study.
Alignment Alternatives																
H-1	Pyramid Expressway/Arterial	YES	NO	YES	YES**	YES	NO	3.5	YES	YES	YES	YES	✓			Does not improve east-west connection; does not improve multimodal options. Has high community impacts.
H-2	Pyramid Freeway	YES	NO	YES	YES**	YES	NO	3.5	YES	YES	YES	YES	✓			Does not provide east-west connection or improve multimodal options. Has high community impacts. A parallel alignment along Pyramid and other components of this alternative may still be considered in other alternatives.
H-3	Pyramid/McCarran Freeways	YES	YES	YES	YES**	YES	NO	4.5	YES	YES	YES	YES			✓	Carry forward. May not resolve traffic congestion on south Pyramid Way. Note: Would need to be supplemented with multimodal improvement(s) to completely meet Purpose and Need.
H-4	Sparks Boulevard Freeway	YES	NO	YES	YES**	YES	NO	3.5	YES	YES	YES	YES	✓			Does not provide east-west connection. Does not improve multimodal options. Has high community impacts. Traffic congestion remains on McCarran.
H-5	West Sun Valley Freeway	YES	NO	NO	YES**	YES	NO	2.5	YES	YES	YES	YES	✓			Does not improve access to northern Sparks or provide an east-west connection, and does not resolve traffic congestion on Pyramid; does not improve multimodal options.
H-6	Pyramid/McCarran/Wedekind Freeway	YES	YES	YES	YES**	YES	NO	4.5	YES	YES	YES	YES			✓	Carry forward. Note: Would need to be supplemented with multimodal improvement(s) to completely meet Purpose and Need.
H-7	Pyramid/McCarran/Wedekind to Vista Freeways	YES	YES	YES	YES**	YES	NO	4.5	YES	YES	YES	YES			✓	Carry forward. Note: Would need to be supplemented with multimodal improvement(s) to completely meet Purpose and Need.
H-8	East Sparks Corridor Freeway	NO	NO	NO	NO	NO	NO	0	YES	YES	YES	YES	✓			Screened out because it does not resolve traffic congestion nor improve safety on Pyramid; does not serve growth; does not address east-west connection; does not respond to local plans.
H-9	US-395 to I-80 Freeway	NO	YES	NO	YES**	YES	NO	2.5	YES	YES	YES	YES	✓			Screened out because it does not resolve traffic congestion on Pyramid; does not serve growth areas; does not improve multimodal options. Some components are included in other alternatives.
H-10	Pyramid and Sparks One Way Couplet	YES	NO	NO	YES**	YES	NO	2.5	YES	YES	YES	YES	✓			Does not resolve traffic congestion nor improve east-west connections; does not improve multimodal options.
H-11	Pyramid and Rock One Way Couplet	YES	NO	NO	YES**	YES	NO	2.5	YES	YES	YES	YES	✓			Does not resolve traffic congestion nor improve east-west connections; does not improve multimodal options.
H-12	Reversible lanes for Pyramid, Sparks and Vista Roadways	NO	NO	NO	YES**	YES	NO	1.5	YES	YES	YES	YES	✓			Does not resolve traffic congestion nor improve east-west connections; does not serve growth areas; does not improve multimodal options.
H-13	US-395 to Pyramid Freeway	NO	YES	NO	YES**	YES	NO	2.5	YES	YES	YES	YES	✓			Screened out because it does not resolve traffic congestion on Pyramid; does not serve growth areas; does not improve multimodal options. Some components are included in other alternatives.
H-14	US-395 to I-80, Wedekind, and Pyramid Freeways	YES	YES	YES	YES**	YES	NO	4.5	YES	YES	YES	YES			✓	Carry forward. Note: Would need to be supplemented with multimodal improvement(s) to completely meet Purpose and Need.
H-15	US-395 to I-80 and Pyramid Freeways	YES	YES	YES	YES**	YES	NO	4.5	YES	YES	YES	YES			✓	Carry forward. Note: Would need to be supplemented with multimodal improvement(s) to completely meet Purpose and Need.
H-16	US-395 to Vista and West Sun Valley Freeways	YES	YES	YES	YES**	YES	NO	4.5	YES	YES	YES	YES			✓	Carry forward. Note: Would need to be supplemented with multimodal improvement(s) to completely meet Purpose and Need.
H-17	US-395 to Vista and Pyramid Freeways	YES	YES	YES	YES**	YES	NO	4.5	YES	YES	YES	YES			✓	Carry forward. Note: Would need to be supplemented with multimodal improvement(s) to completely meet Purpose and Need.
H-18	US-395 to Vista,West Sun Valley, and Pyramid Freeways	YES	YES	YES	YES**	YES	NO	4.5	YES	YES	YES	YES			✓	Carry forward. Note: Would need to be supplemented with multimodal improvement(s) to completely meet Purpose and Need.
H-19	US-395 to Vista, Pyramid, and Sparks Freeways	YES	YES	YES	YES**	YES	NO	4.5	YES	YES	YES	YES			✓	Carry forward. Note: Would need to be supplemented with multimodal improvement(s) to completely meet Purpose and Need.
Lane Type Options to be Considered for the above Highway Alignment Alternatives[a]																
L-1	General Purpose Lanes on new and/or improved facilities	YES	YES**	YES**	YES**	YES**	NO	4.5	YES	YES	YES	YES		✓		Carry Forward as a supplementary alternative. Build Alternatives should consider an option for General Purpose lanes.
L-2	HOV Lanes on new and/or improved facilities	YES	YES**	YES**	YES**	YES**	YES	5	YES	YES	YES	YES		✓		Carry Forward as a supplementary alternative. Build Alternatives should consider an option for HOV facilities.
L-3	Toll Lanes on new and/or improved facilities	YES	YES**	YES**	YES**	YES**	YES	5	YES	YES	YES	YES		✓		Carry Forward as a supplementary alternative. Build Alternatives should consider an option for Toll facilities. Needs state legislative action.
L-4	Reversible Lanes	YES	YES**	YES**	YES**	YES**	NO	4.5	YES	YES	YES	YES		✓		Carry Forward as a supplementary alternative. Build Alternatives should consider an option for Reversible Lanes.
L-5	HOT Lanes on new and/or improved facilities	YES	YES**	YES**	YES**	YES**	YES	5	YES	YES	YES	YES		✓		Carry Forward as a supplementary alternative. Build Alternatives should consider an option for HOT facilities. Needs state legislative action.
L-6	FAIR Lanes on new and/or improved facilities	YES	YES**	YES**	YES**	YES**	YES	5	YES	YES	YES	YES		✓		Carry Forward as a supplementary alternative. Build Alternatives should consider an option for FAIR facilities. Needs state legislative action.
L-7	Truck Lanes on new and/or improved facilities	YES	YES**	NO	YES**	YES**	NO	3.5	YES	YES	YES	YES	✓			Dedicated truck facilities would not resolve general purpose lane congestion on Pyramid; does not improve multimodal options.

PYRAMID HIGHWAY RTC — US 395 CONNECTION

Level 2A Screening Summary

Screening Element		Traffic Demand and Performance							Environmental Impacts											Comments
Criterion		Travel Demand	East-West Connections	System Efficiency	Reduce Congestion	Travel Time	Study Area Level-of-Service	Local / Regional Plan Consistency	Relocations	Environmental Justice	Critical Habitat	Wetlands	Water Resources	Floodplains	Historic Resources	Parks and Open Space	Screen Out	Carry Forward as Supplementary Alternative	Carry Forward as Stand-Alone Alternative	
System Alternatives																				
S-1	No-Action																		√	Carry forward per requirements.
S-4	Pedestrian and Bicycle Improvements																	√		Not analyzed in Level 2A. Carry forward as supplemental.
S-5	TDM Improvements																	√		Not analyzed in Level 2A. Carry forward as supplemental.
S-6	TSM Improvements (including Transit Enhancements)																	√		Not analyzed in Level 2A. Carry forward as supplemental.
Transit Alternatives																				
T-1	Transit - Bus Rapid Transit																	√		Not analyzed in Level 2A. Carry forward as supplemental.
T-2	Transit - Regional Bus																	√		Not analyzed in Level 2A. Carry forward as supplemental.
Alignment Alternatives																				
H-3	Pyramid/McCarran Freeways	○	○	◔	○	○	◒	○	◒	◒	○	○	◔	◕	◔	◔	√			Screen out due to similar performance as H-6 / H-7 but with more impacts.
H-6	Pyramid/McCarran/Wedekind Freeway	○	○	◔	○	○	◔	○	◔	◒	○	○	◔	◕	◔	◔			√	Carry forward for additional analysis. Wedekind facility location to be studied further.
H-7	Pyramid/McCarran/Wedekind to Vista Freeways	○	○	◔	○	○	○	○	◒	◔	○	○	◒	◕	◒	◒			√	Carry forward for additional analysis. Wedekind facility location to be studied further.
H-14	US-395 to I-80, Wedekind, and Pyramid Freeways	○	○	○	◔	○	◔	○	●	◕	○	○	◒	●	◒	◕	√			Screen out due to numerous impacts on Vista Blvd. with little benefit.
H-15	US-395 to I-80 and Pyramid Freeways	○	○	○	◔	○	◔	○	●	◕	○	○	◒	●	◒	◒	√			Screen out due to numerous impacts on Vista Blvd. with little benefit.
H-16	US-395 to Vista and West Sun Valley Freeways	◕	◔	○	○	◔	◕	○	◒	◕	○	○	◕	◔	●	●	√			Screen out due to low demand and benefit of West Sun Valley compared to other alternatives.
H-17	US-395 to Vista and Pyramid Freeways	○	○	○	○	○	◒	○	◒	◕	○	○	◒	●	◔	◒			√	Carry forward for additional analysis.
H-18	US-395 to Vista,West Sun Valley, and Pyramid Freeways	◔	◔	○	○	◔	◒	○	◕	●	○	○	●	●	●	●	√			Screen out due to low demand and benefit of West Sun Valley compared to other alternatives.
Lane Type Options																				
L-1	General Purpose Lanes on new and/or improved facilities																	√		Not analyzed in Level 2A. Carry forward for further analysis.
L-2	HOV Lanes on new and/or improved facilities																	√		Not analyzed in Level 2A. Carry forward for further analysis.
L-3	Toll Lanes on new and/or improved facilities																	√		Not analyzed in Level 2A. Carry forward for further analysis.
L-4	Reversible Lanes																	√		Not analyzed in Level 2A. Carry forward for further analysis.
L-5	HOT Lanes on new and/or improved facilities																	√		Not analyzed in Level 2A. Carry forward for further analysis.
L-6	FAIR Lanes on new and/or improved facilities																	√		Not analyzed in Level 2A. Carry forward for further analysis.

Legend:

○	◔	◒	◕	●
Best	Good	Fair	Poor	Very Poor

PYRAMID HIGHWAY RTC US 395 CONNECTION

Level 2B Screening Summary

Screening Element		Design & Traffic Considerations							Environmental Impacts											Comments
Criterion		Interchange Operability	Existing Road Network Cohesion	Interchange Spacing	Ability to Meet Design Criteria	Future Flexibility	Construction Traffic Control	Traffic Demand	Relocations	Environmental Justice	Critical Habitat	Wetlands	Water Resources	Floodplains	Historic Resources	Parks and Open Space	Screen Out	Carry Forward as Supplementary Alternative	Carry Forward as Stand-Alone Alternative	
System Alternatives																				
S-1	No-Action																		√	Carry forward per requirements.
S-4	Pedestrian and Bicycle Improvements																	√		Not analyzed in Level 2B. Carry forward as supplemental.
S-5	TDM Improvements																	√		Not analyzed in Level 2B. Carry forward as supplemental.
S-6	TSM Improvements (including Transit Enhancements)																	√		Not analyzed in Level 2B. Carry forward as supplemental.
Transit Alternatives																				
T-1	Transit - Bus Rapid Transit																	√		Not analyzed in Level 2B. Carry forward as supplemental.
T-2	Transit - Regional Bus																	√		Not analyzed in Level 2B. Carry forward as supplemental.
Alignment Alternatives																				
H-6w	Pyramid/McCarran/Wedekind Freeway (west)	◔	◕	●	◔	◕	◕	○	◒	◒	○	○	◒	○	◔	◒	√			Screen out due to impacts to McCarran Blvd and Sullivan Rd corridors, inability to accommodate future Spaghetti Bowl, and closure of Oddie interchange.
H-7w	Pyramid/McCarran/Wedekind to Vista Freeways (west)	◔	◕	●	◔	◕	◕	○	◒	◒	○	○	◒	○	◔	◕	√			Screen out due to impacts to McCarran Blvd and Sullivan Rd corridors, inability to accommodate future Spaghetti Bowl, and closure of Oddie interchange.
H-17s	US-395 to Vista and Pyramid Freeways (south)	◔	◔	◒	◔	◔	◔	○	◒	◒	○	○	○	◔	◔	◒			√	Carry forward for additional analysis. Concerns with impacts to Sun Valley and University property to be further analyzed.
H-17n	US-395 to Vista and Pyramid Freeways (north)	◔	◔	◔	◔	◔	◔	◔	◔	◒	◔	○	○	◔	◔	◒			√	Carry forward for additional analysis. Concerns with impacts to Sun Valley, other properties and Alturas power lines to be further analyzed.
Lane Type Options																				
L-1	General Purpose Lanes on new and/or improved facilities																	√		Not analyzed in Level 2B. Carry forward for further analysis.
L-2	HOV Lanes on new and/or improved facilities																	√		Not analyzed in Level 2B. Carry forward for further analysis.
L-3	Toll Lanes on new and/or improved facilities																	√		Not analyzed in Level 2B. Carry forward for further analysis.
L-4	Reversible Lanes																	√		Not analyzed in Level 2B. Carry forward for further analysis.
L-5	HOT Lanes on new and/or improved facilities																	√		Not analyzed in Level 2B. Carry forward for further analysis.
L-6	FAIR Lanes on new and/or improved facilities																	√		Not analyzed in Level 2B. Carry forward for further analysis.

Legend:

○	◔	◒	◕	●
Best	Good	Fair	Poor	Very Poor

PYRAMID HIGHWAY
US 395 CONNECTION

LEVEL 3 ALTERNATIVES

JANUARY 2010

PRELIMINARY

SUBJECT TO REVISION

LEGEND:

- PRELIMINARY HIGHWAY ALIGNMENT
- RAMPS / FRONTAGE ROADS
- STRUCTURES
- STREET ALIGNMENT / IMPROVEMENTS
- AT PARR INTERCHANGE OPTION
- SOUTH PARR INTERCHANGE OPTION

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N.T.S.

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Meeting Minutes

Project: Pyramid Highway/US 395 Connection

Purpose: Technical Advisory Committee Meeting

Date Held: February 17, 2011

Location: NDOT District II Conference Room
310 Galletti Way, Sparks NV

Attendees:

FHWA (via teleconference):	Andrew Soderborg, Del Abdalla
RTC:	Doug Maloy, Tom Greco
NDOT:	Nathan Johnson, Chris Young
City of Reno:	Charla Honey
City of Sparks:	Jim Rundle
Washoe County:	Clara Lawson
TMRPA:	Sienna Reid
BLM:	N/A
Reno/Sparks Indian Colony:	N/A
Jacobs:	Bryan Gant, John Karachepone, Steve Oxoby, Chris Martinovich, Ben Taylor
CH2M HILL:	Cindy Potter, David Dodson, Mark Gallegos

Copies: Attendees, File, Amir Soltani, Anita Lyday, Carolyne Mulvihill, Denise Thompson, Hannah Visser, Howard Riedl, Julie Masterpool, Lee Gibson, Mike Fuess, Mike McCarley, Neil Krutz, Scott Gibson, Scott Nebesky, Amy Cummings

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Summary of Discussion:

1. **Welcome and Introductions – Bryan Gant**
   - Bryan Gant welcomed attendees, provided introductions, and gave a brief overview of the meeting agenda, goals and objectives. An agenda was distributed along with a table outlining previous TAC meeting dates and an overview of the outcomes of the previous meetings.
   - Goal of today's TAC meeting is to provide a progress update and obtain additional TAC input to advance the Level 3 screening.
   - During introductions, note was made by Chris Young/NDOT regarding Dan Nollsch's retirement. Chris has taken over Dan's role at NDOT.

2. **Project Status Update – Bryan Gant**
   - Bryan Gant provided an update on the current status of the study.
   - Additional traffic analysis has taken a little longer than expected which is why the TAC has not met since August 2010. Status of this analysis will be presented at today's meeting.
   - To advance the Level 3 Screening, the team would like to reach consensus regarding feasibility of Sun Valley crossings and interchange locations and facility type at the northern end of Pyramid.
   - Would like to reconvene the TAC on March 17, 2011 to discuss supplemental alternatives and close out the Level 3 screening so that work can begin on the Draft EIS.

3. Sun Valley Workshop/Public Outreach Effort – Cindy Potter

- Cindy provided an overview of the Sun Valley Workshop held on January 19, 2011, including format, community participation, outreach efforts leading up to the workshop to encourage participation, and general summary of the public comment received.
- Note was made that due to the success of the Sun Valley Workshop, a similar outreach effort will be initiated within the Pyramid corridor prior to the planned April 2011 public meeting to encourage public participation.
- Though there are still people opposed to the project, there appeared to be a number of people that see the potential benefit the project could bring to the community. Those that are in support expressed concern regarding impacts and mitigation strategies.
- There appeared to be a preference toward the southern crossing alignment (of Sun Valley Boulevard) in the area of El Rancho/Dandini intersection, particularly among business owners.
- There was a preference for an interchange at Sun Valley Boulevard among the existing businesses. However, for the general public, there was no clear preference between West Sun Valley and Sun Valley Boulevard interchange locations, only that access to the connector should be provided to/from Sun Valley.

4. Level 3 Screening Recap – Bryan Gant

- Bryan provided a brief overview of the Level 3 screening process, previous alternatives consensus items, and current findings/recommendations.
    - Elimination of US 395 system interchange alternatives north and south of Parr Boulevard. At-Parr interchange to be carried forward into DEIS.
    - Elimination of northern Sun Valley alignment in area of First Street. Crossings in area of Rampion and El Rancho/Dandini to be carried into DEIS.
    - Elimination of various Sun Valley interchange options with only tight-diamond or single point urban interchange (SPUI) at Sun Valley Boulevard and combination diamond/loop ramps at the West Sun Valley Arterial interchange being carried forward into the DEIS.
    - On-, off-, and ridge Pyramid alignments to be carried forward into the DEIS as each is considered to be viable. Since these alignments are all within the City of Sparks Sphere of Influence, the team will be meeting with Sparks Parks and Recreation and Planning staff.
    - Cut/fill lines were forwarded to TAC after last meeting for on-, off-, and ridge alignments for review. No comments were received in the interim or at today's meeting.
    - Pyramid on-alignment alternative with frontage roads in the area of commercial developments between Disc Drive and Los Altos will be carried forward into the DEIS.
    - Split diamond alternative on Pyramid from Sparks Boulevard to Lazy 5 will be carried forward into DEIS.
    - Split diamond interchange with frontage roads between Dolores and Eagle Canyon stands out as the most feasible alternative due to balancing ROW impacts and providing access to existing and future locations and will be carried forward into the DEIS.

5. Level 3 Traffic Analysis – John Karachepone

- John provided an overview of the traffic analysis performed using the Interim Consensus Forecast data.
- Primary focus of the analysis was peak hour projections for the 2030 model-year horizon. 2035 is the project design-year horizon.
- Both no-build and build forecasts were generated.
    - Analysis indicates that the Pyramid/US 395 connection project will be necessary to meet projected traffic volumes. Without the east/west connection provided by the project, several regional roadways fail, due to heavy congestion.
    - The projected volumes for the 2035 design-year indicate the need for a 6-lane freeway connector facility to serve traffic volumes.
    - The volume on the system-to-system interchange at US 395 suggests the need for a 10-lane configuration on US 395 to be extended at least to the connector instead of ending at McCarran Blvd as currently planned in the RTP to serve this additional traffic.
    - The model projects there is sufficient east/west demand to provide a full service interchange in Sun Valley.

- The model identifies the need for improvements on Pyramid Highway to extend south of Disc to McCarran Boulevard to serve projected demand. This would include matching into planned intersection improvements at Pyramid/McCarran with a 6-lane divided arterial from Los Altos south to McCarran (assuming an off-alignment freeway improvement alternative is selected as the preferred alternative) or from Disc south to McCarran (if an on-alignment is selected).
- Disc Drive east to Vista would also need to be improved to a 6-lane arterial to serve projected demand.
- The model also indicates a 6-lane freeway would be required to meet demand north to Lazy 5 with a 6-lane freeway or expressway from Lazy 5 to La Posada and/or Eagle Canyon. Further traffic analysis will be performed to determine how best to transition to a lower order facility north to Calle de la Plata.

6. Sun Valley Crossings/Interchange Alternatives – Ben Taylor

- Ben provided an overview of the crossing and interchange alternatives within Sun Valley including potential benefits and challenges of each.
- In December 2010, a design review meeting was held with NDOT roadway division. Several facets of the overall design including plan, profiles, and sections of the proposed roadways were presented and comments requested. There were some preliminary comments received from NDOT regarding ramp and mainline grades. The team is addressing these comments and reducing these grades to some extent. Additional comments are forthcoming and will be addressed appropriately.
- Operational challenges presented by the southern crossing's proximity to the El Rancho/Dandini intersection have been addressed by moving the mainline a little further north as well as widening Sun Valley Boulevard within this area. These changes would give the space needed to provide adequate storage for the high-volume left hand turns both onto the connector and onto El Rancho with both the tight diamond and SPUI interchange layouts at Sun Valley Boulevard. Based on these changes, it is felt that the southerly crossing is a geometrically feasible alternative.
- CORSIM analysis will provide additional data needed to determine which crossing/interchange alternative(s) perform best and if there are any fatal flaws operationally with any of the alternatives.

7. Environmental Update – Bryan Gant

- WCRM has completed their archeological walk-through ground survey.
- Approximately 130 sites have been identified which fall into 3 primary categories.
  - Trash scatters (the bulk of the sites fall into this category)
  - Mining activity
  - Historic ditches (one ditch was located that was never completed)
- There were no findings of archeological significance that would affect alternative alignment selection.
- Detailed archeological recordation will be deferred until a preferred alternative has been selected in order to minimize the study footprint. This has been discussed with FHWA and there will also be a meeting with SHPO to make sure there is concurrence on this proposed approach.
- Work continues on an open space parcel within Sun Valley to preserve a joint recreational and transportation use (the County is currently only interested in using the southern portion of this parcel as a trailhead whereas the Team is interested in maintaining the northern section for transportation use).

8. Consensus Items

- ***The team will continue to look at high-order expressway/freeway facility at the north end of the study limits along Pyramid Highway. This alternative will be further refined and carried into the DEIS.***
- ***Northern (at Rampion) and southern (north of El Rancho/Dandini) Sun Valley crossings and interchange options at Sun Valley Boulevard and the future West Sun Valley Arterial will be carried forward into the DEIS as no fatal flaws have been identified with any of the 4 configurations.***
- ***Pyramid Highway on-, off-, and ridge alignments will be carried forward into the DEIS.***

9. Next Steps – Bryan Gant/Cindy Potter

- TAC will meet in March to discuss alternatives. Decisions on which of these alternatives will be carried forward into the DEIS will be made during the March meeting.
- SWG will be scheduled in March to update the group on the study progress and alternatives being carried forward into the DEIS as well as to obtain their feedback prior to the next public meeting to be held in April.
- The Team will be presenting its findings to the NDOT Front Office, RTC Board, City Councils, and Washoe County Commission during late March/early April. The team requests that the TAC advise if meetings should be set-up with any department heads prior to these presentations.
- The team will also be presenting to the RTC TAC and CAC in March.
- Additional business and EJ outreach within the Pyramid corridor will be initiated leading up to the April public meeting. There will also be additional discussion on how to notice the Sun Valley area in order to promote their involvement at the next public meeting.
- The public meeting in April will be primarily to provide information to the public on what alternatives will be carried into the DEIS, preparation schedule for the DEIS, and how the DEIS will be distributed for public review and comment.

10. Q & A

Q: *Has the next workshop/public meeting been scheduled?*

A: *We do not have a date set, but the team is looking at late April. This will be a public meeting heading into the Draft EIS and is anticipated to be held at Lazy 5 in Spanish Springs. Additional outreach within the Pyramid corridor is planned leading up to this public meeting*.

Q: *The Sun Valley community has historically preferred that Sun Valley Boulevard be maintained as a lower volume arterial with the majority of the through traffic encouraged to use the West Sun Valley Arterial. Wouldn't this suggest a preference for an interchange to be located at West Sun Valley*?

A: *Generally speaking, businesses tend to prefer an interchange at Sun Valley Boulevard while the more established local residents tend to prefer an interchange at West Sun Valley.*

Q: *What is the distance between El Rancho/Dandini and the southern ramps for the interchange at Sun Valley Boulevard with the southern crossing*?

A: *Approximately 400 feet with the SPUI configuration.*

Q: *What is the east/west distance between Sun Valley Boulevard and the West Sun Valley Arterial*?

A: *Approximately 2300 feet.*

12. Comments

Note was made regarding the differences between freeway and expressway facilities. Both facilities provide a high-order of access control with a freeway facility being the more restrictive of the two. Expressways allow for a limited number of signalized, at-grade, high traffic intersections along the facility and/or right-in/right-out movements.

Clarification was provided regarding the connector interchange alternatives within Sun Valley. There would be either an interchange at Sun Valley Boulevard or at the future West Sun Valley Arterial, not at both locations.

Request was made that Neil Krutz be informed of the Team's intent to go before the Sparks City Council in April and to work through Neil to get the project on the Sparks City Council agenda.

Charla Honey will continue to facilitate the process of getting on the Reno City Council agenda.

Clara Lawson will facilitate the process of getting onto the Washoe County Commission agenda. Requests a lead time of 1 month to get through this process (County Commission is down to 2 meetings per month).

Note was made that the City Councils prefer to have any presentations be brief (3-5 minutes).

Nathan Johnson will assist in coordinating meeting with NDOT Front Office.

Chris Young would like to be involved in the SHPO meeting regarding archeological recordation.

TAC presentation materials and exhibits will be forwarded to FHWA for review.

NOTE: ***The Next TAC meeting will be held March 17, 2011 from 1:30-4:00pm at the NDOT District II conference room.***

Meeting adjourned at 3:00 p.m.

Attachment A
Attendance Roster

PYRAMID HIGHWAY US 395 CONNECTION
TAC MEETING # 12 FEBRUARY 17, 2011
NDOT DISTRICT OFFICE CONFERENCE ROOM

NAME	ORGANIZATION	TELEPHONE #	EMAIL
John Karachepone	JACOBS	702 938 5508	John.Karachepone@Jacobs.c
Chris Young	NDOT-ENV.	775-888-7688	cyoung@dot.state.nv.us
Charla Honey	City of Reno	775 334 2191	honeyc@reno.gov
JIM RUNDLE	CITY OF SPARKS		jrundle@cityofsparks.u
Sienna Reid	TMRPA		sreid@tmrpa.org
David Dodson	CH2MHILL	775-329-7300	david.dodson@ch2m.c
MARK GALLEGOS	CH2M HILL	329 7300	MGALLEGO@CH2M.COM
Chris Martinovich	JACOBS	850-5105	christopher.Martinovich@jacobs.com
Nathan Johnson	NDOT-PM	(775) 888-7319	rjohnson2@dot.state.nv.us
Cindy Potter	CH2M HILL	329-7300	cpotter@ch2m.com
BRYAN GANT	JACOBS	775 850 5100	bryan.gant@jacobs.c
Ben Taylor	Jacobs	(702) 938-5477	ben.taylor@jacobs.com
STEVE OXOBY	JACOBS	775 850-5108	STEVE.OXOBY@JACOBS.COM
Doug Maloy	RTC	775-335-1865	dmaloy@rtcwashoe.co
Tom Gallo	RTC	54[illegible]	
Clara Lewis	WC	3	

Attachment B
Presentation Slides

TAC meeting #12

February 17, 2011

JACOBS

RTC PYRAMID HIGHWAY

US 395 CONNECTION

NEVADA DOT

DEPARTMENT OF TRANSPORTATION UNITED STATES OF AMERICA

Agenda

Goal:

Advance Level 3 Screening and Provide an Update of Public Outreach Activities.

Project Status Update

TAC No.	Date	Outcome
1	2-21-08	▪Reviewed the Project's Goals (Purpose and Need) ▪Overview of the Project Process and TAC Responsibilities ▪Discuss Needs in the Corridor to Support Purpose and Need Development
2	4-17-08	▪Reviewed Existing Traffic Collection Data ▪Update on the 2040 Regional Transportation Plan by RTC ▪Discussion Regarding the Results of the April, 2008 Public Meeting
3	7-17-08	▪Further Reviewed and Discussed Purpose and Need Elements ▪Determined the Range of Project Alternatives ▪Discussed Concept Screening Methodology and Process
4	9-18-08	▪Reviewed, Discussed, and Completed Level 1 Concept Screening
5	1-15-09	▪Overview of Level 2A Screening and Criteria ▪Preliminary Traffic Findings ▪Identification of April 2009 Public Meeting
6	2-19-09	▪Traffic and Environmental Analysis Results ▪Level 2A Screening Review and Completion
7	5-21-09	▪Engineering, Traffic, and Environmental Analysis Results ▪Level 2B Screening Review and Completion
8	7-16-09	▪Right-of-Entry Footprint Review and Determination
9*	10-15-09	▪Detailed Review and Preliminary Screening of Initial "H17" Concept Alternatives ▪Confirmed Alternatives for Detailed Level 3 Screening Analysis
10	1-21-10	▪Traffic Forecasting Results for Level 3 Screening** ▪Interim Level 3 Screening Review
11	8-19-10	▪Reviewed / confirmed progress to date and discussed project horizon year ▪Screened out the South-of-Parr interchange (Level 3) ▪Discussed Pyramid off-alignment alternatives (none screened)

RTC PYRAMID HIGHWAY US 395 CONNECTION

Study Status Update

ITEM	LEVEL 1	LEVEL 2 2A	LEVEL 2 2B	LEVEL 3*
Analysis Type	Qualitative P&N Analysis and Fatal Flaw	Major Env. & Traffic Demand	Schematic** Design, Traffic, Env.	H/V Geometry, Traffic Ops, Detailed Env.
Design Level	Corridor Identification	"Fat" Line Concepts	Single Line Sketches	Up to 15 - percent H/V Alignments
Number of Alternatives	Numerous Alternatives	Several Alts.	Fewer Alts.	Few Alternatives
Decision Point***	July 08 TAC	Sep 08 TAC	Feb 09 TAC	May 09 TAC TAC

JACOBS

Sun Valley Workshop

- January 19, 2011 at the Sun Valley Neighborhood Center
- 118 Residents and Elected Officials in attendance
- Light meal was provided to encourage greater attendance
- Good mix of attendees, but had hoped for greater representation from EJ groups
- Aggressive effort prior to meeting

Sun Valley Workshop

- Open-house format
- Six “themed” stations with display boards
- Each station manned by RTC and consultant representatives to answer questions and take comments
- Primary focus of Study Team: “We are here to listen to your thoughts and concerns.”

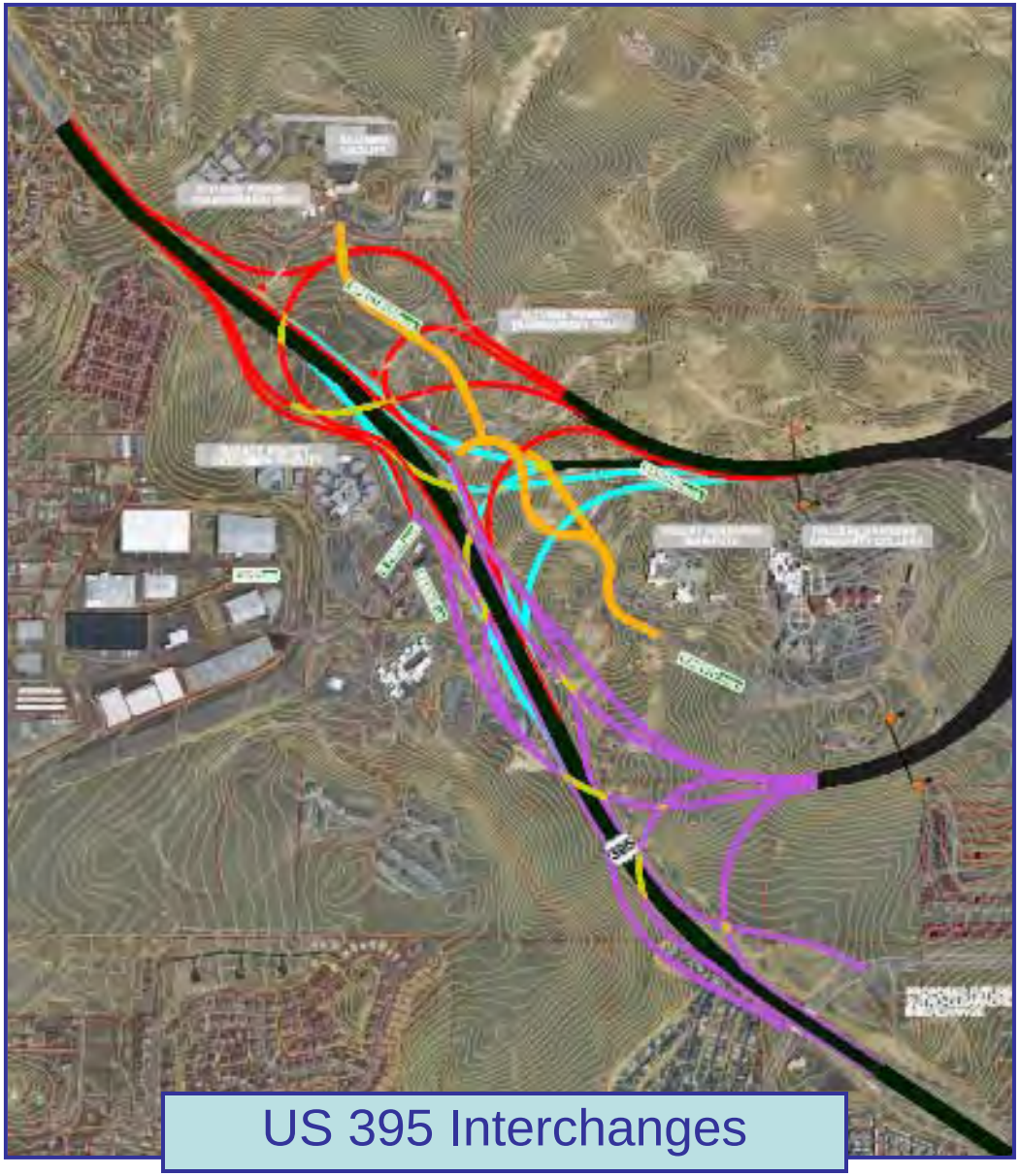
Sun Valley Workshop

- A few were opposed to the project, but overall attendees saw benefits and opportunities for their community
- Most were generally in support of the project but expressed concerns regarding impacts and mitigation strategies
- Opinion was split between northern and southern crossings, but preference appeared to lean toward the southern crossing

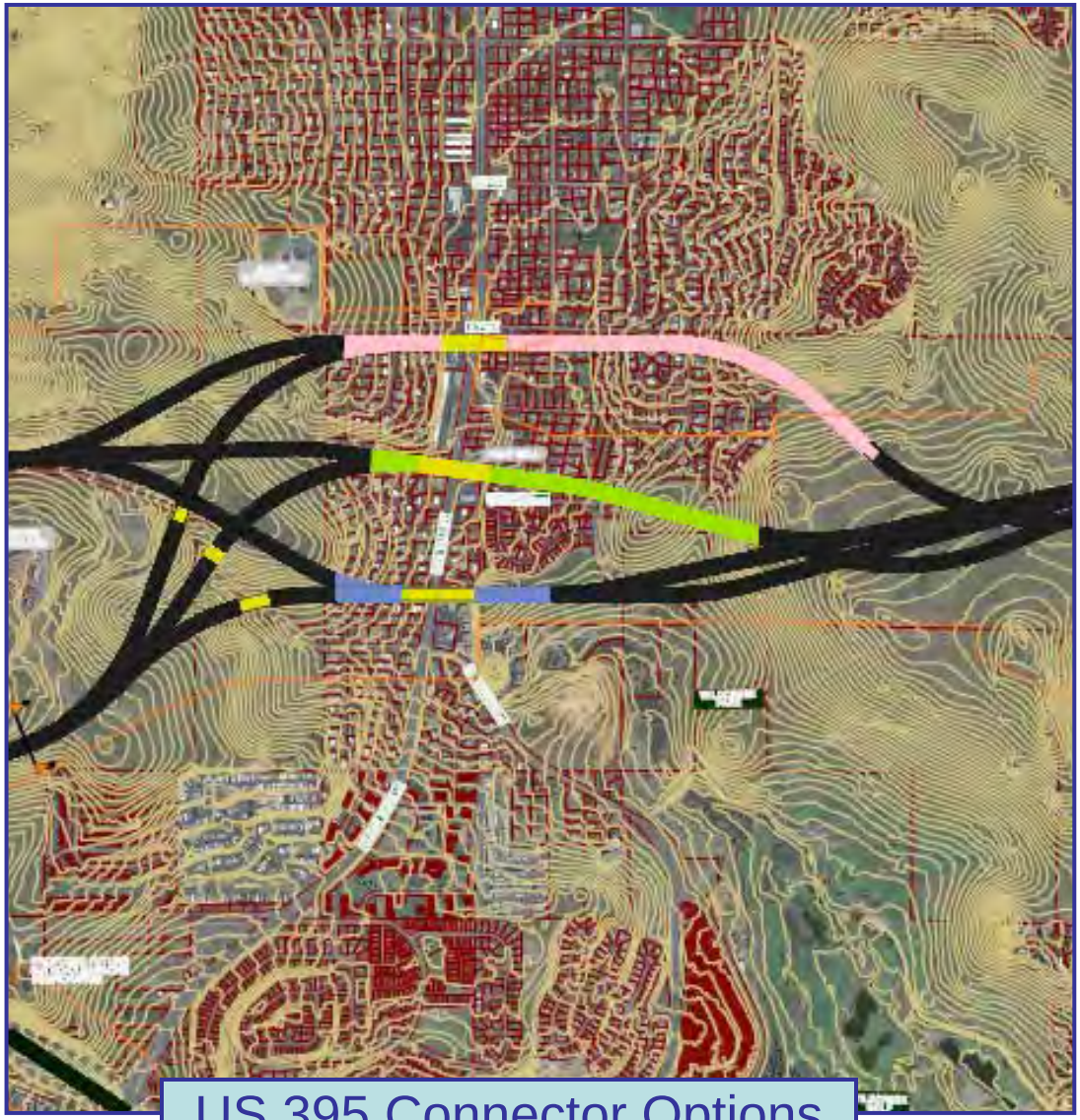
Sun Valley Workshop

- No clear preference regarding interchange location (SV Blvd vs. West SV Arterial) – only that access to connector be provided to/from Sun Valley
- Overall attendees appreciated being involved in the process and felt they were being heard

Level 3 Screening Review



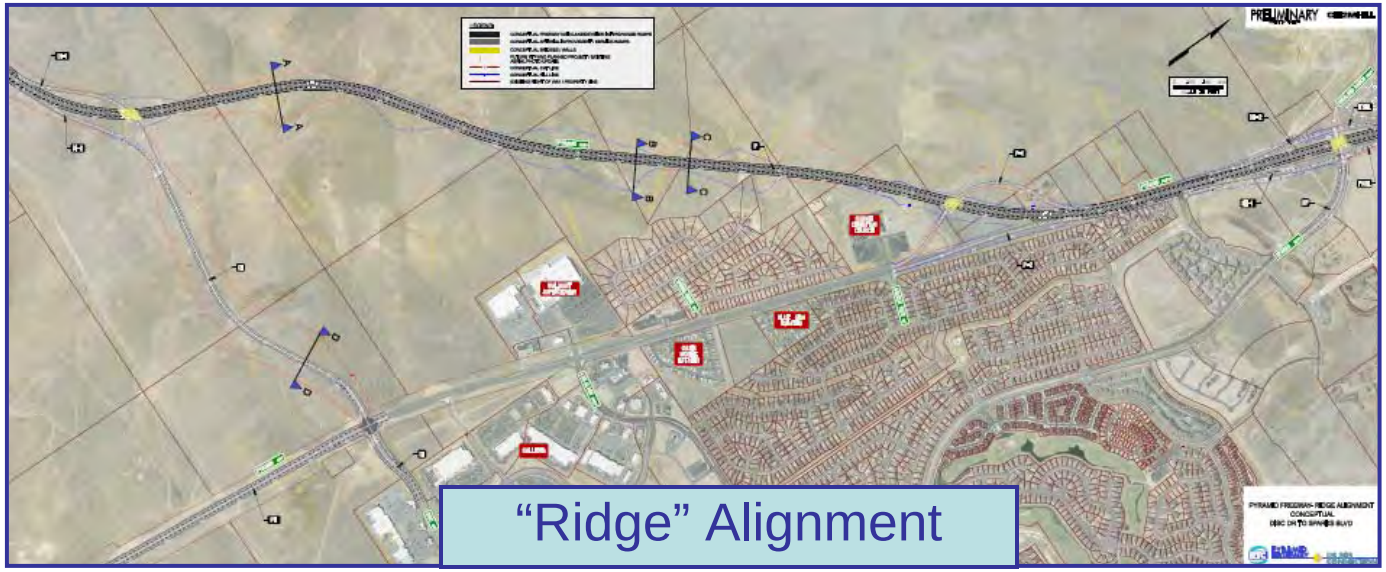
US 395 Interchanges



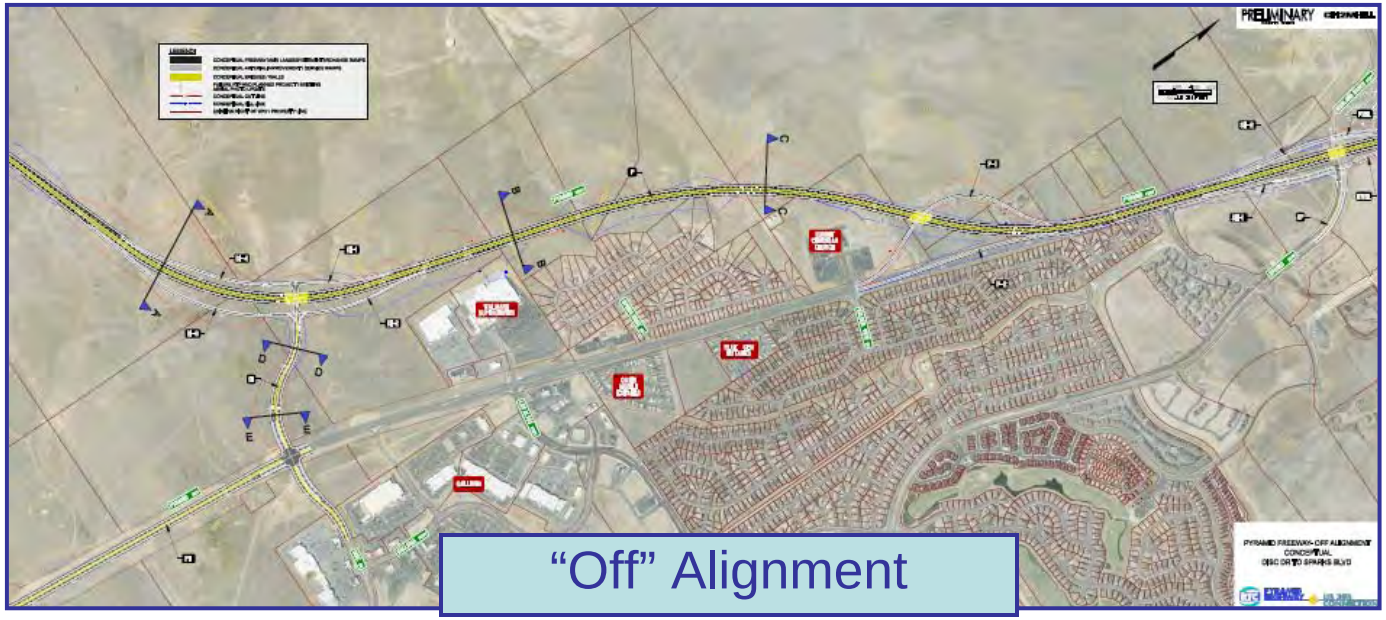
US 395 Connector Options

SUN VALLEY INTERCHANGE OPTIONS			
TYPE	LOCATION	COMMENTS / STATUS	
Tight Diamond	Sun Valley	Either Crossing	
Tight Diamond	West S.V.	Ramps too Steep	X
Split Diamond	Both	Frontage Rds. too Steep	X
ParClo	Sun Valley	Unsafe Downhill Speed ▲	X
ParClo	West S.V.	Unsafe Downhill Speed ▲	X

Level 3 Screening Review



"Ridge" Alignment



"Off" Alignment

Level 3 Screening Review

- Proximity to trip origins / destinations
- Visual impacts greater with the Off alignment
- Ridge alignment bisects open space
- Disc requires longer extension to Ridge alignment
- Commercial visibility a minor issue
- Noise walls vs visibility may be a debate

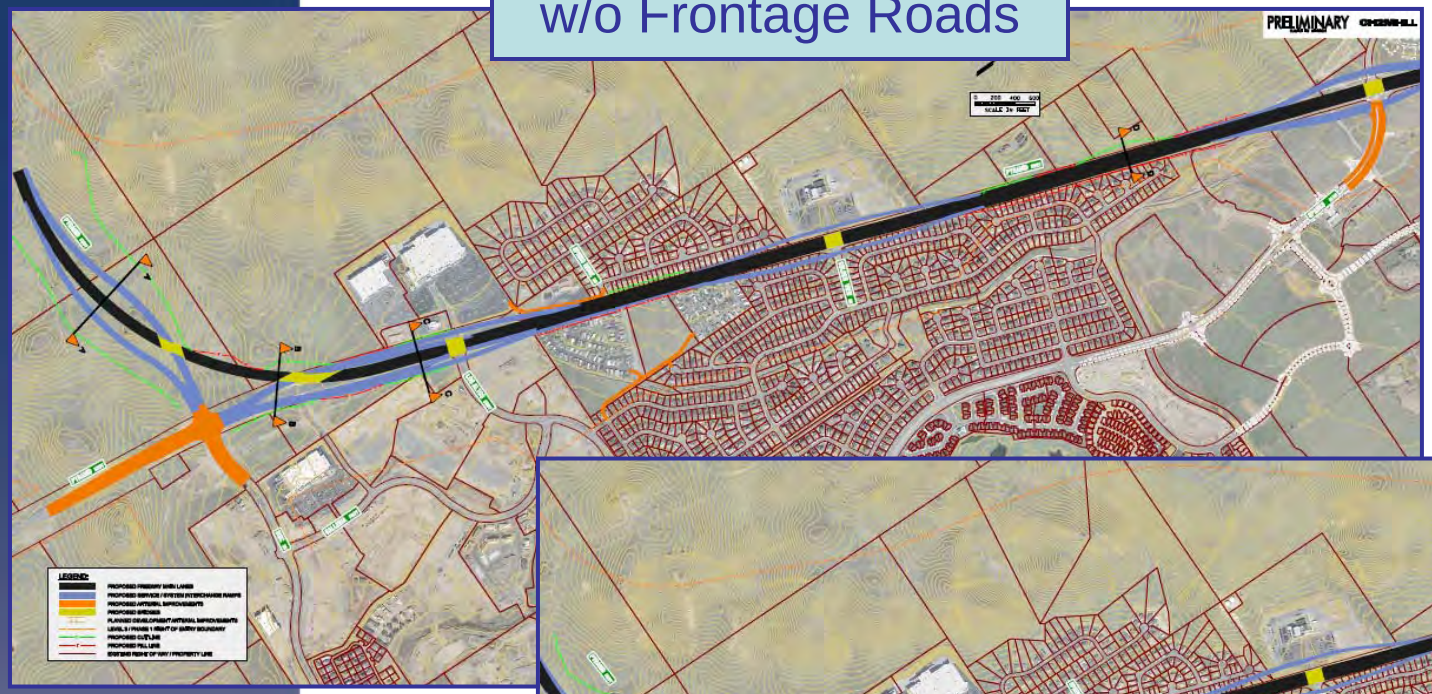
Level 3 Screening Review

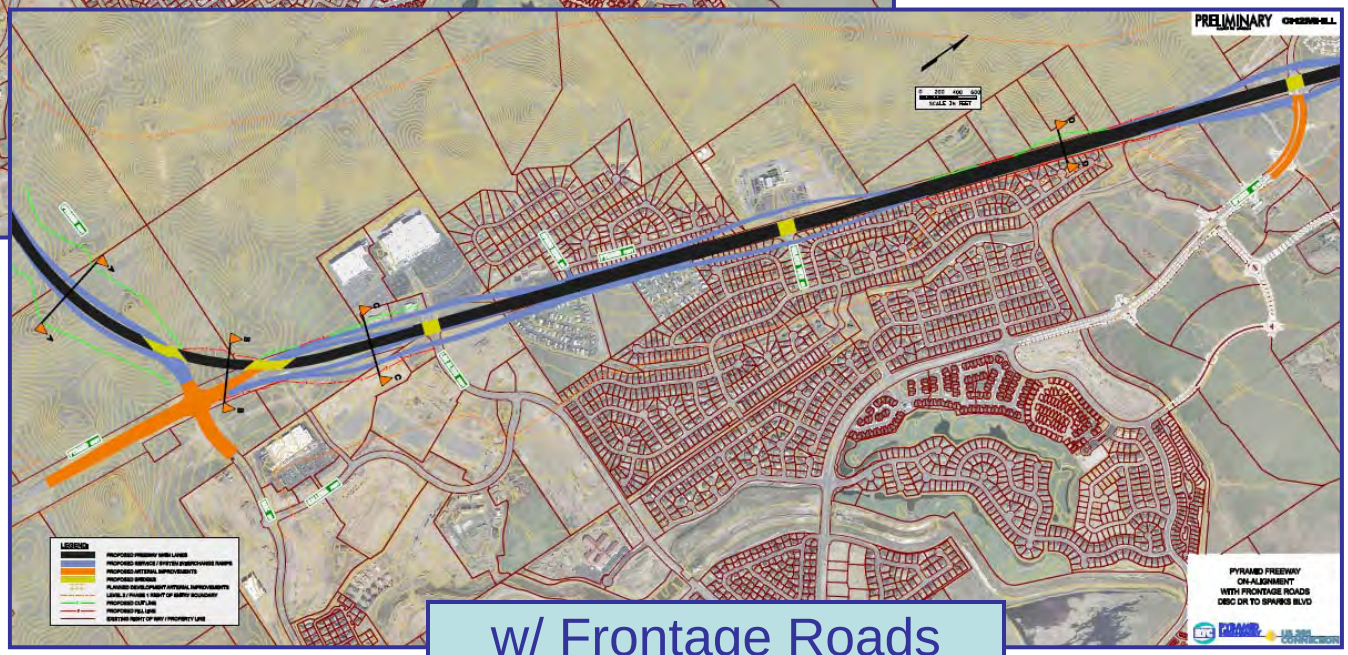
- Ridge alignment could use NB ramps
- Ridge alignment may attract more development
- Within the City of Sparks sphere of influence
- Show cut/fill lines

All Alignments Pass Level 3

Level 3 Screening Review

w/o Frontage Roads





w/ Frontage Roads

FACILITY TYPE TRANSITION	
Freeway Ends at Lazy 5 Pkwy, Arterial to North	X
Freeway Ends at Lazy 5 Pkwy, Expressway to Eagle Canyon	
Freeway Ends at Eagle Canyon	
Freeway Ends at Egyptian Drive	X

Reconsidered with new model

EAGLE CANYON INTERCHANGE OPTIONS			
EAGLE CANYON	DOLORES	CONNECTION	
ParClo AB	Diamond	2-way FR	X
Diamond	Diamond	1-way FR w/ Slips	X
Split Diamond	Split Diamond	FR w/o Slips	
N.E. Loop	Diamond	1-way FR	X
S.E. Loop	Diamond	2-way FR to R. James	X
N.E. Loop	Diamond	None	X
Diamond	Diamond	None	X

Traffic Projections Overview

- Based on RTC's Travel Demand Model
  - Subarea (project influence area) checks and updates
  - Model horizon year 2030
- Focus on Peak Hour Projections
- Design Hour Volumes Developed
  - Design Year is 2035
    - No-Build Forecast
    - Build Alternative Forecast reflecting Demand Volumes

Traffic Projections Overview

- Need for US 395 Connector Confirmed
- In Design Year, 6-Lane Freeway Indicated
- Connection at US 395 to be designed to accommodate Connector Volumes
- Interchange at Sun Valley meets demand from Sun Valley Community

Traffic Projections Overview

- Need for Improvements to Pyramid Highway south of Connector Confirmed
  - McCarran Intersection needs improvements to meet this increased demand volume
- 6-Lane Divided Arterial indicated in Design Year from Los Altos Parkway to south of Queen Way
- 6-Lane Divided Arterial indicated for Disc Drive

Traffic Projections Overview

- Need for Improvements indicated to Calle De La Plata
- 6-Lane Freeway Required to Lazy Five
- 6-Lane Freeway Indicated to Eagle Canyon / La Posada
- Several options could work to transition to 2-Lane highway north of Calle de La Plata

Facility Type Transition – North End

Option 1:

6-Lane Freeway transitions to 6-Lane Divided Arterial north of Eagle Canyon, and to 4-Lane Divided Arterial north of Egyptian Drive / Sunset Springs Lane

Option 2:

6-Lane Freeway to Delores, 4-Lane Freeway with Frontage roads north of Delores to Eagle Canyon; 4-Lane Freeway transitions to 6-Lane Divided Arterial north of Eagle Canyon / La Posada

Facility Type Transition – North End

Option 3:

6-Lane Freeway transitions to 6-Lane Expressway north of Lazy 5 to north of Eagle Canyon / La Posada

Conclusions:

Higher order facility type is required to Eagle Canyon / La Posada.

Refinements of this facility after Level 3.

Configurations

- Northern Crossing
  - SPUI or TUDI at Sun Valley Blvd.
  - Loop Ramps at West Sun Valley Arterial
- Southern Crossing
  - SPUI or TUDI at Sun Valley Blvd.
  - Loop Ramps at West Sun Valley Arterial

Benefits

- Northern Crossing
  - Follows an existing power line corridor
  - Mainline grades are slightly flatter (~0.4%)
- Southern Crossing
  - Bluff to east of SVB provides natural support thus requiring less fill
  - Utilizes more open space thus requiring acquisition of only 20-40 parcels
  - Requires minimal improvement to perpetuate local access
  - Preferred by community based on workshop feedback

Challenges

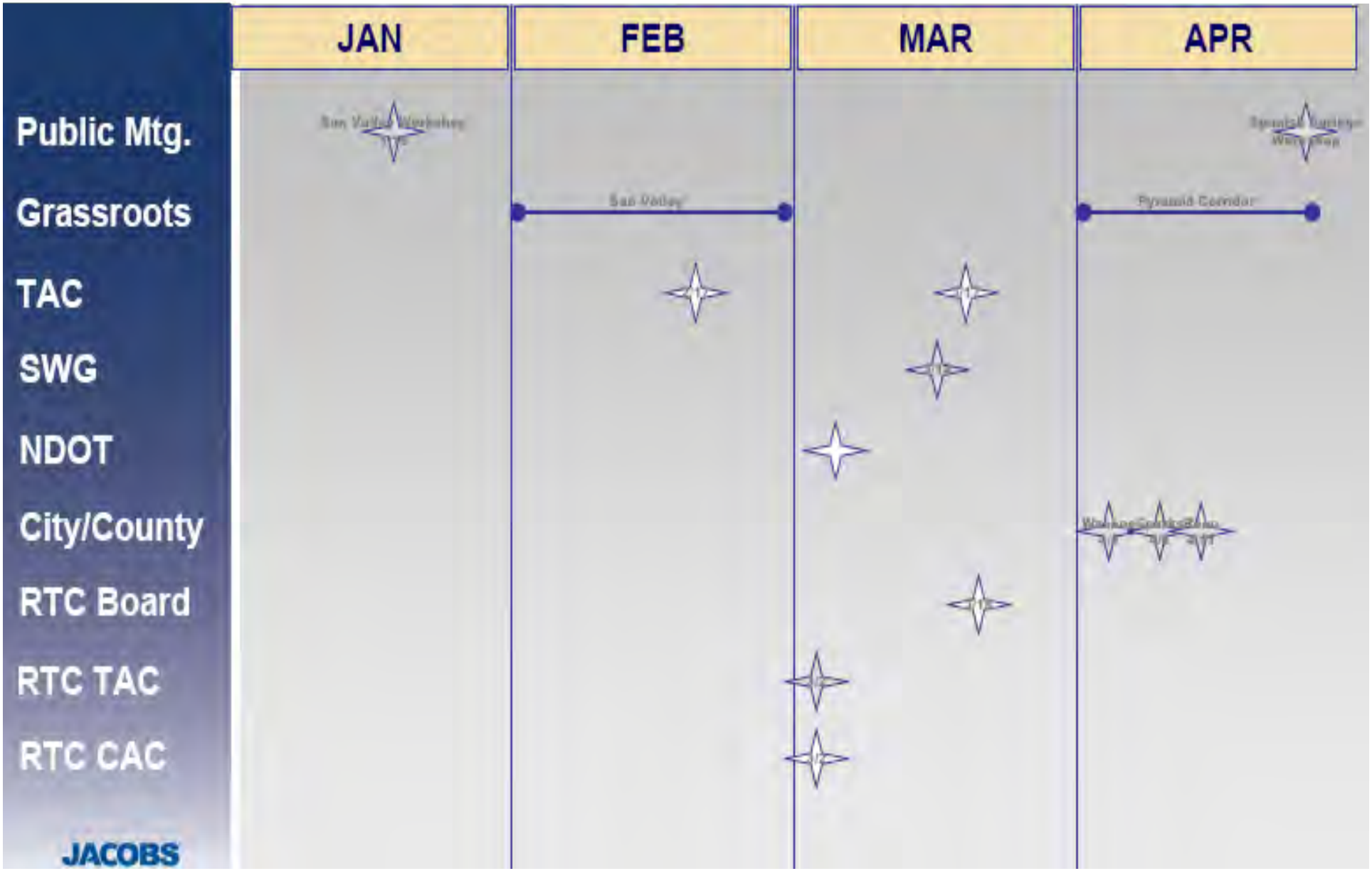
- Northern Crossing
  - Requires substantial improvement to perpetuate local access
  - Requires acquisition of approx. 60-80 parcels
  - Ramp grades at or near 8% (analyzing <7%)
- Southern Crossing
  - Mainline grades are steeper nearing 6%
  - Ramp grades at or near 8% (analyzing <7%)
  - Proximity to the existing Dandini/El Rancho Intersection

Viability/Feasibility

- Northern Crossing-YES
  - Pending NDOT comments & CORSIM
- Southern Crossing-YES
  - Changes to Intersection layout promotes feasibility with Dandini/El Rancho Intersection
  - Pending NDOT comments & CORSIM

RTC PYRAMID HIGHWAY US 395 CONNECTION

Upcoming Outreach Activities



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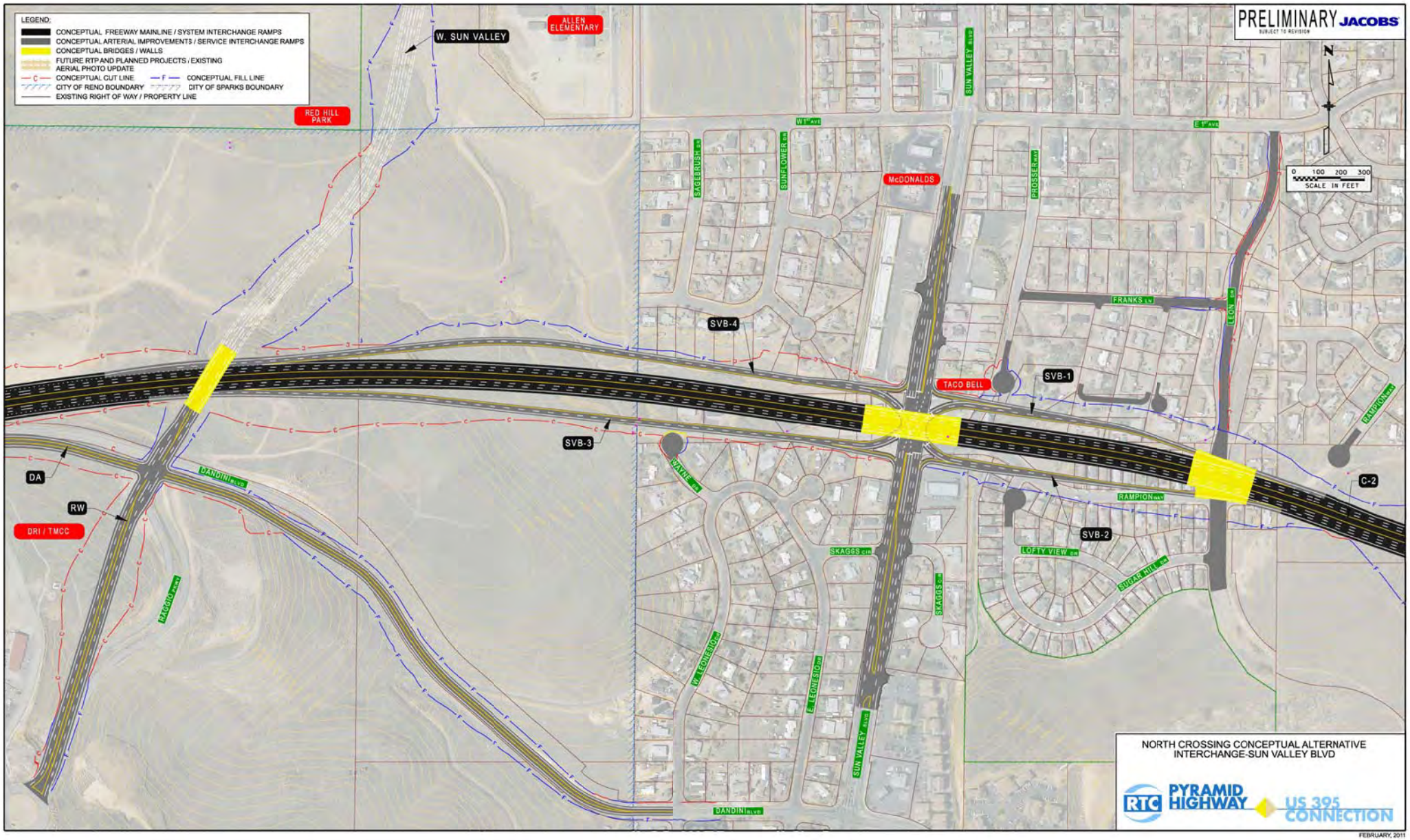
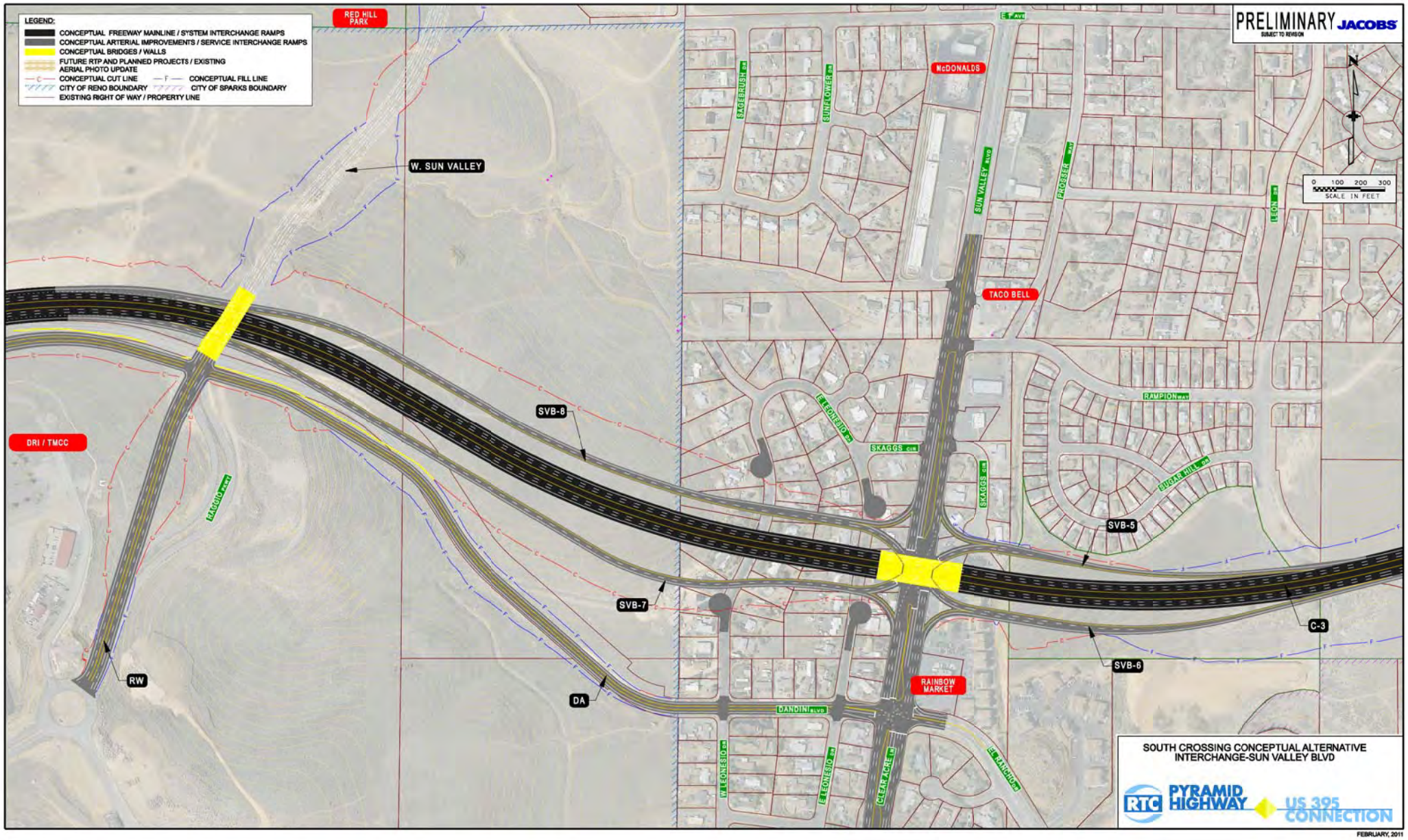
Attachment C
Meeting Displays



NORTH CROSSING CONCEPTUAL ALTERNATIVE
INTERCHANGE-SUN VALLEY BLVD

RTC PYRAMID HIGHWAY US 395 CONNECTION

FEBRUARY, 2011


PRELIMINARY
SUBJECT TO REVISION
JACOBS
LEGEND:
CONCEPTUAL FREEWAY MAINLINE / SYSTEM INTERCHANGE RAMPS
CONCEPTUAL ARTERIAL IMPROVEMENTS / SERVICE INTERCHANGE RAMPS
CONCEPTUAL BRIDGES / WALLS
FUTURE RTP AND PLANNED PROJECTS / EXISTING AERIAL PHOTO UPDATE
CONCEPTUAL CUT LINE
CONCEPTUAL FILL LINE
CITY OF RENO BOUNDARY
CITY OF SPARKS BOUNDARY
EXISTING RIGHT OF WAY / PROPERTY LINE
RED HILL PARK
W. SUN VALLEY
McDONALDS
TACO BELL
DRI / TMCC
RAINBOW MARKET
SVB-8
SVB-7
SVB-6
SVB-5
C-3
RW
DA
SUN VALLEY BLVD
DANDINI BLVD
E. LEONESIO DR
W. LEONESIO DR
SKAGGS CIR
RAMPION WAY
SUGAR HILL DR
PROSSER WAY
LEON DR
CLEAR ACRE DR
MACCIO PKWY
SAGEBRUSH DR
SUNFLOWER DR
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INTERCHANGE-SUN VALLEY BLVD
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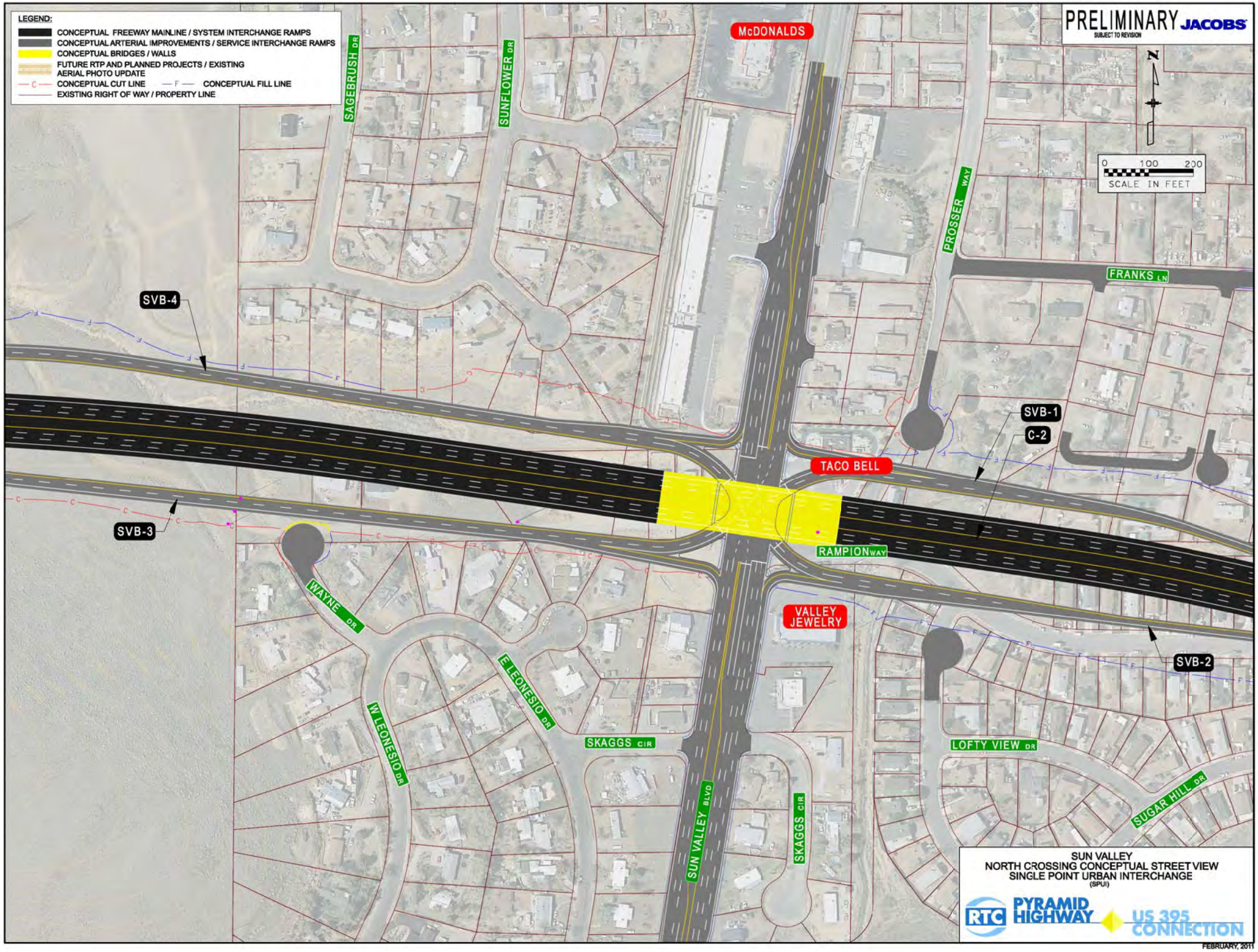
PYRAMID HIGHWAY
US 395 CONNECTION
FEBRUARY, 2011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SCALE IN FEET
McDONALDS
SAGEBRUSH DR
SUNFLOWER DR
PROSSER WAY
FRANKS LN
SVB-4
SVB-1
C-2
TACO BELL
SVB-3
RAMPION WAY
WAYNE DR
VALLEY JEWELRY
SVB-2
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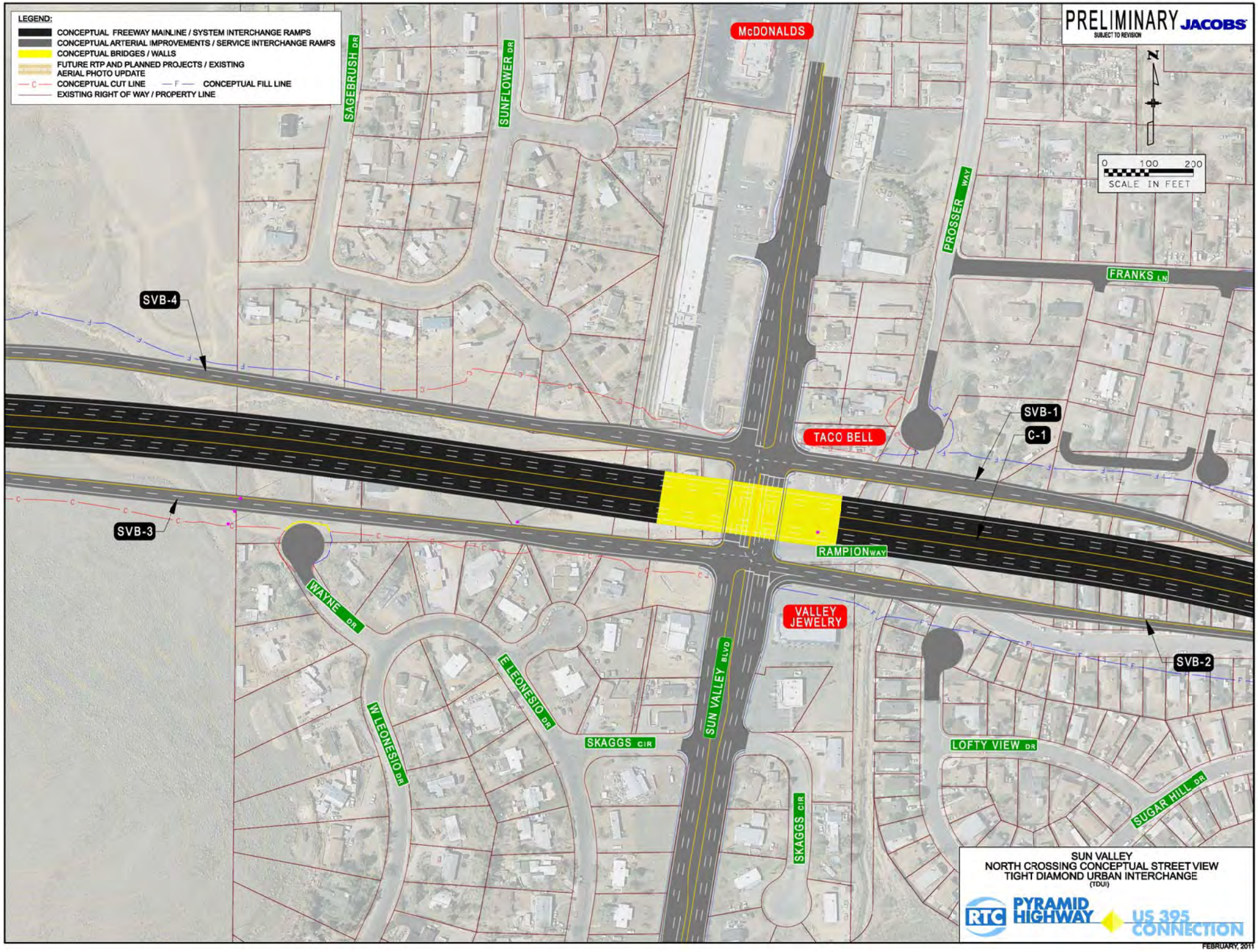
W LEONESIO DR
SKAGGS CIR
LOFTY VIEW DR
SUGAR HILL DR
SUN VALLEY BLVD
SKAGGS CIR
SUN VALLEY
NORTH CROSSING CONCEPTUAL STREET VIEW
SINGLE POINT URBAN INTERCHANGE
(SPUI)
RTC
PYRAMID HIGHWAY
US 395 CONNECTION
FEBRUARY, 2011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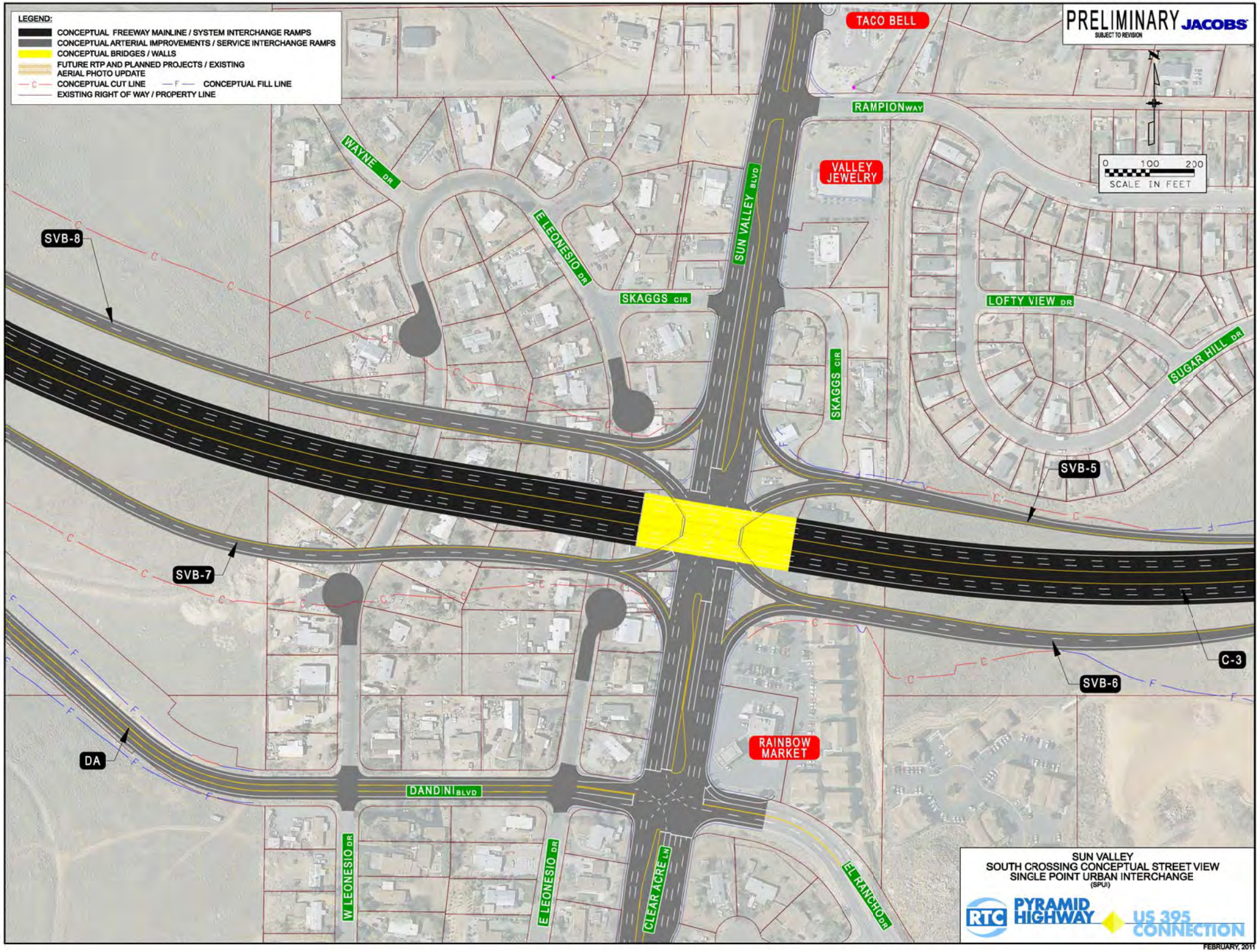
E LEONESIO DR
SKAGGS CIR
SUN VALLEY BLVD
LOFTY VIEW DR
SUGAR HILL DR
SVB-1
SVB-2
SVB-3
SVB-4
C-1
SUN VALLEY
NORTH CROSSING CONCEPTUAL STREET VIEW
TIGHT DIAMOND URBAN INTERCHANGE
(TDUI)
RTC
PYRAMID HIGHWAY
US 395 CONNECTION
FEBRUARY, 2011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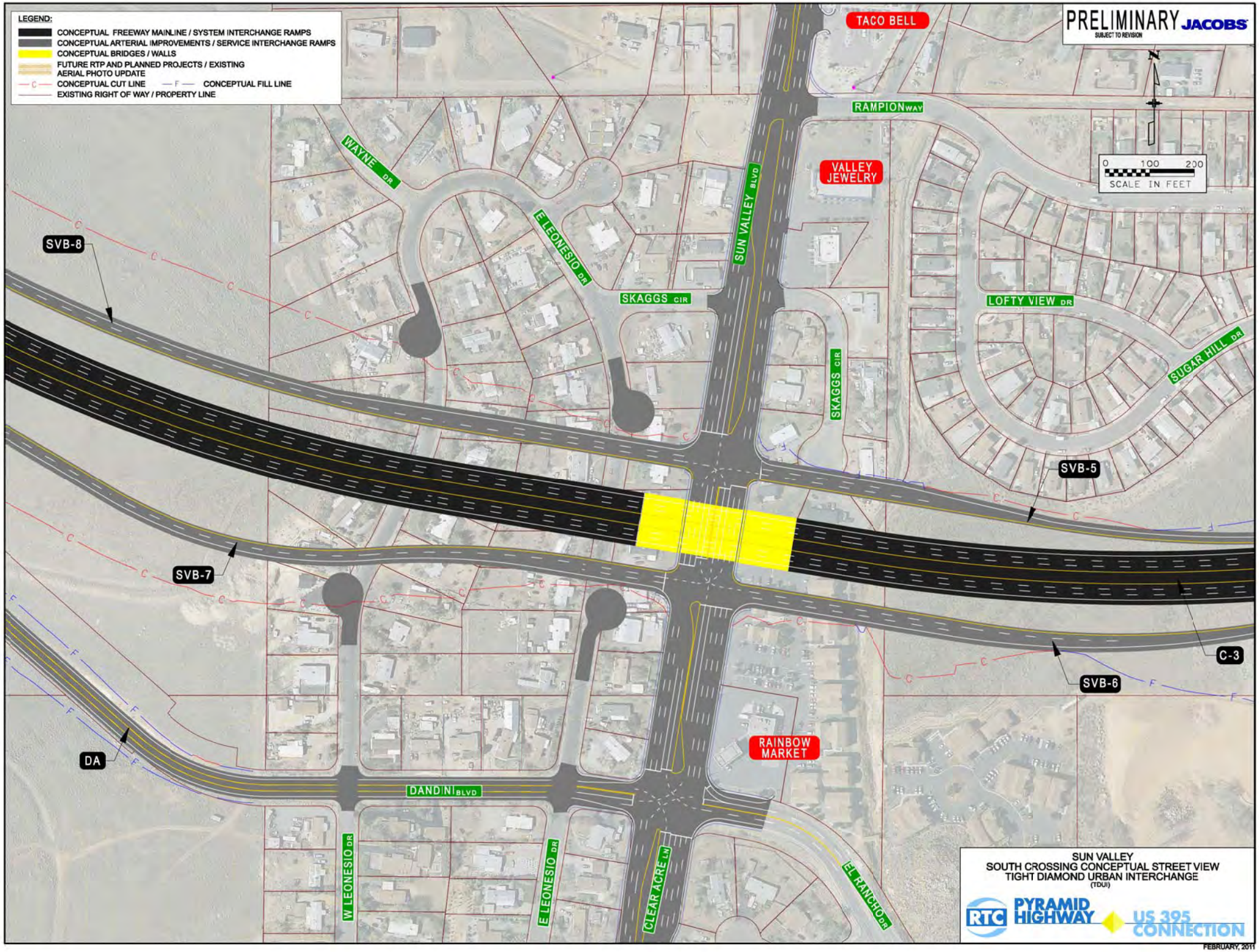
SUGAR HILL DR
SKAGGS CIR
SVB-8
SVB-5
SVB-7
SVB-6
C-3
DA
RAINBOW MARKET
DANDINI BLVD
W LEONESIO DR
E LEONESIO DR
CLEAR ACRE LN
EL RANCHO DR
SUN VALLEY
SOUTH CROSSING CONCEPTUAL STREET VIEW
SINGLE POINT URBAN INTERCHANGE
(SPUI)
RTC
PYRAMID HIGHWAY
US 395 CONNECTION
FEBRUARY, 2011


LEGEND:
CONCEPTUAL FREEWAY MAINLINE / SYSTEM INTERCHANGE RAMPS
CONCEPTUAL ARTERIAL IMPROVEMENTS / SERVICE INTERCHANGE RAMPS
CONCEPTUAL BRIDGES / WALLS
FUTURE RTP AND PLANNED PROJECTS / EXISTING AERIAL PHOTO UPDATE
CONCEPTUAL CUT LINE
CONCEPTUAL FILL LINE
EXISTING RIGHT OF WAY / PROPERTY LINE
PRELIMINARY
SUBJECT TO REVISION
JACOBS
N
0 100 200
SCALE IN FEET
TACO BELL
RAMPION WAY
VALLEY JEWELRY
WAYNE DR
E LEONESIO DR
SUN VALLEY BLVD
SKAGGS CIR
LOFTY VIEW DR
SUGAR HILL DR
SVB-8
SVB-5
SVB-7
SVB-6
C-3
DA
RAINBOW MARKET
DANDINI BLVD
W LEONESIO DR
E LEONESIO DR
CLEAR ACRE LN
EL RANCHO DR
SUN VALLEY
SOUTH CROSSING CONCEPTUAL STREET VIEW
TIGHT DIAMOND URBAN INTERCHANGE
(TDUI)
RTC
PYRAMID HIGHWAY
US 395 CONNECTION
FEBRUARY, 2011

RTC PYRAMID HIGHWAY US 395 CONNECTION

STUDY ALTERNATIVES

FEBRUARY 2011

PRELIMINARY

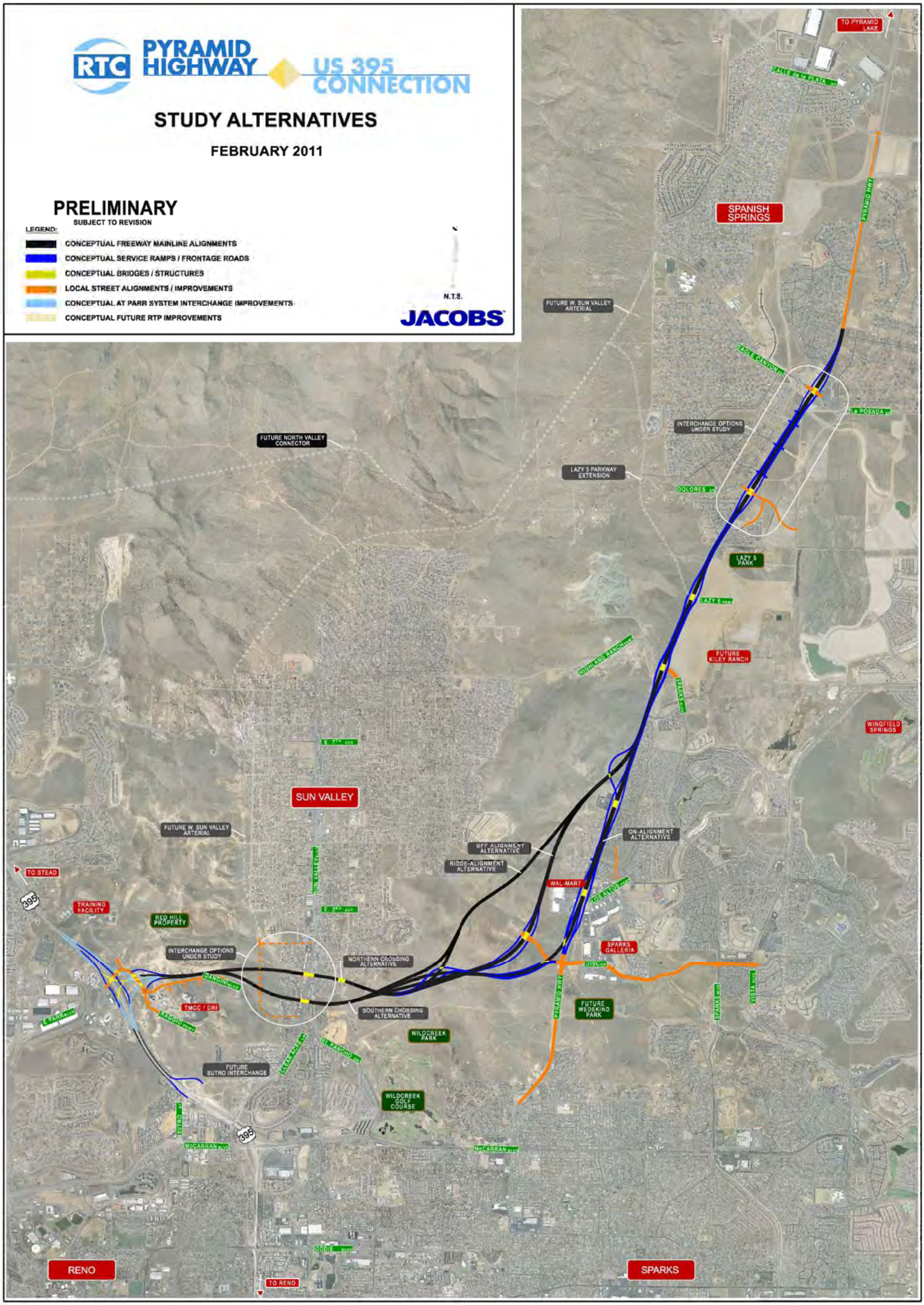
SUBJECT TO REVISION

LEGEND:

- CONCEPTUAL FREEWAY MAINLINE ALIGNMENTS
- CONCEPTUAL SERVICE RAMPS / FRONTAGE ROADS
- CONCEPTUAL BRIDGES / STRUCTURES
- LOCAL STREET ALIGNMENTS / IMPROVEMENTS
- CONCEPTUAL AT PARR SYSTEM INTERCHANGE IMPROVEMENTS
- CONCEPTUAL FUTURE RTP IMPROVEMENTS

N.T.S.

JACOBS



Meeting Minutes

Project: Pyramid Highway/US 395 Connection

Purpose: Technical Advisory Committee Meeting

Date Held: March 17, 2011

Location: NDOT District II Conference Room
310 Galletti Way, Sparks NV

Attendees:

RTC:	Doug Maloy, Chris Louis, Tom Greco
FHWA:	Andrew Soderborg
NDOT:	Randy Travis, Steve Cooke (via teleconference)
City of Reno:	Charla Honey
City of Sparks:	Jim Rundle, Jon Ericson
Washoe County:	Clara Lawson
Reno/Sparks Indian Colony:	Scott Nebesky
Jacobs:	Bryan Gant, Chris Primus, Steve Oxoby, Chris Martinovich
CH2M HILL:	Cindy Potter, David Dodson, Mark Gallegos

Copies: Attendees, File, Del Abdalla, Amir Soltani, Andrew Soderborg, Anita Lyday, Ben Taylor, Carolyne Mulvihill, Chris Young, Denise Thompson, Hannah Visser, Jeff Hale, Jim Clarke, JoAnn Hufnagle, John Karachepone, Julie Masterpool, Lee Gibson, Leslie Bonneau, Mike Fuess, Mike McCarley, Nathan Johnson, Neil Krutz, Phil Slagel, Scott Gibson, Sienna Reid,

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Summary of Discussion:

1. **Welcome and Introductions – Bryan Gant**
   - Bryan Gant welcomed attendees, provided introductions, and gave a brief overview of the meeting agenda, goals and objectives. An agenda was distributed along with a project alternatives summary and Level 3 alternatives screening summary.
   - Goal of today's TAC meeting is to provide a progress update, obtain additional TAC input on the supplemental alternatives, and close out the Level 3 screening.

2. **Supplemental Alternatives Screening Discussion – Chris Primus**
   - Chris Primus reviewed how the supplemental alternatives were identified during the original range of alternatives development process and were previously screened out as being unable to meet the Purpose and Need for the study as "stand-alone" solutions. At that time it was determined these alternatives should be "set aside" for additional consideration later in the study to determine if they might be effective if used in conjunction with the preferred alternative(s).
   - Supplemental alternatives were categorized into three categories: transit, lane type, and system alternatives.
   - ***Transit Alternatives***
     - The team worked with the RTC modeling staff to evaluate different transit alternatives to be used in conjunction with a build alternative.

- **"Red Line"** transit route would run along the Pyramid corridor along the proposed highway facility in mixed traffic from Calle de la Plata down to the Centennial Plaza in Sparks with some stops serving as park and rides.
- **"Blue Line"** transit route would also run along the Pyramid Corridor down to the Disc Drive area then across through Sun Valley using the proposed connector en route to US 395. The route would also serve the Sun Valley area. The Blue Line would eventually connect to the future Virginia Street BRT route.
- Model runs showed the Red Line would attract about 1200 riders/day which would be average ridership when compared to projected ridership on other RTC routes.
- When the Blue Line route was modeled in conjunction with the Red Line, both routes in tandem only attracted about 1400 riders/day. This indicates that the Blue Line does not serve the corridor as well as the Red Line. This may be due to some redundancy with the existing Route #5 in Sun Valley.
- The Blue Line route was not modeled as a stand-alone route and therefore there was no data to share with regard to its performance as a stand-alone alternative.
- 1,200 riders/day equates to an approximately 2% reduction in traffic along the Pyramid facility.
- Recommendation of the team is to advance the Red Line for further consideration while eliminating the Blue Line from further consideration within the DEIS. The further evaluation of the Red Line within the DEIS would include evaluating transit stop locations and potential park and ride locations.

- ***Lane Types***
  - **HOV Lanes** – Reserved for vehicles with more than one occupant per car. Within the model, the team assumed a buffer separated lane on the inside in each direction beginning south of Eagle Canyon and ending near Sun Valley Blvd. Also assumed current policy of 2 or more persons per vehicle to use the HOV lane as well as providing additional mid-corridor access.
    - NDOT HOV policy manual and HOV implementation guide were referenced during the analysis. These guidelines state that a minimum demand threshold for HOV would be 1,000 vehicles per/hour per/lane for the horizon year.
    - Demand for both the HOV and general purpose lanes was analyzed.
    - There was some variation depending on the segment within the corridor.
    - Only one segment of the new HOV lane reached the 1,000 vehicles per peak hour recommended minimum threshold. Most segments are between 800 and 1,000 vehicles per hour per lane.
    - HOV would operate at LOS A and B while the general purpose lanes would operate between LOS C and D.
    - NDOT guidelines for the travel time savings threshold for HOV lanes would equate to a minimum savings of about 8 minutes within this corridor. Based on the LOS analysis, the team calculated that the travel time savings with HOV would only be about one minute – below the suggested travel time savings threshold.
    - HOV would also increase the facility physical footprint to accommodate the necessary buffers.
    - Due to low demand, lack of significant travel time savings, and additional impacts, the team recommends eliminating HOV from further evaluation.
  - **Reversible Lanes –**Typically used to accommodate corridors with a heavy directional pattern. The team assumed two barrier separated lanes in the middle of the corridor with two general purpose lanes in each direction for a total of six lanes. End points were between Eagle Canyon/La Posada and US 395 with a mid-corridor access near Disc.
    - Guidelines for reversible lanes suggest at least a 2:1 ratio between peak direction and off-peak direction of traffic. 3:1 ratio is preferred.
    - The corridor never reaches the preferred 3:1 ratio.
    - During the AM peak, there are some segments which do exceed the 2:1 minimum threshold.
    - During the PM peak, no segments reach the 2:1 minimum threshold.
    - The team also considered the footprint requirements for reversible lanes. An additional 26 feet would be required to accommodate this type of configuration.
    - Based on the low directional split and additional impacts, the team recommends eliminating reversible lanes from further consideration for this project.

- **Express Lanes –** This would be a lane reserved for through traffic traveling the entire length of the corridor and would be buffer separated from the general purpose lanes with no intermediate access points. The team assumed a single express lane in each direction.
  - Demand analysis indicates there is quite a bit of through traffic within the corridor. Toward the northern end of the corridor, approximately 60% of traffic was through traffic with approximate 45% percent further south along the corridor being through traffic.
  - The volume of traffic that could use the express lane is sufficient enough that the LOS would actually be lower (worse) than that of the general purpose lanes. Eventually commuters would recognize this and the traffic would eventually move to the general purpose lanes, evening out the demand levels. This indicates there would be no resulting travel time advantage.
  - The team recommendation is to eliminate express lanes from further evaluation.
- **Toll, HOT, & FAIR Lanes**
  - Toll lanes would require all users to pay for the use of the lane.
  - HOT lanes would require single occupant vehicles to pay for the use of the lane while those that would qualify for HOV would not have to pay a toll.
  - FAIR lanes provide the opportunity for drivers to pay to use the lanes when they need the travel time advantage and receive credits when they choose to travel in the general purpose lanes making it potentially revenue neutral for drivers.
  - Currently, Nevada state law prohibits tolling of public roads and therefore the team recommends eliminating Toll, HOT, and FAIR lanes from further evaluation.
- **Bike/Ped Facilities**
  - There is support for bike/ped facilities and there are some facilities already within the corridor.
  - The team presented their initial recommendations on facilities to be included for additional evaluation within the DEIS. Additional input and recommendations were received from the TAC.
  - Note was made of the TAC recommendations on location and accessibility and will be added to the conceptual facilities carried forward into the DEIS.
  - The team recommends carrying bike/ped facilities into the DEIS for further evaluation.
- **TDM Strategies**
  - **Carpool & Vanpool Programs** – RTC already sponsors these types of programs and would not be applicable to include as part of this project.
  - **School-pool Programs –** Needs a regional or school sponsor and would not be applicable to include as part of this project.
  - **Carpool Lots –** These could be considered further with no immediate apparent flaws. Could potentially provide 3-4 lots along the corridor where commuters could meet and carpool informally. A carpool lot would need to be paved, with good lighting provided, and have safe access to an arterial facility.
  - **Carpool incentives, Telecommuting, Flextime, Staggered work hours, Compressed work weeks –** These would require employer-based sponsors and therefore not applicable to include as part of this project.
  - **Queue Jumps for Transit –** Transit service levels are too low within the corridor. Queue jumps would therefore not be applicable for inclusion in this project.
  - **Park and Ride Lots–** Associated with the transit alternatives being considered. No flaws have been identified. These could potentially be co-located with carpool lots. Recommend carrying forward for further evaluation within the DEIS.
  - **Travel Management Association –** Usually sponsored by multiple employers. Not a significant number of large employers within this corridor. Would not be applicable for inclusion within this project.
- **TSM Strategies**
  - **Incident Management –** Would be beneficial as part of construction mitigation strategy. Possibly providing a courtesy patrol available to quickly respond to and provide clean-up in the event of an incident to limit traffic impacts.
  - **Advanced Traffic Management –** This would include ITS equipment necessary to provide real-time data on conditions within the corridor including sensors, cameras,

communication lines and control centers. DMS could be used at key points within the corridor to provide traffic updates to drivers. The team recommends carrying forward into the DEIS for further evaluation.

- **Signal Timing –** As this is being planned as a freeway facility, signal timing would not be applicable to this project. Signals at interchange locations would be best handled along with other signal timing efforts performed by the local agencies.
- **Ramp Metering –** Future accommodation for ramp meters could be included as part of this project. It is recommended to be carried forward into the DEIS for further evaluation.
- **Accident Investigation Sites –** Recommendation is to evaluate further within the DEIS. Current thoughts are for inclusion of one location in each direction at mid-corridor.

3. Alternatives Screening Recap – Bryan Gant

- Bryan provided a recap of the alternative screening process and those items eliminated from further analysis to-date; this marks a milestone of completing the screening prior to the DEIS. The alternatives that have been identified to move forward will be fully evaluated in the DEIS. He provided an opportunity for the TAC to express any concerns or comments regarding the process and/or the items that have been eliminated. No items of concern were raised.

4. Outreach Update – Cindy Potter

- Cindy noted that the Study Team met with NDOT management on 3/16/2011. NDOT is beginning to look at other projects around the corridor that they will need to do in order to accommodate the Pyramid Highway/US 395 Connection project. There was also discussion regarding the maintenance of the facilities and regional flood control facilities.
- Doug will be doing a presentation for the RTC Board on 3/18/2011.
- The team has been working to get on the April agendas for presentations to the Reno and Sparks City Councils and Washoe County Commissioners. (Presentation for Sparks Council is scheduled for April 11, 2011 – Reno and Washoe County presentation dates TBD).
- SWG meeting to update the group on the Level 3 screening is scheduled for Monday, 3/28/2011.
- Working on scheduling a public meeting for late April. Tentatively slated to be held at Sepulveda Elementary School.
- The team will be gearing up for “grass roots” outreach in Spanish Springs and Sun Valley leading up to the public meeting.

5. Consensus Items

- ***Bike/Ped facilities will be carried forward for additional analysis within the DEIS.***
- ***TDM – Carpool and park and ride lots will he carried forward for additional analysis within the DEIS.***
- ***TSM – Ramp metering, incident management, advanced traffic management, and accident investigation sites will be carried forward for additional analysis within the DEIS.***
- ***Transit Red Line alternative will be carried forward for additional analysis within the DEIS.***
- ***Lane Type Options – General purpose lanes will be carried forward for additional analysis and refinement within the DEIS. (Reversible/HOV combination lane will be looked at by the team at the TAC’s request to determine if this might be a viable lane type to carry forward into the DEIS.)***

6. Next Steps – Bryan Gant/Cindy Potter

- The team will perform analysis to determine viability of a combination reversible/HOV lane.
- Continue to refine alternatives being carried forward into the DEIS.

7. Q & A

Q: *What level of [transit] ridership is required to make the route financially viable*?

A: *This would be a question better answered by the RTC Transit staff. However, they do currently have many routes that serve about 1,000/day, some routes that serve several hundred per day, and*

their best routes serve about 2,000/day. Given the volume served according to the model, the Red Line would most likely be a feasible route when compared to existing routes. [Tom Greco advised that he would check with RTC Transit staff to get additional information in response to the question].

Q: *Do all RTC buses accommodate ADA passengers*?

A: *All RTC buses are ADA compliant. However, those with special needs are not as likely to use the larger buses, but are more likely to use RTC Access on-demand ADA system.*

Q: *What is the funding source for this project*?

A: *The funding source(s) have not been definitively identified. However, it is assumed it would be funded by a combination of Federal, State, and Local funds.*

Q: *If HOV was included would that enable the project to tap into additional sources of federal funds?*

A: *There might be additional consideration for federal funding if HOV is included.*

Q: *Would it be beneficial to possibly provide an HOV lane on Pyramid today?*

A: *We would have to find a way to provide a benefit at the signals as these serve as an equalizer. Some type of signal jump would have to be provided to attract people to the lanes. We would also need to determine a safe way to provide access for the turn movements along Pyramid. Drivers would be able to use the HOV lanes for the purposes of making left turns. Typically, the advantage at signals would be waiting fewer cycles to get through the signals.*

Q: *Is there a way to run the model to assume that US 395 and I-80 had HOV lanes as well to see what the travel time savings would be to get to various areas within Reno/Sparks from the Pyramid Corridor?*

A: *This could be done and it could potentially provide more significant travel time savings depending on the origins and destinations used.*

Q: *Why do you suppose the directional split within the corridor goes down in the future model?*

A: *This is likely due to the corridor becoming less of a residential focused corridor and providing more commercial development within the area.*

Q: *What if we only used a single reversible lane rather than two?*

A: *The reason behind having two lanes is to provide emergency access and to allow traffic to bypass a stalled vehicle in a through lane.*

Q: *What about a reversible HOV lane? How would it perform in meeting the minimum threshold guidelines?*

A: *This has not been modeled; however, the team could take a look at this type of combination to determine if there would be sufficient demand to make such a facility viable.*

Q: *What if Nevada law is changed during the current legislative session to allow tolling on public roads?*

A: *That would likely depend on additional financial analysis and whether the RTC felt that this project would be a good candidate for tolling and if it was felt the additional revenue would be needed. It was noted that if the LOS was comparable to the general purpose lanes, then managed lanes would have a difficult time competing with the general purpose lanes.*

Q: *Have any of the bicycle groups been given the opportunity to review and comment on proposed facilities?*

A: *No. However, the team attended a recent RTC Bike/Ped Plan public meeting during which we asked where they would like to see facilities within the corridor. One question that came up was whether we would be providing access on the east/west connector.*

Q: *Has there been any thought given to who might maintain carpool lots if provided?*

A: *This has not been considered, but we could look into a shared use and/or private/public partnership to provide lot space and maintenance.*

Q: *What is the schedule for getting the EIS prepared?*

A: *The current schedule would be to have an administrative draft ready for review by the end of 2011.*

12. **Comments**

Although HOV does not currently make sense for the Pyramid corridor, the FHWA would like to see the project implemented in a manner that would not preclude future HOV implementation so that any future HOV networks could be accommodated. – It was noted that the team could state that the design would not preclude HOV, however, reserving right of way for possible future HOV retrofit would be difficult to defend.

Note was made that NDOT would not be able to justify prohibiting use of freeway facilities for bikes unless there are parallel facilities available, though parallel facilities do not necessarily ensure a prohibition would be approved. McCarran or Highland Ranch Parkway would likely not be considered parallel facilities.

Despite the steep grades, a parallel bike/ped facility should be provided for those that may want to use it (parallel to the connector).

Bike/ped accommodations should be provided on both sides of Pyramid as there are origins and destinations on both sides that users may want to access.

Maintenance of bike/ped facilities will need to be considered. NDOT does not desire to maintain these facilities, and cited the bike path parallel to the Carson Freeway as an example—it is maintained by Carson City.

New PROWAG accessibility standards currently going through the rule making process (not yet adopted) state that as long as the natural grade of the roadway is followed, landings would not be required to maintain ADA compliance. ADAG standards require provision of landings when there are steep grades in order to maintain ADA compliance.

Note was made that as more funding is becoming predicated on performance measures, TSM/ITS would need to be considered for inclusion as part of the project in order to better compete for available funding.

Request was made for the team to coordinate the DEIS release with the Pyramid/McCarran DEIS to avoid both documents being submitted for review by NDOT and FHWA at the same time.

NOTE: ***The Next TAC meeting is tentatively scheduled for May 20, 2011 from 1:30-4:00pm at the NDOT District II conference room.***

Meeting adjourned at 3:15 p.m.

Attachment A
Attendance Roster

RTC PYRAMID HIGHWAY ▶ US 395 CONNECTION

Date: 3/17/11

TAC MEETING ROSTER

SIGNATURE	NAME	AGENCY	TELEPHONE	EMAIL
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	Chris Young	NDOT		cyoung@dot.state.nv.us
	Cindy Potter	CH2M HILL	775.329.7300	cpotter@ch2m.com
	Clara Lawson	Washoe County	775.328.3603	clawson@washoecounty.us

RTC PYRAMID HIGHWAY US 395 CONNECTION

Date: 3/17/11

TAC MEETING ROSTER

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RTC PYRAMID HIGHWAY US 395 CONNECTION

Date: 3/17/11

TAC MEETING ROSTER

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	Chris Matheuch	Jacobs		christopher.matheuch@jacobs.com

Attachment B
Presentation Slides

TAC Meeting #13

March 17, 2011

JACOBS

RTC PYRAMID HIGHWAY

US 395 CONNECTION

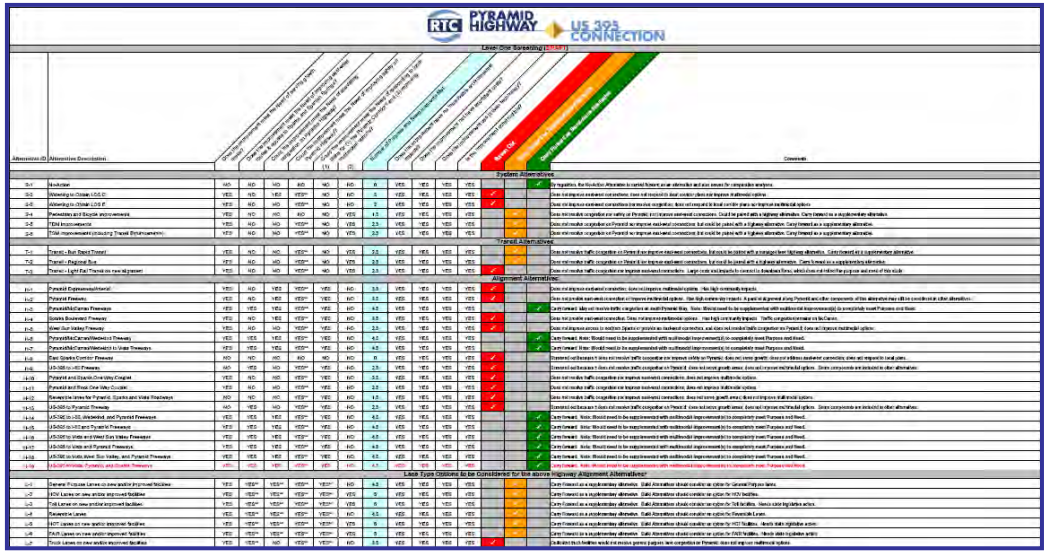
NEVADA DOT

DEPARTMENT OF TRANSPORTATION UNITED STATES OF AMERICA

Level 3 Screening
Supplemental Alternatives

Supplemental Alternatives:

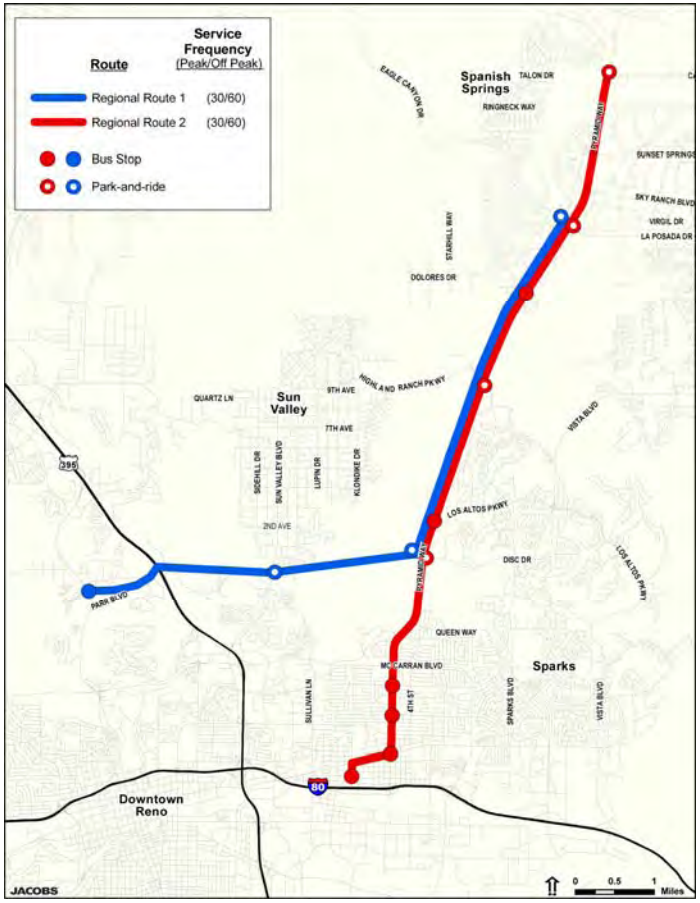
- Identified during early screening stages
- Are a feature of a stand-alone alternative
- Categories
  - Transit alternatives
  - Lane type options
  - System alternatives



Supplemental Alternatives - Transit

Transit Alternatives

- New bus route(s)
  - Red Line: Pyramid corridor to RTC Centennial Plaza
  - Blue Line: Pyramid corridor to Virginia
- Park-and-rides



Transit Evaluation

- Ridership
  - Red line by itself: 1,200 daily riders
  - Red & Blue lines together: 1,400 daily riders
- Travel Time
  - Operate in mixed traffic
- Traffic reduction
  - <2% reduction of daily volumes on Pyramid highway

Transit Conclusions & Recommendation

- Red Line: Advance
  - Viable ridership
- Blue line: Eliminate
  - Not an effective route pattern
  - Redundancy with Sun Valley route
- Next Steps:
  - Evaluate & confirm park-and-ride locations
  - Include Red line with future alternative analysis

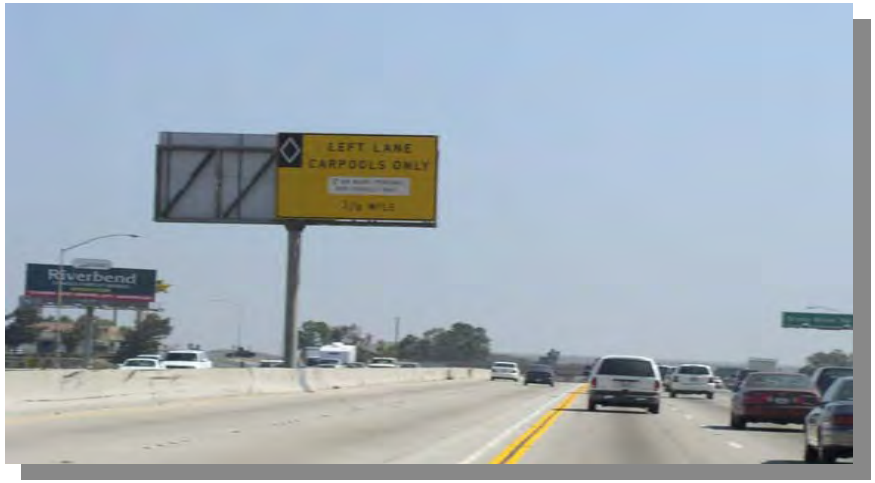
Level 3 Lane Type Alternatives

- High Occupancy Vehicle Lanes (HOV)
- Reversible Lanes
- Express Lanes
- Toll Lanes
- High Occupancy Toll Lanes (HOT)
- FAIR Lanes

Supplemental Alternatives - HOV

HOV Lanes

- Buffer-separated inside lane in each direction
- Two general purpose lanes in each direction
- HOV endpoints between Eagle Canyon/La Posada and US 395
- Restricted to vehicles of two or more occupants
- Access at specified locations

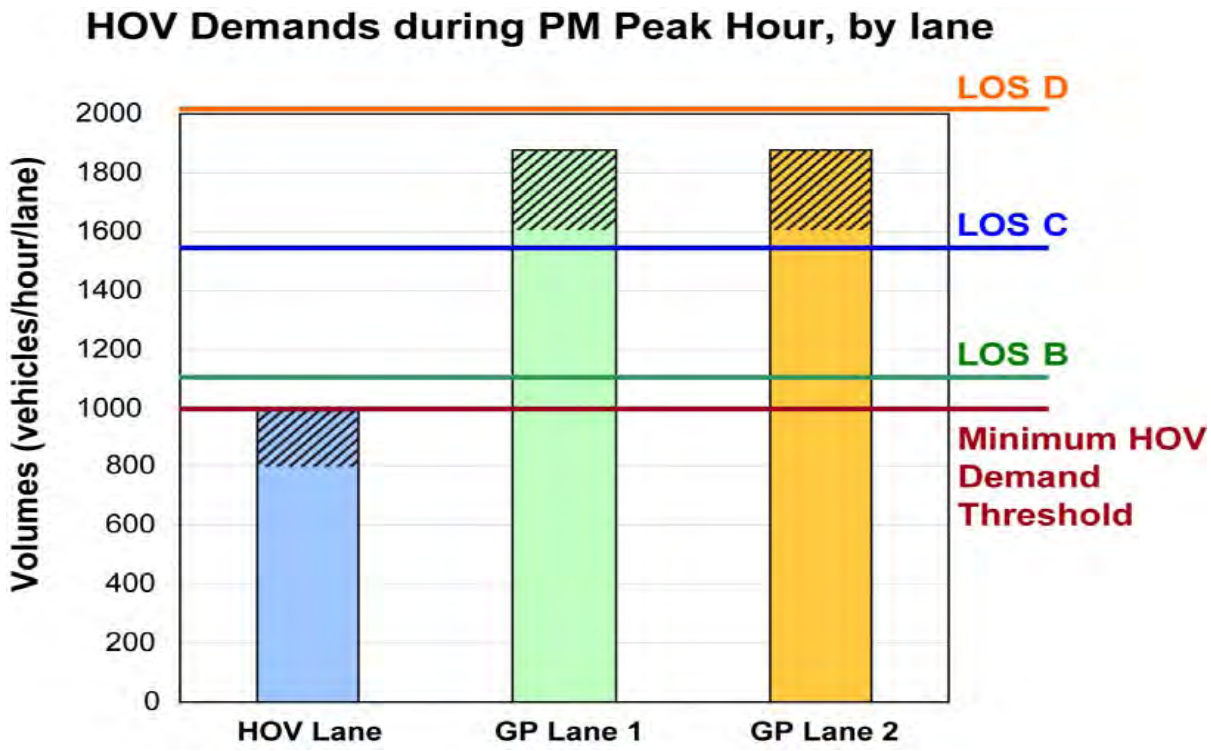


SR-91, California

I-15, California

HOV Lane Demand Analysis

- HOV demand in corridor below or near minimum threshold



Further HOV Lane Analysis

- Travel time advantage would be below suggested threshold of 8 minutes
  - LOS analysis indicates that non-HOV lanes operate at about free-flow speeds
  - Approximate travel time savings of 1 minute

- Increased footprint (+ 8' to 16') could create
  - additional cut and fill,
  - visual impacts,
  - and increased costs

HOV Conclusions & Recommendation - Eliminate

- Low demand
- Minimal travel time savings
- Additional impacts

Reversible Lanes

- Two barrier-separated lanes
- Two general purpose lanes in each direction
- Endpoints between Eagle Canyon/La Posada and US 395
- Mid-corridor access near Disc
- Reverse to serve peak direction traffic

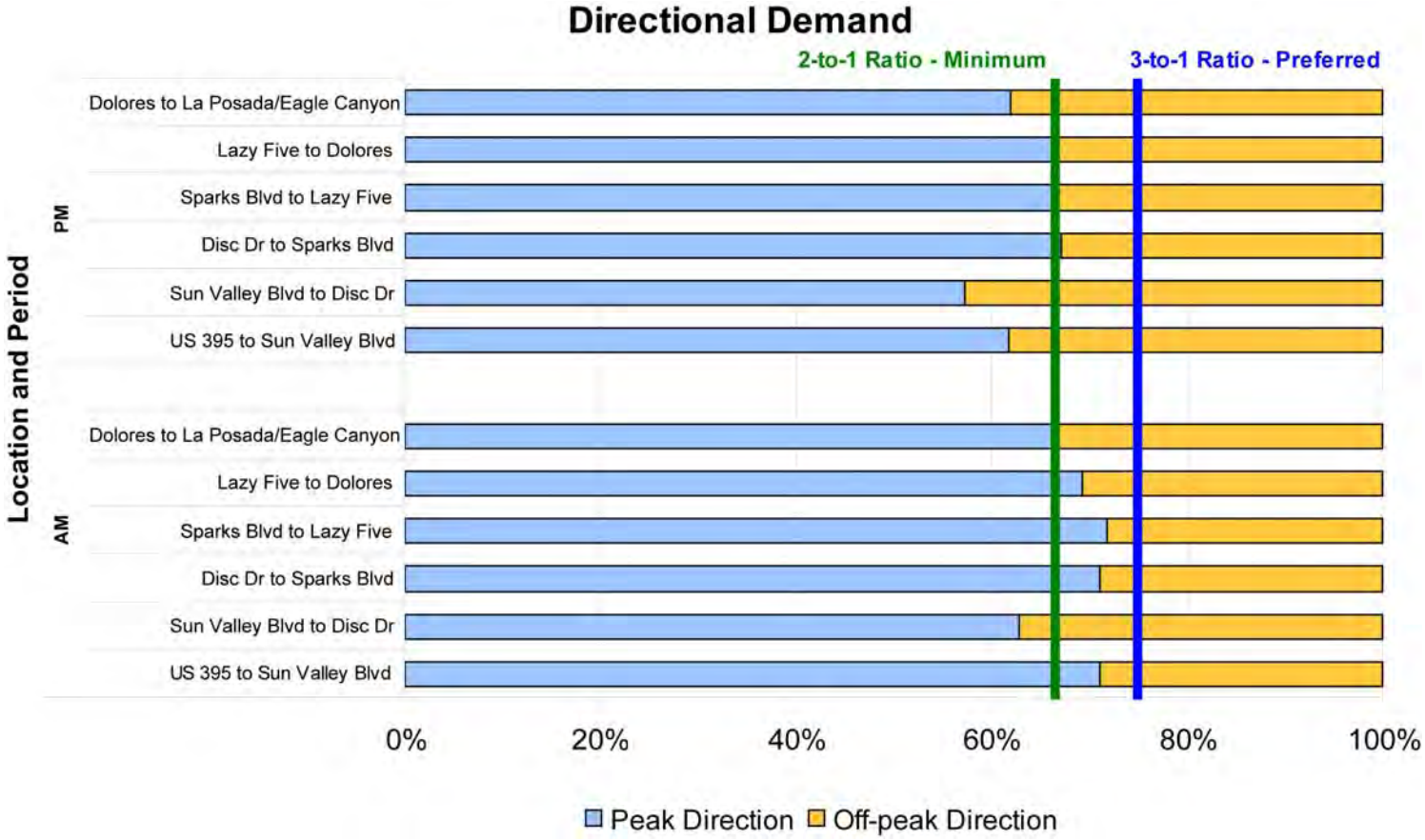
I-90, Washington

I-25, Colorado

Supplemental Alternatives - Reversible

Reversible Lane Demand Analysis

- Directional demand does not meet suggested threshold



Supplemental Alternatives - Reversible

Further Reversible Lane Analysis

- Increased footprint (+ 26') could create
  - additional cut and fill,
  - visual impacts,
  - and increased costs

Reversible Lane Conclusions & Recommendation

- Reversible Lane: Eliminate
  - No operational advantage compared to general purpose lanes
  - Directional threshold not met
  - Additional impacts

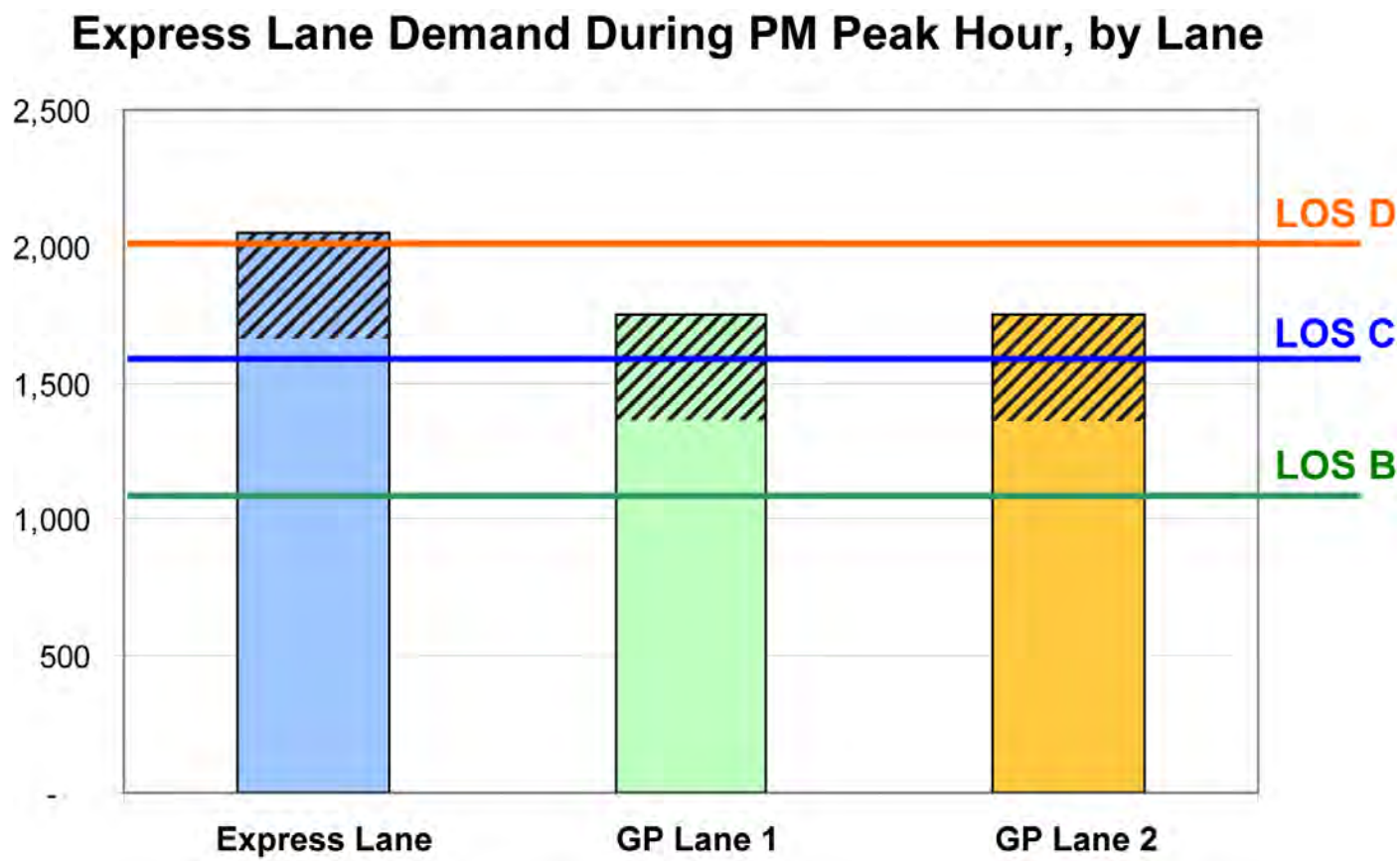
Express Lanes

- Separated, free lane for through travelers
- Endpoints south of Eagle Canyon/La Posada and east of Sun Valley
- No intermediate access points
- Buffer-separated inside lane in each direction
- Two general purpose lanes in each direction

SR-91, California

Express Lane Demand Analysis

- Demand exceeds GP lane demand



Further Express Lane Analysis

- No travel time advantage
- Increased footprint (+ 8' to 16') could create
  - additional cut and fill,
  - visual impacts,
  - and increased costs

Express Lane Conclusions & Recommendation

- Express Lanes: Eliminate
  - No travel time advantage
  - Excessive demand or additional express lane
  - Additional impacts

Supplemental Alternatives - Toll

Toll, HOT, & FAIR Lanes - Eliminate

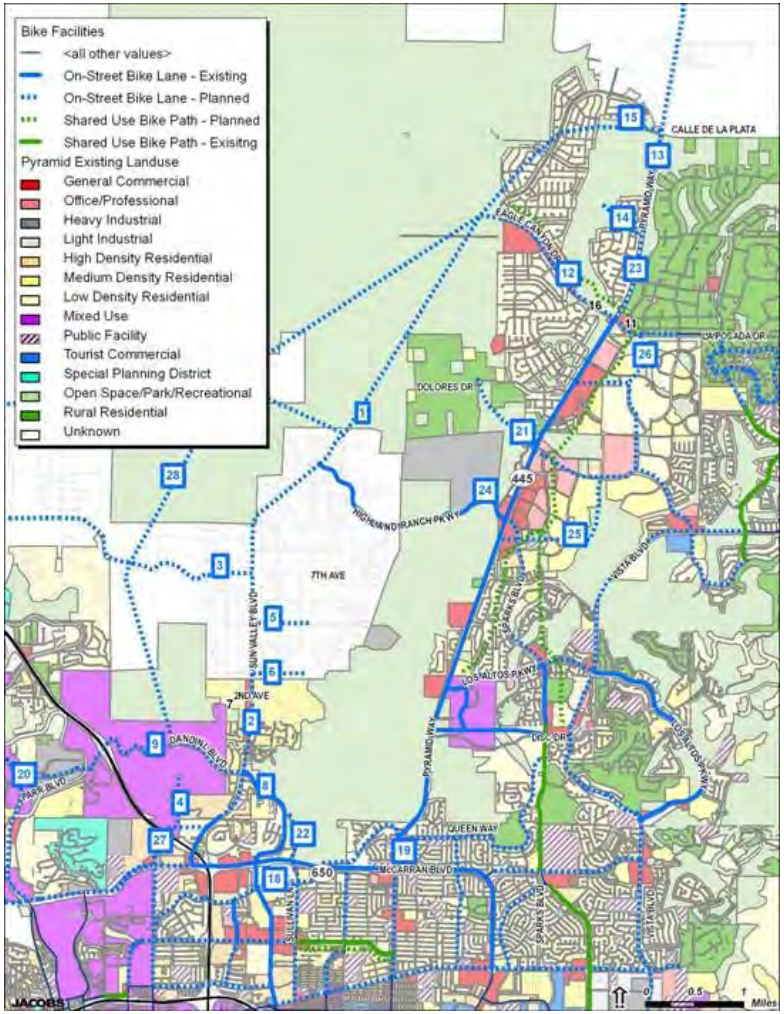
- Each of these options involves tolling
- Currently, Nevada state law prohibits tolling of any public roadway
- Eliminated from further evaluation
- Footprint and design will consider accommodations for future implementation of tolling infrastructure

Supplemental Alternatives – Bike & Ped

- Bicycle and Pedestrian Facilities - Advance

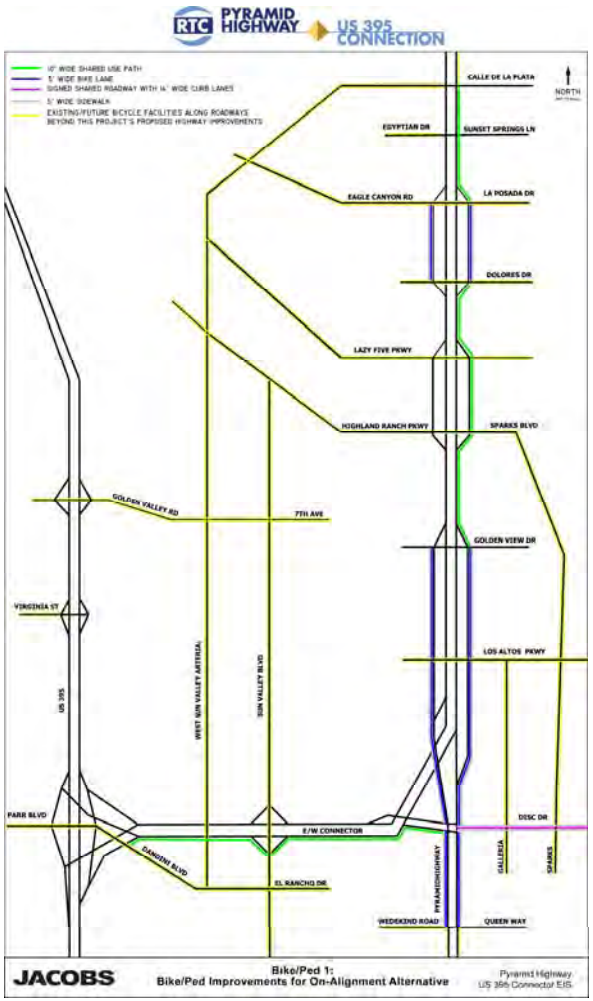
- Consistent with RTC planning policy
- Design Options
  - Shared use – two-way; one-side
  - Separate use – one-way; both sides

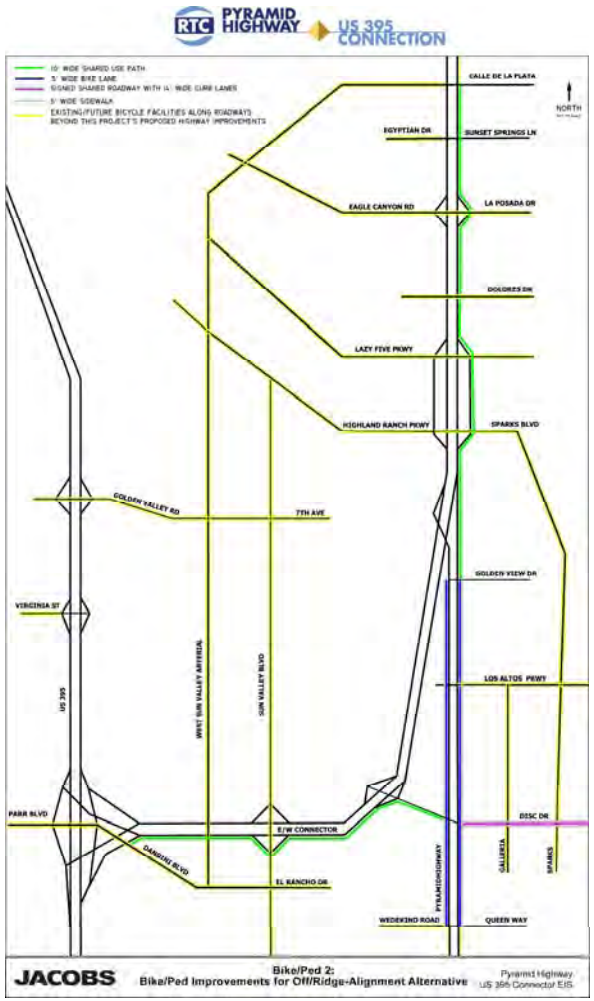
❑ Existing and Planned Bicycle and Pedestrian Facilities



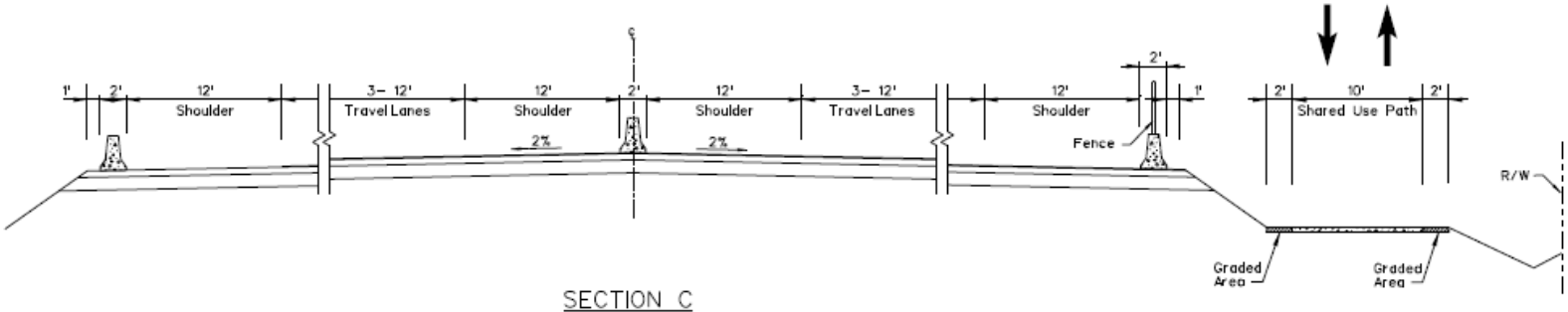
Supplemental Alternatives – Bike & Ped

❑ Proposed Bicycle and Pedestrian Improvements

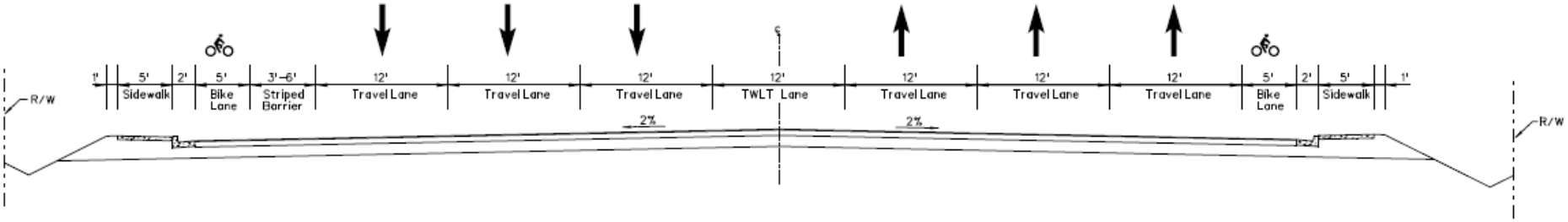




Supplemental Alternatives – Bike & Ped

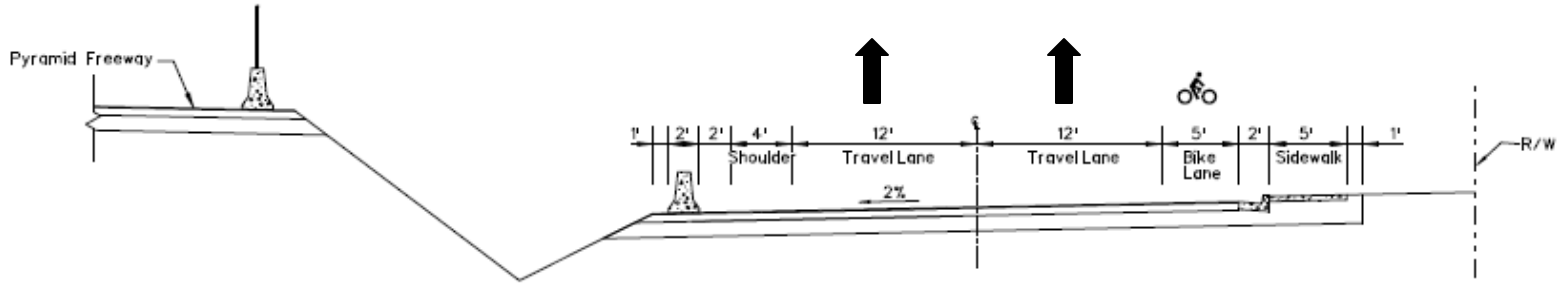


SECTION C
Pyramid Freeway
with Seperated Shared Use Path

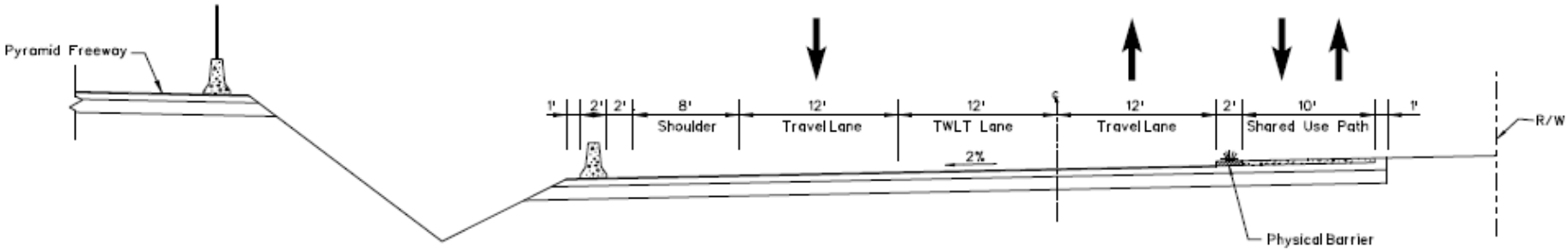


SECTION D
Pyramid Highway
with Bike Lane Options

Supplemental Alternatives – Bike & Ped



SECTION A
One Way Frontage Road
with Bike Lane



SECTION B
Two Way Frontage Road
with Shared Use Path

Supplemental Alternatives – TDM/TSM

Travel Demand Management

- Strategies that promote reduction of vehicle travel

Transportation System Management

- Strategies that maximize efficiency

Intelligent Transportation Systems

- Technology-based solutions

TDM Evaluation & Results

Strategy	Evaluation	Project Application
Carpool and vanpool programs	RTC already sponsors	No
Schoolpool program	Needs regional or school sponsor	No
Carpool lots	No flaws identified	Yes – 3 to 4 locations along corridor

TDM Evaluation & Results

Strategy	Evaluation	Project Application
Carpool incentives	Need employer-based sponsors	No
Telecommuting		No
Flextime		No
Staggered work hours		No
Compressed work weeks		No

TDM Evaluation & Results

Strategy	Evaluation	Project Application
Queue jumps for transit	Transit service levels too low	No
Park-and-rides	No flaws identified	Yes – Co-locate with carpool lots
Travel Management Association	Need many main employers	No

TSM Evaluation & Results

Strategy	Evaluation	Project Application
Incident Management	Yes	Construction mitigation
Advanced Traffic Management	Yes	Real-time data collection; DMS at select locations
Signal timing	Local agency	No

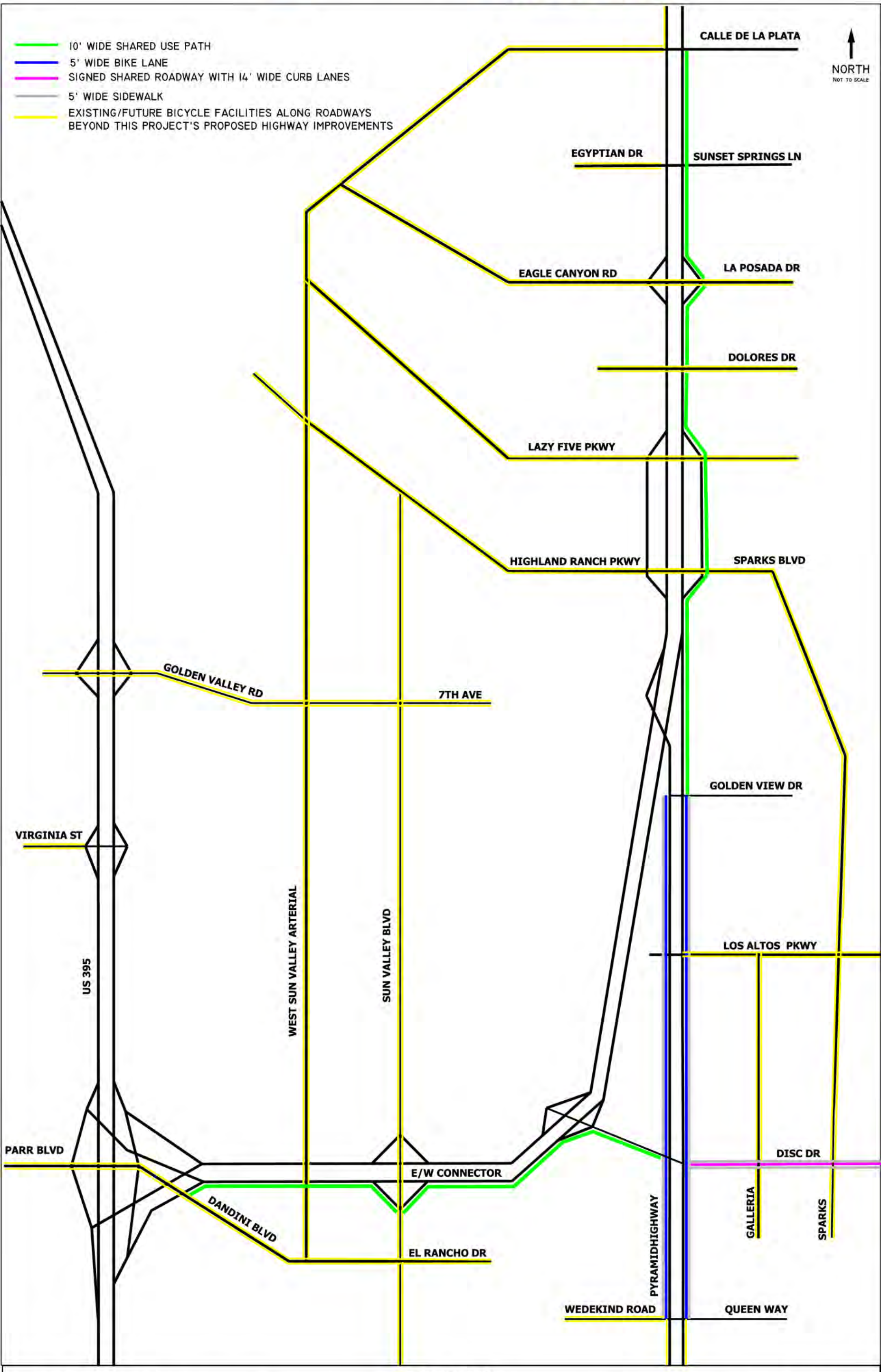
TSM Evaluation & Results

Strategy	Evaluation	Project Application
Ramp metering	Yes	Include footprint in design at on-ramps
Accident investigation sites	Yes	One mid-corridor site (each direction)

Supplemental Alternatives – Summary

Alternative	Evaluation	Project Application
Transit	Advance	Red Line to be included in DEIS Packages
HOV Lane	Eliminate	No further analysis
Reversible Lane	Eliminate	No further analysis
Express Lane	Eliminate	No further analysis
Toll, HOT, FAIR Lane	Eliminate	No further analysis
TDM and TSM	Advance	Variety of strategies to be included in DEIS Packages
Bike and Ped Facilities	Advance	Bike and Ped facilities to be included in DEIS Packages as appropriate

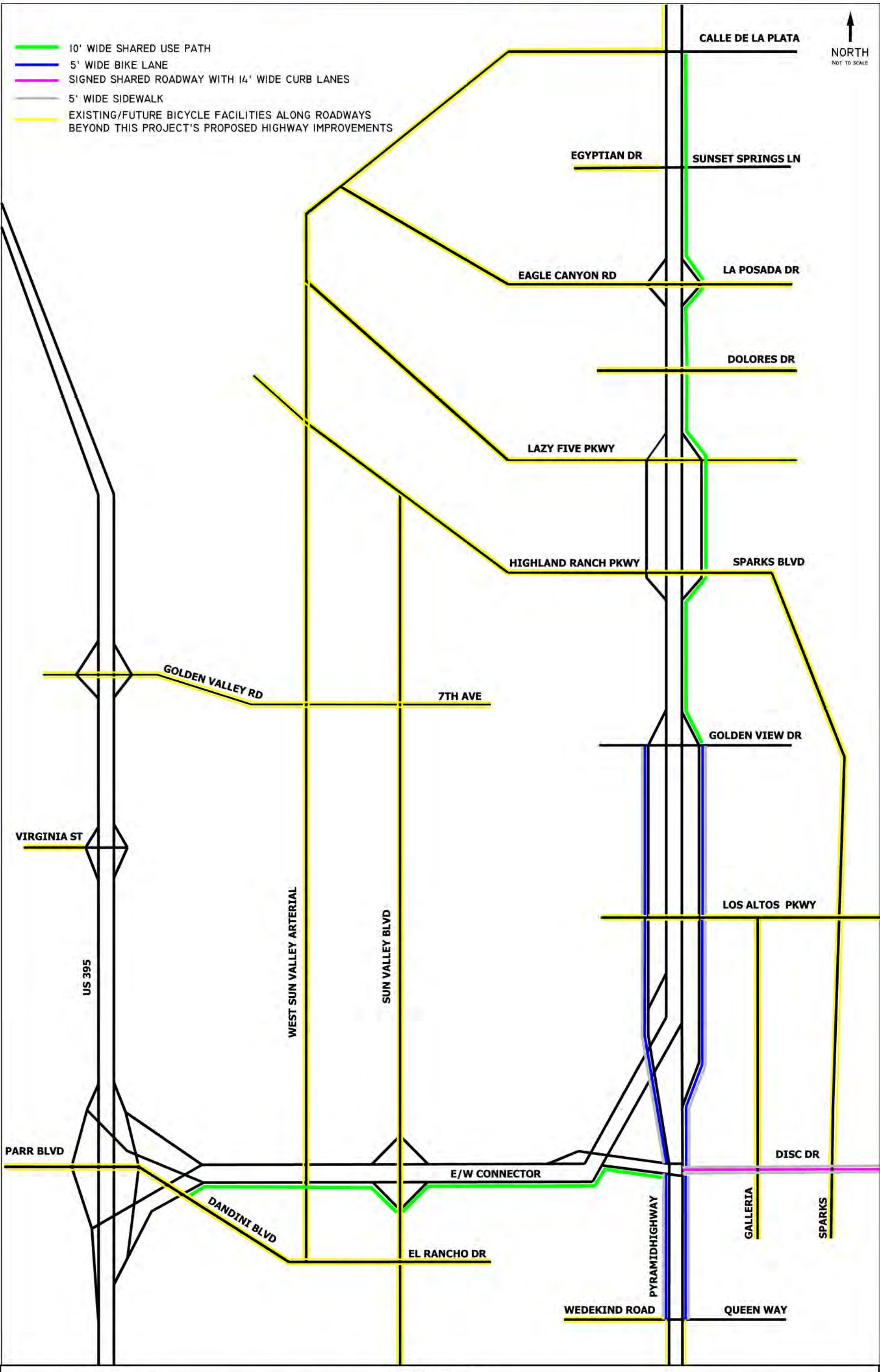
Attachment C
Meeting Displays



JACOBS

Bike/Ped 2:
Bike/Ped Improvements for Off/Ridge-Alignment Alternative

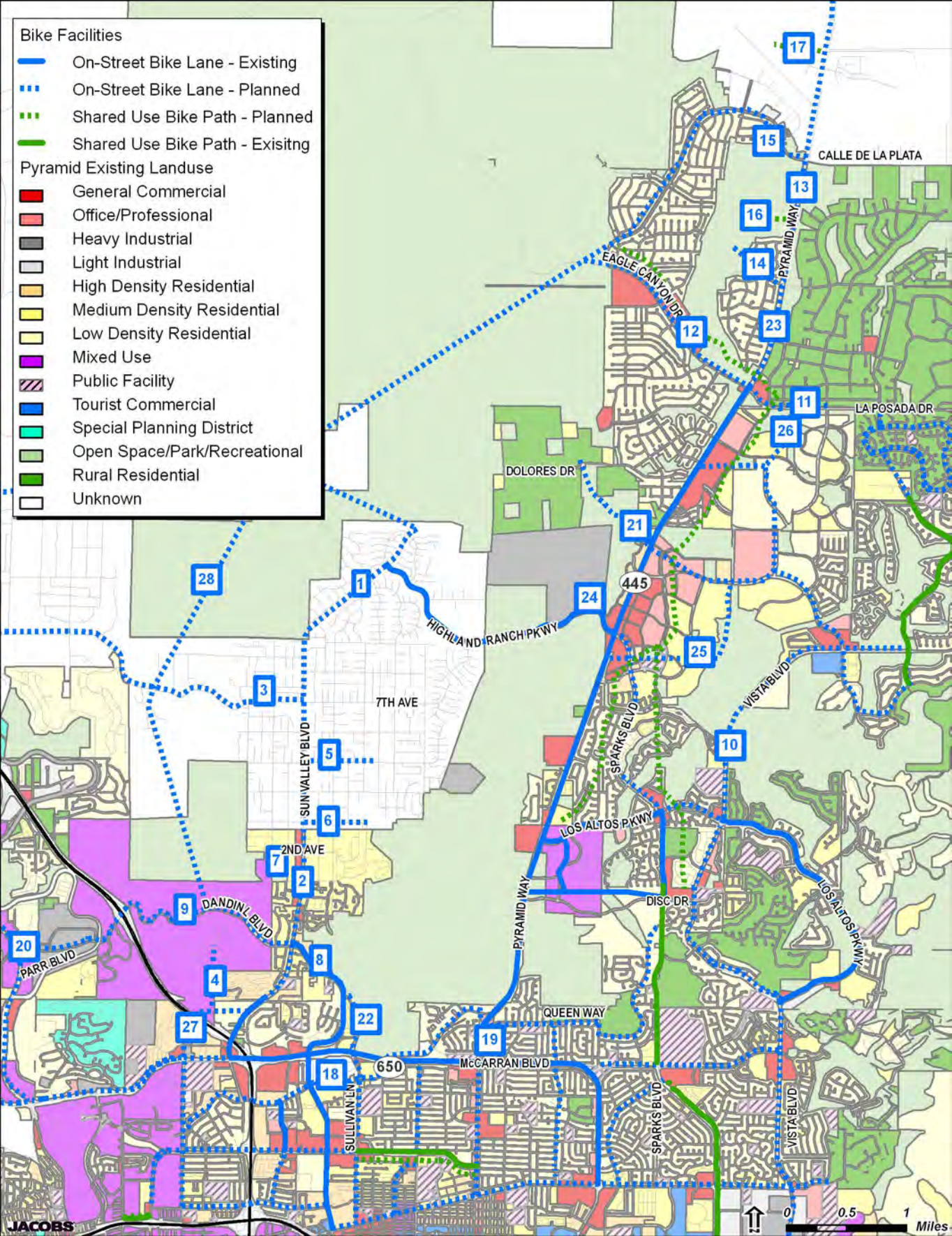
Pyramid Highway
US 395 Connector EIS



JACOBS

Bike/Ped 1:
Bike/Ped Improvements for On-Alignment Alternative

Pyramid Highway
US 395 Connector EIS


Bike Facilities
On-Street Bike Lane - Existing
On-Street Bike Lane - Planned
Shared Use Bike Path - Planned
Shared Use Bike Path - Exisitng
Pyramid Existing Landuse
General Commercial
Office/Professional
Heavy Industrial
Light Industrial
High Density Residential
Medium Density Residential
Low Density Residential
Mixed Use
Public Facility
Tourist Commercial
Special Planning District
Open Space/Park/Recreational
Rural Residential
Unknown
CALLE DE LA PLATA
PYRAMID WAY
EAGLE CANYON DR
LA POSADA DR
DOLORES DR
445
HIGHLAND RANCH PKWY
7TH AVE
SUN VALLEY BLVD
2ND AVE
DANDIN L BLVD
PARR BLVD
SPARKS BLVD
VISTA BLVD
LOS ALTOS PKWY
DISC DR
QUEEN WAY
650
McCARRAN BLVD
SULLIVAN LN
JACOBS
0
0.5
1
Miles

RTC PYRAMID HIGHWAY ▶ US 395 CONNECTION

Technical Advisory Committee (TAC) Meeting #13

March 17, 2011; 1:30 p.m. – 3:30 p.m.

NDOT District II Conference Room

GOAL

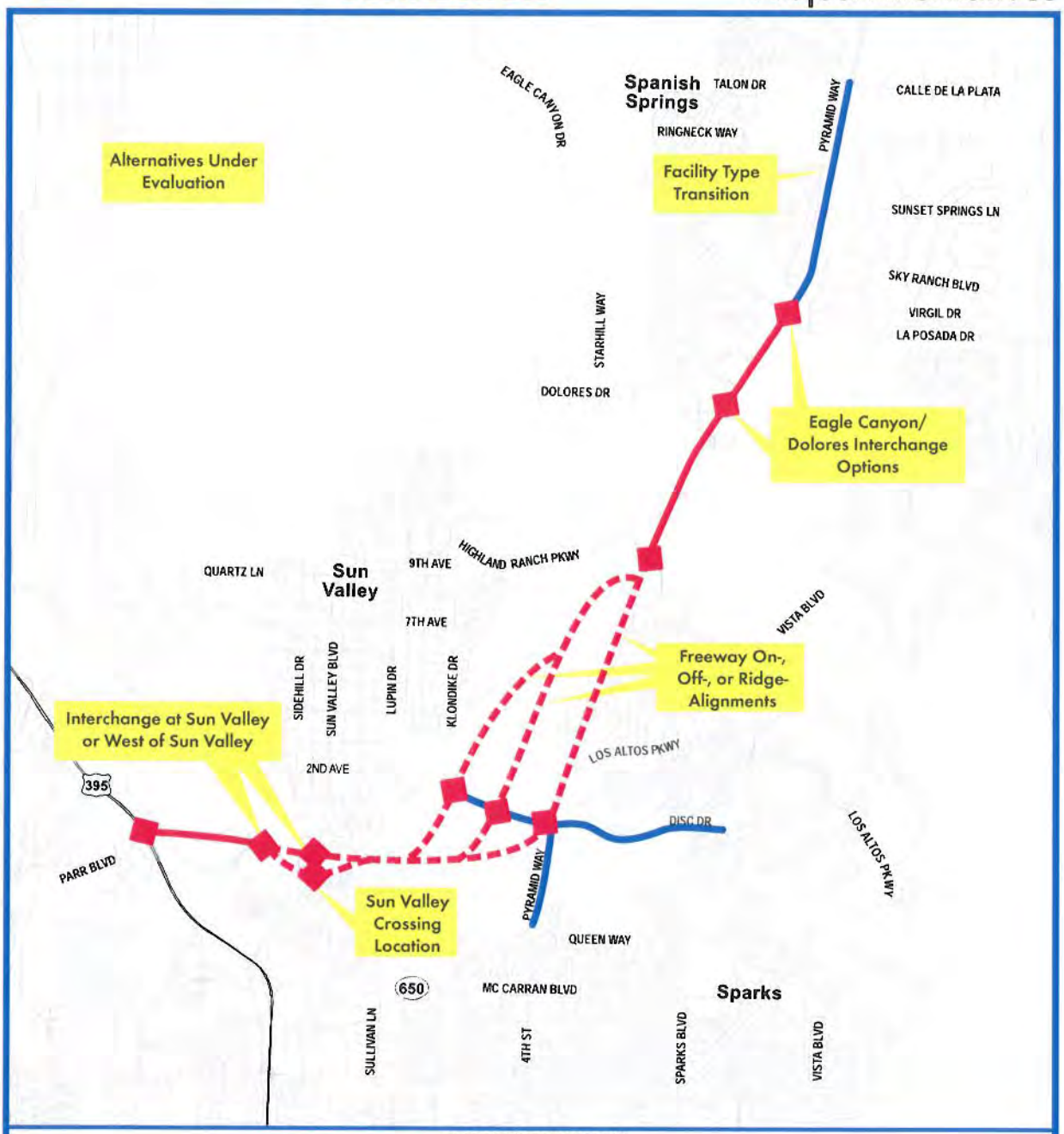
Review supplemental alternatives and complete Level 3 Screening.

1. **Introductions / Agenda Review** – *Bryan Gant*	**1:30 – 1:40**
2. **Progress Review** – *Bryan Gant*	**1:40 – 1:45**
3. **Supplemental Alternatives** – *Chris Primus* • **Transit Alternatives** • **Lane Type Alternatives** • **Bike / Ped Alternatives** • **TDM / TSM Alternatives**	**1:45 – 3:00**
4. **Level 3 Screening Review** – *Bryan Gant*	**3:00 – 3:10**
5. **Outreach Next Steps** – *Cindy Potter*	**3:10 – 3:25**
6. **Action Item Review** – *Bryan Gant*	**3:25 – 3:30**
7. **Adjourn Meeting**	**3:30**

RTC PYRAMID HIGHWAY ▸ US 395 CONNECTION

DRAFT

Project Alternatives



ALTERNATIVES SUMMARY

US 395 Interchange	Sun Valley Options	Alignment Options	Northern Terminus
At-Parr Interchange	North Crossing at Rampart	On-Alignment	Eagle Canyon/Dolores Interchange w/Frontage Roads
	South Crossing North of El Rancho	Off-Alignment	Freeway through Eagle Canyon/La Posada
	Interchange West of Sun Valley	Ridge-Alignment	
	Interchange at Sun Valley Blvd.		

LEGEND

- = Freeway
- = Freeway Alignment Options
- = Arterial Widening
- = Interchange

Preliminary Subject to Revisions

JACOBS

NORTH 0 0.5 1 Miles

TAC No.	Date	Outcome
1	2-21-08	■ Reviewed the Project's Goals (Purpose and Need) ■ Overview of the Project Process and TAC Responsibilities ■ Discuss Needs in the Corridor to Support Purpose and Need Development
2	4-17-08	■ Reviewed Existing Traffic Collection Data ■ Update on the 2040 Regional Transportation Plan by RTC ■ Discussion Regarding the Results of the April, 2008 Public Meeting
3	7-17-08	■ Further Reviewed and Discussed Purpose and Need Elements ■ Determined the Range of Project Alternatives ■ Discussed Concept Screening Methodology and Process
4	9-18-08	■ Reviewed, Discussed, and Completed Level 1 Concept Screening
5	1-15-09	■ Overview of Level 2A Screening and Criteria ■ Preliminary Traffic Findings ■ Identification of April 2009 Public Meeting
6	2-19-09	■ Traffic and Environmental Analysis Results ■ Level 2A Screening Review and Completion
7	5-21-09	■ Engineering, Traffic, and Environmental Analysis Results ■ Level 2B Screening Review and Completion
8	7-16-09	■ Right-of-Entry Footprint Review and Determination
9*	10-15-09	■ Detailed Review and Preliminary Screening of Initial "H17" Concept Alternatives ■ Confirmed Alternatives for Detailed Level 3 Screening Analysis
10	1-21-10	■ Traffic Forecasting Results for Level 3 Screening** ■ Interim Level 3 Screening Review
11	8-19-10	■ Reviewed / confirmed progress to date and discussed project horizon year ■ Screened out the South-of-Parr interchange (Level 3) ■ Discussed Pyramid off-alignment alternatives (none screened)
12	2-17-11	■ Provided an update on the latest traffic forecasts to be used for DEIS analysis ■ Confirmed facility type needs at the project northern terminus and Sun Valley interchange viability

*** TAC Meeting #9 Consisted of a Detailed Workshop** **** Traffic Forecasting Results Based on 2040 RTP Travel Demand Model**

RTC PYRAMID HIGHWAY ▶ US 395 CONNECTION

Level 3 Supplemental Alternative Screening Summary

Screening Element		Considerations									
Criterion		Compatibility with State Law	Travel Demand	Travel Time	Traffic Operations Benefit	Compatibility with Local Plans	Additional Footprint Impacts	Screen Out	Carry Forward as Supplemental Alternative	Carry Forward as Stand-Alone Alternative	Comments
System Alternatives											
S-1	No-Action									√	Carry forward per requirements.
S-4	Pedestrian and Bicycle Improvements	○	n/a	n/a	n/a	○	◒		√		Carry forward for further analysis as supplemental alternative.
S-5	TDM Improvements	○	◒	◒	◒	○	○	√	√		Carry forward carpool lots and park-and-rides for further analysis as supplemental features. Eliminate carpool, vanpool, schoolpool, carpool incentives, telecommuting, flextime, staggered work hours, compressed work weeks, and travel management associations due to being programs best conducted by other organizations and/or employers and not by a corridor project. Eliminate transit queue jumps due to low service demand levels.
S-6	TSM/ITS Improvements	○	◒	◒	◒	○	◔	√	√		Carry forward incident management, advanced traffic management, ramp metering, and accident investigation sites for further analysis as supplemental features. Eliminate signal timing due to best conducted by local agencies and not by a corridor project.
Transit Alternatives											
T-1	Transit - Bus Rapid Transit	○	◔	◒	◕	◕	◒	√			Eliminate due to need to operate in conjunction with HOV lane alternative.
T-2	Transit - Regional Bus	○	◔	◒	◕	○	◔		√		Carry forward for further analysis as supplemental alternative.
Lane Type Options											
L-1	General Purpose Lanes on new and/or improved facilities	○	◔	◔	◔	○	○			√	Carry forward for additional analysis
L-2	HOV Lanes on new and/or improved facilities	○	◕	◕	◒	◒	◒	√			Screen out due to low demand, minimum travel time benefits, and additional footprint impacts
L-3	Toll Lanes on new and/or improved facilities	●						√			Screen out due to imcompatibility with state law
L-4	Reversible Lanes	○	●	◕	◕	◕	◕	√			Screen out due to low demand, no operational benefits, and additional footprint impacts
L-5	HOT Lanes on new and/or improved facilities	●						√			Screen out due to imcompatibility with state law
L-6	FAIR Lanes on new and/or improved facilities	●						√			Screen out due to imcompatibility with state law
L-7	Express Lanes	○	○	◕	●	◒	◒	√			Screen out due to no travel time benefits, no operational benefits, and additional footprint impacts

Legend:

○	◔	◒	◕	●
Best	Good	Fair	Poor	Very Poor

From: Doug Maloy [mailto:Dmaloy@rtcwashoe.com]

Sent: Tuesday, August 14, 2012 11:33 AM

To: Abdelmoez (Del) Abdalla; Amir Soltani; Andrew Soderborg; Anita Lyday; Gant, Bryan; Carolyne Mulvihill; Honey, Charla; Young, Chris; Cindy Potter; Clara Lawson; David Dodson; Doug Maloy; Jeff Hale; Clarke, Jim O.; Jim Rundle; Jo Ann Hufnagle; Jon Ericson; Julie Masterpool; Leslie Bonneau (leslie.bonneau@ch2m.com); Mark Gallegos; Mike Fuess; McCarley, Mike S.; Neil Krutz ; Nick Johnson; Travis, Randy; Ciasto, Sara K.; Scott Gibson; Scott Nebesky; Sienna Reid; Cooke, Steve; Oxoby, Steve R.; Tom Greco

Subject: Pyramid Highway and US 395 Connector TAC Update

Dear Pyramid/US 395 Connector TAC members,

It's been a while since we've met so I wanted to update you on the status of the study.
Our activities have been focused on completing the Draft Environmental Impact Statement and continuing our public outreach activities. Updates on each are provided below.

Draft EIS
Readying the Draft EIS and its supporting technical reports for public and agency review involves several review iterations. For your information and review, the attached memo outlines the methods used to conduct the environmental analysis in the Draft EIS.
Feel free to ask questions or provide comments on these methods.

Status update:
* Early March 2012-Jacobs submitted an 'Administrative' Draft EIS and technical reports to NDOT and RTC for concurrent review;
* April/May-comments received, discussed, and addressed
* Mid June-Jacobs submitted a revised 'Administrative' Draft EIS to NDOT and FHWA for concurrent review; comments anticipated in early August.

Next steps include:
* Address FHWA comments and revise Administrative Draft EIS;
* Submit revised Administrative DEIS for concurrent review to FHWA Legal Counsel and Cooperating Agencies (BLM, Bureau of Indian Affairs, and Reno-Sparks Indian Colony, Washoe County, and City of Sparks)
* Address comments and revise Draft EIS;
* Obtain FHWA and NDOT signature on Draft EIS
* Distribute Draft EIS for 45-day public and agency review period, anticipated for winter 2012.

Public Outreach
Since fall of 2011, the Study Team has conducted three public meetings and participated in other outreach activities. Status update:

* October 2011, Sun Valley Open House (Hobe's Casino)
* November 2011, Sun Valley CAB meeting, provided project status update

* January, 2012 Sun Valley Open House
* June 2012 Spanish Springs Open House

Next steps include:
* Hold public hearing during DEIS review period (winter 2012).
* Continue stakeholder meetings and coordination as needed.

Future TAC Involvement
Future TAC meetings will occur as needed. We will reconvene the TAC after the public and agency review period for the DEIS, anticipated for winter 2012.
At this meeting, we will summarize comments received and begin working toward identification of a Preferred Alternative.

Please check the project website for updates and information:
http://www.pyramidus395connection.com/

As always, please call me with questions (775-335-1865) and thank you for your continued participation in this study.

Doug Maloy, P.E.
Project Manager
Regional Transportation Commission
1105 Terminal Way, Suite 108
Reno, NV 89520
Phone (775) 335-1865
Fax (775) 348-0170
e-mail: dmaloy@rtcwashoe.com

Appendix A:
Agency Coordination

General

United States Department of Agriculture

NRCS Natural Resources Conservation Service

Minden Soil Survey Office
1702 Country Rd. Ste. A1
Minden, Nevada 89423
(775) 782-3661
Fax: 782-2547

January 19, 2012
File code: 310-11-12

SUBJECT: Pyramid Highway/U.S. 395 Connector EIS – FPPA Evaluation

TO: Jim O. Clarke
Jacobs Engineering
707 17th Street, Suite 2300
Denver, CO 80202

The Pyramid Highway and U.S. 395 Connector EIS in Washoe County, Nevada was reviewed for potential impacts on Prime or Unique Farmland. Based on a site visit, review of soil map units affected by the undertaking, and information provided by Jacobs Engineering it was determined there are no impacts to Prime or Unique Farmland within the portion of this project reviewed by the Natural Resources Conservation Service(NRCS). No Farmland Conversion Impact Rating is required.

Stephen C. Herriman

Stephen C. Herriman
Natural Resources Conservation Service
Soil Scientist
1702 County Road, Suite A1
Minden, NV 89423
775-782-3661 ext. 109

Enclosed: Form AD-1006

The Natural Resources Conservation Service provides leadership in a partnership effort to help people conserve, maintain, and improve our natural resources and environment.

An Equal Opportunity Provider and Employer

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request 1/9/12
Name Of Project Pyramid Highway and US 395 Connector EIS	Federal Agency Involved FHWA
Proposed Land Use Transportation	County And State Washoe County, NV
PART II *(To be completed by NRCS)*	Date Request Received By NRCS 1/12/12

Does the site contain prime, unique, statewide or local important farmland? *(If no, the FPPA does not apply -- do not complete additional parts of this form).*	Yes ☐	No ☒	Acres Irrigated / Average Farm Size
Major Crop*(s)*	Farmable Land In Govt. Jurisdiction Acres: %		Amount Of Farmland As Defined in FPPA Acres: %
Name Of Land Evaluation System Used	Name Of Local Site Assessment System		Date Land Evaluation Returned By NRCS

PART III *(To be completed by Federal Agency)*	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly				
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site	0.0	0.0	0.0	0.0
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value				
PART V *(To be completed by NRCS)* Land Evaluation Criterion Relative Value Of Farmland To Be Converted *(Scale of 0 to 100 Points)*	0	0	0	0

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(These criteria are explained in 7 CFR 658.5(b)*	Maximum Points				
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS	160	0	0	0	0
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland *(From Part V)*	100	0	0	0	0
Total Site Assessment *(From Part VI above or a local site assessment)*	160	0	0	0	0
TOTAL POINTS *(Total of above 2 lines)*	260	0	0	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes ☐ No ☐

Reason For Selection:

(See Instructions on reverse side)

Form AD-1006 (10-83)

This form was electronically produced by National Production Services Staff

DATE: June 27, 2013

Division of Water Resources

Project: Pyramid Hwy/US 395 Draft EIS

__X__No comment on this project ____Proposal supported as written

AGENCY COMMENTS:

A review of the area, Hydrographic Basin #84, Warm Springs Valley, #85, Spanish Spring Valley #86, Sun Valley, #87, Truckee Meadows, #92, Lemmon Valley, and #93, Antelope Valley, all in the Truckee River Basin and indicates there are a large number of active water rights in the vicinity of the described lands in this proposed project including springs, streams, and underground rights.

Please be advised that wells and/or points of diverting water on these lands, whether new or existing, shall require prior approval from the Nevada Division of Water Resources. All waters of the State belong to the public and may be appropriated for beneficial use pursuant to the provisions of Chapters 533 and 534 of the Nevada Revised Statutes (NRS), and not otherwise, including those used for geothermal projects.

Any water or monitor wells, or boreholes that may be located on either acquired or transferred lands are the ultimate responsibility of the owner of the property at the time of the transfer and must be plugged and abandoned as required in Chapter 534 of the Nevada Administrative Code. If artesian water is encountered in any well or borehole it shall be controlled as required in NRS § 534.060(3).

Any water used on the described project for construction, dust control, or maintenance should be provided by an established utility or under permit or waiver issued by the State Engineer's Office. If artesian water is located in any well or borehole it shall be controlled as required in NRS 534.060(3).

Dewatering for alleviation of hazards caused by the rise of ground water from secondary recharge is provided by the provisions of NRS 534.025 and NRS 534.050(2).

Sincerely,

Steve Shell, Staff Engineer

SLS/dl

Appendix B:
Public Involvement

Appendix B
Table of Contents

Outreach Type	Date and Location
Notice of Intent	Notice of Intent, *Federal Register*, February 29, 2008.
Letters of Intent to Study Stakeholder Working Group	
Meeting	April 7, 2008, Summit Christian Church, 7075 Pyramid Highway
Meeting	July 28, 2008, Desert Research Institute
Meeting	April 27, 2009, Spanish Springs Library
Meeting	November 9, 2009, Spanish Springs Library
Letters of Dissolution for SWG	June 14, 2011
Public Meetings/Open House/Workshops	
Public scoping meeting	April 15, 2008, Lazy 5 Community Center, 7100 Pyramid Highway, Sparks, Nevada, from 4:00 p.m. to 7:00 p.m.
Public open house	March 4, 2009, Lazy 5 Community Center, 7100 Pyramid Highway, Sparks, NV, from 5:30 p.m. to 7:00 p.m.
Public open house	April 29, 2009, Sun Valley Neighborhood Center, 115 West 6th Avenue, Sun Valley, Nevada, from 4:30 p.m. to 7:00 p.m.
Sun Valley community workshop	January 19, 2011, Sun Valley Neighborhood Center, 115 West 6th Avenue, Sun Valley, Nevada, from 5:30 p.m. to 8:00 p.m.
Sun Valley neighborhood meeting	October 26, 2011, Hobey's Casino, 5195 Sun Valley Boulevard, Sun Valley, NV, from 5:00 p.m. to 7:00 p.m.
Sun Valley neighborhood meeting	January 31, 2012, Truckee Meadows Community College, 7000 Dandini Boulevard, Reno, NV, from 4:30 p.m. to 7:30 p.m.
Spanish Springs Public Open House	June 13, 2012, Yvonne Shaw Middle School, 600 Eagle Canyon Drive, Sparks, NV, from 4:30 p.m. to 7:30 p.m.
Small Group Meetings	
Meeting	October 19, 2009, Tanamera Development/ Iractabal Properties
Meeting	November 12, 2009, Wingfield Nevada Group, Wingfield Nevada Group Offices
Meeting	January 12, 2010, Desert Research Institute meeting, RTC Offices
Meeting	February 12, 2010, Washoe County Sheriff's Office meeting, NDOT offices
Meeting	April 11, 2011, City of Sparks Council Presentation, Sparks City Hall Council Chambers

Appendix B
Table of Contents

Outreach Type	Date and Location
Sun Valley General Improvement District (GID)	
Meeting	February 11, 2010, Sun Valley GID
Meeting	January 27, 2011, Sun Valley GID
Meeting	July 14, 2011, Sun Valley GID
Field Trip	March 11, 2013, Alternative 3 Alignment (Ridgeline)
Field Trip	February 18, 2013, Alternative 3 Alignment (Ridgeline)
Citizen Advisory Board (CAB)	
Meeting	April 11, 2009, Sun Valley CAB meeting
Meeting	November 14, 2009, Sun Valley CAB meeting
Meeting	November 16, 2009, North Valleys CAB/NAB meeting
Meeting	January 13, 2010, Spanish Springs CAB meeting
Meeting	April 10, 2010, Sun Valley CAB meeting
Meeting	January 8, 2011, Sun Valley CAB meeting
Meeting	January 12, 2011, Spanish Springs CAB meeting
Meeting	July 9, 2011, Sun Valley CAB meeting
Meeting	November 5, 2011, Sun Valley CAB meeting

Appendix B:
Public Involvement

Notice of Intent

Application scenario	Number of annual respondents	Completion time (minutes)	Burden hours
Applicants age 12 or older who need to answer additional questions so SSA can determine whether an SSN was previously assigned	40,000	9½	6,333
Applicants asking for a replacement SSN card beyond the new allowable limits (i.e., who must provide additional documentation to accompany the application)	4,000	60	4,000
Totals	13,584,000	.....	1,933,000

Dated: February 25, 2008.

Elizabeth A. Davidson,

Reports Clearance Officer, Social Security Administration.

[FR Doc. E8–3871 Filed 2–28–08; 8:45 am]

BILLING CODE 4191–02–P

DEPARTMENT OF STATE

[Public Notice 6113]

Advisory Committee on International Postal and Delivery Services

AGENCY: Department of State.

ACTION: Notice; FACA Committee meeting announcement.

Summary: As required by the Federal Advisory Committee Act, Public Law 92–463, the Department of State gives notice of the inaugural meeting of the Advisory Committee on International Postal and Delivery Services. This Committee has been formed in fulfillment of the provisions of the 2006 Postal Accountability and Enhancement Act (Pub. L. 109–435) and in accordance with the Federal Advisory Committee Act.

Public input: Any member of the public interested in providing public input to the meeting should contact Mr. Chris Wood, whose contact information is listed under **FOR FURTHER INFORMATION CONTACT** section of this notice. Each individual providing oral input is requested to limit his or her comments to five minutes. Requests to be added to the speaker list must be received in writing (letter, e-mail or fax) prior to the close of business on March 18, 2008; written comments from members of the public for distribution at this meeting must reach Mr. Wood by letter, e-mail or fax by this same date.

Agenda of the Meeting

The agenda will include the following subjects:

—Preparations for U.S. participation in the UPU Congress to take place in Geneva from July 23 to August 12, 2008.

—Extra-territorial offices of exchange (ETOEs).

—Performance measurement.

—Customs clearance.

Date: March 25, 2008 from 2 p.m. to about 5 p.m. (open to the public).

Location: Room 1482, George C. Marshall Conference Center, Department of State, 2201 C Street, NW., Washington, DC 20520. Individuals attending the Committee meeting should enter the State Department at the 21st Street entrance, where photo identification will be required to be displayed to Diplomatic Security before entering the building. One of the following forms of valid photo identification will be required for admission to the State Department building: U.S. driver's license, U.S. Government identification card, or any valid passport.

For further information, please contact Christopher Wood, Office of Technical Specialized Agencies (IO/T), Bureau of International Organization Affairs, U.S. Department of State, at (202) 647–1044, *woodcs@state.gov.*

Dated: February 21, 2008.

Dennis M. Delehanty,

Designated Federal Officer, Advisory Committee on International Postal and Delivery Services.

Dated: February 21, 2008.

Dennis M. Delehanty,

Foreign Affairs Officer, Department of State.

[FR Doc. E8–3939 Filed 2–28–08; 8:45 am]

BILLING CODE 4710–19–P

DEPARTMENT OF TRANSPORATION

Federal Highway Administration

Environmental Impact Statement; Washoe County, NV

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement will be prepared for a proposed highway project in Washoe County, NV.

FOR FURTHER INFORMATION CONTACT: Mr. Abdelmoez Abdalla, Environmental Project Manager, Federal Highway Administration, 705 North Plaza Street, Suite 220, Carson City, Nevada 89701–0602, Telephone: (775) 687–1231; Mr. Steve Cooke, Chief, Environmental Service Division, Nevada Department of Transportation (NDOT), 1263 S. Stewart Street, Carson City, Nevada 89712, Telephone: (775) 888–7686; or Mr. Doug Maloy, Project Manager, Regional Transportation Commission (RTC), 1105 Terminal Way, Suite 108, Reno, Nevada 89502, Telephone: (775) 335–1865.

SUPPLEMENTARY INFORMATION: The FHWA, in cooperation with the NDOT, will prepare an Environmental Impact Statement (EIS) on a proposal to improve Pyramid Way (SR 44) from Queen Way to Calle de la Plata Drive and a proposal for a new corridor from Vista Boulevard to US-395 near the Parr/Dandini Interchange in Washoe County, Nevada. The FHWA will serve as the Lead Federal agency while the NDOT and the RTC will serve as Joint Lead Agencies. The new SAFETEA–LU environmental review process will be followed.

The purpose of the proposed project is to address regional mobility, congestion, and safety challenges faced by motorists and pedestrians that travel Pyramid highway to Spanish Springs and Pyramid Lake. Improvements to the existing corridor (Pyramid Highway) are considered necessary to provide for the existing and projected traffic demand. There will be a ''No Build Alternative'' and ''Build Alternatives'' developed that may include improvements to existing Pyramid Highway from Queen Way to Calle de la Plata and a possible new roadway between US–395 and Vista Boulevard.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. A formal scoping meeting will be held later this year or early next year. Public notice will be

given of the time and place of the meeting.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments, and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority: 42 U.S.C. 4321 *et seq.*, 49 CFR 1.48(d)(17), and 40 CFR 1501.7.

Issued on: February 20, 2008.

Susan E. Klekar,

Division Administrator, Federal Highway Administration, Nevada Division, Carson City, Nevada.

[FR Doc. 08–885 Filed 2–28–08; 8:45 am]

BILLING CODE 4910–22–M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Actions on Winston-Salem Northern Beltway, Forsyth County, NC

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Limitations on Claims for Judicial Review of Actions by FHWA and Other Federal Agencies.

SUMMARY: This notice announces actions taken by the FHWA and other Federal agencies that are final within the meaning of 23 U.S.C. 139(l)(1). The actions relate to a proposed highway project, the Winston-Salem Northern Beltway, from U.S. 158 southwest of Winston-Salem to U.S. 311 southeast of Winston-Salem in Forsyth County, North Carolina. Those actions grant licenses, permits, and approvals for the project.

DATES: By this notice, the FHWA is advising the public of final agency actions subject to 23 U.S.C. 139(1)(1). A claim seeking judicial review of the Federal agency actions on the highway project will be barred unless the claim is filed on or before August 27, 2008. If the Federal law that authorizes judicial review of a claim provides a time period of less than 180 days for filing such claim, then that shorter time period still applies.

FOR FURTHER INFORMATION CONTACT: Clarence W. Coleman, P. E., Operations Engineer, Federal Highway Administration, 310 New Bern Avenue, Ste 410, Raleigh, North Carolina, 27601–1418; Telephone: (919) 747–7014; e-mail: *clarence.coleman@fhwa.dot.gov*. FHWA North Carolina Division Office's normal business hours are 8 a.m. to 5 p.m. (Eastern Time). You may also contact Gregory J. Thorpe, PhD, Project Development and Environmental Analysis Branch Manager, North Carolina Department of Transportation (NCDOT), 1 South Wilmington Street (Delivery), 1548 Mail Service Center, Raleigh, North Carolina 27699–1548; Telephone (919) 733–3141, *gthorpe@dot.state.nc.us*. NCDOT—Project Development and Environmental Analysis Branch Office's normal business hours are 8 a.m. to 5 p.m. (Eastern Time).

SUPPLEMENTARY INFORMATION: Notice is hereby given that the FHWA and other Federal agencies have taken final agency actions by issuing licenses, permits, and approvals for the following highway project in the State of North Carolina: the Winston-Salem Northern Beltway, Forsyth County, North Carolina. The proposed action would be the construction of a 34.2-mile multi-lane divided, controlled access highway on new location from U.S. 158 southwest of Winston-Salem to U.S. 311 southeast of Winston-Salem in Forsyth County, North Carolina. The actions by the Federal agencies, and the laws under which such actions were taken, are described in the Supplemental Final Environmental Impact Statement (Western Section)/Final Environmental Impact Statement (Eastern Section and Eastern Section Extension) (SFEIS/FEIS) for the project, approved on January 11, 2007, in the FHWA Record of Decision (ROD) issued on February 15, 2008, and in other documents in the FHWA administrative record. The SFEIS/FEIS, ROD, and other documents in the FHWA administrative record file are available by contacting the FHWA or NCDOT at the addresses provided above. The FHWA SFEIS/FEIS and ROD can be viewed at the NCDOT—Project Development and Environmental Analysis Branch, 1 South Wilmington Street, Raleigh, North Carolina; NCDOT—Division 9 Office, 375 Silas Creek Parkway, Winston-Salem, North Carolina and the Winston-Salem Department of Transportation, City Hall South, 101 East First Street, Room 307, Winston-Salem, North Carolina.

This notice applies to all Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

1. *General:* National Environmental Policy Act (NEPA) [42 U.S.C. 4321–4351]; Federal-Aid Highway Act [23 U.S.C. 109].

2. *Air:* Clean Air Act [42 U.S.C. 7401–7671(q)].

3. *Land:* Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303]; Landscaping and Scenic Enhancement (Wildflowers) [23 U.S.C. 319].

4. *Wildlife:* Endangered Species Act [16 U.S.C. 1531–1544 and Section 1536], Marine Mammal Protection Act [16 U.S.C. 1361], Anadromous Fish Conservation Act [16 U.S.C. 757(a)-757(g)], Fish and Wildlife Coordination Act [16 U.S.C. 661–667(d)], Migratory Bird Treaty Act [16 U.S.C. 703–712], Magnuson-Stevenson Fishery Conservation and Management Act of 1976, as amended [16 U.S.C. 1801 *et seq.*].

5. *Historic and Cultural Resources:* Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470(f) *et seq.*]; Archeological Resources Protection Act of 1977 [16 U.S.C. 470(aa)–11]; Archeological and Historic Preservation Act [16 U.S.C. 469–469(c)]; Native American Grave Protection and Repatriation Act (NAGPRA) [25 U.S.C. 3001–3013].

6. *Social and Economic:* Civil Rights Act of 1964 [42 U.S.C. 2000(d)–2000(d)(1)]; American Indian Religious Freedom Act [42 U.S.C. 1996]; Farmland Protection Policy Act (FPPA) [7 U.S.C. 4201–4209].

7. *Wetlands and Water Resources:* Land and Water Conservation Fund (LWCF) [16 U.S.C. 4601–4604]; Safe Drinking Water Act (SDWA) [42 U.S.C. 300(f)–300(j)(6)]; Wild and Scenic Rivers Act [16 U.S.C. 1271–1287]; Emergency Wetlands Resources Act [16 U.S.C. 3921, 3931]; TEA–21 Wetlands Mitigation [23 U.S.C. 103(b)(6)(m), 133(b)(11)]; Flood Disaster Protection Act [42 U.S.C. 4001–4128].

8. *Hazardous Materials:* Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) [42 U.S.C. 9601–9675]; Superfund Amendments and Reauthorization Act of 1986 (SARA); Resource Conservation and Recovery Act (RCRA) [42 U.S.C. 6901–6992(k)].

9. *Executive Orders:* E.O. 11990 Protection of Wetlands; E.O. 11988 Floodplain Management; E.O. 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations; E.O. 11593 Protection and Enhancement of Cultural Resources; E.O. 13007 Indian Sacred Sites; E.O. 13287 Preserve America; E.O. 13175 Consultation and Coordination with

Appendix B:
Public Involvement

Stakeholder Working Group Meetings

Meeting Minutes

Project: Pyramid Highway/US 395 Connection

Purpose: Stakeholder Working Group (SWG) Meeting #1

Date Held: April 7th, 2008

Location: Summit Christian Church, High Country Room
7075 Pyramid Highway, Sparks NV

Attendees:

RTC:	Doug Maloy, Michael Moreno
CH2M HILL:	Cindy Potter, Leslie Regos
Jacobs Carter Burgess.:	Jim Caviola, David Dodson, Steve Oxoby
SWG Members:	**See attached sign-in sheet.**

Copies: Attendees, File

NOTE: The next SWG Meeting will be held on Monday, June 23, 2008 from 5:30 – 7:30 at the Spanish Springs Library, 7100A Pyramid Highway, Sparks, Nevada (Lazy 5 Park Complex). A meeting reminder will be sent 2 weeks in advance along with an agenda.

Summary of Discussion:

1. **Welcome and Introduction**
   - Doug Maloy welcomed the group, thanked them for their attendance and for their participation.
   - Leslie Regos gave an explanation of the intent of this meeting.
   - SWG and PMT members introduced themselves.

2. **Project Overview & Goals**
   - Leslie gave a PowerPoint presentation highlighting the following project issues (See attached PowerPoint presentation):
     a. Project corridor history:
        i. Development of the RTC's Pyramid Corridor Management Plan and its recommendations, "Package C".
     b. Project goals:
        i. A collaborative process to develop an Environmental Impact Statement (EIS) and preliminary engineering of a preferred alternative.
     c. Project details:
        i. Project study area.
        ii. Study schedule with approximate milestone dates.

d. Team organization:

   i. The RTC (the lead agency), NDOT, FHWA, consultants and sub-consultants work in collaboration with the Stakeholder Working Group (SWG), Technical Advisory Committee (TAC), Project Steering Team (PST) and the general public. The roles for each group were defined.

The Role of the SWG

a. Communicate community needs and vision.
b. Advisory body to the PMT.
c. Initially will meet every other month, eventually will meet quarterly.
d. Serve as point of contact representing the body of each individual organization.
e. Provide input on proposed project alternatives.
f. Communicate project information to individual organizations and general public.
g. Serve as an extension of the Pyramid Highway/US 395 Connection Project team.

e. Intent of the Purpose and Need.

   i. It is the backbone of the NEPA document.
   ii. It establishes existing conditions to which the agency is proposing significant taxpayer investment and environmental impact.
   iii. It discusses the relationship between existing and desired conditions.

f. Review of the project development process:

   i. Federal funding and significant environmental impacts initiate the NEPA process.
   ii. Benefits of the NEPA process.
   iii. Coordinating and participating agencies involved.
   iv. Public outreach.
   v. Environmental justice.
   vi. Alternative Screening (See handout).
   vii. Project Milestone Schedule.

3. **Proposed Protocols and Working Agreements for the SWG and the PMT.**

- See handout, highlights include:
  a. Proposed attendance expectations.
  b. Proposed meeting format, documentation and internal communication.
  c. Proposed Process for Making Recommendations.
  d. External communication protocol.
  e. Proposed ground rules for working together as a team.

4. **Review and Discuss Draft Purpose & Need (See handout):**

- Need to address existing congestion.
  a. Level of Service (LOS) Defined.
     i. Related to time delay at intersections.

ii. Related to density and speed on roadway segments.

iii. LOS E can be the most efficient in relation to traffic volumes.

b. The current RTC LOS standard policy for arterial roadways is currently LOS D inside McCarran Blvd. and LOS C outside McCarran Blvd. during the AM and PM peak hour.

c. The RTC is recommending that the local agencies adopt changing the design requirements from LOS C to LOS E for regional roads with year 2030 projected average daily traffic volumes in excess of 27,000 ADT.

d. The existing LOS on Pyramid Highway from McCarran Blvd. to north of Queen Way is E and F during the AM and PM peak hour.

- Need to address existing and forecasted population growth.

  iv. Projections include 2040 numbers.

- Need to address travel inefficiencies.
- Need to address existing safety issues.
- Need to address existing and future regional access needs.
- Need to be consistent with the current regional and local plans.
- It is crucial to define the Purpose and Need correctly.

5. **Standard Meeting Dates and Times**

- 4th Monday of the month from 5:30 to 7:30, approximately every other month
- Next meeting will be June 23rd, 2008 at the Spanish Springs Library
  7100A Pyramid Highway Sparks, NV (Lazy 5 Park Complex)

6. **Questions & Comments**

- *Will there be additional capacity provided by NDOT to US395 to accommodate the potential increase in traffic volume generated by the completion of a Pyramid & US 395 connection?*

  a. Other regional studies are ongoing (Example: Pyramid/McCarran Intersection).

  b. NDOT completed the Washoe County Freeway Corridor Study which detailed the improvements needed to the existing freeway infrastructure based on forecasted population and traffic growth. The Pyramid Highway/US 395 Connection was included in this study and ties into the master plan completed by NDOT to address regional needs.

- In addressing the regional access needs, individual property owners, both commercial and residential might be adversely affected. Direct access to Pyramid Highway could be cut off.
- *Will traffic volumes and other data be presented?*

  a. Yes, traffic data has been collected and will be presented for the first time during the public meeting on 4/15/08, and at future SWG meetings.

- *How can the forecasted population growth numbers be trusted when past forecasts were incorrect?*

  a. This is a valid concern and forecasts are recognized as being approximate, but population growth is expected regardless.

  b. Should show how population growth forecasts are determined.

- *Are there plans for a west to east connection from Pyramid over to Vista Blvd?*

  a. An east/west connection from Pyramid to Vista Blvd. is included in the study.

- *Have any roadway alternatives been developed?*

a. At this stage in the project, there have only been discussions amongst the team of potential interchange locations. Alternatives have yet to be studied or developed.

- *What is the status of the Sun Valley Western project? What would happen to the LOS along the Pyramid corridor if this project were to take place?*
  a. The West Sun Valley Arterial project is part of the recommendation of the Pyramid Corridor Management Plan ("Package C"), and is also a part of the 2030 plan, however it is considered a separate project from this one and is not considered as high priority for the RTC at this time.
- It appears from the project study map that any alternatives developed in this area would just be creating new "bottlenecks" or pinch points at different areas along US 395 and at McCarran.
  a. This intent of this study is to find a solution to traffic issues along the Pyramid Corridor and to provide an alternative route east to west. We can not solve all of the regional traffic issues with this one project. We need to work in conjunction with the other studies ongoing in the region to best manage new traffic being introduced to other facilities and locations.
- *There is a free right turn being designed at the Pyramid/McCarran intersection, will this affect traffic volumes along the Pyramid corridor?*
  a. This is a short term solution to the existing traffic issues at this intersection and it is assumed that the need for improvements along the Pyramid corridor and an east/west connection will still be warranted.
  b. The consulting firm (Parsons) working on the Pyramid/McCarran intersection is a sub-consultant to Jacobs Carter Burgess on this project and we will coordinate with them closely.
  c. Currently there are only three north/south alternatives to access the Spanish Springs area and existing traffic is currently accessing US 395. This situation will not change, and one of the intentions of this project is to study more efficient north/south routes and US 395 access alternatives.
- *What effect will the Southeast Connector have on traffic numbers along US 395?*
  a. We will be working with local agencies and our own traffic experts to incorporate regional plans and forecasted traffic volumes into our study.

7. **Next Steps**

- A public meeting will be held next week on 4/15/08 at the Lazy 5 Community Center from 4:00 to 7:30. A display with existing and forecasted traffic volumes will be provided.
- The next SWG meeting will be held on June 23rd, 2008 at the Spanish Springs Library 7100A Pyramid Highway Sparks, NV (Lazy 5 Park Complex)
- After the June meeting it will be decided if the SWG should move to quarterly meetings.

Meeting Minutes

Project: Pyramid Highway/US 395 Connection Study

Purpose: Stakeholder Working Group

Date Held: July 28, 2008

Location: Desert Research Institute
2215 Raggio Parkway, Reno NV

Attendees:	**RTC:**	Doug Maloy
	Jacobs Carter Burgess:	Bryan Gant, Steve Oxoby, David Dodson
	CH2M HILL:	Leslie Regos, Mark Gallegos
	SWG Members:	See attached sign-in roster

Copies: SWG Membership, Attendees, File

Summary of Discussion:

1. **Welcome and Introductions**
   - Leslie Regos welcomed attendees and provided a brief overview of the agenda.
   - Attendees introduced themselves.
   - Handouts provided for review and discussion:
     - Draft SWG Summary of Level One Alternatives Development and Screening
     - Draft Level One Screening Table

2. **5 - Minute Opportunity**
   - SWG Members were provided an opportunity to discuss any questions/thoughts that might have been brought to their attention by their respective constituencies.
   - Greg Bortolin of the Desert Research Institute (DRI) expressed his hope that the current congestion and safety/access issues on Dandini Boulevard around the DRI and TMCC would be addressed either within this study or other upcoming projects.

3. **Study Status and Schedule – Leslie Regos**
   - Still within the scoping and alternatives development and Level 1 Screening process. The team is working to screen alternatives down to a manageable number that can then be looked at in more detail from an environmental and engineering design standpoint within the Level 2 Screening
   - Leslie walked through the remaining steps of the process and the anticipated time frames through completion of the Final EIS. The Team is currently 9-10 months into the process and currently on schedule.

4. **Review of Alternatives Methodology – Leslie Regos**

- Leslie provided a refresher on the screening methodology that is being used.
- The SWG was reminded that the purpose of the screening process is to funnel the multiple possible alternatives to a smaller number which are found to be technically sound, financially affordable, and have the majority of support of the involved agencies and the public.
- The goal of the Level 1 Screening was to identify and eliminate those alternatives that did not meet Purpose and Need and/or were otherwise fatally flawed.
- The team anticipates that the Level 2 screening will occur by late fall. Once the Level 2 screening is complete, the next SWG meeting would be scheduled so that the Team can share its findings with the SWG.
- Attendees were advised that any newly identified alternatives can be put through this same process during the study and were encouraged to share new ideas for possible alternatives as they arise.
- Alternatives screened at this point came from a variety of sources including the RTC's Corridor Management Plan, the public scoping meeting held, and ideas developed by the Team as they looked and the corridor and considered other improvements not previously introduced.

5. **Review of Level 1 Screening Results**

- An overview of each of the alternatives evaluated to date was provided to attendees while referencing the "SWG Summary Level One Alternatives Development and Screening" handout provided to attendees.
- Attendees were reminded that the Level 1 Screening is a high-level screening using more qualitative rather than quantitative assessment.
- The study area has been expanded as a result of feedback received during the first SWG and public meetings which requested the Team look at alternatives within the areas a little more to the north and west of the original proposed study area. A map of the newly expanded study area provided for reference.
- System Alternatives were described by David Dodson including an explanation of the "no-action" alternative and how this would be used as a control model in accordance with NEPA requirements.
- Transit Alternatives overview was provided by Steve Oxoby.
- Highway alignment and lane type alternatives overview was provided by Bryan Gant.
- Bryan explained to the attendees that many of the highway alignments were a product of the previous study performed within the corridor. The team has gone back and taken another look at the underlying data and assumptions and compared these to data available today to determine if these alternatives are still viable. In most cases they were.
- Team recommendations for Level 1 elimination were discussed referencing the Draft Level 1 Screening table provided.
- Leslie Regos provided an overview of the qualitative process and questions asked during the Level 1 screening used in developing the recommendations of the team and provided a table illustrating the initial results/recommendations for review and discussion.
- A brief discussion of the 2040 RTP was provided in order to give attendees a sense of how this study ties in with other potential future improvements throughout the region to provide a better overall system perspective.
- Bryan Gant reminded attendees that the study process allows for additional alternatives to be considered at any point during the process and encouraged attendees to bring forward possible alternatives that might come up in meetings with their constituencies as they arise.
- Attendees were advised that the Team would be happy to send a representative to discuss the study with their respective organizations if desired. Also, if questions/comments/ideas come up prior to the next meeting, attendees are encouraged to contact the Study Team.

NOTE: The following "Q&A" and "Additional Comments" sections provide a brief summary of discussions that took place during the meeting. These sections are not documented in strict

chronological order, but rather they combine related discussions that took place at different times during the meeting.

6. **Q & A**

Q: If there are any proposed alternatives that impact BLM land, would that add more time to the process?

A: Yes. However, we are working with the FHWA, BLM and other agencies to determine up-front if there are any issues so that these can be addressed as early in the process as possible and hopefully limit any impacts to the study schedule.

Q: With regard to Transportation Demand Management (TDM) options, do you actually survey the public and companies to see if they are willing to participate in the various TDM options?

A: The RTC has a proactive education campaign to advise business and the public of the various options and also performs various surveys to gauge interest. TDM would not necessarily be a stand-alone solution, but it is important to capture it as a potential supplemental alternative to be used in conjunction with other alternatives.

Q: What is the difference between Transportation Demand Management (TDM) and Transportation System Management (TSM).

A: TDM is focused on changes in individual driver behavior with regard to how they use the transportation system and roadways (people focused). TSM is managing the actual system differently through signalization and timing, changeable message signs, etc. in order to help the system operate more efficiently (technology focused).

Q: Could the Bus Rapid Transit (BRT) lane also be used as a carpool lane rather than having a lane dedicated only to buses?

A: This type of combination has never been tried before so we are uncertain how efficiently a dual purpose lane would operate given that buses would have to constantly slow down to make stops and therefore affect carpool traffic. There would potentially be options of managing the lane such that it is mixed purpose during certain times of day.

Q: What about using reversible lanes?

A: This has been carried over as a supplemental alternative that may prove useful in conjunction with potential highway/roadway alternatives.

Q: What is the difference between a freeway and an expressway?

A**:** A freeway would be completely access controlled, grade separated, with limited access to cross roads via on- and off-ramps only (US 395 through Reno is an example of this). An expressway operates much like a freeway however would have occasional intersections, traffic lights, etc (US 395 south of Carson City heading down into Douglas County would be an example).

Q: Are you looking at any freeway alternatives that parallel Pyramid rather than using the exiting altering the existing Pyramid?

A: We are looking at potential traffic impacts if we were to run alignments to the west parallel of the existing Pyramid alignment. We might want to consider whether the “relocating” or “realigning” of Pyramid should be called out as a separate alternative and studied accordingly.

Q: Shouldn't we be preserving right of way along the Pyramid Highway to accommodate potential future widening?

A: The RTC does make recommendations to local agencies and developers regarding future right of way needs along Pyramid in accordance with the updated Pyramid Corridor Management Plan. The challenge with acquiring right of way is funds are more apt to be used on current needs and are not readily available to acquire property from a developer and they are not willing to give up property without compensation.

Q: If a connection is made to US 395 at the Parr/Dandini area, won't this negatively impact traffic already existing on US 395? Traffic is already pretty heavy during peak hours within this area?

A: As we move into the Level 2 screening and beyond we would begin to take a more in-depth look at system improvements that would need to be made within impacted areas to accommodate the increased flow of traffic.

Q: On some of these freeway alternatives that would restrict local access, would there be frontage roads to provide this type of local access?

A: This level of analysis would take place in the later screening levels, but it is anticipated that frontage roads would need to be a part of these particular alternatives.

Q: Why was light rail eliminated at this stage? I think that this option from Spanish Springs through to Carson City would be of great benefit.

A: The reason light rail has been screened out was due to projected densities in the Spanish Springs area not being sufficient to support a full transit alternative of this type. The 2040 projections show approximately 2.5 dwelling units per acre in this area. We would need to be up around 8 dwelling units per acre and above to support mass transit on the scale required for light rail and the associated costs of construction and operation.

Q: When you do this type of planning, do you actually go out and look at the roadways to see what is along side these roadways?

A: This level of detail is analyzed and considered as we move further along in the screening process. It is possible that alternatives carried forward at this point will be eliminated as we move forward into greater detailed analysis.

Q: Is it more cost-effective to build on an existing alignment or to start from scratch on a new alignment?

A: That will vary from case to case and is dependent on multiple variables with right-of-way acquisition being one of the largest components of this.

Q: Has there been any study with regard to which direction(s) most of the traffic is traveling?

A: Yes. Studies have shown that traffic moves in all directions as the Reno/Sparks area does not have a central employment center, but rather employment centers are distributed throughout the region. This pattern of development will continue into the future, and therefore, the need to provide increased connectivity and flow in all directions throughout the entire system will continue to be of importance.

7. Additional Comments

- It is important to keep in mind that with future development planned for the North Valleys (Stead/Red Rock areas), these areas will eventually become more of an employment center which makes east/west connections from US 395 to east Sparks even more critical in the future.
- There should be less reliance on north south connections by providing east/west connections an include access at Dandini and 7th St.
- Connectivity should be considered so as not to preclude access to and from local development.
- When restricting of access is discussed, it is assumed by the RTC and the Team that local networks will need to be studied and potentially improved to make sure that needed local access is still maintained and adequate so as not to disrupt commerce and travel within the affected areas.
- We are using traffic numbers from the latest 2040 plan which has not been completely adopted yet, to make sure that we are using the latest numbers available.
- Reno does not have a central business district, there are instead several employment centers spread out around the area and this pattern will continue with future planned development. This means that we are not looking at moving traffic between just a couple of major areas but instead are needing to move traffic efficiently throughout the entire system. It is also important to keep in mind that this study is not intended to solve all of the traffic problems throughout the system. We are only looking at one piece of the system. There are many other projects identified in the RTC's 2040 plan which will tie into the study we are working on and are being taken into consideration while we evaluate alternatives for this study.
- I think alternatives H-6, H-7, H-16, H-17, and H-18 are going to run into some major environmental issues. Washoe County Parks just finished our open space plan so we have a lot of data on the properties that could be affected that I would be happy to share with you (Jen Budge).
- I think we need to start looking at other ways of moving traffic rather than always directing everything onto US 395 and I-80.
- I am concerned that by the time any improvements are made they will already be obsolete and that the local governments need to start being more aggressive when it comes to transportation and traffic planning and getting projects built.
- There are currently 2 ballot issues on the table in order to help close the gap in funding so that needed projects can be built, but it is going to require public support to make it happen.
- The team will be looking at possibly studying a parallel alignment to Pyramid Highway as a separate alternative.
- Alternatives H-14 and H-15 should connect to Sparks Boulevard.
- West Sun Valley is critical for north/south movements.
- It seems as though H-16, 17, and 18 carry everything to US 395, which is already pretty close to capacity. I think H-14 and 15 would provide better flow as they give "double access" providing better connections to US 395 as well as I-80.

NOTE: The next meeting will be scheduled once the Level 1 Screening is completed and the Team has begun moving into the Level 2 Screening. The Team anticipating that this will occur sometime in the late fall of 2008.

Meeting adjourned at 7:20 p.m.

Meeting Minutes

Project: Pyramid Highway/US 395 Connection

Purpose: Stakeholder Working Group

Date Held: April 27, 2009

Location: Spanish Springs Library, Pauite Room
7100A Pyramid Highway, Sparks, NV

Attendees:

RTC:	Doug Maloy, Michael Moreno
Jacobs Carter Burgess:	Bryan Gant
CH2M HILL:	Leslie Regos, Mark Gallegos
SWG Members:	Vaughn Hartung, Steve Grosz, Brooke Keast, Scott Nebesky, Katherine McGrath

Copies: SWG Membership, Attendees, File

Summary of Discussion:

1. **Welcome and Introductions**

- Leslie Regos welcomed attendees and provided a brief overview of the agenda.
- Attendees introduced themselves.
- Attendees were advised of Public Open House scheduled to be held at Sun Valley Neighborhood Center on 4/29/2009.
- Handouts provided for review and discussion:
    - Level 2A Screening Results
    - Level 2A Alignment Alternatives

2. **5 - Minute Opportunity**

- SWG Members were provided an opportunity to discuss any questions/thoughts that might have been brought to their attention by their respective constituencies.
- A recommendation was made to adjust to later start times for public meetings based on feedback from various Sun Valley residents. 5:30 pm start time seems to work better for most residents.
- A concern was expressed regarding the open house format. Many of the same questions are being asked multiple times. Might be more productive to have a short 15-20 minute presentation with short Q&A, followed by open house. This concern is based on feedback received from residents in attendance at previous meetings.
- A recommendation was made to run all public meetings through the CAB's so that the CAB chair can assist in maintaining control of the meeting as well as provide time limit rules for public comment.

3. **Project Status and Schedule – Leslie Regos**
   - Leslie explained that the screening process to-date has been based on high-level, fatal-flaw analysis to screen out those potential alternatives that do not meet purpose and need for the project, have significant impacts, or are otherwise considered to be not feasible.
   - There has been some high-level impact data gathered and analyzed including relocations, habitat, flood plains, and recreation area impacts.
   - The next step is to take the remaining alternatives and begin more detailed engineering and analysis to determine a preferred alternative to take into the EIS documentation.
   - Currently the team is on schedule to have the draft EIS (DEIS) document prepared in early 2010.

4. **Review of Level 2A Screening Results – Bryan Gant**
   - Bryan advised that although the study team is midway through the process, the level of effort and detail will be increasing as the team progresses through the study toward the drafting of the EIS. Most of the detailed engineering will be starting as the team moves into the next phases of the study.
   - A brief refresher of the alternatives screening process and levels of analysis was provided.
   - Overview of each of the 3 concepts remaining after the Level 2A screening was provided (H6, H7, and H17).
   - A summary of the findings that led to the elimination of those concepts not carried forward was provided.
   - The next screening level (2B) will involve more detailed engineering of possible alignments within the remaining concepts to further determine feasibility and get a better idea of the true impacts of each of the remaining alternatives. The team anticipates having much more defined alignments within the next 4-6 weeks.
   - Level 3 analysis is anticipated to begin late May to early June. This level of analysis will begin to look at horizontal and vertical alignments, potential interchange types and locations, access impacts, facility types, and strategies to perpetuate local street networks. This will be the level in which the team will begin analysis of lane type options, transit options, and bicycle/pedestrian access.
   - Moving into Level 2B, the team will be narrowing down the number of concepts from the 3 concepts being carried over from the Level 2A screening to either 1 or 2 concepts to be carried into the more detailed Level 3 screening. In Level 3, the remaining concepts will then be developed into various alignment options that will be further analyzed, screened, and narrowed to a preferred alternative(s).
   - Residential relocations have been the primary environmental impact leading to the screening out of alternatives. Open space and park property impacts have also been a major contributing factor in the screening analysis thus far. Parks and open space impacts will continue to be a major decision factor as the team moves forward into the next screening levels.

5. **Next Steps – Leslie Regos**
   - The project team will be working on more detailed engineering analysis on the remaining concepts through the summer.
   - The SWG is anticipated to meet again in late August to September to review and discuss the engineering sketches produced in the interim and provide information on the concepts that will be carried into the DEIS.
   - The next formal public meeting will be scheduled when the DEIS is complete. The team is considering going to the CAB's in the interim to give the public an opportunity to comment as the team finalizes the concepts to be carried into the DEIS.
   - SWG membership will be provided information, as it becomes available, that can be shared with their respective organizations and constituencies. Information will also continue to be posted to the website.

NOTE: The following "Q&A" and "Additional Comments" sections provide a brief summary of discussions that took place during the meeting. These sections are not documented in strict chronological order, but rather they combine related discussions that took place at different times during the meeting.

6. **Q & A**

Q: At what point will the team start looking at detailed mitigation and impacts to individual properties?

A: We will be going into this level of detailed analysis once we are able to determine which concept(s) will be carried into the DEIS document. We anticipate this to begin sometime in late summer/early fall of 2009.

Q: Does the RTC have any concern that development within the corridor will outpace the project's development?

A: The City of Sparks and Washoe County are aware of the potential changes that will be occurring along the corridor and have also been given some idea of the types of facilities that may be needed and the potential changes to access and right-of-way requirements. These agencies understand that they will need to keep this in mind as they consider future development within the corridor.

Q: When is the anticipated start of design and construction?

A: There are several steps involved after the EIS is completed and Record of Decision has been issued, including preliminary and final design, identification of funding, determining project phasing, and right-of-way acquisition. At the earliest, construction would begin in late 2015.

Q: The Indian Colony is concerned with these extended time frames as we are beginning to plan development of some of our property within the corridor. How soon would we know what we should be planning for?

A: The team should have a good idea of what the project will look like when we complete our alternatives analysis and begin to draft the EIS and would be able to share this information with property owners so that they can plan their developments accordingly in anticipation of the future changes along the corridor.

Q: When you refer to the "Wedekind Alternative" are you referring to the Disc Drive area or actually converting Wedekind Road?

A: The Wedekind alternative as described within the Pyramid Corridor Plan would be a roadway coming off of Pyramid just south of Disc and connecting to the existing Wedekind Road. We are currently looking at variations of this alternative that would decrease the level of impact to the neighborhood as compared to connecting directly to Wedekind Road. However, there would likely still be substantial impacts that will need to be considered as we move forward with the screening process.

Q: Wasn't there a plan to extend Sun Valley Boulevard beyond the Highland Ranch development?

A**:** There is an extension of Sun Valley Boulevard contained within the RTC's 2040 Regional Transportation Plan.

Q: Isn't there a connection planned from Eagle Canyon to Military Road?

A: There is a North Valley connector contained within the 2040Plan which would work with the West Sun Valley connector.

Q: How does the Southeast Connector affect the traffic numbers?

A: The team did run models with improvements to Sparks Boulevard connecting to the Southeast Connector, but the resulting traffic numbers did not show the improvements drawing traffic in sufficient volumes to reduce the congestion on Pyramid to a degree that would justify the significant relocation impacts resulting from increasing the capacity on Sparks Boulevard.

Q: Will any of the adjacent streets be affected by the improvements along Pyramid?

A: In some locations the side streets will also need to have improvements. This will depend upon the alignment selected, facility type, interchange types, etc.

Q: Are you expecting any induced increased volume and growth along existing roads and adjacent properties?

A: We will not know this until we get into more detailed analysis which will include some study of potential induced growth. Potential induced growth within the area will also be dependent upon other transportation improvements included within the 2040 Plan and City/County land use planning.

7. Additional Comments

- Concern was raised regarding the West Pyramid Plan (Section 33) which has been approved and could significantly change your numbers in the northern end of Pyramid and may provide justification for maintaining the West Sun Valley route. If this is developed it is anticipated that 20-30 thousand residences and a large-scale industrial park would be a part of the eventual build-out. It is believed that this project was not considered during the development of the 2040 Plan. – *The study team will be looking into this to make sure that the traffic impacts of this planned development were taken into consideration in the traffic modeling.*
- SWG members were reminded that the intersection improvements at Pyramid and McCarran are considered to be a short-term solution to ease congestion while longer term solutions (including the Pyramid/US 395 project) can be developed and implemented.
- It was noted by the project team that the West Sun Valley route is still a part of the 2040 Plan, but would be a separate project to address a separate set of needs that are not a part of the Pyramid/US 395 Connection project's scope.
- Traffic modeling shows significant increased movement from the North Valleys to the Spanish Springs area as the two areas continue to develop. This will be considered in the development alternative alignments.
- General consensus was in support of H17 with eventual additional implementation of the West Sun Valley route.
- The study team is currently looking at 3 different locations where the connector included as part of alternative H-17 could tie into US 395: south of TMCC; at Parr Avenue; north of Parr Avenue. Each of these potential connections has its own challenges and constraints due to surrounding development and current land uses.

NOTE: The next meeting is currently anticipated for late August/September 2009, dependent on progress of the ongoing analysis.

Meeting adjourned at 7:30 p.m.

Meeting Minutes

Project: Pyramid Highway/US 395 Connection Study

Purpose: Stakeholder Working Group

Date Held: November 9, 2009

Location: Spanish Springs Library, Pauite Room
7100A Pyramid Highway, Sparks, NV

Attendees:

RTC:	Doug Maloy
Jacobs Engineering:	Bryan Gant, Chris Martinovich
CH2M HILL:	Leslie Regos, David Dodson
SWG Members:	Dave Roberts, Steve Grosz, Katherine McGrath, Jennifer Budge, Loren Chilson, Greg Bortolin

Copies: SWG Membership, Attendees, File

Summary of Discussion:

1. **Welcome and Introductions**
   - Leslie Regos welcomed attendees and provided a brief overview of the agenda and meeting objectives.
   - Attendees introduced themselves.

2. **5 - Minute Opportunity**
   - Doug Maloy provided a brief history on the screening process to-date.
   - No other items were brought up for discussion by SWG members.

3. **Pyramid Highway Alternatives (Disc Drive to Golden View) – David Dodson**
   - Three alternatives being studied
     1. On Existing Pyramid Alignment with Frontage Roads – Overlaying a controlled access freeway on the existing Pyramid corridor. The challenge is perpetuating local access as currently exists, much of which would be addressed with the use of frontage roads. This would require a wider physical footprint within the corridor. Maintaining traffic operations during construction would be a challenge.
     2. On Existing Pyramid Alignment without Frontage Roads - Overlaying a controlled access freeway on the existing Pyramid corridor. Perpetuating local access would involve the rerouting of local roads within the developed areas to the east and west of Pyramid. This alternative is being strongly considered for elimination as the right-of-way impacts along Pyramid are similar to those with frontage roads, however, additional right-of-way impacts are

anticipated due to the need for rerouting the local roads to provide access to properties along Pyramid Highway. Maintaining traffic operations during construction would be a challenge.

3. Off Existing Pyramid Alignment – This concept avoids the challenges in perpetuating local access through this area as existing Pyramid would remain as it is today with an additional facility running parallel along the hills to the west (behind the WalMart) of the existing developments within the corridor. This concept would tie back into existing Pyramid just north of Golden View and south of Sparks Boulevard. This alternative would significantly reduce potential commercial and residential right-of-way impacts. There would be construction challenges building a roadway on the hillside as well as visual impacts.

4. **Pyramid Alternatives (North of Sparks Boulevard) – David Dodson**

- There are multiple interchange location/layout options and freeway termini being studied. More detailed traffic analysis will provide the information needed to further narrow these options.
- Some access points will be affected depending on the freeway terminus and interchange locations.
- The alternatives presented were primarily for determining the environmental footprint in this area so that environmental field studies could begin. All of the alternatives in this area will be highly dependent on further traffic analysis.

5. **Vista Connection – David Dodson**

- The primary focus for this segment has been to overlay an arterial over Disc Drive east to Vista. The concepts being developed for this segment are dependent on additional traffic analysis.
- There is some consideration being given to a new alignment south of Disc, however, due to federal land use constraints in the hills through this area, the design team is focusing more on the possibility of developing a viable Disc Drive facility alternative to avoid this area.

6. **Sun Valley Crossing – David Dodson**

- There are currently three options being considered for the freeway connection crossing through Sun Valley.
  1. The southern alignment alternative would cross Sun Valley just north of El Rancho. This alignment has some challenges with steep grades as well as proximity of the potential interchange location at Sun Valley Boulevard to the El Rancho/Dandini intersection. This alternative would have the least number of right-of-way impacts.
  2. The middle alignment alternative would cross Sun Valley in the area of Rampion Way. The freeway grades will be a challenge with this alternative. Intersection spacing with the other intersections along Sun Valley Boulevard would work better than with southern alignment. Right-of-way impacts are comparable to southern alignment.
  3. The northern alignment alternative would cross Sun Valley in the area of First Avenue. The northern alignment alternative provides some relief with respect to grades and terrain. This route would have greater right-of-way impacts as compared to the southern and middle alternatives (approximately double).
- A brief overview of interchange concepts on the Sun Valley alignments was provided.

7. **US 395 Connector – David Dodson**

- There are currently three interchange location options for the US 395 Connector.
  1. At-Parr Boulevard – This alternative would bring the freeway connection through the hills just north of Dandini Boulevard with an interchange in the area of the existing Parr Boulevard interchange. Currently, this concept does not include access to the connector via Parr/Dandini. The study team is looking at possible ways to integrate this access based on feedback from the Technical Advisory committee (TAC).
  2. North of Parr Boulevard – This alternative would bring the freeway connection north of Dandini Boulevard and an interchange just south of the Regional Emergency Response Training Center. It was the opinion of the TAC that this alternative be eliminated due to its complexity

and out-of-direction travel on the condition that the Parr access to the connector (which this alternative provides) could be integrated into the at-Parr alternative.

3. South of Parr Boulevard – This alternative would take the freeway connection south of TMCC/DRI through the current open space with an interchange just to the north of Clear Acre/McCarran. This alternative involves some residential impacts. The alternative would also involve some traffic operations challenges due to the proximity to Clear Acre/McCarran and the ramp braiding that would be needed to make the interchanges function together.

8. **Next Steps – Leslie Regos**

- The study team will be making presentations to citizen and neighborhood advisory boards, developers and key stakeholder groups within the corridor throughout November 2009 and into early 2010 to review concepts and provide an opportunity for input.
- The team is in the process of organizing a "design workshop" for the community of Sun Valley to encourage additional participation from residents in the area and provide the opportunity for review of the concepts and obtain feedback.
- The team will begin more detailed traffic modeling through the remainder of 2009 and into early 2010.
- Field studies will be performed through the end of 2009 and into early 2010.
- The team will be organizing an Executive Advisory Committee consisting of policy level decision makers from City of Reno, Washoe County, City of Sparks, NDOT, FHWA, and RTC. This will provide the directors from these agencies an opportunity to review the concepts and provide comment/direction before moving into more detailed engineering.
- The team anticipates having a Draft EIS by Spring/Summer 2010.

NOTE: The following "Q&A" and "Additional Comments" sections provide a brief summary of discussions that took place during the meeting. These sections are not documented in strict chronological order, but rather they combine related discussions that took place at different times during the meeting.

Q & A

Q: Have you looked at comparisons between construction costs versus relocations and property acquisition costs for the on- and off-alignment concepts?

A: In general, cost analysis has been considered to some degree, however, more detailed cost analysis will need to be performed as alternatives are further narrowed and more detailed engineering can be performed.

Q: Do you have a working group that involves the commercial developers in the area to get their feedback?

A: We are meeting individually with the developers and major property owners to obtain their input on the conceptual alternatives and any concerns they might have.

Q: Is there a Sun Valley option that is preferred by the study team?

A: What the Technical Advisory Committee (TAC) has recommended is that the northern alignment through Sun Valley be dropped due to the number of residential impacts with the middle and southern alignments being carried forward for further study.

Q: What about noise impacts to TMCC and DRI with the new connector running past them?

A: Noise will be one of the impacts studied as we move forward. Baseline noise levels would be determined during the environmental field investigations and potential impacts and possible mitigation

measures for each of the alternatives would be determined once the team begins more detailed engineering on the preferred alternative(s) being carried into the EIS.

Q: Would the north-of-Parr interchange alternative interfere with the shooting range?

A: No. The shooting range is northeast of where the mainline and interchange would be located. The shooting range is in the Red Hill area, which is an area that we would not be able to build on due to species habitat.

9. Additional Comments

- TMCC and DRI would like to see access improvements to their facilities as part of the project to service the projected growth in TMCC enrollment as well as the expansion of DRI's research park facilities. It is felt that the current alternatives being studied do not provide any benefit to these facilities.
- There is some concern with adding more ramp movements in the area of the Clear Acre/McCarran/US 395 interchange with the southern connector option. It was noted that traffic is already an issue in this area and adding more ramps to the area could make things worse.
- It was noted that the large footprint and extensive ramps on the north-of-Parr concept is a concern from both a cost standpoint and the amount of land that would be left undevelopable in the vicinity of the new freeway/ramp facility.
- SWG membership has requested copies of the conceptual layouts. The project team will determine the most effective method of getting this information to the group.
- Suggestion was made of possibly moving the meeting to an earlier time and/or changing location.
- It was noted that the south-of-Parr connector alternative would potentially interfere with DRI's expansion master plan.

NOTE: The next meeting is currently anticipated for Spring 2010, dependent on progress of the ongoing analysis and decision making process.

Meeting adjourned at 7:00 p.m.

Meeting Minutes

Project: Pyramid Highway/US 395 Connection Study

Purpose: Stakeholder Working Group

Date Held: March 28, 2011

Location: Spanish Springs Library, Pauite Room
7100A Pyramid Highway, Sparks, NV

Attendees:

SWG Members:	Peter Ross, Steve Grosz, Vaughn Hartung
RTC:	Doug Maloy
Jacobs Engineering:	Bryan Gant
CH2M HILL:	Cindy Potter, Mark Gallegos

Copies: SWG Membership, Attendees, File

Summary of Discussion:

1. **Welcome and Introductions**
   - Doug Maloy welcomed attendees and provided a brief overview of the agenda and meeting objectives.

2. **5 - Minute Opportunity**
   - Doug Maloy provided a brief overview of activity since the last SWG meeting.
   - No other items were brought up for discussion by SWG members.

3. **Study Review and Status Update – Cindy Potter**
   - Cindy provided a brief recap of previous SWG meetings; alternatives analysis/screening process used; and the remaining alternatives following the Level 2B screening and last SWG meeting held in November 2009.
   - Travel demand model has been recalibrated based on "Consensus Forecast" providing updated employment and population projections. The Consensus Forecast was developed through collaborative efforts of Reno, Sparks, Washoe County, and Truckee Meadows Regional Planning Agency.
   - Traffic modeling has been performed using the new Consensus Forecast data. This analysis continues to support the need for the transportation improvements being studied by the team.
   - Since the last SWG meeting, the team has performed progressively more detailed analysis of the remaining alternative (H17 – Pyramid Freeway with US 395 Connector freeway). Alignment and interchange alternatives based on the H17 concept were further developed and screened during the Level 3 screening.
   - Alternatives remaining for further evaluation within the environmental document include:
     - At-Parr system interchange
     - Two alternative Sun Valley crossing locations for the connector
     - Two interchange location alternatives within Sun Valley
     - Three Pyramid alignment alternatives

- Various supplemental alternatives (transit, TDM/TSM, bike/pedestrian facilities)

4. **At-Parr US 395 Connector System Interchange – Cindy Potter**

- Cindy provided an overview of the remaining At-Parr US 395 Connector system interchange alternative. A conceptual plan view was provided for review and comment.
- Surface street reconstruction/realignments that would be needed to accommodate the interchange were discussed.
- Note was made that during traffic demand modeling and analysis, this facility will serve both existing/future southbound US 395 movements and the projected increase in northbound movements with the commercial/industrial growth projected within the northern valleys.

5. **Sun Valley Crossing Alternatives – Cindy Potter**

- Cindy provided an overview of the remaining alignment and interchange locations for the proposed connector through Sun Valley. These included a northerly crossing in the area of Rampion Way and a southerly crossing in the area just north of El Rancho and Dandini Boulevards.
- The relative benefits/impacts of potential interchanges at Sun Valley Boulevard and the future West Sun Valley Arterial were discussed. Conceptual plan views for each crossing/interchange combination were provided for review and comment.

6. **Sun Valley Workshop – Cindy Potter**

- Cindy provided a recap of the Sun Valley Workshop held on 1/19/2011, including the outreach efforts leading up to the workshop and a summary of feedback received.

7. **Pyramid Alignment Alternatives (South of Sparks Boulevard) – Cindy Potter**

- Cindy provided an overview of the three remaining alternative alignments south of Sparks Boulevard (Off-alignment, On-alignment w/frontage roads, and Ridge alignment). Conceptual plan views of each alternative were provided for review and comment.

8. **Pyramid Alignment Alternatives (North of Sparks Boulevard) – Cindy Potter**

- Cindy provided an overview of the alignment and interchange alternatives for Pyramid Highway north of Sparks Boulevard to be carried forward into the DEIS. A conceptual plan view was provided for review and comment.
- Note was made that the team is still looking at various frontage road and interchange configurations. The updated traffic model will help in determining which configurations would provide optimal traffic operations within the area.
- Note was made that the team has been working with various developers in the area to coordinate their future development plans and the proposed improvements.

9. **Supplemental Alternatives – Bryan Gant**

- Bryan reviewed the various supplemental alternatives studied including transit options, lane types, Traffic Demand Management (TDM)/Transportation System Management (TSM) strategies, and bike/pedestrian facilities. The team's findings and recommendations were discussed.

10. **Next Steps –**

- The team will be presenting its findings and recommendations to the Reno and Sparks Councils and the Washoe County Commissioners.
- The team will continue refinement and more detailed analysis of the remaining alternatives and begin preparing the DEIS.

- It is anticipated that the SWG will reconvene after the DEIS is ready for publication and public review. Currently this is anticipated in mid-2012.

NOTE: The following "Q&A" and "Additional Comments" sections provide a brief summary of discussions that took place during the meeting. These sections are not documented in strict chronological order, but rather they combine related discussions that took place at different times during the meeting.

11. **Q & A**

Q: *Would this project be a balanced earthwork project?*

A: *There is still quite a bit of engineering to do. At this point we are looking at about 1 million cubic yards of surplus material due to the anticipated cuts needed and the poor quality soils in the area. This figure is only a preliminary estimate and is likely to change when the project progresses into preliminary and final design.*

Q: *What is the design speed for the loop ramps for the interchange configuration at the future West Sun Valley Arterial?*

A: ????

Comment [cmp1]: Bryan?

Q: *How would the proposed improvements in the area of Disc Drive impact the planned courthouse facility in the area of the Pyramid/Disc intersection?*

A: *There are representatives from the City of Sparks that have been working with us on this study as part of the Technical Advisory Committee (TAC) and there have been no concerns regarding possible impacts to the planned court facility. It is our understanding that this is being planned for the area within the southeast corner of Pyramid Highway and Disc Drive. However, since it has been a while since this planned development has been discussed, the team will check-in with the City regarding the footprint of the planned facility.*

Q: *How many right of way impacts are we estimating at this time?*

A: *Depending on the combination of alternatives selected, project-wide impacts range from approximately 70 to 180 (parcels impacted).*

Q: *Would an at-Parr interchange add a significant amount of traffic to Parr Boulevard?*

A: *With the interchange concept under consideration, there would be both service ramps serving traffic traveling to and from Parr Boulevard as well as high-speed system to system ramps to serve traffic accessing US 395. Traffic to and from US 395 would not have to get off at Parr to access the connector.*

Q: *What is the build-out timeframe?*

A: *The study horizon is 2035. Construction would likely happen in phases and the scheduling of these phases would be dependent on available funding. Best case scenario would be beginning the first phase of construction in 2018.*

Q: *How is the project being funded?*

A: *It is anticipated that funding would be a combination of federal, state, and local funding.*

Q: *How will the decision be made regarding the preferred alternative alignment through Sun Valley and along Pyramid since there are still multiple options at this point?*

A: *Each of the alternatives presented will be carried into the Draft Environmental Impact Statement (DEIS) for more in-depth analysis. The DEIS will include all of the data collected on impacts, cost, traffic modeling, etc., and will in turn be submitted for agency and public review/comment. As we begin to receive comments on the DEIS, it is anticipated that a preferred alternative will begin to become apparent. This preferred alternative will then become of the focus of the Final EIS.*

Q: *Have you been coordinating with Parks and Recreation?*

A: *Yes. They have representation on the Technical Advisory Committee (TAC) and we have also been working closely with them on one particular parcel, so they are well aware of the project.*

Q: *Have you discussed the project with the BLM?*

A: *Yes. They are also represented on the TAC and are a Cooperating Agency under the NEPA process, which means that they are recognizing the environmental document and it will satisfy their environmental purposes as well.*

Q: *How will the traffic from the connector impact operations on US 395?*

A: *There are other projects in the Regional Transportation Plan to address needed improvements to US 395 including widening US 395 to ten lanes form the Spaghetti Bowl to McCarran Boulevard and to eight lanes from McCarran Boulevard to Parr Boulevard. The RTC and NDOT are working closely to make sure that improvements are coordinated appropriately.*

Q: *Wouldn't this project eliminate the need for the proposed Pyramid/McCarran intersection improvements?*

A: *No. Traffic analysis performed indicates that both projects will be needed to effectively address future traffic demand on Pyramid. The model shows that there is still a significant amount of traffic at the Pyramid/McCarran intersection after implementation of the Pyramid/US 395 connector improvements.*

Q: *Why not create a connection going through Sparks and feeding into the Southeast Connector instead of the proposed US 395 connector?*

A: *The footprint of this type of facility and the associated impacts would be exponentially larger. Improvements of Pyramid Way south to I-80 have also been looked at which again would have tremendous impacts to neighborhoods and businesses. I-80 is also constrained in this area and would have a difficult time handling the additional traffic.*

Q: *Is there a way to accelerate the project schedule should growth within the region rebound back to prerecession levels?*

A: *The federal approval process is beyond the control of the study team. However, once the Record of Decision has been received, there are options that can be considered for the acceleration of design and construction if needed and if funding is available.*

12. **Comments**

Request was made to provide either electronic or hard copies of the exhibits used during the meeting.

DRI has applied for grant funding from the Economic Development Authority (EDA) to rebuild Raggio Drive and rebuild the Raggio/Dandini intersection. This intersection currently functions at LOS F. Future development of the DRI parcels in this area will be limited until the traffic problems at this intersection are addressed. If grant funding is obtained, DRI would like to coordinate their improvements to try and minimize conflicts with any future US 395 Connector interchange and associated surface street improvements.

Raggio Drive is currently owned by the Board of Regents but will eventually be dedicated to the City of Reno.

An interchange at the future West Sun Valley Arterial would potentially create opportunities for the DRI's expansion plans for their property north of Dandini Boulevard.

TMCC is concerned about traffic on Raggio Boulevard as three of their driveways empty onto this road and there is parking on both sides with pedestrian traffic crossing Raggio to access the campus. There is concern that Raggio could become more of an arterial.

The access provided to the TMCC campus from the connector system interchange will be beneficial.

Although the interchange location at the future West Sun Valley Arterial would reduce some of the right of way impact, it seems that having the interchange at Sun Valley Boulevard would provide easier access for residents that wish to use the connector.

The footprint and complexity of an interchange at the future West Sun Valley Arterial is of concern.

There was concern regarding the number of right of way impacts with the on-alignment w/frontage roads alternative in the area of Los Altos north to the Golden View area.

The off- and ridge alignments would better provide for an alternate route in the event of traffic incidents or other problems that might require traffic diversions.

The on-alignment alternative would cause major traffic problems during construction that would need to be somehow mitigated.

The ridge alignment appears to be the best option from the point of view of constructability, right of way, and visual and noise impacts.

Note was made that city and county Parks and Recreation staff did not see any significant issues with the ridge alignment so long as accommodation was provided for wildlife crossings and trailheads.

It looks as though intermediate phasing could potentially increase the current problems at the Parr/Dandini/US 395 interchange and TMCC/DRI traffic. [Note was made that detailed phasing analysis has not been performed. These types of concerns would be analyzed and addressed within this analysis.]

Any right of way acquisition that might be needed in the area of DRI/TMCC will need to be approved by the Board of Regents. This is something that will need to be considered so that the process is managed appropriately as the project moves forward.

Meeting adjourned at 7:30 p.m.

REGIONAL TRANSPORTATION COMMISSION
Public Transportation • Streets and Highway • Planning

June 14, 2011

Deputy Brooke Keast
Washoe County Sheriff's Department
911 E. Parr Boulevard
Reno, NV 89512

Subject: Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG)

Dear Deputy Keast:

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Thank you again for your contributions to this important regional transportation study!

Sincerely,

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Project Manager

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775.348.0170 (fax)
dmaloy@rtcwashoe.com

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REGIONAL TRANSPORTATION COMMISSION
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June 14, 2011

Deputy Tim O'Connor
Washoe County Sheriff's Department
911 E. Parr Boulevard
Reno, NV 89512

Subject: Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG)

Dear Deputy O'Connor:

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June 14, 2011

Deputy Janice Blue
Washoe County Sheriff's Department
911 E Parr Boulevard
Reno, NV 89512

Subject: Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG)

Dear Deputy Blue:

I would like to thank you for your participation in the Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG). Since the SWG convened in April of 2008, you have provided the RTC with valuable feedback regarding the needs, desires, and concerns of your respective constituencies. The insight you have provided has been vital to the integrity and success of the study process to date.

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June 14, 2011

Peter Ross
Desert Research Institute
2215 Raggio Parkway
Reno, NV 89512

Subject: Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG)

Dear Mr. Ross:

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June 14, 2011

Greg Bortolin
Desert Research Institute
2215 Raggio Parkway
Reno, NV 89512

Subject: **Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG)**

Dear Mr. Bortolin:

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June 14, 2011

Jennifer Budge
Washoe County Parks
2301 Plumas Street
Reno, NV 89509

Subject: Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG)

Dear Ms. Budge:

I would like to thank you for your participation in the Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG). Since the SWG convened in April of 2008, you have provided the RTC with valuable feedback regarding the needs, desires, and concerns of your respective constituencies. The insight you have provided has been vital to the integrity and success of the study process to date.

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June 14, 2011

John Jackson
5280 Honey Bear Drive
Sun Valley, NV 89433

Subject: Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG)

Dear Mr. Jackson:

I would like to thank you for your participation in the Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG). Since the SWG convened in April of 2008, you have provided the RTC with valuable feedback regarding the needs, desires, and concerns of your respective constituencies. The insight you have provided has been vital to the integrity and success of the study process to date.

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June 14, 2011

Katherine McGrath
9525 Angel Falls Drive
Reno, NV 89506

Subject: Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG)

Dear Ms. McGrath:

I would like to thank you for your participation in the Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG). Since the SWG convened in April of 2008, you have provided the RTC with valuable feedback regarding the needs, desires, and concerns of your respective constituencies. The insight you have provided has been vital to the integrity and success of the study process to date.

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June 14, 2011

Kyle Dalpe
Truckee Meadows Community College
7000 Dandini Boulevard, RDMT 201
Reno, NV 89512

Subject: Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG)

Dear Mr. Dalpe:

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Public Transportation • Streets and Highway • Planning

June 14, 2011

Margaret Reinhardt
530 East 7th Street
Sun Valley, NV 89433

Subject: Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG)

Dear Ms. Reinhardt:

I would like to thank you for your participation in the Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG). Since the SWG convened in April of 2008, you have provided the RTC with valuable feedback regarding the needs, desires, and concerns of your respective constituencies. The insight you have provided has been vital to the integrity and success of the study process to date.

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June 14, 2011

Nathan Hastings
NV Energy
6100 Neil Road
Reno, NV 89511

Subject: Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG)

Dear Mr. Hastings:

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June 14, 2011

Pat Lancaster
P.O. Box 20362
Sun Valley, NV 89433

Subject: Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG)

Dear Ms. Lancaster:

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June 14, 2011

Scott Nebesky
Reno-Sparks Indian Colony
1937 Prosperity Street
Reno, NV 89502

Subject: Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG)

Dear Mr. Nebesky:

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June 14, 2011

Steve Grosz
3038 Bandera Avenue
Sparks, NV 89436

Subject: Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG)

Dear Mr. Grosz:

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June 14, 2011

Vaughn Hartung
200 E. Sky Ranch Boulevard
Sparks, NV 89441

Subject: Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG)

Dear Mr. Hartung:

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June 14, 2011

Dave Roberts
Truckee Meadows Community College
7000 Dandini Boulevard, RDMT 201
Reno, NV 89512

Subject: Pyramid Highway/US 395 Connection Study Stakeholder Working Group (SWG)

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Appendix B:
Public Involvement

Public Meetings, Open Houses, and Workshops

Pyramid Highway/US 395 Connection Study
Public Meeting Summary

ATTENDEES:

Members of the Public
Mark Gallegos/Pyramid Partnership
Leslie Regos/Pyramid Partnership
Michelle Searle/Pyramid Partnership
Cindy Potter/Pyramid Partnership
John Narigon/Pyramid Partnership
Gina McAfee/Pyramid Partnership
Steve Oxoby/Pyramid Partnership
David Dodson/Pyramid Partnersip
Jim Clarke/Pyramid Partnership
Julie Maxey/NDOT
Todd Montgomery/NDOT
Dan Nollsch/NDOT
Patty Brisbin/NDOT
Doug Maloy/RTC
Michael Moreno/RTC
Hannah Visser/FHWA

FROM:

Leslie Regos/CH2M HILL
Michelle Searle/CH2M HILL

MEETING DATE: April 15, 2008

In compliance with the National Environmental Policy Act (NEPA), on Tuesday, April 15, 2008, the first Public Scoping Meeting for the Pyramid Highway/US 395 Connection Study was held at the Lazy 5 Community Center, 7100 Pyramid Highway, Sparks, Nevada. Following is a summary of the meeting, including its format, a description of the informational materials provided, a summary of the questions and comments collected at the meeting, attendee rosters, presentation slides and meeting notification methods used.

1. General Meeting Summary

The Pyramid Highway/US 395 Connection Study's first public information meeting was held in an "open house" format with informational display boards and Study representatives available to discuss the Study and answer questions between the hours of 4:00 p.m. and 7:00 p.m. Approximately 100 members of the public were in attendance. A formal presentation was given at 5:30 p.m. followed by an open comment period that was recorded. A Study Fact Sheet, public comment form, study website information flier, and a study boundary map were provided to attendees as they entered the meeting room. The options to submit written comments on a comment sheet and to give verbal comment to a court reporter were made available throughout the meeting.

2. Presentation Content

Display Board Summary

The following is a list of the display boards presented during the meeting and a brief synopsis of the content for each board. Study representatives from various engineering disciplines were also on-hand to explain the various displays and answer questions.

- **History of the Pyramid Highway Corridor**: A brief historical timeline illustrating the Pyramid Highway Corridor Management Plan study highlights.
- **Draft Purpose and Need Elements:** A list of proposed transportation needs that the current study will address.
- **Alternatives Screening Process:** Graphical illustration of the alternatives screening process that will take place as the study progresses, and how the process results in a few alternatives to be studied in detail in the NEPA document.
- **NEPA Planning Process:** Outline of the steps required during the NEPA process, and where the project is currently in relation to these steps.
- **Range of Possible Alternatives:** List of possible alternatives that may be considered during the study process.
- **Pyramid Management Plan Recommendations**: Description of the preferred alternative from the Pyramid Management Plan ("Package C"), and some of the benefits of this alternative.
- **Next Steps in the Study Process:** An overview of the steps to be taken next in the NEPA process.
- **Study Team Organization:** Organizational chart showing the various groups that compose the study team, their membership make-up, and how they relate to one another.
- **Traffic Volumes:** Map portraying graphical comparisons of current and projected traffic volumes within various sections of the study corridor.
- **Environmental Resources:** Map illustrating various natural and man-made environmental resources located within the study area.
- **Project Study Boundary:** Map illustrating the study boundaries for the project.

Formal Presentation Summary

During the formal presentation, a PowerPoint slideshow was given by Doug Maloy/RTC and Leslie Regos of the Pyramid Partnership.

Doug began the presentation with a project background overview that reviewed RTC's 2001 Pyramid Highway Corridor Management Plan that determined the need to increase capacity to serve anticipated population growth, improve safety, and to provide an alternate access to existing freeway systems from the Spanish Springs area. He explained that "Package C" was determined to be the preferred alternative at the time of this study. "Package C" alternative included upgrading Pyramid Highway to a restricted access freeway, providing an outer ring freeway connecting US 395 to Vista Boulevard, and providing a possible west Sun Valley north/south route connecting to US 395 at Parr/Dandini Boulevards. He stated that the benefits of this package would include the

connecting of arterials, improvements in vehicular safety, and improvements in daily travel time for those traveling in the area.

Doug advised attendees that although "Package C" was found to be the preferred alternative during the Pyramid Highway Corridor Management Plan Study, it is the intent of the current Pyramid Highway/US 395 Connection Study to further study possible improvements along the corridor, and how these improvements would impact the surrounding communities and the natural environment. He stressed to those present that no decision has been made regarding alignments or specific improvements to be implemented. Input from the public and regulatory agencies during this process will play a large part in making these determinations and in the development and selection of alternatives.

To move this study forward, he reviewed a preliminary study development timeline as follows:

- 2007-2011 – NEPA/Preliminary Engineering
- 2011-~2015 – Final Design/Right-of-Way (depending on available funding)
- ~2015–Construction could begin (depending on available funding)

Leslie Regos of the Pyramid Partnership then provided an overview of the NEPA process, during which she stressed the importance of a clearly defined *Purpose and Need,* and how that defined *Purpose and Need* is developed. She presented a study team organizational chart, a list of coordinating agencies that will be a part of the process, and explained how the teams will work together during the process, and provide input to be incorporated within the EIS document. A preliminary *Draft Purpose and Need* elements list was presented to help facilitate discussion.

- Address existing congestion problems on Pyramid Highway
- Address existing and forecasted population growth
- Address existing safety problems on Pyramid Highway
- Address existing and future access needs
- Address existing travel inefficiencies.

The Purpose and Need will also need to be responsive to the local and regional plans for the area.

Leslie explained that the Draft Environmental Impact Statement (DEIS) document will address potential environmental consequences including relocation, noise, air, water, land use, wildlife, economic, social, Section 4(f), environmental justice, hazardous materials, historic properties, construction, wetlands, floodplains, farmlands, transportation and traffic.

In closing, Leslie stressed that public input is a vital component of the NEPA process, and encouraged attendees to provide verbal comments to the court reporter present at the meeting, or in writing on the comment forms available that evening. She also explained that development of solutions through this study will be managed by the RTC of Washoe County and the Nevada Department of Transportation. These agencies would be ensuring

conformance to the NEPA requirements throughout the process of developing alternatives, evaluating the associated environmental impacts, and preferred alternative selection.

3. General Public Comment Summary

The bullet points below are a general summary of the questions and comments provided at the meeting.

- Recommendation for consideration of alternative modes - transit, specifically bus service was a common interest. Rail transit was also mentioned
- Consider expanding study boundaries to consider alternatives northwest of the valley
- Safety, specifically getting on and off highway is a major concern
- Concern about rapid development and the ability to plan ahead - control the growth
- Congestion in general during the peak periods is a key concern
- Signal timing along highway is frustrating
- Location of the connection route - should it be further north?
- Timing of project - need something done now

4. Meeting Notification

Public notifications for this information meeting were distributed as follows:

- 3/11/2008 - Invitation sent to Technical Advisory Committee
- 3/19/2008 - Invitation sent to Stakeholder Working Group
- 4/1/2008 - Email reminder sent to Technical Advisory Committee
- 4/3/2008 - Email reminder sent to Stakeholder Working Group
- 4/2/2008 & 4/9/2008 - AHORA ad (Local Spanish Language Periodical)
- 3/31/2008, 4/14/2008, & 4/15/2008 - Reno Gazette Journal ad
- 4/1/2008 - Postcard mailer sent to property owners within and adjacent to study area

Please see attached attendee rosters, comment sheets and presentation slides.

Pyramid Highway/US 395 Connection Study
Public Meeting Summary

ATTENDEES:

Members of the Public
Doug Maloy/RTC
Tom Greco/RTC
Howard Riedl/RTC
Michael Moreno/RTC
Jack Lorbeer/RTC
Bryan Gant/Jacobs
Gina McAfee/Jacobs
Steve Oxoby/Jacobs
Jim Clarke/Jacobs
Chris Primus/Jacobs
Mark Gallegos/CH2M HILL
Leslie Regos/CH2M HILL
Cindy Potter/CH2M HILL
David Dodson/CH2M HILL
Todd Montgomery/NDOT
Patty Brisbin/NDOT
Sharon Jones/NDOT
Mike Fuess/NDOT
Thor Dyson/NDOT
Kent Cooper/NDOT
Adam Mayberry/City of Sparks
Holly Flores/TMWA

FROM:

Mark Gallegos/CH2M HILL
Leslie Regos/CH2M HILL

MEETING DATE: March 4, 2009

On Wednesday, March 4, 2009, the Regional Transportation Commission of Washoe County (RTC) hosted a Public Information Open House for the Pyramid Highway/US 395 Connection Study held at the Lazy 5 Community Center, 7100 Pyramid Highway, Sparks, Nevada. Following is a summary of the meeting, including its format, a description of the informational materials provided, a summary of the questions and comments collected at the meeting, attendee rosters, presentation slides and meeting notification methods used.

1. General Meeting Summary

The Pyramid Highway/US 395 Connection Study's second public information meeting was held in an "open house" format with informational display boards and Study representatives available to discuss the study and answer questions between the hours of 5:30 p.m. and 7:00 p.m. The purpose of the open house was to provide information on the Study's progress, potential alternatives being considered, and the Study Team's initial findings and recommendations. The open house also provided an opportunity for the Study Team to obtain public feedback prior to finalizing their recommendations and moving forward into the next phase of analysis.

A Level 2A Screening Summary, public comment form, study website information flier, and Level 2A Alignment Alternatives handout were provided to attendees as they entered the meeting room. Attendees were provided the opportunity to submit written comments during the meeting and were also given contact information for submitting written comment via U.S. mail, e-mail, and through the study website.

Approximate public attendance – 75.

Elected officials in attendance:

(1) Assemblymen Don Gustavson

2. Presentation Content

Display Board Summary

The following is a list of the display boards presented during the meeting and a brief synopsis of the content for each board. Study representatives from various engineering disciplines and public agencies were also on-hand to explain the various displays and answer questions.

- **Level 2A Study Area:** Map illustrating the study boundaries.
- **Purpose and Need Elements:** A list of transportation needs that the current study is using as a basis for the development of evaluation criteria.
- **Screening Process Workflow:** Graphical illustration of the alternatives screening process that will take place as the study progresses, and depicting those elements that have been completed to-date.
- **NEPA Planning Process:** Outline of the steps required during the NEPA process, and where the study is currently in relation to these steps.
- **Project Schedule:** Graphical overview of the study schedule illustrating process timeframes and major milestones.
- **Level 1 Alignment Alternatives:** Display depicting the alternatives evaluated during the Level 1 Screening and identifying those that were carried forward for additional evaluation.
- **Level 1 Screening Results**: Large format display depicting the alternatives studied and evaluation criteria used during the Level 1 Screening as well as findings and recommendations.
- **Level 2A Alignment Alternatives:** Display depicting the alternatives evaluated during the Level 2A screening and the Study Team's recommendations for those alternatives to be carried forward for additional evaluation.
- **Level 2A Screening Results:** Large format display depicting the alternatives studied and evaluation criteria used during the Level 2A Screening as well as findings and recommendations.
- **Environmental Resources Being Studied:** A list of various natural and man-made resources being studied.
- **Level 2A Constraints-Potential Relocations and Environmental Justice Areas:** Map depicting the alternatives being studied and the estimated potential relocation and environmental justice impacts along various segments.

- **Level 2A Constraints-Recreation Areas:** Map depicting the alternatives being studied and the potential impacts to parks, recreation areas, and public lands along various segments.
- **Level 2A Constraints-Floodplains and Streams:** Map depicting alternatives being studied and potential stream and flooplain impacts along various segments.
- **Level 2A Screening-2040 Traffic Demand:** Map depicting alternatives being considered and bar graphs illustrating 2040 model travel demands at key locations.
- **Next Steps in the Study Process:** Overview of the remaining steps to be completed within the EIS process.

3. General Public Comment Summary

The bullet points below are a general summary of the questions and comments received.

- Comments were generally opposed to alternatives H-6 and H-7 due to potential impacts to golf course and residences, safety and noise impacts, and impact to the overall character of the Wedekind and Village Greene areas.
- H-17 was generally considered a viable option and felt to provide the most traffic relief with the least negative impacts.
- Numerous concerns regarding access to Lazy 5 Park and the raised median along Pyramid Highway.
- Improved/increased transit options are desired within the corridor.
- There was expressed concern regarding horse trails along the north end of Pyramid Highway which are not fenced, creating potential safety issues for trail users and highway users.
- Some attendees disliked the "open house" style and would have preferred a more structured/formal presentation with Q&A period.

4. Meeting Notification

Public notifications for the open house were distributed as follows:

Media Outlets, Direct Mail, and E-mail

- 2/4/2009 – Email blast (see attached e-mail lists)
- 2/9/2009 – Notices sent via USPS (see attached mailing list)
- 2/18 & 3/2/2009 – RGJ advertisement
- 2/25 & 3/4/2009 – Ahora! Spanish Newspaper advertisement
- 3/2/2009 – RTC issued press release
- 3/3/2009 – "The Road Ahead with RTC," KOLO Channel 8

- 3/3/2009 – Sparks Tribune advertisement
- 3/4/2009 – RGJ Article, "Planners weigh fate of Pyramid Highway"

Web Site Postings

- www.pyramidus395connection.com
- www.rtcwashoe.com
- www.nevadadot.com

Public Posting Locations

- Immaculate Conception Church, 2900 N. McCarran Blvd., Sparks, NV 89431
- Sparks Library, 1125 12th Street, Sparks, NV 89431
- Larry D. Johnson Community Center, 1200 12th Street, Sparks, NV 89431
- Scolari's Food & Drug, 5430 Sun Valley Blvd., Sun Valley, NV 89433
- Scolari's Food & Drug, 950 Holman Way, Sparks, NV 89431
- Bi-Rite Market, 5690 Sun Valley Blvd., Sun Valley, NV 89433
- Spanish Springs Library, 7100A Pyramid Hwy., Sparks, NV 89436
- Boys & Girls Club, 2680 E. 9th Street, Reno, NV 89512

Please see attached attendee rosters, comment sheets and contact lists.

Pyramid Highway/US 395 Connection Study
Public Meeting Summary

ATTENDEES:
Members of the Public
Doug Maloy/RTC
Howard Riedl/RTC
Michael Moreno/RTC
Bryan Gant/Jacobs
Steve Oxoby/Jacobs
Mark Gallegos/CH2M HILL
Leslie Regos/CH2M HILL
David Dodson/CH2M HILL

FROM:
Mark Gallegos/CH2M HILL
Leslie Regos/CH2M HILL

MEETING DATE: April 29, 2009

On Wednesday, April 29, 2009, the Regional Transportation Commission of Washoe County (RTC) hosted a Public Information Open House for the Pyramid Highway/US 395 Connection Study held at the Sun Valley Neighborhood Center, 115 West 6th Avenue, Sun Valley, Nevada. Following is a summary of the meeting, including its format, a description of the informational materials provided, a summary of the questions and comments collected at the meeting, attendee rosters, and meeting notification methods used.

1. General Meeting Summary

The Pyramid Highway/US 395 Connection Study's public information meeting was held in an "open house" format with informational display boards and Study representatives available to discuss the study and answer questions between the hours of 4:30 p.m. and 7:00 p.m. The purpose of the open house was to provide information on the Study's progress, potential alternatives being considered, and the Study Team's initial findings and recommendations. The open house also provided an opportunity for the Study Team to obtain additional public feedback prior to finalizing their recommendations and moving forward into the next phase of analysis.

Level 2A Screening Summary, public comment form, study website information flier, and Level 2A Alignment Alternatives handouts were made available to attendees as they entered the meeting room. Attendees were provided the opportunity to submit written comments during the meeting and were also given contact information for submitting written comment via U.S. mail, e-mail, and through the study website.

Approximate public attendance – 23.

2. Presentation Content

Display Board Summary

The following is a list of the display boards presented during the meeting and a brief synopsis of the content for each board. Study representatives from the consultant team and the RTC were also on-hand to explain the various displays and answer questions.

- **Level 2A Study Area:** Map illustrating the study boundaries for the project.
- **Purpose and Need Elements:** A list of transportation needs that the current study is using as a basis for the development of evaluation criteria.
- **What We've Heard and How We've Responded…**
- **Screening Process Workflow:** Graphical illustration of the alternatives screening process that will take place as the study progresses, and depicting those elements that have been completed to-date.
- **NEPA Planning Process:** Outline of the steps required during the NEPA process, and where the study is currently in relation to these steps.
- **Project Schedule:** Graphical overview of the study schedule illustrating process timeframes and major milestones.
- **Level 1 Alignment Alternatives:** Display depicting the alternatives evaluated during the Level 1 Screening and identifying those that were carried forward for additional evaluation.
- **Level 1 Screening Results**: Large format display depicting the alternatives studied and evaluation criteria used during the Level 1 Screening as well as findings and recommendations.
- **Level 2A Alignment Alternatives:** Display depicting the alternatives evaluated during the Level 2A screening and the Project Team's recommendations for those alternatives to be carried forward for additional evaluation.
- **Level 2A Screening Results:** Large format display depicting the alternatives studied and evaluation criteria used during the Level 2A Screening as well as findings and recommendations.
- **Environmental Resources Being Studied:** A list of various natural and man-made resources being studied.
- **Level 2A Constraints-Potential Relocations and Environmental Justice Areas:** Map depicting the alternatives being studied and the estimated potential relocation and environmental justice impacts along various segments.
- **Level 2A Constraints-Recreation Areas:** Map depicting the alternatives being studied and the potential impacts to parks, recreation areas, and public lands along various segments.
- **Level 2A Constraints-Floodplains and Streams:** Map depicting alternatives being studied and potential stream and flooplain impacts along various segments.
- **Level 2A Screening-2040 Traffic Demand:** Map depicting alternatives being considered and bar graphs illustrating 2040 model travel demands at key locations.
- **Next Steps in the Study Process:** Overview of the remaining steps to be completed within the EIS process.

3. General Public Comment Summary

The bullet points below are a general summary of the questions and comments received. Comment sheets submitted during the open house are attached.

- Comments were generally opposed to alternatives H-6 and H-7 due to potential impacts to golf course and residences, safety and noise impacts, and impact to the overall character of the Wedekind area.
- H-17 was generally considered a viable option and felt to provide the most traffic relief with the least negative impacts.
- There was concern raised regarding H-17 and this alternative's potential relocations and neighborhood impacts to the Sun Valley area.

4. Meeting Notification

Public notifications for the open house were distributed as follows:

Direct Mail and E-mail

- 4/21/09 – Nofication via USPS to Sun Valley area churches (see attached mail list)
- 4/22/09 – Email blast to County and State reprensentatives (see attached email list)

Web Site Postings

- www.pyramidus395connection.com
- www.rtcwashoe.com
- hrhanv.com (Highland Ranch Homeowner's Association)

Public Posting Locations

- Scolari's Food & Drug, 5430 Sun Valley Blvd., Sun Valley, NV 89433
- Bi-Rite Market, 5690 Sun Valley Blvd., Sun Valley, NV 89433
- Super Buy Market, 5200 Second Avenue, Sun Valley, NV 89433
- Highland Ranch Homeowner's Association, 5860 Lightening Drive, Sun Valley, NV 89433

Please see attached attendee rosters, comment sheets and contact lists.

Pyramid Highway/US 395 Connection Study
Sun Valley Community Workshop Summary

ATTENDEES: **Members of the Public**
(See attached Roster)

RTC and Consultant Staff:

Doug Maloy/RTC
Lee Gibson/RTC
Jeff Hale/RTC
Michael Moreno/RTC
Amy Cummings/RTC
Tom Greco/RTC
Roger Hanson/RTC
Bryan Gant/Jacobs
Steve Oxoby/Jacobs
Chris Primus/Jacobs
Christopher Martinovich/Jacobs
Ben Taylor/Jacobs
Cindy Tibbs/Jacobs
Cindy Potter/CH2M HILL
David Dodson/CH2M HILL
Mark Gallegos/CH2M HILL

FROM: Mark Gallegos/CH2M HILL
Cindy Potter/CH2M HILL

MEETING DATE: January 19, 2011

On Wednesday, January 19, 2011, the Regional Transportation Commission of Washoe County (RTC) hosted a Community Workshop for the Pyramid Highway/US 395 Connection Study held at the Sun Valley Neighborhood Center, 115 West 6th Avenue, Sun Valley, Nevada. Following is a summary of the meeting, including its format, a description of the informational materials provided, a summary of the questions and comments collected at the meeting, attendance rosters, and meeting notification methods used.

1. General Meeting Summary

The Pyramid Highway/US 395 Connection Study's Sun Valley Community Workshop was held in an "open house" format with informational display boards and Study Team representatives available to discuss the study and answer questions between the hours of 5:30 p.m. and 8:00 p.m. The purpose of the workshop was to provide information on the Study's progress and potential connector alignment and interchange alternatives currently being considered within the Sun Valley area. The workshop also provided an opportunity for the Study Team to obtain vital public feedback prior to moving forward into the next phase of analysis.

An updated fact sheet handout, including an alternative alignments overview map, was made available to all attendees as they entered the meeting room. Attendees were provided the opportunity to submit written comments during the meeting and were also given

contact information for submitting written comment via U.S. mail, e-mail, and fax and through the study website.

Spanish language interpreters were on-hand to assist Spanish speaking attendees and Spanish language meeting agendas and fact sheet handouts were also made available.

A light meal and refreshments were provided.

Approximate public attendance – 118.

2. Presentation Content

Display Board Summary

Displays and maps were divided between six (6) stations providing information on various study elements. Each station was manned by RTC and Study Team representatives with expertise and in-depth knowledge of the information provided at the various stations. Flip charts were utilized at each station to document questions, comments, concerns, and ideas provided by workshop attendees during discussions.

The following is a list of the display boards presented, by station, during the meeting and a brief synopsis of the content for each board.

STATION 1: STUDY INTRODUCTION

- **Purpose and Need Elements:** A list of transportation needs that were used as a basis for the development of evaluation criteria.
- **Public Outreach Activity:** Overview of public meetings and additional outreach and community involvement activities to-date.
- **NEPA Planning Process:** Outline of the steps required during the NEPA process, and where the study is currently in relation to these steps.
- **Screening Process Workflow:** Graphical illustration of the alternatives screening process that will take place as the study progresses, and depicting those elements that have been completed to-date.
- **Future Travel Time from Sun Valley to Representative Destinations:** Map showing anticipated travel times in the year 2030 from Sun Valley to various locations within the region with and without the proposed east/west connector. The map also provided information on various planned street and intersection improvements included in the traffic model.
- **Users of the East-West Connector:** Map with graphic overlay showing projected number of trips per day at various locations along the proposed connector and the origins/destinations of these trips.
- **Population/Employment Growth Traffic Demand 2008-2030:** Graphic showing historical and projected population growth and employment growth within the region with comparative travel demand at various segments along the proposed improvements.

STATION 2: ALIGNMENT ALTERNATIVES

- **South Crossing Conceptual Alternative:** Map showing the conceptual alternative alignment crossing just north of the Dandini/El Rancho/Sun Valley Boulevard intersection.
- **Southern Crossing Conceptual Mainline Profile:** Graphical display of proposed mainline profile and various cross section locations for the alternative alignment crossing just north of Dandini/El Rancho/Sun Valley Boulevard intersection.
- **North Crossing Conceptual Alternative:** Map showing the conceptual alternative alignment crossing in the area of Rampion Way.
- **Northern Crossing Conceptual Mainline Profile:** Graphical display of proposed mainline profile and various cross section locations for the alternative alignment crossing in the area of Rampion Way.
- **Study Alternatives January 2011:** Map showing overview of the study area and alternatives currently being studied.

STATION 3: INTERCHANGE ALTERNATIVES

- **North Crossing Conceptual Alternative Interchange – Sun Valley Boulevard:** Map showing the northern crossing with a conceptual interchange layout at Sun Valley Boulevard including potential changes to local access.
- **South Crossing Conceptual Alternative Interchange – Sun Valley Boulevard:** Map showing the southern crossing with a conceptual interchange layout at Sun Valley Boulevard including potential changes to local access.
- **North Crossing Conceptual Alternative Interchange – West Sun Valley:** Map showing the northern crossing with a conceptual interchange layout west of Sun Valley in the area of the future West Sun Valley Arterial including potential changes to local access.
- **South Crossing Conceptual Alternative Interchange – West Sun Valley:** Map showing the southern crossing with a conceptual interchange layout west of Sun Valley in the area of the future West Sun Valley Arterial including potential changes to local access.
- **Aerial Overview of Sun Valley:** Aerial photo of Sun Valley with major landmarks and streets labeled for reference.

STATION 4: COMMUNITY EFFECTS & CHANGES

- **Potential Economic Effects and Changes:** Graphic showing the potential temporary and long-term economic effects and changes within the proposed project corridor.
- **Sun Valley Area Future Land Use:** Map displaying the future land use/zoning within Sun Valley as shown in Washoe County Planning documents.
- **Sun Valley Area Environmental Resources:** Map identifying environmental resources within the Sun Valley area and potential environmental impacts from the project.
- **Gateway Rendering:** Artistic rendering showing the proposed connector freeway as it crosses Sun Valley Boulevard with conceptual bridge and landscape elements. Rendering perspective is heading northbound from Clear Acre to Sun Valley Boulevard.

STATION 5: TRANSIT CHALLENGES AND OPPORTUNITIES

- **Existing Transit Services:** Map showing existing transit service routes within the study area.
- **Supplemental Transit Alternatives:** Map showing potential new transit routes being studied as part of the Pyramid Highway/US 395 Connection Study.
- **Transit Funding Challenges:** Board providing information on transit funding sources and the impacts of the economic downturn on funding and transit services levels.

STATION 6: NEXT STEPS

- **Upcoming Involvement Opportunities:** Schedule graphic providing approximate timeframes for major milestones, future public meetings, and other opportunities for public involvement as the study progresses.
- **Study and Project Roadmap:** Graphic showing approximate timelines of past and future milestones in overall project development.

3. Public Comment Summary

See Attachment 2 for a summary of written public comment received during the workshop as well as a summary of comments noted on flip charts during the workshop is included.

4. Meeting Notification

Bilingual (English/Spanish) public notices were distributed as follows:

Direct Mail

- Notification via Sun Valley GID Billing inserts to all SVGID customers.
- Supplemental direct mail notification distribution to Sun Valley residents outside of the SVGID service area.
- Door hanger meeting notification distributed to residents of Sierra Point Apartments, 4400 El Rancho Drive, Sun Valley, NV.

Web Site Postings

- www.pyramidus395connection.com
- www.rtcwashoe.com
- www.sunvalleynevada.us

Public Posting Locations

Meeting notices were provided for posting and/or distribution at the following locations:

- Sun Valley GID, 5000 Sun Valley Blvd., Sun Valley, NV 89433
- Sun Valley Neighborhood Center, 115 West 6th Street, Sun Valley, NV 89433

- Scolari's Food & Drug, 5430 Sun Valley Blvd., Sun Valley, NV 89433
- Rainbow Market, 4696 Sun Valley Blvd., Sun Valley, NV 89433
- Dollar Loan Center, 5105 Sun Valley Blvd., Sun Valley, NV 89433
- The House of Realty, 5442A Sun Valley Blvd., Sun Valley, NV 89433
- Hobey's Restaurant & Casino, 5195 Sun Valley Blvd., Sun Valley, NV 89433
- Valley Jewelry & Loan, 4880 Sun Valley Blvd., Sun Valley, NV 89433

Local Publications

- The Sun Valley Voice (English language posting only)

Pre-Workshop Outreach

RTC and Study Team representative also engaged in additional pre-workshop outreach activities to raise project awareness and encourage workshop participation including visits with local businesses and outreach to local community organizations. The following is a list organizations, community groups, and businesses that were contacted and/or visited prior to the workshop:

- Sun Valley Citizen's Advisory Board
- Spanish Springs Citizen's Advisory Board
- Sun Valley Elementary School Parent-Teacher Association
- Lois Allen Elementary School Parent-Faculty Organization
- Rainbow Market
- Scolari's Food & Drug
- Hobey's Casino & Restaurant
- Valley Jewelry & Loan
- The House of Realty
- Sierra Point Apartments
- Dollar Loan Center
- La Gloria Market
- CVS Pharmacy
- Creaciones Vecis Dress Shop
- La Panaderia y Jalisco Bakery

Unsuccessful attempts were made to contact the following businesses regarding the project and to provide an opportunity to meet with project representatives prior to the workshop:

- Wells Fargo Bank
- Super Buy Market
- Quality Motors
- Easy Living Realty
- Norma Fink Inc. Realtors
- Sun Valley Smoke Shop

Pyramid Highway/US 395 Connection Study
Sun Valley Neighborhood Meeting

ATTENDEES: **Members of the Public**
(See attached Roster)

Agency and Consultant Staff:

Doug Maloy/RTC
Lee Gibson/RTC
Jeff Hale/RTC
Michael Moreno/RTC
Tom Greco/RTC
LeeAnn Ortega/RTC
Julie Maxey/NDOT
Nick Johnson/NDOT
Chris Young/NDOT
Del Abdalla/FHWA
Becky Bennett/FHWA
Bryan Gant/Jacobs
Steve Oxoby/Jacobs
Chris Primus/Jacobs
Christopher Martinovich/Jacobs
Ben Taylor/Jacobs
Cindy Potter/CH2M HILL
David Dodson/CH2M HILL
Mark Gallegos/CH2M HILL

FROM: Mark Gallegos/CH2M HILL
Cindy Potter/CH2M HILL

MEETING DATE: October 26, 2011

On Wednesday, October 26, 2011, the Regional Transportation Commission of Washoe County (RTC) hosted a Sun Valley Neighborhood Meeting for the Pyramid Highway/US 395 Connection Study held at Hobey's Casino, 5195 Sun Valley Boulevard, Sun Valley, Nevada. Following is a summary of the meeting, including its format, a description of the informational materials provided, a summary of the questions and comments collected at the meeting, attendance rosters, and meeting notification methods used.

1. General Meeting Summary

The Pyramid Highway/US 395 Connection Study's Sun Valley Neighborhood Meeting was held in an "open house" format with informational display boards and Study Team representatives available to discuss the study and answer questions between the hours of 5:00 p.m. and 7:00 p.m. A brief presentation regarding the Study's progress was also provided for attendees. The purpose of the neighborhood meeting was to provide information on the Study's progress and potential connector alignment and interchange alternatives currently being considered within the Sun Valley area. The workshop also provided an opportunity for the Study Team to obtain vital public feedback prior to beginning work on the Draft Environmental Impact Statement (DEIS).

An updated fact sheet handout, including an alternative alignments overview map, was made available to all attendees as they entered the meeting room. Attendees were provided the opportunity to submit written comments during the meeting and were also given contact information for submitting written comment via U.S. mail, e-mail, and fax and through the study website.

Spanish language interpreters were on-hand to assist Spanish speaking attendees and Spanish language fact sheet handouts were also made available.

Approximate public attendance – 110.

2. Presentation Content

Display Board Summary

Displays and maps were divided between seven (5) stations providing information on various study elements. Each station was manned by RTC and Study Team representatives with expertise and in-depth knowledge of the information provided at the various stations to answer questions and take comments/suggestions.

The following is a list of the display boards presented during the meeting and a brief synopsis of the content for each board.

- **Study Alternatives Overview:** Aerial map depicting the alternatives currenly under consideration along Pyramid Highway and alternative connector routes through Sun Valley.
- **Build Alternative 1:** Aerial map depicting the Sun Valley Boulevard Interchange North Crossing build alternative.
- **Build Alternative 2:** Aerial map depicting the Sun Valley Boulevard Interchange South Crossing build alternative.
- **Build Alternative 3:** Aerial map depicting West of Sun Valley Interchange SouthCrossing build alternative.
- **Build Alternative 4:** Aerial map depicting West of Sun Valley Interchange North Crossing build alternative.
- **Sun Valley Crossings and Interchanges:** Additional aerial maps were provided which focused on the Sun Valley area depicting the roadway and interchange locations under consideration within the valley.
- **Supplemental Transit Alternatives:** Map showing potential new transit routes being studied as part of the Pyramid Highway/US 395 Connection Study.
- **Potential Economic Effects and Changes:** Graphic showing the potential temporary and long-term economic effects and changes within the proposed project corridor.
- **Population/Employment Growth Traffic Demand 2008-2030:** Graphic showing historical and projected population growth and employment growth within the region with comparative travel demand at various segments along the proposed improvements.

3. Public Comment Summary

See Attachment 2 for a summary of written public comment received during the workshop as well as a summary of comments noted by Study Team representatives during the workshop is included.

4. Meeting Notification

Bilingual (English/Spanish) public notices were distributed as follows:

Direct Mail

- Notifications were sent via USPS to area residents within the vicinity of the alternatives under consideration. The mailing list included all Sun Valley residents, businesses and property owners from approximately El Rancho/Dandini north to 1st Avenue. This generally represents those properties that could be impacted by either of the four alternatives. The mailing list is attached for reference.
- Local agencies elected officials (i.e. Washoe County, City of Sparks, City of Reno, and Regional Transportation Commission).

Pyramid Highway/US 395 Connection Study
Sun Valley Neighborhood Meeting

ATTENDEES: **Members of the Public**
(See attached Roster)

Agency and Consultant Staff:

Doug Maloy/RTC
Lee Gibson/RTC
Jeff Hale/RTC
Michael Moreno/RTC
Tom Greco/RTC
LeeAnn Ortega/RTC
Julie Maxey/NDOT
Nick Johnson/NDOT
Chris Young/NDOT
Paul Saucedo/NDOT
Ruth Borrelli/NDOT
Margaret Orci/NDOT
Bob Martin/NDOT
Carrie Byron/NDOT
Steve Cooke/NDOT
Norfa Lanuza/NDOT
Del Abdalla/FHWA
Bryan Gant/Jacobs
Steve Oxoby/Jacobs
Jim Clarke/Jacobs
Christopher Martinovich/Jacobs
Cindy Potter/CH2M HILL
Leslie Bonneau/CH2M HILL
David Dodson/CH2M HILL
Mark Gallegos/CH2M HILL

FROM: Mark Gallegos/CH2M HILL
Cindy Potter/CH2M HILL

MEETING DATE: January 31, 2012

On Tuesday, January 31, 2012, the Regional Transportation Commission of Washoe County (RTC) hosted a Sun Valley Neighborhood Meeting for the Pyramid Highway/US 395 Connection Study held at Truckee Meadows Community College, 7000 Dandini Boulevard, Reno, Nevada. Following is a summary of the meeting, including its format, a description of the informational materials provided, a summary of the questions and comments collected at the meeting, attendance rosters, and meeting notification methods employed.

1. General Meeting Summary

The Pyramid Highway/US 395 Connection Study's Sun Valley Neighborhood Meeting was held in an "open house" format with informational display boards and Study Team representatives available to discuss the study and answer questions between the hours of 4:30 p.m. and 7:30 p.m., with a formal presentation beginning at 5:30 p.m. The presentation included:

- Welcome and introduction of study staff (RTC)

- Brief study status update
- Responses to frequently asked questions
- Presentation regarding the property acquisition process and relocation benefits provided under the federal Uniform Relocation Act (presented by NDOT Right of Way Division).

Following the right of way presentation, attendees were provided an opportunity to submit additional questions/comments on question cards provided which were collected and read by a facilitator, then answered by Study Team representatives. This continued until 7:00 p.m., at which time the meeting returned to an open house format until 7:30 p.m.

The purpose of the meeting was to provide Sun Valley residents and business owners with additional information regarding the potential connector alignments and interchange alternatives currently being considered within the Sun Valley area and to provide information on the right-of-way acquisition process in response to requests from area residents. The neighborhood meeting also provided an opportunity for the Study Team to obtain additional public feedback on the various alternatives presented.

Informational materials made available to all attendees as they entered the meeting room included an updated fact sheet, alternative alignments overview map, comment forms, question cards, and a "frequently asked questions" handout. Spanish language versions of these materials were also made available. Additional informational materials provided by NDOT's Right-of-Way Division included printed copies of the evening's right-of-way presentation and the following publications:

- "Nevada Highways and Your Property" *[NDOT Right-of-Way Division, July 1998]*
- "Acquisition – Acquiring Real Property for Federal and Federal-Aid Programs and Projects" *[USDOT Federal Highway Administration, June 2005]*

Attendees were provided the opportunity to submit written comments during the meeting and were also given contact information for submitting written comments via U.S. mail, e-mail, and fax and through the study website. A certified court reporter was also on-hand to take verbal comments and to provide a transcript of the evening's proceedings (see Attachment 4).

Spanish language interpreters were also available to assist Spanish speaking attendees.

Approximate public attendance – 96.

2. Open House Information Stations

The following is a list of the display boards available during the meeting and a brief synopsis of the content for each board. Study Team representatives were available to answer questions and take comments at each of the stations.

- **Study Alternatives Overview:** Aerial map depicting the alternatives currently under consideration along Pyramid Highway and alternative connector routes through Sun Valley.
- **Build Alternative 1:** Aerial map depicting the Sun Valley Boulevard Interchange North Crossing build alternative.

- **Build Alternative 2:** Aerial map depicting the Sun Valley Boulevard Interchange South Crossing build alternative.
- **Build Alternative 3:** Aerial map depicting West of Sun Valley Interchange South Crossing build alternative.
- **Build Alternative 4:** Aerial map depicting West of Sun Valley Interchange North Crossing build alternative.
- **Right-of-Way:** Representatives from NDOT's Right-of-Way Division provided informational materials (noted above) and representatives to answer questions from attendees regarding right-of-way and the property acquisition process.

3. Public Comment Summary

See Attachment 2 for a summary of written public comment received during the workshop as well as a summary of comments noted by Study Team representatives during the workshop.

4. Meeting Notification

Bilingual (English/Spanish) public notices were distributed as follows:

Direct Mail

- Notifications were sent via USPS to area residents within the vicinity of the alternatives under consideration. The mailing list included all Sun Valley residents, businesses and property owners from approximately El Rancho/Dandini north to 1st Avenue. This generally represents those properties that could be impacted by any of the four alternatives. The mailing list included approximately 500 addresses.

- Local agencies elected officials (i.e. Washoe County, City of Sparks, City of Reno, and Regional Transportation Commission).

Email Notifications

- Notifications were distributed via email blast to 254 email addresses on file.

Web Site Postings

- www.pyramidus395connection.com

- www.rtcwashoe.com

Pyramid Highway/US 395 Connection Study
Spanish Springs Neighborhood Meeting

ATTENDEES: **Members of the Public**
(See attached Roster)

Agency and Consultant Staff:

Doug Maloy/RTC
Michael Moreno/RTC
Tom Greco/RTC
LeeAnn Ortega/RTC
Howard Riedl/RTC
Julie Masterpool/RTC
Amy Cummings/RTC
Julie Maxey/NDOT
Nick Johnson/NDOT
Chris Young/NDOT
Thor Dyson/NDOT
Ray Luciani/NDOT
Margaret Orci/NDOT
Del Abdalla/FHWA
Bryan Gant/Jacobs
Steve Oxoby/Jacobs
Christopher Martinovich/Jacobs
Cindy Potter/CH2M HILL
David Dodson/CH2M HILL
Mark Gallegos/CH2M HILL

FROM: Mark Gallegos/CH2M HILL
Cindy Potter/CH2M HILL

MEETING DATE: June 13, 2012

On Wednesday, June 13, 2012, the Regional Transportation Commission of Washoe County (RTC) hosted a Spanish Springs Neighborhood Meeting for the Pyramid Highway/US 395 Connection Study held at Yvonne Shaw Middle School, 600 Eagle Canyon Drive, Sparks, Nevada. Following is a summary of the meeting, including its format, a description of the informational materials provided, a summary of the questions and comments collected at the meeting, attendance rosters, and meeting notification methods employed.

1. General Meeting Summary

The Pyramid Highway/US 395 Connection Study's Spanish Springs Neighborhood Meeting was held in an "open house" format with informational display boards and Study Team representatives available to discuss the study and answer questions between the hours of 4:30 p.m. and 7:30 p.m., with a formal presentation beginning at 5:30 p.m. The presentation included:

- Welcome and introduction of study staff (RTC)
- Brief study status update
- Brief overview of the Pyramid corridor alternatives being studied

Following the presentation, attendees were provided an opportunity to submit additional questions/comments on question cards provided which were collected and read by a facilitator, then answered by Study Team representatives. This continued until 6:30 p.m., at which time the meeting returned to an open house format.

The purpose of the meeting was to provide Spanish Springs residents and business owners with additional information regarding the potential freeway alignments and interchange alternatives currently being considered within the Spanish Springs area. Representatives from NDOT's Right of Way Division were also on hand to provide information on the property acquisition process. The neighborhood meeting also provided an opportunity for the Study Team to obtain additional public feedback on the various alternatives presented.

Informational materials made available to all attendees as they entered the meeting room included an updated fact sheet, alternative alignments overview map, comment forms, and question cards. Spanish language versions of these materials were also made available. Additional informational materials made available by NDOT's Right-of-Way Division included the following publications:

- "Nevada Highways and Your Property" *[NDOT Right-of-Way Division, July 1998]*
- "Acquisition – Acquiring Real Property for Federal and Federal-Aid Programs and Projects" *[USDOT Federal Highway Administration, June 2005]*

Attendees were provided the opportunity to submit written comments during the meeting and were also given contact information for submitting written comments via U.S. mail, e-mail, and fax and through the study website. A certified court reporter was also on-hand to take verbal comments and to provide a transcript of the evening's proceedings (see Attachment 4).

A Spanish language interpreter was also available to assist Spanish speaking attendees.

Approximate public attendance – 63.

2. Open House Information Stations

The following is a list of the display boards available during the meeting and a brief synopsis of the content for each board. Study Team representatives were available to answer questions and take comments at each of the stations.

- **Study Alternatives Overview:** Aerial map depicting the alternatives currently under consideration along Pyramid Highway and alternative connector routes through Sun Valley.
- **Build Alternative 1 ("Off" Alignment):** Aerial map depicting the proposed Pyramid Freeway alignment traversing along the hillside on the west side of Spanish Springs (behind existing residential and commercial properties) from the area of Disc Drive to Sparks Boulevard.
- **Build Alternatives 2 & 4 ("On" Alignment):** Aerial map depicting the proposed Pyramid Freeway and associated frontage roads and interchanges, converting existing Pyramid Highway to freeway standards between Disc Drive and Sparks Boulevard.

- **Build Alternative 3 ("Ridge" Alignment):** Aerial map depicting the proposed Pyramid Freeway traversing through the hills to the west of Spanish Springs (between the Spanish Springs Valley and Sun Valley).
- **Common Elements:** Aerial map depicting the proposed improvements common to the four freeway alternatives along Pyramid from Sparks Boulevard to Calle de la Plata and along Disc Drive from Pyramid to Vista Boulevard.
- **Section 4(f):** Information on the Section 4(f) regulation as it relates to the Wedekind Park property and potential impacts, the Section 4(f) *de minimis* provision that allows a use when no adverse effect would occur, and requirements for *de minimis* approval.
- **Programmatic Agreement for Historic Resources:** Information regarding Section 106 of the National Historic Preservation Act and the study team's consultations with the State Historic Preservation Office (SHPO), Native American Tribes, RTC, NDOT, and other historic consulting parties to identify resources, potential project effects, and mitigation measures. Also information about the Programmatic Agreement being prepared that outlines steps to be followed by historic consulting parties after the EIS process is completed to consider the project's effects to historic resources.
- **Right-of-Way:** Representatives from NDOT's Right-of-Way Division provided informational materials (noted above) and representatives were available to answer questions regarding right-of-way and the property acquisition process.
- **Pyramid/McCarran Intersection Project:** Representatives from the RTC were available to provide information and answer questions regarding the Pyramid/McCarran Intersection project.

3. Public Comment

See Attachment 2 for written public comment received during the workshop as well as a summary of comments noted by Study Team representatives during the workshop.

4. Meeting Notification

Bilingual (English/Spanish) public notices were distributed as follows:

Direct Mail

- Notifications were sent via USPS to area residents and businesses within the vicinity of the Pyramid corridor alternatives under consideration. The mailing list included approximately 1,435 addresses.
- Local agencies elected officials (i.e. Washoe County, City of Sparks, City of Reno, and Regional Transportation Commission).

Email Notifications

- Notifications were distributed via email blast to 181 email addresses on file.

Public Postings

Public notices were posted at the following locations within the Pyramid Highway corridor:

- Scolari's, 1300 Disc Drive, Sparks, NV

- Oasis Mobile Estates, 6550 Pyramid Way, Sparks, NV
- Blue Gem Estates, 6560 Pyramid Way, Sparks, NV
- Spanish Springs Library, 7100A Pyramid Way, Sparks, NV
- Save Mart, 9750 Pyramid Way, Sparks, NV
- 7-Eleven, 15 Eagle Canyon Drive, Sparks, NV

Web Site Postings

- www.pyramidus395connection.com
- www.rtcwashoe.com

Attachment 1
Attendance Rosters

PYRAMID HIGHWAY US 395 CONNECTION

Spanish Springs Open House
Shaw Middle School
600 Eagle Canyon Drive, Sparks, NV
June 13, 2012, 4:30-7:30 PM

Participant Name	Address	Phone	Email Address
Amy Cummings	RTC		
Michael Hagerty	KVNR		
Margaret Barthel			
mitch clevenk +1			
BRET KUNKLER	6836 DORCHESTER DR.		
Diana Iratcabal-Bracy	2710 Spanish Spgs Rd		
THOR DYSON	NDOT - DII	775-834-8300	
Doug Maloy	RTC		

RTC NEVADA DOT DEPARTMENT OF TRANSPORTATION UNITED STATES OF AMERICA

RTC PYRAMID HIGHWAY US 395 CONNECTION

Spanish Springs Open House
Shaw Middle School
600 Eagle Canyon Drive, Sparks, NV
June 13, 2012, 4:30-7:30 PM

Participant Name	Address	Phone	Email Address
Mike Daniel	680 Queen way	775-331-3007	mdaniel(insurance@yahoo.sbcglobal.net
Nick Vossler	415 EAGLE VIEW CT	424-2537	grumpygramps0306@
William Everett	475 Tranquil Dr	775-425-6408	weeverett@att.net
Jeff Brashers	3450 Tuira Ct.		JEFF@BRASHERS.com
Jennifer Budge	2601 Plumas St.	823.6513	jbudge@washoecounty.us
Duane Foster	185 E SKY RANCH	425-4094	DFOSTER1280@SBCGLOBAL.NE
John Roscoe	7365 Lindsey Ln	338-8439	Kroscoe2002@yahoo.com
Abdelmoez Abdalla	705 N. Plaza, Carc	687-1231	

Pyramid Sign In Sheet

RTC NEVADA DOT DEPARTMENT OF TRANSPORTATION UNITED STATES OF AMERICA

RTC PYRAMID HIGHWAY US 395 CONNECTION

Spanish Springs Open House
Shaw Middle School
600 Eagle Canyon Drive, Sparks, NV
June 13, 2012, 4:30-7:30 PM

Participant Name	Address	Phone	Email Address
DARREL BERENDS	9105 CORDOBA Blvd	425-9105	NONE
FRED BARRIE	3396 LAGOMARSINO	745 1936	Fredbarrie@ATT.NET
Julie Maxey	NDOT, Carson City	888-7171	jmaxey@dot.state.nv.u
LeAnne Ortega	RTC	348-0171	lortega@rtcwashoe.com
Ray Luciani	NDOT Carson City	888-7431	rluciani@dot.state.nv.us
DONNA LAMB	35 SUNLIT CT	473-2115	dvlamb@yahoo.com
RICHARD PEILE	35 Sunlit Ct.	473-2115	dpfilf@wap.org
DON GUSTAVSON	908 RED FALCON WY	722-1278	DON.GUSTAVSON@SBCGLOBAL.NET
JOHN CAPURRO	4825 WEDEKIND RD	358-4864	jrcapurro@sbcglobal.net
BILL HAW	550 W. Plumb B 505	425-4424	Bill@HAWCOproperties.c
KRALY KNUDSEN			KK@TCNEV.com
BENGT STERNBERG		355-7806	
Melody + Jordan Lewis	7355 Panama Ct	3544090	none

Pyramid Sign In Sheet

RTC NEVADA DOT DEPARTMENT OF TRANSPORTATION UNITED STATES OF AMERICA

13

RTC PYRAMID HIGHWAY US 395 CONNECTION

Spanish Springs Open House
Shaw Middle School
600 Eagle Canyon Drive, Sparks, NV
June 13, 2012, 4:30-7:30 PM

Participant Name	Address	Phone	Email Address
Glenna Elrod & Ronald	3652 Keogh Dr	775 378-2265	Kissmahbyrdie@sbcglobal.net
Thomas Trowell	15 E. Sky Ranch	775 425-6636	4wayne@prodigy.net
MICHAEL DMAIMAN	4712 GALLERIA PARKWAY SPARKS 89436	775-626-9700	SPARKS@MACHROBIN.COM
Barry Bouchard,	NEVADA TRENDS.COM PO BOX 60313 89506	775-972-4834	INFO@NEVADATRENDS.COM
Darrin Price	5000 Sun Valley Blvd. Sun Valley, NV. 89433	(775) 673-2200	DPrice@svgid.com
Dan + Millie Carpenter	5775 Wedekind Rd. Sparks 89431	(775) 359-5975	dan@dcarpenter-ins.com
PAUL SOLAEGUI			
Kristena Shigenaga			
ROBERT DICKENS	7325 LINDSEY LN SPARKS	775-424-2367	RLDKNS@LIVE.COM.
Ik H. BAIK	620 Queen Way	(775) 331-7111	ik100@SBCGlobal.Net
DJ. BRYSON	6560 DYNARD HY		
George Wagner	6905 Freedom Dr.	(775) 376-2112	wagner.george77@yahoo.com
Travis Goldsen			

Pyramid Sign In Sheet

RTC NEVADA DOT

26

RTC PYRAMID HIGHWAY US 395 CONNECTION

Spanish Springs Open House
Shaw Middle School
600 Eagle Canyon Drive, Sparks, NV
June 13, 2012, 4:30-7:30 PM

Participant Name	Address	Phone	Email Address
SUMMIT CHRISTIAN CHURCH (Robert DeHaff)	7075 PYRAMID WAY, SPARKS, 89436	775-424-5283	rdehaff@summitnv.org
Rick Martin	7325 Panama ct	775-742-2308	
GARTH Elliott	6160 Rams Horn	673-3456	
Vaughn Hartung	200 E. Sky Ranch Dr	240-9616	Vaughnhartung@cox.n
Armand & Dee Tipton	4705 Rampion Way	775-673-5766	dtiptonCC@Aol.com
Lonnie Feemster	7995 Pyramid Hwy	775 425-1850	lonniefeemster@netscape.net
Melynda Mall	7265 Pah Rah Dr	775-303-3326	mmall@drinkwaterla.com
CYNDY Brown	150 ROSETTA Stone	775-772-3253	Cyndy@cyndybrown.com
Allayne Everett	475 JRANGUIL DR ALLAYNEEVERETT@SBCGLOBAL.NET	425-6408	
Ashley Ingersoll	2480 Nelson Way	720-7049	ashleyingersoll18@yahoo.com
BRUCE & KAREN SEAVER	4732 COBRA CT	424-0576	bkseaver@sbcglobal.net
Jerry Corbari	5862 Ted Ct Sun Valley		jcorbari@charter.net
Bonnie Weber	WASHOE COUNTY		bweber@washoecounty.us

Pyramid Sign In Sheet

39

RTC NEVADA DOT

RTC PYRAMID HIGHWAY US 395 CONNECTION

Spanish Springs Open House
Shaw Middle School
600 Eagle Canyon Drive, Sparks, NV
June 13, 2012, 4:30-7:30 PM

Participant Name	Address	Phone	Email Address
Sara Sharkey	1688 Clover Leaf Dr.	775-846-9291	SSHARKEY@HOMEGATENV.com
Michelle Gilmore	7655 Pyramid Way	775-425-4300	Michelleg@Mountainnursery.com
ARNOLD Hurtado +1	7335 PANAMA CT	775 813-6867	
Nicole Medrano	7285 Lindsey Lane	775 530-8335	Nikkilmnop@aol.com
~~BERT~~ PINOOMM +1	6880 PYRAMID WAY	775-327-8070	~~[illegible]~~
Garrett Valenzuela			gvalenzuela@dailysparktribune.com
Dave Smit	14 Eclipse Dr	425-4435	
Patty Smit	14 Eclipse Dr	425 4435	
Chanda Peters +1	4700 E. Leonesio Dr	473-7937	cmendoza18@yaha
Michael Moreno	RTC		
Howard Riedl	RTC		
Julie Masterpool	RTC		
Tom Greco	RTC		

RTC NEVADA DOT DEPARTMENT OF TRANSPORTATION UNITED STATES OF AMERICA

Attachment 2
Public Comment Summary

Pyramid Highway/US 395 Connection Study
Spanish Springs Neighborhood Meeting June 13, 2012

Written Comments:

We are in favor of the north off-alignment concept from Disc Drive to Sparks Boulevard. Why impact home oweners if you don't need to.

Please see official transcript (Attachment _) for additional comments and questions received during the evening's proceedings.

Verbal comments provided to study representatives (staff) during the course of the meeting:

Multiple residents living between Sky Ranch and Calle de la Plata expressed concerns regarding equestrian trails, indicating many of these trails have been constructed for horse use only and want to ensure that future improvements to the facility continue to allow the use of these trails. Crossings were not requested, but fencing and signage were requested to separate and indicate where certain areas are designated for equestrian use.

Comments tended to prefer off- and ridge alignments as there would be less property acquisitions involved.

A ranch owner north of Disc Drive disliked that the project would impact their property as there were already huge impacts with the extension of Disc Drive to Vista Boulevard. The owner also indicated that her property was left in poor shape after the Disc project.

Property just west of the intersection at Pyamid Way and Queen Way had the following questions:

- Will we have a dedicated southbound lane on Pyramid when we exit Wedekind eastbound to southbound Pyramid? (Answer: Yes)
- Will we have protected or permissive left turn movement when traveling from northbound Pyarmid to westbound Wedekind? (Answer: That will be determined in final design and is a decision for the City of Sparks.)
- Will Queen/Pyramid Intersection include a "high-T" movement for the northbound traffic on Pyramid so they will not need to stop? (Answer: This will be determined during final design.)

Several residents had concerns about access and/or right of way acquisitions. Several residents had questions regarding access and potential right of way acquisitions relative to their property.

Most residents expressed concern regarding the timeline of the improvements and would like to see the project move forward more quickly.

Attachment 3
Comment Sheets

PYRAMID HIGHWAY / US 395 CONNECTION

Sun Valley Neighborhood Meeting
Shaw Middle School
600 Eagle Canyon Drive, Sparks, NV 89441
June 13, 2012

Public Comment Form

Date: 6/13/12

Name: Mitch Shaw

Telephone: 425-1412

Address: 7425 Panama Dr
Sparks NV 89436

Email:

We are in favor of the North off alignment connecting due drive to sparks Blvd.

Why impact home owners if you dont need to.

Please use this form to share your comments regarding the Pyramid Highway/US 395 Connection project. **Comment forms may be sent via U.S. mail to Mr. Doug Maloy, PE, Project Manager, Regional Transportation Commission of Washoe County, 1105 Terminal Way, Suite 108, Reno, NV 89502, phone (775) 335-1865, fax (775)348-0170 or e-mail dmaloy@rtcwashoe.com**

RTC NEVADA DOT

Attachment 4
Certified Meeting Transcript

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PYRAMID HIGHWAY/US 395 CONNECTION

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TRANSCRIPT OF PROCEEDINGS

PRESENTATION - OPEN HOUSE

WEDNESDAY, JUNE 13TH, 2012

Shaw Middle School
600 Eagle Canyon Drive
Sparks, Nevada

Reported By: ERIN T. FERRETTO, RPR, CCR #281

Job No.: 161662

A P P E A R A N C E S

DOUG MALOY
Project Manager
Regional Planning Commission

BRYAN GANT
Jacobs Engineering

AMY CUMMINGS
Director of Planning
Regional Planning Commission

MICHAEL MORENO
Public Information Officer
Regional Transportation Commission

MARGARET ORCI
Right-of-Way
Nevada Department of Transportation

-o0o-

SPARKS, NEVADA, WEDNESDAY, JUNE 13TH, 2012, 4:00 P.M.

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MIKE MORENO: Good evening, folks. My name is Mike Moreno. I'm the Public Information Officer for the RTC. We're going to be ready to start our presentation here in a couple of minutes, so if you'll advance to the seating area we'll start in just a few minutes.

Thank you all for coming today.

AMY CUMMINGS: Good evening, everyone. Thank you so much for taking time out of your day to come here and talk to us about this project. We really appreciate your interest and your participation.

I'm Amy Cummings. I'm the Director of Planning at the RTC, and the way the agenda is going to flow tonight is I'm going to let you know who you are in case you have questions and then Doug Maloy, our Project Manager, is going to provide some technical information about the work that has been done so far on this project, that's going to be for about 20 to 30 minutes.

And then we'll have a Q&A session. We will be passing out some comments cards, so if you have a comment or question, we're going to ask that you write that down,

and then we'll have a panel up here to address those comments.

And, finally, we'll have some time for one-on-one discussion with our team and the NDOT team to discuss the detailed design issues at the stations at the back of the room.

First, I wanted to note a few of the folks that are here tonight. In particular, Washoe County Commissioner and RTC Commissioner Bonnie Webber, who is here. Would you like to make a few comments?

BONNIE WEBBER: Sure, I'd love to. Thank you so much.

Thank you all for coming tonight. Glad to have you come out and hear more information. Please be sure that you ask your questions, there's no question that's too hard. Our staff is very willing to work with you, talk with you, walk you through your individual situation, and we hope that you will definitely make sure that you say something to us.

I am your commissioner for RTC and I am very excited about being on RTC. I've been on the county commission for 10 years now and never have served on RTC so I'm very excited about that. And I hope that I bring a different perspective for you all as contingents to the RTC.

So thank you very much and thank you for being here.

AMY CUMMINGS: And I also want to note that Sun Valley GID member Garth Elliott is here. Raise your hand.

[Inaudible comments.]

AMY CUMMINGS: And also Washoe County Commissioner Elect Vaughn Hartung is here. Thank you for coming.

And so that you know who we are with the RTC staff, stand up and raise your hands, so if you have questions for the discussion period afterwards you'll know who to find.

We also have our consultant team here, so if you could raise your hands as well.

BONNIE WEBBER: Okay. We also have a Sparks CAB chair -- Spanish Springs, I'm sorry.

AMY CUMMINGS: Thank you. Cindy Brown.

UNIDENTIFIED SPEAKER: Yes.

AMY CUMMINGS: Thank you very much. Oh, by the way, NDOT has a team here and they will be able to answer questions relating to right-of-way concerns and the Uniform Relocation Act. They're at a table over there. Thank you.

So now I'm going to introduce Doug Maloy, who is our Project Manager.

DOUG MALOY: Great. Thank you, Amy.

I am Doug Maloy, Project Manager working on this project for about four years. I do also want to thank you for attending this evening.

UNIDENTIFIED SPEAKER: We can't hear you.

DOUG MALOY: We haven't been in the Spanish Springs area for a while and this is an opportune time for us to be out here with you today.

I just want to give a little understanding of the roles that the individual you see here on this opening screen. The RTC, we're the metropolitan planning organization for Washoe County. We're looking at transportation planning, long-range needs. We have a Regional Transportation Plan. Amy's planning group is currently updating that Regional Transportation Plan, that including all the regional roads in northern Nevada -- excuse me -- Washoe County and one of those is the Pyramid Highway.

NDOT, we're working with NDOT closely. Pyramid Highway is owned and operated by NDOT, so it's important to understand that we're doing this facility -- we're doing this study that we're going to be talking about here tonight with -- directly with NDOT, who would ultimately own and operate this facility.

And then the Federal Highway Administration is

also mentioned here, shown. It's a federally funded project, and as such we're in a situation where we're looking at projects that may have an impact -- significant impact, this is one will potentially. We're working with them closely. It's federally funded. They are the lead agency and the document we're preparing is what they'll be approving ultimately as we go forward.

So -- and I want to pause real quick to say, this is a long-range plan. This is planning looking out to the year 2035 with traffic projections. We're certainly looking at the current situation but we're looking at 2035. So it's long-range plan and the design process that we'll be seeing for this facility is also long-range as well.

Likely, improvements on Pyramid, and we'll talk a little bit about that as the presentation continues, is part of our 15 to 20 years out at the very earliest. So I think it's significant, we'll be mentioning that continually throughout the presentation here. Again, the stations are set up for questions to be answered. So with that, I'm going to continue on.

So the purpose and need is what we're looking at is relieving congestion on Pyramid and providing connectivity from Pyramid over to US 395. This is -- the purpose and need is what we evaluate concepts against.

We have to -- it's determined early on in the process any alternative that is considered has to be weighed against the purpose or need or it falls out as being a concept to continue to move forward.

We had a scoping meeting to determine the purpose and need back in 2008. Some of the elements of that purpose and need are obviously to serve the existing and forecasting population and employment growth. We're currently involved, as you know, that the growth by way of population has certainly flattened out, if not declined in some cases, and we've adjusted for that. This is looking out, again, to the year 2035.

Address existing traffic issues, providing connectivity, accessibility, there's obviously many major roads that connect to Pyramid, accessibility is obviously very important, it has to be considered as we look to this, and then relieving congestion.

Relieving congestion will not only improve the safety of the facility we're looking at, but it also improves our quality, and that's a part of our long-range transportation plan. It's a role that has to be addressed, so I mentioned the safety and I mentioned the regional transportation -- excuse me -- the long-range plan.

So basically looking at Pyramid Highway, it is the

really major -- the only major road leading in and out to the Spanish Springs area. We do have Vista and Sparks Boulevard but they don't have the capacity that this facility potentially has. And, in addition, McCarran is really the only major east/west route so we're looking at providing some connectivity between the valleys and the other ways to get US 395, that's part of the ultimate purpose and need.

I also want to mention that this is a project -- or a study that we're looking at, we're also working concurrently on a separate EIS, or Environmental Impact Statement, and that's for Pyramid/McCarran Intersection. That project is in a similar place as far as progress as we are. They have submitted their document to the Department of Transportation, ultimately the Federal Highway Administration.

I just want to point out they're limits are Queens Way and the limits of this project are Queens Way as well, so their northern limits and our southern limits come together.

By the way, that station over there in the corner, Station 6, someone can answer questions you might have -- or they are there to answer questions that you have about that project. I know that there's a lot of interest in that as well.

So tonight you're going hear the terms like NEPA, EIS -- I already used EIS. NEPA is the federal policy, National Environmental Policy Act. It's, again, for federally funded projects where there are impacts, not only physical environment, that being streams, wetlands, air, endangered species, archeological, but also to the human environment, and that would be, of course, properties and people that live within those properties. So the NEPA policy requires us to look at and evaluate and determine what the impacts are.

And the Environmental Impact Statement, the EIS I mentioned, that's the document that's used to explain and measure what the impacts are. So we're well along in that process, that's part of why we wanted to be here tonight to explain what that process is. You can learn about the alternatives and we'll talk to you about what those are, and give you the latest information. Again, talk to folks at the stations afterwards.

So I want to get a lot of the history. There has been some history regarding the studies, studies that have occurred and planning that have occurred previous to this study, and then our long-range transportation plans adopted in that planning element.

Following the steps here, this is where we're at currently, drafting the DEIS, that's the draft that will

be submitted to the Department of Transportation. At the time that it is submitted, there's a public hearing and a public comment period. We're accepting comments all the time but that is the official period that we are also accepting comments. And at the end of that period we'll take the comments, look at them and evaluate them, compare them and modify to create the final EIS.

The ROD, or Record of Decision, is what ultimately comes from the Federal Highway Administration. If there is a preferred alternative -- as a preferred alternative is selected, that would be what is -- comes out of the ROD. At that point we would move into design and eventually construction, most likely on some phase of this project.

So the last bullet there indicates that we're anticipating the Draft EIS would be complete and have that public hearing this fall.

This is just a list of the of meetings we've had, a couple of them in Spanish Springs early on in the project. We -- back in 2009 we were looking -- well into looking at different concepts. Since that time very little has changed regarding concepts. We have had added an alternative -- we'll explain which one that is -- the ridge alternative above -- above Pyramid.

And then we've had several meetings in Sun Valley.

A lot of those meetings were -- because we didn't see attendance at the earlier meetings when we held them in Spanish Springs by Sun Valley folks, so we outreached directly to them, and then we also were looking at different alternatives that affected them directly in Sun Valley so we had several meetings in order to show and better explain what those alternatives are and kind of whittle it down to some other alternatives.

We've had many -- one of the route meetings throughout the process, up to 50 different meetings have been held. We've been to the CABs, including the Spanish Springs CABs several times. There will be more of those meetings, I'm sure, as we go through, stakeholders and others throughout the process.

So this is the overview map, you've probably seen it around the room. I'm just going to kind of leading into more specific discussion on alternatives, kind of walk you through from west to east.

This is a proposed interchange at US 395/Parr and Dandini where there's an existing interchange. We have four alternatives -- these are not each, these would be a couple of alternatives off of each of these two in Sun Valley as far as crossing through Sun Valley.

And then there's three different alignments along Pyramid Highway between Disc and Sparks Boulevard that we

would be looking at something on the existing facility, something just above Wal-Mart along the hillside there, and then something up on top along the ridge.

Further to the north, Calle de la Plata, this is the freeway facility, and we'll show you those closer if you need to.

So I'm going to introduce Bryan Gant, he's our consultant with Jacobs, working closely with CH2N Hill who is involved working on this project. Bryan is going to walk you through some of the alternatives and explain it probably more eloquently than I can. And then afterwards we'll answer any questions that you might have.

BRYAN GANT: Thank you, Doug.

Again, for the record, my name is Bryan Gant with Jacob Engineering. And as Doug was mentioning, there is several different options that make up this overall concept, the four different ones in the Sun Valley area and the different alignments long Pyramid.

Moving forward, I'm going to describe the four different alternatives that are analyzed in the environmental document that we're preparing, but keep in mind that the different parts of this can be mixed and matched almost like a menu so anything that happens -- any choices made in the Sun Valley area are independent

of the choices made for the Pyramid alignments.

We've come up with four alternatives, because if you do four times three, that's 12, it's a little too cumbersome to fully analyze and make it make sense in the environmental documents. So we've tried to package those into four distinct alternatives that give you a view to a range for the different impacts and the options. But moving forward a final alternative could be any combination in there.

Let me describe a little bit about those elements that are common to all the four different alternatives. As Doug mentioned -- it's a little hard to see but down at US 395 there's a system interchange there, that's the same for all the four alternatives, as well as the improvements from Disc Drive down to Queen, those will match up with the Pyramid/McCarran Intersection Project, those come together.

Then there's widening of Disc from four to six lanes over to Sparks Boulevard, and then some additional improvements over to Vista. And then at the north end of the project we have a six-lane freeway facility with interchanges at Sparks Boulevard, Lazy 5 Parkway, Dolores and Eagle Canyon.

North of there we have a six-lane arterial up to Calle de la Plata. An arterial is what you have out

there on Pyramid today, if that puts it into context. So the freeway portion ends essentially at Eagle Canyon, and so those elements that I just described are common to all four different alternatives that are shown around the room.

So, again, why four alternatives? It's really the options over in Sun Valley that are driving that, and we're going to get our arms around all the different options that are there. In the Sun Valley area -- and this is Sun Valley Boulevard on both of these -- we have what's called a northerly crossing up around Randon Way and we have a southerly crossing location just north of Dandini, and so that provides a choice there, you're going to go to the north, you're going to go to the south.

In addition to that, we can interchange with either Sun Valley Boulevard, which is what both these images are showing, or we have an option to interchange to the west of Sun Valley Boulevard. So if you think of the two different crossing locations, the two different interchange locations, that's the four alternatives laid out in the room and the four that are being analyzed in the document.

Now let's get into some of the details of those four in the Pyramid area specifically. Alternative 1

encompasses what we call the Off-Alignment. So to put this in perspective, this is Pyramid right there in blue. What the Off-Alignment does is it takes that freeway that I was describing to the north that ended at Eagle Canyon, if you're coming south and you get south to Sparks Boulevard, that six-lane freeway then peels off to the west, comes in below the ridge line but kind of hugs right behind the existing Wal-Mart over there before it then turns to the west. We call that the Off-Alignment.

There would be an interchange with an extension of Disc, and that's paired up with one of the Sun Valley options, so that comprises Alternative 1.

Here's a little bit better blow-up to kind of give you a feel for where that Off-Alignment is. Again, that Wal-Mart is kind of right around in this area, and the ridge line is right about in here, so the blue one is the one I'm referring to. So that Alternative 1 is over at meeting Station 1 over there.

Then we have Alternative 2 which encompasses what we call the On-Alignment. And this is Pyramid here and the On-Alignment utilizes the existing transportation corridor. You all live out there, you need to improve its capacity just making it better in its existing footprint, and that's what the On-Alignment does.

It would have an interchange at Sparks Boulevard

like the others, but then it heads south and you would have an interchange with Golden View and then an interchange with Los Altos and Disc Drive, and connecting in there would be frontage roads. If you're familiar with frontage roads, those provide local excess off the freeway, collects that traffic and then gets those people up on the freeway. That then swings to the west and ties in with some of our Sun Valley options. So that's Alternative No. 2.

It's also pretty similar to Alternative No. 4 where we use the On-Alignment again. So we had to repeat -- again, we had to package these into the Statement of Alternatives -- we had to repeat one of the alignments in Pyramid area since we have three alignments and four overall alternatives, and the On-Alignment is the one that gets repeated, there's really no rhyme or reason to it, it's just the one we picked.

So this one on Alternative 4 is the same for the On-Alignment area, it just gets married with a different option over in the Sun Valley area. Hopefully that makes sense. So those Alternatives 2 and 4 are described over at Station 2 if you wanted to zoom in and get the details on those.

Then there's Alternative 3. We call this one the Ridge-Alignment. So we figure we have one which is the

On-Alignment, then we have one that's the Off-Alignment and the Ridge-Alignment takes the idea of the Off-Alignment and pushes it even further to the west. So one of the issues with that Off-Alignment is it will be visually scarring because it does reside below the ridge view. The Ridge-Alignment takes that and pushes it over the hilltop, so the idea there was to try to improve some of the visual impacts that perhaps the Off-Alignment has.

But other than that, it's very similar, interchange with Sparks Boulevard, you swing to the left, you get up over the hill, you tie into an extension of Disc, and then you marry that with an option over in Sun Valley.

So that's Alternative No. 3. Again, this gives you a view of what the Ridge-Alignment looks like compared to the Off or the On-Alignment. And then that Ridge-Alignment is show over in Station 3 if you're interested in that.

And with that, I'll hand it back over to Doug.

DOUG MALOY: I see why I handed that off to him, he did an excellent job. I'm not quite up with that, so we appreciate that. I apologize. Bryan did an excellent job explaining that, so that was the intent there.

So, anyway, I do want to mention just briefly where we're at in the process. Again, Draft EIS here,

this is kind of a little bit of the road ahead, if you will. Finally, the document around 2013, with that Record of Decision potentially at the year 2014, and then we would begin design.

Right now design for this level of study is in the 15 percent range so there's a significant amount of design that's required. An initial -- initially then after that design is completed it would be right-of-way acquisition.

Likely, early phase would be the connector with other phases moving on to Pyramid and then progressing to the north as kind of matching where the congestion is higher to the south, if you will, and a little bit less as you go to the north.

These are initial segments for probably what would be a connector, and then the construction of that potentially in the 2018, '20 time frame, so we're quite a ways out from seeing any kind of construction and even right-of-way acquisition for construction of that segment for those phases.

And then future Pyramid segments follow the same process with further design, right-of-way acquisition, the same steps would be followed, we're potentially looking at -- well, it will be 2020 to 2030 before we begin either of those segments and ultimately leading to

construction, and, likely, just based on the size of the facility and based on the cost of the facility that it could go beyond 2035 before we complete all -- basically have build-out of these alternatives -- or the third alternatives, if you will.

So that is the presentation. This is my contact information. Hopefully you have an opportunity to check out our website. We'll be doing updates of the website, including information from this meeting will be uploaded to that website. It's under the "Streets and Highways" home page of rtcwashoe.com.

So we're going to handle the question period right now. We've got some cards, if you raise your hand we'll get a card to you and then we'll try to answer your questions.

UNIDENTIFIED SPEAKER: Do we have to put them on the card?

DOUG MALOY: Please put your questions on the card and we'll come around and grab those.

AMY CUMMINGS: Darren has several questions, so rather than writing them he's asked to ask our panel directly. And I want to mention again, Bryan and Doug are going to be fielding the questions, and if -- you may ask questions that we don't have the answers to today; and if that's the case, we'll be sure to do our research

and get back in touch with you about that.

DARREN PRICE: Thank you. Doug and Brian, what percent is the project in regional money and what percent is potentially in grants coming from the federal government, et cetera?

DOUG MALOY: Currently it's entirely -- I apologize. I thought we had another microphone.

Currently it's entirely federally funded with a state match, so 90 -- 90 percent/10 percent federally funded, and unidentified as to what the future funding would be there is opportunities with some RTC 5 Bonds potentially. We're looking at the opportunities for maybe the first phase being partially or completely funded using those funds.

AMY CUMMINGS: I'd like to note, too, as part of the Regional Transportation Plan we're going to be -- we will be updating our financial forecast for the region for out to 2035 based on the new population forecasts coming out.

DARREN PRICE: Have you -- so Darren Price for the record. And for those you who don't me, I'm from the Sun Valley area who came over here.

So are you guys anticipating some of the potential zoning changes along the corridor that may happen as people see some advantages from changing, say, to GR to

commercial, especially some of those areas behind Wal-Mart or as you come down through there, property owners that may want to take advantage?

DOUG MALOY: No, I don't really think that's probably going to be the result of the facility. This is a controlled access facility, so access, which would probably change some of those opportunities, I think, would evolve after -- maybe after this facility is further planned. So I can't say that we haven't thought about that. And we are talking about -- if you're talking about behind Wal-Mart, you're talking about BLM property so I don't know what the process would be, I don't really have an answer for you.

AMY CUMMINGS: Thank you. Did you have a question No. 3?

DARREN PRICE: I do. Are there any monies available for this project for aesthetics, you know, some greenery or some sound walls, any of those type of things, sidewalks?

BRYAN GANT: Typical for -- this is ultimately expected to be an NDOT facility. Typical for any NDOT project is to set aside three percent for landscape and aesthetics, and that is a requirement.

And you mentioned sidewalks as well, and sound walls, those are above and beyond that. Those are

considered a part of the capital costs and those are already being looked at and considered as to the alternatives.

DARREN PRICE: Last one, just a comment.

This is the first time I had seen some of the three alternatives up there, and I want you to know, Bryan, I'm a little offended by your comment that you made on the Alternative 3, the ridge line one.

The potential for pushing that west so that aesthetically people would not see cars on the Spanish Springs side, pushes it over to Sun Valley where we would see the cars, which is predominantly residential, as opposed to the alternative behind Wal-Mart which is mostly commercial where people don't live. If you push it to the ridge line, now we have noise and light pollution that you can see from all of Sun Valley, which is primarily all residential.

So when you talk about it, you know, the second alternative behind Wal-Mart seems a little more logical where it's mostly commercial, there's restricted hours on when those stores, some of them, are open, as opposed to pushing it to the ridge line where now it's visible from a lot more areas, especially the residential areas in Sun Valley. I hope you consider that a lot when you look at those alternatives before you push it to the top of the

hill where it's visible in more areas. Thank you.

UNIDENTIFIED SPEAKER: I'm offended it's going to tear my house down.

BRYAN GANT: Darren, I appreciate you sharing that comment. I apologize if it came across that way.

A clarification on that is that the ridge line to the west the Pyramid corridor, this is a distinct, for lack of a better term, knife ridge. It actually plateaus out there quite a bit and there's multiple knobs along the way, so it's really resting up on top of that plateau, if you will. I use the term "ridge" but there are multiple knobs to the west of the ridge alignment that would help further block that from the Sun Valley community. I'm not saying there wouldn't be portions that wouldn't be visible to Sun valley but it's about as good as you're going to do to balance a hiding in between the two communities.

DARREN PRICE: I understand that, but there's no portion visible with the other alternatives, right?

BRYAN GANT: Correct, until it swings to the west.

DARREN PRICE: Well, yeah, but then you're at the bottom part, we know it's coming across there. Thank you.

DOUG MALOY: Thank you.

AMY CUMMINGS: Thank you very much.

And we have two questions that are related to public transit so I'm going to read these at the same time and we can respond to both of them.

One is from Diane Foster asking: Will we ever get public transportation in Spanish Springs?

And the other is from Laurie (sic) Feemster asking: What consideration has been given to mass public transportation in and out of Sun Valley -- Spanish Springs Valley?

And one question, this gets back to the Regional Transportation Plan that I mentioned we're working on, one of the components of that is looking at our vision for public transportation in our community over the next 20 years.

And one thing that we've heard time and again is that there is a desire to have more public transit options in this area and it's, of course, a challenge for us because of the -- we're funded through sales -- local sales tax which, as you know, has been declining significantly so revenue is certainly a challenge for us adding new service.

But we're going to be looking at creative solutions to see what some options might be to have even a limited day service out here to help folks. We've had especially requests for service for seniors to get to

basic medical and shopping type trips, so we're having -- doing some research into that over the next couple months and have another public meeting this fall to discuss motorized transit and specific to this projet I'll hand the microphone to Bryan.

BRYAN GANT: We have taken a look at transit purposes as part of the alternative, and early on it was determined that transit alone wouldn't be able to meet the purpose and need of the project. Obviously with that type of congestion, transit alone wouldn't do it; however, we are incorporating improvements to support future transit, those include park-and-ride lots and accommodations as well for an assumed future transit line in the area, depending on the outcomes of the RTP update that Amy was just describing.

AMY CUMMINGS: This next question is from Melynda Mall -- and I apologize if I pronounce your name wrong, so feel free to correct me.

MELYNDA MALL: Mall, shopping mall.

AMY CUMMINGS: Mall -- oh, yes, it smeared a little bit when got it.

And the question is: What happens to Pyramid between Disc and McCarran, will we still be able to connect with I-80 from Pyramid? So a design question there.

DOUG MALOY: I tried to explain that, I must have not done a very good job.

Yes, there is opportunity to stay on the facility to US 395, but also there's opportunity to get off on the frontage road and connect free flow to the Disc intersection and continue further south.

MELYNDA MALL: So you have to actually get off the freeway to get to an access road so that you can continue on Pyramid, or can you stay on one of the frontage roads and just go down Pyramid? It seems kind of out of the way to get on the freeway to get off the freeway to take Pyramid now; does that make sense?

DOUG MALOY: You're in the location of Golden View, correct?

MELYNDA MALL: Correct. So if I have to get on the frontage road, can I bypass the interchange completely? For all those people who live in those subdivisions, if they want to continue on Pyramid do they have to get on the freeway to get off the freeway to stay on Pyramid Highway?

DOUG MALOY: That's a no. You would go through and then bypass the Los Altos interchange, the first one to the south, and stay on that road and get to Disc and eventually stay on -- at Disc and Pyramid and continue to the south.

AMY CUMMINGS: Thanks. And I wanted to let our NDOT colleagues over there know that we have a question -- and I'll do one more before I get to you -- is RTC going to pay off mortgages? What if you are upside down on your mortgage? So if you could make your way up to the front to answer that for us, we would appreciate it.

But in the meantime, this is a process-related question from Robert Dickens asking: What will determine which alignment would be used?

BRYAN GANT: That's an excellent question. That is really the whole point of this process, and the draft environmental document that Doug mentioned will be coming out this fall. It's really an information source to give you, as well as elected officials and other resource agencies, information for comparison on the different alternatives. It will be the feedback from that document and from outreach such as this, as well as the technical information enclosed in that document, that makes a decision on which way to go.

So long story short, your input now, your input after the document comes out in the fall, as well as the input of other agencies, really drives the selection of what the alternatives will be, and it's the whole point of this process.

AMY CUMMINGS: If you don't mind me adding, this is a very consensus-driven process and ultimately the selection of the preferred alternative will go to the RTC board, then it's got to be approved by the Federal Highway Administration.

And let's go back to the question about mortgages.

MARGARET ORCI: Hi. My name is Margaret Orci I'm with Department of Transportation.

And in regards to mortgages, if you're upside down on your mortgage, we do have a program that we have to follow that is under the Uniform Act, which is the CFRs, the federal requirements. And with that being said, there is a program in place that if -- if and when the appraisal is completed and the appraisal -- let me give you an example -- comes in at $100,000 and it turns out that your current mortgage is at 150, so obviously the fair market value today is not going to cover the balance owed on that mortgage. So as long as the property owner has met the criteria and has continued to have made their mortgage payments, you would qualify for us to go ahead and conduct an administrative settlement which would then pay off the difference, that $50,000 would be paid under the administrative settlement portion, so your mortgage would be paid in full.

UNIDENTIFIED SPEAKER: [Indiscernible].

MARGARET ORCI: But along with that, if you're in that situation we have the relocation program that goes along with the acquisition. There's two different sides, you have an acquisition side and you have the relocation side. So we have a program then that will assist you a replacement site, we would calculate out a possible differential so that you could get into a replacement site of the same type, if not slightly better, and then you would also get benefits to help you move. You know, there's --

UNIDENTIFIED SPEAKER: What about say like a down payment? We put 60,000 down on our house and we're upside down, going through that whole process, second part of the relocation, we don't have money to put any money down to buy another house.

MARGARET ORCI: Exactly. We calculate -- that's one of the problems with entitlements, we take that into consideration and it should give you a dollar amount that would be applied as a new down payment for replacement value.

So if you have more questions about that, we can talk at our little station over there. We have the booklet and brochure with regard to all the relocation benefits. Okay?

DOUG MALOY: Let me just add that we are currently

and we will be into the near future here, there's examples of that occurring at Pyramid/McCarran where that project is a little bit closer to being finalized and moving towards construction, so there's a good of example of that really as we speak.

AMY CUMMINGS: Thank you. And I just have two more cards, so if you do have another -- if you have a card, please raise your hand -- or another comment. These next two are design-related questions.

This is from John Roscoe. Would Alternative 2 and Alternative 4 both use frontage roads? And would there be a widening of the highway without frontages as another alternative, possibly a third alternative?

BRYAN GANT: Alternatives 2 and 4 do incorporate frontage roads. The key issue there is all the accesses along that section from around Golden View down all the way up to Disc. As you know, that's a pretty -- pretty built-up area, a lot of commercial access so the frontage roads are key for making that work.

If I understand the second half of that question, could you just widen it a little bit more and not need the frontage roads? It's really an operational issue. In ordered to achieve the capacity that a freeway is designed to achieve, you have to limit the access points. It's kind of the whole point behind a freeway design so

you wouldn't really be able to get rid of the frontage roads.

We did look at an option that had different interchange configurations, additional interchanges, and there was really no savings in terms of impacts to properties and would actually operate not as well. So the full frontage road option is the one that has moved forward and is shown in both Alternative 2 and 4.

AMY CUMMINGS: Thank you. And this is the last question that I have, it's a drainage-related question from George Wagner asking: Options 2 and 3, the Ridge and Off-Alignment for Pyramid, show significant drainage that directly impacts properties along Pyramid Highway. Are there options regarding the placement of this drainage?

BRYAN GANT: I was afraid we were going to get a drainage question. There are some options to move the drainage around a little bit but not a whole lot. And, unfortunately, I don't have the background to tell you exactly at all details behind that but we have been working with our hydrology engineers previously and asked them the same questions.

There's not a whole lot of opportunity because they're specific with respect to the design of those, including even the shape of what some of those basins

look like that affect their functionality. And so there's a little bit of play in there moving forward into design, I'm not sure if there's a complete change of picture that would be available here.

And if you want more details, I'd be happy to talk to our engineer and get you a better answer.

AMY CUMMINGS: Thank you so much. I want to again express how much we at RTC appreciate your taking time out of your day to come and talk to us, give us your ideas and learn more about the project.

We're going to be on hand to talk with you one on one at the stations at the back of the room here, so please feel free to stay.

Michael, do you have another --

MICHAEL MORENO: I do. We do have a court reporter here this evening who is taking minutes for the presentation we just gave. If you wanted to take the opportunity to come up and share your comments with her about the project, your ideas, suggestions, concerns, whether you like the project or not, she's available to do that. We're here until 7:30 tonight.

So, again, as Amy indicated, and on behalf of Doug and Bryan, thank you all for coming very much. Commissioner Webber, Commissioner Elect Hartung, thank you for spending some time with us this evening. Thank

you.

(At 6:15 p.m., public presentation concluded.)

* * *

STATE OF NEVADA)
) ss.
COUNTY OF WASHOE)

I, ERIN T. FERRETTO, Certified Court Reporter of the State of Nevada, in and for the County of Washoe, DO HEREBY CERTIFY:

That I was present for the above-entitled Public Meeting on WEDNESDAY, JUNE 13TH, 2012, and took verbatim stenotype notes of the proceedings had upon the matter captioned within, and thereafter transcribed them into typewriting as herein appears;

That the foregoing transcript is a full, true and correct transcription of my stenotype notes of said proceedings.

DATED: This 30th day of June, 2012.

_____
ERIN T. FERRETTO, CCR #281

A

able 5:20 26:8 26:23 32:1
above-entitled 35:7
accepting 11:3,5
access 22:6,6 27:8 31:18,24
accesses 31:15
accessibility 8:14,15
accommodati... 26:13
achieve 31:23 31:24
acquisition 19:9 19:19,22 30:3 30:4
Act 5:22 10:3 29:11
add 30:25
added 11:22
adding 25:21 29:1
addition 9:4 15:16
additional 14:19 32:4
address 4:1 8:13
addressed 8:22
adjusted 8:11
Administration 6:25 9:16 11:9 29:5
administrative 29:21,23
adopted 10:23
advance 3:9
advantage 22:3
advantages 21:25
aesthetically 23:10
aesthetics 22:17 22:23
affect 33:1
afraid 32:16
agencies 28:16 28:23
agency 7:6
agenda 3:17
ahead 19:1 29:20
air 10:6
alignment 24:12 28:10
alignments 12:24 13:19 14:1 17:13,14
alternative 8:2 11:10,10,23,24 14:8 15:25 16:12,17,19 17:9,10,18,24 18:14 23:8,13 23:19 26:7 29:3 31:10,11 31:13,13 32:8
alternatives 10:16 12:5,7,8 12:17,21,22 13:10,21 14:2 14:6,11,14 15:4,6,21 17:13,15,21 20:4,5 23:3,6 23:25 24:19 28:17,24 31:14
Altos 17:3 27:22
amount 19:6 30:18
Amy 2:11 3:12 3:16 5:3,7,17 5:19 6:1 20:20 21:15 22:14 24:25 26:15,16 26:20 28:1 29:1 31:6 32:9 33:7,22
Amy's 6:14
analyze 14:4
analyzed 13:21 15:22
answer 5:20 9:22,23 13:12 20:14 22:13 28:6 33:6
answered 7:20
answers 20:24
anticipating 11:16 21:23
anyway 18:24
apologize 18:22 21:7 24:5 26:17
appears 35:11
applied 30:19
appraisal 29:14 29:14
appreciate 3:14 18:22 24:4 28:7 33:8
approved 29:4
approving 7:7
archeological 10:6
area 3:10 6:7 9:2 13:18,25 15:9,25 16:15 17:14,19,20 21:22 25:17 26:14 31:18
areas 22:1 23:23 23:23 24:1
arms 15:8
arterial 14:24 14:25
aside 22:22
asked 20:21 32:21
asking 25:4,7 28:9 32:11
assist 30:5
assumed 26:13
attendance 12:2
attending 6:4
available 22:17 33:4,20

B

back 4:5 8:6 11:20 18:19 21:1 25:10 29:6 33:12
background 32:19
balance 24:16 29:17
based 20:1,2 21:18
basic 26:1
basically 8:25 20:3
basins 32:25
behalf 33:22
benefits 30:9,24
better 12:7 16:13,23 24:8 30:8 33:6
beyond 20:3 22:25
bit 7:16 14:10 16:13 19:1,13 24:9 26:21 31:3,21 32:18 33:2
BLM 22:11
block 24:13
blow-up 16:13
blue 16:2,16
board 29:4
Bonds 21:11
Bonnie 4:9,11 5:15
booklet 30:23
bottom 24:22
Boulevard 9:3 12:25 14:19,22 15:10,17,19 16:6,25 18:10
Brian 21:2
briefly 18:24
bring 4:23
brochure 30:23
Brown 5:17
Bryan 2:7 13:7 13:9,14,15 18:22 20:22 22:20 23:7 24:4,20 26:5,6 28:11 31:14 32:16 33:23
build-out 20:4
built-up 31:18
bullet 11:15
buy 30:15
bypass 27:16,22

C

C 2:1
CAB 5:15
CABs 12:11,12
calculate 30:6 30:16
call 16:1,9,20 17:24
Calle 13:4 14:25
called 15:11
Canyon 1:18 14:23 15:2 16:4
capacity 9:3 16:23 31:23
capital 23:1
captioned 35:10
card 20:14,17 20:18 31:8
cards 3:24 20:13 31:7
cars 23:10,12
case 3:18 20:25
cases 8:11
CCR 1:24 35:19
certainly 7:10 8:10 25:20
Certified 35:4
CERTIFY 35:6
cetera 21:5
CFRs 29:11

chair 5:16
challenge 25:17 25:20
change 22:7 33:3
changed 11:22
changes 21:24
changing 21:25
check 20:7
choice 15:13
choices 13:25 14:1
CH2N 13:8
Cindy 5:17
clarification 24:6
closely 6:19 7:5 13:8
closer 13:5 31:3
colleagues 28:2
collects 17:6
combination 14:9
come 3:13 4:14 9:20 14:2,17 20:19 22:2 33:9,18
comes 11:9,11 16:7 28:22 29:15
coming 3:11 4:13 5:8 16:5 21:4,19 24:22 28:13 33:23
comment 3:24 11:3 23:4,7 24:5 31:8
comments 3:24 4:2,10 5:6 11:3,5,6 33:18
commercial 22:1 23:14,20 31:18
commission 2:5 2:13,19 4:22
commissioner 4:9,9,20 5:7 33:24,24
common 14:11 15:3
communities 24:17
community 24:14 25:13
compare 11:7
compared 18:16
comparison 28:16
complete 11:16 20:3 33:3
completed 19:8 29:14
completely 21:13 27:17
components 25:12
comprises 16:12
concept 8:3 13:18
concepts 7:25 11:21,22
concerns 5:21 33:19
concluded 34:2
concurrently 9:11
conduct 29:21
configurations 32:4
congestion 7:23 8:17,18 19:12 26:10
connect 8:15 26:24 27:5
connecting 17:3
CONNECTI... 1:6
connectivity 7:24 8:14 9:6
connector 19:10 19:16
consensus-dri... 29:2
consider 23:24
consideration 25:7 30:18
considered 8:2 8:16 23:1,2
construction 11:13 19:16,18 19:19 20:1 31:4
consultant 5:13 13:8
contact 20:6
context 15:1
contingents 4:24
continually 7:19
continue 7:21 8:4 27:6,8,18 27:24
continued 29:19
continues 7:16
controlled 22:6
corner 9:21
correct 24:20 26:18 27:14,15 35:13
corridor 16:22 21:24 24:7
cost 20:2
costs 23:1
county 4:8,21 5:7 6:12,17 35:2,5
couple 3:9 11:19 12:22 26:2
course 10:7 25:17
court 33:15 35:4
cover 29:17
create 11:7
creative 25:22
criteria 29:19
crossing 12:23 15:11,12,20
cumbersome 14:4
Cummings 2:11 3:12,16 5:3,7 5:17,19 20:20 21:15 22:14 24:25 26:16,20 28:1 29:1 31:6 32:9 33:7
current 7:11 29:16
currently 6:15 8:9 10:25 21:6 21:8 30:25

D

Dandini 12:20 15:13
Darren 20:20 21:2,20,20 22:16 23:4 24:4,18,21
DATED 35:15
day 3:13 25:24 33:9 35:15
de 13:4 14:25
decision 11:8 19:3 28:20
declined 8:11
declining 25:19
definitely 4:18
DEIS 10:25
Department 2:25 9:15 11:1 29:8
depending 26:14
describe 13:20 14:10
described 15:3 17:21
describing 16:4 26:15
design 4:5 7:12 11:12 19:4,5,7 19:8,22 26:24 31:25 32:24 33:3
designed 31:24
design-related 31:9
desire 25:16
detailed 4:5
details 15:24 17:22 32:20 33:5
determine 8:5 10:10 28:9
determined 8:1 26:8
Diane 25:4
Dickens 28:9
difference 29:22
different 4:24 11:21 12:5,10 12:24 13:17,18 13:19,21,23 14:7,11 15:4,8 15:20,20 17:19 28:16 30:3 32:3
differential 30:7
directly 6:23 12:4,5 20:22 32:13
Director 2:12 3:16
Disc 12:25 14:15 14:18 16:11 17:3 18:12 26:23 27:5,23 27:24 31:17
discuss 4:4 26:3
discussion 4:4 5:11 12:17
distinct 14:6 24:7
document 7:6 9:14 10:12 13:22 15:23 19:2 28:13,17 28:19,22
documents 14:5

doing 6:21,22 20:8 26:2
dollar 30:18
Dolores 14:22
Doug 2:4 3:19 5:24 6:1,2,6 13:14,16 14:12 18:19,20 20:18 20:22 21:2,6 22:4 24:24 27:1,13,21 28:13 30:25 33:22
draft 10:25 11:16 18:25 28:12
drafting 10:25
drainage 32:12 32:15,17,18
drainage-rela... 32:10
Drive 1:18 14:15 17:3
drives 28:23
driving 15:7

E

E 2:1,1
Eagle 1:18 14:23 15:2 16:4
earlier 12:2
earliest 7:17
early 8:1 11:19 19:10 26:7
east 12:18
east/west 9:5
EIS 9:11 10:2,2 10:11 11:7,16 18:25
either 15:17 19:25
Elect 5:8 33:24
elected 28:15
element 10:23
elements 8:6 14:10 15:3
Elliott 5:4
eloquently 13:11
employment 8:8
enclosed 28:19
encompasses 16:1,19
endangered 10:6
ended 16:4
ends 15:2
engineer 33:6
Engineering 2:7 13:16
engineers 32:21
entirely 21:6,8
entitlements 30:17
environment 10:5,7
environmental 9:11 10:3,11 13:22 14:5 28:13
ERIN 1:24 35:4 35:19
especially 22:1 23:23 25:25
essentially 15:2
et 21:5
evaluate 7:25 10:9 11:6
evening 3:6,12 6:4 33:16,25
eventually 11:13 27:24
evolve 22:8
exactly 30:16 32:20
example 29:15 31:4
examples 31:2
excellent 18:21 18:22 28:11
excess 17:5
excited 4:21,23
excuse 6:17 8:23
existing 8:7,13 12:20 13:1 16:8,21,23
expected 22:21
explain 10:12,15 11:23 12:7 13:10 27:1
explaining 18:23
express 33:8
extension 16:10 18:11

F

facility 6:21,24 7:13 8:19 9:4 13:1,5 14:21 20:2,2 22:5,6,8 22:21 27:3
fair 29:17
fall 11:17 26:3 28:14,22
falls 8:3
familiar 17:4
far 3:21 9:13 12:23
federal 6:25 9:15 10:2 11:9 21:4 29:4,12
federally 7:1,5 10:4 21:8,9
feedback 28:17
feel 16:14 26:18 33:13
Feemster 25:6
FERRETTO 1:24 35:4,19
fielding 20:23
figure 17:25
final 11:7 14:8
finalized 31:3
finally 4:3 19:2
financial 21:17
find 5:12
first 4:7 21:13 23:5 27:22
flattened 8:10
flow 3:17 27:5
folks 3:6 4:7 10:18 12:3 25:24
follow 19:21 29:11
followed 19:23
Following 10:24
footprint 16:24
forecast 21:17
forecasting 8:8
forecasts 21:18
foregoing 35:12
forward 7:7 8:4 13:20 14:8 32:8 33:2
Foster 25:4
four 6:3 12:21 13:18,20 14:2 14:3,6,11,14 14:18 15:4,6 15:21,22,25 17:14
frame 19:17
free 26:18 27:5 33:13
freeway 13:5 14:21 15:2 16:3,6 17:6,7 27:8,11,11,19 27:19 31:23,25
front 28:6
frontage 17:4,5 27:5,9,16 31:11,15,18,22 32:1,7
frontages 31:12
full 29:24 32:7 35:12
fully 14:4
functionality 33:1
funded 7:1,5 10:4 21:8,10 21:14 25:18
funding 21:10
funds 21:14
further 13:4 18:3 19:22 22:9 24:13 27:6
future 19:21 21:10 26:12,13 31:1

G

Gant 2:7 13:7 13:14,15 22:20 24:4,20 26:6 28:11 31:14 32:16
Garth 5:4
George 32:11
GID 5:4
give 6:9 10:17 14:6 16:13 28:14 29:14 30:18 33:9
given 25:7
gives 18:14
Glad 4:13
go 7:7 12:13 15:14,14 19:14 20:3 27:10,21 28:20 29:3,6 29:20
goes 30:2
going 3:8,17,18 3:20,22,25 5:24 6:22 7:21 10:1 12:16 13:7,9,20 15:8 15:14,14 20:12 20:23 21:16 22:5 24:2,16 25:2,22 28:4 29:17 30:13 32:16 33:11
Golden 17:2

27:13 31:16
good 3:6,12 24:16 27:2 31:4
government 21:5
GR 21:25
grab 20:19
grants 21:4
Great 6:1
greenery 22:18
group 6:14
growth 8:8,9
guys 21:23

H

half 31:20
hand 5:5 18:19 20:13 26:4 31:8 33:11
handed 18:20
handle 20:12
hands 5:10,14
happen 21:24
happens 13:24 26:22
happy 33:5
hard 4:16 14:12
Hartung 5:8 33:24
heads 17:1
hear 4:14 6:5 10:1
heard 25:15
hearing 11:2,17
held 12:2,11
help 24:13 25:24 30:9
Hi 29:7
hiding 24:16
higher 19:13
highway 6:18,20 6:25 8:25 9:16 11:9 12:25 27:20 29:5 31:12 32:13
Highways 20:10
HIGHWAY/US 1:6
hill 13:8 18:11 24:1
hillside 13:2
hilltop 18:7
history 10:19,20
home 20:11
hope 4:18,23 23:24
Hopefully 17:20 20:7
hours 23:20
house 1:14 24:3 30:12,15
hugs 16:7
human 10:7
hydrology 32:21

I

idea 18:2,7
ideas 33:10,19
images 15:18
impact 7:3,4 9:11 10:11
impacts 10:4,10 10:13 14:7 18:8 32:5,13
important 6:20 8:16
improve 8:18 16:22 18:7
improvements 7:15 14:15,20 26:11
improves 8:20
Inaudible 5:6
include 26:12
including 6:16 12:11 20:9 32:25
incorporate 31:14
incorporating 26:11
independent 13:25
indicated 33:22
indicates 11:15
Indiscernible 29:25
individual 4:17 6:10
information 2:18 3:7,20 4:14 10:17 20:7,9 28:14 28:16,19
initial 19:7,15
initially 19:7
input 28:21,21 28:23
intent 18:23
interchange 12:19,20 14:13 15:16,18,21 16:10,25 17:2 17:3 18:10 27:16,22 32:4
interchanges 14:22 32:4
interest 3:15 9:24
interested 18:18
intersection 9:12 14:16 27:6
introduce 5:24 13:7
involved 8:9 13:9
issue 31:15,22
issues 4:5 8:13 18:4
I-80 26:24

J

Jacob 13:16
Jacobs 2:7 13:8
job 1:25 18:21 18:23 27:2
John 31:10
June 1:16 3:2 35:8,15

K

keep 13:22
key 31:15,19
kind 12:7,16,17 16:7,13,15 19:1,12,18 27:10 31:25
knife 24:8
knobs 24:9,12
know 3:18 5:9 5:12 8:9 9:24 22:12,17 23:6 23:18 24:22 25:19 28:2 30:9 31:17

L

la 13:4 14:25
lack 24:8
laid 15:21
landscape 22:22
lanes 14:19
latest 10:17
Laurie 25:6
Lazy 14:22
lead 7:6
leading 9:1 12:16 19:25
learn 10:15 33:10
left 18:10
let's 15:24 29:6
level 19:5
light 23:15
limit 31:24
limited 25:24
limits 9:17,18 9:19,19
line 16:7,16 23:8 23:15,22 24:6 26:13
list 11:18
little 6:9 7:16 11:22 14:3,10 14:12 16:13 19:1,13 23:7 23:19 26:21 30:22 31:3,21 32:18 33:2
live 10:8 16:22 23:14 27:17
local 17:5 25:18
location 15:12 27:13
locations 15:20 15:21
logical 23:19
long 13:19 28:21 29:18
long-range 6:13 7:9,12,13 8:20 8:23 10:22
look 8:16 10:9 11:6 23:24 26:6 32:3 33:1
looked 23:2
looking 6:12 7:3 7:9,11,11,22 8:12,19,25 9:5 9:10 11:20,21 12:4 13:1 19:24 21:12 25:12,22
looks 18:15
Los 17:3 27:22
lot 9:24 10:19 12:1 23:23,24 31:18 32:18,23
lots 26:12
love 4:11

M

major 8:14 9:1 9:1,5
making 16:23 31:19
mall 26:17,19 26:19,19,20

27:7,15
Maloy 2:4 3:19 5:24 6:1,2,6 18:20 20:18 21:6 22:4 24:24 27:1,13 27:21 30:25
Manager 2:4 3:19 5:25 6:2
map 12:15
Margaret 2:23 29:7,7 30:1,16
market 29:17
married 17:19
marry 18:12
mass 25:7
match 14:16 21:9
matched 13:24
matching 19:12
matter 35:10
McCarran 9:4 26:23
measure 10:13
medical 26:1
meet 26:8
meeting 8:5 16:18 20:9 26:3 35:8
meetings 11:18 11:25 12:1,2,6 12:9,10,13
Melynda 26:16 26:19 27:7,15
member 5:4
mention 9:9 18:24 20:22
mentioned 7:1 8:22,22 10:12 14:12 22:24 25:11 28:13
mentioning 7:18 13:16
menu 13:24
met 29:19
metropolitan 6:11
Michael 2:17 33:14,15
microphone 21:7 26:5
Middle 1:18
Mike 3:6,7
mind 13:23 29:1
minutes 3:9,10 3:22 33:16
mixed 13:23
modify 11:7
money 21:3 30:14,15
monies 22:16
months 26:2
Moreno 2:17 3:6,7 33:15
mortgage 28:5 29:10,16,18,20 29:23
mortgages 28:4 29:6,9
motorized 26:4
move 8:4 11:12 30:9 32:17
moved 32:7
moving 13:20 14:8 19:11 31:4 33:2
multiple 24:9,12

N

N 2:1
name 3:6 13:15 26:17 29:7
National 10:3
NDOT 4:4 5:20 6:19,19,20,23 22:21,21 28:2
near 31:1
need 7:22,25 8:3 8:6,7 9:8 13:6 16:22 26:9 31:21
needs 6:13
NEPA 10:1,2,9
Nevada 1:19 2:25 3:2 6:17 35:1,5
never 4:22
new 21:18 25:21 30:19
noise 23:15
north 13:4 14:20,24 15:12 15:14 16:4 19:12,14
northerly 15:11
northern 6:16 9:19
note 4:7 5:3 21:15
notes 35:9,13

O

obviously 8:7,14 8:15 26:9 29:16
occurred 10:21 10:21
occurring 31:2
offended 23:7 24:2
Officer 2:18 3:7
official 11:4
officials 28:15
Off-Alignment 16:1,3,9,14 18:1,3,4,8 32:12
oh 5:19 26:20
Okay 5:15 30:24
ones 13:18
one-on-one 4:3
On-Alignment 16:20,21,24 17:11,15,19 18:1,16
open 1:14 23:21
opening 6:10
operate 6:24 32:6
operated 6:20
operational 31:22
opportune 6:7
opportunities 21:11,12 22:7
opportunity 20:7 27:3,4 32:23 33:18
opposed 23:13 23:21
option 15:18 17:20 18:12 32:3,7
options 13:17 14:7 15:7,9 16:12 17:8 25:17,23 32:11 32:14,17
Orci 2:23 29:7,7 30:1,16
order 12:6
ordered 31:23
organization 6:12
outcomes 26:14
outreach 28:18
outreached 12:3
overall 13:17 17:15
overview 12:15
owed 29:18
owned 6:20
owner 29:18
owners 22:3
o0o 1:1 3:1,3

P

P 2:1,1
package 14:5 17:12
page 20:11
paid 29:22,24
paired 16:11
panel 4:1 20:21
Parkway 14:22
park-and-ride 26:12
part 7:17 8:20 9:7 10:14 21:15 23:1 24:22 26:7 30:14
partially 21:13
participation 3:15
particular 4:8
parts 13:23
passing 3:24
pause 7:8
pay 28:4 29:22
payment 30:12 30:19
payments 29:20
peels 16:6
people 10:8 17:6 21:25 23:10,14 27:17
percent 19:6 21:3,3,9 22:22
percent/10 21:9
period 5:11 11:3 11:4,5 20:12
perspective 4:24 16:2
phase 11:13 19:10 21:13
phases 19:11,20
physical 10:5
picked 17:17
picture 33:4
place 9:13 29:13
placement 32:14
plan 6:14,15 7:9 7:12 8:21,24 21:16 25:11
planned 22:9
planning 2:5,12 2:13 3:16 6:11

6:13,14 7:9 10:21,23
plans 10:22
Plata 13:4 14:25
plateau 24:11
plateaus 24:8
play 33:2
please 4:14 20:18 31:8 33:13
point 9:17 11:12 28:12,24 31:25
points 31:24
policy 10:2,3,9
pollution 23:16
population 8:8 8:10 21:18
portion 15:2 24:19 29:23
portions 24:14
possible 30:6
possibly 31:13
potential 21:23 23:9
potentially 7:4 9:4 19:3,17,23 21:4,12
predominantly 23:12
preferred 11:10 11:10 29:3
preparing 7:6 13:22
present 35:7
presentation 1:14 3:8 7:16 7:19 20:6 33:17 34:2
pretty 17:10 31:17,17
previous 10:21
previously 32:21
Price 21:2,20,20 22:16 23:4 24:18,21
primarily 23:17
probably 12:15 13:11 19:15 22:5,7
problems 30:17
proceedings 1:12 35:9,14
process 7:12 8:1 10:14,15 12:10 12:14 18:25 19:22 22:12 28:12,25 29:2 30:13
process-related 28:8
program 29:10 29:13 30:2,5
progress 9:13
progressing 19:11
project 2:4 3:14 3:19,21 5:25 6:2,3 7:2 9:9 9:13,18,24 11:14,20 13:9 14:16,21 21:3 22:17,22 26:9 31:3 33:10,19 33:20
projections 7:10
projects 7:3 10:4
projet 26:4
pronounce 26:17
properties 10:8 10:8 32:6,13
property 22:2 22:12 29:18
proposed 12:19
provide 3:20 17:5
provides 15:13
providing 7:23 8:13 9:6
public 2:18 3:7 11:2,3,17 25:2 25:5,7,13,16 26:3 34:2 35:8
purpose 7:22,25 8:3,5,7 9:8 26:9
purposes 26:7
push 23:14,25
pushes 18:3,6 23:11
pushing 23:9,22
put 16:1 20:16 20:18 30:12,14
puts 15:1
Pyramid 1:6 6:18,19 7:15 7:23,24 8:15 8:25 11:24 12:25 13:19 14:1 15:1,25 16:2,20 17:14 19:11,21 24:7 26:22,24 27:9 27:10,12,18,20 27:24 32:12,13
Pyramid/Mc... 9:12 14:16 31:2
p.m 3:2 34:2

Q

qualify 29:20
quality 8:20
Queen 14:15
Queens 9:17,18
question 3:25 4:15 20:12 22:14 25:10 26:16,22,24 28:3,9,11 29:6 31:20 32:10,10 32:17
questions 3:19 4:15 5:11,21 7:20 9:22,23 13:12 20:15,18 20:20,23,24 25:1 30:21 31:9 32:22
quick 7:8
quite 18:21 19:17 24:9
Q&A 3:23

R

R 2:1
raise 5:4,10,14 20:13 31:8
Randon 15:11
range 14:7 19:6
read 25:2
ready 3:8
real 7:8
really 3:14 9:1,5 15:6 17:16 22:4,13 24:10 28:12,14,23 31:5,22 32:1,5
reason 17:16
record 11:8 13:15 19:3 21:21
referring 16:17
regard 30:23
regarding 10:20 11:22 32:14
regards 29:9
region 21:17
regional 2:5,13 2:19 6:14,15 6:16 8:23 21:3 21:16 25:10
related 25:1
relating 5:21
relieving 7:23 8:17,18
relocation 5:22 30:2,4,14,23
repeat 17:11,13
repeated 17:16
replacement 30:6,7,19
Reported 1:24
reporter 33:16 35:5
requests 25:25
required 19:7
requirement 22:23
requirements 29:12
requires 10:9
research 20:25 26:2
reside 18:5
residential 23:12,17,23
resource 28:15
respect 32:24
respond 25:3
resting 24:10
restricted 23:20
result 22:5
revenue 25:20
rhyme 17:16
rid 32:1
ridge 11:24 13:3 16:7,16 18:5 23:8,15,22 24:6,8,11,12 32:11
Ridge-Alignm... 17:25 18:2,6 18:15,17
right 16:2,8,15 16:16 19:5 20:12 24:19
right-of-way 2:24 5:21 19:8 19:19,22
road 9:1 19:1 27:5,8,16,23 32:7
roads 6:16 8:15 17:4,5 27:9 31:11,15,19,22 32:2
Robert 28:9

ROD 11:8,12
role 8:21
roles 6:10
room 4:6 12:16 15:5,22 33:12
Roscoe 31:10
route 9:5 12:9
RPR 1:24
RTC 3:8,17 4:9 4:20,21,22,25 5:9 6:11 21:11 28:4 29:3 33:8
rtcwashoe.com 20:11
RTP 26:14

S

S 2:1
safety 8:19,22
sales 25:18,19
savings 32:5
saying 24:14
scarring 18:5
School 1:18
scoping 8:5
screen 6:11
seating 3:10
second 23:18 30:13 31:20
section 31:16
see 6:10 12:1 14:12 18:20 21:25 23:10,12 23:16 25:23
seeing 7:13 19:18
seen 12:15 23:5
segment 19:19
segments 19:15 19:21,25
selected 11:11
selection 28:23 29:3
seniors 25:25
sense 14:4 17:21 27:12
separate 9:11
serve 8:7
served 4:22
service 25:21,24 25:25
session 3:23
set 7:20 22:22
settlement 29:21,23
shape 32:25
share 33:18
sharing 24:4
Shaw 1:18
shopping 26:1 26:19
short 28:21
show 12:6 13:5 18:17 32:12
showing 15:18
shown 7:1 15:4 32:8
sic 25:6
side 23:11 30:4 30:5
sides 30:3
sidewalks 22:19 22:24
significant 7:4 7:18 19:6 32:12
significantly 25:20
similar 9:13 17:10 18:9
site 30:6,8
situation 4:18 7:2,11 30:2
six 14:18
six-lane 14:21 14:24 16:6
size 20:1
slightly 30:8
smeared 26:20
solutions 25:23
sorry 5:16
sound 22:18,24
source 28:14
south 15:15 16:5 16:5 17:1 19:13 27:6,23 27:25
southerly 15:12
southern 9:19
Spanish 5:16 6:6 9:2 11:19 12:3,11 23:10 25:5,8
Sparks 1:19 3:2 5:15 9:2 12:25 14:19,22 16:5 16:25 18:10
speak 31:5
SPEAKER 5:18 6:5 20:16 24:2 29:25 30:11
species 10:6
specific 12:17 26:4 32:24
specifically 15:25
spending 33:25
Springs 5:16 6:7 9:2 11:19 12:3 12:12 23:11 25:5,9
ss 35:1
staff 4:16 5:10
stakeholders 12:13
stand 5:10
start 3:8,10
state 21:9 35:1,5
Statement 9:12 10:11 17:12
station 9:21,22 16:18 17:22 18:17 30:22
stations 4:5 7:20 10:18 33:12
stay 27:3,9,19 27:23,24 33:13
stenotype 35:9 35:13
steps 10:24 19:23
stores 23:21
story 28:21
streams 10:5
Streets 20:10
studies 10:20,20
study 6:22 9:10 10:22 19:5
subdivisions 27:18
submitted 9:14 11:1,2
suggestions 33:19
Sun 5:3 11:25 12:3,5,22,23 13:18,25 15:7 15:9,10,17,19 16:11 17:8,20 18:12 21:21 23:11,16,23 24:13,15 25:8
support 26:11
sure 4:11,14,18 12:13 20:25 33:3
swing 18:10
swings 17:7 24:20
system 14:13

T

T 1:24 35:4,19
table 5:22
take 11:6 22:3 27:11 30:17 33:17
taken 26:6
takes 16:3 18:2 18:6
talk 3:14 4:17 7:15 10:16,18 23:18 30:22 33:5,9,11
talking 6:22 22:10,11,11
tax 25:19
team 4:4,4 5:13 5:20
tear 24:3
technical 3:20 28:18
tell 32:19
term 24:8,11
terms 10:1 32:5
thank 3:11,12 4:11,13 5:1,1,8 5:17,19,23 6:1 6:3 13:14 21:2 22:14 24:1,22 24:24,25 31:6 32:9 33:7,23 33:24,25
Thanks 28:1
thing 25:15
things 22:19
think 7:18 15:19 22:4,7
third 20:4 31:13
thought 21:7 22:9
three 12:24 14:3 17:14 22:22 23:6
tie 18:11
ties 17:7
time 3:13 4:3 6:7 11:2,4,21 19:17 23:5 25:3,15 33:8 33:25
times 12:12 14:3
today 3:11 6:8 15:1 20:24 29:17
tonight 3:17 4:8 4:13 6:23 10:1 10:15 33:21
top 13:3 23:25 24:10

touch 21:1
traffic 7:10 8:13 17:6
transcribed 35:10
transcript 1:12 35:12
transcription 35:13
transit 25:2,16 26:4,6,8,10,12 26:13
transportation 2:19,25 6:13 6:14,15 8:21 8:23 9:15 10:22 11:1 16:21 21:16 25:5,8,11,13 29:8
tried 14:5 27:1
trips 26:1
true 35:13
try 18:7 20:14
turns 16:9 29:15
two 12:22 15:20 15:20 24:17 25:1 30:3 31:6 31:9
type 22:18 26:1 26:10 30:8
typewriting 35:11
Typical 22:20 22:21

U

ultimate 9:7
ultimately 6:24 7:7 9:15 11:8 19:25 22:20 29:2
understand 6:21 24:18 31:20
understanding 6:9
unfortunately 32:19
unidentified 5:18 6:5 20:16 21:10 24:2 29:25 30:11
Uniform 5:22 29:11
update 26:14
updates 20:8
updating 6:15 21:17
uploaded 20:9
upside 28:5 29:9 30:13
use 17:11 24:11 31:11
utilizes 16:21

V

valley 5:4 11:25 12:3,6,23,23 13:18,25 15:7 15:9,10,17,19 16:11 17:8,20 18:13 21:22 23:11,16,24 24:13,15 25:8 25:9
valleys 9:6
value 29:17 30:20
Vaughn 5:8
verbatim 35:9
view 14:6 17:2 18:6,15 27:14 31:16
visible 23:22 24:1,15,19
vision 25:12
Vista 9:2 14:20
visual 18:8
visually 18:5

W

Wagner 32:11
walk 4:17 12:18 13:10
walls 22:18,25
Wal-Mart 13:2 16:8,15 22:2 22:11 23:13,19
want 5:3 6:3,9 7:8 9:9,17 10:19 18:24 20:22 22:3 23:6 27:18 33:5,7
wanted 4:7 10:14 17:22 28:1 33:17
Washoe 4:8 5:7 6:12,17 35:2,6
way 3:17 5:20 8:9 9:18,18,21 15:11 24:5,10 27:11 28:6,20 31:17
ways 9:7 19:18
Webber 4:9,11 5:15 33:24
website 20:8,8 20:10
WEDNESDAY 1:16 3:2 35:8
weighed 8:2
west 12:18 15:19 16:7,9 17:7 18:3 23:9 24:7,12,20
wetlands 10:5
we'll 3:10,23 4:1 4:3 7:13,15,18 10:16 11:5,23 13:5,12 20:8 20:13,14,19,25
we're 3:8,25 6:11,12,19,21 6:21,22 7:2,2,4 7:6,10,11,22 8:8,19 9:5,10 9:10 10:13,24 11:3,15 13:22 15:8 18:25 19:17,23 20:12 21:12,16 25:11 25:18,22 26:1 30:12 33:11,21
we've 8:11 11:18,25 12:9 12:11 14:2,5 20:13 25:15,24
whittle 12:8
widen 31:21
widening 14:18 31:12
willing 4:16
work 3:21 4:16 31:19
working 6:2,19 7:5 9:10 13:8 13:9 25:11 32:21
wouldn't 24:14 24:15 26:8,10 32:1
write 3:25
writing 20:21
wrong 26:17

Y

yeah 24:21
year 7:10 8:12 19:3
years 4:22 6:3 7:17 25:14

Z

zoning 21:24
zoom 17:22

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10 4:22
12 14:3
13TH 1:16 3:2 35:8
15 7:17 19:6
150 29:16
161662 1:25

2

2 16:19 17:9,21 17:22 31:10,14 32:8,11
20 3:22 7:17 19:17 25:14
2008 8:6
2009 11:20
2012 1:16 3:2 35:8,15
2013 19:2
2014 19:3
2018 19:17
2020 19:24
2030 19:24
2035 7:10,12 8:12 20:3 21:18

3

3 17:24 18:14,17 22:15 23:8 32:11
30 3:22
30th 35:15
395 1:6 7:24 9:7 14:13 27:4
395/Parr 12:19

4

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Appendix B:
Public Involvement

Small Group Meetings

Meeting Brief

Date / Time:	October 19, 2009 / 2:30pm
Location:	RTC Engineering Conference Room
Participants:	Doug Maloy, RTC Bryan Gant, Jacobs David Reese, rep. Iractabal Family Kraig Knudsen, rep. Tanamera LLC

Summary Details:

- A brief project overview was provided; however, the focus of the discussion was on Disc Drive and what it may convert to: a six-lane arterial with minimal signals and right-in/right-out accesses.
- Mr. Knudsen questioned the status of a new connection to Vista via the Wedekind Park property. He indicated that during the development of the properties he represents and the Disc Drive extension from Sparks Blvd. to Pyramid that the connector would be along the power line corridor and the traffic volumes and access on Disc Drive wouldn't have to accommodate a connection to US 395. It was explained that an alignment through Wedekind Park along the power line corridor was not being considered at this time since the property had been designated a Section 4(f) resource per FHWA. Therefore, if it could be proven that Disc Drive was a prudent and feasible alternative then a new connection could not be approved.
- Mr. Reese expressed great concern over the impacts the proposed project would have on the family's business. He too was informed that the connector would follow the power line corridor and was very disappointed that preserving that property which is unkept and attracts nuisances is being considered. He felt that the family worked diligently to come to an agreement on developing existing Disc Drive and that having to work with an expanded facility with more traffic was too much.
- Mr. Knudsen expressed concern on the impacts to access to both the residential and commercial properties along Disc Drive that were developed by Tanamera. The need to limit access points to major intersections and right-in/right-outs would have a major impact on Tanamara's interests.
- Both Mr. Knudsen and Mr. Reese expressed disapproval for the proposed plan and vowed to fight the project however possible.
- Right-of-entry for field investigations was denied by both property owners.

Action Items:

- Mr. Reese received a copy of the conceptual Disc Drive widening. Both asked to receive other plan information. Doug indicated that we are in the process of determining how to provide that type of information to stakeholders and the public.

Meeting Brief

Date / Time:	November 12, 2009 / 10:00am
Location:	Redhawk Administration Offices, Wingfield Springs, NV
Participants:	Doug Maloy, RTC Bryan Gant, Jacobs David Dodson, CH2MHill Harvey Whittemore, Wingfield Nevada Group Scott Whittemore, Wingfield Nevada Group Andrew Durling, Wood Rodgers Garrett Gordon, Lewis & Roca LLP

Summary Details:

- A brief project overview was provided describing the project concept and the various alternatives.
- Wingfield Nevada Group (WNG) shared a plan of the proposed Lazy 8 Casino land plan. The latest plan is very similar to that shown in the approved handbook with some small refinements. They are currently moving toward initiating entitlement / approval process with the City of Sparks and NDOT.
- A copy of the conceptual Pyramid Freeway alternative which included an interchange at Delores was shown to the group. The primary area of concern for WNG is the potential impact any alternatives may have on Lazy 8 parking and the circulation to their main entrance. Of particular concern would be an alternative with an interchange at Delores given the potential footprint that ramps and frontage roads would create. WNG would like to be able to disclose the potential impacts during the entitlement process on parking counts moving forward, although this would require further refinement of the project alternatives. Harvey Whittemore directed the other WNG representatives to address this potential issue in the development handbook. He also asked about possible right of way acquisition through dedication and receipt of credits from the RTC. Doug indicated that this stage of the EIS is conceptual and no right of way acquisition would occur prior to a record of decision from FHWA.
- The latest timing on development and completion of Lazy 8 is 2-3 years. There is outstanding litigation to be completed that may affect that timeframe. Bryan explained that the EIS process eventually leading up to construction of a preferred alternative would likely result in construction no sooner than 2018 depending on phasing.
- WNG also owns the parcel to the north of the planned Steamboat Parkway (easterly extension of Dolores), although there are no finite plans for developing that parcel yet.
- Mr. Gordon acknowledged that he also represents Stonebrooke and the park property on the southeast quadrant of the Pyramid Highway/La Posada intersection that the County currently owns but is in the process relinquishing and reverting ownership back to the previous owner, David Frear.
- Although Right-of-entry permits were sent to contact information for these parcels it was unclear as to who may have received them. Doug said that initial contact was from Carlos

Vasquez who has represented WNG in the past. ROE permits will be reissued to Scott Whittemore. ▪ Scott Whittemore is the primary contact for WNG.
▪ **Action Items:** WNG to send electronic files and a copy of the latest handbook to RTC. ▪ Doug to forward ROE permits to Scott Whittemore for approval. ▪ Following RTC approval process conceptual plan information may be made available to WNG.

Meeting Minutes

Project: Pyramid Highway/US 395 Connection

Purpose: DRI Master Plan / U.S. 395 Connector Project Coordination

Date Held: January 12, 2010

Location: RTC Washoe
1105 Terminal Way, Reno, NV

Attendees: **RTC:** Doug Maloy
Jacobs: Bryan Gant, Chris Martinovich
DRI: Peter Ross, Jeff Picket
Fehr & Peers: Loren Chilson, Katy Cole
Wood Rodgers: Melissa Lindell

Copies: Project File # 241922 / 550

Summary of Discussion:

1. **Project Coordination**

- The Desert Research Institute (DRI) is currently developing a master plan for a future research park. As part of this plan, the consulting firms of Wood Rodgers, Fehr & Peers and Sasaki have been contracted. The planned research park lies mainly south and along Raggio Pkwy with other parcels spread around to both the east and north of TMCC.
- As part of this future facility, DRI has coordinated several agencies and groups to facilitate master plan development. Some of these include:
    - The Federal Government.
    - Community groups and organizations.
    - Various private companies.
    - University of Nevada system.
- DRI detailed the process by which the research park has been developing and the process by which land was obtained. Generally, the Federal Government with help from Nevada's congressional delegation was able to secure the land by a Federal Conveyance Act, and by other various means, for the goal of bringing research as well as economic diversity to the region. Prior to the Federal Conveyance Act, the land was obtained from the BLM through a R&PP agreement.
    - Should the land be sold, the transaction amount would revert to the treasury department because any other use of park land would violate the terms of the Federal Conveyance Act.
- Wood Rodgers is putting the master plan together. They plan to have it finalized by June per requirements of their grant.

- Doug Maloy of RTC described the history of the connector project and proceeded to update the group on current project status and where it is heading.
- Bryan Gant of Jacobs updated the status on alignment alternatives and the NEPA screening process.

2. **Concerns, Questions & General Discussion**

- The major concern for DRI is the loss of park land associated with a South of Parr alignment. It was discussed that should this alignment be selected, the research park is basically non-existent.
- Other concerns with a South of Parr alignment could potentially include:
    - Loss of land for development.
    - Economic Impact: DRI has projected figures of potential revenue benefits to the region and what it could mean if the research park is lost.
    - Could impact NOAA and their weather balloon program.
- The question DRI had was what could be done to eliminate the South of Parr alignment. It was discussed that a letter formalizing these discussions as well as documenting the loss of research development land and economic benefits should be included.
- The At-Parr Interchange and northern alignment is preferred by the DRI. The biggest concern with this potential alignment is the use of Dandini Drive and Raggio Parkway. DRI prefers, and would request that Raggio Pkwy become the main access to not only the research park but also to TMCC on both the west and east sides of the site.
- The location of a future W. Sun Valley Arterial alignment was discussed. DRI would prefer to have this alignment utilize existing Raggio Pkwy along the eastern side of TMCC. Then, the alignment would break from this location and continue straight to a connection with Sutro. This would provide access to the southern parcels of the research park. It was requested that this be evaluated as a possible alternative for the W. Sun Valley Arterial Alignment.
    - It should be noted that the actual location of any W. Sun Valley alignment east and south of TMCC is still being evaluated by Wood Rodgers and their team.
    - Three options were discussed and distributed at the meeting.
    - W. Sun Valley alignment could be impacted by NOAA and the proximity to the weather station.
- From the discussion, the Jacobs team will continue to evaluate the potential alternatives for connections between the connector and a Raggio / W. Sun Valley alignment.
- A question was raised on impact of an active NEPA draft document occurring near or at the same location as the master plan development. From DRI's prospective, they have to assume the northern alignment will be carried forward. The southern Parr interchange seriously impacts the park thus negating the need for a master plan.
- Current Design options for all the firms involved were viewed, discussed, and exchanged.

Meeting Minutes

Project: Pyramid Freeway / US 395 Connector EIS

Purpose: Truckee Meadows Community College / Washoe County Sheriff Information

Date Held: February 12, 2010

Location: NDOT 3rd Floor Conference Room
1263 S. Stewart Street
Carson City, NV 89712

Attendees: **NDOT:** Phil Slagel
WCSO: Frank Schumann, Kevin Eikleberry
TMCC: Christopher Rossi, Dave Roberts
Jacobs: Bryan Gant

Copies: Project File # 241922 / 550

Summary of Discussion:

1. **Project Overview**

- The project is being led by the Washoe RTC with the participation of NDOT and FHWA as the lead agency under NEPA. The project is approximately 2 years into an overall 5 year process.
- The project was identified as part of the 2001 Pyramid Corridor Master Plan and included in RTC's Regional Transportation Plan. Beginning in 2008, federal funds were encumbered and the NEPA process initiated for the Pyramid Freeway and US 395 Connector portions of the original master plan. The third component of the master plan, the West Sun Valley arterial, is also in the Regional Transportation Plan but not being advanced as part of this effort.
- An overview of the process to date was described with the original master plan concepts having been reconsidered and the Pyramid Freeway and US 395 Connector concept advancing as a result of this screening process.
- An overview of the alternatives within the Pyramid Freeway / US 395 Connector concept from north to south was given as follows:
    - The north end alternatives focus on where to transition from the existing principle arterial to the higher order freeway. Initial indications are that the Eagle Canyon / La Posada interchange would be the appropriate location. Also at the north end, interchange combination for Dolores Drive and Eagle Canyon / La Posada are being considered. There are approximately 6-8 concepts being analyzed.
    - The section between Lazy 5 Parkway and Sparks Boulevard consists of a split diamond configuration. This configuration was identified and analyzed under a previous assignment to a more detailed level then the rest of the project. Therefore, the recommendations of that assignment are being carried forward.

- For the section south of Sparks Boulevard, we are considering both an on-alignment and off-alignment alternatives. The on-alignment uses the existing Pyramid Highway corridor with frontage roads and interchanges at Golden View, Los Altos, and Disc Drive. The off-alignment would create a new facility to the west, behind the existing Wal-Mart and below the ridge-line with an interchange at an extension of Disc Drive.
- Disc Drive is currently believed to be the beginning of the east-west connector. Disc Drive would be improved to a 6-lane arterial section from the freeway to Vista Boulevard.
- There are two crossing locations being considered for Sun Valley. The first is just north of the Dandini / El Rancho intersection and the other is along the existing east-west power corridor. Interchange options are being considered at Sun Valley Boulevard and west of the Sun Valley community.
- Two system interchange options exist at US 395. The first is south of Parr Boulevard and TMCC. The second is north of TMCC at the existing Parr Boulevard interchange. Both options would require improvements to the Parr Boulevard interchange and US 395.

2. **Concerns, Questions & General Discussion**

- There is some concern on behalf of the WCSO with respect to direct connection to Pyramid between Dolores Drive and Eagle Canyon. Any impacts that require major out-of-direction and circuitous travel would be problematic. Frontage roads with direct access connections are preferred.
- The comment was made to ensure that future developments are considered when planning access, impacts, traffic demand, etc. Examples include Stonebrooke, Kiley Ranch, and Lazy 8 Casino.
- In the hills between the Pyramid corridor and Sun Valley community, ATV use has been a concern. These hills are used for ATV recreation, dumping, and shooting. A side benefit of a new facility through the hills could be discouragement of these activities.
- The primary concern of both WCSO and TMCC is the impacts to US 395 and the Parr Interchange. Capacity is a problem at the existing Parr exit ramps, particularly the northbound exit. Back-ups occur during class shifts. Capacity on US 395 in the southbound direction is a problem with queues extending from the Spaghetti Bowl to the Parr interchange. Any additional traffic from the proposed US 395 Connector will need to consider capacity on US 395. In addition, WCSO and TMCC feel strongly that the Parr Interchange should be a first phase of work or a sooner, standalone project.
- NDOT has completed a signal warrant analysis for the Parr interchange. Some movements do meet warrants; however, the roundabout at Dandini and Spectrum does not allow for proper transition into a signalized intersection. As an indication of the congestion, traffic heading northbound to westbound is turning east, going 360 degrees through the roundabout, and heading westbound. Both TMCC and WCSO would like to see something done to alleviate the recurring congestion at the ramp terminals.
- TMCC inquired about whether noise and vibration impacts would be analyzed. Noise will be analyzed as part of the study; however, only some commercial uses qualify for noise analysis. It was unknown whether an academic facility would qualify. ***Action Item:*** review noise criteria regarding academic facilities.
- The group agreed that a meeting prior to publishing the draft environmental document is warranted to discuss the updated analysis and recommendations.
- WCSO and TMCC also noted a sight-distance concern with the guardrail assembly on the southeast quadrant of the Parr interchange.
- The WCSO, TMCC, and reportedly DRI prefer the At-Parr Interchange options at US 395.

2/12 PYRAMID HWY / US 395 CONNECTOR EIS

NAME	AGENCY	EMAIL
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Kevin J. Eikleberry	WCSO	keikleberry@washoecounty.us
DAVE ROBERTS	TMCC	DROBERTS@TMCC.EDU

REGULAR CITY COUNCIL MEETING AGENDA
2:00 P.M., Monday, April 11, 2011
City Council Chambers, Legislative Building, 745 Fourth Street, Sparks, Nevada

1. *Call to Order (Time: 2:02:21 p.m.)
The regular meeting of the Sparks City Council was called to order by Mayor Geno Martini at 2:02 p.m.

2. *Roll Call (Time: 2:02:27 p.m.)
Mayor Geno Martini, City Clerk Linda Patterson, Council Members Julia Ratti (2:10) Ed Lawson, Ron Smith, Mike Carrigan, Ron Schmitt, City Manager Shaun Carey, City Attorney Chet Adams, PRESENT.

Staff Present: Bob King, Neil Krutz, Andy Flock, Andre Stigall, Jim Herman, Michelle Peltier, Rick Darby, Steve Keefer, Chris Syverson, Shauna Nelson, Steve Driscoll, Jeff Cronk, Nancy Owens, Adam Mayberry, Joe Grogan.

Invocation Speaker: (Time: 2:02:46 p.m.)
Dr. Tom Butler was unable to give the invocation.

Pledge of Allegiance (Time: 2:02:52 p.m.)
The Pledge of Allegiance was led by Council Member Ed Lawson.

***Comments from the Public** (Time: 2:03:39 p.m.)
None.

Approval of the Agenda (Time: 2:03:47 p.m.)
Consideration of taking items out of sequence, deleting items and adding items which require action upon a finding that an emergency exists.

A motion was made by Council Member Smith, seconded by Council Member Lawson, to approve the agenda as posted. Council Members Ratti, Lawson, Smith, Carrigan, Schmitt, YES. Motion carried.

3. <u>Recommendation to Approve Minutes of</u>:
Regular Meeting of March 28, 2011 (Time: 2:04:25 p.m.)
A motion was made by Council Member Smith, seconded by Council Member Lawson, to approve the minutes of the Regular Meeting of March 28, 2011. Council Members Ratti, Lawson, Smith, Carrigan, Schmitt, YES. Motion carried.

4. <u>Announcements, Presentations, Recognition Items and Items of Special Interest</u>:
4.1 Proclamation – Public Safety Telecommunications Week (Time: 2:05:07p.m.)
Mayor Martini read a proclamation naming April 10-16, 2011, as Public Safety Telecommunications Week in recognition of our Public Safety Dispatchers. The proclamation was accepted by Nancy Owens, Communications Supervisor.

Proclamation – National Crime Victims Rights Week (Not on the Agenda) (Time: 2:08:08 p.m.)

Mayor Martini read a proclamation naming April 10-16, 2011, as National Crime Victims Rights Week in recognition of those who are committed to helping victims of crime to rebuild their lives. The proclamation was accepted by Pamela Brooks.

4.2 Presentation of the Pyramid Way/US 395 Connector Project and the Pyramid Way/McCarran Blvd. Intersection Improvements Project (Time: 2:11:02 p.m.)

Mr. Lee Gibson of the Regional Transportation Commission (RTC) provided an update on all the Pyramid Corridor projects that they have underway and specifically the Pyramid/McCarran Intersection project, as outlined below:

Pyramid Corridor Projects Update to Sparks City Council--April 11, 2011

- Regional Initiatives
  - Address regional mobility, safety and accessibility needs
  - Major transportation improvements:
    - Pyramid/McCarran Intersection
    - Pyramid Highway/US 395 Connection
    - Southeast Connector
    - 4th Street/Prater Way Corridor Study
    - Oddie Boulevard Corridor Study
- Pyramid/McCarran EIS Community Outreach
- Stakeholder meetings
  - Residents & business owners
  - Neighborhoods
  - Community Open Houses
  - Local jurisdictions and elected leaders
- We are here to "LISTEN"
- What did we learn?
  - Citizens thankful we're listening/using their input
  - Building a better project
  - Promoting consensus
- Pyramid/McCarran New Intersection Configuration
  - Dedicated right turn lane for peak A.M. traffic
  - Six through-lanes on Pyramid Way
  - Triple left turn lanes for peak P.M. traffic
  - Dedicated westbound right turn lane
  - Complete Pedestrian and Bicycle Facilities through-out
  - New lane additions

- Queen/Farr/Wedekind Concept1

Queen/Farr/Wedekind Concept 2

- Pyramid/McCarran EIS Next Steps
  - Environmental Studies now underway
  - Complete Draft Environmental Report (Fall 2011)
  - Obtain FHWA Record of Decision (Winter 2012)
  - Final Design & ROW Acquisition (Winter 2014)
  - Begin Construction (Spring 2015)
- Pyramid Hwy/US 395 Connection EIS
- Project History
  - 1998 – RTC/Washoe Co. Commissioners and Sparks City Council request study of Pyramid Hwy/Sun Valley Corridors
  - 1999 – RTC conducts Pyramid Hwy Corridor Management Plan (PHCMP)
  - 2001 – RTC incorporates findings of PHCMP in 2030 RTP
  - 2004 – 2030 RTP updated/reaffirms PHCMP
  - 2005 – Washoe Co. Planning Commission and BOC update and approve Sun Valley Area Plan and WC LUTE
  - 2005 – Project EIS Kickoff
  - 2007/2008 – RTC completes update to 2030 RTP; reaffirms long-range plan and reclassifies Westside Sun Valley Freeway as an arterial
  - 2010 – All 3 roadways from original 2001 PHCMP remain in the RTP
- Alternatives Moving Forward
  - Potential Pyramid Corridor Alignments
  - Potential Pyramid Corridor North End Interchanges
  - Potential Sun Valley Northerly Crossings and Interchange Configurations
  - Potential Sun Valley Southerly Crossings and Interchange Configurations
  - Potential US 395 at Parr Interchange
- Pyramid Hwy/US 395 Connection EIS
  - Community Outreach
  - Stakeholder meetings
    - Residents & business owners
    - Church & community organizations
    - Community Open House
    - Local jurisdictions and elected leaders
  - We are here to "LISTEN"
    - What did we learn?

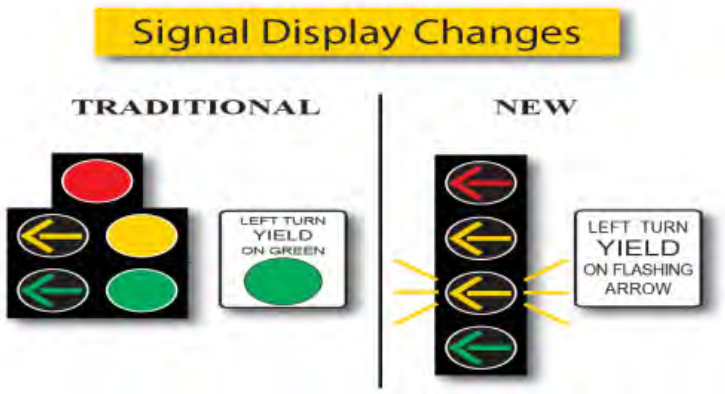
        - Citizens thankful we're
        - asking for input and
        - documenting their concerns
        - Not as much opposition
        - Good & positive feedback
- Pyramid Hwy/US 395 EIS Next Steps
    - Complete Alternative Screening (2011)
    - Complete Draft Environmental Report (2012)
    - Final EIS (2013)
    - Obtain FHWA Record of Decision (2014)
    - Begin Final Design & ROW Acquisition (2015/2017)
    - Begin Construction of Initial Segments (2018-2020)
    - Questions & Comments
        - Scott Gibson, RTC Project Manager Pyramid/McCarran Intersection EIS
        - sgibson@rtcwashoe.com / 335-1874
        - Doug Maloy, RTC Project Manager
        - Pyramid Hwy/US 395 Connection EIS
        - dmaloy@rtcwashoe.com / 335-1865

4.3 Presentation on the Flashing Yellow Arrow Signal (Time: 2:25:57 p.m.)
Transportation Services Manager Jim Herman gave a presentation on the Flashing Yellow Arrow Signal program as outlined below:

Flashing Yellow Arrow--Left Turn Traffic Signals

- Background
    - Created in Reno – 1989
    - Extensive nationwide evaluation and expert review by Transportation Research Board
        - Version tested in Sparks in 2002
    - Approved by FHWA and included in 2009 MUTCD
    - NDOT safety funds used for current project
        - Partners: Sparks, NDOT, RTC, Reno, Carson City, Washoe County, Douglas County
- Reasons for Flashing Yellow Arrow (FYA)
    - Safety
        - Drivers less likely to "cut in front" of other cars or pedestrians
    - Efficiency
        - If few left turners, green arrow sometimes not needed
        - Green arrow can "flush" left turn lane if needed
        - Green arrow can go first or last for more efficiency in signal coordination
        - FYA can be used by time of day

- How It Works



- What's Next
  - NDOT Phase 1 project completed by summer 2011
  - RTC reviewing protected-only left turns (red arrow), change to FYA
    - 25 intersections under consideration
    - Expected construction Fall 2011
  - NDOT Phase 2 project – in design, construction not yet scheduled
    - Intersections that require more work – new poles, arms, etc.

4.4 Presentation on the Sparks Fire Department Project SAFE Residential Smoke Alarm Program (Time: 2:36:24 p.m.)

Fire Marshall Bob King and Fire Prevention Inspector Michelle Peltier provided an update on the Project SAFE program as outlined below:

RESIDENTIAL SMOKE ALARM PROGRAM--March 05, 2010 – Present--Impact and Future Services

- Initial Goal
  - to reduce injury and loss of life from fire by providing 1,000 smoke alarms & educating residents about fire safety in 250 homes
- RESULTS
  - Provided:
  - 921 smoke alarms with ten-year batteries
  - 120 batteries
  - 12 kits for the hearing impaired
  - Fire-safety education for 298 homes
    - Over 1,000 people
  - Media, including Spotlight on Sparks, reaches indeterminate number of people
- Does Project SAFE Make a Difference?
  - Only 6 of every 10 homes visited had at least one working alarm
    - 8 out of 10 had an alarm
  - 62% of the homes with at least one working alarm needed replacements because theirs were over 10 years old
    - 10-year old alarms do not detect smoke more than half the time
  - Over 83% of the homes with working smoke alarms needed more alarms
    - Needed in all sleeping rooms, hallways, and on each level of the home
  - Safety education has reached many more

        - Other citizens, surrounding communities, and volunteers are:
            - Testing their own alarms
            - Practicing escape plans
            - Implementing other fire-safety measures at home
    - Residents just as appreciative of the safety education as they are of the alarms
- THANK YOU'S
    - Community Volunteers
        - George Graham: Sparks Housing Rehabilitation Program
        - Reel Construction
        - Gloria Palma
        - Jessica Moore
        - Ed Harney
        - Fire Tech Students (Through TMCC)
        - BBQ House & Gather at Home Catering
- COMMUNITY ACCOLADES
    - "They knocked on my door. Thank God. What a wonderful program. Now I feel safe and protected. Thank you."
    - "This is absolutely the best program the fire department has done for members of this community."
    - "This project will save many lives. It will help low-income seniors live safe."
    - "Very professional people. Would highly recommend…Friendly and thoughtful throughout."
- FUTURE PLANS
    - Ongoing Public Service Announcements
        - Media, Websites, Community Partners
    - Grant Application
        - Smoke & CO alarms with Education
        - Sign Boards with seasonal safety tips
    - Golf Tournament:
        - 2nd Annual Project SAFE—July 30, 2011
- JOIN US
    - 2ND Annual Golf Tournament
        - D'Andrea Golf Course—Sparks--July 30th, 2011, 2:00 PM
        - Early registrations receive 5% discount
    - Sponsorship Opportunities
        - Platinum: $600 Hole sponsorship; 4 golfers; Name on banner, web site, newspaper
        - Gold: $450 Hole sponsorship; 2 golfers; Name on banner, web site, newspaper
        - Silver: $150 Hole Sponsorship
        - Raffle/Silent Auction Prize Donations Needed
    - Scramble Shotgun Start: 4-Person Teams
    - Team Photo, Dinner, Hole Prizes, Raffle, Silent Auction, Awards

5. <u>Consent Items</u>: (Time: 2:50:34 p.m.)
A motion was made by Council Member Smith, seconded by Council Member Ratti, to approve Consent Item 5.1. Council Members Ratti, Lawson, Smith, Carrigan, Schmitt, YES. Motion carried.

5.1 Report of Claims and Bills approved for payment and appropriation transfers for the period March 10, 2011 through March 23, 2011
An agenda item from Finance Director Jeff Cronk recommending approval of the Report of Claims and Bills as outlined.

6. <u>General Business</u>:

6.1 Consideration and possible acceptance of a grant from The Nell J. Redfield Foundation in the amount of $30,000 for the Sparks Parks and Recreation Department to continue various programming in 2011 (Time: 2:51:36 p.m.)
Recreation Supervisor Shauna Nelson noted that the Nell J. Redfield Foundation has once again provided a grant so that the Sparks Parks and Recreation Department can continue to run the Nell J. Redfield Neighborhood Playground and Leisure without Limits Programs.

A motion was made by Council Member Ratti, seconded by Council Member Carrigan, to accept a $30,000.00 donation from the Nell J. Redfield Foundation. Council Members Ratti, Lawson, Smith, Carrigan, Schmitt, YES. Motion carried.

6.2 Consideration and possible acceptance of the Recreational Trails Program Project Agreement between the City of Sparks and the State of Nevada, Division of State Parks (Time: 2:53:57 p.m.)
Parks Development and Operations Manager Rick Darby noted staff applied for this grant in September of 2010 for the Wedekind Regional Park Trailhead and Trail System, Phase I Project. He noted that this is a matching grant and the City's share will be $17,925.00. He stated this grant will provide rehabilitation of trails and create two shaded seating areas at two hilltop viewpoints. It will also provide revegetation of 3 acres of previously disturbed open space; the purchase and installation of split rail fencing; installation of maps at trailheads; development of trailhead parking; and purchase and installation of directional, educational, and trail signage.

A motion was made by Council Member Ratti, seconded by Council Member Smith, to accept the Recreational Trails Program Project Agreement with the State of Nevada, Division of State Parks. Council Members Ratti, Lawson, Smith, Carrigan, Schmitt, YES. Motion carried.

6.3 Consideration and possible approval of naming of one park (Time: 2:55:37 p.m.)
Parks Development and Operations Manager Rick Darby stated the City of Sparks Park Naming Committee is recommending the name Wedekind Regional Park for the new park located north of Queen Way and east of the Pyramid Highway.

A motion was made by Council Member Schmitt, seconded by Council Member Carrigan, to approve the name Wedekind Regional Park for the new park located north of Queen Way and

east of the Pyramid Highway. Council Members Ratti, Lawson, Smith, Carrigan, Schmitt, YES. Motion carried.

6.4 Consideration and possible approval of an Interlocal Agreement with the Nevada Department of Transportation for the proposed improvements along the Nugget Avenue off-ramp between Rock Boulevard and 14th Street (Time: 2:57:09 p.m.)

Transportation Manager Jon Ericson stated the Nevada Department of Transportation (NDOT) has developed improvement plans for the addition of a round-a-bout located adjacent to the existing driveway entering the parking area on the north side of the Nugget Avenue ramp. The improvements will provide improved access to the parking area from 14th Street. Two-way traffic will be permitted between 14th Street and the proposed round-a-bout, along Nugget Avenue. This will provide better ingress and egress for downtown special events. NDOT has agreed to fund 100% of the proposed project costs.

Mr. Ericson noted that the City of Sparks requested decorative lighting to enhance the attractiveness of the proposed project. The lights will be identical to the LED fixtures along E. Victorian Avenue. NDOT is reluctant to maintain these types of lights, but would be agreeable to the request if the City agrees to maintain the fixtures. To expedite the construction schedule, NDOT has requested that the City purchase the light fixtures and NDOT will reimburse the City for the cost of the four decorative lights and supplying the City with two additional poles and fixtures for future maintenance purposes.

A motion was made by Council Member Ratti, seconded by Council Member Lawson, to approve an interlocal agreement with the Nevada Department of Transportation for the proposed improvements along the Nugget Avenue off-ramp between Rock Boulevard and 14th Street. Council Members Ratti, Lawson, Smith, Carrigan, Schmitt, YES. Motion carried.

6.5 Consideration and possible direction to City Staff regarding an appeal by Galleria Station, LLC, of staff's decision to require performance bonds for infrastructure required to support the Galleria Station project (Time: 3:01:58 p.m.)

Community Services Director Neil Krutz noted that Galleria Station, LLC is the developer of the Casoleil condominium project. This is a 270 unit project that was first entitled in 2005 and is partially constructed. When the City grants entitlements it requires that bonds be posted for the public infrastructure for the project. This provides some surety that the infrastructure will be in place when the project is finished. Per out City code that work is required to be done within a 24 month period. Given the state of the economy, we have not looked into requiring that everything be done within this 24 month period, but we have asked the development community, when they are in a situation where they have received the entitlement in terms of final map lots and the infrastructure is in some state of completion, to keep the bonds in place so the City does have a surety that the infrastructure will: a) be completed, or b) that the City would have the opportunity to complete the work ourselves.

Mr. Krutz stated the developer is now looking for a way to remove the bonding requirements because it places a cash-flow burden upon them. He stated he can certainly understand their

position and they have asked us to consider placing a deed restriction to be placed on the property that would indicate that no additional permits or entitlements would be granted until such a time as the bonds were restored. The City Attorney's office reviewed this request and it has been determined that this is not an allowable alternative, per our City codes. Also, staff has reached the conclusion that this would potentially place the City at risk because if something happened and the deed restriction was missed when issuing an entitlement, the requirement to have the public infrastructure built would still be there, but the City would not have the ability, via a bond, to have that infrastructure completed.

He said staff looked a ways to meet the needs of the developer and satisfy the City codes. The Developer could revert the lots to acreage and follow this up immediately with a new tentative map. He stated that tentative maps can cost up to $24,000 and reversion to acreage can cost $14,000. Staff has offered to revert the lots to acreage and follow up with a new tentative map by taking the old tentative map and change the date and carry it forward through the process (Planning Commission and City Council approval) on a time and materials basis estimated to cost only $2,000 to $3,000. A Tentative Map would give them the same level of entitlement and carry it forward for four years and does not carry a bonding requirement with it. He said he believes this process would protect the City and relieve the bonding requirement.

Mr. Randy Walther, representing the applicant, stated performance bonds are established to ensure that the work is carried out within a 24 month period, but their situation now is totally different from when the bonds were procured and now they are just trying to find a solution.

Another representative of the developer stated they have made strong commitments to being part of Casoleil in the future and they understand there are limitations on what the City can and cannot do, but they are trying to find an alternative to going back through the process again, because there is the risk of having the entitlements changed. He said they felt that that the deed restriction was a reasonable alternative, because the required bonds cost their company $15,000 or more per year and it limits the company's total bonding capacity. They are simply looking for a solution that will protect the interest of both parties without throwing money away for something that is likely not going to happen in the near future.

Council Member Smith said what the City is offering sounds like a good deal to him and he asked the developer why they did not feel it was a good solution. The response was that it was a matter of having to go back through the approval process again and the City is not the only entity which would have to approve the project again and there is a large fear factor that something might have to be changed to meet current laws (health codes, etc).

Council Member Carrigan stated this was a trust issue—the developer doesn't trust the City and the City doesn't trust that the developer will complete the project. Unfortunately the solution they are proposing is not something that the City is allowed to do.

Mayor Martini asked where the City would stand if the developer let the bonds lapse and walked away from the project. The response was that the City is the third party beneficiary of the bonds and if they let them lapse, the bond company would notify the City and hopefully allow us time to get our money from the bonds before they lapse. Mayor Martini said his main concern was

that whatever solution was chosen, he did not want to put the City at any more risk that we are now for this project.

Council Member Smith suggested that this issue be continued to allow the developer to do some research on any requirements that may have changed since the project was approved and that might require changes to the entitlement if it went back through the approval process.

Council Member Schmitt asked if a letter or credit would be an appropriate alternative to the bond? Mr. Krutz responded yes, a letter of credit would be acceptable.

Council Member Schmitt said was in favor of continuing this item to allow the applicant time to come up with a solution.

A motion was made by Council Member Schmitt, seconded by Council Member Carrigan, to continue this appeal to the May 9, 2011 City Council meeting. Council Members Ratti, Lawson, Smith, Carrigan, Schmitt, YES. Motion carried.

7. Public Hearings and Action Items Unrelated to Planning and Zoning: (Time: 3:23:45 p.m.)

None.

8. Planning and Zoning Public Hearings and Action Items: (Time: 3:23:45 p.m.)

None.

9. Comments:

9.1 *From the Council and City Manager(Time: 3:23:45 p.m.)

Councilman Mike Carrigan asked about the legislative process. Mr. Carey advised that the City Council is provided with weekly reports.

Mr. Carey announced openings on the following boards and commissions: Two appointments to the Civil Service Commission for a 3-year term; Four appointments to the Advisory Committee for the Disabled for a 2-year term; Three appointments to the Park & Recreation Commission for a 3-year term; and One appointment to the Reno Tahoe Airport Authority Board of Trustees for a 4-year term. Applications will be accepted through the City Clerk's Office or on-line until April 22, 2011.

10. *Adjournment (Time: 3:26:56 p.m.)

There being no further business, the meeting was adjourned at 3:26 p.m.

_____

Mayor

_____

City Clerk

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Appendix B:
Public Involvement

Sun Valley General Improvement District Meetings

Sun Valley G.I.D. Board Meeting
Minutes of February 11, 2010

Board Members Present:

Patricia Lancaster	Chairperson
John Jackson, Sr.	Vice-Chairperson
Margaret Reinhardt	Secretary
Linda Woodland	Treasurer
Robert Fink	Trustee

Board Members Not Present:

Staff Present:

Darrin Price	SVGID, General Manager
Mike Ariztia	SVGID, Public Works Director
Jennifer Merritt	SVGID, Staff
Stewart White	SVGID, Legal

Others Present:

Barry Bouchard	NorthValley's.org
Jerry Payne	Audience
Warren Brighten	Audience
Glenda Walls	Audience
Susan Severt	Audience
Garth Elliott	Audience
Roger Edwards	Golden Valley's Landowners
Doug Maloy	Regional Transportation Commission
Bryan Gant	Jacobs Engineering
Rebecca Bruch	Erickson, Thorpe & Swainston, Ltd. (via: phone)

The meeting of the Sun Valley GID was called to order by Chairperson Patricia Lancaster at 6:00 p.m. in the Sun Valley District Administrative Building, 5000 Sun Valley Blvd, Sun Valley, NV.

Item#1. Approval of Agenda.
John Jackson, Sr. made a motion to approve the agenda. Robert Fink seconded the motion. The motion carried unanimously.

Item#2. Certify posting of agenda.
Jennifer Merritt certified posting of agenda.

Robert Fink would like to see the Sun Valley Senior Center as a posting location for the District agendas.

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Item#3. Public comments for items not on the agenda.
None

Item#4. Discussion and motion of accounts payable for February 11, 2010.
Treasurer Linda Woodland gave a brief report of the accounts payable for February 11, 2010.
Linda Woodland made a motion to approve the accounts payable for February 11, 2010 in the total amount of $100,336.25 dollars. John Jackson, Sr. seconded the motion. The motion carried unanimously.

Linda Woodland made a motion to approve the customer refunds for February 11, 2010 in the total amount of $914.29 dollars. John Jackson, Sr. seconded the motion. The motion carried unanimously.

Item#5. Discussion and motion to approve minutes of January 26, 2010 workshop and January 28, 2010 regular meeting.
John Jackson, Sr. made a motion to approve the minutes from January 26, 2010 workshop with the following correction; Item 6 delete "as the District's representative". Linda Woodland seconded the motion. The motion carried unanimously.

Linda Woodland made a motion to approve the minutes from January 28, 2010 regular meeting with the following correction; Item 21 change "87:10" to "8:10". John Jackson, Sr. seconded the motion. The motion carried unanimously.

Item#6. Presentation by Roger Edwards regarding composting program in Golden Valley.
Roger Edwards with Golden Valley Property Owners reported he has been working for the past several years on a composting pilot project. Roger has worked with Washoe County Parks Department and Health Department regarding some of the compliance requirements. With the assistance of Commissioner Weber and Commissioner Jung he has received the approval from Washoe County Health Department to move forward with a composting pilot project. Roger reported the purpose of the composting pilot project is to reduce the amount of trash being taken to the landfill and reduce the amount of illegal dumping. The project will be run be several Golden Valley property owners on a volunteer basis. The location of the project will be at the Horseman's Park in Golden Valley. Washoe County Parks department are in support of the program and will allow for them to use portions of the park for the site. The site will be enclosed in a 12x60 privacy fence and open on weekends only. They are restricted by the Washoe County Health Department to what kind of trash they can accept and will be accepting materials such as manure, grass clippings, and other landscaping materials. Since it is a pilot project there is no fee to those who provide materials and in exchange they will receive free compost once it is ready for disbursement. Roger commented he knows several members of the Sun Valley community are interested in starting a compost program too, he would be more than happy to assist with the creation of a composting site in Sun Valley and eventually become partners to help make both sites a success.

Margaret Reinhardt inquired if his program is restricted to accepting yard clippings from Golden Valley residents only or is open to others.

Roger commented it is not restricted. It is open to anyone who needs to remove manure from their property and/or removal of landscaping materials. The City of

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Sparks, City of Reno, and Keep Truckee Meadows Beautiful have all agreed to participate with the program as well.

Patricia Lancaster thanked Roger for his time sharing his program and offering to work with the Sun Valley Community building their own composting program.

Item#7. Presentation by Doug Maloy with RTC regarding future road improvements within Sun Valley.

Doug Maloy with Regional Transportation Commission and Bryan Gant with JACOBS Engineering both gave a presentation regarding the proposed Pyramid Highway US 395 Connection. The purpose of the presentation was to provide different options under consideration to alleviate existing and future traffic generated from growth in the Sparks, Spanish Springs and beyond. The proposed examples include Pyramid Highway improvements, interchange options, and east-west Pyramid to 395 connections. These proposed improvements and interchange options are still being studied at this time. The proposed Pyramid Highway US 395 Connection is designed to go through the south end of Sun Valley in the vicinity of Rampion Way and the intersection of Sun Valley Boulevard and Dandini Boulevard. The proposed project schedule; Develop and evaluate alternative 2009 – 2010, Draft environmental impact statements 2010 – 2011, Final environmental impact statements, Record of decision 2012, Construction start date 2018.

Margaret Reinhardt inquired if the new highway connection would alleviate congestion on Sun Valley Boulevard.

Grant reported the purpose of the new highway connection is to allow more access for commuters to travel between the different valleys and help with the commuters traveling from the north to the south. It is unclear how much congestion it would alleviate from the Sun Valley Boulevard.

Robert Fink suggested instead of impacting some of the residential areas, they should considering developing a road north of Sun Valley connecting to US 395.

Grant reported there is a separate project known as the Sun Valley Arterial that is currently under study.

Several board members and audience members expressed their concerns on the impacts to the 30+ residents, the modeling designs, and cost of the Pyramid Highway US 396 Connection.

Item#8. Public Relations review of Spring PipeLine Newsletter.

Darrin Price provided a draft outline of the spring PipeLine for review. Darrin commented any changes or corrections need to be submitted to Jennifer Merritt no later than February 18th.

Patricia Lancaster requested a small article encouraging the Sun Valley Community to get involved at upcoming Regional Transportation Commission Workshops regarding the proposed Pyramid Highway US 395 Connection.

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Item#9. Discussion and motion to accept Ladera Ranch, LLC. donation of APN 502-700-05 as District property.

Darrin Price reported he recently met with Chris Judson with Silver Star Communities. Chris commented the Ladera Ranch project is still on hold at this time due to the economy. During the meeting Chris offered a 43.85 acre parcel to the District. This particular parcel is designated as open space. When the Ladera Ranch project was approved, this parcel would have a sewer easement on it and the sewer easement was going to be used as a walking trail. Silver Star Communities would like to donate this particular parcel to the District at no charge and debt free of any liens or unpaid taxes.

Stewart White reported a Preliminary Report was performed in early 2009. Stewart suggested getting an updated Title report showing that the property is free and clear of any unpaid taxes and liens. Stewart commented he would draft a Gift Agreement that would reflect the environment study that was performed and easements that exist on the property.

John Jackson, Sr. commented the installation of the pedestrian trail also known as the District's sewer easement, was going to be installed by the developer. John wants to make sure that the installation of pedestrian trail is still the responsibility of the developer if the District should accept the donation.

After some discussion Robert Fink made a motion to approve the donation of parcel 502-700-05, portion of the Ladera Ranch project, from Silver Star Communities subject to it being delivered free and clear of any unpaid taxes and liens, staff authorized to get an independent title report on the subject parcel, copies of any recorded easements, and authorize Stewart White to prepare a Gift Agreement and to do anything else as necessary. Linda Woodland seconded the motion. The motion carried unanimously.

Item#10. Discussion and motion to appoint Sun Valley GID representative and alternate for Nevada Public Agency Insurance Pool & Public Agency Compensation Trust.

Darrin Price reported the District needs to select a new representative for the Pool/Pact Board and an alternate. John Jackson, Sr. is the District's current alternate representative. The representative will become a member of the Pool/Pact Governing Board and would be required to attend board meetings, retreats, and other meetings and/or functions as needed.

Linda Woodland made a motion to appoint Margaret Reinhardt as the District's representative for the Pool/Pact Governing Board. John Jackson, Sr. seconded the motion. The motion carried unanimously.

Robert Fink made a motion to appoint John Jackson, Sr. as the District's alternate representative for the Pool/Pact Governing Board. Margaret Reinhardt seconded the motion. The motion carried unanimously.

Item#11. Discussion and motion to approve Sun Valley GID staff to attend Nevada Rural Water Conference.

Mike Ariztia requested permission to send District employees to the Nevada Rural Water Conference. The Conference is scheduled for March 9th through March 11th in

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Reno at the Grand Sierra Resort. Mike commented this conference is a necessity because it offers up to date technology technical sessions, testing preparation, and also offers educational credits for the operators that are required each year to maintain their grade certifications.

Linda Woodland made a motion to approve District staff and any board members, to attend the Nevada Rural Water Conference. Margaret Reinhardt seconded the motion. The motion carried unanimously.

Item#12. Discussion and possible motion regarding purchase of a wood chipper and using Beautification funds for part time labor.

Mike Ariztia commented he was requested by Patricia Lancaster to investigate the purchase of a wood chipper to help with clean ups. Mike reported he researched into several makes and models various sizes. A new heavy duty wood chipper cost between $30,000 and $40,000 dollars and used cost between $10,000 and $30,000 dollars. Mike reported he spoke with Jennifer Budge with Washoe County Parks department and she commented that Washoe County and the Sierra Fire currently share a wood chipper. Jennifer suggested a possible partnership between the District and Washoe County regarding the use of the County's wood chipper during clean up days hosted by the District. Mike commented not knowing how big of branches people want to get rid of or how many clean up days, a smaller chipper cost between $8,000 and $10,000 dollars.

Robert Fink inquired the interest of a wood chipper.

Patricia Lancaster commented she would like it to be a part of the District's beautification during clean up days. Patricia commented to help keep expense cost down, she directed staff to work with Washoe County to see if they would partner with the District and provide their chipper during clean up days.

Item#13. Discussion and possible motion to approve revised job descriptions for the General Manager, Public Works Director, and new Human Resource/Recreation/Office Lead position.

Darrin Price provided revised job descriptions that include the boards' comments from the January workshop, for the General Manager, Public Works Director, and the new office supervisor position.

Patricia Lancaster requested "Assist with processing of parcel and subdivision maps and related forms" be deleted from secondary responsibilities of the Customer Service Supervisor job description.

John Jackson, Sr. requested removal of the Customer Service Supervisor giving "advice" on District personnel policies, procedures, and documents. John would like the language of the minimum requirements to be consistent with other job descriptions and recommended including, "equivalent combinations of education and experience".

John Jackson, Sr. made a motion to approve revised job descriptions with tonight's additions for the General Manager, Public Works Director, and the Customer Service Supervisor. Linda Woodland seconded the motion. The motion carries unanimously.

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Item#14. Discussion and motion regarding Sun Valley GID's Chain of Command.

Darrin Price reported he modified the Chain of Command to show the title change of the Office Manager to the Customer Service Supervisor/HR.

Patricia Lancaster inquired if the Billing Representative has any authority over the Accounting Specialist position.

Darrin reported the positions below the new Customer Service Supervisor, have no authority over each other.

Linda Woodland recommended putting the Accounting Specialist position above the Billing Representative since accounting is responsible for billing practices and to eliminate any confusion down the road.

Linda Woodland made a motion to approve the Sun Valley GID's Chain of Command as corrected. John Jackson, Sr. seconded the motion. The motion carried unanimously.

At 9:20 pm Darrin Price made a special request to have Rebecca Bruch to give a brief update on a claim.

Rebecca Bruch with Erickson, Thorpe & Swainston, Ltd. gave brief update on a claim that was filed by an ex-employee. The claim was negotiated and settled with a nuisance value of $7,500 dollars. As part of the settle agreement, the ex-employee can not re-apply with the District in the future. Becky commented she never felt the District was at fault regarding this claim. Becky complimented Mike Ariztia and Darrin Price how they handled the situation with the employee, proper documentation, and following District procedure.

Item#15. Update and discussion regarding activity of on-going commissions and committees.

Darrin Price reported Truckee Meadows Water Authority is proposing a water rate increase. The proposed rate increase to the District is 4.44% for usage less than 29Mgal per month and a 5.05% for usage greater than 29Mgal per month. Darrin reported he will attend the upcoming TMWA board meeting to oppose and/or negotiate the rate increase. Darrin will update at the next meeting. Darrin also reported staff met with Washoe County Code enforcement regarding the process of notifying them of illegal units. The meeting helped streamline the reporting process.

Item#16. Financial report by Bill Short.

Darrin Price reported in Bill's absence the Department of Taxation has completed its review of the District's audit report and NO violations of stature and regulations were noted.

Item#17. Legal report by Stewart White.

Stewart White reported he is working on the revised agreement between the District and Washoe County regarding the Sun Valley pool and parks.

Margaret Reinhardt requested Stewart to make sure to include her suggested exit clause.

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Item#18. Field report by Mike Ariztia.

Mike Ariztia reported 5081 Prosser Way has been rented out. He recently met with a Florsheim Homes who recently purchased some of the lots in the Sun Mesa Phase I development. They have potential plans to purchase the remaining undeveloped lots in Phase I and II for development. Mike also reported the Washoe County sidewalk project on east 5th Ave. has started installing culverts. Mike will be attending a preconstruction meeting on February 18, 2010 for the LDS Church on east 4th Ave.

Item#19. Managers report by Darrin Price.

Darrin Price commented he attended the Washoe County Parks Commission meeting, before the Park Commission will approve the District's request, they would like to review the Agreement that Stewart is currently working on. The District has been rescheduled for March. Once the Park Commission approves the District's request, the District will formally go before the Washoe County Commission for final approval. Darrin provided an invite from NACO for an upcoming workshop regarding budget. The workshop is scheduled for February 22, 2010 at the Cooperative Extension facility. Darrin requested if any of the board members would like to attend to get with him so he could register them.

Margaret Reinhardt, Patricia Lancaster, and John Jackson, Sr. commented they would like to attend.

Item#20. Public Comments.

Garth Elliott commented he is working with Gary Schmidt trying to reduce property taxes for some property owners in Sun Valley. Garth also commented he is concerned with the upcoming budget cuts, that Sun Valley will be provided services on a reduced level.

Susan Severt reported there is a town hall meeting scheduled at the City of Reno on February 13, 2010 at 9 am.

Item#21. Board Comments.

None

Item#22. Future agenda items.

Patricia Lancaster requested to discuss the Sun Valley Community Garden at the next meeting.

Item#23. Adjournment.

Linda Woodland made a motion to adjourn the meeting 9:45 pm. John Jackson, Sr. seconded the motion. The motion carried unanimously.

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Sun Valley G.I.D. Board Meeting
Minutes of January 27, 2011

Board Members Present:

Margaret Reinhardt	Chairperson
Linda Woodland	Vice-Chair
Sandra Ainsworth	Secretary
Garth Elliott	Treasurer
Robert Fink	Trustee

Board Members Not Present:

Staff Present:

Darrin Price	SVGID, General Manager
Mike Ariztia	SVGID, Public Works Director
Jennifer Merritt	SVGID, Staff
Stewart White	SVGID, Legal
Bill Short	SVGID, CPA

Others Present:

Jim Ainsworth	Audience
Leo Horishny	Audience
Marge Cutler	Audience
Chung Lee	Audience
Tom Noblett	Audience
Jerry Payne	Audience
Gary Schmidt	Audience
Susan Severt	Audience
Glenda Walls	Audience
Doug Maloy	Regional Transportation Commission
Deidre Kennelly	Keep Truckee Meadows Beautiful
Warren Brighton	Chairman, Sun Valley CAB

The meeting of the Sun Valley GID was called to order by Chairperson Margaret Reinhardt at 6:00p.m. in the Sun Valley District Administrative Building, 5000 Sun Valley Blvd, Sun Valley, NV.

Item#1. Roll call and determination of a quorum.
Roll call was taken by Chairperson Margaret Reinhardt and it was determined a quorum was present.

Item#2. Pledge of Allegiance.

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Item#3. Motion to approve agenda.
Linda woodland made a motion to approve the agenda. Margaret Reinhardt seconded the motion. The motion carried unanimously.

Item#4. Certify posting of agenda.
Jennifer Merritt certified posting of agenda.

Item#5. Public comments for items not on the agenda.
Tom Noblett commented on RTC bus routes within Sun Valley. He also commented he is still collecting private donations for bingo prizes for the Sun Valley Senior Center.

Susan Severt commented she normally would organize a Valentine's Day Dance, but she would like to organize a Spring Break Dance instead.

Warren Brighton commented on Washoe County and their responsibility regarding the repairs to the Clock Tower. He also commented on a traffic light outage located at he intersection of Sun Valley Boulevard and El Rancho stop light. He has been waiting for Washoe County, City of Sparks, and even Sun Valley GID to report the light outage on the traffic signal. He finally called himself to have it fixed.

Leo Horishny commented that the City of Sparks has a section on their website that an individual can report on traffic lights. The City of Sparks is very responsive when a claim is filed regarding their traffic signals. Leo also commented that he is been riding his mountain bike on portions of the proposed Sun Valley Rim Trail. He thinks the trail will be a great place for other bikers to ride with great scenery but there will be some difficult areas that are for more advanced riders.

Gary Schmidt congratulated the new members to the District and the new officers. He also commented with the increase to the county population, Washoe County is eligible for seven commissioners. Gary encourages individuals to support getting the additional commissioners.

Garth Elliott commented he received an email regarding the City of Reno wanting to opt out of their share of costs for a underground power line.

Item#6. Discussion and motion to approve payables and customer refunds from January 27, 2011.
Treasurer Garth Elliott gave a brief report of the accounts payable for January 27, 2011.

Garth Elliott made a motion to approve the accounts payable for January 27, 2011 in the total amount of $102,884.01 dollars. Linda Woodland seconded the motion. The motion carried unanimously.

Garth Elliott made a motion to approve the customer refunds for January 27, 2011 in the total amount of $870.39 dollars. Linda Woodland seconded the motion. The motion carried unanimously.

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Item#7. Discussion and motion to approve minutes from January 13, 2011.
Linda Woodland made a motion to approve the minutes from January 13, 2011 with the following correction; page 5 item 11 correct spelling from "Elliot" to "Elliott" and change "negotiate" to "to look at other alternatives". Robert Fink seconded the motion. The motion carried unanimously.

Item#8. Discussion and motion to consider request from Keep Truckee Meadows Beautiful for District's participation with the KTMB Annual Clean Up Day.
Deidre Kennelly with Keep Truckee Meadows Beautiful requested for the District to consider contributing towards the Great Truckee Meadows Community Clean Up that is schedule for May 7, 2011. The contribution would be applied towards the two sites for Sun Valley and towards the ongoing programs such as the Open Space Program and the Illegal Dumping Task Force.

Darrin Price reported KTMB is requesting for the same contribution as last year that was $5,000 dollars plus staff and equipment. The $5,000 dollars has all ready been approved in the District's budget and would come from the Garbage Fund, and it would cost approximately and additional $1,500 dollars for staff and equipment.

Audience member Susan Severt reported she recently went with District staff to evaluate the illegal dumpsites and reported there are two locations that need attention with the Chimney area as the primary site.

Darrin briefly went over the various levels of contributions and who are the major contributors with the Sun Valley GID being a contributor.

Robert Fink commented he does like how KTMB recognizes different levels of contributions and inquired if everyone is satisfied with the amount donated and how it is being used in Sun Valley.

Both Darrin and Susan commented the District's contribution is being utilized very well for the Sun Valley sites.

Garth Elliott inquired how to get AmeriCorps volunteers and assistants from BLM since majority of the area is BLM property to help keep costs down.

Audience member Leo Horishny commented the BLM staff participates with the clean up of other BLM areas, and he thinks if they are asked to assist with the BLM area in Sun Valley, they would assist.

After some discussion Robert Fink made a motion to approve Keep Truckee Meadows Beautiful request for a $5,000 dollar contribution toward the Great Truckee Meadows Community Clean Up day including District staff and equipment. Linda Woodland seconded the motion. The motion carried by the following;

Yea: Robert Fink, Linda Woodland, Sandy Ainsworth, Margaret Reinhardt
Nay: Garth Elliott he can not support the amount because of the costs past on to District customers.

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Darrin reminded the board and audience members that the contribution funds do not come from water or sewer rates, the funds are the District's Garbage Franchise Fees from the District's Garbage Fund.

Item#9. Discussion and motion to approve sending staff to Microsoft Access Basics and Intermediate class through the University of Nevada Reno Extended Studies.
Darrin Price requested permission to send Carol Bratcher to an upcoming Microsoft Access Basics and Microsoft Access Intermediate class. Both classes will be held at the UNR, Redfield Campus. The total cost to the District is $448.00, this covers registration, course material, and per-diem for each class.

Linda Woodland made a motion to approve staff attending the Microsoft Access Basics and Intermediate classes. Robert Fink seconded the motion.

Garth Elliott inquired if Carol is handling that much database for the District.

Darrin commented the District does use databases all the time to create various reports which makes Microsoft Access very necessary.

The motion carried unanimously.

Item#10. Discussion and motion to approve sending staff to CA-NV-AWWA Spring Conference.
Mike Ariztia requested permission to send staff to the upcoming 2011 CA-NV-AWWA Spring Conference. The conference will be held in Long Beach, CA from March 28th through March 31st. The District has been an active member and has participated with CA-NV-AWWA for many years. The conference provides valuable training and resources for the water industry. It also allows staff to obtain the necessary Continuing Education Units (CEU) to renew certifications. The total cost to send three staff members to the conference is $3,816.00 dollars, this includes registration, lodging, travel expenses, and per-diems. To help keep costs down, staff will drive to Long Beach, CA and stay at a less expensive hotel.

Garth Elliott inquired if the CA-NV-AWWA conference is the only place for District staff to obtain their required CEU's.

Mike commented they are one of them that offers CEU's, there are other opportunities to earn CEU's but a lot of them are out of the area. UNR Cooperative Extension offers half day courses that are eligible for CEU's. By attending the Conferences it allows staff to receive more CEU's than attending a half day class. It is also a great opportunity to network with other purveyors to see what the newer trends are.

Darrin Price reported the CA-NV-AWWA is the largest water organization on the west coast and they hold two conferences each year. He encouraged some of the trustees to take the opportunity to attend the conferences too, many elected official attend the conferences to learn more about the water industry and represent different committees. Darrin is a member on various committees.

Robert Fink commented he does not think the District should pay for a board member to attend a conference.
Garth Elliott commented he could support sending two staff members instead of three.

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Linda Woodland made a motion to approve three staff members to attend the CA-NV-AWWA Conference. Sandy Ainsworth seconded the motion. The motion carried by the following;

Yea: Linda Woodland, Sandy Ainsworth, Robert Fink, Margaret Reinhardt
Nay: Garth Elliott

Item#11. Discussion and motion to approve Stewart White's Legal Service Agreement.
Postponed until next meeting.

Item#12. Review and discussion of expenses for Fred Schmidt and Fred Hillerby services.
Darrin Price provided a copy of both approved agreements for Fred Schmidt and Fred Hillerby for review purposes only.

Garth Elliott commented he would like to see reports given to the District from Fred Schmidt.

Darrin commented Fred Schmidt provides a summary report with each invoice. Darrin offered to provide copy of the reports to Garth.

Item#13. HEARING for discussion and possible motion to consider request for annexation from Chung Lee and Javier Barajas for parcels 088-210-27, 088-201-28, and 088-210-29 located on Biller Lane and Quartz Lane.
Stewart White commented he briefly reviewed the Annexation Application and there are minor corrections needed to the application prior to the board discussing the request. Stewart requested this item be postponed until the next board meeting so that the staff can correct the application and collect the proper signatures.

Robert Fink made a motion to postpone the consideration of annexation until the next schedule board meeting on February 10, 2011. Sandy Ainsworth seconded the motion. The motion carried unanimously.

Item#14. Discussion and possible direction to staff regarding potential changes to representation on the governing boards of the Regional Planning Governing Boar ("RPGB"). The Regional Transportation Commission ("RTC"), and the Western Regional Water Commission ("WRWC").
Darrin Price reported there was not a lot of discussion regarding the potential changes of representation at the last Western Regional Water Commission because of the absences of several members. He will keep the board aware of any updates.

Item#15. Update on the Pyramid/US 395 Connection.
Doug Maloy with Regional Transportation Commission thanked District staff for assisting with the coordination of the January 19, 2011 Workshop. The workshop format was set up in different stations to show the history of the Pyramid/US 395 Connection proposed project. Maps were provided to show various alternative crossings. It was well attended with over 100 attendees.

Darrin Price inquired what the status is on the environmental study.

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Doug reported the current environmental study is in the level 3 screening. RTC continues to narrow down the alternative crossings and continues to perform traffic analysis in hopes to have a complete report for review within the next twelve months to submit for approval.

Garth Elliott inquired about the feedback from the workshop.

Doug commented he is still gathering comments, once that is finished he could provide a summary.

Robert Fink inquired if the proposed project would eliminate the existing traffic through Golden Valley. He also commented RTC will have a debate with others regarding property value at some point in time.

Susan Severt is also concerned with the amount of traffic going through Golden Valley and Pyramid Highway. She also inquired what the intent of the proposed project is.

Doug reported the intent is to capture the core of Spanish Springs to help eliminate the traffic congestion from Pyramid Highway. RTC would have to perform a different study regarding the Golden Valley traffic.

Linda Woodland encouraged RTC to perform a traffic study on Highland Ranch.

Mike Ariztia encouraged RTC to perform a traffic study on north 395 to take in consideration the additional impact to the existing traffic congestion that occurs with morning commuters.

Garth Elliott commented after speaking with several residents they are not opposed of the project but would like to see ingress and egress from Sun Valley Boulevard onto the overpass and see other improvements to Sun Valley Boulevard.

Margaret Reinhardt inquired if there is one proposal in favor over another regarding design and location.

Doug commented it is mixed right now regarding the proposals.

Darrin Price thanked Doug for his time and providing an update from the workshop. Darrin asked Doug to have RTC consider additional improvements to the Sun Valley community for sidewalks or even money contribution towards the schools. In addition to, since the District paid for the postage for the workshop mailer, for RTC to consider donating a free swim day at the Sun Valley Pool.

Item#16. Update and discussion regarding the 76th (2011) Legislative Session.

Darrin Price reported all the governmental and public agencies are worried what the State Legislature might take from them to help satisfy with the state budget. District's lobbyist Fred Hillerby is currently tracking three Bill Draft Requests and they are AB59 that would make various changes to the Open Meeting Law, AB67 revises provisions to the governing of the Public Employee Retirement System, and AB73 revises provisions governing the appropriation of water for beneficial use. Staff will continue to review Bill Draft Request's and will update as needed.

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Audience member Gary Schmidt commented on a letter he submitted to Sparks Tribune regarding the state's financial situation. He also commented on how the legislators should enforce the law and make Washoe County add two additional commissioners due to the population increase in Washoe County.

Item#17. Update and discussion regarding activity of on-going commissions and committees.

Darrin Price reported;

- Truckee Meadows Water Authority is doing a volunteer staff reduction.
- Western Regional Water Commission voted on officers during the January 14th meeting and Margaret Reinhardt became the secretary. Western Regional Water Commission is considering using funds from the Regional Water Fund to purchase water rights to be applied towards the 6700 Agreement and to assist the Regional Planning Commission for future development studies.
- Washoe County Strategic Planning meeting is scheduled for February 1, 2011 at 8:30 am.
- Washoe County School District had a meeting on January 15, 2011 at the Sun Valley Neighborhood Center to discuss the Sun Valley schools. Darrin commented based on the discussion at the meeting, Sun Valley will not be receiving a middle school or a high school any time soon.
- Washoe County Board of Health Commission approved the District's request for a variance for the wading pool regarding the turn over rate.

Item#18. Financial report by Bill Short.

Bill Short reported he recently met with Darrin and Carol to discuss the possibility of transferring some funds from Heritage Bank to Umpqua Bank in order to spread the District's funds around rather than keeping them all in one bank.

Item#19. Legal report by Stewart White.

Stewart White reported Washoe County has agreed to the legal description for Gepford Park that was found with the title report. He will now finalize the Deed and send to Washoe County for review and possible signing.

Stewart also reported he is going to file a default judgment against Skip Roggenbihl for the amount the District paid for the water rights that he agreed to replace. He will record the judgment in all locations that Skip might have property.

Item#20. Field report by Mike Ariztia.

Mike Ariztia reported on the following;

- Construction started on the Biller Lane project. It is estimated two – three weeks for the completion of the project.
- He spoke with the District's insurance representative and there would be no reduction in premium rates if the District were to install a security surveillance system at the Sun Valley Neighborhood Center.
- The Washoe County inmate crew will be assisting the District with graffiti removal at the tanks and parks.

Item#21. Managers report by Darrin Price

Darrin Price provided a Claims Reporting Procedure that was provided to the District by the Nevada Public Agency Insurance Pool for information purposes only.

Darrin thanked the board for the opportunity to attend the leadership program.

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Item#22. Public Comments.

Susan Severt gave an update on the Clock Tower. The Clock Tower has ordered the materials and will be making the appropriate repairs. Washoe County has been diligent with responding to the original complaint and making sure the repairs are done. Susan also gave a brief overview of a new pilot program called Alert ID and requested permission to put it on a future District board meeting for further discussion.

Marge Cutler commented on a property near her who is in violation with Washoe County Code by storing multiple homes on one parcel.

Item#23. Board Comments.

Robert Fink commented he saw several cars being transported up on Quartz Lane and is suspicious with the activity.

Garth Elliott commented on a property on Armargosa who is in violation with Washoe County and Code Enforcement is currently working on the claim.

Item#24. Future agenda items.

Garth Elliott would like to discuss the District's Customer Refund Policy and consider making updates to the District's Rules and Regulations.

Item#25. Adjournment.

Linda Woodland made a motion to adjourn at 8:40 pm. Sandra Ainsworth seconded the motion. The motion carried unanimously.

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Sun Valley G.I.D. Board Meeting
Minutes of July 14, 2011

Board Members Present:

Margaret Reinhardt	Chairperson
Linda Woodland	Vice-Chair
Sandra Ainsworth	Secretary
Garth Elliott	Treasurer
Robert Fink	Trustee

Board Members Not Present:

Staff Present:

Darrin Price	SVGID, General Manager
Jon Combs	SVGID, Field Supervisor
Jennifer Merritt	SVGID, Staff
Bill Short	SVGID, CPA
Maddy Shipman	SVGID, Legal

Others Present:

Jim Ainsworth	Audience	Susan Severt	Audience
Marge Cutler	Audience	Debra Luddy	Audience
Glenda Walls	Audience	Dale & Janice Embree	Audience
Jeanie Harrison	Audience	Dave Sawyer	Audience
Debbie Medina	Audience	David Perry	Audience
Vicky Maltman	Audience		
Joseph Barstow	Reverend, H.O.P.E. Church		
Doug Maloy	Project Manager, Regional Transportation Commission		
Grady Tarbutton	Director, Washoe County Senior Services		
Doug Cordova	Boys and Girls Club of Truckee Meadows		
Warren Brighton	Chair, Sun Valley Citizens Advisory Board		

The meeting of the Sun Valley GID was called to order by Chairperson Margaret Reinhardt at 6:00 p.m. in the Sun Valley District Administrative Building, 5000 Sun Valley Blvd, Sun Valley, NV.

Item#1. Roll call and determination of a quorum.
Board members present; Robert Fink, Linda Woodland, Margaret Reinhardt, Sandra Ainsworth, Garth Elliott. A quorum was present.

Item#2. Pledge of Allegiance.

Item#3. Motion to approve agenda
Linda Woodland made a motion to approve the agenda. Robert Fink seconded the motion. The motion carried unanimously.

Item#4. Certify posting of agenda.
Jennifer Merritt certified posting of agenda.

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Item#5. Public comments for items not on the agenda.

Chair of Sun Valley Citizen Advisory Board "CAB" Warren Brighton thanked Darrin Price for attending the recent CAB meeting and giving a District update.

Audience member Susan Severt was disappointed in the small article that was published in RGJ announcing the Sun Valley Fun Sunday. Susan commented she thinks the District pays too much for the District's Public Relations.

Audience member Debbie Medina commented she lives in Highland Ranch and wants to know why she pays so much for water.

Reverend Joseph Barstow for H.O.P.E. Church of the Nazarene made an announcement of an upcoming fundraiser. The fundraiser will be held July 30, 2011 from 8 am until 11 am at the Sparks Church of the Nazarene located on El Rancho Boulevard. All proceeds will support the Sun Valley local food pantry.

Item#6. Discussion and motion to approve payables and customer refunds for July 14, 2011.

Treasurer Garth Elliott gave a brief report of the accounts payable for July 14, 2011.

Garth Elliott made a motion to approve the accounts payable for July 14, 2011 in the total amount of $231,131.30, noted there were no refunds for July 14, 2011. Linda Woodland seconded the motion. The motion carried unanimously.

Item#7. Discussion and motion to approve minutes from June 23, 2011.

Linda Woodland made a motion to approve the minutes of June 23, 2011. Robert Fink seconded the motion. The motion carried unanimously.

Item#8. Final report regarding the 76th Legislative Session from District's lobbyist Fred Hillerby.

Fred Hillerby with Hillerby and Associates gave a final report on the 76th Legislative Session. The session adjourned on June 7, 2011. During the session over 1,100 bills and resolutions were introduced with 550 bills passing. The big issues for this session were related to the budget, education, and revenue.

Fred reported at the beginning of the session Governor Sandoval was proposing a budget that included no taxes or fees, with one of the taxes that was passed in 2009 to sunset. The offset would be using funds from local government agencies. However, during the session the Supreme Court issued a decision on a case stemming from the 2010 special session and a Legislative grab of $62M from a southern Nevada water project. The Court ruled that taking of local and specific purpose funds was unconstitutional. Governor Sandoval then decided he could support an extension of the sunsets for only 2 years, and wanted reforms he had included in his budget and legislative priorities as part of the budget package. Some of the reforms that were approved are; Teacher layoffs will now be determined by factors, such as performance reviews and student achievements, other than last in, first out. They also changed some of the union negotiating and the tenure for the teachers. Another reform that was passed was regarding state employees. State workers will have a mix of 2.5% pay cuts and 6 furlough days a year equaling another 2.3% reduction.

Fred reported this is the first time that water was not a high priority for the legislative session. Hillerby and Associates monitored 25 various bills for the District, of those bills that were being monitored 9 of them passed and 16 of them did not. The 9 bills that passed include; AB59 Various changes to the Open Meeting Law, AB73 Revises provisions governing the appropriation

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of water for beneficial use, AB76 Various changes concerning the Public Employees' Benefits Program, AB115 Revises provisions governing the appropriation of water for beneficial use, AB168Revises provisions governing the formation of general improvement districts, AB237 Authorizes counties to issue securities for projects and programs concerning public water and sewer systems, AB257 Revises provisions relating to the Open Meeting Law, AB410 Revises provisions relating to the filing by a governmental entity of a protest against the granting of certain applications relating to water rights, AB422 Provides specific authority for bodies to lease water rights to certain owners or holders of water rights.
Fred reported the revisions regarding the Open Meeting Law are technical revisions such as; an increase in violation fees and it is now required to have public comments for items on the agenda at the beginning of the meeting prior to discussing any discussion items. The District can still hear public comments during the meeting on each item as currently practiced.
Fred briefly reported on one bill that did not pass regarding the creation of a new general improvement district for renewable energy.

Garth Elliott inquired why the District continues to pay for a Lobbyist during off session months/years.

Fred reported the Legislature has interim committees that discuss ongoing issues, some concerning general improvement districts. Fred attends the interim committee meetings and gets involved in the regulatory process. Fred commented several years ago it was agreed upon by both parties, for Fred to bill a flat rate monthly rather than trying to figure out how many hours he spent at the legislative sessions and other committee meetings as a District representative. This agreement was made to assist with the District's budget process for lobbyist services.

Darrin Price thanked Fred Hillerby for his representation for the District during the legislative session and for his time to give a brief report of the session.

Both Linda Woodland and Margaret Reinhardt thanked Fred Hillerby for his updates.

Item#9. Update by RTC on the Pyramid/US 395 Connection.

Margaret Reinhardt made an announcement that RTC is here to give an update presentation, not a workshop, regarding the Pyramid/US 395 Connection.

Darrin Price reported that Doug Maloy with the Regional Transportation Commission is here to provide an update on the proposed Pyramid/US 395 connection. The District has been following this project because the District is a community partner and the proposed project will affect the Sun Valley community. The District recognizes that the majority of the impacts involve the residents south of the District.

Doug Maloy with the Regional Transportation Commission "RTC" commented the purpose of the Pyramid/US 395 Connection is to alleviate current and future traffic congestion stemming from growth in Sparks, Spanish Springs while improving east-west connectivity. The project limits are from Calle de la Plata to Queens Way and US 395 to Vista Boulevard. The north and south portion of the project on Pyramid HWY will be considered a freeway with speed limits set at 65 miles per hour. The east and west connector will have a speed limit of 55 miles per hour. Both the freeway and the connector will have various interchanges.
There are currently four design concepts for the connector. Two of the designs are classified as the north crossing, located south of the District following the existing power lines along Rampion Way. The difference between the two designs is the interchange location for Sun Valley. One design has an interchange on Sun Valley Boulevard, and other design has an interchange west of

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Chocolate Drive. The two other designs are classified as the south crossing, located on El Rancho Boulevard. Again the two differences are the interchange locations, one on Sun Valley Boulevard, and the other located on Dandini Boulevard. Depending on which design, the project has the potential to relocate 80 to 100 Sun Valley residents. Other impacts that still need to be reviewed are visual, noise, and environmental impacts in addition to the alternative at Sun Valley and Pyramid there will also be a “No Build” alternative.
Doug reported at the last workshop that was held on January 19, 2011 at the Sun Valley Neighborhood Center, there was approximately 120 attendees made up of residents and elected officials. A few attendees are opposed of the project, but overall attendees saw some benefits and possible opportunities for the Sun Valley community. Most of the attendees were generally in support of the project, but expressed concerns regarding impacts and mitigation strategies. The opinion for the connection design was split between northern and southern crossings, but the preference appeared to be more towards the southern crossing north of El Rancho Boulevard. No clear preference was determined for the interchange location.
Doug gave a brief study and project schedule broken up into four phases. The first phase known as the Initial Planning took place from 1998 to 2005 starting with the study requested by the City of Sparks in 1998; Pyramid Corridor Master Plan and the 2030 RTP in 2001; Sun Valley Area Plan in 2004; and updates to the 2030 RTP in 2005. The second phase known as the NEPA is scheduled from 2007 to 2014. This phase includes the Pyramid EIS kick off in 2007; Purpose and Need Development in 2008; Alternative Screening Complete in 2011, Draft EIS in 2012; Final EIS in 2013; and Record of Decision in 2014. The third phase known as the Final Design is scheduled from 2015 to 2017. This phase includes the Beginning of the Final Design of Initial Segments in 2015; and the Right-of-Way Acquisition Begins in 2017. The last phase is the beginning of construction initial segments scheduled for 2018 to 2020. Future segments are scheduled for 2020 to 2030.

Robert Fink inquired at what time will RTC start thinking about purchasing properties. He also inquired how and when does RTC determine property value. Robert commented that individuals need to be considered during this process and that is his main concern.

Doug commented once a decision has been made, RTC will start purchasing properties using strict guidelines set for by the Uniform Act that must be followed.

Garth Elliott thanked Doug for his presentation. Garth commented he is still in favor of the alternate route that was studied in 2003 that would by-pass Sun Valley and go around the homes instead of through the homes. He also commented he doesn’t like Sun Valley being in the middle of the east and west connector to help relieve the traffic congestion from other valleys.

Audience member Debra Ludy commented she just purchased a home on Rampion Way. She has never heard of the project and wanted to know how RTC notified residents about the January workshop. She was never informed by her realtor or lender about the workshop.

Doug commented RTC sent out a large quantity of notices including inserts in District billings and other mailings for areas not in the District regarding the January workshop. There is still a public hearing that will be held for everyone to provide formal comments. Doug also commented RTC has to follow strict guidelines when it comes to determining fair market value when it is time to purchase properties.

Audience member Vickie Maltman attended a prior RTC meeting and at one time there were 16 alternative designs. Why is RTC targeting the Sun Valley area? Vicky commented that she understands that individuals will be paid for their properties, but that doesn’t pay them back for

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the money that individuals already have spent with improvements to their homes. She also thinks that the project might be good for some commercial businesses, but it will bring more crime to the valley.

Audience member Susan Severt inquired; if only 15% of the design work has been done so far, does that mean that there will be greater impacts later in 2015 when RTC prepares the final design? She also inquired about the environmental justice to the minority population. Susan commented the project is not wanted, it may bring in some additional money, but it will bring more impacts to the valley and she is not in favor of it.

Doug reported that RTC is very confident that they have the maximum amount of area identified for the footprint. Environmental Justice guidelines are used to determine whether minorities are disproportionately impacted.

Audience member Marge Cutler commented she has been a participant with the project for many years. At the beginning the original route was to take traffic from the Spanish Springs area starting at Eagle Canyon Road, the route went around the north of Sun Valley and west of Chocolate Drive. This alternate route had fewer impacts to individuals. Why has the project changed and what is the purpose of this project?

Doug reported the project is to help eliminate traffic off of Pyramid Hwy and to connect the east and west areas. This project is considered a regional project that is intended to provide regional benefits.

Audience members Dale and Janice Embry commented they live on Rampion Way. They never heard of the project. They have put a lot of money into their property and given the economy, they will never see a return on their investment. They recommended having the route take off from Highland Ranch and go west.

Audience member David Perry inquired if there will be provisions built into the project. He also inquired what guidelines are used to determine property values. He commented RTC needs to improve their notification process.

Doug reported he does not handle right-of-way acquisitions, but if there is a situation where economically an individual was upside down if they were to receive fair market value, RTC would look into that and see how to get clear title that could require some kind of administrative settlement. RTC uses guidelines when acquiring properties.
Audience member Jeanie Harrison commented she lives on Rampion Way and she is against the project. It is already difficult getting onto Sun Valley Boulevard from Rampion Way. The Boulevard is already congested without any additional traffic. She is concerned it will bring more accidents and fatalities.

Audience member Dave Sawyer commented he doesn’t like the idea that the project will bring more commercial business to the area when it is at the expense of the property owners. He is not in favor of the project and would recommend no build.

Chair of the Sun Valley CAB Warren Brighton requested Doug with RTC to be present at the next CAB meeting for a progress update. Warren doesn’t understand why RTC continues to pay for consultant fees for a project that is not supported by the community. He would like for RTC to consider alternative projects (Western Arterial) that have less impacts on individuals.

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Darrin commented the District is a community partner and the District board directed staff to become actively involved and try to get the word out regarding the project. The District mailed a flyer provided by RTC, to all of the District customers with their monthly bill to promote the January workshop.

Robert Fink suggested for everyone to contact their Commissioner and provide their comments on the project.

Linda Woodland inquired why RTC doesn't start on Eagle Canyon and use undeveloped land to head towards US 395. This project is going to increase the existing traffic jam.

Garth suggested for RTC to send out survey cards to everyone for their input on the proposed project.

Margaret Reinhardt commented she sympathizes with everyone. There was a proposed project at one time on 7th Avenue that would have impacted a lot of individuals. She also commented that the southern crossing would have fewer impacts on individuals.

Darrin thanked Doug for providing an update.

Sandra Ainsworth commented she has only heard opposition regarding this project. She is still in favor of the route that is west of Chocolate Avenue. She has lived in Sun Valley for many years and raised her family in Sun Valley. They have put their heart and soles into their home and she knows that with the current market values, she would never be paid back what her family has put into their home.

Doug commented trying to balance transportation and community issues is very challenging. He apologized to anyone who was not notified of the prior workshop. He encouraged everyone to attend the public hearing to provide comments to RTC.

It was requested by various members for RTC to hold another workshop and making sure that all residents located on Rampion Way and surrounding areas are invited.

Item#10. Discussion and possible motion to consider amendment to Interlocal Agreement with Washoe County regarding cost sharing of utilities for the Sun Valley Neighborhood Center prior to renewal.

Darrin Price reported both the District's attorney and Washoe County District attorney are corresponding back and forth regarding interpretation of the original Interlocal Agreement deeding the parks to the District and the original Lease Agreement for the use of the neighborhood center. Darrin made a recommendation to continue with the current Lease Agreement between the District and Washoe County as is, and to consider amending the agreement next year prior to renewal. The County currently pays the District $300.00 per month to help cover garbage and janitorial services. The proposed amendment requiring Washoe County to pay a portion of the utilities, estimated to be $2,700.00 annually, will not hurt the District to pay for one more year.

Grady Tarbutton with Washoe County Senior Services commented he agrees with Darrin's recommendation. He too asked to continue with the current Lease Agreement to allow the attorney's time to review both agreements and negotiate any amendments as needed.

Garth Elliott commented his only concern is that the residents are paying twice for the parks. They pay a portion on their property taxes for recreation and they pay the District for recreation. He

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would have liked the County to share a portion of the property taxes with the District to help fund the park operations.

Darrin requested to renew the Lease Agreement, as is, until April 30, 2012.

Sandra Ainsworth made a motion to renew the Lease Agreement, as is, between the District and Washoe County and to continue with the negotiations for utilities. Robert Fink seconded the motion. The motion carried by the following;

Yea: Robert Fink, Linda Woodland, Sandra Ainsworth, Margaret Reinhardt
Nay: Garth Elliott

Item#11. Progress report from the Boys and Girls Club of Truckee Meadows on the Community Garden.

Doug Cordova with the Boys and Girls Club of Truckee Meadows gave a brief update on the community garden. He has been finalizing the grant that was awarded. The kids have done some weed control and have done some seeding. He thanked Jon Combs for his help for really cleaning up the lot and making it accessible for the kids. Doug commented that the garden is not a short term project it is considered an ongoing project. They are looking into purchasing a storage shed and possibly a greenhouse too for the site.

Item#12. Discussion and possible motion regarding article ideas for consideration requested by Patricia Lancaster.

Darrin Price received a request from Patricia Lancaster regarding some article ideas for future newsletters. The ideas are to recognize members of the military whose families reside in the District. Another idea is to honor Sun Valley students for their achievements.

Robert Fink commented he spoke with Patricia regarding her request and her goal is to keep the community aware of some of the good things that take place in the community.

Margaret Reinhardt commented she thinks these are good ideas, but did not want to make a formal commitment at this time because the newsletter has limited space. Margaret reminded the Board that the District participated last year honoring the military and their families during the Veteran's Day event at the Sun Valley Neighborhood Center.

Garth Elliott commented he hopes to never see a newsletter again now that the District's website is up.

Item#13. Discussion and possible motion per District personnel policy 5.11, the board to determine percentages for annual reviews and salary increases and consideration of alternative incentives.

Darrin Price reported that at the end of each fiscal year, the Board determines the percentage calculations on which raises are to be based. Evaluation scores set by management and supervisors will determine the individual employee's raise. He made a recommendation not to raise any wages this year based on the economy and for budgetary reasons.
Darrin reported per the District's personnel policy, the Board can consider alternative incentives for employees during years they are unable to give raises. He reported last year the Board graciously approved personal days in lieu of raises as a reward for excellent work, performance, and dedication. Darrin requested for consideration to award employees who meet expectations 1 paid personal day, and employees who are above expectations 2 paid personal days. Any

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approved personal days must be used within one calendar year and employees must seek approval from management or supervisor to use a personal day.

Robert Fink commented he does not feel now is the time to give any raises.

Robert Fink made a motion to approve 2 personal days.

Garth Elliott inquired if employees get their birthdays off, if not he thinks it should be considered. He also inquired if the District has a cost savings incentive program for the employees, example; if an employee came up with an idea to save the District $10,000 dollars, the District could reward the employee by splitting the savings with him/her and pay them $5,000 dollars.

Darrin reported as a public entity the District does not split savings with employees. Any savings the employees contribute are reward in other ways such as; an employee implemented a recycling program for the District office. The Board honored that employee and rewarded them with paid personal days as an incentive.

Robert Fink restated his motion to approve the 2 personal days in lieu of a raise with the employees giving management or supervisor 2 week notice. Linda Woodland seconded the motion.

Darrin reported management's recommendation is in lieu of annual raises for employees, if an employee's annual evaluation score meets expectations they would receive 1 paid personal day off. If the employee's annual evaluation score is above expectations they would receive 2 paid personal days off.

Margaret Reinhardt asked Robert if that is what his motion was.

Robert commented that is not what his motion was, but he wants to follow policy.

After some discussion the motion carried unanimously.

Maddy Shipman commented that Robert's motion does not match staffs recommendation and if he wants to approve staffs recommendation then he should reconsider his motion.

Robert Fink made a motion to reconsider the motion. Linda Woodland seconded the motion. The motion carried unanimously.

Linda Woodland made a motion to continue with the policy that the Board took last year, to reward employees who meets expectations 1 paid personal day off, reward employees who are above expectations 2 paid personal days off, there will be no annual raises, and personal days must be taken within one calendar year. Sandra Ainsworth seconded the motion.

Sandra inquired if the motion is for just annual raises. Does that mean if an employee goes and gets further education, would they not get a merit raise for that?

Darrin reported the Board is only voting on annual raises.

The motion carried unanimously.

Item#14. Discussion and motion regarding General Manager's performance review process.

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Darrin Price requested for direction on how the Board would like to perform the General Manager's performance review. Last year the District performed a 360° evaluation on the General Manager in lieu of an evaluation from the Board. Darrin asked what method would the current Board like to do for this years review process of the General Manager.

Linda Woodland commented she thinks the Board as a whole should be the ones to evaluate the General Manager. She didn't like the 360° evaulation process.

Margaret Reinhardt agreed with Linda.

Garth Elliott commented he thinks there is great value in the 360° evaluation process and made a motion to perform a 360° evaluation on the General Manager. Motion died for lack of second.

Linda Woodland made a motion to bring the review of the General Manager back to the Board. Sandra Ainsworth seconded the motion. The motion carried by the following;

Yea: Robert Fink, Linda Woodland, Sandra Ainsworth, Margaret Reinhardt
Nay: Garth Elliott

Item#15. Financial report by Bill Short.
None

Item#16. Legal report by Maddy Shipman.
Maddy Shipman provided some helpful tips, one regarding public comments. She encourages public comments, but be careful when the public comments start to become the discussion. Once it starts becoming more of a discussion, the Board should consider adding that particular topic to a future agenda. The other tip she offered is with the motion process. The standard motion process is to have a motion made and seconded, following discussion if any, and then the vote. Since the District Board allows for public comments on all agenda items, she recommended calling for public comments prior to making a motion, so that if the Board does have discussion they would have a better understanding what their discussing.

Item#17. Field report by Jon Combs.
Jon Combs reported on the following;

- When ever there is vandalism to the parks irrigation, the landscaper makes all the repairs. All repairs are charged to the District by the landscaper.
- Field staff is continuing to work on the meter change out to FlexNet and it has been it going well.
- Staff has been learning how to operate the pool equipment at the pool and it has been challenging at times.

Item#18. Managers report by Darrin Price.
Darrin Price reported on the following;

- Provided a Customer Service report for June 2011. The District received half of the monthly payments in person or over the phone; and the other half were via mail, drop box or automatic withdrawal. There are a total of 68 District customers taking advantage of the Recreation Discount.
- Provided an RGJ article regarding the City of Reno proposing a sewer increase. The increase is to help fund current and future sewer improvements.

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- Sun Valley Fun Sunday is July 17, 2011 from 9 am until 4 pm at the Sun Valley Community Park.

A. Update regarding activity of on-going commissions and committees.

- July 9, 2011 Darrin attended and gave a District update at the Sun Valley CAB meeting. At the CAB meeting he heard that Washoe County has provided a flyer how to deal with graffiti, Darrin will look into this flyer. The Sun Valley CAB started a petition regarding the repairs and maintenance of the Clock Tower. Also on the CAB agenda was discussion regarding the request for a 75 unit mobile home park to be developed off of east 4th Avenue. The CAB did not approve the request for the development.

Item#19. Public Comments.

Audience member Vicky Maltman commented on some overwatering she saw at the Sun Valley Neighborhood Center and requested Jon Combs to look into it.

Audience member Susan Severt commented she has issued a formal request with both Sun Valley Commissioners to put it on the Washoe County Commission agenda to revoke the Special Use Permit for the Clock Tower. She is pursing Washoe County School District regarding revamping some of the elementary schools in the community. Susan also reported she and some other individuals are working on a potential graffiti remedy.

Item#20. Board Comments.

Robert Fink commented since Washoe County originally approved the Special Use Permit for the Clock Tower; the County can take it away too. Robert reported on July 26, 2011 the Washoe County Commissioners will be discussing how they are going to payback the property taxes to residents of Incline Village. He also reported on August 4, 2011 the Washoe County Community Development will be reviewing the Valle Vista application for a 75 unit mobile home park. He would also like for staff to research how much a score board would cost for the ball field at the Sun Valley Community Park.

Garth Elliott commented on Mike Ariztia Field report. He commented he would have liked for the District to have implemented a Volunteer Program this year, since it is getting later in the year he hopes to see the program implemented next year. He also commended the office staff for being very professional. He would like to see more information to be provided to customers regarding leak detection. He also would like to challenge the board members to come up with some topics for the District's website.

Margaret Reinhardt read some suggestions that were received in the suggestion box.

- I just paid my bill and usually that is an unpleasant event. But today Muriel was so pleasant and it was a pleasure.
- Suggestion to clean up of some of the waste on the side streets and dirt roads to improve the environment.
- Comment was made that a customer pays too much for their water and sewer and hopes not to pay too much in the future.

Item#21. Future Agenda Items.

- Garth Elliott would like for the District to look into a manual reader board for the front of the office building to announce meetings.
- Garth would like to discuss graffiti at the next meeting.

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Item#22. Adjournment.

Linda Woodland made a motion to adjourn at 9:10 pm. Sandra Ainsworth seconded the motion. The motion carried unanimously.

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Meeting Minutes

Project: Pyramid Highway/US 395 Connection

Purpose: Field Trip Along Alternative 3 (Ridge Alignment)

Date Held: February 11, 2013, 10:30 am

Location: East of Sun Valley, Nevada, along Alternative 3 (Ridge Alignment)

Attendees: Darrin Price, Sun Valley General Improvement District (SVGID) General Manager)
Mike Ariztia, SVGID Public Works Director
Jennifer Merritt, SVGID Administrative Assistant
Doug Maloy, RTC
Bryan Gant, Jacobs Engineering

Discussion

On Monday, February 11, 2013, Bryan Gant and Doug Maloy met with representatives of the Sun Valley General Improvement District (SVGID) listed above. The purpose of the field trip was to show Darrin and his staff the locations of the proposed "Ridge Alignment" that is included in the alternatives in the Draft Environmental Impact Statement (EIS). Darrin has expressed concerns that this alternative will have visual impacts to Sun Valley residents. Doug and Bryan felt that a field trip of the alignment would provide an understanding of the potential visual impacts.

The field trip began at a location immediately east of Sun Valley Boulevard that is along the US 395 Connector alignment. The location was approximately where the two Sun Valley crossing alternatives diverge. The discussion at this location was generally on the two alternatives, but it was understood that the potential visual impacts of the "Ridge Alternative" were not affected by the Sun Valley crossing alternative of the Connector.

Using GPS, Bryan was able to provide approximately four ground locations along the "Ridge Alignment" that the group was able to drive to and observe the location relative to different parts of the Sun Valley community. The group was also able to reasonably drive along the alignment to check intermediate points for potential visual impacts.

The field trip took approximately two hours. With the exception of a few short segments, it was understood by all that the proposed road would not be visible by the Sun Valley community due to its location on the east slope of the ridge above Sun Valley and relatively few segments in fill. The group talked about potential visual screening using fill material should that alternative be selected. Darrin asked about landscape screening as an option.

Darrin requested that additional field trips be held to allow them to take SVGID Trustees up to view the alignment. A future field trip would be scheduled for two trustees and no general public. Bryan and Doug will stake out key locations in the field prior to the next field trip.

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Meeting Minutes

Project: Pyramid Highway/US 395 Connection

Purpose: Field Trip Along Alternative 3 (Ridge Alignment)

Date Held: March 18, 2013, 3:30pm

Location: East of Sun Valley, Nevada, along Alternative 3 (Ridge Alignment)

Attendees: Darrin Price, Sun Valley General Improvement District (SVGID) General Manager)
Mike Ariztia, SVGID Public Works Director
Sandra Ainsworth, SVGID Trustee
Joseph Barstow, SVGID Trustee
Kitty Jung, Washoe County Commissioner
Doug Maloy, RTC
Bryan Gant and Chris Martinovich, Jacobs Engineering

Discussion

On Monday, March 18, 2013, Bryan Gant, Chris Martinovich, and Doug Maloy met with representatives of the Sun Valley General Improvement District (SVGID) listed above and Washoe County Commissioner Kitty Jung. The purpose of the field trip was to show SVGID Trustees and Commissioner Jung the locations of the proposed "Ridge Alignment" that is included in the alternatives in the Draft Environmental Impact Statement (EIS). The field trip was provided at the request of Darrin on behalf of those who attended. Prior to the field trip, four ground locations were staked as "way points" with intermediate sighted in points also staked to provide good visual reference for the field trip. It was anticipated that this would allow Darrin and his staff to take other interested trustees and their constituents on similar field trips should they have additional requests.

Maps were provided to the group to provide some additional visual reference information. There was a brief discussion at the first location east of Sun Valley Boulevard that is along the US 395 Connector alignment. Commissioner Jung wanted a better understanding of the two Sun Valley crossing locations. In addition, she asked about the purpose of the study. She asked what could be done to help the Sun Valley community should this be constructed. The group discussed how there could be opportunities including providing sidewalk along Sun Valley Boulevard within the

limits of construction. Bryan, Chris, and Doug pointed out that sound walls (screen walls) will be considered at the crossing location and are included in the Draft EIS as potential sound mitigation depending on the results of sound studies during design.

The group stopped at the four "way points" and a few intermediate locations during the trip. Other general discussion about the study occurred, including potential phasing and funding issues. The field trip took approximately 1-1/2 hours. With the exception of a few short segments, it was understood by all that the proposed road would not be visible by the Sun Valley community due to its location on the east slope of the ridge above Sun Valley and relatively few segments in fill. The group talked about potential visual screening using fill material should that alternative be selected.

In general, it appeared that the group was not overly concerned about the potential visual impacts, and appreciated the opportunity to view the alignment and receive an update on the Draft EIS process.

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Appendix B:
Public Involvement

Citizen Advisory Board Meetings

SUN VALLEY CITIZEN ADVISORY BOARD

DRAFT

The regular meeting of the Sun Valley Citizen Advisory Board held April 11, 2009, at the Sun Valley Neighborhood Center, 115 W. 6th Avenue, Sun Valley, Nevada.

1. **CALL TO ORDER –** Chairperson Lancaster called the meeting to order at 9:05 a.m.
2. **ROLL CALL/DETERMINATION OF QUORUM –** Roll call was heard and a quorum of three members was determined.
   MEMBERS PRESENT – Patricia Lancaster (Chairperson), Warren Brighton, Jim Brunson
   MEMBERS ABSENT – John Jackson (excused), Linda Woodland (excused), James Georges
3. **APPROVAL OF AGENDA FOR MEETING OF APRIL 11, 2009** – Warren Brighton moved to approve the April 11, 2009 meeting agenda. Jim Brunson seconded the motion. The motion carried unanimously.
4. **APPROVAL OF MINUTES FOR MEETING HELD ON MARCH 14, 2009** – Warren Brighton moved to approve the March 14, 2009 meeting minutes as presented. Jim Brunson seconded the motion. The motion carried unanimously.
5. **PUBLIC COMMENT**
   A. Bob Fink reported Charter Communications fixed the problem of TV "ghosting" on certain channels and that Gary Schmidt's case has been overturned by the Supreme Court.
   B. Tom Noblett, Leon Drive resident, reported that at a recent meeting it was announced water bills would be increased by 10%, but that a TMWA representative he spoke with reported there would only be a 3% increase spread out over a three-year period. Chairperson Lancaster clarified a 10% increase was being proposed and negotiated. Mr. Noblett stated he attended a meeting regarding the pool and that the cost to open the pool would be $35,000 and not $70,000 as previously reported. He also noted a trailer from the Carol Drive area was moved to the Leon Drive area. Bert Bracy, Code Enforcement Officer, reported the trailer was being removed. Mr. Noblett thanked Mr. Bracy for his efforts.
6. **REPORTS AND UPDATES** – The following reports and updates will be limited to five (5) minutes each. Speakers are requested to sign in and move to the front of the meeting area to speak.
   A. *Chair/Board Member Items –Chairperson Lancaster explained a meeting regarding the Sun Valley Pool was held and that resident input received thus far was in favor of taking action to open the pool, but responses were still being received. She encouraged individuals to attend the GID meeting to be held on Tuesday, April 28, 2009.
   B. *Updates/Announcements/Correspondence – There were no updates, announcements, or correspondence presented.
   C. *County Commissioner/Community Liaison Updates – Washoe County Commissioner Bonnie Weber wished everyone a Happy Easter holiday and reported the following:
   - She attended the meeting regarding the Sun Valley Pool issue. She clarified the $70,000 amount discussed was to open the pool and to keep it open for the entire summer season. She stated the Board of County Commissioners were willing to work with the GID on the pool issue and encouraged individuals to contact County Commissioners in support of finding and allocating the approximately $36,000 needed to open the pool.
   - There will be further discussion at the Commission meeting next week regarding the Northgate Golf Course and whether or not the property would be reverted back to RJB Development. Commissioner Weber stated she and Councilperson Breternitz will be requesting an additional nine months at a cost of $300,000 in order to have further discussion with the community on the issue, but it was not sure yet where the funding would come from.
   - There has been discussion regarding water rights funding from the North Valleys Regional Sports Complex. The North Valleys community requested that the funding be earmarked for the park for a pool and a gym. Another suggestion was to use a portion of the funds for a Park Manager to oversee and maintain all parks.
   - Her "Coffee with the Commissioner" meeting would be held next week at 10:00 a.m. at the Sierra Sage Golf Course. She would provide information regarding foreclosure tips. Commissioner Weber noted there was an effort to save the Sierra Sage Golf Course which was scheduled to close at the end of September.

   Concerns/Comments
   - Tom Noblett thanked Commissioner Weber for her efforts in reviving the three-minute time limit for public comment during County Commission meetings.
   - Susan Severt commented that her concern was being given good information from the Parks Department without inflated costs and provided some examples.
   - Darrin Price noted Doug Dolittle would present a business plan at the April 28th GID meeting and that Mr. Dolittle would consider laying off full-time employees if pressured by the County Commission to come up with the $36,000 needed to open the pool. He thanked Commissioner Weber for attending the meeting in Carson City to obtain approximately $400,000 for school sidewalks.

   D. *Reno Fire Safety Update – There was no one in attendance to present a report.

E. *Washoe County Sheriff's Office Items – There was no one in attendance to present a report. Chairperson Lancaster noted the Crime Reports handout noted a breaking and entering in the 400 block of Highland Ranch Parkway.

F. *Washoe County Regional Parks and Open Space Update, Pah Rah District – Suzanne Burr, Sun Valley Neighborhood Center Recreation Coordinator, reviewed upcoming park events. She stated volunteers were still needed and announced she would be moving to the Lazy 5 Park by June 1, 2009.

G. *GID Update - Mr. Price reported the next SVGID meeting would be held on Tuesday, April 28, 2009 at 6:00 p.m. and would include a discussion of the Sun Valley Pool. Doug Dolittle would be in attendance for a presentation. Regarding earlier comments about water rate increases, Mr. Price clarified the TMWA residential water rate was being proposed at 3% and the Sun Valley wholesale water rate was proposed at a higher rate, but was being negotiated.

1. **GID Sidewalk Project Update & Request For Community Input** - Darrin Price, SVGID General Manager, distributed and reviewed the Sun Valley Schools Sidewalk Project presentation handout and reported approximately $400,000 was received for sidewalks which was less than the $650,000 requested therefore the project would have to be prioritized. Discussion followed to prioritize sidewalks for Sun Valley Elementary School before Lois Allen Elementary School.

Concerns/Comments

- Chairperson Lancaster noted the May SVCAB meeting has been cancelled due to the Great Truckee Meadows Clean-Up event. There would be free dumping at Lockwood from Monday, April 20 to Wednesday, April 29, 2009.

7. OLD BUSINESS – There was no Old Business agendized for review.

At this time, Chairperson Lancaster opened agenda item 9 to allow time to set up the RTC presentation.

8. FUTURE AGENDA ITEMS (Formerly agenda item 9)

Future agenda items for the June SVCAB meeting include: (a) Discussion of candidates for the Washoe County School District; (b) Update on Nuisance Ordinance and Administrative Enforcement Ordinance; (c) Update on Washoe County Senior Services Future Plans for Sun Valley Senior Center; (d) Presentation by District Health regarding the Mosquito Abatement program.

9. NEW BUSINESS – (The Staff contact listed on items for Community Development may not be in attendance but can be contacted with code and policy questions.)

A. *Corridor Improvements Study – With a PowerPoint© presentation, Leslie Regas, CH2M Hill Transportation Planner, reviewed the Pyramid Highway/US 395 Connection project which would alleviate traffic congestion on Pyramid Highway and improve east/west connections from the Spanish Springs area. Doug Maloy, RTC Project Manager, noted an open house meeting was held in Spanish Springs and that an open house meeting was being scheduled for the Sun Valley area on Wednesday, April 29, 2009 at the Sun Valley Neighborhood Center. Flyers regarding the open house meeting were made available as well as a sign-up sheet for the project mailing list.

Concerns/Comments

- A comment was made to install a light on the southbound lane to the freeway on Clearacre due to the fact that the current traffic signal is not visible to oncoming traffic and that the lane drops off when entering the freeway.
- Susan Severt stated her concern was the use of eminent domain to uproot established homes for the benefit of the project. She noted public transportation was a "touchy" subject for Sun Valley residents.
- Tom Noblett commented on establishing safer bus stops.
- Lorrie Adams, Washoe County Community Outreach Coordinator, requested to know if response times for emergency services were being considered with the project. Ms. Regas stated that level of detail has not yet been analyzed.
- Susan Severt requested Sun Valley residents be provided with update information on the project.

B. Washoe County Senior Services Future Plans For Sun Valley Senior Center – Grady Tarbutton, Washoe County Senior Services Director, commented on the challenge to expand senior services during the current economic downturn and recent department budget cuts. He noted senior services were not funded by the county general fund, but by grants and the Ad Valorem tax therefore experienced little impact in a reduction in funds. He reviewed proposed locations and the advantages of moving senior services to the Sun Valley Neighborhood Center which would save $22,000 a year. A decision may be made in a couple of months. Discussion followed regarding concerns about mixing senior services with current youth programs at the Neighborhood Center and the lack of southbound bus transportation in the area. Tom Noblett suggested housing senior services at the Landowners Building. Chairperson Lancaster requested an update at the next SVCAB meeting.

10. ADJOURNMENT

There being no further business, the meeting adjourned at approximately 11:45 a.m. Warren Brighton moved to adjourn the meeting. Jim Brunson seconded the motion. The motion carried unanimously.

SUN VALLEY CITIZEN ADVISORY BOARD

DRAFT

The regular meeting of the Sun Valley Citizen Advisory Board held November 14, 2009, at the Sun Valley Neighborhood Center, 115 W. 6th Avenue, Sun Valley, Nevada.

1. **CALL TO ORDER –** Chairperson Lancaster called the meeting to order at 9:02 a.m.
2. **ROLL CALL/DETERMINATION OF QUORUM –** Roll call was heard and a quorum of five members was determined.
   MEMBERS PRESENT – Patricia Lancaster (Chairperson), Warren Brighton, Jim Brunson, James Georges, Linda Woodland
   MEMBERS ABSENT – None
3. **APPROVAL OF AGENDA FOR MEETING OF NOVEMBER 14, 2009** – Linda Woodland moved to approve the November 14, 2009 meeting agenda. Warren Brighton seconded the motion. The motion carried unanimously.
4. **APPROVAL OF MINUTES FOR MEETING HELD ON SEPTEMBER 12, 2009** – Garth Elliott noted that on Page 1, item 5E, the third line should read: "He stated that he has some concerns with the regulations as they are written." Warren Brighton moved to approve the September 12, 2009 meeting minutes as amended. Jim Brunson seconded the motion. The motion carried with Linda Woodland abstaining.
5. **PUBLIC COMMENT**
   A. Tom Noblett, Leon Drive resident, reviewed issues that he has with the Highway Patrol. He reported that the Bingo Board is arriving this week, and some public dignitaries will be present. Tuesday morning Bingo is doing well. Local establishments have been donating food as prizes. He called the road department to report potholes on Fourth Street, which have since been fixed. He thanked the Pastor of the church on Fourth Street for purchasing three cases of cookies to help raise funds for the Bingo game.
   B. Garth Elliott reported Commissioners are reviewing the last part of the Nuisance Ordinance due to public concern. He encouraged the Commissioners to address the needs of Sun Valley in this legislation. He asked that a small citizens committee meet before the next reading of the ordinance to decide what is in the best interests of Sun Valley, particularly as it pertains to the vehicle storage provision. If the committee has a formal name, it is possible that the committee would be given more time to address the Commission at the next reading of the ordinance. Mr. Elliott reported that his family is still trying to adopt the Island Ranch Park. He explained his concerns regarding the county's management of volunteers for projects.
   C. Jim Brunson reported several complaints have been received regarding traffic being blocked from the roadside market stand on Fifth Street on the weekends and that members of the Catholic Church in the area have stopped attending church services for this reason.
   D. Tanya Bullock reported the Senior Center is doing well. WCDF Industries will be updating the recognition board to recognize all of the residents who have given to the community center. Ms. Bullock reviewed the various people who have donated items to the seniors for holiday baskets as well as other items. Pictures were shown of the Senior Halloween Party. A Holiday Party for seniors will be held the third week in December. She commented that volunteers would be helpful for the various activities that are being planned for the event.
   E. Susan Severt reported the clock tower has been reset to the correct time, and parts have been ordered to fix the other two clock faces, but that more work may be needed if not fixed by Christmas. More rock has been brought into the regional park, which has blocked off some of the access points. Some portions of the park will be reseeded in the spring using seeds of native plants. Consideration is being given to either replacing the fountain that was damaged or replacing it with something else.
   F. Brenda Hess, Director of Family Resource Center, reported that food remains the number one need. Outreach will be made to children who are eligible for the free lunch program, but are not currently receiving it. Ms. Hess reported that she attended two community expos sponsored by NV Energy last week. Both sessions were heavily attended, and most attendees were able to receive assistance in the amount of $100 on their power bill. A community expo is being planned with NV Energy in either Sun Valley or the North Valleys Community Center. She asked to be contacted about families in need.
   G. John Jackson reported the Food Pantry at the Nazarene Church is serving at least 200 people every week with approximately 25 new applicants each week. Assistance is provided for individuals that want to apply for the Food Stamp Program. "Angel Trees" to donate food/clothing/toys to needy children were being established. Volunteers were also needed for the Food Pantry.
   H. Brenda Hess commented volunteers are being sought to assist people with filing taxes. The IRS will assist with the training to be held in December, but there is a cost involved.
   I. Charles Stockford commented on the debris he found near his home on Quartz Lane and asked what can be done to address this issue. Burt Bracy, Washoe County Code Enforcement, suggested his office be called at 328-6191 regarding this issue as well as the ongoing weekend market adjacent to the Catholic Church.

J. James Georges reported that a new store has opened in Sun Valley called "DVDs" where DVDs can be rented. He encouraged residents to support local businesses.

6. REPORTS AND UPDATES – The following reports and updates will be limited to five (5) minutes each. Speakers are requested to sign in and move to the front of the meeting area to speak.

A.* Chair/Board Member Items - Board member Brighton suggested submitting complaint forms to the County Commissioners regarding issues that have been repeatedly discussed at CAB meetings. For example, the clock tower issue. Chairperson Lancaster noted volunteer information was provided on the back table.

B.* Updates/Announcements/Correspondence – There were no items to report.

C.* County Commissioner/Community Liaison Updates- Commissioner Bonnie Weber or Commissioner Kitty Jung May Be Present For an Update on County Issues.

- "Coffee with Commissioner Weber" is held the 3rd Saturday of every month at the Sierra Sage Golf Course, 6355 Silver Lake Road in Stead
- Lorrie Adams, County Liaison for Districts 4 and 5, is available to answer your questions and concerns. Please feel free to contact her at ladams@washoecounty.us or at (775)328-2720. To sign up to receive e-mail updates from the county visit www.washoecounty.us/cmail. The written county updates are available online at: www.washoecounty.us/cab (follow the link to your CAB).

Commissioner Kitty Jung:

- Encouraged residents to report repair or maintenance issues before they become bigger matters.
- Complemented the community for their proactive steps in addressing community issues such as keeping the swimming pool open this summer.
- Announced the annual Report to the Community regarding regional animal services is now available on the county's website. The service is now ranked number two in the nation. She predicted the service may be ranked number one within a year's time. Commissioner Jung noted many people have had to surrender their pets due to the economy. She encouraged people to become foster parents to animals in shelters for a month.
- Reported that the District Board of Health is considering the elimination of the use of PERC which is a dry cleaning fluid used dry cleaning establishments which may be harmful to the environment. New business would not be allowed to use PERC and existing businesses would have until 2023 in which to change depending on if they meet certain criteria. She noted she would e-mail CAB members the list of the four dry cleaning establishments that do not use PERC.
- Stated that illegal dumping was a major issue discussed at the last Commission meeting. This is linked to the economy since people can't afford to pay for dumping. She has requested that at the next joint meeting with the cities of Reno and Sparks, and Washoe County School District a presentation be given regarding what the next steps should be in addressing this issue. She encouraged residents to report illegal dumping at 328-DUMP and cautioned against directly confronting individuals that are illegally dumping.

Concerns/Comments

- An audience member commented that he lives on a private road and has had to confront a neighbor regarding illegal dumping in his area, per the Sheriff's Department. He noted that the Sheriff's Department will not confront reckless driving and speeding in the area since it is a private road, but that he can be held responsible for any injuries or deaths that occur as a result of this. Commissioner Jung commented that she will request that the Sheriff attend the January, 2010 CAB meeting to address this issue.
- Board member Brunson added that he also lives on this road. He noted that there is a law in Utah that states that if the road is used for public access for so many years, it automatically becomes the property of the county. Commissioner Jung replied that Washoe County has a similar law, and she will research this. She asked for the name of the street, and was told that it is East 6th and Klondike.
- Charles Stockford reported he had been told household items could be dumped at no charge. He stated the public should be made aware of this fact. Commissioner Jung replied she would need to verify this information.
- Tom Noblett commented that more time was needed for public comment at County Commission meetings. Commissioner Jung reported several complaints were heard regarding this issue so she had requested the matter be agendized. Commissioners voted four to one to keep public comment at two minutes. She noted the Chair sets the time limit, and that, if she becomes Chair, it will be changed to three minutes.

D.* Reno Fire Safety Update – There was no one in attendance to present an update.

E.* Washoe County Sheriff's Office Items – There was no one in attendance to present an update.

F.* GID Update - Chairperson Lancaster announced that the next GID Board meeting is scheduled for Thursday, November 19, 2009 at 6:00 p.m. Agenda items that will be discussed will include parks and pools and water hook-up fees.

7. OLD BUSINESS

A.* **Update Report By Assemblyperson Smith On 2009 Legislative Session** – Assemblyperson Smith will provide an update on the 2009 Legislative session actions which affect Washoe County and the cities of Reno and Sparks,

with emphasis on any adopted bills of importance to the Sun Valley area. This item is informational only. No action will be taken.

There was no one in attendance to present a report.

At this time, Chairperson Lancaster announced there would be a short break in order to set up the presentation for the next agenda item.

8. NEW BUSINESS

A.* Pyramid Highway/US 395 Connection Study Presentation – Representatives from the Regional Transportation Commission of Washoe County (RTC) and its consultants, Jacobs Engineering and CH2M Hill, will provide a presentation on the Pyramid Highway/US 395 Connection Study's progress. The study is evaluating alternatives to relieve traffic congestion on the Pyramid Highway and provide improved connectivity from Pyramid to US 395 and east to Vista Boulevard. Alternatives will be developed and evaluated to provide for today's traffic and anticipated future growth through 2040. This study is an environmental and engineering study being conducted by the RTC on behalf of the Nevada Department of Transportation (NDOT) and in cooperation with the Federal Highway Administration (FHWA). For more information, please visit www.rtcwashoe.com and click on **Hot Topics, Pyramid Highway/US 395 Connection EIS**. Following the presentation, the presenters will answer questions from the CAB and NAB members and the public. (This item is informational only and no action will be taken.)

With a PowerPoint© presentation, Doug Maloy, RTC Project Manager stated the project was to relieve traffic congestion on Pyramid Highway and also provide connectivity from Pyramid Highway west to 395. He reviewed the screening process and reported they were currently at the level three phase of the screening process. One alternative is to establish a freeway. Another alternative was to establish connectivity on the hillside behind commercial businesses in the area. He reviewed possible connection points and challenges with establishing connectivity in a hillside range. Three alternatives were being considered for going west from Sun Valley and connecting to 395. Drafting of the Environmental Impact Statement would be completed in 2010 with a possible decision on a final alternative following extensive review in 2012. Construction was not expected to begin before 2018. Stakeholder meetings were being planned throughout the next several months. A public workshop would also be held in Sun Valley after the first of the year. A public hearing on the draft document would also be held in 2010.

Concerns/Comments

- Board member Woodland expressed concern about ramps with no yield signs. She suggested installing lights to direct traffic. David Dodson, Project Manager, CH2M Hill, stated interchanges for this project would be designed under current standards. Mr. Maloy reported standards would include designing the length of the ramps to allow drivers to accelerate to the speed of freeway traffic. There is discussion of spacing out interchanges. The RTC was also considering ramp metering on 395 North.
- Board member Brighton suggested avoiding building lanes that drop off.
- In response to Susan Severt's question, discussion followed regarding the proximity of the project to homes and businesses in the area. Ms. Severt asked about the standard easement that would be needed. Mr. Dodson stated that has not been determined because it depends on the type of interchange needed which requires traffic and operation studies. Mr. Maloy added it may be a six-lane facility, which may require an approximately 100-ft easement. He stated they were in the process of completing field work over the proposed area.
- John Jackson pointed out drainage from the Sun Valley area comes down through that area and a dam was in place to prevent flooding in the City of Sparks. He asked if an interchange had been suggested for El Rancho Drive. Mr. Dodson explained that was being considered. Mr. Jackson noted El Rancho Drive was reduced from four lanes to two lanes.
- Board member Brunson stated RTC should have used funding to fix the intersection at Sullivan Lane and El Rancho Drive.
- Garth Elliott expressed his appreciation for including the west Sun Valley area in the project design. He stated he would like RTC to return to discuss using funds for a Mass Transit System. He commented that Sun Valley Boulevard was the biggest dump for vehicles from Pyramid Highway onto the freeway. Mr. Maloy reported a freeway facility as opposed to an arterial facility was being considered for west Sun Valley, but that studies indicate it did not relieve traffic congestion on Pyramid Highway as first thought.
- Chairperson Lancaster suggested widening McCarran Boulevard than building additional roadways.
- Board member Brighton agreed that widening Pyramid Highway down to McCarran Boulevard would provide more room for traffic and less impact to the area.
- Susan Severt stated that, in her opinion, there are no benefits to this project and that the project would increase traffic congestion and removal of some residences. Mr. Maloy stated the project would provide regional connectivity from west to east and to the north on 395 and Pyramid Highway.
- Board member Georges asked about the parallel road to Sun Valley Boulevard. Mr. Maloy stated that was still in the Regional Transportation Plan.
- Board member Brighton requested to know if residents were approached about the project. Mr. Maloy stated that was the purpose of tonight's presentation. Discussion followed regarding funding being spent on this

project. Mr. Maloy noted there would be other opportunities for the public to provide input to the project and that tonight's presentation was to provide an update on the project.

- Chairperson Lancaster stated she did not realize the three alternatives were designed close together. She noted traffic down Sun Valley Drive in the mornings and afternoon was horrendous and will not improve with this project.
- Jim Tatomer asked for information for the north part of the area. Mr. Maloy stated that would be addressed and that information would be provided.
- Board member Brighton noted re-directing traffic north would improve current traffic congestion rather than adding more congestion to the area.

B.* **Sun Valley Elementary Garden Committee** – Stephanie Braun, Sixth Grade Teacher at Sun Valley Elementary School, will give an update on the Sun Valley Elementary School's Garden Project. The update will include progress made this school year, as well as plans for the next school year.

There was no one in attendance to present a report.

9. FUTURE AGENDA ITEMS

Garth Elliott requested a presentation by RTC regarding an accounting of funding to assist with the 30% reduction in transportation for the area. Mr. Maloy reported he attempted to contact a representative to attend tonight's meeting regarding this issue. He suggested calling Mr. Hanson at 348-0400 about giving a presentation on the future of transportation in the area. Susan Severt suggested agendizing traffic concerns at El Rancho Drive and noted traffic lights at El Ranch Drive are not aligned and that the road was to be re-striped, but was delayed due to the weather and that traffic signs posted in the area were blocked by trees.

Future agenda items include: (a) Introduction of new WCSD Superintendent, Heath Morrison, **(b)** RTC presentation regarding the future of bus transportation for the Sun Valley area; **(c)** Discussion of traffic concerns at El Rancho Drive

10. ADJOURNMENT

There being no further business, the meeting adjourned at 11:09 p.m. It was moved to adjourn the meeting. Warren Brighton seconded the motion. The motion carried unanimously.

NORTH VALLEYS CITIZEN ADVISORY BOARD
AND
WARD FOUR NORTH VALLEYS NEIGHBORHOOD ADVISORY BOARD

DRAFT

Minutes of the joint special meeting of the North Valleys Citizen Advisory Board and North Valleys Neighborhood Advisory Board held November 16, 2009 at the North Valleys Regional Sports Complex Community Building 8085 Silver Lake Drive, Reno, Nevada

1. **CALL TO ORDER AND PLEDGE OF ALLEGIANCE** – The meeting was called to order at 6:31 p.m. by, Sarah Chvilicek, Chair.
2. **ROLL CALL AND DETERMINATION OF QUORUM FOR NV CAB –** Sarah Chvilicek, Chair, District 5, Francine Donshick, Vice Chair, District 3, Mark Gallegos, District 3 Alternate (arrived at 6:49 p.m.), Frank Schenk, Cold Springs, Earl Walling, North Valleys, Linda Walls, North Valleys and John White, North Valleys.
   MEMBERS ABSENT - Eric Arentz, Secretary, Cold Springs, excused
   ROLL CALL AND DETERMINATION OF QUORUM FOR NV NAB – Kate McGrath (Chairperson), Garret Idle, Ed Hawkins, Janet Pirozzi and Byron Davis (Left the meeting at 8:19 p.m.).
   MEMBERS ABSENT - Lisa LaPier, excused.
3. **APPROVAL OF THE AGENDA** – Francine Donshick moved to approve the November 16, 2009 agenda as posted. Kate McGrath seconded the motion. The motion carried unanimously.

4.* **PUBLIC COMMENT:** Comment heard under this item will be limited to items not on the agenda. Any time limits for this public comment item and for public testimony during an agenda item will be set by the Chair at the beginning of the meeting, but the time limit per person shall be no less than three minutes. The Chair may also grant additional time for persons representing a group at the beginning of the meeting. Testimony during an agenda item shall be limited to the subject of the agenda item. Comments are to be made to the CAB and NAB as a whole.

- Maia Dickerson, Keep Truckee Meadows Beautiful urged citizens to recycle phone books and recycle Christmas trees after the holiday. Ms. Dickerson provided brochures for the boards and audience. Ms. Dickerson also urged citizens to recycle phone books. AT&T will donate new trees to local parks.
- Suzy Rogers, City of Reno Emergency Communications urged citizens to recycle cellular phones. Ms. Rogers announced that the new communications manager has assumed his position with the 9-1-1 Emergency Center.
- Gary Feero announced that the Community Emergency Response Team offers a variety of training of volunteers to respond to emergency situations. Mr. Feero provided copies of the CERT brochure. Mr. Feero urged citizens to volunteer to help with livestock and pets of owners evacuating during wildfires or other emergencies.
- Jon Johnson speaking as a private citizen stated concert that the City of Reno continues to shut down the use of the ladder truck 15 at the Sun Valley fire station endangering local citizens. Mr. Johnson stated the importance of ladder trucks. Mr. Johnson also stated concern that the City of Reno is choosing not to use available funds to keep fire stations and equipment operating.
- Ed Hawkins stated concern that a resident has requested sidewalks behind Silverlake School. Mr. Hawkins asked that precautions as well as signage be installed for student safety.
- Michael Welling brought it to the attention of the board and audience that roadway grindings could cause winter weather run-off to contaminate the Silverlake.
- Nancy Ann Leeder urged citizens to attend the Board of County Commissioners review of the Nuisance Ordinance that is scheduled to be heard on December 8, 2009. The ordinance includes regulations for unregistered vehicles.

5. **SPECIAL BUSINESS -** (The staff contact listed on items for Community Development may not be in attendance but can be contacted with code and policy questions.)
   A. **Echeverria Silver Lake Property Zoning Map Amendment** – In the absence of Andrew Durling, Dave Snelgrove, Wood Rodgers presented the request on the ±289.6 acre subject property (APN 090-030-02; 090-040-02, & 03) is located on the east side of Red Rock Road, ±1,450 feet north of the Red Rock Road/Moya Boulevard intersection, within the Reno Stead Corridor Joint Plan Cooperative Planning area. On behalf of the applicant, The Peter Echeverria Family Ltd. Partnership, we are requesting a Zoning Map Amendment from: General Rural – Reno Stead Corridor Joint Plan (GR-RSCJP) on ±289.6 acres to: PUD on 66.47 acres; OS (Open Space) on ±216.90 acres; and LLR2.5 (Large Lot Residential 2.5 acres) on 4.00 acres. Applicants representative - Andrew D. Durling, AICP Associate, Wood Rodgers, Inc. **MOTION**: Francine Donshick moved to recommend approval of the Echeverria Silver Lake Property Zoning Map Amendment as presented. John White

seconded the motion. The motion carried with Frank Schenk abstaining. Mr. Schenk stated that he would submit his comments and recommendations in writing. Members of the NVNAB provided their comments in writing to City of Reno staff.

Comments and Concerns

- Ed Hawkins stated for the record that he did not get any response from the applicants representatives to his phone calls. Mr. Hawkins asked that the negative impacts to the retention pond need to be addressed. Mr. Hawkins stated concern regarding negative impacts from this proposed project to the ecological site. In response, Mr. Snelgrove stated that the applicant feels that the proposed project is compatible. Mr. Snelgrove asked Mr. Hawkins to call him to discuss concerns.
- In response to questions raised, Mr. Snelgrove stated that the applicant could look at alternative secondary access to the subject property.
- Francine Donshick stated that this application seems to be substantially the same proposed project that the NVCAB had already recommended approval.
- Mr. Snelgrove identified several potential uses that would be compatible with the proposed land uses.
- Sarah Chvilicek asked that the potential for negative impacts from water run-off be addressed.
- Mr. Snelgrove stated that construction of the roadways would be subject to market conditions.
- Mr. Hawkins asked the applicant to address water run-off and flooding issues.
- Michael Welling, resident of Silver Knolls stated concern regarding the amount and source of dirt needed for the site work. Mr. Welling stated concern that the applicant's representatives do not have sufficient details of the proposed project for the community to make a recommendation. Mr. Welling stated that it is premature to make a recommendation on the proposed open space. Mr. Welling was reminded that the development plans would be brought back to the advisory boards upon submission of the applications.
- Edwin Jurdan asked that wildlife protection be addressed by the applicant.
- Sarah Chvilicek thanked the applicants for their efforts to inter into a agreement to preserve open space.

Following agenda item 5. A. Commissioner Kitty Jung was invited to address the boards and the audience. Commissioner Jung urged citizens to adopt homeless animals. Commissioner Jung also urged citizens to provide temporary care of animals that will be available for adoption. Commissioner Jung urged citizens on Cable TV to check their remote controls to see if they can access Washoe County TV. Commissioner Jung stated that new cleaners businesses will not be approved to use carcinogens. Contact Commissioner Jung by calling her at 219-6472.

B.* Pyramid Highway/US 395 Connection Study Presentation – Doug Maloy, PE, Project Manager, Regional Transportation Commission (RTC) and David Dotson, Consultant, Jacobs Engineering and CH2M Hill provided a presentation on the Pyramid Highway/US 395 Connection Study's progress. The study is evaluating alternatives to relieve traffic congestion on the Pyramid Highway and provide improved connectivity from Pyramid to US 395 and east to Vista Boulevard. Alternatives will be developed and evaluated to provide for today's traffic and anticipated future growth through 2040. This study is an environmental and engineering study being conducted by the RTC on behalf of the Nevada Department of Transportation (NDOT) and in cooperation with the Federal Highway Administration (FHWA). For more information, please visit www.rtcwashoe.com and click on Hot Topics, Pyramid Highway/U.S. 395 Connection EIS. Following the presentation, the presenters will answer questions from the CAB and NAB members and the public. Following their presentation, Mr. Maloy and Mr. Dotson were available to address questions and concerns. (This item was informational only and no action was taken.)

Comments and Concerns

- Questions were raised whether RTC has plans to construct a roadway through Winnemucca Ranch Road and U.S. 395.
- Mr. Dotson stated that this proposed roadway is a part of the master plan for east-west, north-south traffic flows and roadway alignments are intended to address increased traffic flows while taking negative environmental impacts into consideration.
- Concerns were raised regarding whether RTC is considering peak and future increased traffic flows.
- Gary Feero stated concern regarding increase traffic directed onto U.S. 395.
- Nancy Ann Leeder stated concern regarding the negative impacts to residential property in the Sun Valley neighborhood.
- Mr. Dotson stated that RTC has looked at the earlier proposed limited access arterial through the Sun Valley area. RTC will schedule a workshop with the Sun Valley residents to address questions and concerns.
- Questions were raised regarding where rapid transit fits into the master plan.
- Mr. Dotson stated that there is not sufficient density to warrant a rail system.
- In response to questions raised by Koyya Pugh, Mr. Dotson stated that they do not have the details at this time to predict construction costs.
- Mr. Dotson stated that Federal funding will be a resource for construction.

C. **Reno-Stead Joint Corridor Plan –** Claudia Hansen, City of Reno and Roger Pelham, Washoe County were available to hear public input on the possible update to, revision of and / or modification of the text of the Reno-Stead Corridor Joint Plan and the maps contained within it. Chad Giesinger, Washoe County Department of Community Development was available to present information and address questions and concerns. The purpose of this meeting is to receive input from the public to assist in creating a list of potential amendments to the joint plan to be agendized and noticed for possible adoption at appropriate future public meetings. The joint plan area is generally located on both sides of US 395 between the Golden Valley area and Stead Boulevard. The plan and associated maps are available for the public to review prior to the meeting at http://www/comdev_files/cp/101706_reno_stead_corridor_joint_plan.pdf. CITY STAFF: Claudia Hanson, Deputy Director, 775.334.2381 Washoe County Staff Representatives: Roger Pelham, Senior Planner, 775.328.3622. Ms. Hanson provided a sign-up sheet and invited citizens to participate in the planning process. **MOTION**: Francine Donshick moved to recommend maintaining the Reno/Stead Joint Corridor Plan and facilitate bringing the plan into compliance with the Regional Plan through community involvement. Frank Schenk seconded the motion. The motion carried unanimously. Members of the NVNAB would submit their comments in writing to Reno staff.

Comments and Concerns

- Questions were raised regarding why it took so long for Reno staff and Washoe County staff to coordinate a hearing for a proposal from George Peek.
- Ms. Hanson stated that it is difficult to coordinate meetings with each entity.
- Sarah Chvilicek stated that staff needs to realize that the entities have elected representatives that need to answer to citizens and be available to work with citizens.
- Mr. Giesinger reviewed the history and intent of the Joint Plan and the planning process.
- Ms. Chvilicek stated that she supports joint planning and recommends cleaning up the plan and bringing it into conformity. The process is disingenuous to hearing public input when noticing is subject to lines that determine whether property owners will or will not be notified of applications. It is also disingenuous when the entities use budget constraints as a reason for not noticing property owners that will be impacted by development projects. This is a joint corridor is critical enough that public input needs to be heard. The City of Reno has not been acting as a good neighbor when they do not publicly notice impacted unincorporated Washoe County property owners and ignore public input.
- Francine Donshick in agreement with Ms. Chvilicek stated that the joint corridor plan needs to stay in place and citizens within the County and City need to be involved in the planning process for any development within the joint corridor. Ms. Hanson agreed that any proposed projects need to be noticed and brought before the NVCAB for review.
- Frank Schenk stated concern that City of Reno's elected officials ignore comments coming from county residents on any development projects.
- Mark Gallegos stated opposition to the 750 foot noticing rule and supported increasing the noticing beyond the minimums.
- John White commented on the background of the joint corridor planning process and laws should coincide with what citizens want.
- Earl Walling agreed with the preceding comments and supported increased opportunities for citizens comments to be heard.
- Ms. Chvilicek reiterated that the joint plan needs to be brought into conformity with the specific plan and the spirit of the document needs to be kept in place. Support was stated for developing a glossary of terms and a common language for Washoe County, City of Reno and City of sparks that citizens can understand.
- Commissioner Bonnie Weber urged everyone to work as a team in the development planning process. Commissioner Weber supported expanded noticing levels to include all residents within the impacted area.
- Ms. Chvilicek stated that citizens are showing a willingness to work together and entities need to do the same.
- In response to questions raised, Ms. Hanson and Mr. Giesinger identified neighborhood plans which are in the City of Reno or within the city sphere of influence.
- Suzanne Robbins stated concern that the corridor along North Virginia needs a plan that provides positive visual impacts for residential neighbors and keeps its market values and desirability for property owners
- Ms. Chvilicek noted that two properties developed within the TOD (Transit Oriented Development) are now vacant and the property owners need to be held accountable to keep the properties in repair.
- Gary Feero stated for the record that the Reno-Stead Corridor plan was to guarantee that residents in the county have a voice in the planning process. The Joint Corridor plan was found in compliance in 1998. The TOD corridor does not align with the intended uses particularly when it aligns through an industrial corridor.
- Michael Welling emphasized that this planning process is important to residents and stated concern that the City of Reno does not comply with their own stated standards as posted on the City web-site. Mr. Welling stated concern that residents in the unincorporated areas of Washoe County will be absorbed into the city boundaries and will be subject to high densities. Mr. Welling asked that public notices be posted in different

colors to differentiate between types of proposed projects and changes to meeting dates and locations. Mr. Welling also objected to the City of Reno creating islands and then requiring annexation into the city. Mr. Welling stated that the corridor needs to stay in place.

- Dave Snelgrove asked that plans within the joint corridor be presented on specific dates. Mr. Snelgrove suggested that joint plans could be submitted for review on a quarterly basis. Mr. Snelgrove supported having a consistent set of rules for developers to follow including the 2 map system.
- Gary Neilson supported keeping the joint planning process and also stated that the county has been 'walked all over us' by the city. Mr. Neilson stated that when they went to the City of Reno, they were ignored because they were not residents of the city.
- In response to questions raised, Mr. Giesinger provided information on the Sphere of Influence (SOI). The City has planning jurisdiction for the development within the SOI.
- Greg Peek reviewed the background of development of his property and committed to bringing any development project to the NVCAB and NVNAB. g as submitted. Linda Walls seconded the motion. The motion carried unanimously.
- Ms. Hanson stated that she hopes to have some working groups to develop neighborhood plans.
- Ms. Chvilicek stated that the boundaries of the joint corridor plan could be expanded to include more property owners.

6. APPROVAL OF MINUTES

A. FOR THE NVCAB MEETING OF SEPTEMBER 14, 2009. – MOTION: Francine Donshick moved to approve the minutes of the September 14, 2009 meeting as submitted. Linda Walls seconded the motion. The motion carried unanimously.

B. FOR THE NVNAB MEETING OF OCTOBER 19, 2009. – **MOTION**: (Name of the motion maker was not provided for the record) moved to approve the minutes of the October 19, 2009 meeting as submitted. (Name of the motion maker was not provided for the record)The motion was seconded. The motion carried unanimously.

7.* REPORTS AND UPDATES – The following reports and updates will be informational only and no action will be taken and will be limited to five minutes each.

A. UPDATES/ANNOUNCEMENTS/CORRESPONDENCE – CAB files and correspondence which are part of the public record are on file in the Washoe County Department of Community Development and are available for public review. Written correspondence and testimony will be included in the public record when a request is made to make the document a part of the public record and when a copy is provided to the CAB Chair, who forwards the document to the County.

Comments and Concerns

- Commissioner Bonnie Weber invited everyone to attend the Coffee with Commissioner Weber the third Saturday of each month.

B. WASHOE COUNTY SHERIFF'S OFFICE ITEMS – A representative of the Sheriff's Office was not available to present a report on public safety issues within the CAB's area, to include recent calls for service. Please refer to the County Updates provided online at: www.washoecounty.us/cab (follow the link to the North Valleys CAB).

C. FIRE DEPARTMENT REPORT – John Howe, Silver Knolls announced that open burning season is closed. A representative of the Reno Fire Department and/or the Lemmon Valley Volunteer Fire Department was not available to present a report on fire safety issues within the CAB area, including recent calls for service and information related to residential fire safety. Please refer to the County Updates provided online at **www.washoecounty.us/cab** (follow the link to the North Valleys CAB).

D. STEAD AIRPORT UPDATE – Skip Polak, Stead Airport Manager supported that format of this evenings meeting. Mr. Polak reported that the Army and Air Force are holding maneuvers locally. Call 328-6570 to report any disturbances from flights over their homes. Mr. Polak reported that he recently attended the Job Corps open house and complimented the students and instructors.

E. SIERRA NEVADA JOB CORPS UPDATE – Helena Sina, Sierra Nevada Job Corps was available to present a report on activities at the Sierra Nevada Job Corp. Ms. Sina reported on an event held in conjunction with the Sparks Kiwanis. 20 students have completed their CERT certifications. Students are working with habitat for humanity and involved in other community projects. Call Ms. Sina at 789-0803 with questions and concerns.

8.* ANNOUNCEMENTS/BOARD MEMBER ITEMS

A. Next NVCAB Agenda Items:- Francine Donshick stated that this meeting room is very cold. Sarah Chvilicek asked that the ladder truck for Station 15 be added to the next agenda.

B. Future NVNAB Agenda Items: Station 15 Ladder Truck, Utility Corridor Update and Update on the WalMart site**.**

9. ADJOURNMENT – Francine Donshick moved to adjourn the meeting at 9:43 p.m. Kate McGrath seconded the motion. The motion carried unanimously.

Respectfully Submitted By: Allayne Donnelly-Everett, Recording Secretary

SPANISH SPRINGS CITIZEN ADVISORY BOARD

DRAFT

The special meeting of the Spanish Springs Citizen Advisory Board held January 13, 2010 at the Lazy 5 Regional Park - 7100 Pyramid Lake Road, Spanish Springs, Nevada

1. **CALL TO ORDER –** The meeting was called to order at 7:01 p.m. by Max Bartmess, Acting Chair. Max Bartmess led the salute to the flag.
2. **ROLL CALL AND DETERMINATION OF QUORUM** – Max Bartmess, Vice Chair, John Bilka, At-Large, Edward Goodrich, Alternate CAC - City of Sparks, Richard Johnstone, At Large, Greg Prough, At Large, Darcy Smernis, At Large and Nick Zufelt, At-Large
   MEMBENS ABSENT – Steve Grosz, Chair., At-Large, excused and Kevin Roukey, At Large Alternate
3. **APPROVAL OF THE AGENDA** – Greg Prough moved to approve the January 13, 2010 agenda as posted. Nick Zufelt seconded the motion. The motion carried unanimously.
4. **APPROVAL OF THE MINUTES** – Greg Prough moved to approve the minutes of the November 10, 2009 meeting as submitted. John Bilka seconded the motion. The motion carried unanimously.

5.* PUBLIC COMMENT: Comment heard under this item will be limited to items not on this agenda and will also be limited to three minutes per person. This three-minute rule shall also apply to public testimony given during an agenda item. The Chair may modify this time limit for all public comment and testimony at the beginning of the meeting, but the time per person shall be no less than two minutes. Testimony during an agenda item shall be limited to the subject of the agenda item. Comments are to be made to the CAB as a whole.

- Garth Elliott reported that he returned home to find six Washoe County Deputies on his porch who were responding to a theft of a neighbor's dog complaint. Mr. Elliott stated concern that so many Deputies responded to the call when the call should have been reported to Animal Control. Mr. Elliott urged citizens to consider the record of elected officials when electing new Washoe County Commissioners and other elected officials.
- Gary Schmidt introduced himself and announced that he is a candidate for the local State Senate seat. Mr. Schmidt urged citizens to consider a change in elected state and local officials when elections are held. Mr. Schmidt urged citizens to review their property taxes and present an appeal to the Board of Equalization.
- Max Bartmess asked for further public comment and hearing none, closed this item.

6.* COUNTY COMMISSIONER UPDATES –

A. Commissioner Robert Larkin was available to address questions from the audience and reported that the Washoe County Board of Commissioners will hold a Strategic Planning Retreat on Thursday, January 21, 2010, at 2:00 p.m., at the Washoe County Health Department Building - North/South Auditorium, 1001 E. 9th Street, Reno, Nevada

B. Lorrie Adams, County Liaison for Districts 4 and 5, is available to answer your questions and concerns. Please feel free to contact her at ladams@washoecounty.us (775) 328-2720. To sign up to receive email updates from the County, visit www.washoecounty.us/cmail. The written County updates are available online at www.washoecounty.us/cab (follow the link to your CAB).

. **7.*UPDATES/ANNOUNCEMENTS/CORRESPONDENCE** – (CAB files and correspondence which are part of the public record are on file in the Washoe County Department of Community Development and are available for public review. Written correspondence and testimony will be included in the public record when a request is made to makehe document a part of the public record and when a copy is provided to the CAB Chair, who forwards the document to the County. Copies of correspondence should be on file in the Washoe County Department of Community Development and are available for public review). There were no updates, announcements or correspondence presented.

- Battalion Chief Joe DuRousseau, Reno Fire Department presented updated information on the status of fire protection including the locations of fire equipment and apparatus. Chief DuRousseau reported that there will be an increase in response times for the Spanish Springs valley. Chief DuRousseau stated that the contract read that there would be no lay-offs unless the economy warrants reductions in costs.

8.*ACTION PLAN/COMMITTEE REPORTS

- **Parks Issues and Updates** – John Bradbury thanked everyone who attended the crafts fair. They raised nearly one thousand dollars to donate to the park. Mr. Bradbury also reported that five tons of recycle telephone books were collected at the Lazy 5 Regional Park. Mr. Bradbury announced that there will be free gardening seminars at the Bartley Ranch Park. The meetings will be held on Tuesday evenings at 6:30 p.m.
- **Search and Rescue –** Max Bartmess reported that practice searches have been held over the last two months. Mr. Bartmess reported on an emergency landing at the Spanish Springs airport
- **Citizen Advisory Committee (CAC) –** Edward Goodrich reported that the Sparks CAC did not have a meeting in December and new members to serve on the CAC have yet to be appointed.

9. NEW BUSINESS - (The staff contact listed on items for Community Development may not be in attendance but can be contacted with code and policy questions.)

A.* Conversion From a One-Map Based Planning System to a Two-Map Based Planning System – Eric Young, Ph.D., Planner, Department of Community Development presented information on the conversion of the county's current planning system which relies on one map to represent both the master plan and zoning to a system that utilizes separate master plan and zoning maps. Dr. Young will discuss the reasons for the transition, provide some details on how the new system would function, and answer any questions. There will be a community wide public review in February. Information on the dates and times for the presentations will be announced. Dr. Young stated that the first presentation to the Planning Commission will be in June and, if approved, will be presented to the Board of County Commissioners. Dr. Young provided printed PowerPoint information for review. Dr. Young stated that information is available on the Washoe County web-site. (This item was informational only and no action was taken.)

Comments and Concerns

- Concerns were raised that this process would be costly to taxpayers what benefit it is to citizens.
- Questions were raised whether the change would be cost effective now and in the future.
- Dr. Young stated that there would not be any additional cost for the planning and presentation process for staff but there would be costs of mailing/noticing to citizens.

B.* Washoe County Regional Open Space and Natural Resources Management Plan – Jennifer Budge, Park Planner (823-6513) Washoe County Regional Parks and Open Space and presented the 2008 Regional Open Space and Natural Resources Management Plan as it pertains to open space in Spanish Springs. Topics may include existing open space, future plans for property acquisitions, and potential coordination with the Bureau of Land Management at the Spanish Springs Airport site. Following her presentation, Ms. Budge addressed questions and concerns. Lynda Nelson, Planning Manager (823-6511) can be contacted with questions. (This item was information only and no action was taken.)

Comments and Concerns

- Ms. Budge identified the property designated as open space on the master plan map and addressed questions regarding the lease and potential purchase process.
- Questions were raise regarding potential recreational uses of the adjacent property. Ms. Budge stated that they want to file the intent with BLM in order to prevent the property to be disposed of in the future.
- Concerns were raised regarding possible illegal use of the trails by motorized bike riders.

C.* Notification to Property Owners Regarding Martin Murietta's Proposed Use of Explosives at the Spanish Springs Aggregate Pit – Pierre Hascheff presented an overview of the blasting protocols and the plan regarding their proposed use of explosives at the Spanish Springs Aggregate Pit (APN 89-160-08) sometime during February 2010. The aggregate pit was originally approved under Major Project Review Case No. MPR7-6-88. Condition #16 of the approved permit requires the applicant to notify all affected property owners prior to any use of explosives and post warning signs specifying the dates and times of explosives use. The pit is located at the west end of Sha Neva Road, approximately one mile west of State Route 445 (Pyramid Highway). Following the presentation, representatives of Martin Marietta would address questions and concerns from the CAB members and the public, and Shelby Olsen was available to answer questions not related to blasting. Mr. Hascheff stated that they will notify mailed notices to possible impacted residential properties. Mr. Hascheff stated that the Spanish Springs Airport is the closest adjacent property. Blasting should occur from 11 a.m. to 3 p.m. Mr. Hascheff stated that they will come back to the CAB when blasting commences. Mr. Hascheff introduced James Nicholson, Senior Environmental Engineer, Kim Duvall, Plant Manager, and Joe Threatte, Blasting Program Technician who were available to address questions and concerns. (This item was for information only and the CAB took no action.)

Comments and Concerns

- In response to questions raised, Mr. Hascheff stated that they would not be blasting in Stormy Canyon. The plan is to blast only when it is needed and not necessarily each day. They will have a seismograph to measure the blasting impacts.
- The applicant was not able to provide exact quantities of blasting materials, nor the total area that would be blasted.
- The applicant was encouraged to invite students from the University to observe the blasting.
- Max Bartmess discussed the plan to notify pilots of the blasting events.
- The applicant was asked to notify the Chairs of adjacent HOA's so they can notify the residents.
- Mr. Hascheff stated that the Health Department will be notified of the blasting and request direction for handling dust controls.
- Concerns were raised regarding negative impacts to dwellings including new drywall cracks and excessive noise.
- Greg Prough stated for the record that blasting should not negatively impact structures beyond 3000 foot distance.

- A representative from the Sparks Tribune who was in attendance, offered to provide notification of scheduled blasting.

D.* Pyramid Highway/US 395 Connection Study Presentation – Doug Maloy, P.E. Regional Transportation Commission and Bryan Gant, Jacobs Engineering provided information by PowerPoint on the Pyramid Highway/US 395 Connection Study's progress. The study is evaluating alternatives to relieve traffic congestion on the Pyramid Highway and provide improved connectivity from Pyramid to US 395 and east to Vista Boulevard. Alternatives will be developed and evaluated to provide for today's traffic and anticipated future growth through 2040. This study is an environmental and engineering study being conducted by the RTC on behalf of the Nevada Department of Transportation (NDOT) and in cooperation with the Federal Highway Administration (FHWA). For more information, please visit **www.rtcwashoe.com** and click on ***Hot Topics, Pyramid Highway/US 395 Connection EIS.*** Following the presentation, Mr. Maloy and Mr. Gant were available to answer questions from the CAB and NAB members and the public. (This item was informational only and no action was taken.)

E. Pedestrian Access – Due to the late hour, this item was postponed to the March agenda. Discussion and possible recommendations to the Board of County Commissioners regarding the lack of safe pedestrian access to local shopping centers and to the Lazy 5 Regional Park.

F. Spanish Springs Area Plan Update – Due to the late hour, this item was postponed to the March agenda. Eric Young, Ph. D, Planner, Department of Community Development, will be present to listen to CAB concerns and possible recommendations regarding the timing and scope of future Spanish Springs Area Plan updates and more narrowly-focused amendments. The discussion will include a review of the differences between pursuing narrowly-focused amendments vs. pursuing broad-based updates.

10. OLD BUSINESS – There were no Old Business items scheduled for review.

11.*CHAIRMAN/MEMBER COMMENTS - (This item limited to announcements of topics/issues posed for future workshops/agendas.)

- **Next Agenda Items**: Spanish Springs Area Plan Update and Pedestrian Access

12. ADJOURNMENT – Greg Prough moved to adjourn the meeting at 10 04 p.m. The motion was seconded. The motion carried unanimously.

Respectfully Submitted By: Allayne Donnelly-Everett, Recording Secretary

SUN VALLEY CITIZEN ADVISORY BOARD

DRAFT

The regular meeting of the Sun Valley Citizen Advisory Board held April 10, 2010, at the Sun Valley Neighborhood Center, 115 W. 6th Avenue, Sun Valley, Nevada.

1. **CALL TO ORDER –** Chairperson Lancaster called the meeting to order at 9:02 a.m.
2. **ROLL CALL/DETERMINATION OF QUORUM –** Roll call was heard and a quorum of five members was determined. Chairperson Lancaster requested a moment of silence in memory of the passing of James Georges' wife.
   MEMBERS PRESENT – Patricia Lancaster (Chairperson), Warren Brighton, Jim Brunson, Bruce England, Linda Woodland
   MEMBERS ABSENT – James Georges (excused)
3. **APPROVAL OF AGENDA FOR MEETING OF APRIL 10, 2010** – Linda Woodland moved to approve the April 10, 2010 meeting agenda. Warren Brighton seconded the motion. The motion carried unanimously.
4. **APPROVAL OF MINUTES FOR MEETING HELD ON MARCH 13, 2010** – Warren Brighton moved to approve the March 13, 2010 meeting minutes. Bruce England seconded the motion. The motion carried with one abstention from Linda Woodland.
5. **PUBLIC COMMENT**
   A. Brenda Hess, Director, Family Resource Center, announced today would be the last Saturday to receive assistance with completing taxes. She reported approximately 130 taxes were completed to-date in the Sun Valley area with $150,000 in refunds. During the first quarter of this year, the Center has served over 611 individuals. The Prescription Drug Round-Up event will be held on Saturday, April 24, 2010 from 9:00 a.m. to 2:00 p.m. The "Give Kids A Boost" event will be held on Saturday, May 1, 2010 at the Sun Valley Neighborhood Center from 10:00 a.m. to 1:00 p.m. Volunteers for the event were welcomed. Handouts regarding both events were made available.
   Concerns/Comments
   - Garth Elliott commented on an elderly gentleman in the area who has to travel to the city to obtain his GED. He asked if GED programs could be made available in the Sun Valley area. Ms. Hess reported both GED and ESL classes were held in the area for years in partnership with Northern Nevada Literacy until funding was lost for outreach.

   B. Garth Elliott announced he was running for County Commissioner District 5.
   C. John Jackson announced the grand opening of "God's Clothes Closet" will be held on Saturday, April 17, 2010 in the Blue Building. Everyone was invited to attend. "God's Clothes Closet" will open regularly on Tuesdays, Thursdays, and Saturdays.
   D. Susan Severt announced the annual all-you-can-eat Pancake Breakfast will be held on Sunday, April 18, 2010 at 8:30 a.m. in Gepford Park. Admission is $4. A family of three can eat for $10. The "Pitch, Run and Throw" contest will follow for children up to 16 years old.
6. **REPORTS AND UPDATES** – The following reports and updates will be limited to five (5) minutes each. Speakers are requested to sign in and move to the front of the meeting area to speak.
   A.* Chair/Board Member Items – There were no Chair/Board Member items presented.
   B.* Updates/Announcements/Correspondence – Member Brighton made the following announcements:
   - An Open House will be held with all CABs to discuss development code definitions. Chad Eslinger, Senior Planner and Adrian Freud can be contacted for more information.
   - Residential and Free Dump Days will be scheduled for April to allow individuals to dispose of bulky household items free of charge and municipal solid waste at a reduced rate. For more information, individuals can call 329-8822.
   - Free Dump Days at Lockwood will be held on April 1-3, April 15-17, and April 29, 30 and May 1, 2010. They will be open Monday through Friday from 8:00 a.m. to 4:30 p.m. and Saturday from 8:00 a.m. to 3:30 p.m.
   - The Washoe County Commission will be holding another budget meeting on Monday, April 12, 2010.
   - The Nevada Humane Society will be holding a special event for cat owners in the Sun Valley area. There will be a $10 fee for spay and neutering.
   - Community Development was looking for CAB recruitments.

   Concerns/Comments
   - Chairperson Lancaster noted two shots were recommended for cats at $5 each. Appointments were needed.
   - Garth Elliott encouraged individuals to inform residents of the Nevada Humane Society event.

   C.* County Commissioner/Community Liaison Updates – Commissioner Bonnie Weber or Commissioner Kitty Jung may be present for an update on County issues.
   1. "Coffee with Commissioner Weber" is held at 10:00 a.m., the 3rd Saturday of every month at the Sierra Sage Golf Course, 6355 Silver Lake Road in Stead.

2. Lorrie Adams, County Liaison for Districts 4 and 5, is available to answer your questions and concerns. Please feel free to contact her at ladams@washoecounty.us or at (775)328-2720. To sign up to receive e-mail updates from the county visit www.washoecounty.us/cmail. The written county updates are available online at: www.washoecounty.us/cab (follow the link to your CAB).

Washoe County Commissioner Kitty Jung reported the following:

- Individuals that cannot attend the Prescription Drug Round Up event can properly dispose of prescription drugs in the trash with coffee grounds or cat litter.
- She donated business suits to the community clothing drive event.
- She will provide a hard copy of budget hearing information to the NABs and CABs she represents for input.
- The County Commission will hear a presentation regarding animal trapping laws along congested areas in Washoe County on Tuesday, April 13, 2010 at time certain of 5:45 p.m. Commissioner Jung noted trapping season ended March 31, 2010.

Washoe County Commissioner Bonnie Weber apologized for not being in attendance for the past few months due to her mother's illness. She reported the following:

- Her "Coffee and Conversation with the Commissioner" was still being held the third Saturday of the month beginning at 10:00 a.m. The next event will be held on Saturday, April 17, 2010 from 10:00 a.m. to approximately 12:00 p.m.
- She will look into establishing a GED program in the Sun Valley area.
- NACO Prescription Drug Cards will be made available to Sun Valley residents and can also be used for pet prescriptions. The National Association of Counties will also be developing a discounted dental program.
- Sierra Sage Golf Course was in operation and doing very well. Lower rates were being offered to returning golfers. The biggest turn-out occurred during the Presidents' holiday. Commissioner Weber commended the GID for their efforts in the community.
- Commissioner Weber encouraged residents to provide input regarding ways to combat recent budget cuts.

Concerns/Comments

- On an unrelated issue, Susan Severt reported a repair service was being contracted to repair the clock tower, but a timeline on the repair work has not been provided. She noted she sent an e-mail regarding other clock damage that needs to be repaired. Discussion was heard regarding the lack of County Commission effort on this issue.
- Board member Brunson stated he had a complaint about the alarm fee being processed in Colorado. He asked why Nevada residents could not be tasked with this job. Commissioner Jung stated that issue was presented to the County Commission, but there was no local business eligible to perform the task. The Commission would conduct another review of the ordinance due to additional concerns. Board member Brunson noted his only issue was that the money was going out of state.
- Robert Fink pointed out the single tower design was to resemble a tree under the special use permit.
- Commissioner Weber noted she held a meeting regarding the clock tower after the last Sun Valley CAB meeting. She commented that it was her understanding that Susan Severt would be in charge of this issue.
- Susan Severt noted Community Development and Tower Co. were beginning to address the clock tower issue. She reported residents had requested the other single tower have a flag on it or be designed as a tree, but the issue was dropped as it went through the process.
- In response to Mr. Fink's comments, Commissioner Weber agreed the special use permit for the single tower should be researched and carried out. She reported she spoke to Community Development about Sandy Monsalve's needed involvement in the clock tower issue.
- Susan Severt commended the County Commission for addressing the illegal dumping issue. She reported there would be a clean-up event in the Sun Valley area on Saturday, May 8, 2010. Individuals can volunteer for the event at Keep Truckee Meadows Beautiful.com.
- Board member Brighton pointed out Susan Severt was not a County employee with the legal authority to enforce agreements. Commissioner Weber expressed appreciation for Ms. Severt and Mr. Fink's assistance by providing history on this issue.

Assemblywoman Debbie Smith for Assembly District 30 reported the economy was slowly improving. A Bill was passed during the special session in September to create road jobs. She reviewed upcoming renewable energy projects.

Concerns/Comments

- Board member Brighton commented on restrictions in State law regarding investments, which could be used to generate a new source of income for the State. He expressed concern about imposing taxes, especially on Nevada's Mining Industry. Assemblywoman Smith stated the mining issue was a constitutional issue.
- Board member Brunson commented that taxing Nevada's Mining Industry would keep revenue from that industry in the State.
- John Jackson commented on the length of time it takes to do business at the DMV, which may prevent individuals from obtaining current driver's licenses. Assemblywoman Smith explained the problem was due to

a combination of budget cuts, which closed some DMV offices and the Real ID Program, which requires individuals to show up in person with documentation. She commented that she can be contacted directly if an individual has an issue that requires supervisory assistance. She stated for the record that she was not a fan of the Real ID Program and that the Legislative Commission will discuss the issue in May and may decide to suspend the program, if they have the authority to do so.

- Robert Fink commented on the importance of investing in the State.

D.* Reno Fire Safety Update – There was no one in attendance to present a report.

E.* Washoe County Sheriff's Office Items – There was no one in attendance to present a report.

F.* GID Update – Board member Woodland read the following statement from Darrin Price:

"Hello Sun Valley Citizen Advisory Board Members:

Water – The Sun Valley General Improvement District takes every measure to ensure the water coming out of your tap is safe for consumption and meets all State and Federal regulations. On a monthly basis we take 15 water samples from designated sites throughout the valley for regulatory compliance to monitor the quality of the drinking water and to identify any indicators of potential contamination. On March 16th 2010 the results of one of 15 samples came back positive for E Coli. The results of this one sample alone did not determine that there was any contamination in the water distribution system, but there was a potential that there could be. The G.I.D. staff immediately began the process of re-sampling at the positive site and an additional two sites, one upstream and one downstream of the location. Working directly with Washoe County Health Department a Boil Water Warning was issued to the entire Sun Valley G.I.D. Service Territory as a precautionary measure for the protection of the residents until we could verify through the second set of samples that there was truly an issue with the water or that it was safe for consumption. The results of the second set of sampling came back negative for E Coli or any other indicators of possible pathogenic organisms and the Boil Water Warning was lifted. To verify the second set of results we again re-sampled the same three locations and the results again came back negative. The extensive testing proved that there was never any contamination to the water supply. We apologize for any inconvenience to our customers caused by the Boil Water Warning but it was a precautionary measure taken to ensure the safety of the public. The Sun Valley GID buys water wholesale from TMWA (Truckee Meadows Water Authority) and is subject to any rate increases that are passed down from this organization similar to when NV Energy imposes an electrical rate increase. In March of this year, the TMWA Board of Directors voted to raise rates to all its customers 4-5%. As the Sun Valley GID is currently in the budget process, we are looking at ways to mitigate passing this expense on to our customers.

Wastewater – The District has recently completed cleaning and flushing the entire wastewater collection system.

Solid Waste – A reminder that the District operates its solid waste program under Washoe County's franchise agreement with Waste Management. We have no control over rate increases or service problems other than to lobby our county representatives.

Recreation – The new recreation fee has been billed to customers of the District and we are preparing to operate and maintain Sun Valley's recreation including the pool, parks, and all the buildings including the Neighborhood Center building. The Sun Valley GID Board of Trustees has established a discount for qualified customers. Those customers who are disabled or meet low-income qualifications can receive a 100% discount. Seniors (65 or older) can apply and receive a 20% discount. The discount will apply to the monthly recreation fee. The Sun Valley GID partnered with Washoe County Parks and Recreation to apply for a park improvement grant and we were successful in obtaining $240,000 dollars for improvements to the Sun Valley Pool. Construction on these improvements will begin this month and be done in time for the upcoming swim season."

Board member Woodland noted applications for discounts were available on the back table.

Concerns/Comments

- Robert Fink commented that the $3 recreation fee was a pool fee.
- Garth Elliott commented that Sun Valley residents were upset with "double-dipping" or having to pay Washoe County taxes and GID fees. He stated he would like the Sun Valley area to become its own city under the GID.

7. OLD BUSINESS – There was no Old Business agendized for review.

8. NEW BUSINESS

A.* Washoe County Building & Safety Department Programs – Don Jeppson, County Building Official, from the Building & Safety Department will be in attendance to present two new Building & Safety Department Programs. The "Got Permits" Program is to educate the public about when permits are required and the value of having required permits. The Residential Amnesty Program beginning May 1, 2010 to October 31, 2010 will allow homeowners to obtain permits without additional penalties for projects completed without a permit and to have information recorded about the unpermitted work against the property. Penalties for work completed without a permit will be significantly increased and strictly enforced after conclusion of the program. This item is informational only; no action will be taken by the CAB.

Don Jeppson, Director, Washoe County Department of Building & Safety, made available information regarding the "Got Permits" Program. He explained the Residential Permit Amnesty Program will run from May 1, 2010 to October 31, 2010 and will waive penalties for home owners who have had work completed on their homes without obtaining permits. He commented on licensed contractors completing work without permits and stated the EZ Permit Program

was for individuals to easily submit applications and obtain permits by fax, e-mail, or in the mail and to pay permit fees over the phone by credit card. They were working with Lowe's and Home Depot on educating the public about the importance of obtaining permits. Mr. Jeppson reviewed some home improvement projects that require permits. He added insurance companies have indicated they may not pay off claims for damage done from work that did not have permits. He noted the Building and Safety Department primarily deals with structures and that Washoe County does not require permits for paving or decks as long as it's not more than thirty inches off the ground.

Concerns/Comments

- Board member England asked about consequences for individuals who do not obtain permits. Mr. Jeppson stated the Department tries to work with home owners and also issues citations and warnings. They would look into increasing penalty fees for licensed contractors that complete work without permits and impose administrative fees against a property through the Nuisance Ordinance and Administrative Enforcement Code.
- Discussion followed about the difference between built homes and mobile homes that needed to be in compliance with the State and the need to streamline the code.
- Susan Severt stated residents completed work without permits because of the "run-around" they got from the Department a couple of years ago. She commended the Amnesty Program, but stated individuals will not turn themselves in for fear of retribution. She commented on the need for completing inspections on fences after issuing permits.
- John Jackson asked if the Building & Safety Department works with the Assessor's Office. Mr. Jeppson replied no.
- Gary Schmidt questioned what is considered a structure and commented on the safety of structures with campaign signage.

B. Update on the Improvements to El Rancho Drive – The Sun Valley CAB may provide a written recommendation to the Washoe County Board of Commissioners expressing the Sun Valley community's reaction to the road improvements to El Rancho Drive between Sun Valley Boulevard and McCarran Boulevard. The improvements are safety related and will change El Rancho Drive from 4 lanes in this area (2 travel lanes each direction) to 3 lanes (1 travel lane each direction, a center turn lane, and 2 bike lanes). Garth Oksol, Project Manager with the Regional Transportation Commission (RTC).

Garth Oksol, Project Manager, Regional Transportation Commission (RTC), reported nighttime work would begin in May and that 265 survey notices were issued and 14 responses were received, which is considered a statistically valid survey.

Concerns/Comments

- Susan Severt stated that many individuals in the community were upset with the project because of the way it was advertised, because the merging lane is not clearly marked, and because construction material has been left on the site. Mr. Oksol explained temporary striping was put down because of the delay in federal funding for the project. He stated he would contact the City of Sparks regarding storage of material on the site.
- Discussion was heard regarding concern about reducing four lanes to two lanes and including bike lanes.
- A suggestion was made to widen lanes to allow vehicles to go around buses. Mr. Oksol commented that areas had been widen in the past to allow vehicles to go around buses, but had been reduced because vehicles were not allowing buses back into the flow of traffic after stops.

Warren Brighton moved to recommend that the area go back to four lanes from El Rancho Drive/McCarran to Sun Valley Boulevard. Linda Woodland seconded the motion. The motion carried unanimously.

C. Pyramid Highway/US 395 Connection Project - The Sun Valley CAB may provide a written recommendation to the Washoe County Board of Commissioners expressing the Sun Valley community's reaction to the proposed road improvements to the Pyramid Highway/US 395 Connection project. The proposed Pyramid Highway/US 395 Connection project will address the following: (1) existing congestion problems on Pyramid Highway; (2) existing and forecasted population growth; (3) existing travel inefficiencies; (4) safety concerns on Pyramid Highway; (5) existing and future mobility and access needs, and (6) consistency with regional and local planning efforts. Doug Maloy, Project Manager with the Regional Transportation Commission (RTC).

Doug Maloy, Project Manager, Regional Transportation Commission (RTC), explained the project was on hold because RTC was again reviewing population forecasts in the region. A new traffic demand model was being developed based on information received that there would be less population.

Concerns/Comments

- Chairperson Lancaster reported the community does not believe that cutting through the lower part of the valley is not sensible because land would be taken and because of the increased traffic congestion in the area. It was suggested the project be re-routed north where there would be less impact.
- Discussion was heard regarding the negative impact the project would have in the area.
- Tom Greco, Senior Planner, RTC, stated for the record that he moved to the Sun Valley area in 1951. He provided background on the RTC's Regional Plan. He noted a Sun Valley arterial plan was included in the 2030 Plan and would be built by 2018, but additional roadway capacity was needed in order to meet demand.

- Chairperson Lancaster commented that the need was there with the 2004 Plan, but the problem is that the focus is on the south. She asked about the impact the project would have if built to the north. Mr. Greco explained alternative roadways were being analyzed, but studies have shown individuals will not deviate from the direction they are traveling in even if there was less of a delay in doing so.
- Board member Woodland commented on the increased traffic congestion since the installation of Highland Ranch Road and the additional traffic from the Spanish Springs area if this project is completed.
- John Jackson commented that if a project to direct traffic north is not done now there will be a significant traffic problem in the future. Mr. Maloy stated more work still needs to be done in developing the project and that he would present more information to the Board at a future meeting, if requested.
- Chairperson Lancaster requested this item be re-agendized for the July meeting under Old Business.

Warren Brighton moved to inform the County Commission that the position of the SV CAB is for the project connection to go from Pyramid Highway to 395 north of Sun Valley. Jim Brunson seconded the motion. The motion carried unanimously.

On an unrelated issue, Chairperson Lancaster announced there were flyers on the back table regarding donating to Brandon Ramirez's trip to the Junior National Young Leaders Conference. She noted $2,300 was needed to be raised for the trip. She reminded individuals to contact Community Development if interested in serving on the SV CAB.

9. FUTURE AGENDA ITEMS

- **Future agenda items include: (a)** Pyramid Highway/395 Connection Project (under Old Business)

10. ADJOURNMENT – There being no further business, the meeting adjourned at 12:04 p.m. Linda Woodland moved to adjourn the meeting. Warren Brighton seconded the motion. The motion carried unanimously.

SUN VALLEY CITIZEN ADVISORY BOARD

DRAFT

The regular meeting of the Sun Valley Citizen Advisory Board held January 8, 2011, at the Sun Valley Neighborhood Center, 115 W. 6th Avenue, Sun Valley, Nevada.

1. **CALL TO ORDER –** Chairperson Brighton called the meeting to order at 9:01 a.m.
2. **ROLL CALL/DETERMINATION OF QUORUM –** Roll call was heard and a quorum of five members was determined.
   MEMBERS PRESENT – Warren Brighton (Chairperson), John Jackson, Bruce England, James Georges, Jim Brunson
   MEMBERS ABSENT – Pat Lancaster (excused), Linda Woodland (excused)
3. **APPROVAL OF AGENDA FOR MEETING OF JANUARY 8, 2011 –** John Jackson moved to approve the January 8, 2011 meeting agenda. Bruce England seconded the motion. The motion carried.
4. **APPROVAL OF MINUTES FOR MEETING HELD ON NOVEMBER 13, 2010** – James Georges moved to approve the November 13, 2010 meeting minutes. Jim Brunson seconded the motion. The motion carried with one abstention from John Jackson.
5. **PUBLIC COMMENT**
   A. Jesse Dorum, Boy Scout Troop 585, stated they were leading the Pledge of Allegiance for their Citizenship in the Community Merit Badge.
   B. Garth Elliott encouraged residents need to speak out about the 395 project. In his opinion, a bounty should be placed on graffiti taggers. Sun Valley property owners should appeal property taxes because assessed values were approximately $10,000 to $15,000 too high. Appeals can be filed by January 15, 2011.
6. **REPORTS AND UPDATES** – The following reports and updates will be limited to five (5) minutes each. Speakers are requested to sign in and move to the front of the meeting area to speak.
   A.* Chair/Board Member Items – Board member Jackson reported the Sun Valley Food Bank would now be open only on the first, third and fifth Mondays of the month rather than every Monday. Chairperson Brighton reported the following:
   - The Washoe County Regional Parks and Open Space was inviting a CAB representative to assist with determining community planning events for the grant money being received for Red Hill from the National Park Services, Rivers, Trails, and Conservation Assistance Program.
   - The Attorney General's Office was alerting consumers of a property deed scam.
   - The Washoe County School District would be hosting a Sun Valley community meeting on Saturday, January 15, 2011 at 10:00 a.m. at the Sun Valley Neighborhood Center to discuss the future of schools in the Sun Valley area. Chairperson Brighton could be contacted for more information.

   B.* Updates/Announcements/Correspondence – There was no information to report.
   C.* County Commissioner/Community Liaison Updates – Commissioner Bonnie Weber or Commissioner Kitty Jung may be present for an update on County issues.
   1. "Coffee with Commissioner Weber" is held the 3rd Saturday of each month at 10:00 a.m. at the Sierra Sage Golf Course, 6355 Silver Lake Road in Stead.
   2. Lorrie Adams, County Liaison for Districts 4 and 5, is available to answer your questions and concerns. Please feel free to contact her at ladams@washoecounty.us or at (775)328-2720. To sign up to receive e-mail updates from the county visit www.washoecounty.us/cmail. The written county updates are available online at: www.washoecounty.us/cab (follow the link to your CAB).

   There was no one in attendance to present a report. Board member England stated the "Coffee with Commissioner Weber" events would now be held at the Community Center in Golden Valley.
   D.* Reno Fire Safety Update – There was no one in attendance to present a report. Garth Elliott commented on the slow response to fires due to the "brown out" of fire stations in the area. He encouraged residents to contact the County Commissioners about eliminating this practice.
   E.* Washoe County Sheriff's Office Items – Deputy John Edwards reviewed calls for service. He reported all suspects have been arrested for the robberies that have occurred at the 7-11. There has been a rash of vehicle burglaries in the area due to unlocked vehicles. He reminded residents to lock their vehicles and residences.
   F.* GID Update – There was no one in attendance to present a report. Chairperson Brighton mentioned RTC meetings will be held at the Sun Valley Neighborhood Center on January 19th and 27th, 2011 regarding the 395 project.
7. **NEW BUSINESS** – (The Staff contact listed on items for Community Development may not be in attendance but can be contacted with code and policy questions.)
   A.* Central Truckee Meadows Remediation District (CTMRD) Contaminant Boundary Update – Chris Benedict, Remediation District Program Manager for the Washoe County Department of Water Resources will provide an overview of the CTMRD program, the District's current and proposed contaminant boundaries and the resulting fee

changes. There will be a brief presentation, after which Mr. Benedict will answer questions and receive comments from the CAB and audience. This proposal is tentatively scheduled to be heard by the Board of County Commissioners in May 2011. (This item is informational only and the CAB will take no action.)

Chris Benedict, Remediation District Program Manager, Washoe County Department of Water Resources, stated he wanted to provide an update before it would be presented to the Board of County Commissioners in May. An update would be provided to all of the NABs and CABs within the boundary area. He distributed a handout regarding the proposed changes. He stated the Remediation District was created in 1995 to address widespread ground water contamination problems. The service area boundary covers the entire Truckee Meadows and some of the outlying valleys that are serviced by the Truckee Meadows Water Authority (TMWA). With a presentation map, he reviewed the proposed change to the contaminant boundary. He stated the change was needed because either there was no longer a contaminant or because it was being addressed by the State. There would also be a $2 increase in remediation fees.

Concerns/Comments

- Board member Jackson commented that the most contaminated areas were in the downtown Reno-Sparks area. He asked why TMWA customers outside of the contaminated area would have remediation fees increased when there was not a vote to increase the tax. Mr. Benedict stated that was a policy issue. He explained remediation fees were for all residents within the service area because the service area was supported by ground water during emergencies. Board member Jackson commented that it was his understanding the contaminated wells were closed. He asked if they were still being used. Mr. Benedict stated they were still being used and were a part of TMWA's distribution system.
- Susan Severt asked why remediation fees were being increased if the contaminated areas were being decreased. Mr. Benedict mentioned residents within the contaminated area pay a higher remediation fee than residents outside the contaminated area and that fees may stay the same if the program's budget is reduced.
- Garth Elliott commented on Ken Stover's desire to find the individuals who contaminate a water source. He encouraged residents to e-mail Dick Gammick about pursuing the individuals who caused the contamination rather than making the residents pay for the problem. Mr. Benedict commented on a similar water problem in California whereby individuals were sued, but to-date the water problem is still prevalent. He stated Washoe County's approach has been to fix the water problem first and then work towards identifying the responsible parties and going after them.
- Board member England stated he did not understand why fees were being increased for residents outside of the contaminated area and lowered for residents inside the contaminated area and why individuals responsible for the contamination cannot be sued. Mr. Benedict explained fees are higher for residents within the contaminated area and that fees will be lowered once residents are no longer within the contaminated area and the difficulty with identifying individuals responsible for the contamination.
- Board member Jackson asked if there were lawsuits against gas and oil organizations who contributed to the contamination. Mr. Benedict stated that is a different issue. The Remediation District Program deals only with PCE.
- Susan Severt asked if remediation fees would continue as the contaminated area continues to be reduced. Mr. Benedict stated the intent of the program was to fix the problem indefinitely.
- A question was asked about the location of residents who pay remediation fees. Mr. Benedict stated residents within the TMWA service area pay into the program.
- Chairperson Brighton asked about meeting dates for presentation of this item. Mr. Benedict stated there would be a series of public hearings. The first public hearing is in May. Boundaries and fees would be proposed to the County Commission in May for final approval in June. Chairperson Brighton requested the final proposal be presented to the Board at a future CAB meeting. It was discussed that the final proposal would be presented to the Board during the May CAB meeting.

B.* Pyramid Highway/US 395 Connection Study – Representatives from the Regional Transportation Commission of Washoe County (RTC), and its consultants Jacobs Engineering and CH2M HILL, will provide a brief update on the Pyramid Highway/US 395 Connection Study's progress and provide information regarding an upcoming community workshop to be held in Sun Valley on January 19, 2011. The purpose of the workshop is to share information and seek community input. The study is evaluating alternatives to relieve congestion on the Pyramid Highway and provide improved connectivity from Pyramid to US 395 and east to Vista Boulevard. Alternatives are being developed and evaluated to provide for today's traffic and anticipated future growth through 2030. This study is an environmental and engineering study being conducted in cooperation with the Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA). For more information, please visit www.rtcwashoe.com and click on Hot Topics, Pyramid Highway/US 395 Connection EIS. (This item is informational only and no action will be taken.)

There was no one in attendance to present this item at this time. This item was addressed later in the meeting.

C.* **Legislative Presentation –** Debbie Smith, Legislative representative, will be in attendance to present Legislative issues for discussion before the next legislative session is to begin. (This item is informational only and no action will be taken by the CAB.)

There was no one in attendance to present this item at this time. This item was addressed later in the meeting.

8. OLD BUSINESS

A.* Update on Repairs to Damaged Clock Tower – Warren Brighton will provide an update on the needed repairs to the clock tower that was damaged during the storms in December. (This item is informational only and no action will be taken.)

Chairperson Brighton read the following e-mail excerpt from David Hockey:

"Our operations team has confirmed that it is going to take 5 weeks to fabricate and construct the new clock face panels, and then another week to ship out to Nevada. I'd build about another 3-4 days into that in order to have the work started and completed. Because of the New Year's holiday, I would set the expectation that the clock (no pun intended) for this time starts on Monday. Therefore, I would expect all work to be completed by February 15th. I will certainly keep you updated on the progress and if anything changes."

At this time, Chairperson Brighton stepped down as Chair for this item and Board member England presided over the meeting as Chair.

Concerns/Comments

- Garth Elliott commented on graffiti activity that has occurred on the clock tower. Discussion followed about enforcement being complaint-driven.
- Susan Severt stated the CAB has to file a formal complaint in order for enforcement to occur.
- Board member Jackson stated there was a special use permit for the clock tower and that everyone was in violation of the permit. Discussion was heard that the design was of a cell tower with a clock face and that the structure was now un-structurally sound and needs to be fixed.
- Board member Jackson commented that this is now a safety issue.

At this time, agenda item 7C was presented.

7. N EW BUSINESS (Re-opened) – (The Staff contact listed on items for Community Development may not be in attendance but can be contacted with code and policy questions.)

C.* **Legislative Presentation –** Debbie Smith, Legislative representative, will be in attendance to present Legislative issues for discussion before the next legislative session is to begin. (This item is informational only and no action will be taken by the CAB.)

Assemblywoman Debbie Smith was in attendance to make a presentation. Ms. Smith reported the next Legislative session will begin on February 7, 2011. Budget hearings will begin two weeks prior. The Governor will give his State of the State Address on January 24, 2011. She provided handout information regarding Town Hall Meetings to be held in Reno and Las Vegas on January 29, 2011 at the County Commission Chambers and the 211 Help Line. She stated the Legislature will update the size of the legislative districts to include the new congressional seat. She commented on the importance of legislative districts for Northern Nevada in order to have a voice in the Legislature. Legislative information was available on-line. Ms. Smith stated she would provide legislative booklets for the next CAB meeting and that she could be contacted at her office for information. She reviewed policy issues that will be discussed regarding education, construction, and infrastructure problems. She distributed and reviewed a "State of Our State" handout from John Oceguera, the new Speaker of the Assembly regarding the negative impact the budget downturn has had on the State.

Concerns/Comments

- Marge Cutler commented the University of Las Vegas wants to separate and have two Board of Regents'. She asked how that would affect taxes. Ms. Smith stated there was not an appetite for separate governance, but how to better allow them to manage their money otherwise universities will be forced to close.
- Garth Elliott asked if there were other avenues being considered to fund education. He commented that Nevada was number one in mineral wealth and asked about extracting further taxes from that industry. Ms. Smith stated that a change in the mining tax structure would require a constitutional amendment of which there have been never enough votes for a change.
- Chairperson Brighton stated he attended an Investors Conference in Southern California last September and that the feeling was that investors would not invest in the State of Nevada because they felt Nevada has not followed through on infrastructure goals. He commented on fragmented governments in the State and the lack of responsibility.
- Board member Jackson asked about establishing toll roads. Ms. Smith commented that would be one extra problem for attracting tourists to the State. She noted there were never enough votes for establishing a lottery within the State.
- Susan Severt commented on the retirement of Senator Raggio. She asked how Northern Nevada can prevent all of the focus to be directed to Southern Nevada. Ms. Smith commented on the difficulty of finding a replacement with Senator's Raggio's expertise and knowledge.
- Chairperson Brighton requested Ms. Smith be agendized for the March CAB meeting if available.

At this time, agenda item 7B was presented.

B.* Pyramid Highway/US 395 Connection Study (Re-opened) – Representatives from the Regional Transportation Commission of Washoe County (RTC), and its consultants Jacobs Engineering and CH2M HILL, will provide a brief update on the Pyramid Highway/US 395 Connection Study's progress and provide information regarding an upcoming community workshop to be held in Sun Valley on January 19, 2011. The purpose of the workshop is to share

information and seek community input. The study is evaluating alternatives to relieve congestion on the Pyramid Highway and provide improved connectivity from Pyramid to US 395 and east to Vista Boulevard. Alternatives are being developed and evaluated to provide for today's traffic and anticipated future growth through 2030. This study is an environmental and engineering study being conducted in cooperation with the Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA). For more information, please visit www.rtcwashoe.com and click on Hot Topics, Pyramid Highway/US 395 Connection EIS. (This item is informational only and no action will be taken.)

Doug Malloy, RTC, stated there would be a public workshop on the project on Wednesday, January 19, 2011 from 5:30 p.m. to 8:30 p.m. at the Sun Valley Neighborhood Center. Workshop notices were made available. Mr. Malloy provided a brief review of the project and the different public workshops to be held for public input.

Concerns/Comments

- Susan Severt stated her concern was that individuals at the workshops understand the project and the impact of the project to their community. Mr. Malloy stated presentation material for the workshop has been developed to make the project understandable.
- An audience member stated he lives within the project area, but that he did not receive information regarding public workshops. Mr. Malloy commented on advertising for the workshops.
- Board member Jackson asked if the RTC would attend the GID meeting on January 27, 2011. Mr. Malloy stated they would be in attendance and would provide a scaled down version of information presented at the workshop. Board member Jackson requested a notice be issued about attendance at the GID meeting.
- Susan Severt expressed her thanks to Mr. Malloy for the information he provides to the CAB.
- Chairperson Brighton requested to know the real reason why the road being proposed is going through when the community has voiced their objection against it. Mr. Malloy stated that was a question for the workshop.

9. FUTURE AGENDA ITEMS

Future agenda items include: (a) Presentation of the Final Proposal for the Central Truckee Meadows Remediation District Contaminant Boundary (May meeting); (b) Legislative Presentation

10. ADJOURNMENT – There being no further business, the meeting adjourned at 11:15 p.m. John Jackson moved to adjourn the meeting. Jim Brunson seconded the motion. The motion carried.

SPANISH SPRINGS CITIZEN ADVISORY BOARD

DRAFT

The regular meeting of the Spanish Springs Citizen Advisory Board held January 12, 2011 at the Spanish Springs Community Center - 7100 Pyramid Lake Hwy., Spanish Springs, Nevada

1. **CALL TO ORDER –** The meeting was called to order at 7:03 p.m. Greg Prough, Chair. Greg Prough led the salute to the flag.
2. **ROLL CALL AND DETERMINATION OF QUORUM** – Greg Prough read into the record that William Steward has been appointed by the Board of County Commissioners to serve on the SSCAB as the representative of the Sparks CAC. **MEMBERS PRESENT -** John Bilka, At-Large, Secretary, Christopher Mirando, At-Large, Steve Grosz, At-Large, Vice Chair, Greg Prough, At Large, Chair. William Steward, CAC representative.
   MEMBENS ABSENT – Max Bartmess, At Large, unexcused, Kevin Roukey, At Large Alternate, unexcused Darcy Smernis, At Large, excused, and Alfonso Zamora, At-Large, unexcused.
3. **APPROVAL OF THE AGENDA** – Steve Grosz moved to approve the January 12, 2011 agenda as posted. Christopher Mirando seconded the motion. The motion carried unanimously.
4. **APPROVAL OF THE MINUTES** - Steve Grosz moved to approve the minutes of the November 10, 2010 meeting as submitted. John Bilka seconded the motion. The motion carried unanimously.

5.* **PUBLIC COMMENT:** Comment heard under this item will be limited to items not on this agenda and will also be limited to three minutes per person. This three-minute rule shall also apply to public testimony given during an agenda item. The Chair may modify this time limit for all public comment and testimony at the beginning of the meeting, but the time per person shall be no less than two minutes. Testimony during an agenda item shall be limited to the subject of the agenda item. Comments are to be made to the CAB as a whole.

- John Bradbury thanked everyone in the community for supporting the annual craft fair and reported that the crafters donated $17,887 to the Lazy 5 Regional Park.
- Greg Prough asked for further public comment and hearing none, closed this item.

6.* **COUNTY COMMISSIONER UPDATES**

A. Commissioner Robert Larkin was not available to present a report.

B. Lorrie Adams, County Liaison for Districts 4 and 5, is available to answer your questions and concerns. Please feel free to contact her at ladams@washoecounty.us (775) 328-2720. To sign up to receive email updates from the County, visit www.washoecounty.us/cmail. The written County updates are available online at www.washoecounty.us/cab (follow the link to your CAB).

7.* **UPDATES/ANNOUNCEMENTS/CORRESPONDENCE** – (CAB files and correspondence which are part of the public record are on file in the Washoe County Department of Community Development and are available for public review. Written correspondence and testimony will be included in the public record when a request is made to make the document a part of the public record and when a copy is provided to the CAB Chair, who forwards the document to the County. Copies of correspondence should be on file in the Washoe County Department of Community Development and are available for public review).

- Greg Prough announced that Darcy Smernis has resigned and local citizens are encouraged to consider volunteering to serve on the SSCAB.
- Greg Prough stated for the record that he does not care for holding CAB meetings every other month because some important information gets to the community too late to be of service.
- Greg Prough reported that citizens can log onto www.washoesheriff.com/firearms that identifies areas that are designated as congested and shooting of firearms is prohibited. Mr. Prough reported that the Nevada Attorney General has filed against Bank of America regarding engaging in deceptive trade practices servicing mortgage home loans. Citizens are encouraged to file complaints with the Attorney General's office and/or contact Representative Dean Heller. Mr. Prough also reported that the ground breaking for phase one of the Renown emergency center has been extended with completion expected in 2016.

8.* **WASHOE COUNTY SHERIFF'S OFFICE ITEMS** – Sergeant Harry Dixon, Washoe County Sheriff's Office was available to report on public safety issues within the CAB area, including recent calls for service. Sgt. Dixon reported that recent crimes reported in Spanish Springs have primarily been vehicle burglaries. Citizens are encouraged to keep their vehicles locked and valuables out of sight. Sgt. Dixon announced that deputies are wearing new badges honoring the centennial celebration of the Sheriff's Department. Sgt. Dixon also encouraged citizens to report any items that could be evidence to help solve crimes. Citizens are reminded that peddlers must have permits issued by the Sheriff's Department.

Comments and Concerns

- The Sheriff's Department was commended for their rapid response times and attention to calls for service.

- In response to questions raised, Sgt. Dixon encouraged citizens to call 328-3002 for a service request to investigate graffiti. Information is available at: www.washoesheriff.com.
- Questions were raised regarding a report of a recent vehicle hit and run incident on Alena.
- In response to questions raised, Sgt. Dixon stated that the Sheriff's Department has received some grant funding for equipment for several law enforcement units. Sgt. Dixon also reported that there have been new hires that are working in the jail at this time.
- Greg Prough asked that in the future, reports from the Sheriff's Department include how funding is being allocated.

9.*ACTION PLAN/COMMITTEE REPORTS

- **Search and Rescue –** Max Bartmess was not in attendance to report on recent activities by the search and rescue team operating out of the Spanish Springs Airport.
- **Citizens Advisory Committee (CAC)** – Bill Steward, representative of the City of Sparks was available to present a report on matters discussed by the City of Sparks CAC at their most recent meeting. The Sparks City Council was advised by the CAC that public safety and infrastructure is a funding priority.

10. NEW BUSINESS - (The staff contact listed on items for Community Development may not be in attendance but can be contacted with code and policy questions.)

A.* Pyramid Highway/US 395 Connection Study – Doug Maloy, Regional Transportation Commission (RTC) presented a brief update on the Pyramid Highway/US 395 Connection Study's progress and provided information regarding an upcoming community workshop to be held in Sun Valley on January 19, 2011. The purpose of the workshop is to share information and seek community input. The study is evaluating alternatives to relieve congestion on the Pyramid Highway and provide improved connectivity from Pyramid to US 395 and east to Vista Boulevard. Alternatives are being developed and evaluated to provide for today's traffic and anticipated future growth through 2030. This study is an environmental and engineering study being conducted in cooperation with the Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA). For more information, please visit www.rtcwashoe.com and click on Hot Topics, Pyramid Highway/US 395 Connection EIS. The representative of Jacobs Engineering and CH2M HILL was not available to address questions and concerns. (This item was informational only and no action was taken.)

Comments and Concerns

- Mr. Maloy stated that there are plans to schedule stakeholders meetings.
- Mr. Maloy stated that the draft document should take about a year to be ready for presentation and hold public hearings in approximately 2013.

B. Master Plan Amendment Case No. MPA10-002 – Eric Young, Ph. D. presented a request to amend the Washoe County Master Plan, Volume Two, Spanish Springs Area Plan, to delete Policy SS.17.2.c, otherwise known as the "Commercial Cap," and incorporate other beneficial changes as may be identified during the public input process and properly related to the establishment of commercial and industrial zoning in the Spanish Springs planning area. Staff contact: Eric Young, Planner, 328-3613 or eyoung@washoecounty.us This item is tentatively scheduled to be heard by the Planning Commission on Wednesday, February 2, 2011. The SSCAB did not make a formal recommendation on this item.

Comments and Concerns

- Steve Grosz stated that he would like to see the zoning map, how much is built out and what is not yet built. Dr. Young stated that he would include this information in the staff report.
- In response to questions raised, Dr. Young confirmed that the CAB's and community would have the opportunity to submit comments into the record on requests for zoning changes and master plan amendment requests.

C. Amendment of Conditions Case No. AC10-011 (La Posada Bar and Grill) – Derek Wilson, Rubicon Design Group presented information on the request to amend condition number 2 of the approved Special Use Permit, Case No. SB09-005 to extend the time for completion of the project. The project site is located at 8995 La Posada Drive, at the northeast corner of La Posada Drive and Pyramid Highway. The ±1.21-acre parcel is designated General Commercial (GC) in the Spanish Springs Area Plan and is situated in a portion of Section 35, T21N, R20E, MDM, Washoe County, Nevada. The property is located in the Spanish Springs Citizen Advisory Board boundary and Washoe County Commission District No. 4. (APN 534-092-04) Staff Representative: Sandra Monsalvè, AICP, Senior Planner 775.328.3608. This item is tentatively scheduled to be heard by the Board of Adjustment on February 3, 2011. Mr. Wilson stated that the building could not be removed until the gas line issue was resolved. A landscaping bond is place and a paving and circulation plan is out for approval. Mr. Wilson stated that they are not able to provide a completion date at this time. **MOTION**: Steve Grosz moved to recommend denial of Amendment of Conditions AC10-011 LaPosada Bar and Grill to the Board of Adjustment. Christopher Mirando seconded the motion. The motion carried unanimously.

Comments and Concerns

- Questions were raised regarding restrictions to allow a variance. Mr. Wilson stated that the variance was allowed.

- Concerns were raised regarding widening of Pyramid Highway and whether this project has the approval from Nevada Department of Transportation (NDOT).
- Concerns were raised regarding advertisements and debris on the temporary fencing that is an eyesore. Mr. Wilson stated that he would speak to the contractor regarding keeping the site maintained.
- Concerns were raised that the longer the project is delayed, the longer the proposed project is extended, the longer the site is not being maintained.
- Concerns were raised that the applicant is not in attendance and available to address concerns.
- Greg Prough stated that it is not that the community opposes business, but there are concerns about customers leaving the establishment having been drinking alcoholic beverages and then driving the roadways.
- Mr. Wilson stated that he could not confirm a completion date at this time.
- Concerns were raised that the proposed project should have been complete in June 2012 and now the applicant wants to extend completion to 2013. Would the applicant then come back for an additional extension leaving the site unimproved and not maintained.
- Concerns were raised that the request for an extension is premature since the applicant has two more years to complete the project now.

D.* Central Truckee Meadows Remediation District (CTMRD) Contaminant Boundary Update - Chris Benedict, Remediation District Program Manager for the Washoe County Department of Water Resources provided an overview of the CTMRD program, the District's current and proposed contaminant boundaries and the resulting fee changes. Following his presentation, Mr. Benedict was available to address questions and hear comments from the CAB and audience. This proposal is tentatively scheduled to be heard by the Board of County Commissioners in May 2011. (This item was informational only and the CAB took no action.)

Comments and Concerns

- Mr. Benedict stated that the areas impacted are served by Washoe County and within the TMWA service area.

E. Lights at Eagle Canyon Park – Steve Bennett, area resident provided historic information regarding lighting at Desert Winds Park and at every discussion with Washoe County Parks and Recreation that adjacent residents have opposed installation of lights. Mr. Bennett stated that opposition included concerns regarding the noise, trash and other negative impacts that result from late night time use of the park. Mr. Bennett stated that residents do support safety lighting in the parking lot.

Comments and Concerns

- John Bradbury provided background information on the installation of lighting at local parks.
- Greg Prough stated that as far as the SSCAB is concerned, approval of the lighting is not a 'done deal' and encouraged Mr. Bennett and his neighbors to get significant support from local residents on a petition to restrict the number of hours the lights would remain on.
- Support was stated for increased law enforcement patrols at the park.

11. OLD BUSINESS

A. Intersection of Calle de la Plata and Pyramid Highway – Greg Prough introduced this item for continued discussions on various options and may provide recommendations to the Washoe County Commission expressing the CAB's and community's interest to have the intersection of Calle de la Plata and Pyramid Highway improved. Mr. Prough reported that he is pursuing recognition of the issues from the Governor. There was no updated information from Susan Martinovich, Nevada Department of Transportation (NDOT) and from the consortium of developers regarding plans for the intersection. No action was taken by the CAB.

Comments and Concerns

- Greg Prough read an e-mail from Rob Ernst regarding traffic issues at the intersection of Calle de la Plata and Pyramid Hwy. into the record. A copy of the e-mail will be available for review at the Department of Community Development.
- Concerns were raised that the issues will increase with increased development in the immediate area.
- John Bradbury encouraged getting a video of the traffic violations and presenting them to the Governor.
- John Bilka supported the value of photographs of the intersection.
- Greg Prough stated that he would request targeted enforcement at the intersection.

12.*CHAIRMAN/MEMBER COMMENTS - (This item limited to announcements of topics/issues posed for future workshops/agendas.)

- Greg Prough reported that Roger White at The Lakes Grill and Manny and Olga's Pizza have agreed to post the SSCAB agendas. Mr. Prough stated that Washoe County has not approved using the media such as Facebook and Twitter as unofficial public information sources. Mr. Prough stated that he is still researching other possible local posting locations.
- William Steward asked if there is any information that this board would like brought to the attention of the Sparks CAC.
- **Next Agenda Items**: Public notification of the SSCAB agendas

13. ADJOURNMENT – It was moved and seconded to adjourn the meeting at 9:01 p.m. The motion carried unanimously.

Respectfully Submitted By: Allayne Donnelly-Everett, Recording Secretary

SUN VALLEY CITIZEN ADVISORY BOARD

DRAFT: *Approval of these draft minutes, or any changes to the draft minutes, will be reflected in writing in the next meeting minutes and/or in the minutes of any future meeting where changes to these minutes are approved by the CAB.*

The regular meeting of the Sun Valley Citizen Advisory Board held July 9, 2011, at the Sun Valley Neighborhood Center, 115 W. 6th Avenue, Sun Valley, Nevada.

1. **CALL TO ORDER –** Chairperson Brighton called the meeting to order at 9:00 a.m.
2. **ROLL CALL/DETERMINATION OF QUORUM –** Roll call was heard and a quorum of seven members was determined. .
   MEMBERS PRESENT – Warren Brighton (Chairperson), Bruce England, Patricia Lancaster, James Georges, Jim Brunson, Lisa Louengo, Ralph Spain
   MEMBERS ABSENT – None
3. **APPROVAL OF AGENDA FOR MEETING OF JULY 9, 2011 –** Chairperson Brighton stated that he would request that the Election of Officers be moved to the last item on the agenda. Bruce England moved to revise the agenda and place the Election of Officers as the last agenda item. James Georges seconded the motion. The motion carried. Chairperson Brighton noted that Commissioner Bonnie Weber would be joining the meeting, but would be late. He introduced the new CAB members, Lisa Louengo and Ralph Spain.
4. **APPROVAL OF MINUTES FOR MEETING HELD ON May 14, 2011 -** Pat Lancaster moved to approve the May 14, 2011 meeting minutes, as presented. Lisa Louengo seconded the motion. The motion carried.
5. **REPORTS AND UPDATES**
   A. Updates/Announcements/Correspondence – Chairperson Brighton reported that the following information is available for anyone wishing to review it: a revised CAB member roster which contains information regarding the new CAB members; a memorandum from Kelly Mullin, Water Management Planner, regarding the Central Truckee Meadows Remediation District Program 2011 Boundary and Fee Ordinance Amendments; a flyerfrom the Washoe County Sheriff's Office regarding the ALERT ID Program, and what you can do about graffiti; a memorandum from Lorrie Adams, County Liaison, titled "Washoe County Update". He noted that the last page lists the May, 2011 responses by the Truckee Meadows Fire Protection District. Lastly, the Washoe County School District has sent a report regarding the budget, as set by the Board of Trustees, in lieu of an in-person attendance at a CAB meeting to discuss issues pertinent to the children in Sun Valley. Chairperson Brighton commented that he would again attempt to get a School District representative to attend the CAB's September, 2011 meeting. Board member England reported that the Sun Valley Boy Scouts, Troop 52, are holding a rummage sale, car wash and bake sale this week and next weekend at the LDS Church in order to raise funds to enable some members to attend camp.
   B. Washoe County Update – Commissioner Bonnie Weber or Commissioner Kitty Jung may be present for an update on County issues.
      1. **"**Coffee with Commissioner Weber" will not be held in July or August, but will resume in September on the 3rd Saturday of each month at 10:00 a.m. at the Sierra Sage Golf Course, 6355 Silver Lake Road in Stead.
      2. Lorrie Adams, County Liaison for Districts 4 and 5, is available to answer your questions and concerns. Please feel free to contact her at ladams@washoecounty.us or at (775) 328-2720. To sign up to receive e-mail updates from the county visit www.washoecounty.us/cmail. The written county updates are available online at: www.washoecounty.us/cab (follow the link to your CAB).

   Commissioner Jung reported:

   - In order to comply with the federal law which is based on the most recent Census data, Washoe County re-districting is underway. She noted there is a possibility that Sun Valley would come under her responsibility rather than that of Commission Weber. The goal is to have the decision in place by October, 2011.
   - She welcomed the new CAB members.
   - Washoe County lost the lawsuit regarding the property appraisal rate for Incline Village residents, and the Nevada Supreme Court has ruled that Washoe County will repay approximately $40 million to the Incline Village residents. At this time, it has not been determined where these funds will come from.
   - The Nevada Supreme Court has ruled that the State of Nevada cannot sweep local funds. Washoe County has requested that the $21 million that was previously swept by the state be returned to the county.
   - The county is again operating in "emergency mode", and there is a possibility that property taxes will need to be increased in order to pay back the residents of Incline Village per the court's ruling. Bob Fink requested to know the rate of interest that will be imposed on the funds owed. Commissioner Jung responded that this is not known at the present time, but a meeting with legal counsel regarding this issue is scheduled for next week.
   - She is now the point person for issues pertaining to the clock tower rather than Commissioner Weber.

Concerns/Comments

- James Petch requested to know how property taxes can legally be increased, which in effect fines the current property owners for the Appraiser's actions regarding the appraisal rates for Incline Village residents. Commissioner Jung replied that, at this time, she does not have the answer to this question. Board member Lancaster requested to know if Washoe County has risk insurance that would cover this type of action by a county official. Commissioner Jung replied that she will bring this up with legal counsel at the upcoming meeting.
- Susan Severt requested information regarding the Washoe County Commission's action pertaining to fire services. Commissioner Jung reported this will save the county approximately one million dollars per year. She noted that she voted against this action because it was reported by the Fire Coordinators that this would increase the response time in outlying areas.

Chairperson Brighton noted that Commissioner Weber would not be holding a "Coffee with Commissioner Weber" sessions in July or August, 2011.

C. Reno Fire Safety Update - There was no one in attendance to present a report.

D. Washoe County Sheriff's Office Items - There was no on in attendance to present a report.

E. GID Update – Darrin Price, Sun Valley GID General Manager, reported the following:

- The next Board meeting will be held on Thursday, July 14, 2011 at 6:00 p.m. at the GID office. Doug Malloy, Project Engineer for the 395 Interchange Project, will be in attendance to provide an update.
- There are recreational fee discounts available for Sun Valley residents who meet the criteria.
- On July 17, 2011, the Sun Valley Fun Sunday event will be held at this location, and funds that are raised will be used to assist the Sun Valley schools.
- On July 28, 2011, Judge Higgins from the City of Sparks will be attending the meeting to report on the graffiti process and how those individuals are prosecuted through the court system. This will help to educate residents so that it can be determined how the citizens can best assist in addressing this issue. He noted that local governmental graffiti programs have either been eliminated or severely reduced.
- There are over five hundred fire hydrants in Sun Valley, and many of the water storage tanks located throughout the valley are to assist in fire suppression.

Concerns/Comments

- Chairperson Brighton requested to know if there would be an increase in water fees. Mr. Price replied that possibly there would be an increase in October or November, 2011.

F. Red Hill Update – Board member Brunson reported that work is still going on regarding this project. A meeting was held, and ideas were discussed. Susan Severt reported that both she and Board member Brunson are members of the Red Hill Working Group. The goal of the group is to turn this area into a regional park that could be shared by several communities. Last year, a meeting was held with incoming sixth graders to share the vision for this area and obtain their input. On September 30, 2011, a meeting with the new sixth graders will be held to get their input. On October 21 and 22, 2011, a workshop will be held, and some landscape architects have volunteered their time to design the park at this workshop incorporating the input that has been received from various entities. She pointed out that Washoe County Parks and Recreation Department and the National Parks and Recreation Division of the National Forest Service, as well as many other interested parties, have participated in the planning.

G. Sun Valley Clock Tower Update – Chairperson Brighton thanked Commissioners Jung and Weber, as well as Susan Severt for their efforts in trying to resolve this issue. He reported that the clock tower company can't find a local contractor to work on the tower, set the time, etc. He noted that there is an agreement between the property owner and Washoe County regarding the maintenance and support of the clock tower. He questioned why the county staff hasn't determined how they can enforce the contractual agreement that is in place with them, and commented that it is his opinion that what is happening is unacceptable.

Concerns/Comments

- Chairperson Brighton was asked who has the schematics on the clock. It was noted that Susan Severt has a set as well as Washoe County. A representative from Washoe County Planning commented that the builder of the tower is now gone, and it has changed hands approximately three times. Commissioner Jung requested to know if the tower company could be fined, and the Washoe County representative replied that she did not know due to the language in the Special Use Permit and Conditions. She commented that the county is working with the tower company to try to get the issue resolved and they have set the end of 2011 as the time limit to accomplish this. If they don't repair it by then, Code Enforcement would get involved. The issue is that if the tower was not there, it could affect public safety in the area as there would then be no cell facilities nearby.
- Susan Severt requested that the County Commissioner direct her staff to cite the tower company as they are not in compliance. Her issue is that the tower company is collecting fees for the use of the tower from companies that are using it, but they are not maintaining it in violation of the Special Use Permit.
- Commissioner Jung stated that she will work on the issue as soon as possible.
- A member of the audience agreed that this has been an ongoing issue for the past few years, and it is time to get it solved.

- Barry Bouchard commented that there was an article that appeared in a publication a few months ago that spoke of the clock tower, and the conclusions in that article perhaps were premature according to what is being said now.
- Chairperson Brighton suggested that legal counsel be present at the upcoming meeting of county staff scheduled to discuss the issue. Also, the issue regarding who will pick up the trash on the site has not been resolved. He requested that a representative from Washoe County be present at the next CAB meeting to provide a status report. Commissioner Jung agreed.
- A member of the audience requested to know if there has to be a clock in the tower since a clock would always require ongoing maintenance. Chairperson Brighton replied that this is what the agreement states. Commissioner Jung requested to know if a clock in the tower was mandatory. Chairperson Brighton replied that at the present time this is a requirement, and the current issue needs to be resolved first. Following that, a discussion could be held if the company wants to propose something else.
- Darrin Price suggested that a petition be written and placed at the GID offices regarding whether or not the residents are satisfied with how the clock tower is maintained. Those signatures could then be turned over to Washoe County to use in further action by the county.

5. REPORTS AND UPDATES - Reopened

B. Washoe County Update – Commissioner Weber reported:

- The recent court ruling regarding the Incline Village property tax case will be difficult for Washoe County to comply with, but the involvement of the community in issues is very helpful. Commissioner Jung reiterated that she would be the point person for the Sun Valley Clock Tower issue, and has requested that this issue be placed on the Washoe County Commission meeting agenda.
- "Coffee with Commissioner Weber" is not being cancelled, but rather is on summer break for July, August and possibly September, 2011. She encouraged everyone to attend when the sessions resume
- Welcomed the new CAB members.
- Graffiti is an issue in Sun Valley as well as other areas. She has requested that the Washoe County Sheriff's Office make a presentation to the County Commission regarding the Graffiti Program that they have in place, and believes this would be a helpful presentation to make at a CAB meeting as well since this program needs to be community-based.

Concerns/Comments

- An audience member requested to know how to address a property that has items dumped in front of it. In particular, she referred to a property across from the Water District office, and she has called to see what could be done about it. It was noted that this depends on the Code regulations, and this particular property has been addressed by county staff and is now in compliance with the Code. Commissioner Jung commented that there are regulations that address serial garage sales. Commissioner Weber stated that people need to take responsibility for their own property. She pointed out that Code Enforcement is complaint-driven, and encouraged people to address issues on their own when possible since the amount of staff available to work on them has been reduced.
- Vicky Maltman commented there is an issue with a residence at Fourth and Lupin Streets. She has filed several complaints about the condition of the property, but it still has not been fully addressed. A county representative reported that Washoe County has ongoing cases regarding this property. The owner has taken some steps to comply, but financial constraints incurred with the removal of debris have slowed the process. Board member England commented that this particular property is running an illegal recycling business without a permit or license to do so. It was moved, seconded and carried to place the Code Enforcement process on the next meeting agenda for discussion.

6. PUBLIC COMMENT

A. Garth Elliott commented that graffiti is a very big issue in Sun Valley. He requested a summit to discuss the issue, and requested Washoe County's assistance in setting this up.

B. James Petch requested that discussion be held regarding the quantity of chickens, particularly roosters, located in Sun Valley. He suggested that a limit on the number of chickens, and ratio of roosters to hens, that a residence could have be put in place. Chairperson Brighton suggested that this be discussed under the agenda item about animal control.

C. Susan Severt reminded those present that some fuels reduction is going to be done in the Sun Valley Regional Park area, mainly along the private property lines, starting in November, 2011 through April, 2012.

D. Board member Georges commented that Washoe County did a great job on the sidewalks and other recent construction.

7. NEW BUSINESS – (The Staff contact listed on items for Community Development may not be in attendance but can be contacted with code and policy questions.)

A. Administrative Permit Case No. AP11-001–Terry Forcom–Nevada Transmission Exchange – To allow the operation of an automotive transmission repair facility (Automotive and Equipment-Automotive Repair Use Type). The parcel is located on the east side of 5350 Sun Valley Boulevard, approximately 600 feet south of its intersection with 4th Avenue, Sun Valley (APN 085-155-18), and is 1.078 acres in size, is zoned General Commercial (GC), is

located within the Sun Valley Area Plan. This request is authorized in Article 302, Allowed Uses, in the Washoe County Development Code, is in Commission District 5, within Section 19, T20N, R20E, MDM Washoe County, NV.

Terry Forcom commented that the business is not open yet. Chairperson Brighton stated that former CAB member John Jackson had contacted him and encouraged the CAB to approve the opening of this business.

Concerns/Comments

- Susan Severt commented that she is very happy to see a new business opening in Sun Valley, and hopes that they will be a good neighbor.
- Garth Elliott stated that he also supports the opening of this business, and agreed that this was important to the revitalization of Sun Valley.
- A member of the audience commented that she believed that the business did a great job of cleaning up the existing building and making it more attractive.
- Bob Fink pointed out that the key to the business is that the work is being done inside the building.
- Board member Lancaster requested confirmation that in order for this business to open, it needed a petition with one hundred signatures in support of the business even though it is in a Commercial Zone. Terry Forcom replied that signatures from everyone within five hundred feet of the business, or approval by the Board of Adjustment, was required in order to open the business. Commissioner Jung pointed out that all land use changes are required to come through the CAB first, or they would need to secure their own signatures, such as in this case.

Pat Lancaster moved to approve the opening of Nevada Transmission Exchange and welcome the business to the Sun Valley community. Jim Brunson seconded the motion. The motion carried.

B. Special Use Permit Case No. SB11-004 – Valle Vista – To establish a gated manufactured home park consisting of 75 units on private streets. The parcel is located at 550 E. 4th Avenue, Sun Valley (APN 085-122-03), and is 15.33 acres in size, is zoned Medium Density Suburban (MDS), is located within the Sun Valley Area Plan. The request is authorized in accordance with Article 314, Manufactured Home Parks, in the Washoe County Development Code, is in Commission District 5, within Section 20, T20N, R20E, MDM, Washoe County, NV.

Gary Probert introduced himself and stated that he was representing the applicant.

Concerns/Comments

- A member of the audience commented that he owns property adjacent to this project. He noted that there is a natural drainage ditch that runs through that property. He requested to know how this would be handled as he recently tried to get a permit to put in a fence in this area, and Washoe County denied it because eight feet of his property was in the Flood Zone. It took several discussions with county personnel, but he was finally able to obtain a permit. He requested to know how homes could be built on this drainage ditch.

A suggestion was made that the applicant's representative provide a presentation on the project prior to further discussion

Sandra Monsalve commented that she was the Senior Planner for Washoe County, and she would be the one writing the staff report and putting the conditions together to take to the Planning Board.

Gary Probert reviewed the project site, and noted that the project will be a private, gated community with 75 manufactured homes on private streets built to Washoe County standards. There will be recreational amenities, and will be controlled by a Home Owners' Association (HOA). Mr. Probert stated that this project is out of the drainage line.

- A neighbor adjacent to the property commented that she was not pleased with the prospect of the traffic coming and going out of this project right next to her home.
- Board member Lancaster requested to know if there was only one entrance and exit for seventy-five homes. Mr. Probert replied that there is a secondary emergency exit with a gate that would tie into Pearl Drive.
- Mrs. Berg, resident on Gepford Parkway, requested to know why this project is necessary. She expressed concern regarding the noise and traffic as a result of the project.
- Robert Fink requested confirmation that the area where the ditch is located is not included in the developed area. Mr. Probert agreed, and commented that the ditch is not on their property. Mr. Fink requested information regarding the fencing that will be put in. Mr. Probert replied that there is different fencing for different areas, and he and Ms. Monsalve reviewed the Code requirements. Mr. Fink commented that some areas of fencing needed to be reviewed very closely due to the issues with the drainage ditch.
- Board member England requested to know what is going to be done regarding maintenance of the public roads in that area, particularly since they are presently only two lanes and the project will be increasing the traffic volume significantly. Sandra Monsalve stated that she needs to have further discussion with the Traffic Engineers to see if there will be enough of a traffic volume increase to require a Traffic Report. Board member England requested a review of the difference between the issuance of a Special Use Permit and a Building Permit. Ms. Monsalve replied that the Special Use Permit process is to allow development that has potential impact, and conditions can be imposed to mitigate any potential negative impact. The Building Permit can't be issued until these conditions are met in the developer's plans.

- James Petch requested to know if walk paths or sidewalks will be put in place between the project and Scolari's. Ms. Monsalve replied that this would have to be required by Engineering, and she didn't know if this would be a requirement.
- Board member Brunson requested to know who will be doing the maintenance of the property on an ongoing basis since it will be rental property. Gary Probert replied that the common areas and any properties that weren't leased would be maintained by the HOA. The HOA will oversee any leased properties, and properties will need to be maintained in compliance with the regulations that have been adopted by the HOA and recorded with Washoe County.
- Board member Brunson expressed his concern with just one entrance and exit. In his opinion, Fourth Street was big enough to handle it. He suggested that another main entrance be put in place that goes out onto Gepford Parkway. Mr. Probert responded that the project does not have excess to Gepford Parkway as there is private property between the project site and Gepford Parkway.
- Susan Severt requested to know where the drainage from the project will be directed. Mr. Probert replied that any drainage will be retained on site and directed towards the back side of the project's recreational area where a retention pond will be put in place. Ms. Severt commented that there is a lot of water that collects in this area, and it has been her experience that retention ponds are not maintained. She stated that Sun Valley has worked very hard to get away from the mobile home image, and the requirement that a home be on a minimum of one-third acre was put in place to help facilitate this. Also, she has a major concern regarding having only one entrance and exit. Mr. Probert commented that the project is outside of FEMA's One Hundred Year Flood Plane, as is the retention pond.
- Garth Elliott commented that he hopes the project uses construction techniques that help keep it from becoming a target of graffiti.
- A member of the audience stated that she lives on top of the hill, and when it rains or snows, the area under discussion gets flooded. Also, Fourth Street is not constructed to handle a significant increase in traffic volume. She noted that just having the church there and the traffic that it generates creates overcrowding of the street. She pointed out that she will be looking down on the project, and she doesn't want to look down on an eyesore.
- A member of the audience spoke about the drainage problems that he has seen going across his property in the several years he has lived in Sun Valley.
- Board member Brunson requested to know if the developer has funds to totally complete the project as he didn't want to see any more half-finished projects. Gary Probert replied that the project will be built in four phases, and he reviewed them.
- A member of the audience requested to know how the project will attract customers who would rather have their own land, particularly given the current situation that one in five homes in Sun Valley are empty.
- Darrin Price commented that water and sewage facilities are currently in place, but the project will have to bring the water rights. He suggested that the storage area be placed at the back of the project rather than at the front.
- A member of the audience requested to know if people are going to be allowed to bring their own manufactured homes into the project, or will they all be new. Mr. Probert responded that they could bring their own homes into the project, but they will have to be manufactured homes rather than mobile homes and they will need to meet certain criteria.
- Board member Lancaster stated that concerns have been expressed regarding the one entrance and exit that will increase traffic flow on Fourth Street. Also, there are concerns about the Flood Plane and the upkeep of the project. She requested to know the timeframe of the project. Mr. Probert replied that the developer has requested the ability to start the project at a later time, based upon the economy, with a maximum timeframe of six years. Board member England commented that he doesn't want to see a project that would be under construction for years.
- Chairperson Brighton stated that, in his opinion, neither the traffic issues on Fourth Avenue nor the water issues have been properly addressed. He suggested that this project be brought back for further discussion after more research is done. Board member Spain suggested that a community meeting with the engineers, developers and residents who live in the area be scheduled. It was noted that the CAB should take some action at this meeting because the developer will move to the next level with or without this action. It could then be brought back to the CAB for further discussion as suggested. Susan Severt suggested that the CAB take action stating that at this time they do not support the Special Use Permit due to the issues that were brought up at the meeting.

Jim Brunson moved that Special Use Permit Case No. SB11-004 – Valle Vista not be approved as presented. Ralph Spain seconded the motion. The motion carried.

C. Washoe County Regional Animal Services Update – Lt. Bobby Smith, Washoe County Regional Animal Services, introduced himself. He reviewed statistics for the past fiscal year: the service responded to 34,769 calls for service, which equates to approximately 2,300 calls per officer; about one-third of the calls received were for stray animals; staffing has been reduced from nineteen to fifteen officers, and it is possible that further reductions will be made. Due to staff reductions, dispatch has been brought in-house. Lt. Smith commented that a new civil penalty process has been instituted whereby people who have not paid the fines that have been issued to them can have their tax returns levied. It was noted that payment from the property owner can also be pursued if no payment is received from a tenant. He reviewed steps that can be taken to address the issue of an animal that is running loose

such as taking a picture or video of the animal and writing a statement that the animal is frequently running loose. Lt. Smith stated that in response to an earlier comment, the issue of roosters making noise can be addressed through the civil penalty complaint process. He pointed out that the department does have video cameras that can be used to record what is happening in your neighborhood. The dispatch number is 322-3647. Lastly, it was noted that in Sun Valley dogs can be under "voice control" as there is no leash law. A leash law would need to be instituted by action of the Washoe County Commissioners.

E. CERT Presentation – Kaydie Paschall, CERT Coordinator, introduced herself. She reported that the CERT Program is a volunteer program that allows residents to learn about disaster preparedness. This is a twenty-four hour course that is open to all interested residents. Classes are held four or five times a year, and they are also available for groups and organizations. CERT volunteers are trained to handle an emergency until first responders can get on scene, and they also provide support services during a community disaster. Ms. Paschall noted that brochures and applications are available for anyone who is interested.

Concerns/Comments

- Board member England requested to know how he could take the course since he can't make the established meeting schedule of two consecutive weekends. Ms. Paschall replied that if you take the first weekend course, then you could take the second portion with one of the special sessions for organizations or businesses, or take it during the next regularly scheduled course session.

8. OLD BUSINESS – There is no Old Business agendized for review.

9. CHAIR/MEMBER COMMENTS - No comments were offered.

Future agenda items include: (a) Discussion with representative from Washoe County School District; (b) Sun Valley Clock Tower update; (c) Code Enforcement Process; (d) Special Use Permit Case No. SB11-004 – Valle Vista

7. NEW BUSINESS – Reopened

D. Election of Officers – Jim Brunson nominated Warren Brighton for the office of Chairperson. Pat Lancaster seconded the nomination. The motion carried. Warren Brighton nominated Bruce England for the office of Vice-Chairperson. Ralph Spain seconded the motion. The motion carried. Bruce England nominated Lisa Louengo for the office of Secretary. Pat Lancaster seconded the motion. The motion carried.

10. ADJOURNMENT – There being no further business, the meeting adjourned at 11:42 a.m. Ralph Spain moved to adjourn the meeting. James Georges seconded the motion. The motion carried.

SUN VALLEY CITIZEN ADVISORY BOARD

DRAFT: *Approval of these draft minutes, or any changes to the draft minutes, will be reflected in writing in the next meeting minutes and/or in the minutes of any future meeting where changes to these minutes are approved by the CAB.*

The special meeting of the Sun Valley Citizen Advisory Board held November 5, 2011, at the Sun Valley Neighborhood Center, 115 W. 6th Avenue, Sun Valley, Nevada.

1. **CALL TO ORDER –** Chairperson Brighton called the meeting to order at 9:02 a.m.
2. **ROLL CALL/DETERMINATION OF QUORUM –** Roll call was heard and a quorum of five members was determined.
   MEMBERS PRESENT – Warren Brighton (Chairperson), Patricia Lancaster, Ralph Spain, Bruce England, Lisa Luengo
   MEMBERS ABSENT – James Georges, Jim Brunson
3. **PUBLIC COMMENT** – Any person is invited to speak on any item on or off the agenda during this period. Action may not be taken on any matter raised during this public comment period until the matter is specifically listed on a future agenda as an action item. Comment under this item will be limited to three minutes per person.
   A. Leo Horishny requested to know why there was no non-motorized access to the Sun Valley area. He suggested Scottsdale to 1st Avenue be considered for non-motorized traffic.
4. **APPROVAL OF AGENDA FOR MEETING OF NOVEMBER 5, 2011 –** Pat Lancaster moved to approve the November 5, 2011 meeting agenda. Bruce England seconded the motion. The motion carried.
5. **APPROVAL OF MINUTES FOR MEETING HELD ON SEPTEMBER 10, 2011 –** Pat Lancaster moved to approve the September 10, 2011 meeting minutes. Ralph Spain seconded the motion. The motion carried.
6. **REPORTS AND UPDATES - The following reports and updates will be limited to five minutes each.** (These items are informational only and no action will be taken by the CAB.)
   A. Updates/Announcements/Correspondence – Chairperson Brighton reported the following:
   - Washoe County was looking for volunteers for the Volunteer Income Tax Assistance (VITA) program.
   - He received the Board of Adjustment Action Order regarding the Valle Vista project. He stated all questions regarding this project have been covered.
   - There was a parvo virus alert for the Washoe County area. Dogs under four months should not be off-lease and vaccinations should be current.
   - Flu shots were currently available.
   - The Washoe County Health District's Air Quality Management Division (AQMD) will begin issuing a daily air quality color code with regards to wood burning.
   - A pet cemetery ordinance was being developed for the Washoe County area.

   Board member Lancaster reported the Sun Valley Post Office was currently under review. It will take five months to close it. She stated residents had approximately one week to write letters opposing the closure.

   Concerns/Comments
   - Susan Severt provided flyers with mailing label information of all elected officials. She encouraged residents to write letters opposing the closure.

   B. Washoe County Update – Commissioner Bonnie Weber or Commissioner Kitty Jung may be present for an update on County issues. Unless a specific topic is listed and scheduled for consideration in connection with any of these reports, the CAB may not deliberate towards a decision or take any action on items raised during these reports until the items are specifically included on a later agenda.
   1. "Coffee with Commissioner Weber" is held on the 3rd Saturday of each month at 10:00 a.m. at the Sierra Sage Golf Course, 6355 Silver Lake Road in Stead.
   2. Lorrie Adams, County Liaison for Districts 4 and 5, is available to answer your questions and concerns. Please feel free to contact her at ladams@washoecounty.us or at (775) 328-2720. To sign up to receive e-mail updates from the county visit www.washoecounty.us/cmail. The written county updates are available online at: www.washoecounty.us/cab (follow the link to your CAB).

   There was no one in attendance to present a report.

   C. Activity and Incident Reports by Regional/County Department - These reports are based on need as determined by the departments as well as the availability of presenters. Unless a specific topic is listed and scheduled for consideration in connection with any of these reports, the CAB may not deliberate towards a decision or take any action on items raised during these reports until the items are specifically included on a later agenda.
   1. **Reno Fire Safety Update –** There was no one in attendance to present a report. Chairperson Brighton stated he received a press release announcing Chief Mike Greene's resignation effective November 10, 2011, due to health reasons.

2. Washoe County Sheriff's Office Items – Sgt. Morgan Jack reported a full-time deputy was assigned to investigate graffiti cases in addition to the clean-up crews.

Concerns/Comments

- Vicky Maltman stated she receives the alerts from the Sheriff's Office. She asked about the cause of the recurring activity in the 5600 Sun Valley Boulevard area. Sgt. Jack stated it was not due to a business, but that the area was the natural focal point for juveniles and gang activity.
- Leo Horishny asked how Washoe County interacts with BLM with regards to graffiti activity occurring outside of the county. Sgt. Jack stated it would be useful to provide Washoe County with graffiti activity occurring outside of the County, but the County has a good working relationship with BLM.
- Darrin Price asked how many warnings have been issued with regards to the new cell phone law. Sgt. Jack stated, to-date, approximately 155 written warnings have been issued, but that there has been a significant decrease in cell phone use while driving since the new law.
- Vicky Maltman asked if scooters were street legal. Sgt. Jack replied yes. He stated bicycle rules of the road apply to scooters.
- Robert Fink thanked the Sheriff's Office for patrolling the area.

D. GID Update – Darrin Price, SVGID General Manager, reported the following:

- They were preparing the "Wish Tree", which will provide gifts to children in the Sun Valley area during the Christmas holiday.
- A free Veteran's Day Celebration BBQ will be held on Friday, November 11, 2011 at the Sun Valley Community Center from 1:00 p.m. to 3:00 p.m.
- GID residents may be eligible for garbage fee and recreational fee discounts.
- A graffiti presentation was given at the GID Board meeting. Information was provided on the website.
- TMWA was proposing a water rate increase by next summer.
- He thanked Washoe County for reviewing available Community Development Block Grants (CDBG) for the area.
- They would be discussing events for the area with the Reno Big Horns at the Thursday, November 10, 2011 GID meeting.
- The Board of County Commissioners will be reviewing the 2011-12 Snow Removal Plan at their November 8, 2011 meeting. The plan and map information could be reviewed on the Washoe County website.

Concerns/Comments

- Chairperson Brighton noted the graffiti presentation will be presented to the SVCAB at the January 2012 meeting. GID and non-GID information can be reviewed at www.svgid.com.

E. Red Hill Update – Susan Severt reported a two-day workshop was held to develop maps and plans for the Red Hill Regional Park. A formal presentation will be made in the future to obtain public input. She provided a brief summary of the proposed plans that would provide access to non-motorized traffic and would close open caves.

Concerns/Comments

- Board member Spain asked how close the US 395 Interchange project would be to the park. Ms. Severt stated it would not affect the park area.
- Leo Horishny asked if another workshop will be held to present the plan or will it be presented to the CAB. Ms. Severt stated it may be presented to the CAB.

F. Sun Valley Clock Tower Update – Chairperson Brighton reported the clock is working, so discussion can begin about replacing it with a less maintenance-intensive system. David Hockey, TowerCo, explained all three motors in the clock tower have been replaced, so the request is to leave the clock tower as is until another maintenance issue occurs.

Concerns/Comments

- Darrin Price asked who would be providing maintenance to the clock tower. Mr. Hockey reviewed the operational agreement in place with Amalgamated. Mr. Price suggested there should be more commitment from TowerCo regarding maintenance, because of the public effort that was needed to get maintenance for the tower up to this point.

7. NEW BUSINESS – (The Staff contact listed on items for Community Development may not be in attendance but can be contacted with code and policy questions.)

A.* Washoe County School District Redistricting Plan Update – Randy A. Drake, Chief General Counsel for the Washoe County School District, will give a presentation regarding proposed changes to the Washoe County School District Board of Trustee boundaries resulting from the 2010 Census. Mr. Drake will discuss why redistricting is needed and what criteria is used in establishing new district boundaries, present several possible map redistricting proposals, and identify what impacts these new boundaries might have on the community. The School District is seeking input from the CAB members and citizens. (This item is for information only and no action will be taken by the CAB.)

With a slide and map presentation, Randy A. Drake, WCSD General Counsel, reviewed Public Trustee information and the redistricting plan that could affect the Sun Valley area. He explained current statute allows for redistricting

based on population density. He stated feedback information could be provided on their website and given to the Trustees on November 22, 2011 for review and vote.

Concerns/Comments

- Barbara Clark commented on reviewing this issue as a community.
- Robert Fink asked if the trustee would come from within the district. Mr. Drake stated, by state law, the trustee would have to live within the district they represent, but not within the region.
- Board member Lancaster asked how this would affect the middle and high school. Mr. Drake stated only the elementary schools would be affected.
- Susan Severt stated she had no issue with this plan because all four schools would be represented.

B. Amendment of Conditions Case No. AC11-007 (Complete Wireless on the Sun Valley Clock Tower for Verizon Wireless) – To amend condition number 1 of approved Special Use Permit Case No. SW0010-023, to colocate nine (9) additional antennas onto the wireless monopole/clock tower. The proposed facility is located at 105 E. Gepford Parkway, in Sun Valley, just east of Sun Valley Boulevard (APN 085-155-021). The ±1.10-acre parcel is designated Public Semi-Public Facilities (PSP) in the Sun Valley Area Plan. This request is authorized in Article 810, Special Use Permits in the Washoe County Development Code, is in Commission District 5, within Section 19, T20N, R20E, MDM, Washoe County, Nevada. Staff Representative: Sandra Monsalve, AICP, Senior Planner, 775.328.3608, smonsalve@washoecounty.us. This amendment is tentatively scheduled to be heard by the Planning Commission on December 6, 2011.

Lana Shearer, Verizon Wireless, distributed photographic information for review and explained the request was to increase the height of the Sun Valley Clock Tower to hide the proposed antennas. She clarified the request was to colocate twelve (12) antennas.

Concerns/Comments

- Board member England suggested painting the clock tower to bring attention back to the clock tower. Darrin Price noted it would have to be approved by the Planning Commission.
- Robert Fink commented that upgrades could be done as long as the clock remains working.
- Sandra Monsalve stated condition upgrades could be submitted to the Design Review Committee for approval.
- Chairperson Brighton stated that, in his opinion, the upgrade to the communication back bone for Sun Valley was more important than the clock tower.
- Susan Severt stated she had great concerns over the operation of the clock. She suggested graffiti found on the proposed fencing be taken care of immediately.

Pat Lancaster moved to approve amendments of Special Use Permit Case No: SW0010-023. Ralph Spain seconded the motion. The motion carried.

At 10:25 a.m., Chairperson Brighton called for a short break. At 10:34 p.m., the meeting reconvened.

8. OLD BUSINESS

A.* Discussion regarding citizen concerns relating to proposed locations for the Pyramid Highway/US 395 Connector Project – Bob Larkin, Washoe County Commissioner and Washoe County Regional Transportation Commissioner, will provide an update on the Pyramid Highway/US 395 Connection Project and address citizen concerns regarding the proposed southern routes versus possible northern routes. The proposed Pyramid Highway/US 395 Connector Project is part of a federal study for an east-west connector which must comply with the National Environmental Policy Act (NEPA) that requires consideration of all reasonable alternatives. The Regional Transportation Commission Board is currently only looking into various possible routes for the connector and no decisions regarding the final route have been made at this time. (This item is informational only and no action will be taken by the CAB.)

Washoe County Commissioner, Bob Larkin stated this project was comprised of four separate, but inter-related projects. With presentation maps, he reviewed the locations of the four projects. He stated it was a $600 million project and that District 4 has seen an increase in growth and congestion problems.

Concerns/Comments

- Darrin Price commented on air quality and speeding concerns. He suggested some of the economic savings from the project be invested back into the Sun Valley community for such things as sidewalks. Commissioner Larkin encouraged residents to submit to him specific projects. Mr. Price stated bike plans have been submitted.
- Leo Horishny expressed his concern with the overpass and additional traffic in the area when there is no access for non-motorized traffic.
- Vicky Maltman stated, in her opinion, this project is not good for the Sun Valley community and that this project should not be forced onto the Sun Valley residents. Commissioner Larkin commented on the need for economic growth for the region.
- Robert Fink suggested roads be better planned for areas.
- Susan Severt stated that, in her opinion, the big issue is that this project was kept secret from Sun Valley residents; therefore, trust has been broken.

- Board member Lancaster stated she does not understand why the northern approach has been setback and not completed first. She expressed her opposition to the overpass. Board member Lancaster asked why the northern portion will not be completed first. Commissioner Larkin explained the State of Nevada wanted the emphasis to be on the portion that would be the state highway.
- Board member Spain stated he is one of the residents that will be affected by this project and that RTC was not notifying residents affected by this project or answering questions. He commented that this project would not help, but hinder traffic congestion already in the area.
- Board member England questioned if this project is still needed because the RTC was going off of data from 2000 and that RTC went on record saying that if the project did not work, they would just "put it back".
- Discussion followed regarding the lack of communication from RTC to Sun Valley residents and for the RTC to provide written answers to some of the most commonly asked questions by residents regarding this project.
- Darrin Price clarified the GID never voted on this project, but were directed to inform RTC staff of resident concerns.
- Commissioner Larkin suggested Chairperson Brighton be authorized to present a written list of questions and concerns at the next RTC Commission meeting on Friday, November 18, 2011 at 9:00 a.m. during public comment.

9. CHAIR/MEMBER COMMENTS - This item is limited to announcements by CAB members of topics/issues posed for future workshops/agendas.

There was no information presented.

10. PUBLIC COMMENT – Any person is invited to speak on any item on or off the agenda during this period. Action may not be taken on any matter raised during this public comment period until the matter is specifically listed on a future agenda as an action item. Comment under this item will be limited to three minutes per person.

A. Vicky Maltman informed the CAB that the cell phone store is open.

B. Susan Severt stated no special use permit was needed for the cell phone store and that students were being re-zoned. Construction was being completed on Sun Valley Elementary. She encouraged residents to petition the closure of the post office and noted that, if the post office closes, the building will go back to the Washoe County Parks and Recreation Department.

C. Nick Taylor asked if Spanish Spring students would have to find another way besides the bus to get to school. Ms. Severt explained the goal is to have current students complete their schooling at their current school and not be re-zoned.

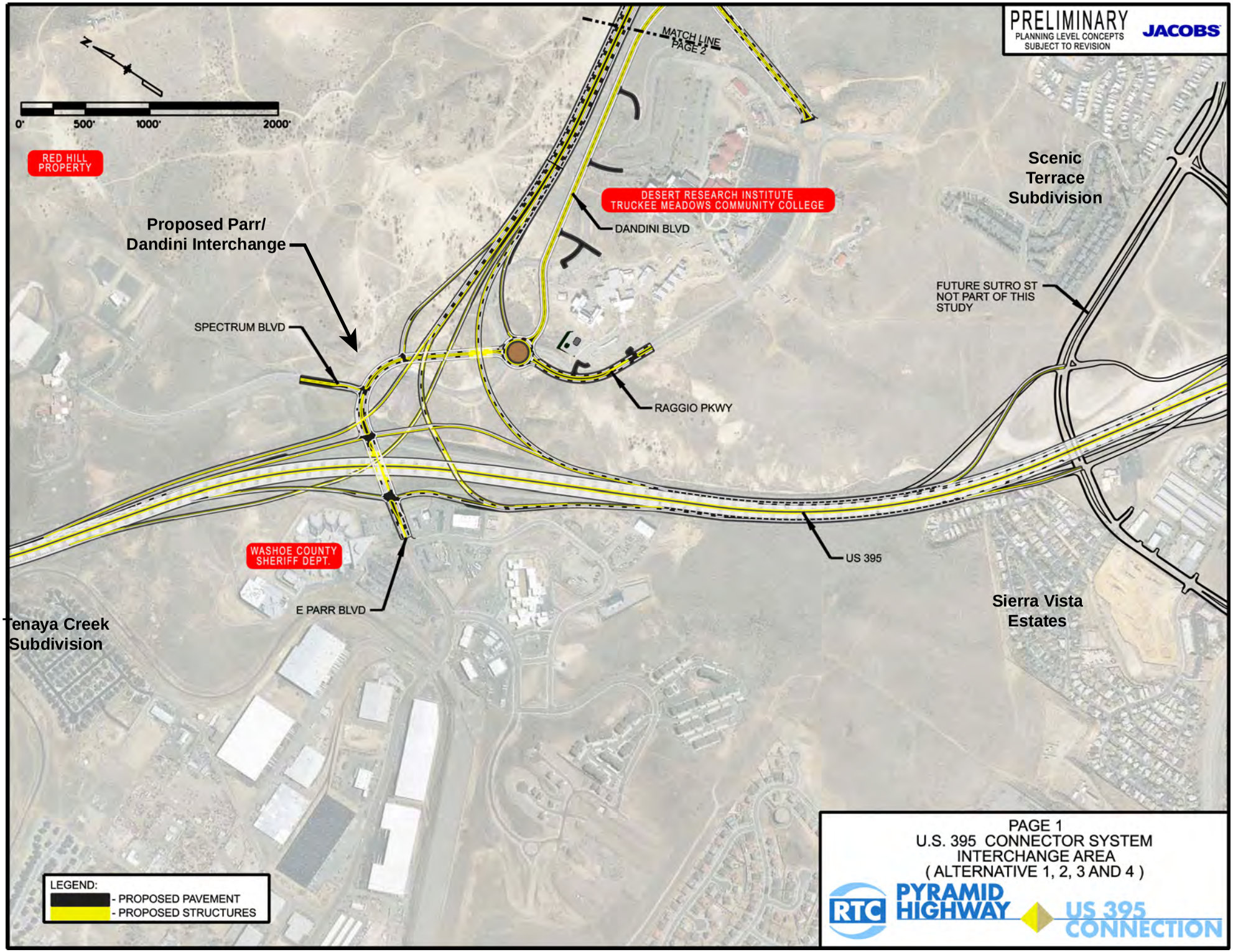
D. Darrin Price stated volunteers were needed for the Sun Valley Landowners Association.

11. ADJOURNMENT – There being no further business, the meeting adjourned at 11:44 a.m. Bruce England moved to adjourn the meeting. Ralph Spain seconded the motion. The motion carried.

Appendix C:
Plan Sheets

Appendix C:
Plan Sheets

Conceptual Design Plans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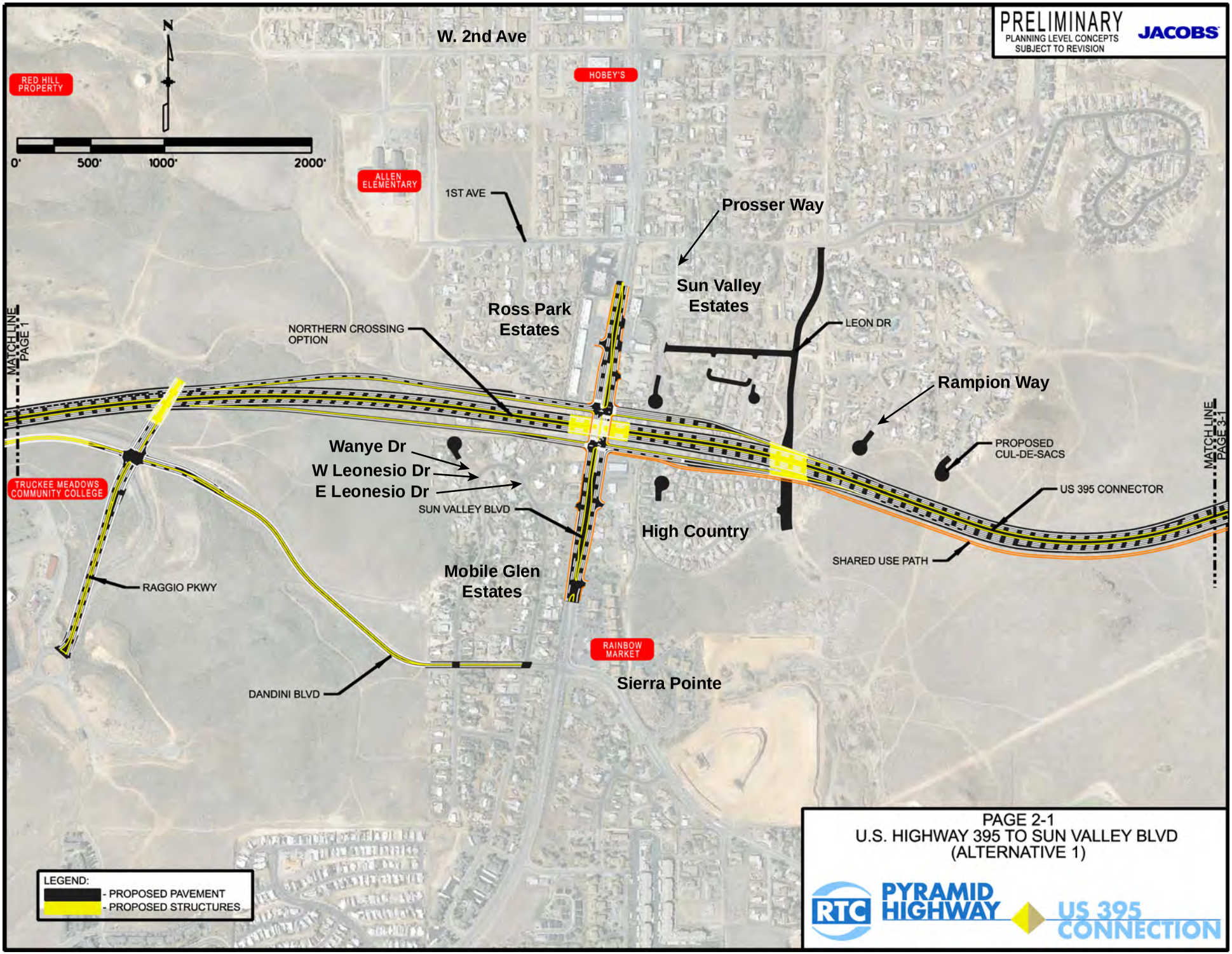
DESERT RESEARCH INSTITUTE
TRUCKEE MEADOWS COMMUNITY COLLEGE
DANDINI BLVD
Scenic Terrace Subdivision
Proposed Parr/ Dandini Interchange
FUTURE SUTRO ST
NOT PART OF THIS STUDY
SPECTRUM BLVD
RAGGIO PKWY
US 395
WASHOE COUNTY SHERIFF DEPT.
E PARR BLVD
Tenaya Creek Subdivision
Sierra Vista Estates
LEGEND:
- PROPOSED PAVEMENT
- PROPOSED STRUCTURES
PAGE 1
U.S. 395 CONNECTOR SYSTEM
INTERCHANGE AREA
(ALTERNATIVE 1, 2, 3 AND 4)
RTC
PYRAMID HIGHWAY
US 395 CONNECTION

Plan #1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Sun Valley Estates
Ross Park Estates
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MATCH LINE PAGE 1
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PROPOSED CUL-DE-SACS
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TRUCKEE MEADOWS COMMUNITY COLLEGE
SUN VALLEY BLVD
US 395 CONNECTOR
High Country
SHARED USE PATH
Mobile Glen Estates
RAGGIO PKWY
RAINBOW MARKET
Sierra Pointe
DANDINI BLVD
LEGEND:
- PROPOSED PAVEMENT
- PROPOSED STRUCTURES
PAGE 2-1
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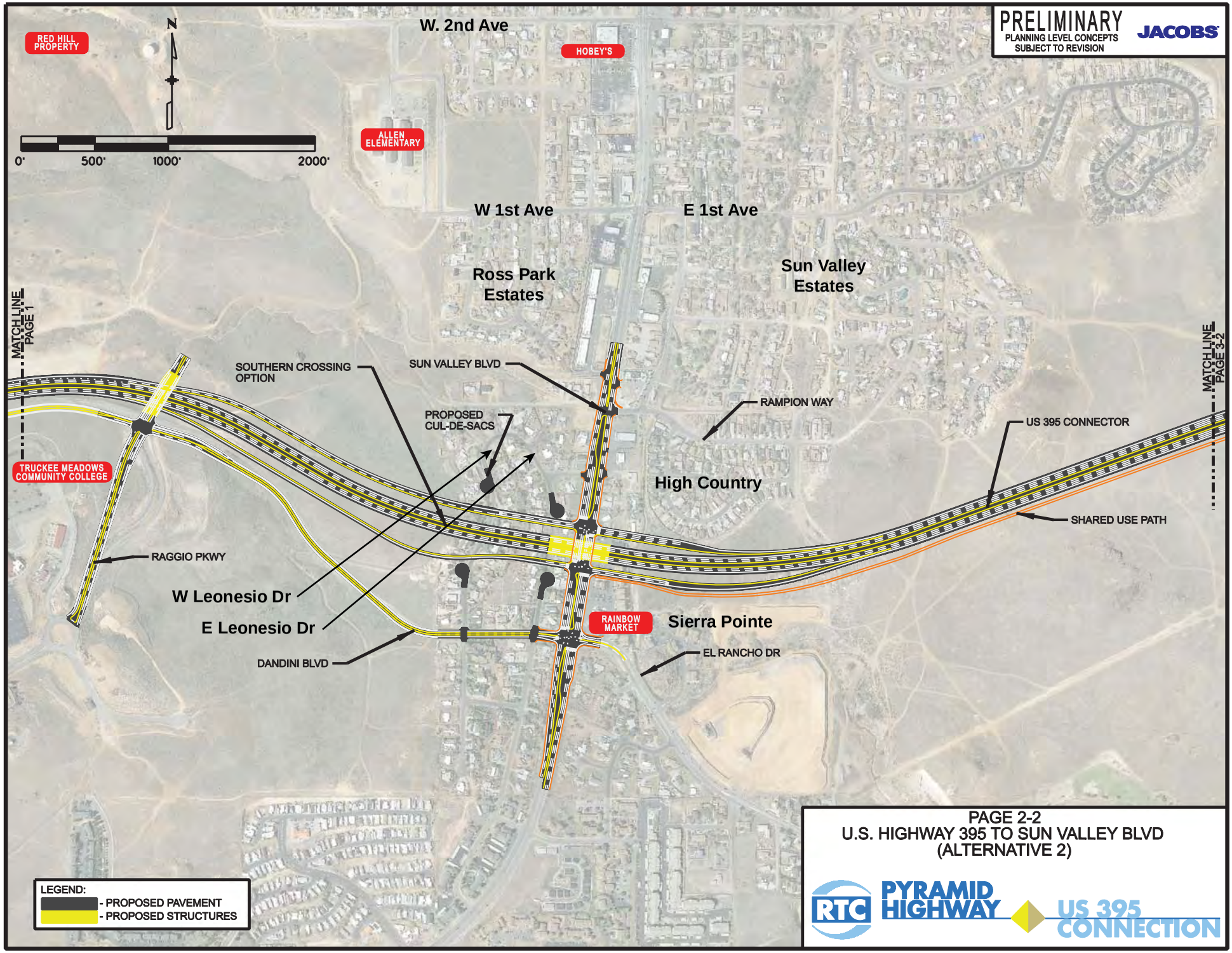
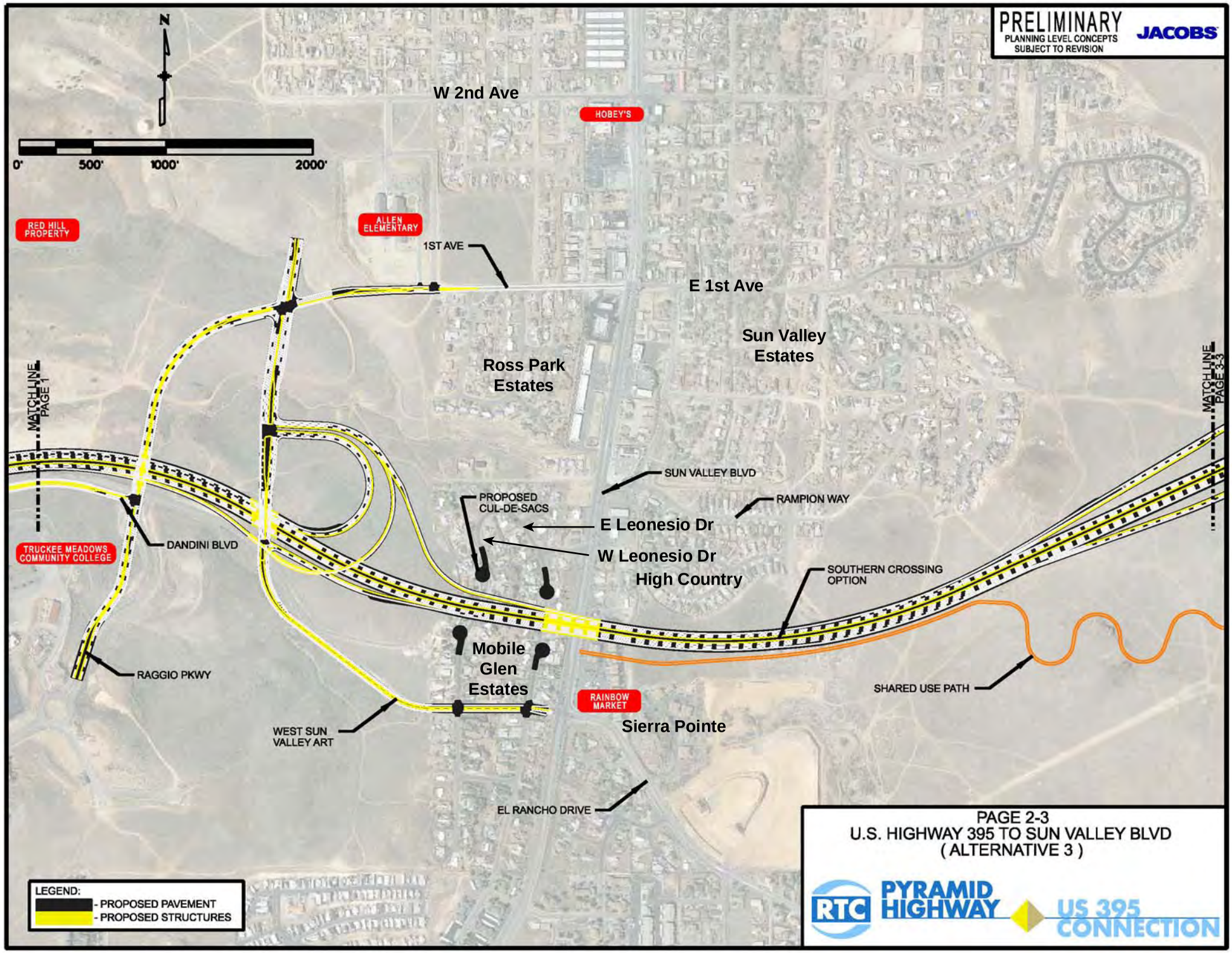
(ALTERNATIVE 1)
RTC
PYRAMID HIGHWAY
US 395 CONNECTION

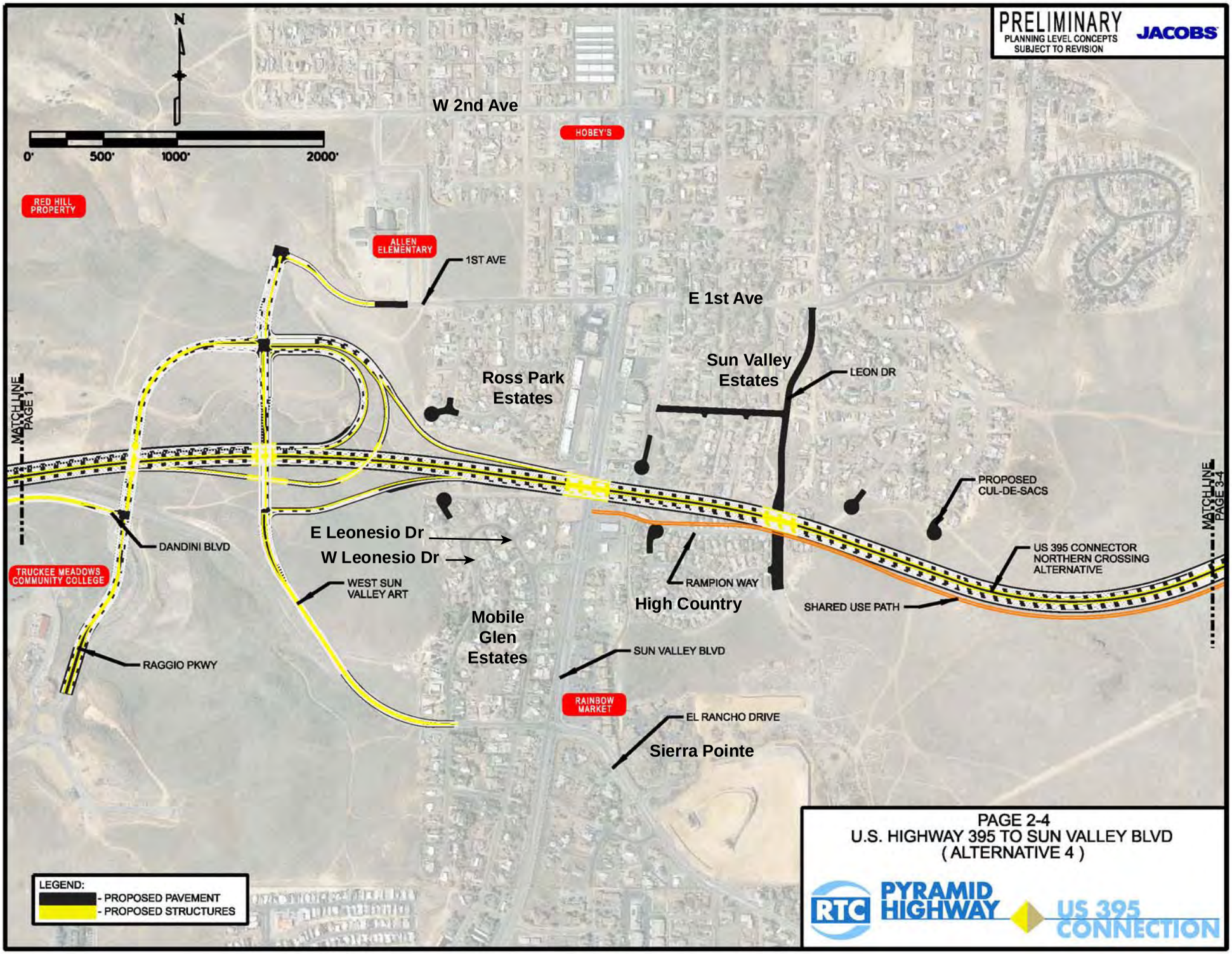
Plan #2


PRELIMINARY
PLANNING LEVEL CONCEPTS
SUBJECT TO REVISION
JACOBS
N
0'
500'
1000'
2000'
RED HILL PROPERTY
W. 2nd Ave
HOBEY'S
ALLEN ELEMENTARY
W 1st Ave
E 1st Ave
Ross Park Estates
Sun Valley Estates
MATCH LINE PAGE 1
MATCH LINE PAGE 3-2
SOUTHERN CROSSING OPTION
SUN VALLEY BLVD
PROPOSED CUL-DE-SACS
RAMPION WAY
US 395 CONNECTOR
TRUCKEE MEADOWS COMMUNITY COLLEGE
High Country
SHARED USE PATH
RAGGIO PKWY
W Leonesio Dr
E Leonesio Dr
RAINBOW MARKET
Sierra Pointe
DANDINI BLVD
EL RANCHO DR
LEGEND:
- PROPOSED PAVEMENT
- PROPOSED STRUCTURES
PAGE 2-2
U.S. HIGHWAY 395 TO SUN VALLEY BLVD
(ALTERNATIVE 2)
RTC
PYRAMID HIGHWAY
US 395 CONNECTION

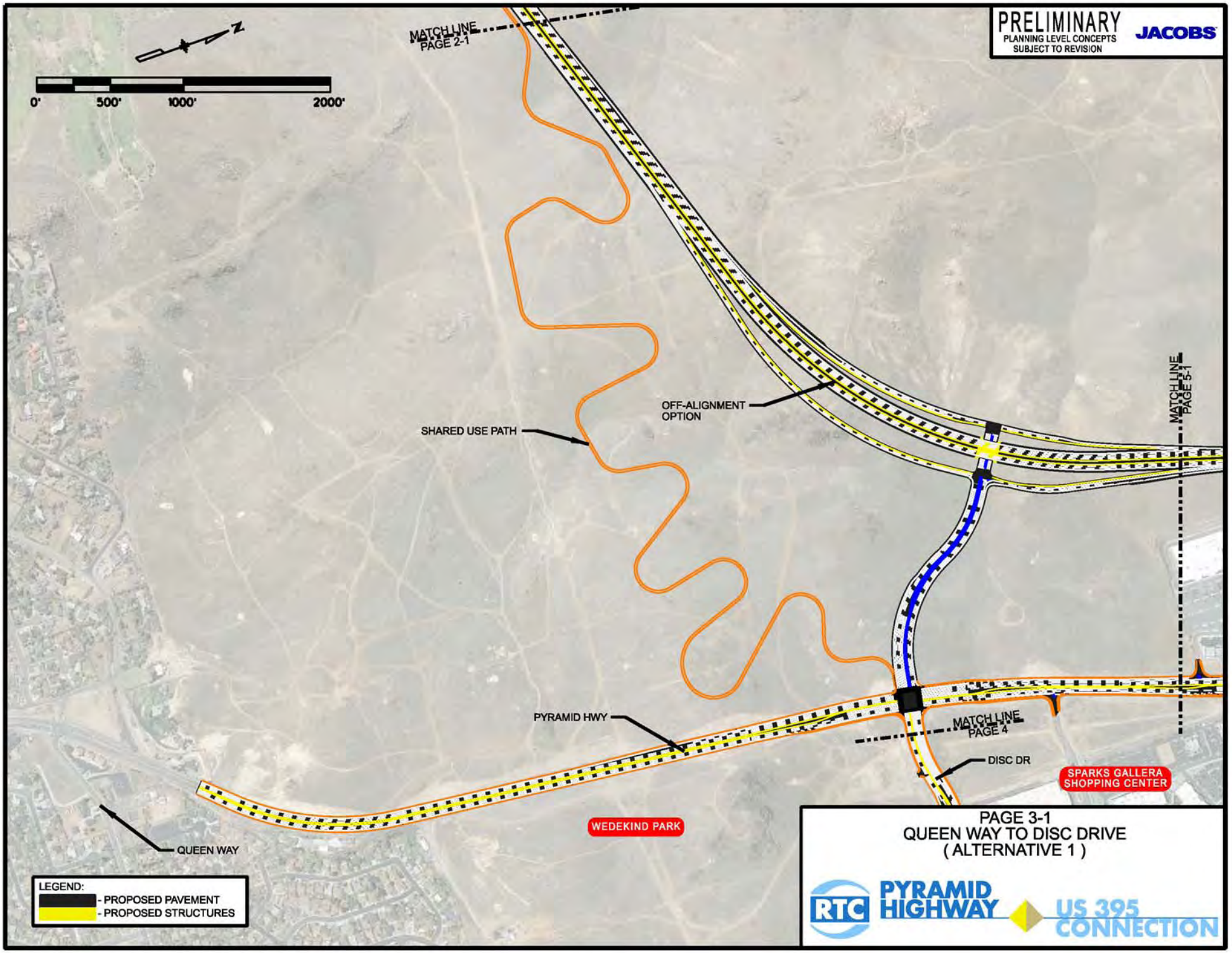
Plan #3


PRELIMINARY
PLANNING LEVEL CONCEPTS
SUBJECT TO REVISION
JACOBS
N
0'
500'
1000'
2000'
W 2nd Ave
HOBEY'S
RED HILL PROPERTY
ALLEN ELEMENTARY
1ST AVE
E 1st Ave
Sun Valley Estates
Ross Park Estates
MATCH LINE PAGE 1
MATCH LINE PAGE 3-3
SUN VALLEY BLVD
PROPOSED CUL-DE-SACS
RAMPION WAY
E Leonesio Dr
W Leonesio Dr
High Country
TRUCKEE MEADOWS COMMUNITY COLLEGE
DANDINI BLVD
SOUTHERN CROSSING OPTION
Mobile Glen Estates
RAGGIO PKWY
SHARED USE PATH
RAINBOW MARKET
Sierra Pointe
WEST SUN VALLEY ART
EL RANCHO DRIVE
LEGEND:
- PROPOSED PAVEMENT
- PROPOSED STRUCTURES
PAGE 2-3
U.S. HIGHWAY 395 TO SUN VALLEY BLVD
(ALTERNATIVE 3)
RTC
PYRAMID HIGHWAY
US 395 CONNECTION

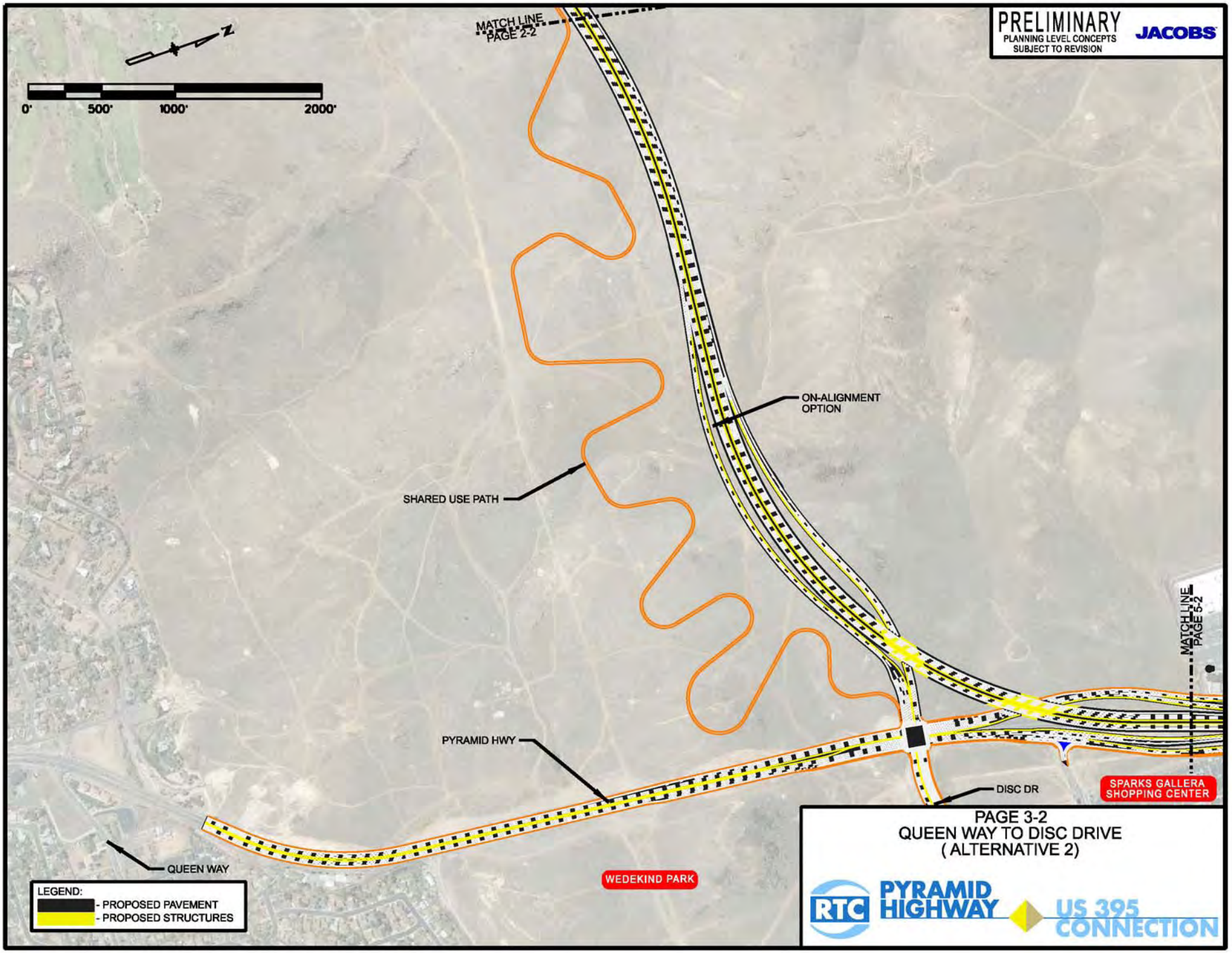
Plan #4


PRELIMINARY
PLANNING LEVEL CONCEPTS
SUBJECT TO REVISION
JACOBS
N
0'
500'
1000'
2000'
W 2nd Ave
HOBEY'S
RED HILL PROPERTY
ALLEN ELEMENTARY
1ST AVE
E 1st Ave
Sun Valley Estates
LEON DR
Ross Park Estates
MATCH LINE PAGE 1
MATCH LINE PAGE 3-4
PROPOSED CUL-DE-SACS
DANDINI BLVD
E Leonesio Dr
W Leonesio Dr
TRUCKEE MEADOWS COMMUNITY COLLEGE
WEST SUN VALLEY ART
RAMPION WAY
High Country
US 395 CONNECTOR NORTHERN CROSSING ALTERNATIVE
SHARED USE PATH
Mobile Glen Estates
SUN VALLEY BLVD
RAGGIO PKWY
RAINBOW MARKET
EL RANCHO DRIVE
Sierra Pointe
LEGEND:
- PROPOSED PAVEMENT
- PROPOSED STRUCTURES
PAGE 2-4
U.S. HIGHWAY 395 TO SUN VALLEY BLVD
(ALTERNATIVE 4)
RTC
PYRAMID HIGHWAY
US 395 CONNECTION

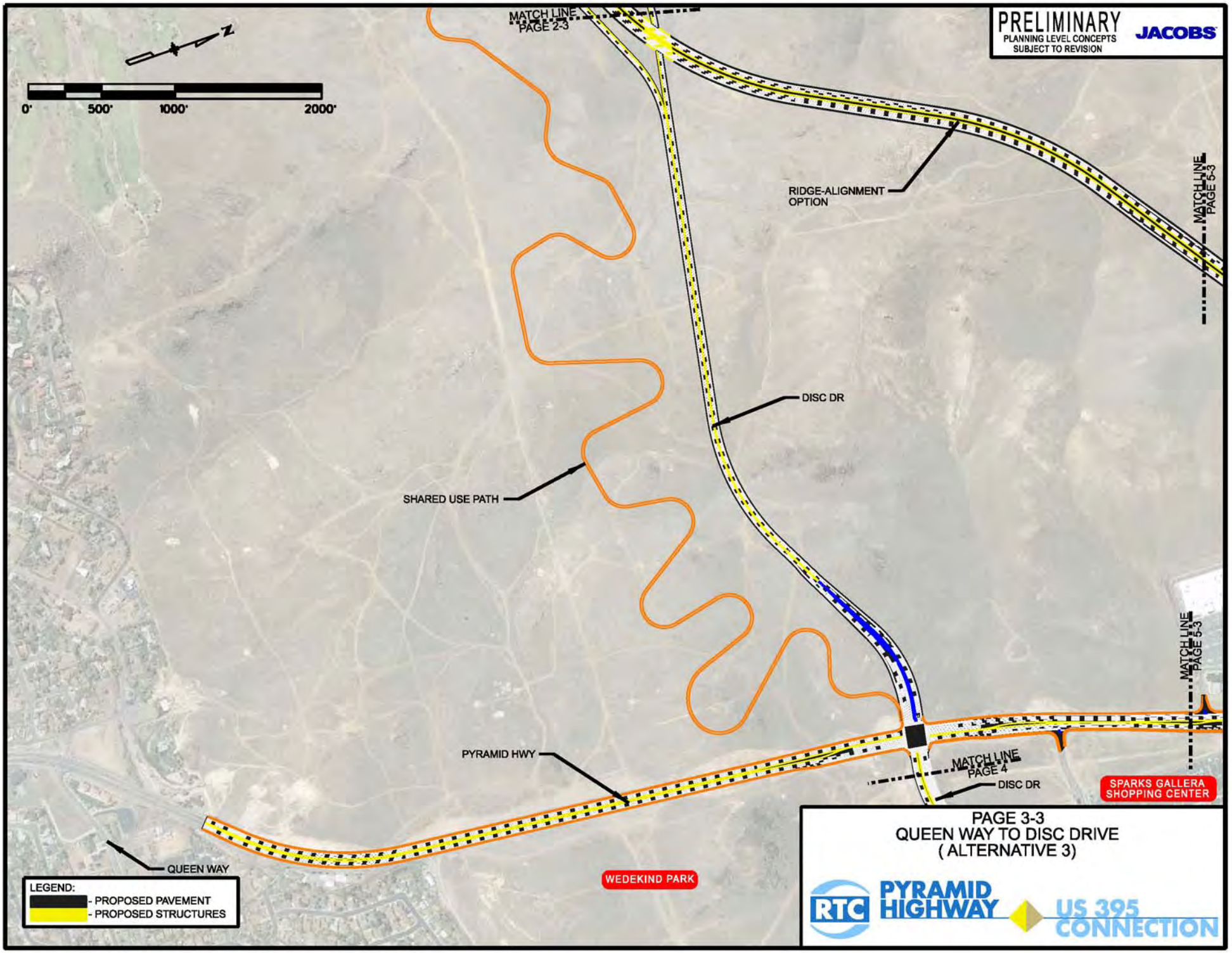
Plan #5


PRELIMINARY
PLANNING LEVEL CONCEPTS
SUBJECT TO REVISION
JACOBS
N
0'
500'
1000'
2000'
MATCH LINE
PAGE 2-1
OFF-ALIGNMENT
OPTION
SHARED USE PATH
MATCH LINE
PAGE 5-1
PYRAMID HWY
MATCH LINE
PAGE 4
DISC DR
SPARKS GALLERA
SHOPPING CENTER
WEDEKIND PARK
QUEEN WAY
LEGEND:
- PROPOSED PAVEMENT
- PROPOSED STRUCTURES
PAGE 3-1
QUEEN WAY TO DISC DRIVE
(ALTERNATIVE 1)
RTC
PYRAMID
HIGHWAY
US 395
CONNECTION

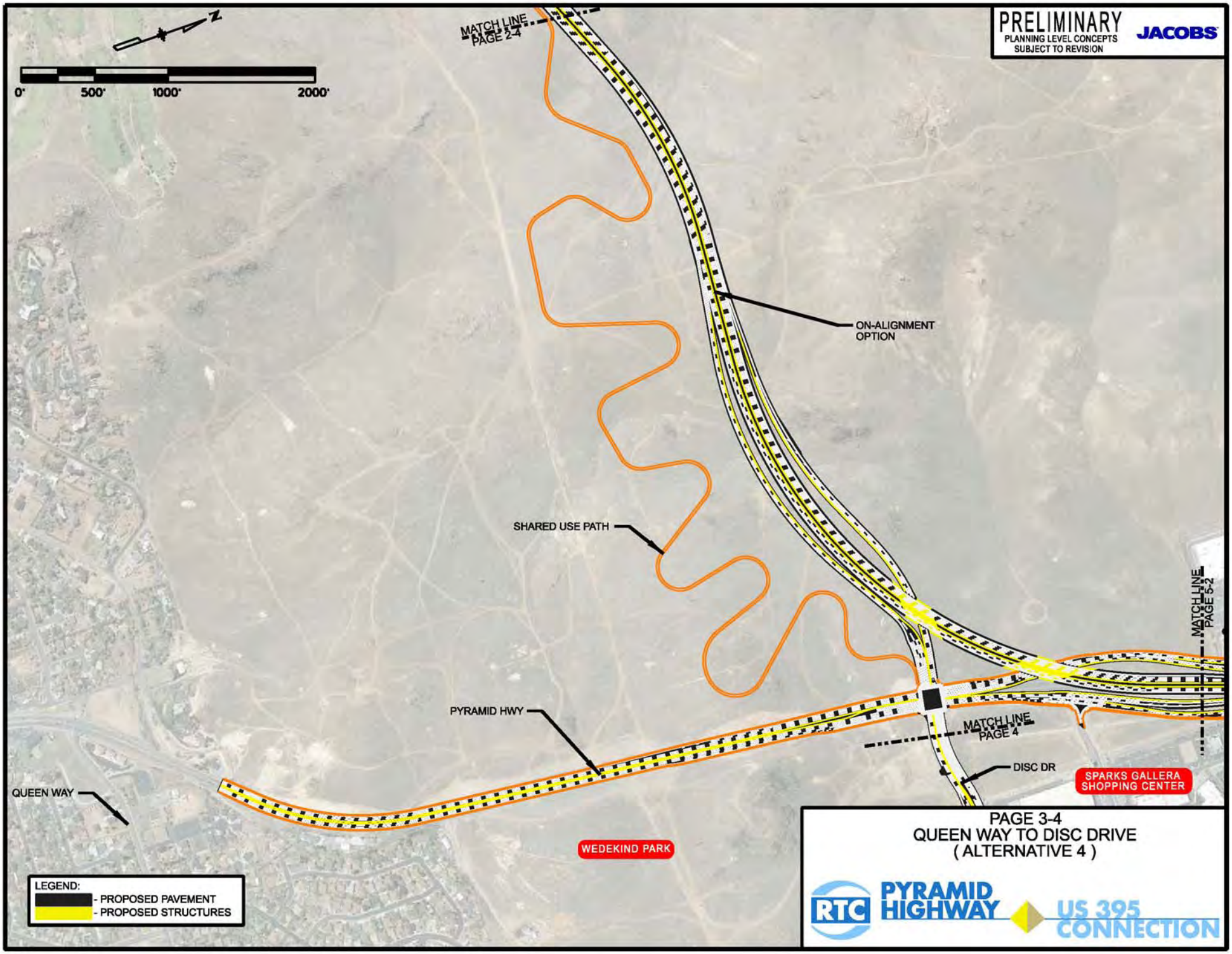
Plan #6


PRELIMINARY
PLANNING LEVEL CONCEPTS
SUBJECT TO REVISION
JACOBS
N
0'
500'
1000'
2000'
MATCH LINE
PAGE 2-2
ON-ALIGNMENT
OPTION
SHARED USE PATH
PYRAMID HWY
DISC DR
SPARKS GALLERA
SHOPPING CENTER
MATCH LINE
PAGE 5-2
QUEEN WAY
WEDEKIND PARK
LEGEND:
- PROPOSED PAVEMENT
- PROPOSED STRUCTURES
PAGE 3-2
QUEEN WAY TO DISC DRIVE
(ALTERNATIVE 2)
RTC
PYRAMID
HIGHWAY
US 395
CONNECTION

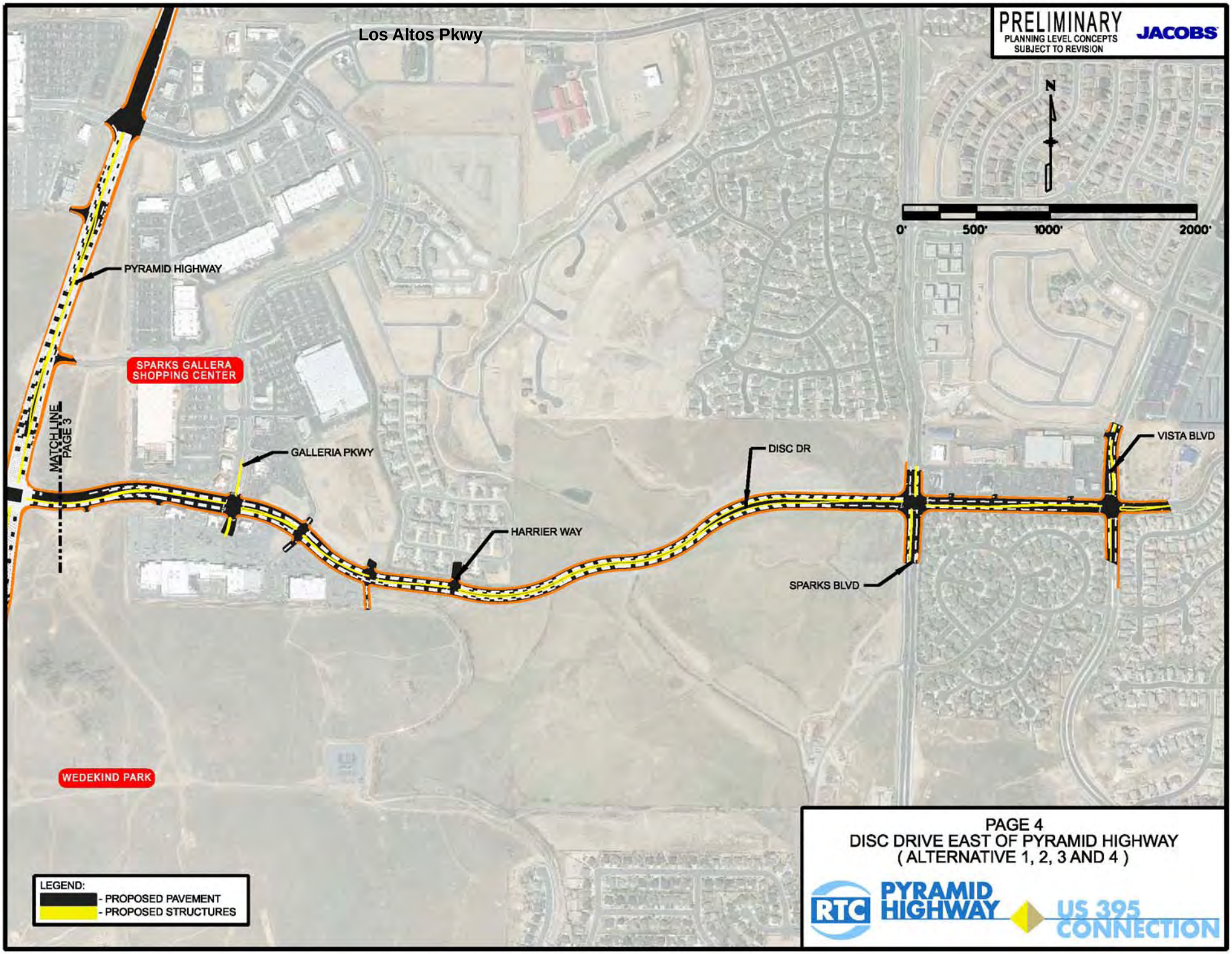
Plan #7


PRELIMINARY
PLANNING LEVEL CONCEPTS
SUBJECT TO REVISION
JACOBS
N
0'
500'
1000'
2000'
MATCH LINE
PAGE 2-3
RIDGE-ALIGNMENT
OPTION
MATCH LINE
PAGE 5-3
DISC DR
SHARED USE PATH
MATCH LINE
PAGE 5-3
PYRAMID HWY
MATCH LINE
PAGE 4
DISC DR
SPARKS GALLERA
SHOPPING CENTER
QUEEN WAY
WEDEKIND PARK
LEGEND:
- PROPOSED PAVEMENT
- PROPOSED STRUCTURES
PAGE 3-3
QUEEN WAY TO DISC DRIVE
(ALTERNATIVE 3)
RTC
PYRAMID
HIGHWAY
US 395
CONNECTION

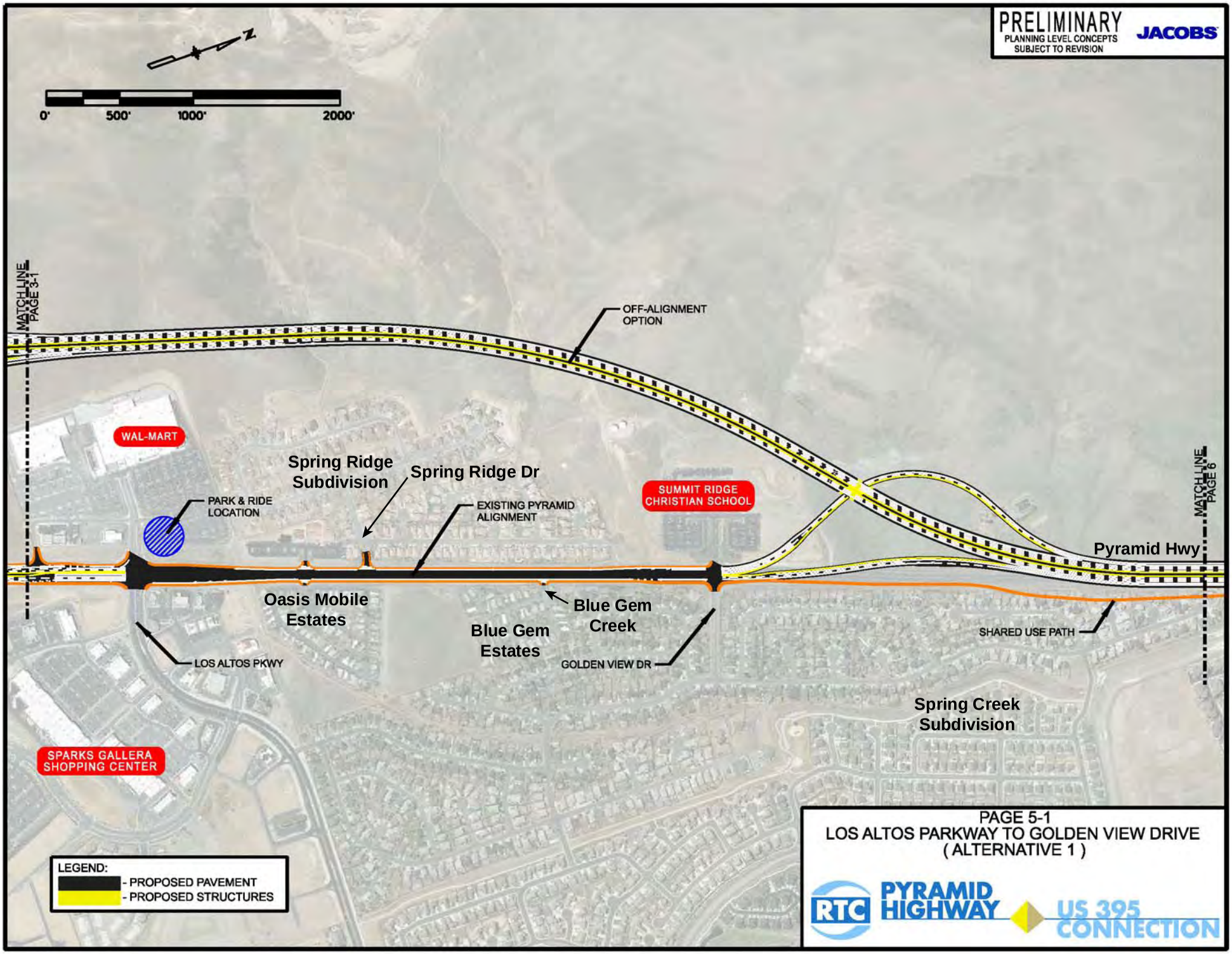
Plan #8


PRELIMINARY
PLANNING LEVEL CONCEPTS
SUBJECT TO REVISION
JACOBS
N
0'
500'
1000'
2000'
MATCH LINE
PAGE 2-4
ON-ALIGNMENT
OPTION
SHARED USE PATH
PYRAMID HWY
QUEEN WAY
WEDEKIND PARK
MATCH LINE
PAGE 4
DISC DR
SPARKS GALLERA
SHOPPING CENTER
MATCH LINE
PAGE 5-2
LEGEND:
- PROPOSED PAVEMENT
- PROPOSED STRUCTURES
PAGE 3-4
QUEEN WAY TO DISC DRIVE
(ALTERNATIVE 4)
RTC
PYRAMID
HIGHWAY
US 395
CONNECTION

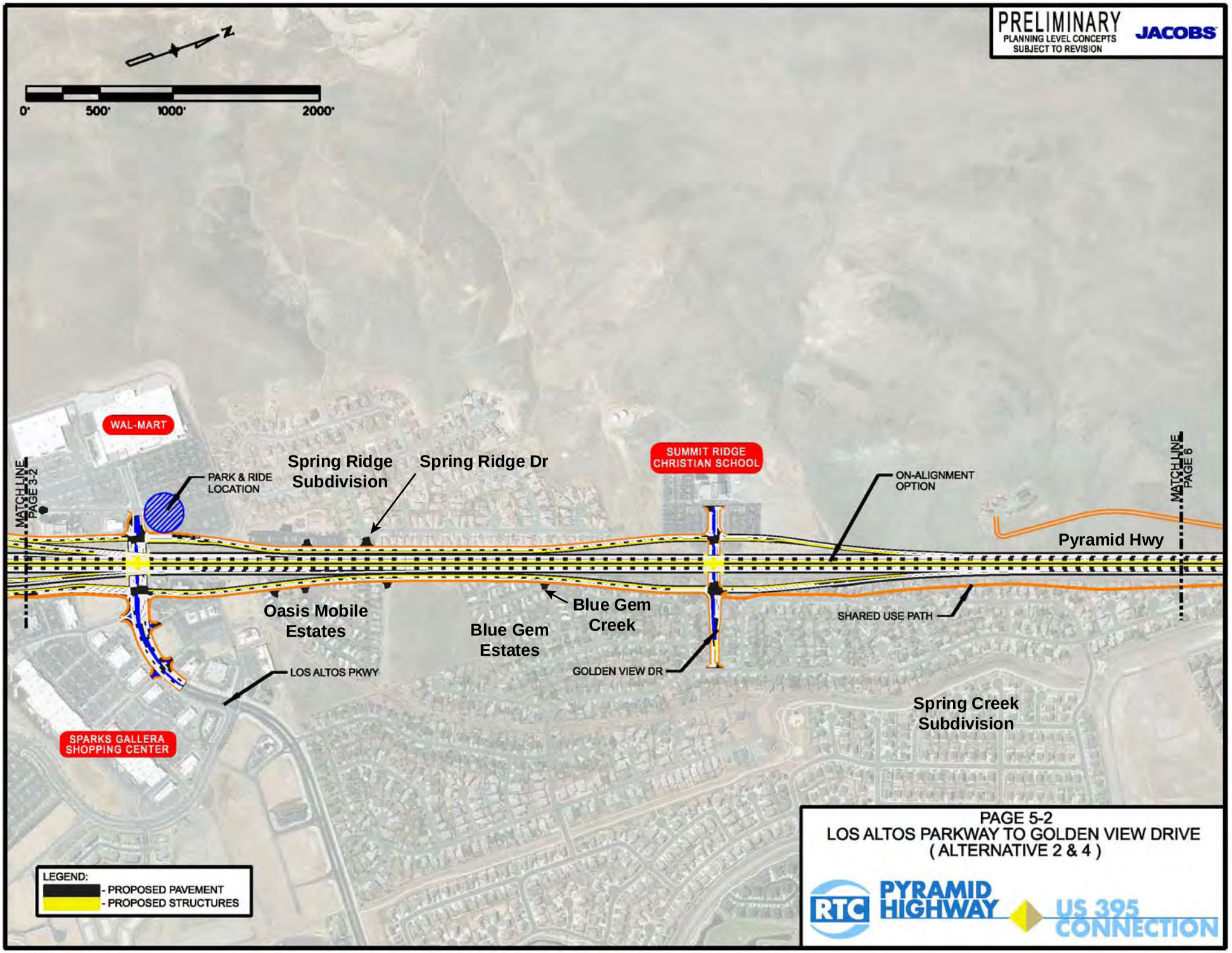
Plan #9


PRELIMINARY
PLANNING LEVEL CONCEPTS
SUBJECT TO REVISION
JACOBS
Los Altos Pkwy
N
0'
500'
1000'
2000'
PYRAMID HIGHWAY
SPARKS GALLERA SHOPPING CENTER
MATCH LINE PAGE 3
GALLERIA PKWY
HARRIER WAY
DISC DR
SPARKS BLVD
VISTA BLVD
WEDEKIND PARK
LEGEND:
- PROPOSED PAVEMENT
- PROPOSED STRUCTURES
PAGE 4
DISC DRIVE EAST OF PYRAMID HIGHWAY
(ALTERNATIVE 1, 2, 3 AND 4)
RTC
PYRAMID HIGHWAY
US 395 CONNECTION

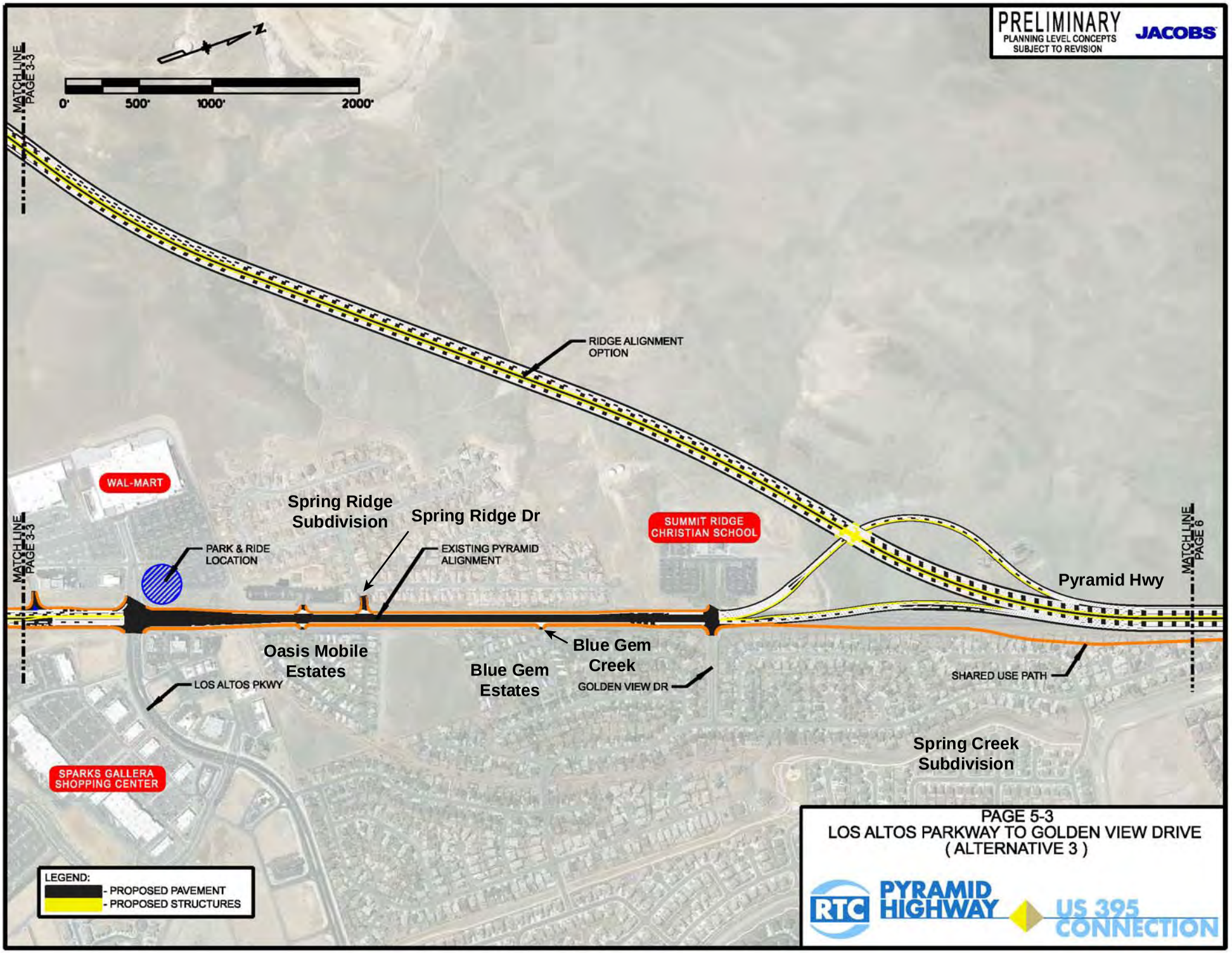
Plan #10


PRELIMINARY
PLANNING LEVEL CONCEPTS
SUBJECT TO REVISION
JACOBS
0'
500'
1000'
2000'
MATCH LINE PAGE 3-1
OFF-ALIGNMENT OPTION
WAL-MART
Spring Ridge Subdivision
Spring Ridge Dr
PARK & RIDE LOCATION
EXISTING PYRAMID ALIGNMENT
SUMMIT RIDGE CHRISTIAN SCHOOL
MATCH LINE PAGE 6
Pyramid Hwy
Oasis Mobile Estates
Blue Gem Creek
Blue Gem Estates
SHARED USE PATH
LOS ALTOS PKWY
GOLDEN VIEW DR
Spring Creek Subdivision
SPARKS GALLERA SHOPPING CENTER
LEGEND:
- PROPOSED PAVEMENT
- PROPOSED STRUCTURES
PAGE 5-1
LOS ALTOS PARKWAY TO GOLDEN VIEW DRIVE
(ALTERNATIVE 1)
RTC
PYRAMID HIGHWAY
US 395 CONNECTION

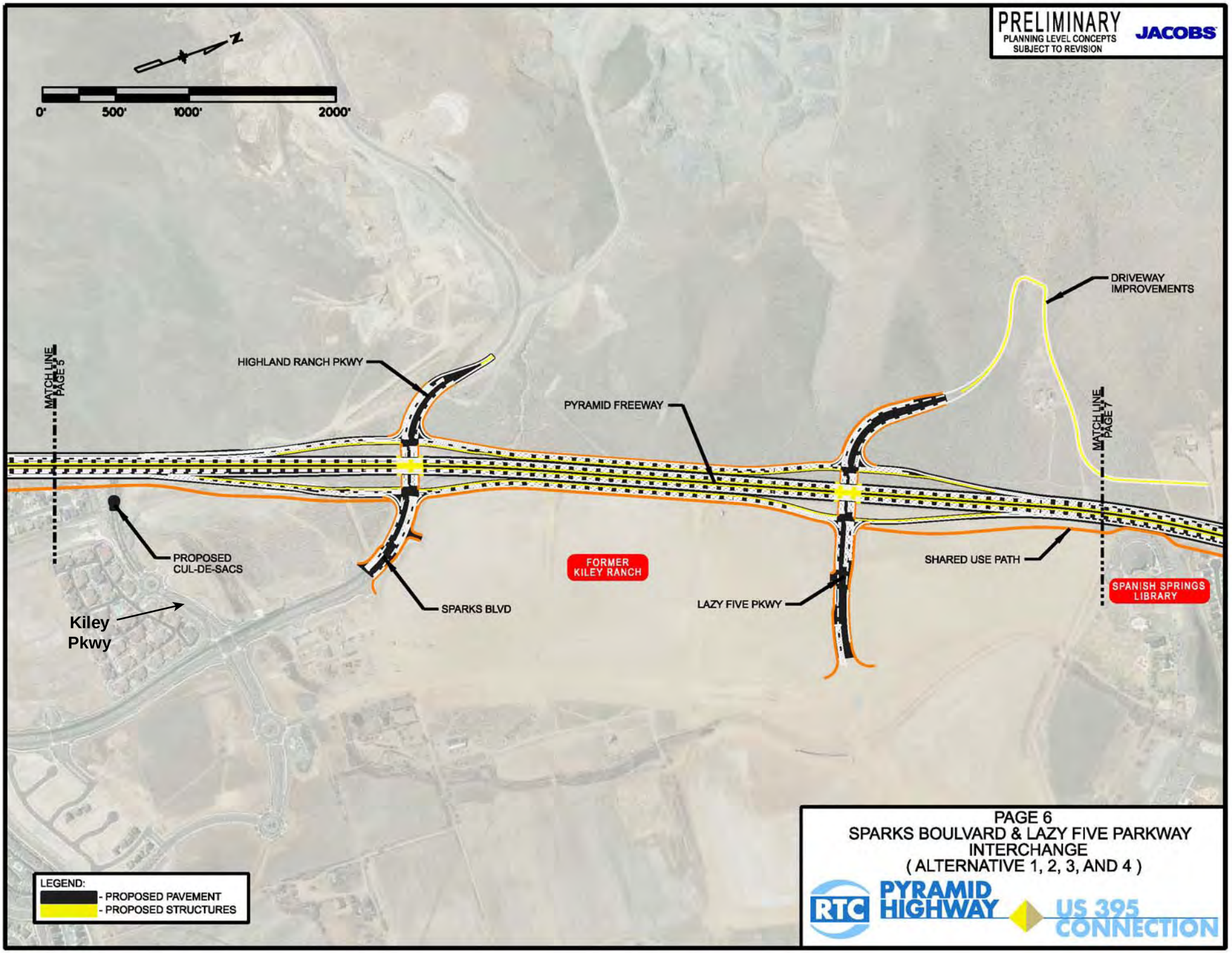
Plan #11


PRELIMINARY
PLANNING LEVEL CONCEPTS
SUBJECT TO REVISION
JACOBS
N
0'
500'
1000'
2000'
WAL-MART
MATCH LINE PAGE 3-2
PARK & RIDE LOCATION
Spring Ridge Subdivision
Spring Ridge Dr
SUMMIT RIDGE CHRISTIAN SCHOOL
ON-ALIGNMENT OPTION
MATCH LINE PAGE 6
Pyramid Hwy
Oasis Mobile Estates
Blue Gem Estates
Blue Gem Creek
SHARED USE PATH
LOS ALTOS PKWY
GOLDEN VIEW DR
Spring Creek Subdivision
SPARKS GALLERA SHOPPING CENTER
LEGEND:
- PROPOSED PAVEMENT
- PROPOSED STRUCTURES
PAGE 5-2
LOS ALTOS PARKWAY TO GOLDEN VIEW DRIVE
(ALTERNATIVE 2 & 4)
RTC
PYRAMID HIGHWAY
US 395 CONNECTION

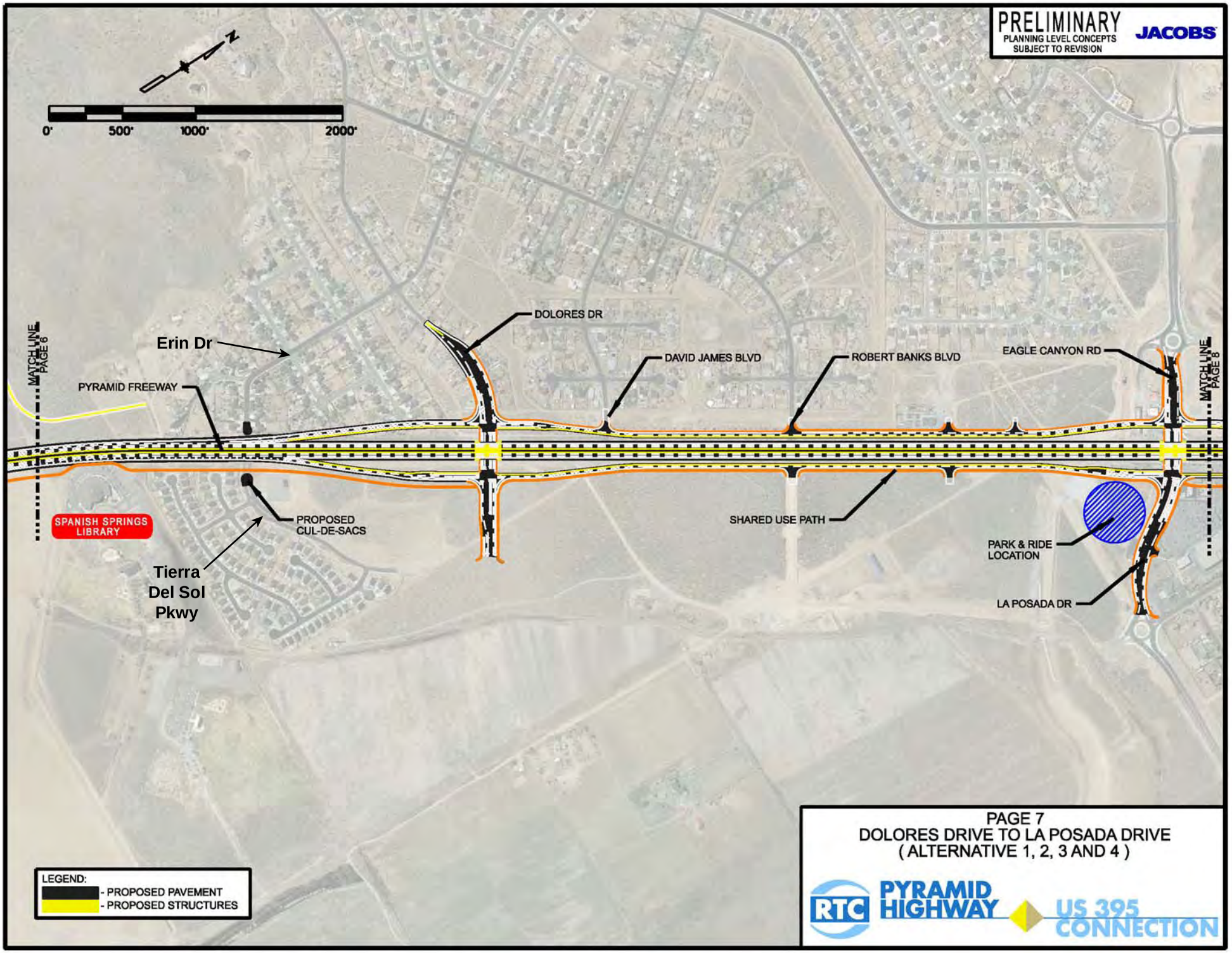
Plan #12


PRELIMINARY
PLANNING LEVEL CONCEPTS
SUBJECT TO REVISION
JACOBS
N
0'
500'
1000'
2000'
MATCHLINE PAGE 3-3
MATCHLINE PAGE 3-3
MATCHLINE PAGE 6
RIDGE ALIGNMENT OPTION
WAL-MART
Spring Ridge Subdivision
Spring Ridge Dr
SUMMIT RIDGE CHRISTIAN SCHOOL
PARK & RIDE LOCATION
EXISTING PYRAMID ALIGNMENT
Pyramid Hwy
Oasis Mobile Estates
Blue Gem Creek
Blue Gem Estates
GOLDEN VIEW DR
LOS ALTOS PKWY
SHARED USE PATH
Spring Creek Subdivision
SPARKS GALLERA SHOPPING CENTER
LEGEND:
- PROPOSED PAVEMENT
- PROPOSED STRUCTURES
PAGE 5-3
LOS ALTOS PARKWAY TO GOLDEN VIEW DRIVE
(ALTERNATIVE 3)
RTC
PYRAMID HIGHWAY
US 395 CONNECTION

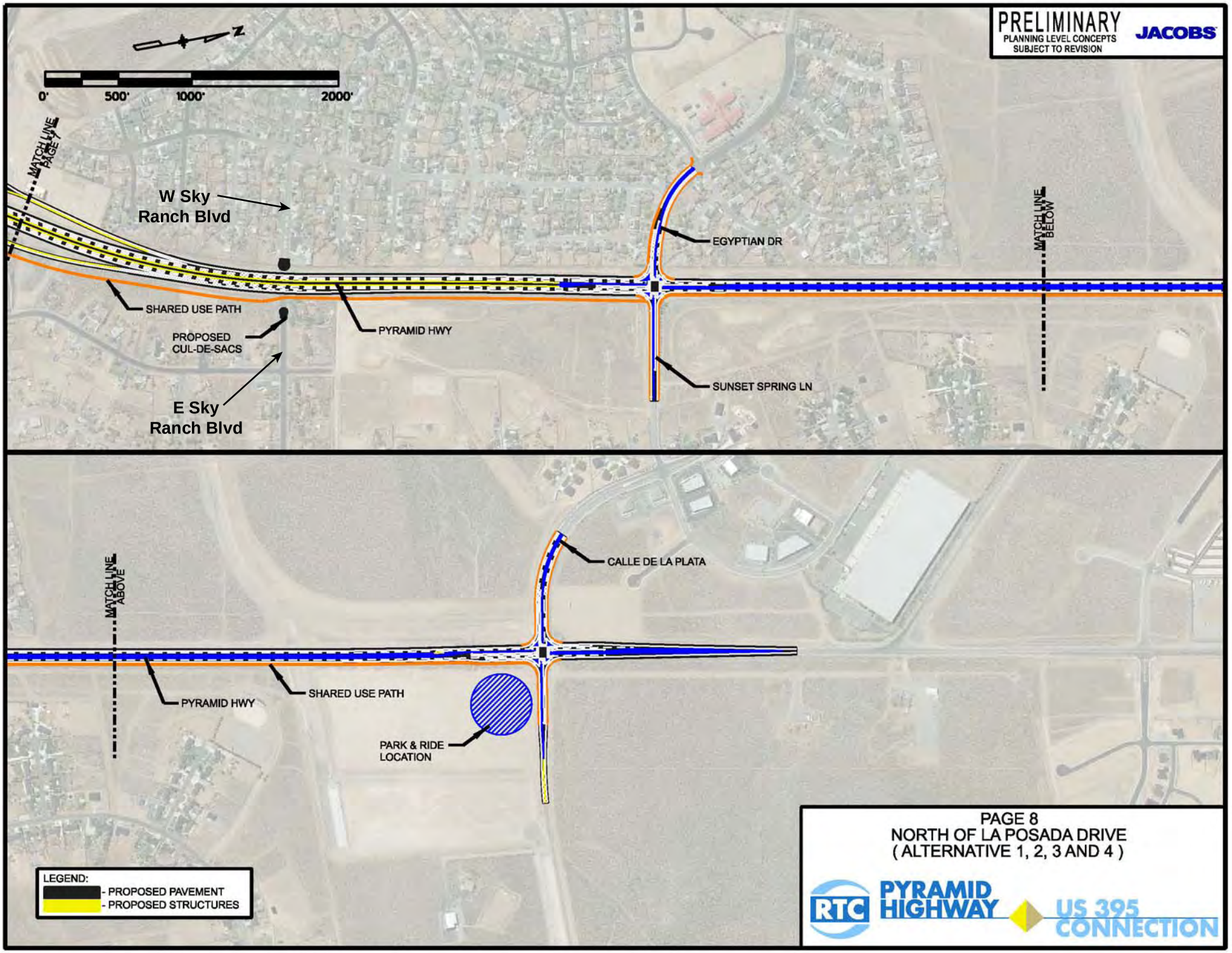
Plan #13


PRELIMINARY
PLANNING LEVEL CONCEPTS
SUBJECT TO REVISION
JACOBS
N
0'
500'
1000'
2000'
MATCH LINE PAGE 5
HIGHLAND RANCH PKWY
PYRAMID FREEWAY
DRIVEWAY IMPROVEMENTS
MATCH LINE PAGE 7
PROPOSED CUL-DE-SACS
FORMER KILEY RANCH
SHARED USE PATH
SPANISH SPRINGS LIBRARY
SPARKS BLVD
LAZY FIVE PKWY
Kiley Pkwy
LEGEND:
- PROPOSED PAVEMENT
- PROPOSED STRUCTURES
PAGE 6
SPARKS BOULVARD & LAZY FIVE PARKWAY INTERCHANGE
(ALTERNATIVE 1, 2, 3, AND 4)
RTC
PYRAMID HIGHWAY
US 395 CONNECTION

Plan #14


PRELIMINARY
PLANNING LEVEL CONCEPTS
SUBJECT TO REVISION
JACOBS
N
0'
500'
1000'
2000'
MATCH LINE PAGE 6
MATCH LINE PAGE 8
Erin Dr
PYRAMID FREEWAY
DOLORES DR
DAVID JAMES BLVD
ROBERT BANKS BLVD
EAGLE CANYON RD
SPANISH SPRINGS LIBRARY
PROPOSED CUL-DE-SACS
Tierra Del Sol Pkwy
SHARED USE PATH
PARK & RIDE LOCATION
LA POSADA DR
LEGEND:
- PROPOSED PAVEMENT
- PROPOSED STRUCTURES
PAGE 7
DOLORES DRIVE TO LA POSADA DRIVE
(ALTERNATIVE 1, 2, 3 AND 4)
RTC
PYRAMID HIGHWAY
US 395 CONNECTION

Plan #15

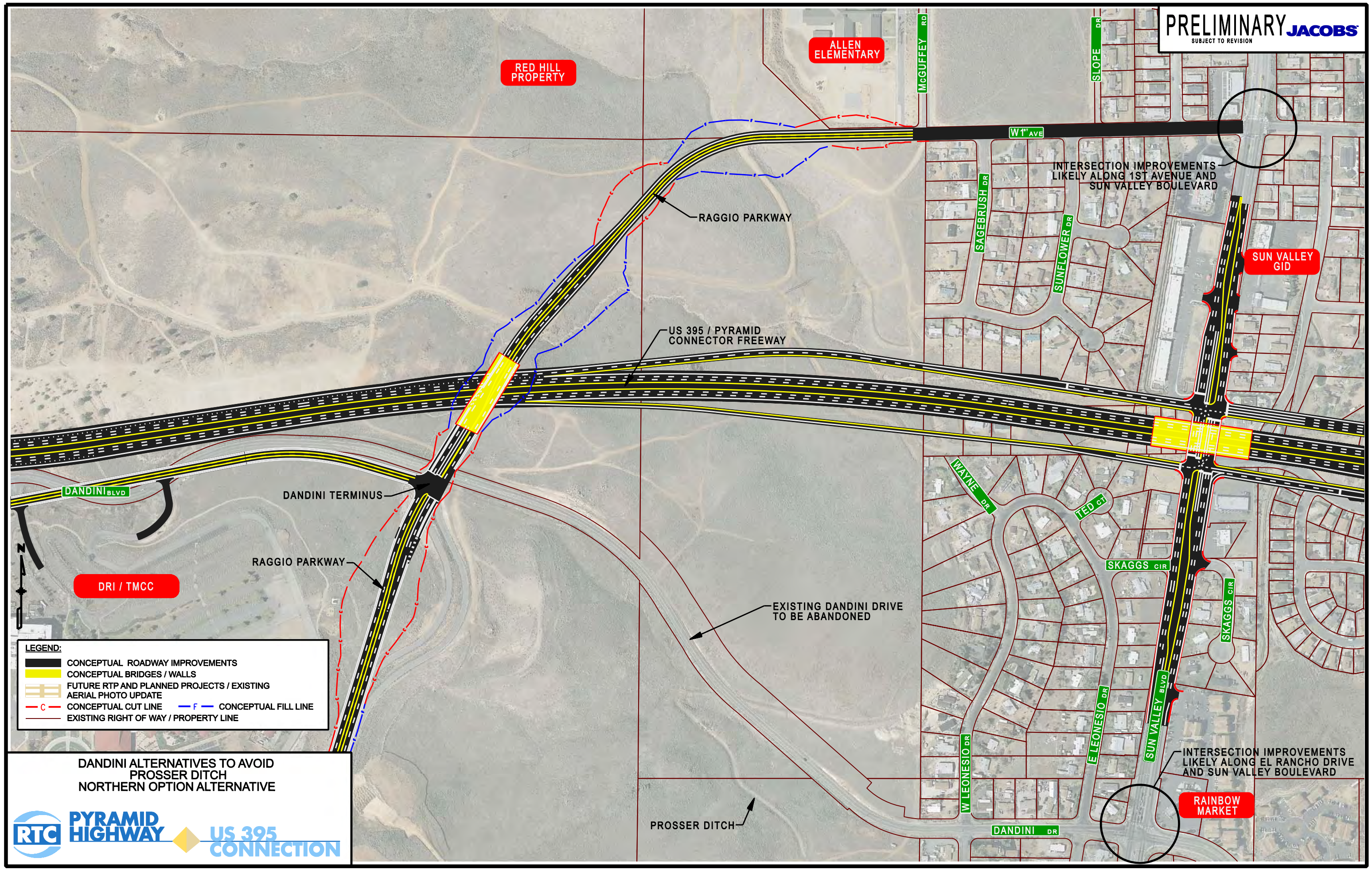

PRELIMINARY
PLANNING LEVEL CONCEPTS
SUBJECT TO REVISION
JACOBS
N
0'
500'
1000'
2000'
MATCH LINE PAGE 7
W Sky Ranch Blvd
EGYPTIAN DR
MATCH LINE BELOW
SHARED USE PATH
PROPOSED CUL-DE-SACS
PYRAMID HWY
SUNSET SPRING LN
E Sky Ranch Blvd
MATCH LINE ABOVE
CALLE DE LA PLATA
PYRAMID HWY
SHARED USE PATH
PARK & RIDE LOCATION
LEGEND:
- PROPOSED PAVEMENT
- PROPOSED STRUCTURES
PAGE 8
NORTH OF LA POSADA DRIVE
(ALTERNATIVE 1, 2, 3 AND 4)
RTC
PYRAMID HIGHWAY
US 395 CONNECTION

Plan #16

Appendix C: Plan Sheets

Section 4(f) Avoidance Alternatives

These design concepts accompany the avoidance alternatives discussion in *Chapter 5 Section 4(f)*. These concepts were determined to be not prudent or feasible and are not included as part of the build alternatives.


PRELIMINARY
SUBJECT TO REVISION
JACOBS
RED HILL PROPERTY
ALLEN ELEMENTARY
McGUFFEY RD
SLOPE DR
W 1ST AVE
INTERSECTION IMPROVEMENTS LIKELY ALONG 1ST AVENUE AND SUN VALLEY BOULEVARD
SAGEBRUSH DR
SUNFLOWER DR
SUN VALLEY GID
RAGGIO PARKWAY
US 395 / PYRAMID CONNECTOR FREEWAY
DANDINI BLVD
DANDINI TERMINUS
RAGGIO PARKWAY
DRI / TMCC
N
WAYNE DR
TED CT
SKAGGS CIR
SKAGGS CIR
EXISTING DANDINI DRIVE TO BE ABANDONED
SUN VALLEY BLVD
E LEONESIO DR
W LEONESIO DR
INTERSECTION IMPROVEMENTS LIKELY ALONG EL RANCHO DRIVE AND SUN VALLEY BOULEVARD
RAINBOW MARKET
PROSSER DITCH
DANDINI DR
LEGEND:
CONCEPTUAL ROADWAY IMPROVEMENTS
CONCEPTUAL BRIDGES / WALLS
FUTURE RTP AND PLANNED PROJECTS / EXISTING AERIAL PHOTO UPDATE
C CONCEPTUAL CUT LINE
F CONCEPTUAL FILL LINE
EXISTING RIGHT OF WAY / PROPERTY LINE
DANDINI ALTERNATIVES TO AVOID PROSSER DITCH
NORTHERN OPTION ALTERNATIVE
RTC
PYRAMID HIGHWAY
US 395 CONNECTION

PRELIMINARY
SUBJECT TO REVISION
JACOBS

US 395 / PYRAMID CONNECTOR FREEWAY

DANDINI BLVD

RAGGIO PARKWAY

EXISTING DANDINI DRIVE TO BE ABANDONED

PROSSER DITCH

DRI / TMCC

DANDINI DRIVE SOUTHERN OPTION ALTERNATIVE

RAGGIO PKWY

WAYNE DR

TED CT

SKAGGS CIR

SKAGGS CIR

W LEONESIO DR

E LEONESIO DR

RAINBOW MARKET

DANDINI DR

W LEONESIO DR

E LEONESIO DR

SUN VALLEY BLVD

CLINTON CT

EL RANCHO DR

INTERSECTION IMPROVEMENTS LIKELY ALONG DANDINI DRIVE AND SUN VALLEY BOULEVARD

RENO CASCADE MOBILE HOME PARK

CLEAR ACRE GARDENS

CRYSTAL LN

LEGEND:

- CONCEPTUAL ROADWAY IMPROVEMENTS
- CONCEPTUAL BRIDGES / WALLS
- FUTURE RTP AND PLANNED PROJECTS / EXISTING AERIAL PHOTO UPDATE
- C — CONCEPTUAL CUT LINE
- F — CONCEPTUAL FILL LINE
- EXISTING RIGHT OF WAY / PROPERTY LINE

N

DANDINI ALTERNATIVES TO AVOID PROSSER DITCH
SOUTHERN OPTION ALTERNATIVE-1

RTC PYRAMID HIGHWAY US 395 CONNECTION

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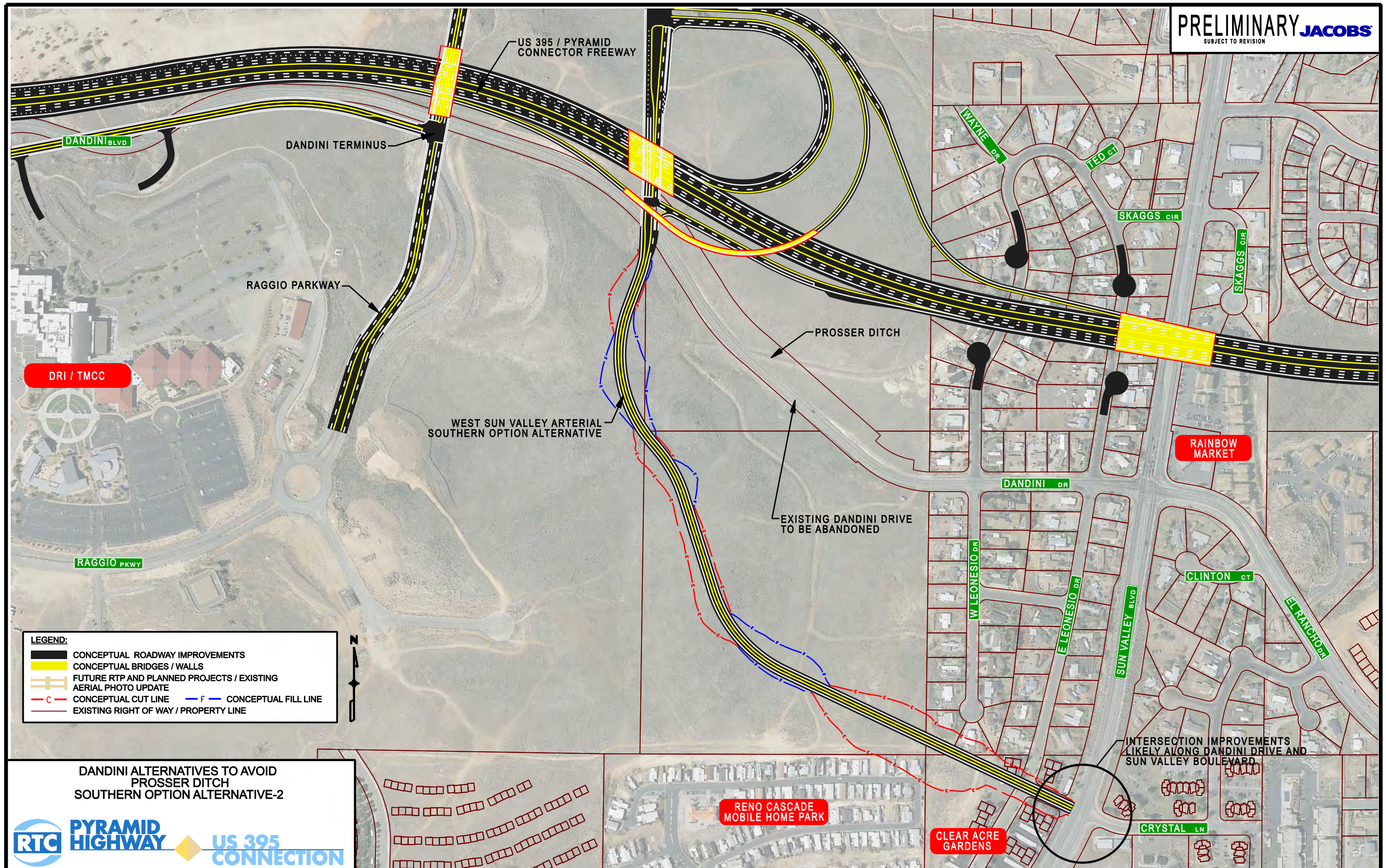

DANDINI ALTERNATIVES TO AVOID PROSSER DITCH
SOUTHERN OPTION ALTERNATIVE-2

RTC PYRAMID HIGHWAY US 395 CONNECTION