

Appendix C
EIS Scoping Meeting Summary

February 22, 2000 EIS Scoping Meeting Summary Boulder City / US 93 Corridor Study

ATTENDEES:

Tom Greco/NDOT	Jim Holland/NPS
Daryl James/NDOT	Greg Corbin/NV Div Museums
Michael Lasko/CH2M HILL	Ted Bendure/FHWA
Jeff Bingham/CH2M HILL	William Anderson/Moapa Band of Paiutes
John Taylor/CH2M HILL	Cricket VanWy/Southwest Gas
David McEwen/CH2M HILL	Ray E. Moser/Henderson Police
Bruce Kreps/Sprint	Brad Hardenbrook/NDOW
Jim Cooley/Sprint	Kris Mills/USBR
Jim Davenport/CRC	Gary Johnson/Clark Co. RTC
Chuck McEndree/WAPA	Phillip Henry/Boulder City
George R. Perkins/WAPA	

INVITED, NOT IN
ATTENDANCE

Clark County Public Works
 United States Environmental Protection Agency
 United States Fish and Wildlife Service
 Bureau of Indian Affairs - Carson City
 Advisory Council on Historic Preservation
 Bureau of Land Management (Las Vegas and Reno)
 Clark County Health District, Air Pollution Control
 Clark County Regional Flood Control District
 Clark County Sheriff
 City of Henderson Fire Department
 Boulder City Police Department
 Boulder City Fire Department
 Boulder City Airport
 Las Vegas Indian Center
 Fort Mohave Indian Tribe
 Hualapai Tribe
 Nevada Power Company
 LA Department of Water and Power
 Southern California Edison
 Nevada State Historic Preservation Office
 Nevada Division of Environmental Protection
 Nevada Highway Patrol

Prepared by: David McEwen/CH2M HILL
 Reviewed by: Michael Lasko, Jeff Bingham, Tom Greco
 DATE: March 13, 2000

The Agency EIS Scoping Meeting for the Boulder City / US 93 Corridor Study was held February 22, 2000 at McCarran Airport in Meeting Room 5, from 3:00 p.m. until 6:00 p.m. The meeting included a 20-minute project overview, question/answers addressed by PMT members, and an agency feedback segment. Attached is a copy of the scoping meeting handout that was provided to all attendees, as well as the meeting sign-in sheet. The following is a summary of items discussed:

I. Introduce Project Team and Brief Project Overview (Tom Greco)

• Project Length

The Environmental Impact Statement (EIS) project will last approximately 30 months. We have gone through 2 months to date.

• Project Team

Tom Greco introduced the following members of the Project Team

- Tom Greco/NDOT (Project Manager)
- Michael Lasko/CH2M HILL (Consultant Project Manager)
- Jeff Bingham/CH2M HILL (Consultant EIS Manager)
- Daryl James/NDOT (EIS Administrating Agency)
- Ted Bendure/FHWA (Lead Agency)

• Project Management Team (PMT)

Tom Greco introduced the following members of the Project Management Team

- John Sullard/Boulder City (not present)
- Jim Holland/National Park Service
- Gary Johnson/Clark County Regional Transportation Commission
- Kevin Hill/City of Henderson (not present)
- Kris Mills/U.S. Bureau of Reclamation
- Robert Herr/Clark County Public Works (not present)

• Project Boundaries

Tom Greco indicated the boundaries and areas within the scope of this study on an aerial photograph map. The entire Boulder City limits are within the project area. The study limits are as follows:

- Western Limit of Study: the Foothills Drive crossing in Henderson, where the freeway ends.
- Eastern Limit of Study: just east of the Hacienda Hotel and Casino on US 93, coincident with the western terminus of the Hoover Dam Bypass project, being developed by the Federal Highway Administration – Central Federal Lands Highway Division.

• Project Objectives

Tom Greco indicated that the preliminary objectives of the Boulder City/US 93 Corridor Study are as follows:

- Mitigating traffic problems along US 93 through Boulder City

- Replacing the at-grade railroad crossing of US 93 at Railroad Pass; the State Museum would like to see it reopened; NDOT would like to see it reopened, but not as an at-grade crossing
- Reducing vehicular accidents at Railroad Pass
- Upgrading the US 93/US 95 interchange geometry and evaluating access issues for the new golf course to be constructed north of this interchange

- **Public Input**

Public comments will be received and taken into consideration throughout the project. The first public meeting took place on January 26, 2000, at the Community College of Southern Nevada in Boulder City. The PMT received a wide variety of issues and concerns with respect to the US 93 Corridor from Boulder City residents and received input from some of the business owners in Boulder City.

II. Scoping Meeting Goals and Expectations (Daryl James)

- **Goals of this Meeting**

Daryl James indicated that the main goals of the EIS Scoping Meeting are to determine a list of issues and concerns (both significant and insignificant) and to begin to create a set of criteria on which we can evaluate potential alternative solutions to the objectives of the project. Daryl noted that these goals are not only goals of this scoping meeting, but also the first public meetings, as well as PMT meetings in the initial phases of the project.

- **Lead Agency is the Federal Highway Administration (FHWA)**

FHWA is represented in this study by Ted Bendure, Nevada Division Office. The responsibilities of the FHWA in the study include the following:

- Evaluates all reasonable alternatives
- Approves the Draft EIS
- Supervises the whole process
- Reviews the EIS for legal sufficiency
- Signs the Final EIS
- Writes the Record of Decision (ROD), no sooner than 30 days after publication of the Final EIS and 90 days after the publication of the Draft EIS

- **Cooperating Agencies**

The NEPA process dictates that cooperating agencies should be invited by the lead agency doing the EIS or may apply themselves directly to the FHWA. Agencies so far that have been asked to be a cooperating agency include the following:

- National Park Service
- Bureau of Reclamation
- U.S. Fish and Wildlife Service
- Western Area Power Administration
- U.S. Environmental Protection Agency
- U.S. Army Corps of Engineers
- City of Henderson

- City of Boulder City
- Clark County Regional Transportation Commission

A cooperating agency that has been invited does have the option of turning down cooperating agency status. Responsibilities of a cooperating agency can range from simple ongoing input throughout the process up to writing a section of the EIS.

III. Project History (Michael Lasko)

- ❖ **Question** - Jim Davenport/Colorado River Commission: What event and/or entity caused the beginning of the Boulder City / US 93 Corridor Study?
- ❖ **Answer** - Tom Greco/NDOT: The idea of improvements to the US 93 Corridor as it passes through Boulder City was generated by the City of Boulder City; after that, it was placed on the NDOT long-range task list, and then the short-range task list. Eventually the project was selected for study, and it was determined to be suitable to be an Environmental Impact Statement, due to its large scope and overall potential impact.
- ❖ **Question** - Jim Davenport/Colorado River Commission: Where is the Boulder City / US 93 Corridor Study on the NDOT priority list?
- ❖ **Answer** - Tom Greco/NDOT: The schedule of construction of the project is undetermined, as it depends upon funding as well as the alternative selected in the EIS (a southern bypass, for example, would be a more extensive and lengthy construction process than only improvements to the existing roadway). Other projects that NDOT is currently involved with include the I-580 Extension in Reno, the Reno Railroad, the Carson City Bypass, the US 95/Spaghetti Bowl widening (at Record of Decision), and the Hoover Dam EIS (nearing Final EIS). Of all of these projects, the Boulder City / US 93 Corridor Study is last with respect to undergoing the NEPA environmental process.
- **Related Projects to the Boulder City / US 93 Corridor Study**
 - **U.S. Bureau of Reclamation Hoover Dam Bypass** (stopped in 1992): The USBR conducted Phase A and B studies on a possible Hoover Dam bypass; Kris Mills (present at this meeting) was involved in these studies; the USBR stopped the project in 1992 - a draft EIS was never sent out to the public.
 - **Nevada Department of Transportation US 93 Colorado River Crossing Study** (completed 1994): The project was a corridor study that explored a southern route around Boulder City as a bypass alternative for US 93. This study also considered a second alternative of a Colorado River crossing at Willow Beach, located further south of Boulder City.
 - **Federal Highway Administration - Central Federal Lands Highway Division Hoover Dam Bypass EIS** (estimated completion Summer 2000): An EIS that is studying three alternative bridge crossings over Lake Mead and the Colorado River. The Final EIS is scheduled to be released soon, with a Record of Decision expected in summer of 2000.
 - **Nevada Department of Transportation US 93 Truck Climbing Lane at Railroad Pass** (not completed): This project was halted by NDOT so as to not conflict with the forthcoming Boulder City / US 93 Corridor Study.

- ❖ **Question:** Greg Corbin/Division of Museums and History/Nevada State Railroad Museum: The ending of the truck climbing lane project put off the reopening of the railroad in the vicinity of the US 93 crossing. Is there a possibility that the grade separation and reopening of the railroad can be broken out from the rest of the project? Where does NDOT see priorities to be within the study limits of the Boulder City / US 93 Corridor Study?
- ❖ **Answer - Tom Greco/NDOT:** During the proposal stage of this project, one idea was put forth of completing the environmental documentation in two segments, which corresponded to the following two segments of US 93:
 - From the western study limit in Henderson to the US 93/95 Interchange, which would be addressed as an Environmental Assessment / Finding of No Significant Impact (EA/FONSI)
 - A segment that would have termini at the US 93/95 Interchange on the west and the Hoover Dam EIS tie-in approximately at the Hacienda Hotel, addressed by an Environmental Impact Statement

However, though this strategy was carefully considered, it was not selected by NDOT, and an EIS will be performed for the entire study area to avoid potential segmentation of the process. Therefore, decisions within the study limits during the EIS process are made as part of one project. Construction (if it occurs) can be segmented and priority given to one segment over another. However, with respect to the EIS, the NDOT director has stated that the railroad crossing part of the study is just as important as the alleviation of congestion in downtown Boulder City.
- **Nevada Department of Transportation:** NDOT is in the process of preparing an Environmental Assessment and design of an upgrade to US 95 south of US 93, in which the road will be widened to a 4-lane divided highway. The project will occur in three phases: the first begins in Searchlight, Nevada, and extends 20 miles north, the second to the Laughlin turnoff at State Road 163, and the third to the US 93/95 Interchange.
- **Boulder City:** In the process of writing an Environmental Assessment (EA) and designing improvements to Veterans Memorial Drive to Yucca Street.
- **National Park Service:** Has long-term River Mountains Trail improvements planned through the Lake Mead National Recreation Area.
- **Las Vegas Valley Water District** (information provided by George Perkins/Western Area Power Administration): Designing a pipeline that will run from the new River Mountains Water Treatment Facility to Boulder City, supplying the MGM and Red Mountain Golf Courses.
- **Western Area Power Administration (WAPA):** WAPA is currently in the process of completing an EA addressing flooding problems along Buchanan Boulevard, whereby changes to the existing power line setup will make the area more resistant to flooding. This EA should be ready for use by our project team by summer (information provided by George Perkins/Western Area Power Administration).
- ❖ **Comment by George Perkins/WAPA:** George brought forth the idea that Chuck McEndree/WAPA should be directly involved in the Boulder City/US 93 Corridor environmental process. It was agreed upon by FHWA, NDOT, WAPA, and

CH2M HILL representatives that Chuck would be an excellent addition to the PMT and will be invited to future meetings.

IV. Scope and Schedule (Jeff Bingham)

- **Project Management Team**

The PMT has monthly meetings, with a goal for each meeting being to review the status of the overall project, determine progress versus the established schedule, resolve issues, and guide the process to completion.

- **Public Outreach Program**

There will be four public meetings over the course of the project. One occurred on January 26, 2000, which resulted in numerous comments and new issues to incorporate into the project. This EIS scoping process is also an important public outreach tool to familiarize the project management team with the agencies involved in the NEPA process, which can be important in permitting and jurisdictional reviews. One major goal of the public outreach program is to develop the Purpose and Need of the project, which is a critical section of the EIS. To date, five objectives have been developed for further study.

- **City Council Meetings**

There will be four meetings with both the Boulder City and Henderson City Councils during the course of the project. One in each city has taken place in January of this year. Coordination with these councils is important, as both must agree on the preferred alternative in the Final EIS.

- **Other Forms of Public Outreach**

Other planned means of public communication include Individual Stakeholder Meetings (smaller groups such as the Sierra Club), Newsletters (6 newsletters are planned, currently with a 6,500 name mailing list), Press Releases, and an interactive website, @ www.bouldercitystudy.com, which gives the public a good background of the project and its progress.

- **NEPA Scoping and EIS**

The NEPA process begins with the development of a Purpose and Need statement (an initial list of objectives has been created for the Boulder City / US 93 Corridor Study) and a range of reasonable alternatives.

Among the issues of importance to the development of the study are potential effects on the "human environment" (land use, social issues, economics, etc.), as well as the natural and cultural environment. When exploring social and economic issues in the NEPA process, we will look at case studies (e.g., other bypass studies in other places), business owner surveys, and will perform an Origin and Destination (O&D) study, which looks at the itinerary of a sample of motorists at either end of the study limits.

Air quality is another important issue in the EIS development - a carbon monoxide hot spot analysis, for example will be performed at four existing and planned intersections in the study limits. This study will take into account peak-period current traffic volumes and will also project 20 years into the future.

The noise analysis will look at approximately 15 monitoring sites and 35 sensitive receptor sites. Daryl James/NDOT indicated that the noise studies include mitigation solutions for future facilities and that, for this element of the EIS in particular, continued contact with the cooperating agencies is a must.

Biological, endangered species, and archaeological surveys will also be conducted for the EIS, using 300-meter study corridors inside which full and detailed surveys will be performed. The environmental portion of the overall study will also include information and data gathering for water quality, hazardous materials, visual resources, a Section 4(f) evaluation, and cumulative impacts.

After the Final EIS is approved, a Record of Decision in the Federal Register will certify the project to proceed.

- **Traffic (John Taylor/CH2M HILL)**

The following traffic components will be incorporated into the EIS:

- **Origin and Destination Study:** Two locations will be studied - Veterans Memorial Drive at US 93 and at the US 93 crossing of Hoover Dam. Michael Lasko/CH2M HILL indicated that CH2M HILL is currently working with the Boulder City staff to obtain an encroachment permit for this study, which includes coordination with NDOT and the Hoover Dam police.
- **Traffic Demand Modeling:** Will expand the current Regional Transportation Commission model into the Boulder City area
- **A Level of Service (LOS) Analysis:** This analysis will determine the traffic volume compared to roadway capacity constraints of US 93 as a means of identifying and correcting congested areas.

- **Engineering (John Taylor/CH2M HILL)**

The following engineering components will be addressed in the project:

- **Alternatives Development:** This is in the beginning stages, and continuous input from all affected agencies is requested. An aerial map of the study limits was set up, and attendees were invited to write directly on the map to indicate not only possible alternative bypass/roadway improvement routes, but also areas to avoid. Areas to avoid will include "fatal flaw" areas, such as transmission towers and large structures that would eliminate an alternative from consideration due to the high cost and/or complications with construction through or around them.

Several types of mapping will be incorporated into the engineering study, including 1:1000 base mapping, an aerial mosaic, and USGS mapping. Also important in alternatives development is a criteria analysis, where we will determine the level of detail and ranking of issues' importance in the overall study, within the constraints of safety. The criteria analysis serves to narrow the focus of the study; it utilizes input from both the public outreach process and the Project Management Team.

- **Conceptual Engineering:** This will take a reduced number of alternatives found to be most feasible in the initial investigations and assess their environmental impacts and engineering impacts. Engineering impacts can take the form of roadway, bridges, structures, traffic operations, hydraulics, and geotechnical effects.

- Aerial Mapping: Using 1:800 color aeriels, DTM, and 1-meter contours, for example
- Field Surveys: Determination of utility locations, property corners, etc.
- Field Staking: For environmental surveys, within the 300-meter corridors mentioned in the previous section
- Assessor Parcel Maps: Acquired from Clark County, identifying property ownership within the study limits
- ❖ **Question:** Brad Hardenbrook/Nevada Division of Wildlife - Is the tie-in to the Hoover Dam Bypass project western terminus a certainty?
- ❖ **Answer:** Tom Greco/NDOT - All three alternatives tie into the same point, near the Hacienda Hotel and Casino on US 93. FHWA hopes to have a Record of Decision for the Hoover Dam Bypass EIS in the summer of 2000. Funding for the eventual construction is already 1/3 complete (of the approximate \$198 million total cost), and NDOT is optimistic that the remainder of the funding will come from the federal government. Traffic models indicate that the average number of cars going west into Boulder City will increase in the future regardless of whether there is a Hoover Dam bypass or not.
- **Schedule Milestones (Jeff Bingham/CH2M HILL)**

Jeff Bingham/CH2M HILL showed a summary milestone list of events during the course of the 30-month EIS process. He passed out to attendees of this meeting a more detailed Process-Flow Diagram that contains additional schedule information. The milestone list is divided into four main phases of the project, as follows:

- **Planning and Data Collection (9 months, 2 already complete)**

Various meetings with the public and city councils; identifying and refining needs, issues, and alternatives; mapping constraints; and developing a Purpose and Need statement

- **Draft EIS (10 months)**

Environmental and economic studies; conceptual and traffic engineering; public hearing and city council meetings; selection of a preferred alternative

- **Final EIS (9 months)**

Response to comments; finalize Section 106 (historic sites) and 7 (endangered species) consultation; development of the preferred alternative to 30 percent; final EIS approval

- **Record of Decision (2 months)**

Final public meeting; Record of Decision in the Federal Register

Michael Lasko/CH2M HILL indicated that the highlights of particular interest to the attendees of this meeting would be: Public Meeting No. 2 on April 26, 2000, the Draft EIS Public Hearing, the approval by both City Councils in June 2001, and the PMT Meetings (occurring the 4th Tuesday of each month).

V. Agency Input (Jeff Bingham/CH2M HILL)

- When?
Get involved early in the EIS process
- Who?
Federal, State, and Local agencies and Indian Tribes participate in the EIS process; cooperating agencies are defined as agencies with jurisdiction by law and special expertise in the EIS subject matter
- What?
EIS scoping items include identification of impacts and alternatives of concern, determination of level of detail and significance, identification of agency permit and review requirements, and meshing the schedule with decisionmaking requirements
- How?
Attendees are asked to provide written comments and relevant information and studies. These comments are to be sent to Ted Bendure/FHWA, preferably by the end of the month of February. Within these comments, agencies and other affected parties are asked to provide the name of a contact that will stay involved over the long term of the project.

VI. Self-Introductions and Your Agency's Goals / Input

- **Tom Greco/NDOT**

Goal: to gather all agency input and develop purpose and need information

- **Greg Corbin/Division of Museums and History - Nevada State Railroad Museum**

Goals include the following:

- Re-establish Boulder Branch Railroad lines access
- Restore the railroad crossing at US 93
- Protection of the integrity of the railroad

Greg indicated that archaeological (cultural) studies have been produced by the Harry Reid Center/UNLV for the railroad that may be incorporated into the Boulder City EIS. With respect to permit issues, Greg indicated that railroads in Nevada are regulated by the Public Utilities Commission, which will be important in right-of-way acquisition permitting. Note that Mile Post 18.02 is the city/state right-of-way boundary. There are separate permitting issues to be addressed with the City of Henderson.

- **Bruce Kreps/U.S. Sprint**

Goal: to maintain the integrity of Sprint lines in the vicinity of the project

- **Jim Cooley/U.S. Sprint**

Jim provided a layout of the primary Sprint route - Sprint has direct-buried, aerial, and conduit lines in the study area.

- **Phil Henry/Boulder City**

- ❖ **Question:** When is the traffic study that accompanied the Hoover Dam EIS official?

- ❖ **Answer:** Jeff Bingham/CH2M HILL - Additional traffic analysis is being conducted in response to comments on the Laughlin study in the DEIS received from the Sierra Club and others. This study is evaluating the 23 extra miles that traffic would have to cover to bypass the Hoover Dam crossing via the Laughlin - Bullhead City crossing of the Colorado River. This analysis will be incorporated into the Final EIS.
- ❖ **Follow-Up Question:** Phil Henry/Boulder City - How does this new and former traffic study affect the Boulder City / US 93 Corridor Study?
- ❖ **Answer:** Tom Greco/NDOT - Traffic study numbers between the Hoover Dam / Boulder City study tie-in point (near the Hacienda Hotel) are identical. On this end of the project, we need to make sure the traffic numbers and methodology used are consistent. All points west of this tie-in point will vary and are affected by multiple variables.

A point of continuity exists between the two EISs in that Tom Ragland/CH2M HILL is involved in both traffic studies, as well as O&D studies being performed presently. This should create some continuity for the projects.

- ❖ **Concern:** Phil Henry/Boulder City - Expressed his concern about the adequacy of previous studies, as the Hoover Dam bypass will become a major truck route. Phil expressed the need to evaluate all previous traffic studies performed on US 93 in this area, as percentage of truck traffic is a key issue for Boulder City. Traffic projections must be reputable to continue the study appropriately.

Daryl James/NDOT added that it will be necessary to acquire buyoff from the Clark County Regional Transportation Commission (RTC) prior to proceeding as well. Jeff Bingham/CH2M HILL then added that CH2M HILL is now working with the RTC to assure the validity of the data and the modeling.

- **Gary Johnson/Clark County Regional Transportation Commission**

Concerns include the following:

- Progression of the travel demand modeling, coordination to get appropriate and accurate data
- Air quality concerns
- Public transit concerns - as an example, Tom Greco/NDOT indicated that in the first Public Meeting, a bicyclist wanted there to not be a bike lane incorporated into the roadway improvements - local access to the roadway is important
- Use of the existing highway as a frontage road
- ❖ **Question:** Is there a need for a coordination meeting / presentation with the RTC and how will this project get into the Transportation Improvement Plan?
- ❖ **Answer:** Michael Lasko/CH2M HILL - A presentation to the RTC would be good to make at a strategic point in the project. We will leave this to the discretion of the RTC.

- **Chuck McEndree/Western Area Power Administration**

Goal: to help identify utility conflicts and address alternatives as the project progresses. Chuck provided John Taylor/CH2M HILL with a broad brush outline of WAPA facilities and power lines within the study map provided in the initial utility search.

WAPA is doing an EA for the Buchanan Boulevard transmission line, to address solutions to high floodwaters along Buchanan Boulevard. It should be available for use with the Boulder City / US 93 Corridor Study sometime this summer. In addition, Chuck indicated that WAPA plans to have some line work done between Hoover Dam and the Mead Substation, and has historical studies ongoing for Hoover Dam facilities.

Michael Lasko/CH2M HILL indicated that toward the end of 2000 we will be fine-tuning the alternatives selected. At that time, it might be productive to have John Taylor/CH2M HILL go down to the Phoenix WAPA office to go through detailed data on the power lines and structures to aid in this fine-tuning.

It was decided that all attendees will receive a copy of these scoping meeting minutes upon approval by NDOT.

- ❖ **Question:** Phil Henry/Boulder City - Asked Chuck McEndree his feelings about the ramifications of a southern bypass into the area where many WAPA lines are situated.
- ❖ **Answer:** Chuck indicated that a southern bypass would only be a large problem if it resulted in major incidents, such as a power outage.

- **George Perkins/WAPA**

Comments:

- Most Southern California Edison lines are actually maintained by WAPA
- Recommended going through Chuck McEndree to get the names of other Indian Tribes that may have an interest in this project
- Can work with Mary Barger, WAPA archaeologist, for cultural issues

- **Jim Holland/Lake Mead National Recreational Area**

Jim is putting his goals and issues in writing, which include the following:

- Providing safe public access to Lake Mead and the back-country road system - this could impact freeway bypass alternatives
- Land Use - Section 4(f) issues: part of the area in the study under consideration is classified as potential wilderness in the LMNRA General Plan. Jim will provide this general plan to CH2M HILL.
- The Safety First Building has historic elements
- Ensure that drainage in the Hemenway Wash is addressed, in that it will be important to slow the water down if a bypass was built in its vicinity

- **Ted Bendure/Federal Highway Administration**

Goal: to follow the NEPA process, minimize challenges to the NEPA process, and exhibit open communication throughout the study.

- **Bill Anderson/Moapa Band of Paiutes**

Comments:

- The tribe will help with archaeological information (antiquities)
- The Moapa Band of Paiutes has its own staff and is willing to help in the project
- There are approximately eight other tribes that can lay claim to a portion of the area within the study limits; most of them do not have staffs, mainly are roaming tribes; nevertheless, all tribes' concerns need to be addressed.
- The Moapa Band of Paiutes will do burial relocations if necessary

Jeff Bingham/CH2M HILL indicated that UNLV will develop a consultation plan for all interested tribes, and CH2M HILL will make sure that the coordination with the tribes will be more than just a letter-writing exercise; tribal consultation will be an important part of the project, as required under Section 106 of the National Historic Preservation Act.

- **Cricket VanWy/Southwest Gas**

Comments:

- There is a 10-inch gas line down Old Highway 95 (now the Boulder City property line) and east along US 93 to Boulder City - plans have been provided in the initial utility search
- Cricket will continue to stay in contact throughout the EIS process and monitor any conflict with the gas line
- Supervisor contact at Southwest Gas is Tony Hills

- **Ray Moser/Henderson Police Department**

Henderson PD's main concern is Railroad Pass and the accidents that have occurred there. A long-term contact within the department will be decided in the near future. There should also be a representative from the Traffic Department.

- ❖ **Note:** Tom Greco/NDOT - Neither Railroad Pass nor the Hacienda Hotel and Casino has made their feelings known about the Boulder City / US 93 Corridor Study. CH2M HILL will be approaching them to get their opinions during the Data Collection and Draft EIS phase.
- ❖ **Additional Information:** Michael Lasko/CH2M HILL - CH2M HILL has been working with Boulder City and the Henderson Police Department to apply for an encroachment permit for the O&D Study at the traffic light at Veterans Memorial Drive; the survey will follow correct procedures to create a safe study.

- **Brad Hardenbrook/Nevada Division of Wildlife**

Concerns:

- A southern bypass could possibly cut through Bighorn Sheep habitats

- Fencing will be necessary to protect the sheep
- There is a high sheep mortality rate at Railroad Pass
- Sheep crossing at the railroad grade separation is also a priority. Brad will provide plans and details on existing known sheep crossings, and NDOW is continuing to do Bighorn Sheep studies (crossings, mortality, etc.)
- Other species of concern include reptiles, such as gila monsters (especially in the area south of the Boulder City property line)
- Pat Cummings/NDOW is a technical point of contact and a good resource for sheep mortality information
- ❖ **Additional Information:** Tom Greco/NDOT - An EA is currently being done by NDOT on US 95 down to State Road 163. In this EA, NDOT will also look at wildlife issues and provide applicable data to the Boulder City project.

- **Kris Mills/ Bureau of Reclamation**

Concerns:

- Existing facilities (water lines from Boulder City to the Hoover Dam)
- Some withdrawn lands are potentially impacted by the study
- Maintaining safe access to the dam
- Impacts that may affect the water quality of the lake or river
- Dave Curtis (Compliance) will likely be the future main point of contact, though Kris will stay in contact as well

Comments:

- Traffic issues: the USBR previously conducted a workshop in Boulder City about how the traffic was modeled; in the end there still was some controversy. Kris suggested additional traffic workshops in Boulder City, and perhaps some actual on-the-ground counting of vehicles to improve confidence in traffic models.

VII. Wrap-up and Action Items

The scoping meeting was closed at approximately 6:00 p.m. The following are action items that resulted from the meeting:

- All Scoping Meeting Attendees: Attendees are asked to provide written comments and relative information studies. These comments are to be sent to Ted Bendure/FHWA, preferably by the end of the month of February 2000. Within these comments, attendees are asked to provide the name of a contact that will stay involved over the long term of the project.
- Greg Corbin/Nevada State Museum: Indicated that archaeological (cultural) studies have been produced by the Harry Reid Center/UNLV for the railroad that may be incorporated into the EIS.
- Phil Henry/Boulder City: Expressed his concern about the adequacy of previous studies, as the Hoover Dam bypass will become a major truck route. Phil expressed the need to evaluate all previous traffic studies performed on US 93 in this area, as percentage of truck traffic is a key issue for Boulder City. Traffic projections must be reputable to continue the study appropriately.

- Attain buyoff from the Clark County Regional Transportation Commission (RTC) of the traffic modeling.
- Michael Lasko/CH2M HILL: A presentation to the RTC would be good to make at a strategic point in the project. We will leave this to the discretion of the RTC in that when they require an update, a presentation or meeting will be held.
- The Western Area Power Administration (WAPA) is doing an Environmental Assessment for the Buchanan Boulevard transmission line, resulting from high floodwaters along Buchanan Boulevard. It should be available for use with the Boulder City / US 93 Corridor Study sometime this summer.
- Chuck McEndree/WAPA indicated that WAPA plans to have some line work done between Hoover Dam and the Mead Substation, and has historical studies ongoing for Hoover Dam facilities. Need to incorporate those studies into the EIS.
- Michael Lasko/CH2M HILL indicated that toward the end of 2000 we will be fine-tuning the alternatives selected. At that time, it might be productive to have John Taylor/CH2M HILL go down to the Phoenix WAPA office to go through detailed data on the power lines and structures to aid in this fine-tuning.
- Chuck McEndree/WAPA to be invited to be on the Project Management Team.
- George Perkins/WAPA: Recommended going through Chuck McEndree to get the names of other Indian Tribes that may have an interest in this project
- Jim Holland/Lake Mead National Recreational Area: Part of the area in the study under consideration is classified as potential wilderness in the General Plan. Jim will provide this general plan to CH2M HILL.
- Michael Lasko/CH2M HILL - We have been working with Boulder City, who coordinates with the Henderson Police Department for an encroachment permit for the O&D Study at the traffic light at Veterans Memorial Drive, following the correct procedures to create a safe study.
- Traffic issues: the USBR conducted a workshop in Boulder City about how the traffic was modeled - in the end there still was some controversy. Kris suggested additional traffic workshops in Boulder City, and perhaps some actual on-the-ground counting of vehicles to improve confidence in traffic models.

Attachments: EIS Scoping Meeting Handout
Sign-in Sheet