

## **Appendix E2 SWG-1 Meeting**

**SUBJECT** Stakeholder Working Group (SWG) Meeting No. 1  
**PROJECT** Feasibility Study for Arlington Avenue Bridges Replacement  
**LOCATION** Regional Transportation Commission (RTC)  
First Floor Conference Room | 1105 Terminal Way, Reno  
**DATE/TIME** Thursday, February 6, 2020, 1:00-3:30 p.m.  
**MODERATOR** RTC Project Manager Judy Tortelli

### INVITATION

- email/calendar update from RTC Project Manager Judy Tortelli

### PREPARATION

- SWG information and project overview presentation
- outline/prepopulate presentations of environmental criteria and constraints and engineering criteria and constraints to be modified during breakout session
- printed handouts
  - agenda
  - 11" x 17" printouts of overview map and breakout session presentations

### ATTENDANCE

- 26 attended (4 sign-in sheets and one call-in)
  - 3 area residents
  - 8 representing the City of Reno
  - 2 representing community organizations
  - 1 representing the Reno-Sparks Indian Colony
  - 1 representing the Carson Truckee Water Conservancy
  - 2 representing Nevada Department of Transportation (NDOT)
  - 1 representing the Federal Highway Administration (FHWA)
  - 1 representing the U.S. Army Corps of Engineers (USACE)
  - 6 representing RTC (project management) and design and outreach subcontractors

### MINUTES

Taken by court reporter Brandi Smith, Litigation Services, and provided as a pdf. (See "Minutes" pdf attachment.)

#### WELCOME - RTC Project Manager Judy Tortelli

- thanked stakeholders for participating
- introduced the project team
  - from Jacobs Engineering: Ken Greene, Project Manager, Matt Negrete, Structural Engineer and Jim Clark, Environmental Specialist (by phone)
  - from SJ Marketing: Lynn Finnigan, outreach team
- introduced Brandi Smith, court reporter from Litigation Services
- provided an overview of her own background (See court reporter minutes pdf.)
  - highlighted her “5-year-plan” goal for the Arlington Avenue Bridges project
- asked the stakeholders to introduce themselves (See court reporter minutes pdf.)

#### PROJECT AND PROCESS PRESENTATION - RTC Project Manager Judy Tortelli

##### PROJECT SCOPE

- complete a feasibility study to define the scope of future phases (NEPA design processes to start 2021, construction in 2026)
- goal: to reduce the range of possible bridge types and aesthetic themes to be carried forward
- Planning and Environmental Linkages (PEL) process to document decisions
  - based on purpose and need, present multiple concepts to the general public for comments (kickoff meeting December 2019)
  - SWG and Technical Advisory Committee (TAC) develop/refine alternatives based on public comments
  - alternatives narrowed down to a couple that will work, meeting the purpose and need, and be taken to NEPA for further design and analysis

##### PLANS FOR ADVISORY MEETINGS

- three SWG meetings
  - members represent major permitting agencies, groups and organizations that make up a larger component downtown, immediately adjacent property owners
  - meeting one (today) to identify environmental and engineering criteria and constraints
  - meeting two November 5, focusing on bridge concepts
  - meeting three December 15, focusing on aesthetic themes
- two Technical Advisory Committee (TAC) meetings
  - better understanding of restrictions related to permitting
  - meeting one July 15 with USACE , dealing with permitting and regulatory requirements
  - meeting two August 31, detailing bridge and roadway elements
- working together, with some amount of compromise, to reach a consensus: a mutually acceptable design that meets all relevant stakeholder interests

PROJECT AND PROCESS PRESENTATION continued - RTC Project Manager Judy Tortelli

#### OTHER MEETINGS AND PRESENTATIONS

- second presentation (first were made in 2020) to the RTC Board and the City of Reno Council, respectively
  - presenting all recommendations and information from advisory meetings
- second public meeting
  - presenting feasibility study results and collecting comments
- third presentation to the RTC Board and the City of Reno Council
  - to present public comments and get final Board and Council input in order to finalize feasibility study

#### PROJECT PURPOSE AND NEED

- current iteration
  - address structurally deficient bridges
  - provide safe and ADA-compliant multimodal improvements
  - address hydraulic capacity needs
  - respond to regional and community plans
- to be reviewed/edited at the end of SWG-1 meeting

#### PROJECT SCHEDULE

- Kickoff Public Meeting, December 2019 | Identify and analyze Bridge Concepts, Now Public Meeting to present Feasibility Study, December 2020 | Finalize Feasibility Study, December 2020 | Environmental NEPA and design permitting, 2021-2025 | Start construction 2026
- Six-year plan (almost Ms. Tortelli's five-year plan goal)

#### PROJECT BACKGROUND

- 2009, the City of Reno completed the TRAction Visioning Project (study)
  - included Booth, Arlington, Sierra, Virginia, Center and Lake bridges
  - resulted from the 1997 and 2005 flood events
  - initial focus: finding the best solutions for improved flood protection in downtown
  - based on public outreach and stakeholder input, transitioned to balancing an acceptable flood protection level with the bridges' appearance
  - results: better alternative for flood protection was bridge replacement not rehabilitation; nonviable flood protection alternatives included upstream detention, diversion channels, dredging, river widening and debris fields

PROJECT BACKGROUND continued - Jacobs Project Manager Ken Greene

#### FIVE ONE-ON-ONE MEETINGS IN 2019

- PEL checklist used (also to be used in the feasibility study and included in the report)

## FIVE ONE-ON-ONE MEETINGS IN 2019 continued - Jacobs Project Manager Ken Greene

- March 6 - Truckee River Flood Management Authority (TRFMA), stakeholder related to hydraulics. Will support the project through modeling to help guide the alternatives design. Discussed:
  - downtown elements of the Flood Project Programmatic Agreement (PA) that were dropped in 2011. Do we need a separate PA for the Arlington Bridges Project now?
  - 100-year water surface elevation was 4502 feet above sea level per flood model analysis
  - importance of debris removal beneath the bridges
- March 25 - Discussed:
  - previous NDOT inspection reports that suggest bridges are not historic
  - whether PA is needed and could it be signed by NDOT or Federal Highways Administration (FHWA)
- USACE, stakeholder related to compliance with the Clean Water Act. Discussed:
  - relationship between sections 404 and 408
  - processes for compliance (Arlington Bridges Project will alter a civil works project)
  - Arlington Bridges Project team potential participation in USACE monthly meetings
  - requesting wetland biological resource investigations or aquatic resource determinations/verifications
  - Corps to consult with Nevada State Historic Preservation Office (NVSHPO) about cultural resources eligibility
- November 13 - City of Reno Council, partner in project. Discussed:
  - scope and general schedule
  - bridge replacement project included in the 2040 Regional Transportation Plan (RTP)
  - public participation process. Council agreed with the process and the composition of the SWG with proposed team members added
- December 12 - Public Meeting (kickoff)
  - project overview presentation, comments collected

## FIRST PUBLIC MEETING SAMPLE COMMENTS - RTC Project Manager Judy Tortelli

## GREAT FEEDBACK

- 24 made comments of 45 who attended
- comments to be reviewed again to initiate discussion at future SWG meetings
- sample comments in suggested categories
  - bridge type: "I particularly love the gracefulness of tiered-arch concept."
  - aesthetics: "Something more visually pleasing. Not cookie-cutter."
  - other needs or challenges: "Additional access to the river." "Better pedestrian connectivity." "Wingfield Park should be one park, not divided by a bridge."
  - other general: "Concerned about location for contractor staging and parking." "OK with the existing bridges. Who is paying for this?"

#### PUBLIC PROCESS - RTC Project Manager Judy Tortelli

##### FOUR INTERNAL, RTC-REQUIRED STEPS

- organize and look to SWG to identify alternative-specific criteria and constraints, refine bridge design concepts and determine aesthetic themes
- seek public comment on available bridge design alternatives and aesthetic themes
- prepare and finalize the feasibility study
- set the groundwork for preparing and/or finalizing the PA (should one be necessary)

#### PUBLIC AGENCY ROLES, RESPONSIBILITIES AND AGREEMENTS - Jacobs Project Manager Ken Greene

##### FEDERAL AGENCIES (depends on whether or not there is federal funding)

- FHWA or USACE could be lead agency, supporting federal funding source review and analysis

##### NVSHPO and USACE

- to determine/confirm whether the bridges are historic
- to determine/consider project effects, direct and indirect, on historic properties

##### FHWA OR NDOT

- sign the PEL checklist to document decisions
- work with NVSHPO to set groundwork for the PA if needed

#### BREAKOUT SESSION

##### INTRODUCTION - RTC Project Manager Judy Tortelli

- input from all of the SWG members matters
- building upon pre-populated spreadsheets, based on where we are in the feasibility study process and comments received so far, to help focus the alternatives analysis.
- criteria and constraints, divided into two sections, will be living elements of the project going forward

##### ENVIRONMENTAL DESIGN CRITERIA AND CONSTRAINTS DISCUSSION - led by Jacobs Project Manager Ken Greene

- see breakout session pdf attachment, pages 1-3, with discussion notes in red. Also court reporter minutes pdf, pages 31-57
- discussion related to:
  - permitting
  - potential effects on historic structures
  - section 4(f) of the U.S. Department of Transportation (DOT) Act and section 6(f) of the Land and Water Conservation Fund Act
  - hazardous materials assessment
  - biological/natural resources

ENGINEERING DESIGN CRITERIA AND CONSTRAINTS DISCUSSION - led by Jacobs  
Structural Engineer Matt Negrete

- see breakout session pdf attachment, pages 4-7, with discussion notes in red. Also court reporter minutes pdf, pages 58-97
- discussion related to:
  - bridge/roadway
  - right-of-way/access
  - bike/pedestrian use
  - land use
  - traffic
  - utilities

CONCLUSION - RTC Project Manager Judy Tortelli

TOPICS TO BE CONSIDERED IN SWG-2 MEETING (BRIDGE TYPES)

- including different bridge concepts
- for a two-bridge replacement concept, including the area in between and surrounding

NEXT STEPS

- determining TAC membership, scheduling meetings (not yet scheduled due to COVID-19)
- SWG meetings
  - email invitations to come
  - SWG-2 planned (tentatively) for April 30 (being rescheduled due to COVID-19)
  - SWG-3 planned (tentatively) for July 2
- other meetings/presentations
  - City of Reno Council and RTC Board in July
  - Public meeting in August
  - City of Reno Council and RTC Board in October
- complete Feasibility Study in December
- design and construction 2021 to 2026

ACTION ITEMS

- determine ordinary high water mark
- define lead agency
- confirm historic register status

PROJECT WEB PAGE

- frequent updates to information and materials at <https://www.rtcwashoe.com/engineering-project/arlington-avenue-bridges-project/>

THANKS FOR ATTENDING (and reviewing this recap)



Arlington Avenue Bridges Replacement  
**Stakeholder Working Group #1**  
**MEETING AGENDA**

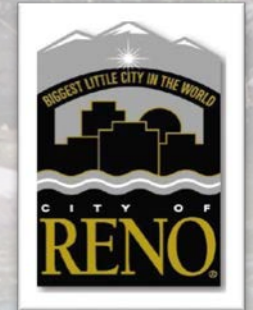
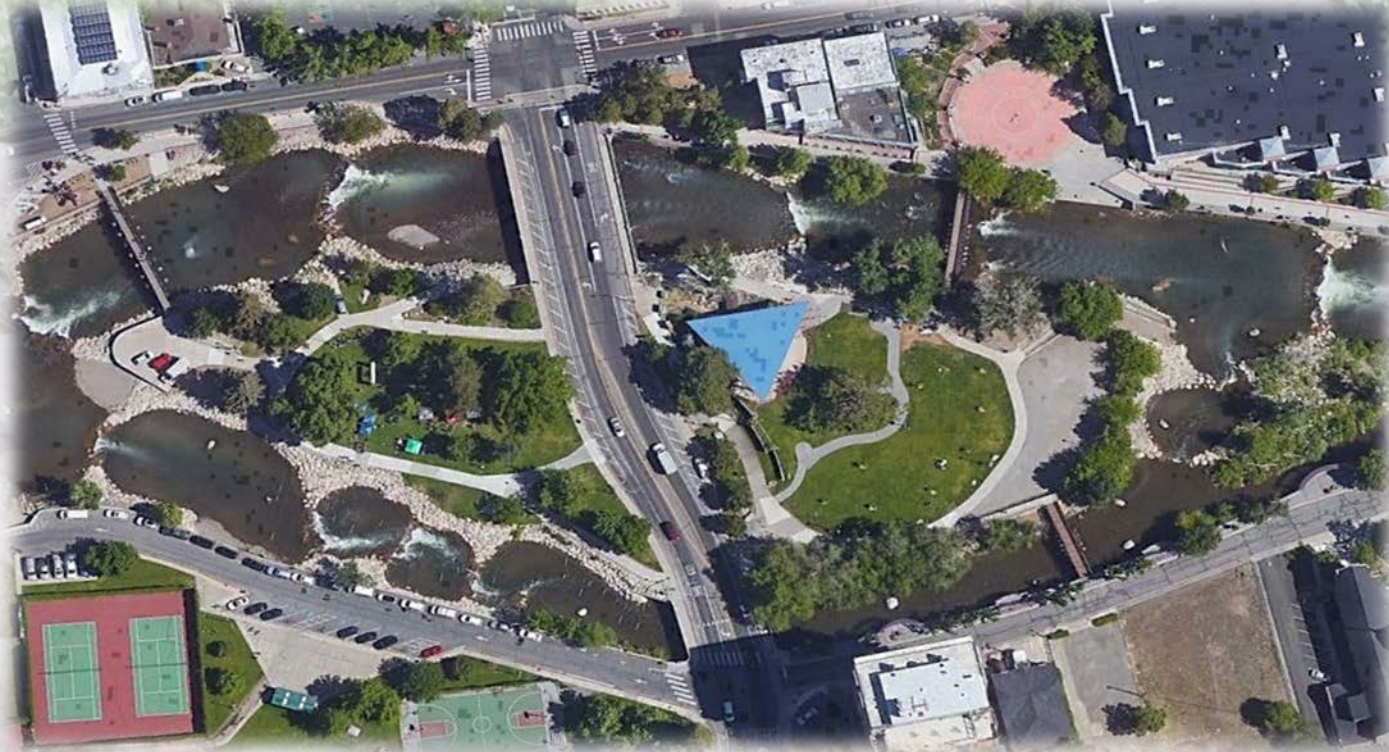


Thursday, February 6, 2020 at 1:00 pm  
Regional Transportation Commission  
1st Floor Conference Room  
1105 Terminal Way, Reno NV 89502

- ITEM 1      Introductions
  
- ITEM 2      Presentation
  
- ITEM 3      Group Discussion - Environmental Criteria and Constraints
  
- ITEM 4      Group Discussion - Engineering Criteria and Constraints
  
- ITEM 5      Recap and Summary
  
- ITEM 6      Public Comment
  
- ITEM 7      Adjournment



# Feasibility Study for



ARLINGTON  
AVENUE  
**BRIDGES**  
PROJECT

# ARLINGTON AVENUE BRIDGES REPLACEMENT

Stakeholder Working Group #1 | February 6, 2020



# Meeting Purpose

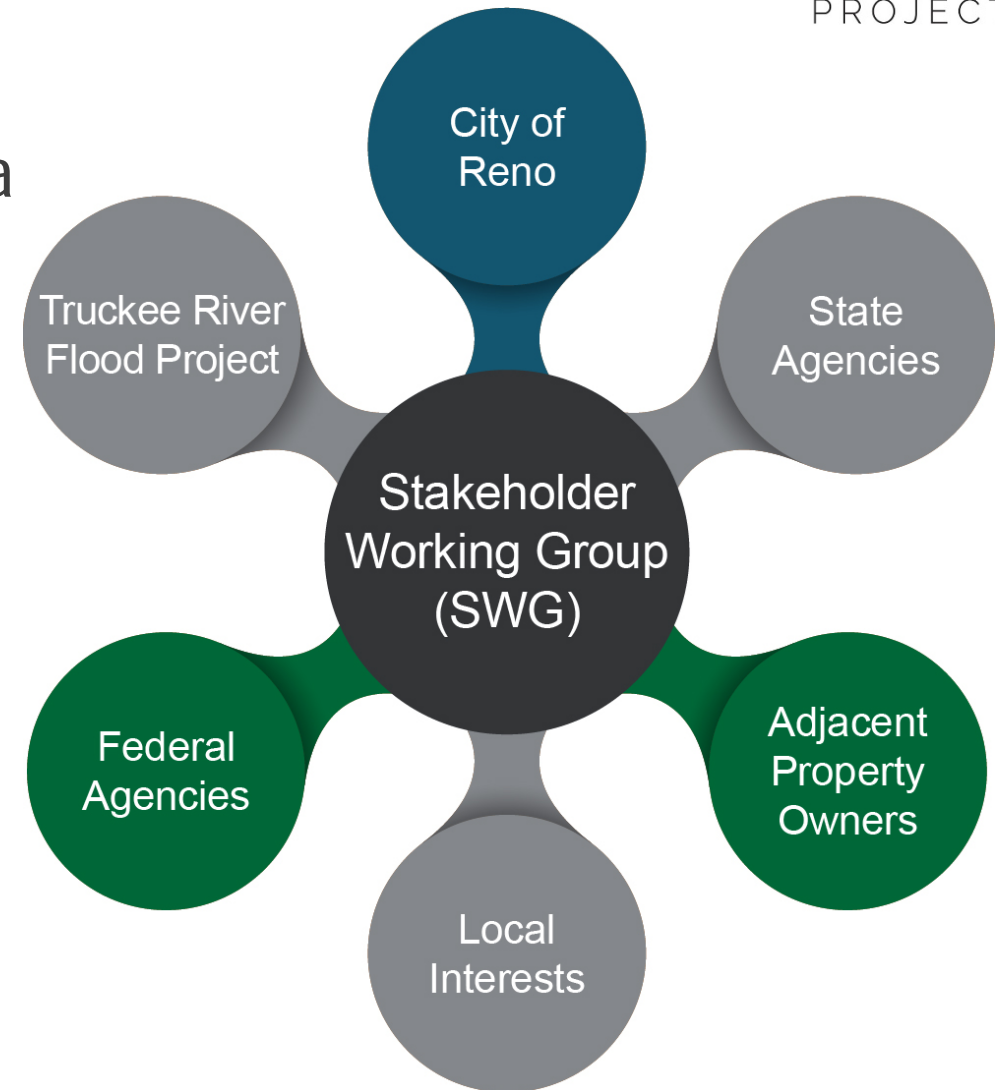
- ▶ Introduce the project, solicit ideas, and engage stakeholder working group (SWG) members
- ▶ SWG Meeting 1 - Today
  - ▶ Identify engineering design and environmental constraints and criteria
- ▶ Technical Advisory Committee (TAC) - March/April, 2020
  - ▶ TAC Meeting 1 - Permitting/Regulatory
  - ▶ TAC Meeting 2 - Bridge/Roadway Elements
- ▶ SWG Meeting 2 - April 30, 2020
  - ▶ Focus on Bridge Concepts
- ▶ SWG Meeting 3 - July 2, 2020
  - ▶ Focus on Aesthetic Themes

# Meeting Agenda

- ▶ Stakeholder Working Group
- ▶ Overview of Project Scope and Process
- ▶ Project Purpose & Need, Schedule & Background
- ▶ Role of Federal Agencies & Agreements
- ▶ Public Process Requirements
- ▶ Summary of Comments Received
- ▶ Constraints & Criteria
- ▶ Next Steps
- ▶ Public Comment
- ▶ Action Items

# Role of Stakeholder Working Group

- ▶ Assist in developing purpose and need, and design evaluation criteria
- ▶ Review and screen conceptual bridge types and aesthetic alternatives
- ▶ Provide feedback to the project team, RTC Board, Reno City Council, and the public on the potential reduction of alternatives



# Stakeholder Working Group Members

- ▶ Arlington Tower HOA
- ▶ Architects +
- ▶ City of Reno
  - ▶ Arts, Culture & Special Events
  - ▶ Public Works (capital projects, maintenance, and environmental engineering)
  - ▶ Parks, Recreation & Community Services
  - ▶ Access Advisory Committee
  - ▶ Historic Resources Commission
- ▶ Carson Truckee Water Conservancy District
- ▶ Downtown Reno Partnership
- ▶ Federal Highway Administration
- ▶ Frisch House
- ▶ Park Tower HOA
- ▶ Promenade on the River
- ▶ Reno/Sparks Indian Colony
- ▶ Pyramid Lake Paiute Tribe
- ▶ Nevada State Historic Preservation Office
- ▶ NDOT
  - ▶ Bridge Division
  - ▶ Landscape and Architect Division
- ▶ Truckee River Flood Management Authority
- ▶ St. Thomas of Aquinas
- ▶ U.S. Army Corps of Engineers
- ▶ Wingfield Condominiums HOA

# Consensus

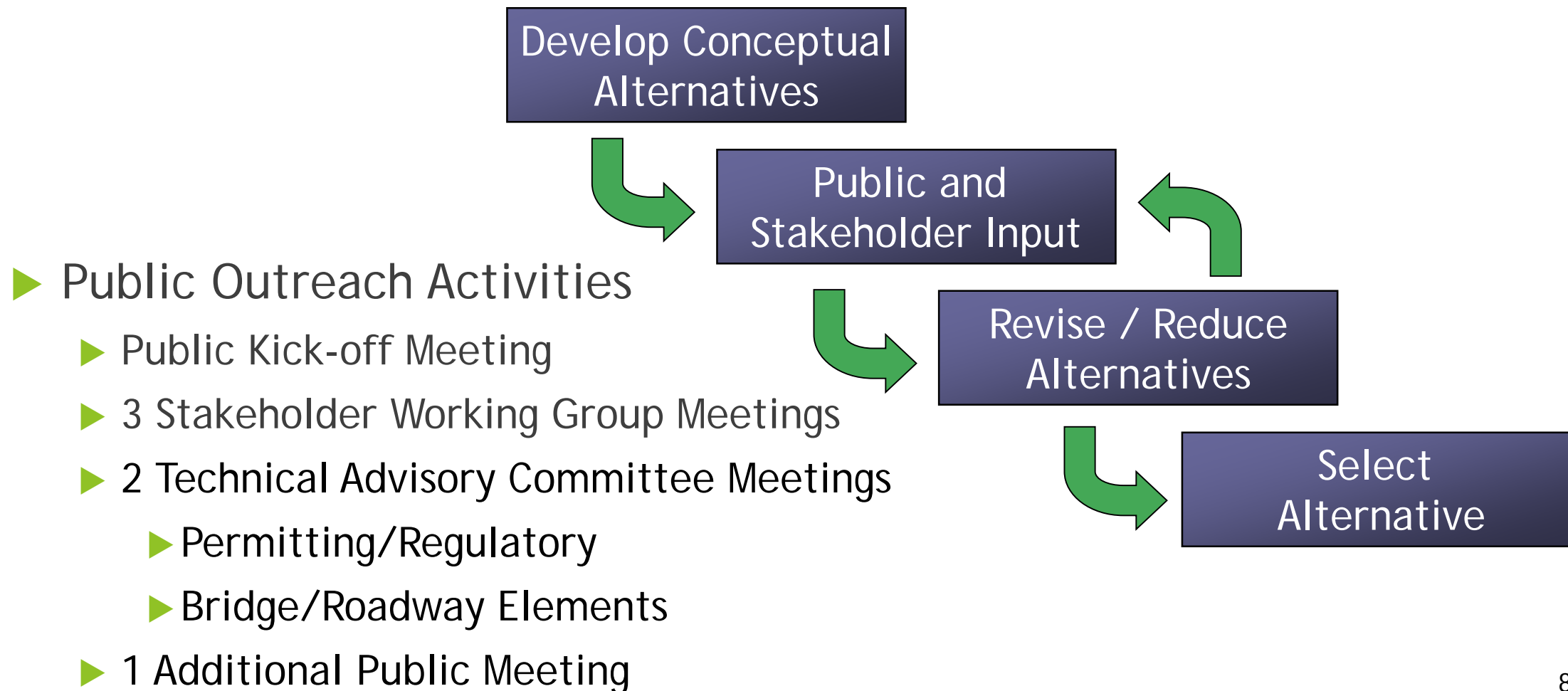
- ▶ What consensus means
  - ▶ Everyone's viewpoint was considered, and all stakeholders support and endorse the decisions made
  - ▶ May not love it, but can accept outcome
- ▶ Challenging and takes time
- ▶ Requires discussion, shared discussion and collective perspective

# Project Scope

- ▶ Complete a feasibility study to define scope of future phases
- ▶ Future Phases
  - ▶ National Environmental Policy Act (NEPA) and Design (2021)
  - ▶ Construction (2026)
- ▶ Goal - Reduce the range of possible bridge type and aesthetic themes through engineering analysis and by conducting public outreach
- ▶ Outcome - have a bridge type and aesthetic package identified to carry forward into NEPA clearance and design
  - ▶ Document decisions using Planning and Environmental Linkages (PEL) process & NDOT PEL Checklist

# Project Process

- ▶ Modeled after Virginia Street Bridge process





# Project Purpose and Need

- ▶ Address Structurally Deficient Arlington Avenue Bridges
- ▶ Provide Safe and ADA compliant Multimodal improvements
- ▶ Address hydraulic capacity needs
- ▶ Respond to regional and community plans



# Project Schedule



	2019	2020	2021-2025	2026
Public Kickoff	*			
Identify and Analyze Bridge and Aesthetic Concepts				
Public Meeting		*		
Complete Feasibility Study				
Environmental (NEPA)				
Design/Permitting				
Construction Start				*

# Project Background

## City of Reno “TRAction Visioning Project” (2009)

- ▶ Considered the “Look and Feel” of six downtown bridges, including Arlington Avenue bridges.
- ▶ Study included public meetings and stakeholder outreach
- ▶ Community’s input shifted focus to appearance of the bridges balanced against an acceptable level of flood protection
- ▶ Outcomes included:
  - ▶ Flood protection alternatives other than replacement bridges eliminated
  - ▶ Bridge supports located under the deck are preferred

### Eliminated Alternatives

- Upstream detention
- Diversion channels
- Dredging
- River Widening
- Debris fields

# Project Background

March 6, 2019 Meeting with TRFMA

- ▶ TRFMA requested involvement as a stakeholder
- ▶ TRFMA involvement limited to hydraulics
- ▶ Arlington Avenue Bridges are not part of Flood Project
- ▶ Flood Project Programmatic Agreement - elements dropped for downtown portion of project (as of 2011)
- ▶ Analysis of current Flood Model
  - ▶ 100-year WSEL - 4,502 feet AMSL
  - ▶ Debris removal beneath bridge is important
  - ▶ TRFMA will conduct/provide modeling to guide alternatives design

# Project Background

March 25, 2019 Meeting with NDOT & FHWA

- ▶ Previous NDOT bridge inspection reports suggest bridges are not historical
- ▶ Requires Section 408 permitting/compliance from USACE to alter civil works project
- ▶ Use PEL process to document decisions - can be signed by NDOT and FHWA
  - ▶ Key purpose of PEL - carry forward major decisions and products from this study into NEPA without backtracking
- ▶ FHWA and NVSHPO Programmatic Agreement will be required

# Project Background

## April 23, 2019 Meeting with USACE

- ▶ Described relationship between Section 404 and 408 processes
- ▶ Involvement limited to Section 404 and 408 permitting & compliance (contact info provided by USACE)
- ▶ Project will require Section 408 compliance from USACE to alter civil works project
- ▶ Offered Project Team opportunity to participate in monthly USACE meetings (3<sup>rd</sup> Wednesday of each month)
- ▶ Wetland/biological resources investigations will result in request for 1) aquatic resource verification or 2) jurisdictional determination
- ▶ USACE will consult NVSHPO regarding cultural resources eligibility determinations

# Project Background

## November 13, 2019 Reno City Council

- ▶ Presented project scope, general schedule, and process
- ▶ Noted that bridge replacement included in 2040 RTP (2022-2026)
- ▶ Included public participation process discussion
- ▶ City of Reno confirmed 1) process and 2) stakeholder working group composition

## December 12, 2019 Public Kick-Off Meeting #1

- ▶ Comments are summarized on Slide #19



# Federal Agency Roles & Agreements



## FHWA - Lead Agency (or USACE)

- ▶ Confirm with USACE and NVSHPO if bridges are **historically significant**
- ▶ Consider project effects on historic properties
- ▶ Sign PEL checklist to document decisions
- ▶ Work with NVSHPO set groundwork for Programmatic Agreement
- ▶ Support Federal funding source review and analysis

## USACE - Lead Agency (or FHWA)

- ▶ Work with FHWA and NVSHPO to consider project effects on historic properties
- ▶ Support Section 404 and 408 permitting process
- ▶ Support request for 1) aquatic resource verification or 2) jurisdictional determination



# Federal Agency Roles & Agreements



## NVSHPO

- ▶ Work with FHWA and USACE on historic eligibility determinations
- ▶ Work with FHWA to set groundwork for Programmatic Agreement
- ▶ Evaluate project effects on historic properties

# Public Process Requirements

- ▶ Utilize Stakeholder Working Group to
  - ▶ Identify alternative-specific constraints and criteria
  - ▶ Refine bridge design concepts
  - ▶ Determine aesthetic themes
- ▶ Seek public comment on available bridge design alternatives and aesthetic themes
- ▶ Prepare and finalize feasibility study report
- ▶ Set groundwork for preparing/finalizing Programmatic Agreement

# Summary of Comments Received

## December 12, 2019 Public Kick-Off Meeting #1

- ▶ 45 Attendees
  - ▶ 2 made comments to the Court Reporter
  - ▶ 19 filled out comment cards
  - ▶ 3 submitted comments to RTC Project Manager
- ▶ Comment Categories
  - ▶ Bridge Type - 12 comments
  - ▶ Aesthetics - 13 comments
  - ▶ Additional Elements - 16 comments
  - ▶ Other Needs or Challenges - 12 comments
  - ▶ Other General - 9 comments

# Constraints and Criteria

## Environmental Design

- ▶ Permitting
- ▶ Historic (Section 106)
- ▶ Parks (Section 4f and 6f)
- ▶ Hazardous Materials
- ▶ Biological / Natural Resources

# Constraints and Criteria

## Engineering Design

- ▶ Bridge / Roadway
- ▶ Right-of-Way (ROW) / Access
- ▶ Bike / Pedestrian Use
- ▶ Land Use
- ▶ Traffic
- ▶ Utilities

# Next Steps

- ▶ Technical Advisory Committee (TAC) Meetings - March/April, 2020
- ▶ Stakeholder Working Group (SWG) Meeting 2 - April 30, 2020
- ▶ Stakeholder Working Group (SWG) Meeting 3 - July 2, 2020
- ▶ City of Reno Council and RTC Board Meeting - July 2020
- ▶ Public Information Meeting - August, 2020
- ▶ City of Reno Council and RTC Board Meeting - October, 2020
- ▶ NEPA, Design, Construction - 2021 to 2026
- ▶ Email questions/comments to: [jtortelli@rtcwashoe.com](mailto:jtortelli@rtcwashoe.com)
- ▶ Visit [rtcwashoe.com](http://rtcwashoe.com) and search Arlington Avenue

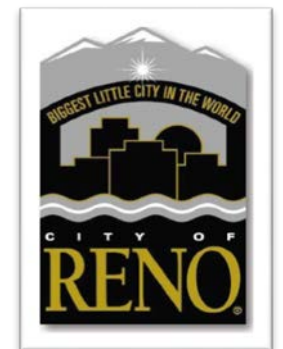
# Action Items



# Thank you for Attending!



Your RTC. Our Community.  
[rtcwashoe.com](http://rtcwashoe.com)





**Arlington Avenue Bridges Project Feasibility Study  
Stakeholder Working Group Meeting 1 Notes**

ENVIRONMENTAL DESIGN CRITERIA	ENVIRONMENTAL DESIGN CONSTRAINTS	NOTES
<b>PERMITTING</b>		
<ol style="list-style-type: none"> <li>1. City of Reno Special Use Permit -City of Reno to confirm if required</li> <li>2. USACE 408 Permit -application required to be completed/submitted before 404 permit application. -need to establish ordinary high water mark (OHWM)</li> <li>3. USACE 404 Permit</li> <li>4. Nationwide Stormwater Permit</li> <li>5. State Lands Encroachment permit</li> <li>6. 401 water quality certification</li> </ol>	<ol style="list-style-type: none"> <li>1. Conditions and schedule -City of Reno Special Use Permit – conditions/schedule TBD (by City of Reno) -408 – per CTWCD 18 month schedule -per USACE, 408 needs to precede 404 permit – USACE will work with CTWCD and USACE civil works</li> </ol>	<p>-408 and 404 permitting process can proceed in parallel.</p> <p>-access to river bed for debris removal is very important</p> <p>-need to determine who is lead federal agency (USACE or FHWA)</p> <p>-USACE will have to do their own Sect. 106 consultation w/ tribes</p> <p>-the river is a traditional cultural property (TCP) for Reno Sparks Indian Colony – need to determine how the TCP is evaluated and adverse effects documented and mitigated</p> <p>-per CTWCD, model survey/LiDAR sufficient for bathymetry beneath the bridge structure (e.g., no survey needed); construction prohibited during flood season (Nov thru Jun) or flows over 14K cfs</p> <p>- determine 100-year WSEL/cfs and confirm OHWM w/ TRFMA</p>
<b>HISTORIC (SECTION 106)</b>		
<ol style="list-style-type: none"> <li>1. Bridges are not eligible for any registers</li> <li>2. Confirm purpose and need for Programmatic Agreement</li> </ol>	<ol style="list-style-type: none"> <li>1. Define Area of Potential Effects               <ol style="list-style-type: none"> <li>a. Direct and Indirect Effects</li> </ol> </li> <li>2. Identify and document resources</li> <li>3. Determine effects               <ol style="list-style-type: none"> <li>a. If adverse, produce agreement document</li> <li>b. Implement monitoring program</li> </ol> </li> <li>4. Implement mitigation</li> <li>5. Proceed with Project</li> <li>6. Programmatic Agreement</li> </ol>	<p>Standard Section 106 process should be appropriate for Project</p> <p>Programmatic Agreement – needed if no adverse effects (direct or indirect)</p> <p>-need to confirm (with NDOT, USACE/NV SHPO) that bridges are not eligible for registers</p> <p>-confirm (with NDOT, USACE/NV SHPO) the need for and purpose of the PA</p> <p>-direct and indirect (e.g., viewshed of surrounding historic properties) effects need to be evaluated to complete section 106</p>

**Arlington Avenue Bridges Project Feasibility Study  
Stakeholder Working Group Meeting 1 Notes**

ENVIRONMENTAL DESIGN CRITERIA	ENVIRONMENTAL DESIGN CONSTRAINTS	NOTES
<b>SECTIONS 4(f) and 6(f)</b>		
<p>1. Section 4(f) provides for consideration of park and recreation lands, wildlife and waterfowl refuges, and historic sites during transportation project development</p> <p>a. Applies to U.S. DOT and implemented by FHWA</p> <p>2. Section 6(f) Land and Water Conservation Fund (LWCF) preserves, develops, and assures accessibility to outdoor recreation resources</p> <p>a. Provides funds and authorizes federal assistance for planning, acquisition, and development of land, water areas and facilities</p> <p>b. Provides funds for federal acquisition and development of lands and other areas</p>	<p>1. Section 4(f) includes publicly-owned recreational and historic properties</p> <p>a. Truckee River Trail detours during construction</p> <p>b. Pedestrian traffic detours</p> <p>c. Impacts to property features, attributes or characteristics</p> <p>2. Section 6(f) includes public &amp; private properties that have received LWCF funding</p> <p>a. Impacts to properties or property elements purchased using LWCF</p> <ul style="list-style-type: none"> <li>- Includes temporary closures during construction</li> <li>- Applies to Truckee River Greenbelt, Wingfield Park and Reno Whitewater Park</li> <li>- Potentially applies to Barbara Bennett Park</li> </ul> <p>b. If yes, mitigate by replacing property or property element</p> <p>c. If work enhances property feature/attribute and is part of property management plan, can be covered under Enhance Exception</p>	<p style="color: red;">-per City of Reno Parks Dept. (Jeff Mann, Parks Manager) none of the parks used LWCF funding – mitigation per Section 6(f) not required</p>
<b>HAZARDOUS MATERIALS</b>		

**Arlington Avenue Bridges Project Feasibility Study  
Stakeholder Working Group Meeting 1 Notes**

ENVIRONMENTAL DESIGN CRITERIA	ENVIRONMENTAL DESIGN CONSTRAINTS	NOTES
	<p>Hazardous material assessment did not reveal any sites that would pose a risk to the Project</p> <p>Bridge structure could have asbestos or lead, requiring surveys and abatement (as needed)</p> <p>1. Inspections for ACM and LBP will be required for structures, utilities, and guards prior to demolition – could require special handling, abatement and disposal</p>	<p>Adjacent buildings and structures were not inspected for the possible presence of asbestos-containing materials (ACM) or lead-based paint (LBP)</p> <p>-petroleum contaminated soil (PCS) detected and managed in connection with Virginia St. bridge – need to evaluate potential for PCS at AAB (NDEP could be consulted) and/or may have been remedied with white water course.</p>
<b>BIOLOGICAL / NATURAL RESOURCES</b>		
<p>1. Natural Resources</p> <p>2. Waters of the U.S. (WOUS / Wetlands)</p>	<p>1. Natural Resources - Protected special status (state or Federal) species</p> <p style="padding-left: 20px;">a. 11 species with some potential to occur within/adjacent to Project</p> <p style="padding-left: 20px;">b. Biological surveys and monitoring during construction</p> <p style="padding-left: 20px;">c. Minimize adverse effects to birds, bats and fisheries</p> <p>2. WOUS / Wetlands - Perennial waterway (Truckee River)</p> <p style="padding-left: 20px;">a. Highly modified (fully cemented / riprap/cement fill banks)</p> <p style="padding-left: 20px;">b. Implement mitigation (as-needed) for adverse effects</p> <p>3. Wetlands/Riparian</p> <p style="padding-left: 20px;">a. Wetlands/riparian delineation</p> <p style="padding-left: 20px;">b. Streambank modification/alteration</p>	<p>-the 11 species based on a 2 mile radius search – likely less than 11 species within AAB project extents</p> <p>-environmental memos are being prepared and will be appended to FS report</p> <p>-need concurrence from USACE on ordinary high water mark (OHWM) through Jurisdictional Determination (JD) - takes 8-10 months</p>

**Arlington Avenue Bridges Project Feasibility Study  
Stakeholder Working Group Meeting 1 Notes**

ENGINEERING DESIGN CRITERIA	ENGINEERING DESIGN CONSTRAINTS	NOTES
<b>BRIDGE / ROADWAY</b>		
<ul style="list-style-type: none"> <li>1. Access vehicular (including rescue vehicles), pedestrian, &amp; bicycles, as well as access to existing park)</li> <li>2. Design hydraulic event and associated freeboard</li> <li>3. Flood conveyance</li> <li>4. Scour</li> <li>5. Alignment</li> <li>6. Design Speed (vertical curves, sight distance, etc.) currently signed for 15 mph</li> <li style="color: red;">7. Meet NDOT and ASHTO design standards</li> <li style="color: red;">8. Evaluate existing drainage structures and out-falls</li> <li style="color: red;">9. Evaluate superstructure for lighting and impacts to view shed</li> <li style="color: red;">10. Evaluate superstructure for potential aesthetic and architectural treatments</li> </ul>	<ul style="list-style-type: none"> <li>1. Cost</li> <li>2. Constructability (including construction access)</li> <li>3. Foundation Type (including permitting implications of foundation type)</li> <li>4. Bridge Type (including material type i.e. steel vs. concrete, style and aesthetic treatments)               <ul style="list-style-type: none"> <li>a. Accommodate numerous special events</li> <li>b. Provide access to Wingfield Park and Truckee River</li> <li>c. Accommodate numerous pedestrians on, surrounding and beneath bridge structure</li> </ul> </li> <li>5. Surrounding property impacts?               <ul style="list-style-type: none"> <li>a. Floodwalls, right-of-way, drainage, infrastructure, park improvements, etc.</li> <li>b. Roadway profile</li> </ul> </li> <li>6. Maintenance of Traffic (Staged construction vs. Full closure vs. New Alignment) primarily during construction               <ul style="list-style-type: none"> <li>a. events</li> <li>b. Island Avenue access</li> </ul> </li> <li style="color: red;">7. Bridge superstructure access for ease of future biennial inspections.</li> <li style="color: red;">8. Channel access for maintenance and debris removal during flood events (and before)</li> <li style="color: red;">9. Superstructure height impacting view shed</li> </ul>	
<b>RIGHT-OF-WAY / ACCESS</b>		

**Arlington Avenue Bridges Project Feasibility Study  
Stakeholder Working Group Meeting 1 Notes**

ENGINEERING DESIGN CRITERIA	ENGINEERING DESIGN CONSTRAINTS	NOTES
<ol style="list-style-type: none"> <li>1. ROW impacts to adjacent properties</li> <li>2. Public access to adjacent properties</li> <li>3. Future maintenance access for river, while maintaining existing white water features (downstream)</li> <li>4. Maintain/improve whitewater rescue access</li> <li>5. Maintain access to river during winter for debris removal</li> </ol>	<ol style="list-style-type: none"> <li>1. Permanent ROW acquisitions from adjoining properties               <ol style="list-style-type: none"> <li>a. Wingfield Park or other properties</li> </ol> </li> <li>2. Temporary construction easements on adjoining properties</li> <li>3. Duration and intensity of adjacent property access during construction</li> <li>4. Property access changes post-construction</li> <li>5. Construction staging and access</li> </ol>	<p>-access to river channel required during and post construction</p> <p>-whitewater rescue from Whitewater Park – access cannot disturb park</p> <p>-incl. ROW/access considerations for stormwater outfalls</p> <p>-incl. input from CoR Fire Dept. on park and river rescue</p>
<b>BIKE / PEDESTRIAN USE</b>		
<ol style="list-style-type: none"> <li>1. ADA and/or Public Right-of-Way Access Guidelines (PROWAG) requirements</li> </ol>	<p>Compliance with RTC Bicycle and Pedestrian Master Plan</p> <p>Pedestrian and bicycle safety</p>	<p>-incl. lighting design criteria separately for 1) events and 2) pedestrian/bicycle safety</p>
<b>LAND USE</b>		
<p>Compatible with local and regional plans</p>	<ol style="list-style-type: none"> <li>1. Reimagine Reno (City of Reno 2017)</li> <li>2. Washoe County Master Plan, Land Use and Transportation (Washoe County Department of Community Development 2011)</li> <li>3. Bicycle and Pedestrian Master Plan (Regional Transportation Commission 2017)</li> <li>4. Complete Streets Master Plan (Regional Transportation Commission 2016)</li> <li>5. 2012 Truckee Meadows Regional Plan (Truckee Meadows Regional Planning Agency 2017)</li> </ol>	<p>Project is not expected to change existing or future land use in the area, with downtown mixed-use properties dominating the surrounding area and existing land uses are expected to remain generally unchanged in the future</p> <p>Project will continue to support and provide access to the recreational areas along the river, with roadway and pedestrian improvements supporting economic investment, redevelopment and improving accessibility and safety of recreational users and the public</p> <p>-Research One Truckee River Management Plan for use/reference</p>

**Arlington Avenue Bridges Project Feasibility Study  
Stakeholder Working Group Meeting 1 Notes**

ENGINEERING DESIGN CRITERIA	ENGINEERING DESIGN CONSTRAINTS	NOTES
	<ul style="list-style-type: none"> <li>6. City of Reno Sustainability Plan</li> <li>7. Downtown Action Plan (City of Reno 2017)</li> <li>8. Downtown Streetscape Master Plan (First Street intersection), view shed</li> </ul>	
<b>TRAFFIC</b>		
	<ul style="list-style-type: none"> <li>1. Year 2015 Field Daily Traffic Volume (from NDOT) along/near Arlington Avenue Bridge = 8,800 vehicles per day (vpd)</li> <li>2. Year 2040 volumes developed using the RTC Washoe’s travel demand model and according to NDOT’s Traffic Forecasting Guidelines</li> <li>3. Year 2040 Forecast Daily Traffic Volume along/near the Arlington Avenue Bridge = 10,900 vpd</li> <li>4. Used Transportation Research Board’s (TRB) Highway Capacity Manual (HCM) 6th Edition to determine a planning-level automobile Level of Service (LOS) for the roadway segment on the bridge</li> <li>5. Planning-level automobile LOS likely to be experienced on the bridge by year 2040 is LOS E <ul style="list-style-type: none"> <li>a. Constrained by Arlington Avenue north and south of the Truckee River</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>-consider non-standard vehicle traffic weight/load</li> <li>-consider RTP update elements, updated traffic model (2050 plan)</li> <li>-consider future RTC bus types</li> </ul>
<b>UTILITIES</b>		
<ul style="list-style-type: none"> <li>Existing utilities (electricity, natural gas, water)</li> <li>Existing utilities (stormwater)</li> <li>Future utilities (fiber-optic / 5G network)</li> </ul>	<ul style="list-style-type: none"> <li>Include constraints for future utilities (fiber-optic for 5G networks)</li> <li>Evaluate and consider prior rights</li> </ul>	<ul style="list-style-type: none"> <li>-confirm existing (and future) utility network with NV Energy, Verizon, Sprint, etc. and City of Reno</li> </ul>

**Arlington Avenue Bridges Project Feasibility Study  
Stakeholder Working Group Meeting 1 Notes**

ENGINEERING DESIGN CRITERIA	ENGINEERING DESIGN CONSTRAINTS	NOTES
<p>Acronym definitions:</p> <p>NVSHPO – Nevada State Historic Preservation office</p> <p>FHWA – Federal Highways Administration</p> <p>USACE – US Army Corp of Engineers</p> <p>NDOT – Nevada Department of Transportation</p> <p>CTWCD - Carson-Truckee Water Conservancy District</p> <p>ASHTO – the American Association of State Highway Transportation Officials</p>		<p>-confirm existing (and future) utility network with NV Energy, Verizon, Sprint, etc. and City of Reno</p>

# STAKEHOLDER WORKING GROUP MEETING | SIGN-IN SHEET



February 6, 2020 | 1:00 PM - 4:00 PM | Washoe RTC Engineering Offices, First Floor Conference Room

NAME	ORGANIZATION	POSITION	ADDRESS	TELEPHONE	EMAIL	INITIAL
Jack Mayes	City of Reno – Access Advisory Committee	Executive Director	1875 Plumas Street, Ste 1 Reno, NV 89509	775.333.7878	<a href="mailto:jack@ndalc.org">jack@ndalc.org</a>	<i>JM</i>
Alexis Hill	City of Reno – Arts, Culture & Special Events Dept.	Events Manager	925 Riverside Drive Reno, NV 89503	775.326.6697	<a href="mailto:hilla@reno.gov">hilla@reno.gov</a>	<i>AH</i>
Kerri Lanza	City of Reno – Environmental Engineering Dept.	Engineering Manager	1 East First Street, 7 <sup>th</sup> Floor Reno, NV 89505	775.334.2683	<a href="mailto:lanzak@reno.gov">lanzak@reno.gov</a>	<i>KL</i>
Claudia Hanson	City of Reno – Historic Resource Commission	Planning & Housing Manager	1 East First Street Reno, NV 89505	775.334.2381	<a href="mailto:hansonC@reno.gov">hansonC@reno.gov</a>	<i>CH</i>
Jaime Schroeder	City of Reno – Parks, Recreation & Community Service Dept.	Parks Director	1 East First Street Reno, NV 89505	775.334.2865	<a href="mailto:schroederj@reno.gov">schroederj@reno.gov</a>	
Kerrie Koski	City of Reno – Public Works Capital Project Dept.	City Engineer	1 East First Street, 8 <sup>th</sup> Floor Reno, NV 89505	775.334.3304	<a href="mailto:koskij@reno.gov">koskij@reno.gov</a>	<i>KK</i>
Travis Truhill	City of Reno – Public Works Maintenance Dept.	Streets Program Manager	1640 East Commercial Row Reno, NV 89512	775.657.4571	<a href="mailto:truhillt@reno.gov">truhillt@reno.gov</a>	<i>TT</i>
Guy Zewadsk	Arlington Towers HOA	President, Board of Directors	100 North Arlington Ave., #9-B Reno NV 89501			
Todd Westergard	Carson Truckee Water Conservancy District	Board Chair	1005 Terminal Way, Ste. 150 Reno NV 89502			
Alex Stettinski	Downtown Reno Partnership	Executive Director	40 East Fourth Street, #A Reno, NV 89501	775.432.0772	<a href="mailto:astettinski@downto&lt;br/&gt;wnreno.org">astettinski@downto wnreno.org</a>	<i>AS</i>

Initial your information to signify attendance and that information provided is correct | Add information if missing, or incorrect or if your name/contact information is not included on the list



# STAKEHOLDER WORKING GROUP MEETING | SIGN-IN SHEET



February 6, 2020 | 1:00 PM - 4:00 PM | Washoe RTC Engineering Offices, First Floor Conference Room

NAME	ORGANIZATION	POSITION	ADDRESS	TELEPHONE	EMAIL	INITIAL
<del>Del Abdalla</del> <i>Dale Wegner</i>	Federal Highway Administration	<del>Environmental</del> Manager <i>Bridge</i>	705 North Plaza Street, Ste 220 Carson City, NV 89701	<i>775.687.5323</i>	<i>dale.d.wegner@dot.gov</i>	
Theresa Frisch	Frisch House – 247 Court Street Reno 89501	Trustee	1180 Charles Drive Reno, NV 89509			
Jessen Mortensen	Nevada Department of Transportation <i>ROY</i>	Bridge Division	1263 South Stewart Street Carson City, NV 89712	775.888.7543	<a href="mailto:jmortensen@dot.nv.gov">jmortensen@dot.nv.gov</a>	TM
John L'Etoile	Nevada Department of Transportation	Landscape Division	1263 South Stewart Street Carson City, NV 89712	775.888.7337	<a href="mailto:jletoile@dot.nv.gov">jletoile@dot.nv.gov</a>	<i>JL</i>
Mike Fuess	Park Towers HOA	President, Board of Directors	280 Island Avenue Reno, NV 89501		<a href="mailto:mfuess@parktowerhoa.com">mfuess@parktowerhoa.com</a>	
Laurie Leonard	Promenade on the River Senior Resort Living	Sales and <i>Executive</i> Marketing <i>Director</i> Director	525 Court Street Reno, NV 89501	775.786.8853	<a href="mailto:laurie@promenadere.no.com">laurie@promenadere.no.com</a>	<i>LL</i>
Anthony Sampson	Pyramid Lake Paiute Tribe	Tribal Council Chairman	PO Box 256 Nixon, NV 89424			
<del>Michael R. Eben</del> Scott Nebesky	Reno-Sparks Indian Colony	Planning Director	1937 Prosperity Street Reno, NV 89502	775.785.1363	<a href="mailto:mnebesky@rsic.org">mnebesky@rsic.org</a> <a href="mailto:snebesky@rsic.org">snebesky@rsic.org</a>	<i>MS</i>
Father Chuck Durante	St Thomas Aquinas	Father (Rector)	310 West 2 <sup>nd</sup> Street Reno, NV 89503	775.329.2571 Ext 106	<a href="mailto:Fr.Chuck@stacathedral.com">Fr.Chuck@stacathedral.com</a>	<i>CD</i> <i>Bridge</i> <i>Scen</i> <i>608</i>
Rebecca Palmer	State Historic Preservation Office	State Historic Preservation	901 South Stewart Street, Ste 5004			

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# STAKEHOLDER WORKING GROUP MEETING | SIGN-IN SHEET



February 6, 2020 | 1:00 PM - 4:00 PM | Washoe RTC Engineering Offices, First Floor Conference Room

NAME	ORGANIZATION	POSITION	ADDRESS	TELEPHONE	EMAIL	INITIAL
		Officer	Carson City, NV 89701			
Eric Scheetz	Truckee River Flood Management Project	Engineering	9635 Gateway Drive, Ste A Reno, NV 89521-8900	775.850.7460	<a href="mailto:EScheetz@washoeco.unty.us">EScheetz@washoeco.unty.us</a>	
Jennifer Thomason	U.S. Army Corp of Engineers	PM	300 Booth Street, Ste 3050 Reno, NV 89509	775-784-5304	<a href="mailto:Jennifer.C.Thomason@usace.army.mil">Jennifer.C.Thomason@usace.army.mil</a>	JCT
Gerald Dorn	Wingfield Park Condominiums	HOA President	502 Island Avenue Reno, NV 89501			
Greg Erny	Architects +		35 Martin Street Reno, NV 89509	775.329.8001	<a href="mailto:gerny@architectsplu.sreno.com">gerny@architectsplu.sreno.com</a>	
Toni Harsh			890 Marsh Ave Reno 89509	775-846-1910	<a href="mailto:ToniHarsh@earthlink.net">ToniHarsh@earthlink.net</a>	
RON PEW ROSE	CAISSON TRUCKEE WATER CONSERVANCY			775-722-4775	ronrose@gmail.com	RP
Jeff Mann	City of Reno	Public		374 2270	<a href="mailto:manny@cityofreno.gov">manny@cityofreno.gov</a>	JM
Dave Mann	RTC	ENGINEER		335-1865	<a href="mailto:dave@rtcwashoe.com">dave@rtcwashoe.com</a>	DM
Michael Moreno	RTC	Public Affairs Mgr		335-1865	<a href="mailto:mmoreno@rtcwashoe.com">mmoreno@rtcwashoe.com</a>	MM

Initial your information to signify attendance and that information provided is correct | Add information if missing, or incorrect or if your name/contact information is not included on the list

Honor Jones

4290 meadowgate Trl 775-826-4108  
honorsq@aol.com

Sheresa Jones City of Reno

775-334-3311

jonest@reno.gov

Lyn Finnigan SS Marketing

775-830-6262  
853-0477

Judy Tattelli

RTC

Ken Greene Jacobs

775.360.7202

Ken.greene@jacobs.com

Matt Negrese

Jacobs

416 266 0407

Matt.Negrese@jacobs.com

**In the Matter Of:**

Arlington Avenue Bridges Project Public Meeting

**PUBLIC MEETING**

*February 06, 2020*

*Job Number: 600694*

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REGIONAL TRANSPORTATION COMMISSION  
RTC PLANNING DEPARTMENT

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Arlington Avenue Bridges Project  
Stakeholder Working Group #1 Meeting  
Thursday, February 6, 2020  
Reno, Nevada

24 Reported by: Brandi Ann Vianney Smith  
25 Job No: 600694

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RENO, NEVADA, THURSDAY, FEBRUARY 6, 2020, 1:00 P.M.

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5

MS. TORTELLI: Hello. Welcome everybody. If

6

I could, possibly, maybe we can get started. It's just

7

a little after 1:00 o'clock.

8

I think a couple more people may come in, but

9

I'd like to go ahead and get started with our meeting.

10

We do have a lot of information to cover

11

today. I'd like to let everybody know, I am Judy

12

Tortelli, Project Manager for the RTC.

13

I really appreciate all your guys's

14

participation as Stakeholder Working Group members. I

15

do recognize that it is a big time commitment.

16

I'd like to make sure that everybody here

17

takes an opportunity to sign in with our sign-in sheet.

18

We've populated some information for Stakeholder

19

Working Group members. Please review that and make

20

sure it is accurate so that you're receiving future

21

correspondence.

22

I'd like to introduce our project team that

23

is here to help facilitate this meeting.

24

First person over there, Ken Greene in the

25

corner, and Matt. They are going to be helping with

1 kind of our break-out session when we go through these  
2 handouts.

3 We also have Lyn, who is going to be helping  
4 with documentation, and Brandi, who is our court  
5 reporter.

6 So just some housekeeping items:

7 We do have bathrooms; go out these doors,  
8 down to the left. They are right in the middle of the  
9 hall there.

10 In the instance that we do have some sort of  
11 an emergency, please go out these doors, exit to the  
12 right and head to the end of the parking lot.

13 I do have some snacks over here, and we have  
14 some water bottles and coffee.

15 One more team member that we do have is  
16 supposed to be Jim Clark on the phone.

17 Jim, are you with us?

18 MR. CLARK: I am.

19 MS. TORTELLI: Okay. Thank you.

20 Jim is kind of an environmental specialist.  
21 He couldn't be in attendance today, so we have him on  
22 the phone.

23 So, again, like I said, some snacks and water  
24 and coffee over here. And we will take a break  
25 probably about an hour in.

1 I do just want to say as we go around the  
2 room and have discussions throughout the this evening,  
3 please state your name so the court reporter knows who  
4 is talking and can the document the meeting  
5 accordingly.

6 So I would like to go around the room and  
7 have everybody kind of introduce themselves. We're  
8 going to be spending the next few hours together, so  
9 maybe just say a little bit about yourself.

10 I'll go ahead and start. As I said, Judy  
11 Tortelli, Project Manager for the RTC. I've been here  
12 at RTC for about a year and a half.

13 Prior to that, I worked for NDOT for about  
14 four years. Prior to that, I worked in private design  
15 as a consultant, mostly doing projects for the RTC.

16 So when Brian and Doug gave me this project  
17 when I started here at RTC, I said: This is great. I  
18 get to work on a bridge replacement project.

19 But I told them, I said: Okay. If I take on  
20 this project, I want to put it on the five-year plan.

21 So hopefully, we can get this project built  
22 close to within five years.

23 MS. FINNIGAN: I'm Lyn Finnigan, and I am  
24 with SJ Marketing. We're the outreach team for the  
25 Arlington Bridges Project.



1 MR. PENROSE: I'm Ron Penrose. I am the  
2 Superintendent with the Carson-Truckee Water  
3 Conservation District. I am a professional engineer.  
4 Retired project manager five years ago from the Truckee  
5 Meadows Water Authority.

6 I was involved with project management of lot  
7 of projects on the Truckee River.

8 MS. LANZA: Good afternoon. I'm Kerri Lanza  
9 with the City of Reno Public Works. Probably my  
10 involvement here is, well, we're in the environmental  
11 engineering group. We were one of the representatives  
12 for the Truckee River Flood Project.

13 I helped lead the visioning process for the  
14 Virginia Street Bridge replacement, which was 11 or 12  
15 years ago.

16 I kind of looked at six downtown bridges, how  
17 they should all look, and what the community wanted for  
18 a theme.

19 MS. TORTELLI: Welcome.

20 MS. LANZA: Thank you.

21 MR. WEGNER: Dale Wegner, FHWA, bridge and  
22 construction engineer. I can help with Federal  
23 funding. Del (phonetic) from our office will help on  
24 the environmental part. There has been special bridge  
25 funding the last three years.

1           This year, the State of Nevada is going to  
2 get another six million.

3           MS. TORTELLI: Oh, great.

4           MR. WEGNER: There is bridge money coming.

5           MS. TORTELLI: Well, we need all.

6           MS. HILL: The money we can get. It's not  
7 cheap to fix bridges.

8           MS. THOMASON: I'm Jennifer Thomason, Project  
9 Manager with the Corps of Engineers regulatory branch.

10           I will be here to advise on our program  
11 requirements and the 408 requirements that you will  
12 need to consider for your design.

13           MS. EBEN: Hello, everybody. My name is  
14 Michon Eben. I manage the Cultural Resource Program  
15 for the Reno-Sparks Indian Colony.

16           MS. HILL: I'm Alexis Hill and I run the  
17 Arts, Culture and Special Events Department for the  
18 City of Reno, stakeholders that use that bridge and the  
19 park.

20           MS. LEONARD: I'm Laurie Leonard. I am the  
21 Executive Director at Promenade on the River.

22           Our building backs up to the river and Island  
23 Avenue, which requires access off of Arlington Avenue.

24           So we're a neighbor that this project would  
25 effect.

1 MR. MARTIN: Troy Martin. I'm with the  
2 Nevada DOT Inspections Division.

3 MS. KOSKI: City of Reno City Engineer.  
4 We're going to be representing Capital Projects.

5 MR. MAYES: I'm Jack Mayes with the Nevada  
6 Disability Advocacy and Law Center. I'm here  
7 representing the Reno Access Advisory Committee.

8 MR. L'ETOILE: I'm John L'Etoile. I'm with  
9 NDOT Department of Transportation, and I help manage  
10 the landscape and aesthetics program there.

11 MR. STETTINSKI: I'm Alex Stettinski. I am  
12 the Executive Director of the Downtown Reno  
13 Partnership. We are a business improvement district  
14 for Downtown Reno.

15 We have three programs. To just keep it in a  
16 nutshell, we have the Ambassador Program, Safe and  
17 Clean Services, and we also have a Marketing and  
18 Economic Development Program and that kind of falls  
19 into that.

20 We are here to help the community to kind  
21 of -- with the revitalization of downtown and make it  
22 nicer, safer, friendlier, more conducive for developers  
23 to come.

24 MR. TRUHILL: My name is Travis Truhill with  
25 the City of Reno. I am the Maintenance and Operations

1 Manager for the streets' maintenance and operation.

2 MR. GREENE: My name is Ken Greene. I am  
3 with Jacobs Engineering, the project manager working  
4 with Judy on this project.

5 MR. NEGRETE: Matt Negrete. Jacobs.  
6 Structures.

7 MS. SANTER: Barb Santner. I am a landscape  
8 architect with Stantec, and we're working as a  
9 subconsultant under Jacobs for landscaping aesthetics.

10 MS. THERESA JONES: My name is Theresa Jones.  
11 I am with the City of Reno in Public Works, and I am  
12 the Bridge Maintenance Program Manager.

13 MR. MANN: My name is Jeff Mann with the City  
14 of Reno. I'm the Parks Manager, so those are all my  
15 parks.

16 (Laughter.)

17 MS. HARSH: I'm Tonie Harsh, former City  
18 Councilwomen for Reno, Board 1. I have attended  
19 many -- so those are my parks too.

20 I have attended many public meetings  
21 regarding parks and recreation, bridges, and  
22 transportation in this area going back to prior to  
23 2000.

24 So I am your old lady in the room with some  
25 history.

1 MR. MORENO: Good afternoon. My name is  
2 Michael Moreno. I am the RTC Public Affairs Manager,  
3 and I receive the communications in committee  
4 engagement for the RTC.

5 I work closely with Judy; our consultant, SJ  
6 Marketing; and all of you.

7 We really appreciate your participating in  
8 this process as it's really important.

9 One thing I would like to let you know, if  
10 you're -- some of you are receiving our electronic  
11 newsletter, the RTC's Board update.

12 I'm going to add your emails to that  
13 distribution list so that you can get information about  
14 RTC's projects and programs, including the bridge  
15 replacement project. If you don't want to get it, you  
16 can unsubscribe.

17 I think it's a good way for you -- obviously,  
18 you're here for a reason because you want to  
19 participate in the transportation planning in our  
20 community, so that provides good information.

21 Also, if you're on social media, I encourage  
22 you to follow us on Facebook, Instagram, and Twitter.  
23 That provides really up-to-date information that is  
24 very useful to all of us.

25 Last, but not least, I'm going to take the

1 liberty here, Judy, and I apologize.

2 I'm the Chairman of the Washoe County  
3 Complete Count Committee for the 2020 census. I want  
4 to encourage all of you to participate in the census,  
5 and friends and family and neighbors and coworkers that  
6 you work with, to also encourage them to participate in  
7 the census.

8 The census is very important to Nevada; to  
9 Washoe County. For every man, woman, and child that is  
10 reported -- counted for the census, we get \$20,000 per  
11 person. And that can had up to millions of dollars --  
12 billions of dollars for the State of Nevada.

13 So, again, that's my plug. If you see  
14 information on your social media feed, push it out so  
15 people know how important the census is for all of us.

16 Thank you.

17 MR. MALOY: Good afternoon. I am Doug Maloy.  
18 I am RTC's Engineering Manager on the streets and  
19 highways side.

20 I'm Judy's supervisor, the Doug she referred  
21 to earlier. I am looking forward to things go forward.

22 MS. TORTELLI: Did you want to go ahead and  
23 introduce yourself?

24 MR. SAMAN: Bryan Saman. I'm here on behalf  
25 of St. Thomas Aquinas Cathedral.

1 MS. TORTELLI: Great. Welcome.

2 MR. STEWART: I'm Brian Stewart. I'm the  
3 Director of Engineering with RTC. I'm excited to kick  
4 off this project, get all the great input, and move  
5 this along under Judy's guidance here.

6 MS. TORTELLI: Okay. Let's get started.

7 The purpose of today's meeting is to  
8 introduce the project to all of you, solicit ideas, and  
9 engage you in the project.

10 We have broken our Stakeholder Working Group  
11 meetings into higher-level categories to provide an  
12 effective and efficient use of time to obtain your  
13 input.

14 The focus of the Stakeholder Working Group  
15 meeting today is to identify engineering design and  
16 environmental criteria and constraints. That's it.  
17 That's all we're looking at today. That's all we're  
18 talking about today.

19 Our second Stakeholder Working Group meeting,  
20 which we're planning to have toward the end of April,  
21 will focus on bridge concepts.

22 Our third Stakeholder Working Group, we'll  
23 focus on aesthetic themes.

24 So in addition to the Stakeholder Working  
25 Group meetings, we are in the process of defining these

1 Technical Advisory Committee meetings.

2           These committees will be digging into the  
3 details and focus more on the technical aspects of the  
4 project.

5           So this is what we're going to cover today,  
6 and the intent is to let you know where we have been  
7 and where we're going.

8           The presentation that I give is going to  
9 cover kind of these six slides. Then we're going to  
10 have a break-out session to discuss specific criteria  
11 and constraints.

12           From there, we will look at the next steps.  
13 Then under the public comment item, I will invite folks  
14 up that are not designated members of the Stakeholder  
15 Working Group to provide their input.

16           We will wrap up by summarizing any action  
17 items that pop up during discussions.

18           I encourage any questions as I go through  
19 this presentation. Just kind of stop me if you have  
20 any questions as we go through this stuff.

21           So what is your role as a Stakeholder Working  
22 Group member? As you can see from this graphic, the  
23 Stakeholder Working Group members are comprised of  
24 major permitting agencies, groups and organizations  
25 that represent a larger component downtown, and



1 immediate adjacent property owners.

2           Your role is to provide the bulk of input  
3 that will guide the screening process. You will assist  
4 in developing purpose and need in design evaluation  
5 criteria, review and screen conceptual alternatives, and  
6 provide feedback to the project team, RTC Board, the  
7 City of Reno Council, and the public on the potential  
8 reduction of alternatives.

9           Here's a list of our Stakeholder Working  
10 Group members. The members in red were added based on  
11 City of Reno Council input back in November.

12           As you can see from this list, there are  
13 multiple groups on the list. Each will have a  
14 different interest in the project.

15           For example, the City of Reno is going to be  
16 looking at this project from a user perspective in  
17 being concerned with maintenance and access to the  
18 park, and how do they get to the river when there is  
19 flooding issues.

20           The Army Corps, Truckee River's Flood  
21 Management Authority is going to be looking more at  
22 flood capacity requirements and impacts to the river  
23 directly.

24           Adjacent property owners will be more  
25 concerned with the direct impacts to their property or

1 the Wingfield Park area.

2 So we're here today, and we will meet two  
3 more times to gain consensus as a group. Everyone's  
4 input will be considered.

5 Consensus means: working together to reach a  
6 mutually-acceptable design that meets all relevant  
7 stakeholder's interests.

8 As we move through the process, some amount  
9 of compromise will be necessary. We do have a very  
10 diverse group of individuals here, and I anticipate it  
11 will be more challenging to gain consensus as we move  
12 on to future Stakeholder Working Group meetings.

13 So let's talk a little bit about the project  
14 scope. The scope of this project is to complete a  
15 feasibility study to define the scope of future phases.

16 We here at RTC are trying to figure out what  
17 all do we need to do so that we can actually get these  
18 bridges replaced.

19 Those future phases include NEPA in design,  
20 which we anticipate kicking off early next year. We  
21 anticipate construction to happen in 2026.

22 The goal of this project is to reduce the  
23 range of possible bridge types and aesthetic themes  
24 through engineering analysis and by conducting public  
25 outreach.

1 Our outcome is to have a bridge type and  
2 aesthetic package identified to carry forward into NEPA  
3 clearance in design.

4 We will be documenting decisions using a  
5 process called "planning and environmental linkages,"  
6 also known as PEL.

7 Following this process helps inform decision  
8 making, engages the public and stakeholders, and  
9 streamlines future NEPA processes.

10 How does it do that? By legitimately  
11 reducing the range of alternatives following a defined  
12 process that will ensure alternatives dismissed don't  
13 need to be analyzed again during NEPA.

14 So our project process has been modeled kind  
15 of after the Virginia Street Bridge process. I like to  
16 think of this process as kind of an upside-down  
17 pyramid.

18 We start with a purpose and need. We throw  
19 together a bunch of concepts. We take them out to the  
20 general public in a public meeting. We get comments.

21 From there, we take those comments, we give  
22 them to a Stakeholder Working Group, kind of refine  
23 them and try to come up with some alternatives.

24 Things are further looked at from the  
25 technical aspects from Technical Advisory Committees.

1           We keep kind of going through this process  
2 until we get out at the end with some alternatives that  
3 we think will work, will meet the purpose and need, or  
4 maybe a couple alternatives. Those alternatives will  
5 be taken to NEPA where they will be further designed --  
6 further analyzed and looked at.

7           So I've kind of summarized our public  
8 outreach activities. We did have our public kickoff  
9 meeting back in December of 2019, and we got great  
10 feedback from the public.

11           Today, we're having the first of three  
12 Stakeholder Working Group meetings. In addition to the  
13 Stakeholder Working Group meetings, we will have two  
14 Technical Advisory Committee meetings.

15           We're going to have one that is focused on  
16 permitting and regulatory requirements, and then we're  
17 going to have a second one that is going to focus  
18 on bridge and roadway elements.

19           We will have another public meeting towards  
20 the end. So public outreach.

21           One thing that is not really outlined here on  
22 the side is that we will be giving three presentations  
23 to the RTC Board and City of Reno Council.

24           One of those presentations already happened  
25 last year, one to our Board in March, and one to the

1 City of Reno Council in November.

2           Once we conclude all of our Stakeholder  
3 Working Group meetings and our tech meetings, we'll  
4 take all the recommendations and information from those  
5 meetings, and we will present it to the City of Reno  
6 Council and the RTC Board.

7           Then from there, we'll go out to the public  
8 and let them know what we've come up with, we will go  
9 back to the City of Reno Council and RTC Board, and  
10 then we'll finalize the feasibility study.

11           So project purpose and need. This is the  
12 project purpose and need as it sits right now. It is  
13 to address structurally-deficient bridges, provide safe  
14 and ADA-compliant multimodal improvements, address  
15 hydraulic capacity needs, and respond to regional and  
16 community plans.

17           I'd like everybody just to kind of keep this  
18 slide in mind. We have a board up here also. Once we  
19 get towards the end of the meeting, and we've had all  
20 of our discussion, I would like to review this slide  
21 again and make sure there is not anything that we need  
22 to add to it.

23           So here is kind of our project schedule.  
24 Like I said, we had that public kickoff meeting back in  
25 December. We're kind of in this little bar right here

1 right now, where we're going to be identifying and  
2 analyzing bridge concepts.

3 We're going to have a public meeting, and  
4 we're going to complete -- the plan is to complete the  
5 feasibility study by the end of this year so that  
6 starting next year in 2021, we can kick off  
7 environmental NEPA and design permitting, and,  
8 hopefully start construction in 2026.

9 Almost on my five-year plan. It's kind of  
10 getting out to the six-year plan, but still pretty  
11 close.

12 So this is not the first time these  
13 bridges have been studied. It has already been alluded  
14 to, back in 2009, the City of Reno completed the  
15 TRAction Visioning Project.

16 This study was a result of the 1997 and 2005  
17 flood events, and focused on finding the best solutions  
18 for improved flood protection in Downtown Reno.

19 It included six downtown bridges: Booth,  
20 Arlington, Sierra, Virginia, Center, and Lake.

21 Based on public outreach and stakeholder  
22 input, the focus became balancing the appearance of the  
23 bridges with an acceptable level of flood protection.

24 From a flood-protection perspective, the  
25 study determined that bridge replacement, not

1 rehabilitation, was a better alternative.

2 Also from a flood-protection perspective and  
3 from that study, upstream detention, diversion  
4 channels, dredging, river widening, and debris fields  
5 were considers as not viable alternatives.

6 So now I'm going to kind of turn it over to  
7 Ken, who is going to provide you with a little bit more  
8 background information on some one-on-one meetings that  
9 we've had up to this point.

10 MR. GREENE: Thank you, Judy.

11 So Judy touched on a number of meetings that  
12 are planned to occur going forward.

13 This next handful of slides is intended to  
14 just provide kind of a high-level summary of meetings  
15 that have already occurred, and what was discussed in  
16 those meetings; these slides are based on the notes  
17 from those meetings.

18 There were five meetings that occurred in  
19 2019; the first one was March 6 with TRFMA.

20 Key takeaways: TRFMA is going to be involved  
21 as a stakeholder. They're involvement is going to be  
22 related to hydraulics.

23 It was agreed that the PEL checklist would be  
24 used. Also discussed was the Flood Project  
25 Programmatic Agreement, or PA.

1           From the notes, the elements were dropped for  
2 the downtown portion of the project from the PA in  
3 2011.

4           So part of what we want to confirm or discuss  
5 going forward is the PA for the Arlington Bridges  
6 Project; whether or not a separate PA needs to be  
7 executed for project or not.

8           Again, based on those meeting notes, the  
9 analysis from the current flood model, the hundred-year  
10 water surface elevation was 4,502 feet above sea level.

11           Debris removal beneath the bridges is  
12 important, and TRFMA will support the project through  
13 modeling to help guide the alternatives design.

14           Again, a lot of the information from these  
15 past meetings went into the criteria and constraints  
16 that we've got included as a handout.

17           So once we move off of these slides and get  
18 into those handout materials and have the break-out  
19 sessions, anything that we need to change going  
20 forward, we want to make sure to capture in those  
21 handouts so we properly document criteria and  
22 constraints for both the environmental components of  
23 the project, as well as the engineering design  
24 components.

25           So that was on March 6th. There was a



1 meeting on March 25, 2019. Previous NDOT inspection  
2 reports suggest that the bridges are not historic in  
3 nature.

4 So that kind of presents the issue, I guess,  
5 or some talking points with regard to the PA, or  
6 problematic agreement, going forward, and whether it's  
7 needed.

8 Section 408, permitting/compliance, and this  
9 is both from the Corps of Engineers, as well as the  
10 Carson-Truckee Water Conservancy District.

11 Again, using the PEL process to document  
12 decisions. I think from those notes, it can be signed  
13 by either NDOT or FHWA.

14 The key purpose of the PEL is to carry  
15 forward major decisions and products from the study  
16 into NEPA without having to backtrack. We do have a  
17 copy of that PEL checklist that we will be using and  
18 including in the feasibility study report.

19 MS. HANSON: Can I ask a quick question? On  
20 the top bullet there, NDOT Bridge and Inspection  
21 Report, is that through SHPO?

22 MR. GREENE: That is through the NDOT Bridge  
23 Inspection Report.

24 MS. HANSON: Do they consult with SHPO?

25 MR. GREENE: I believe so. But as we get

1 into this, we'll talk about lead agency roles, Federal  
2 agency responsibilities, coordination with NVSHPO,  
3 Corps of Engineers, FHWA, NDOT.

4 MS. HANSON: It was just confusing why  
5 NDOT --

6 MR. GREENE: Yeah. And it was just what was  
7 indicated on the inspection report.

8 MR. WEGNER: It was actually an agreement  
9 between SHPO.

10 THE COURT REPORTER: I'm sorry for the  
11 interruption. I know Ken, I know Judy, and I know  
12 Matt. Anybody else that speaks, if they wouldn't mind  
13 just blurting their name out, that would be great.

14 MS. HANSON: Claudia Hanson, City of Reno.

15 THE COURT REPORTER: Thank you so much.  
16 And your name, sir?

17 MR. WEGNER: Dale Wegner.

18 THE COURT REPORTER: Thank you.

19 MR. GREENE: So there was a meeting with the  
20 Corps of Engineers. At that meeting, the relationship  
21 between section 404 and 408, the processes were  
22 discussed. It was also discussed that the Corps's  
23 involvement would be related to those two sections of  
24 the Clean Water Act.

25 It will require section 408 compliance

1 because we're altering -- the project will alter that  
2 civil works project.

3 The Corps of Engineers offered the project  
4 team the opportunity to participate in their monthly  
5 meetings. We've already had some preliminarily  
6 conversations with the Corps in that regard.

7 We'll carry that forward, and, hopefully, we  
8 can actively participate and keep this process moving  
9 forward expeditiously.

10 Wetland biological resource investigations,  
11 whether they be a jurisdictional determinations or the  
12 aquatic resource determinations or verifications; one  
13 of those two will be requested. We're continuing to  
14 look at that.

15 The Corps will consult with SHPO regarding  
16 culture resources eligibility determinations.

17 Then there was a meeting on the 13th on  
18 November with Reno City Council, wherein the scope,  
19 general schedule, and process -- public participation  
20 process was discussed.

21 It was noted that the bridge replacement  
22 project was included in the 2040 RTP.

23 The process for public participation was had  
24 with the City of Reno City Council, and they agreed  
25 with both the process and the composition of the

1 Stakeholder Working Group -- Judy shared the slide  
2 early on -- and those team members were added as a  
3 result of that meeting.

4 Then, as Judy indicated, we have had one  
5 public meeting that was on December 12, wherein we got  
6 some really good comments; overall a good meeting, and  
7 we'll get into that in a little bit.

8 So a couple of slides on Federal agency roles  
9 and agreements. Again, we threw this together trying  
10 to facilitate discussion with regard to lead agency  
11 and/or Federal agency roles, responsibilities, and  
12 agreements.

13 FHWA or the Corps of Engineers, lead agency,  
14 I think that really is going to come down to whether or  
15 not there's Federal funding, as part of the project or  
16 not.

17 Again, confirming with NVSHPO and the Corps  
18 of Engineers whether the bridges are historic.  
19 Consider project affects on historic properties, and I  
20 expect that would include both direct and indirect  
21 affects to those properties.

22 FHWA or NDOT will sign the PEL checklist to  
23 document the decisions and then work with NVSHPO to set  
24 the groundwork for the programmatic agreement, or PA,  
25 if we need that.

1           Then support Federal funding source review  
2 and analysis, the Corps of Engineers or FHWA. We'll  
3 just have to see how that all unfolds.

4           MR. SAMAN: Quick question. Sorry to have to  
5 interrupt.

6           Could you clarify just some of these agency  
7 abbreviations. I'm not familiar with FHWA or what SHPO  
8 is.

9           MR. GREENE: NVSHPO is the Nevada State  
10 Historic Preservation Office. FHWA, Federal Highways  
11 Administration. USACE, U.S. Army Corps of Engineers.

12           Any other ones?

13           MR. SAMAN: No. Thank you.

14           MR. GREENE: You're welcome.

15           So the Corps of Engineers will work with both  
16 FHWA and NVSHPO, as we indicated before, to consider  
17 project affects on historic properties, support the  
18 permitting process for section 404 and 408, and then  
19 support the request for aquatic resource verifications  
20 or the jurisdictional determination, or JD.

21           Then NVSHPO will work with the other two  
22 agencies on the historic eligibility determinations,  
23 work with FHWA to set the groundwork for the PA, or  
24 programmatic agreement, and then evaluate the project  
25 impacts on historic properties.

1 Any questions? I kind of blew through that  
2 pretty fast, but we're going to get into that, a lot of  
3 the meat of that, a little bit later in the break-out  
4 sessions.

5 MS. TORTELLI: So now I would just like to  
6 kind of touch on what kind of public process  
7 requirements we put on ourselves.

8 One is to utilize the Stakeholder Working  
9 Group to identify alternative-specific criteria and  
10 constraints, refine bridge design concepts, and  
11 determine aesthetic themes.

12 The second one is to seek public comment on  
13 available bridge design alternatives and aesthetic  
14 themes.

15 The third one is to prepare and finalize the  
16 feasibility study.

17 Then, the last one is to set the groundwork  
18 for preparing or finalizing that programmatic  
19 agreement, should one be necessary.

20 So, you know, I'd like to talk a little about  
21 the comments that we received in our public meeting  
22 back in December.

23 We really did get some great feedback. There  
24 were 45 attendees, and of those 45 attendees, 24 people  
25 made comments; two made comments to the court reporter,

1 19 filled out cards, and three submitted comments to me  
2 directly via mail or email.

3 We took all of those comments received, and  
4 tried to split them into these categories: Bridge  
5 type, aesthetics, additional elements, other needs or  
6 challenges, and other general.

7 So a lot of people that made comments, they  
8 made a comment, and it fell into more than just one  
9 category. So that's why you see we have 64 individual  
10 comments and only 24 people making comments.

11 The majority of comments that we received at  
12 our first public meeting were not really  
13 criteria-constraint specific, which is what we're here  
14 today to talk about.

15 The comments received were more tied to  
16 bridge type and aesthetics themes, which are topics  
17 that we will be covering at future Stakeholder Working  
18 Group meetings.

19 I did -- I and the Project team, we went  
20 through the comments that were received to ensure that  
21 they are all covered by criteria constraints that we've  
22 already defined.

23 That list of stuff on those handouts, we felt  
24 like all the comments that we received fell into --  
25 most of the comments we received fell into some of

1 those categories.

2 So I would just like to read a couple of the  
3 comments that we received to you all, so you can kind  
4 of get a taste of what they were.

5 Some of the comments that we received that I  
6 felt didn't really fall into a specific  
7 criteria-constraint category that we've already defined  
8 were:

9 Something more visually pleasing, not  
10 cookie-cutter.

11 No additional types. I particularly  
12 love the gracefulness of tiered-arch  
13 concept. I really love the Virginia  
14 Street Bridge; its grace and  
15 spaciousness.

16 Please consider Wingfield Park  
17 amphitheater redesign when doing this  
18 project.

19 Okay with the existing bridges. Who  
20 is paying for this?

21 Hopefully the Sierra Street Bridge  
22 will be replaced sooner than the  
23 Arlington Bridges. The Sierra Street  
24 Bridge's center support collects  
25 debris during flooding, and it is in  
really bad shape.

So now to read you a couple of comments that  
kind of fell into existing categories that we do have:

The dirt in the middle of the elevated  
bridge should be removed allowing  
unfettered pedestrian access to all  
parts of Wingfield Park and vehicle  
access from west of Barbara Bennett  
Park. Wingfield should be one park



1 not divided by a bridge.

2 Additional access to the river, better  
3 pedestrian connectivity, suspended  
4 pedestrian walkway on main bridge.

5 Concerned about location for  
6 contractor staging and parking.

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1 Cost efficiency. Color contrast in  
2 structure. Pedestrian-friendly is a  
goal.

3 The elevated-bridge concept ignores  
4 the reality of events that take place  
5 on the bridge, and the fact that many  
events take place on both sides of  
Wingfield Park.

6 So you can see, there's a whole range of  
7 comments.

8 Kind of as I expected, over half of the  
9 comments that are criteria-constraint specific would  
10 fall into items we have already listed in our bridge  
11 and roadway engineering design category.

12 About a quarter of the comments would fall  
13 into the bike/ped use category. Several were traffic  
14 related, and there was one specific to land use.

15 We will be looking at these comments again to  
16 initiate discussion at future Stakeholder Working Group  
17 meetings.

18 Okay. Finally, we're here; it's kind of our  
19 starting point. It's time for that break-out session  
20 that I talked about.

21 I would like to reiterate that all of your  
22 input matters, and we're really looking for feedback  
23 from everyone in this room.

24 We have kind of split stuff up, but,  
25 hopefully, you've had a chance a review the handouts.

1 If not, that's fine.

2 We're going to look at environmental design.

3 Ken is actually going to go over environmental design.

4 We're going to talk about permitting,  
5 historic parks, hazardous materials, biological and  
6 natural resources. We're going to kind of go through  
7 all those categories.

8 Then we're going to switch over to -- Matt's  
9 going to cover the engineering design criteria and  
10 constraints.

11 The categories that we have there are broken  
12 up into bridge and roadway, right-a-way access, bike  
13 and pedestrian use, land use, traffic, and utilities.

14 So with that, I'll go ahead and turn it over  
15 to Ken again.

16 MR. GREENE: So like Judy said, the intent  
17 here is for this to be lively, maybe. That is not the  
18 right word. Productive, I think.

19 So based on where we are in the feasibility  
20 study process, the comments, to some degree, that we've  
21 received so far, and just recognizing where we need to  
22 go, we've begun populating the spreadsheet with  
23 criteria for the environmental design. We've laid some  
24 of the constraints, and that is for each one of the  
25 elements that Judy mentioned on the previous slides.

1           So the intent here is to take a look at what  
2 we've got and let's build upon it so that we have a  
3 pretty complete listing based on this first meeting of  
4 what those criteria and constraints are going to be  
5 going forward so we feed those into the feasibility  
6 study. That helps us focus the alternatives analysis.  
7 Okay?

8           So for this first one, permitting, we've  
9 identified the City of Reno, special use permit; Corps  
10 of Engineers, the 408 permit, the 404 permit; as well  
11 as the nation-wide storm water permit.

12           We also think we're probably going to need a  
13 state land encroachment permit, and a 401 water quality  
14 certification.

15           What we've really identified in terms of  
16 constraints for each one of those permits is conditions  
17 relating to individual permits or the schedule that  
18 it's going to take get those permits once the  
19 applications are prepared, submitted, responding to  
20 comments, so on and so forth.

21           Any other permits? Any other criteria or  
22 constraints relating to permits on the project?

23           Yes, ma'am?

24           MS. LANZA: And maybe I'm am speaking for  
25 you. When we did the Virginia Street Bridge -- and I

1 think it's a sub 7 404 -- the U.S. Fish and Wildlife  
2 endow -- and that was all from the 404. That was a VO.

3 MR. GREENE: A VO or a VA.

4 MS. LANZA: Right. I just also wanted to  
5 mention, while the bridge permitting was a thing, the  
6 flood wall permitting was another. That became it's  
7 own monster two years after the Virginia Street Bridge  
8 was ready to go.

9 THE COURT REPORTER: Can I get your name,  
10 please, ma'am?

11 MS. LANZA: Kerri Lanza.

12 THE COURT REPORTER: Thank you.

13 MR. PENROSE: Ron Penrose with Carson-Truckee  
14 Water Conservancy District.

15 We have -- we're part -- we are a party to  
16 the Mars Creek Agreement, which is associated with the  
17 Army Corps. They constructed the Mars Creek reservoir  
18 and dam. Then the local entities were charged with  
19 maintaining the flood channel to a certain flow:  
20 14,000 CFS.

21 What that means for Carson-Truckee is that we  
22 need to clear debris out of the river, and we need  
23 access. It's been very difficult in the downtown urban  
24 area to get access to remove downed trees, snags, even  
25 shoal sediments that occur after a flood.

1           So we would like to see incorporated into the  
2 design access to the riverbed so that we can get  
3 moderate-sized heavy equipment in there.

4           MR. GREENE: And that's for both channels?

5           MR. PENROSE: Yes.

6           MR. GREENE: So also from that agreement,  
7 there is a couple of things that came up. You  
8 mentioned the 14,000 CFS.

9           MR. PENROSE: Um-hmm.

10          MR. GREENE: So -- and that is really the  
11 flood season, so the construction would have to occur  
12 outside of those. So between November and May.

13                 Is that -- I think I pulled from -- or  
14 November and June, I think. I think I pulled that from  
15 that 408 Agreement.

16          MR. PENROSE: Specifically dictated by the  
17 Corps of Engineers, I think their regulatory local  
18 branch. Yeah.

19          MS. THOMASON: That's me, Jennifer Thomas  
20 from the Corps of Engineers regulatory branch.

21                 Things you should know: The 408, if  
22 required, has to be awarded, authorized -- whatever  
23 word you want to put in -- has to be completed before  
24 we can issue a 404 permit.

25                 So I know you work through the local sponsor,

1 Carson-Truckee Water Conservancy. So you'll work  
2 through them to apply to Sacramento District Corps for  
3 408 section for that authorization.

4 We communicate with them for 404 programs as  
5 well, but that is a separate application process that  
6 is initiated through a local sponsor.

7 So they will also be looking to go through  
8 the NEPA process for their decision in the same way  
9 that we've -- 404 has to.

10 So rather than duplicating all of those  
11 efforts, it's going to be important to figure out:

12 One, who is the lead Federal agency. If it's  
13 going to be Federal Highways -- that Federal money is  
14 coming, and they're going to take the lead.

15 Because then the Corps, both the 408 and 404  
16 can designate them as the lead -- the Federal agency  
17 for section 106 compliance and for section 7 ESA  
18 compliance. That's important to note.

19 The other thing to note is that if Federal  
20 Highways is the lead Federal agency, the Corps still  
21 has to do their own tribal coordination. We do not  
22 delegate our tribal coordination to any other Federal  
23 agency.

24 So that is something that may affect the  
25 timing. Things that you should be aware of.

1 MS. EBEN: Then I would like to add on, if  
2 that's okay.

3 MS. THOMASON: Yes.

4 MS. EBEN: I am Michon Eben with the  
5 Reno-Sparks Indian colony.

6 So mine is going to be a little bit a lot  
7 more; it could go through section 106, but it is the  
8 historic properties, as well as the natural resources  
9 that the Reno-Sparks Indian Colony, we recognize the  
10 Truckee River as a traditional cultural property.

11 Although not formally designated, it has the  
12 elements to be designated as a TCP, a traditional  
13 cultural property.

14 So that's going to be a concern of ours, of  
15 anything active in the river. I don't have to tell you  
16 about the river.

17 Probably may know, the river is very  
18 important to this region. Water is important. We --  
19 it's not just my culture and my history, it's your  
20 guys's as well. We need the Truckee River.

21 So -- but part we're part of progress too,  
22 and I drive over the bridges.

23 But I do want to state that the Spaghetti  
24 Bowl project, in working with FHWA and NDOT through the  
25 process, we did evaluate parts of river.



1           That's really hard for a cultural group to  
2 just evaluate sections of a river. We see the river  
3 from Lake Tahoe, 121 miles down to Pyramid Lake all  
4 one, giant cultural resource; but science and Federal  
5 agencies and boundaries and maps see it as a section.

6           So we've already -- meaning the Reno-Sparks  
7 Indian Colony, FHWA, and NDOT -- evaluated from Wells  
8 Avenue down to Second Street regarding the Spaghetti  
9 Bowl -- the new Spaghetti Bowl project.

10           So we're at one day hoping that we all will  
11 be partnering in trying to designate our cultural  
12 resources.

13           This is going to be kind of a bigger element  
14 for us, but I just want to put it out on the table that  
15 we will become requesting that, to evaluate these  
16 areas.

17           Although it's a bridge, everything is  
18 separated, it is connected to a very important cultural  
19 resource.

20           As you may know, our ancestors -- the river,  
21 not Jennifer, but, I was going to say, Army Corps, back  
22 in the day -- not Jennifer at that time -- changed the  
23 river and the way it flows.

24           So we have campsites along the rivers that  
25 are probably destroyed because of the City and where

1 the Arlington Bridge is now. But very important to us.

2 So we may be -- well, we probably will be  
3 asking to evaluate this area because the evaluation  
4 between Wells and Glendale is determined to be  
5 eligible, but we can't really designate it because it's  
6 part of a bigger resource.

7 So I just want to put that out there because  
8 we're going to be a part of this process. That's what  
9 we will be talking about.

10 MR. PENROSE: What we found recently with  
11 recent 408 applications, encroachment permits, was that  
12 the timeline from receipt of the application, then  
13 District does their own review, they might use their  
14 consulting engineer to help with that review, and that  
15 goes down to the Corps for some type of recommendation.

16 That whole process can take up to 18 months.  
17 So you could crank that into your overall project  
18 schedule.

19 MR. GREENE: That's a good point.

20 MS. THOMASON: To build on his point, you can  
21 have your 404 ready, you can do that process with the  
22 408 at the same time.

23 But where we hit is waiting on that final  
24 decision on the 408. I have to hold form 404 until the  
25 408 decision is made.

1 MR. GREENE: That was going to be one of my  
2 questions. They don't need to occur linearly. They  
3 occur with some overlap as long as the 408 is preceding  
4 the 404.

5 MS. THOMASON: Correct. And it's just the  
6 decision point, actually.

7 Where we usually work with our 408 people and  
8 Federal Highways on: Do we have everything we need for  
9 cultural resources? Do they have everything they need  
10 for endangered species? That sort of thing.

11 That is something to take into consideration.

12 So to build on Michon's point that recognize  
13 that any surveys or anything that we need, we will be  
14 coming to you to ask for them to be provided.

15 Also, for the 404, I just want to make sure  
16 that we're clear: You only need a 404 permit if you're  
17 replacing fill material below the ordinary high water  
18 mark of the Truckee River.

19 So when you build something that doesn't  
20 clear a span, and there's no fill material below, you  
21 may not need a 404 permit.

22 MR. GREENE: There's a pier, I believe, in  
23 the north -- beneath the north bridge that needs to  
24 come out.

25 MR. WEGNER: You're still not placing fill.

1 THE COURT REPORTER: I'm sorry. Who was that  
2 speaking, please.

3 MS. TORTELLI: Dale Wegner.

4 THE COURT REPORTER: Thank you.

5 MR. GREENE: But we would be working within  
6 the channel below the ordinary high water.

7 MS. THOMASON: It changes the permit that you  
8 need. To be able to designate that will depend on your  
9 design.

10 What you will want to establish with us up  
11 front, is that ordinary high water mark, so that we  
12 know what plane we're working with to determine what  
13 types of permits and what your total fill amounts are  
14 as it pertains to the 404 permit.

15 MR. GREENE: A couple of other things that  
16 came up kind of after we put this together, and I just  
17 want to throw them out there for consideration.

18 There's been some, I believe, fairly recent  
19 aerial imagery surveying, lidar, in the area.

20 What's the confidence of that survey data  
21 beneath the bridge, and do we need to undertake a  
22 bathymetric survey for the channel below the bridge?

23 Again, just throwing it out there. We don't  
24 want to get surprised down the road.

25 MR. PENROSE: I think it's pretty good. You

1 should confer with Trifmont (phonetic) on that.

2 MR. GREENE: Okay.

3 MR. PENROSE: In fact, the Carson-Truckee,  
4 we're using some of the lidar data along with some more  
5 recent survey data to try to complete our 14,000 CFS  
6 model of the river following the state line.

7 So the data that's out there is pretty good  
8 right now.

9 MR. GREENE: Okay.

10 Anything else on the permitting category?

11 (No response.)

12 All right. Moving on.

13 Historic section 106. Again, from the notes,  
14 the bridges are not eligible for any registers. We  
15 need to, obviously, confirm that.

16 That doesn't mean that there is not a  
17 requirement for section 106 monitoring prior to  
18 construction as part of some pre-project survey or  
19 during construction. We're just looking at the bridge  
20 structure itself.

21 What we've got here for constraints:

22 Define the area of potential affect for both  
23 direct and indirect affects.

24 Identify and document resources.

25 Determine the affects; if adverse, produce

1 agreement documentation, and then implement a  
2 monitoring program.

3 For the adverse affects that require  
4 mitigation, implement that mitigation, and then proceed  
5 with the project.

6 And then, again, the programmatic agreement.

7 So I think we've got to dig a little bit  
8 deeper into the PA; the purpose of the PA and the need  
9 for a programmatic agreement.

10 Going forward, we'll continue looking at  
11 that. But throwing that out there, and assuming that  
12 the bridges are not historic, would there be a need for  
13 a PA for this project?

14 MS. THOMASON: So when you're saying PA,  
15 programmatic agreement, are you using that in lieu of  
16 the memorandum of agreement or you are committing to  
17 doing mitigation because of an adverse impact?

18 MR. GREENE: No. I think what we were  
19 looking at was the Flood Projects PA -- right? -- for  
20 the downtown bridges. And that PA, I believe, expired  
21 in 2011. So is there a need for another PA because  
22 that PA expired?

23 We get the MOA and the need for either a PA  
24 or an MOA as it relates to mitigating adverse affects.

25 MS. THOMASON: Okay. I understand that part

1 now.

2 The other thing that I want to make sure  
3 you're aware of with historic properties is that for  
4 any of the areas, there is a responsibility to evaluate  
5 the viewshed of any surrounding historic properties as  
6 well.

7 It's not just: Are the bridges historic?

8 It is: Do we have a historic mansion or  
9 another resource within that viewshed? Is there an  
10 impact to that as well?

11 The Corps and/or Federal highways we both  
12 look at that or have that evaluated to be able to  
13 complete the section 106 because that is part of that  
14 section 106.

15 MS. LANZA: I think I would I just add to  
16 Jennifer's comment: That is why the Virginia Street  
17 Bridge, that the freeboard on that was designed to be  
18 two feet. Because if it came up too much, it would  
19 have impacts -- viewshed impacts, not ramp and roller  
20 coaster sidewalks.

21 The height of the bridge might be one of the  
22 things that gets decided up front.

23 MR. GREENE: Yes, ma'am?

24 MS. HARSH: May I make a comment?

25 MR. GREENE: Of course.

1 MS. HARSH: Regarding the historic -- I'm the  
2 elephant in the room that has to do with historic  
3 preservation, along with Honor Jones.

4 The two bridges that were considered for  
5 historic importance was the Center Street Bridge. The  
6 Memorandum of Understanding has allowed that to be  
7 replaced. The input went on to Virginia Street, and  
8 that's already been dealt with.

9 As far as my knowledge is concerned, there's  
10 not a historic consideration to the structure itself,  
11 but the constrains that have already been brought up.

12 MR. GREENE: Anything else?

13 MS. LANZA: Sorry. In the visioning process,  
14 I recall that Arlington Street Bridge was eligible to  
15 register. I am certainly not the authority or trying  
16 to advocate for that.

17 I'm just kind of suspect of the premise that  
18 it is not on the historic register because, at the  
19 time, SHPO had said that we would treat all bridges  
20 that are ineligible for the register as if they were.

21 MR. GREENE: Okay.

22 Yeah, and I didn't go back and take a look at  
23 any of the background on that inspection report to  
24 figure out how they concluded that it wasn't, and what  
25 information we used to support that statement.



1 MS. LANZA: But in this process, I fear the  
2 408 the most.

3 MS. THOMASON: By the time you get through  
4 them, I'm easy.

5 MS. LANZA: Okay.

6 MR. GREENE: Okay. Moving on. I don't think  
7 I have the clicker.

8 MS. TORTELLI: Lyn will just have to scroll  
9 it down.

10 MR. GREENE: So did anybody have a chance to  
11 take a look at the handouts beforehand?

12 (No response.)

13 So this next one is section 4F and 6F. We've  
14 got the criteria listed there, as well as the  
15 constraints that we've identified so far.

16 Rather than reading through each one of  
17 those, does anybody have any input on the criteria?  
18 Expand it? Change it? Or on any other constraints  
19 that are listed. Does it make sense? Should we not  
20 advise them or add or can we delete?

21 MR. MANN: None of the parks adjacent to  
22 Arlington Street Bridge have been funded through LWCF.  
23 But there have been some elements that were  
24 transportation funded.

25 T21, all the other acronyms, the

1 Transportation Alternative Program, nothing is LWCF  
2 funded in this area.

3 MR. GREENE: Okay. So that contradicts some  
4 of what we've got listed there under item 2, I think.

5 Go back to properties. So applies to -- and  
6 what we're saying here or implying is that 6F applies  
7 to the Truckee River greenbelt, Wingfield Park, and  
8 Reno Whitewater Park.

9 That's not the case?

10 MR. MANN: Pardon?

11 MR. GREENE: That is not the case?

12 MR. MANN: Sorry. I didn't hear the  
13 question.

14 MR. GREENE: So the 6F -- the designation  
15 under 6F, what you're saying is that funding -- that  
16 LWCF funding --

17 MR. MANN: Does not apply.

18 MR. GREENE: -- does not apply to any of the  
19 area?

20 MR. MANN: It does not apply to any of the  
21 parks --

22 MR. GREENE: Okay.

23 MR. MANN: -- in this area.

24 MR. GREENE: Okay.

25 MR. MANN: LWCF is Land and Water

1 Conservation Fund. It's a Federal fund source, which  
2 requires a deed in perpetuity for recreation use only.

3 MR. PENROSE: Excuse my ignorance. What does  
4 section 4F and 6F pertain to?

5 MR. GREENE: Well, I'm no 4F or 6F expert,  
6 but looking at the bullet there, 4F provides for  
7 consideration of park and recreational lands and  
8 historic sites during transportation project  
9 development applies to USDOT implemented by FHWA.

10 So it's --

11 MR. PENROSE: What Federal statute is it?

12 MR. GREENE: I don't have that written down,  
13 but we can certainly get it.

14 MR. WEGNER: It's part of the NEPA process.

15 MR. PENROSE: Okay.

16 MR. GREENE: Then 6F relates to  
17 accessibility -- ensuring accessibility to outdoor  
18 recreational resources, open space, parks.

19 Okay. Well, then it looks at like, other  
20 than making some changes to 2A with regard to the LWCF  
21 designation to these properties, we're okay with the  
22 constraints we got listed here?

23 MS. HONOR JONES: Question?

24 MR. GREENE: Yes, ma'am.

25 MS. HONOR JONES: Honor Jones, citizen.

1 Where does the endangered species come into the 4F or  
2 the 6F as it relates to what has happened with the  
3 Native American Agreements and covered under National?

4 MR. GREENE: We have, a little bit further  
5 down, biological and natural resources.

6 I think that might be what you're thinking  
7 about.

8 MS. HONOR JONES: Well, I think even since  
9 the Virginia Street Bridge has been completed, we have  
10 even had deeper agreements with National as it regards  
11 to the Native Americans, Pyramid Lake, cui-ui fish, and  
12 so forth under the Federal regulations.

13 MR. GREENE: Under the Endangered Species  
14 Act?

15 MS. HONOR JONES: Yes.

16 MR. GREENE: I think that's part of what  
17 Jennifer touched on earlier with regard to the section  
18 7 consultation. That's going to be required by Fish  
19 and Wildlife or State Game and Fish.

20 MS. THOMASON: To answer your question,  
21 under -- depending on who is the lead, either Federal  
22 Highways, if they are providing funding, or the Corps,  
23 if it's only permits that is are required.

24 One of us would have to take lead on section  
25 7 consultation with U.S. Fish and Wildlife with regard

1 to all the ESA-listed species in the Truckee for that  
2 area.

3 So typically that's going to include cui-ui  
4 and Lahontan cutthroat trout and the plants.

5 What protections and what the assessment is  
6 for that particular area and what the concerns are.

7 What B&Ps need to be in place. What time  
8 frames need to be in effect for construction.

9 All of that is worked out during that ESA  
10 consultation with U.S. Fish and Wildlife Service.

11 With regard to the treaty rights with the  
12 tribes, that's done as part of our tribal  
13 coordinations.

14 In addition to historic properties, we would  
15 also consult on tribal treaty rights and if the project  
16 would impact those for the tribe.

17 So I don't know if that totally answers your  
18 question or concerns, but that's how it is address  
19 throughout the process.

20 MS. HONOR JONES: Okay. Thank you.

21 MR. GREENE: Anything else to add or edit  
22 here?

23 MS. THOMASON: I have a question: With  
24 regards to the 4F being for the Transportation Project,  
25 that's part of the NEPA process?

1 MR. WEGNER: Yes.

2 MS. THOMASON: So is it not really public  
3 interest? Is that a special --

4 MR. WEGNER: It's a special report that has  
5 to be completed.

6 MS. THOMASON: Got it. Okay.

7 MR. GREENE: Good. Moving on.

8 Okay. This is next one is pretty straight  
9 forward, hazardous materials.

10 Again, if there's anything else that anybody  
11 thinks we should add or expand upon, we can do that now  
12 and, obviously, each one of these criteria and  
13 constraints are going to be living elements of the  
14 project going forward.

15 As we identify additional constraints or  
16 criteria, we'll make sure to include those in future  
17 meetings to the degree that we need to.

18 To we want to make sure that this list of  
19 criteria, whether it be on the environmental side or  
20 the bridge design side, the engineering side, that it  
21 is complete and as thorough as it can be.

22 Yes, ma'am?

23 MS. LANZA: Kerrie Koski encountered a  
24 petroleum soils control in contaminated soils in the  
25 Virginia Street Bridge.

1           There were hotel sites that were on the  
2 quadrants and underground storage tanks.

3           MR. NEGRETE: Did you find those during  
4 design or during construction?

5           MS. LANZA: During construction. We had done  
6 geotechnical, but it wasn't revealed until during  
7 construction.

8           MS. KOSKI: None were suspected at the site  
9 at this time; right?

10          MS. LANZA: I have not looked into that.

11          MS. KOSKI: I don't believe that we sh- -- we  
12 don't have any suspicion at this point.

13          MS. LANZA: I think NDEP, environmental  
14 protection would believe to consulted.

15          MR. GREENE: Good idea, yes, for USTs or --

16          MS. KOSKI: With the work that we did with  
17 Whitewater Parks.

18          MR. GREENE: Okay. So that's a good point  
19 with regard to petroleum-contaminated soils in the  
20 banks at that location.

21                 We've also got listed here the potential  
22 occurrence of asbestos-containing material within the  
23 bridge structure itself, as well as lead-based paint.

24                 The bridge certainly dates to a period of  
25 where either of those conditions could exist.

1 Any other items under hazardous materials?

2 (No response.)

3 All right. Biological and natural resources.  
4 It's a fairly extensive list. What we've come up with  
5 so far is natural resources and waters of the U.S. or  
6 wetlands.

7 Again, listed there, we've got 11 species  
8 identified with some potential to occur within or  
9 adjacent to the project.

10 That's based on a database search, two-mile  
11 radius, using the NNHP, the Natural Heritage Program  
12 database.

13 So the actual occurrence of sensitive species  
14 within the footprint of the project is going to be  
15 likely considerably less than that, but we threw that  
16 out there because that's what we had at the time.

17 We've laid out here:

18 Biological surveys and monitoring during  
19 construction, minimize adverse affects to birds, bats,  
20 and fisheries.

21 Waters of the U.S. and wetlands. The Truckee  
22 here is a perineal waterway.

23 Highly modified, fully cemented riprap  
24 cement-filled banks.

25 Implement mitigation as needed to address any



1 adverse affect.

2 Wetlands riparian delineation, and then  
3 stream bank modifications, alteration.

4 We've got a number of environmental memos  
5 that are in preparation, and those are going to get  
6 submitted to the RTC.

7 They'll be appendices to the feasibility  
8 study Report. Two of the memos address the natural  
9 resources, wetlands water in the U.S.

10 Again, all that information will feed into  
11 the feasibility study report.

12 MR. L'ETOILE: I have a question: The  
13 cemented riprap, why is that considered a biological or  
14 a resource?

15 Sorry. I am kind of going back to the  
16 previous --

17 MR. GREENE: Well, it has to do more with the  
18 potential occurrence for wetlands or waters of the U.S.

19 So you've got a highly-altered stream bank  
20 that is either riprapped or cemented, you're not as  
21 likely going to have wetlands or riparian impacts --  
22 right? -- unless they occur higher up on the bank.

23 MR. L'ETOILE: Thank you.

24 MR. GREENE: Pretty high-level stuff. We  
25 want to throw it out there, see what sticks, see if we

1 can get anything else to stick, and then this will be  
2 the stuff that we carry forward.

3 Anything else?

4 MS. THOMASON: Are you guys planning to do --  
5 get the currents on the ordinary high water mark soon?  
6 So that it carries through design planning. What's the  
7 plan?

8 MR. GREENE: Yeah. And that's part of  
9 what -- on the environmental side, the two memos that  
10 we're putting together.

11 One of them is going to attempt to provide  
12 information as it relates either to the jurisdictional  
13 determination or the aquatic resources verification.

14 I don't yet know what direction we're going  
15 to go with that.

16 I know one is a lot more time sensitive or  
17 time -- it requires more time, both on our part, as  
18 well as, I believe, Corps's part.

19 So, I think, get a little bit further down  
20 the road, and --

21 MS. THOMASON: So the reason I'm asking is  
22 because if you attempt to come in with an approved a JD  
23 request -- an approved jurisdictional determination  
24 request, the current best timeframe I can give you is  
25 eight to 10 months.

1 MR. GREENE: Eight to nine?

2 MS. THOMASON: Eight to 10.

3 MR. GREENE: Eight to 10.

4 MS. THOMASON: I appreciate it, but yes.

5 Just as a heads up on that.

6 But that is not a requirement of the Corps.

7 I want to be perfectly clear about that. That is not a

8 requirement of the Corps.

9 MR. NEGRETE: Having that agreed to or, you  
10 know, you delineate it and agree to, if we don't have  
11 it agreed to, that doesn't prohibit the feasibility  
12 study.

13 Just we might make an assumption the  
14 boundary's here and it's determined that it's not there  
15 and that will impact. But you can still move forward  
16 with the feasibility without having that.

17 MS. THOMASON: Yes. While ordinary high  
18 water mark may change from year to year based on the  
19 drought conditions, high flood events, and that sort of  
20 thing, it is not going to be a significant amount  
21 that's it's going to change.

22 So you say, like, other alternatives to  
23 getting it approved for jurisdictional determination is  
24 requesting a site visit: Let's all go look at what the  
25 field conditions are, where the indicators are,

1 document those indicators.

2 There's a more informal process of getting --  
3 opposed to having to have: This is it. It's at this  
4 evaluation. This is good for next five years.

5 Which would allow you guys -- I understand  
6 that's the appeal of an approved JD is because you know  
7 it's good for a specific amount of time.

8 But seeing as that you're five years out from  
9 construction and all that, and, again, this is the  
10 Truckee River. It's not something that is -- we're  
11 going to go out and there is going to be a four-foot  
12 difference, that's not really what --

13 MR. GREENE: It's dynamic, but it is not  
14 highly variable.

15 MS. THOMASON: Correct. Thank you.

16 MS. THERESA JONES: I just have a quick  
17 question: I don't understand the nuances.

18 I was involved in a project where Nevada  
19 State lands helped determine the ordinary high water  
20 mark, so I was just curious what the difference was?

21 THE COURT REPORTER: Excuse me for just one  
22 second. Can I get your name, please.

23 MS. THERESA JONES: Oh, Theresa Jones.

24 THE COURT REPORTER: Thank you.

25 MS. THOMASON: My understanding is that if

1 the waters are not regulated, that state lands may make  
2 that call. I think they typically use our processes.

3 MS. THERESA JONES: Because this was a  
4 project along the Truckee River. Anyway.

5 MS. THOMASON: I'm not certain.

6 MS. THERESA JONES: Okay.

7 MS. THOMASON: I'd have to know what the  
8 nuance of the project was to be able to answer that  
9 question better.

10 (Inaudible crosstalk.)

11 MR. GREENE: Okay. Well, thank you very  
12 much. Appreciate it.

13 I'm going to turn the --

14 MS. TORTELLI: Let's take a little break  
15 before we turn over to Matt and start going through the  
16 engineering stuff.

17 (Break from 2:17 P.M. to 2:34 P.M.)

18 MS. TORTELLI: I think we should get started  
19 again pretty soon. I do have candy that I am going to  
20 pass around the room. So if you would like to take  
21 some and pass it around.

22 So now we're going to work on the engineering  
23 design criteria and constraints. Switch gears from  
24 environmental and go into engineering design.

25 Matt is going to go through the handout and

1 similar discussion just like we had for the  
2 environmental.

3 I'll go ahead and turn it over to Matt.

4 MR. NEGRETE: Thank you.

5 So we're going to get started on page 4 of  
6 that 11 by 17 handout, and we've got the text up here  
7 on the screen as well.

8 We started out with the bridge and roadway.  
9 What we felt were the design criteria on the left here,  
10 and then some of the constraints that are going to  
11 drive what we need to do with both the bridge design  
12 and roadway design.

13 So walking through the criteria on the left  
14 here, it was access: Vehicular access, pedestrian  
15 access, bicycle access, then also how to access the  
16 existing park.

17 We think you're all going to drive the  
18 design.

19 Also, whatever the design hydraulic event is.  
20 In this case, we might have a couple: The one we need  
21 to meet for freeboard requirements, and maybe another  
22 one for the 14,000 CF- --

23 MR. PENROSE: I just wrote down channel or  
24 riverbed access --

25 MR. NEGRETE: Yes.

1 MR. PENROSE: -- for debris and sediment  
2 removal.

3 MR. NEGRETE: And I think that will show up  
4 in the next one when we get to the next page. That  
5 will be a good segue to get that documented. So thanks  
6 for bringing that up.

7 Flood conveyance. That, again, deals with  
8 the hydraulic event associated with the freeboard so  
9 that we can convey the design flood.

10 Also, we need to consider: Scour the  
11 foundations and make sure that that's addressed in our  
12 design.

13 And then other criteria to be regarded: The  
14 alignment of the actual roadway, both horizontal and  
15 vertical alignment, and the design speed for the  
16 facility.

17 Right now, I believed it is signed for 15  
18 miles an hour. Then the plan is to, essentially, keep  
19 that same moving forward.

20 In terms on constraints, the ones that we  
21 identified, cost is obviously going to be a driver.

22 Constructability of the preferred bridge  
23 type. And when we think about constructability, we  
24 also have to think about construction access: How are  
25 we going to get the foundation locations? Construct a

1 superstructure?

2 That also, number 3 there, drives into that.  
3 The foundation type; not just how to build it, but how  
4 we get that foundation permitted, where it sits, and  
5 what temporary/permanent impacts will be required to  
6 build the required foundation.

7 Then we'll get into bridge type. That's the  
8 focus of the second Stakeholder Working Group meeting  
9 that is held.

10 Maintaining access to Wingfield Park and  
11 Truckee River. Accommodate pedestrians, both around  
12 and underneath the bridge structure.

13 Then we want to be cognizant of the  
14 surrounding properties that will be -- access provided  
15 by the structures both during construction and the  
16 final configured state.

17 We want to understand impacts to the flood  
18 walls, right-of-way.

19 What draining improvements will be required?

20 How will we maintain traffic, primarily  
21 during construction?

22 Like I said, the plan right now is to  
23 maintain the existing traffic patterns in the final  
24 configured states during construction -- the  
25 maintenance of traffic.



1           So these were the design criteria and  
2 constraints that we thought about from a roadway and  
3 bridge-design perspective.

4           We want to open it up to comments/questions  
5 for other things that we should be considering as we  
6 move through the feasibility study.

7           MS. THERESA JONES: I have a comment. When I  
8 worked at NDOT in structures, I was in the bridge  
9 inspection section, and the Virginia Street bridge --  
10 it's a beautiful bridge, but to do the bridge  
11 inspection that is required every two years, it's a  
12 very difficult access to underneath the bridge. It is  
13 very difficult to that design.

14           So when you are looking at bridge types, it  
15 should probably be kept in mind.

16           MR. NEGRETE: So why don't we put that under  
17 constraints. We can add that as future biannual bridge  
18 inspection.

19           MS. THERESA JONES: Yes.

20           MS. LANZA: A comment to the same thing:  
21 Arlington Bride is the place where debris is extracted  
22 from the river. The Virginia Street Bridge with its  
23 superstructure would not be something that you could  
24 get through, you know, and pick it up and put it in.

25           That would be something we're looking toward

1 as well.

2 MR. NEGRETE: Okay.

3 MS. LANZA: That is kind of the main staging  
4 area for getting big debris before it continues  
5 downstream.

6 MR. NEGRETE: Okay.

7 MS. LANZA: A superstructure is difficult is  
8 the comment for that particular bridge.

9 MR. NEGRETE: The Virginia Street one.

10 MS. TORTELLI: Yes, I mean, debris removal,  
11 we've had that discussion quite a bit.

12 I think maintaining the ability to remove the  
13 debris out of the river during flood events is  
14 important. I think we need to hang on to that for  
15 this.

16 MR. PENROSE: And before flood events.

17 MS. TORTELLI: Right.

18 MR. NEGRETE: Right. Maintenance and during  
19 flood events.

20 MS. TORTELLI: Yes. You're kind of at the  
21 upstream of stuff there where everything gets bottled  
22 up, so it is nice to be able to pull that stuff out of  
23 the river before you get to Virginia Street where you  
24 can't; you're limited.

25 MS. LANZA: So the super- -- I'm going to

1 call it the elevation of the bridge, the height of the  
2 bridge.

3 Of course, all that comes into the pedestrian  
4 and accessibility issues too.

5 MR. NEGRETE: Right.

6 MS. LANZA: They can have that visual impact  
7 that we discussed earlier.

8 MR. NEGRETE: So I want to say that that gets  
9 covered on another page, but let's put it up here as  
10 well.

11 MS. LANZA: And maybe the bridge designers  
12 could help me call the term out for that.

13 MR. NEGRETE: Well, that would be the arch.

14 MS. LANZA: Not super elevation. The arch.

15 UNIDENTIFIED SPEAKER: The rise.

16 MS. LANZA: The arch/rise. Thank you.

17 MR. NEGRETE: So yes. Superstructure depth  
18 or height impacting the visual -- or the viewshed --  
19 right? -- because that goes back to historic comment.

20 MS. THOMASON: I wasn't there for the  
21 Virginia Street stuff, so I wasn't sure what it had  
22 been raised to.

23 MR. NEGRETE: Any other comments on the  
24 criteria?

25 MS. HILL: I would say under 6, maybe 6A, the

1 maintenance of the park for special events in the park,  
2 you know, that just seems to be discussed.

3 THE COURT REPORTER: Pardon the interruption.  
4 What is your name?

5 MS. HILL: Alexis Hill.

6 THE COURT REPORTER: Thank you.

7 MS. LEONARD: Island Avenue access to  
8 Arlington is critical for our residents, as well as the  
9 condominium parking next door, because we have a  
10 parking garage in the back. We need delivery access  
11 five days a week, six days a week.

12 We already struggle with events downtown and  
13 closures at Court Street. So it would impact us to  
14 have any sort of closure there at Island Avenue, and  
15 any emergency response.

16 For anyone who doesn't know Promenade on the  
17 River, we are a retirement community.

18 So it's older people, but they struggle with  
19 road closures. But if there is -- it's necessary for  
20 them to have always have access down on Island Avenue.

21 MR. NEGRETE: Very good.

22 MR. MAYES: I don't know if this is the  
23 appropriate place, but one thing that concerns me about  
24 the current bridge is pedestrian safety, including  
25 myself and others with disabilities.

1           There's a huge dropoff on the one side, and  
2 there is only limited wheelchair access on and off of  
3 the walkway. So there is just some safety concerns.

4           I just want to throw that out there.

5           MR. NEGRETE: That's good. I believe we --

6           MR. MAYES: I didn't see it anywhere.

7           MR. NEGRETE: And it's not on the following  
8 pages as well.

9           MS. TORTELLI: We don't really have a lot  
10 listed under pedestrian and bike use. I think that  
11 might be somewhere where we could capture that. Just  
12 kind of the safety and use and access to the Wingfield  
13 Park area.

14           MR. MAYES: It is usually, significantly,  
15 with the events down there.

16           MS. TORTELLI: Right.

17           MR. MAYES: And I've actually gotten trapped  
18 on the walkway, and you can't get off midway. So it  
19 just created some safety issues.

20           MR. NEGRETE: Okay.

21           MS. FINIGAN: So we could put that under --  
22 on the next page.

23           MR. NEGRETE: Yes, it could go there on the  
24 next page. We do need to get it down.

25           MS. FINIGAN: Okay.

1 MR. NEGRETE: Before we turn the page, is  
2 there anything else on bridge and roadway design  
3 criteria and constraints that are worth jotting down?

4 MR. WEGNER: Need to build with truck weight  
5 standards.

6 MR. NEGRETE: Yes. So that would be under  
7 design criteria. You could add a 7 that says: Meet  
8 NDOT and AASHTO design standards.

9 MR. TRUHILL: I have a question.

10 MR. NEGRETE: Yes.

11 MR. TRUHILL: Are we planning to have future  
12 accommodations for extra ducts going through the bridge  
13 for future fiber or anything else that's going to be  
14 needed?

15 MR. NEGRETE: That would actually be a good  
16 comment for the last page we get to, under utilities,  
17 which is blank.

18 MR. TRUHILL: Perfect then.

19 MR. NEGRETE: Trying to the get us to the end  
20 already.

21 UNIDENTIFIED SPEAKER: Nice job, Travis.

22 (Laughter.)

23 MR. NEGRETE: All right. Let's flip to the  
24 next page, page 5 of the 11 by 17 handout, right-of-way  
25 and access.

1           So we've covered a little bit of it. Here on  
2 the design criteria side, we wanted to make sure that  
3 you understood any potential right-of-way impacts to  
4 the adjacent properties, both permanent -- any  
5 permanent acquisition that could potentially be  
6 required, as well as any temporary easement that would  
7 be required during construction, as well as maintaining  
8 public access to adjacent properties.

9           We have TCEs and then also duration and  
10 intensity of adjacent property access during  
11 construction.

12           Short-term closures are required for  
13 construction or, maybe, full-time access is required to  
14 maintain or if there is an alternate access that can be  
15 implemented.

16           All need to be evaluated and considered as  
17 part of the feasibility study.

18           MR. PENROSE: Where's access to the river  
19 channel for maintenance? Should that go on there?

20           MR. NEGRETE: Yes. That would be a good --  
21 that would be, I guess, put that under criteria.

22           MR. PENROSE: Criteria?

23           MR. NEGRETE: Yes. So future maintenance  
24 access for river.

25           MS. KOSKI: What about access for fire -- for

1 river access to the fire department?

2 Didn't that come, Kerri, at the very end  
3 of --

4 MS. LANZA: It did. For river rescue.

5 MS. KOSKI: River rescue. That's what I am  
6 looking for.

7 MR. NEGRETE: Okay. Is there existing access  
8 that needs to be maintained, or do we need to provide  
9 improved access -- or not me, but request it?

10 MS. KOSKI: Maintained or provided. Well, we  
11 provided it on the Virginia Street Bridge. We actually  
12 provided, so --

13 UNIDENTIFIED SPEAKER: Isn't there access on  
14 the east end there? East of the island. Sorry.

15 MR. MANN: They've used the two pedestrian  
16 ramps, the one from Barb Bennett and the one on the  
17 east side of the island. But it's not the best access  
18 for them.

19 MR. NEGRETE: Okay.

20 MR. MANN: Because it wasn't designed for  
21 that. It's in and out for kayaks. It's not directly  
22 adjacent to Arlington.

23 One concern for the maintenance access into  
24 the river is not to disturb the actual end water  
25 Whitewater Park elements when we create that



1 maintenance access.

2 MR. NEGRETE: So after 3, can you put:

3 Future maintenance for river, while maintaining --

4 MR. MANN: I think 3 and 4 could be the same,  
5 depending where it's located.

6 MR. NEGRETE: Potentially, yes. I mean, you  
7 could have dual purpose, but we need to make sure that  
8 both needs are met.

9 MR. MANN: Yes.

10 MR. NEGRETE: So just do a comma and then:  
11 While maintaining existing whitewater futures.

12 MR. MANN: Yes.

13 MR. PENROSE: Most of the problems with the  
14 Whitewater Park right now are sediment, shoal deposits  
15 on the -- pretty much on the downstream side of  
16 Whitewater Park.

17 So, maybe, the maintenance access could look  
18 at it on the downstream side of the bridge.

19 MS. KOSKI: Is this where we would talk about  
20 access for removing debris in high-water events, or  
21 does that go somewhere else?

22 MR. PENROSE: Well, I am not sure where it  
23 should go. We just need to have access to remove  
24 debris.

25 We're in there on an annual basis to keep the

1 river channel relatively clean so we don't have a bunch  
2 of stuff in the river when we get the flood event.

3 MR. NEGRETE: I'm hearing three types of  
4 access: There's the annual maintenance trying to  
5 maintain the 14,000 CFS; there's rescue access; and  
6 there is during winter when there's a big event, we  
7 need to reach over and grab it.

8 MR. PENROSE: Yes.

9 MR. NEGRETE: So we need to cover all three  
10 of those.

11 So if you could just say -- I guess do a 5,  
12 and then say: Maintain access for winter removals.

13 We can word that better as we work things  
14 out. I think that covers the three main factors there.

15 MR. PENROSE: I think that covers it, yes.

16 MR. NEGRETE: In terms of access, we will be  
17 looking at access of adjacent properties and impacts to  
18 those as we go through the feasibility study.

19 Is there anything specific related to that  
20 document here that's not on the screen?

21 MR. PENROSE: You know on that rescue  
22 assess -- I'm not a public safety person, but it might  
23 be a good idea to get fire department input because  
24 they deal with that all the time.

25 MR. NEGRETE: Yes. We wouldn't want to just

1 make an assumption that we're providing access. We  
2 would want to reach out to them.

3 MS. KOSKI: When you say "private property  
4 access," what are you looking for?

5 MR. NEGRETE: Well, I think that is the  
6 adjacent parcels that could be impacted by construction  
7 activities, and then just understanding access to the  
8 properties that are already there, that we need to  
9 maintain the final configuration.

10 So there's things about talking like raising  
11 the road profile, so that would factor into: Hey, is  
12 that a feasible option or not?

13 MS. KOSKI: So, basically, we need to  
14 maintain the access that we have to the properties we  
15 have unless there's another route.

16 MR. NEGRETE: We think need to evaluate the  
17 existing access that is there. Then look at whatever  
18 alternatives are being proposed, and determine what  
19 that does to those as part of the process.

20 MS. LEONARD: I thought staging was listed  
21 somewhere, but I don't know if it belongs here too, as  
22 far as how it impacts the right-of-way.

23 Where the construction staging of materials  
24 and equipment would be and how it affects the  
25 right-of-way. It's somewhere on this.

1 MR. NEGRETE: Well, we talked more about  
2 staging in terms of: How are they going build a new  
3 road while maintaining the existing?

4 But then you're bringing up another good  
5 point about construction access and staging areas.

6 MS. LEONARD: Yes.

7 MR. NEGRETE: Rather than just the stages in  
8 which we build it. Where do they stage it?

9 MS. LEONARD: Correct. What part of north or  
10 south of the bridge --

11 MR. NEGRETE: If we could just scroll down to  
12 access and then under here just say --

13 MS. LEONARD: -- because that's part of the  
14 permit.

15 MR. NEGRETE: Yes.

16 So under 5 here, do: Construction staging  
17 and access.

18 Any other comments on right-of-way or access?

19 MS. LANZA: I think there is some major  
20 drainage inputs there.

21 MS. THERESA JONES: There is a huge culvert  
22 on the northeast side of the bridge. Yes, Arlington  
23 Bridge. It's a major storm drain outfall.

24 And that probably should be rehabilitated as  
25 part of this project, because there's -- we inspected

1 that when I worked at NDOT several times, and there is  
2 some issues there.

3 So it's probably part of the as-built plans  
4 you have.

5 MR. NEGRETE: Right.

6 MS. THERESA JONES: I don't know if that was  
7 on your radar, but that needs some care.

8 MR. NEGRETE: So if we go back up to that  
9 first page, engineering designs and constraints. And I  
10 think, let's just add an 8 here, and say: Evaluate  
11 existing drainage facilities.

12 MS. THERESA JONES: Drainage outfalls, yes,  
13 at the bridges.

14 MS. KOSKI: I think there is one on both  
15 ends, actually. There is one on the other side too.

16 MR. MANN: Yes, there is two of them.  
17 They're both on the north wall.

18 MR. NEGRETE: One on the upstream and one on  
19 the downstream side?

20 MR. MANN: Yes. Then there is the ditch  
21 which starts just downstream on the south channel.

22 MR. NEGRETE: Right.

23 So say: Structures and outfalls.

24 All right. Go back down to right-of-way.

25 MR. STETTINSKI: I don't know where it would

1 fall under. When I look at the bridge lighting --

2 MR. NEGRETE: Um-hum.

3 MR. STETTINSKI: -- something that is really  
4 awesome -- this is the park, it's visible from all  
5 sides.

6 We tried to do something on the Virginia  
7 Bridge, together with the Mayor, actually, and we were  
8 not able to because of all the restrictions that the  
9 bridge has.

10 I wonder whether this is something that could  
11 be considered for this one? Really do something that  
12 enhances the appearance of the bridge to visitors and  
13 locals.

14 MS. LANZA: Part of that had to do with that  
15 106 process and that visual impact stuff.

16 MR. STETTINSKI: I see. Okay.

17 MS. LANZA: So I think it was SHPO.

18 MR. STETTINSKI: It sounds familiar,  
19 actually.

20 MS. LANZA: Yes, had some thought on how  
21 bright it would be, what color it could be.

22 MR. STETTINSKI: Yes.

23 MR. MANN: Given all the special events here,  
24 if we can have a lighting system which lights this  
25 bridge on both sides through midnight --

1 MR. STETTINSKI: Absolutely. That would be  
2 awesome.

3 MR. MANN: -- that would really enhance  
4 pedestrian safety.

5 MR. STETTINSKI: Yes.

6 MR. NEGRETE: Judy, is that Stakeholder  
7 Working Group number 3 discussion?

8 MS. TORTELLI: I would think so. Kind of as  
9 aesthetics.

10 I mean, we're looking at light, and I think  
11 safety is obviously huge deal; right? Anything to do  
12 with improving safety -- right? -- lighting is one of  
13 those.

14 But, again, we'll also have to see -- like I  
15 said, the nice part of this is right now we're doing  
16 Stakeholder Working Group Meeting 1 where we're  
17 defining this criteria.

18 Then we're going to go to these Technical  
19 Advisory Committee meetings. We should have a better  
20 understanding of what restrictions we're going to have  
21 from those.

22 That can help us for further discussions  
23 like: Okay, well, we can put lights or maybe we can't  
24 because there is some restriction based on this permit  
25 that we have to pull.

1 I think the lighting would be part of --

2 MR. NEGRETE: Specifics on it. I think if  
3 you go back up to the first page, under design  
4 roadway -- for roadway and, I think, more bridge.

5 Over here on criteria, we can have a number 9  
6 that just -- we can evaluate superstructure type on its  
7 ability to accommodate lighting.

8 We don't have to decide on lighting, but we  
9 could have that be: Hey, these three bridges can  
10 accommodate it and this one can't.

11 Superstructure for future lighting -- or  
12 evaluating -- or just for lighting.

13 MS. FINNIGAN: Okay.

14 MR. GREENE: So also add to that the impact  
15 to the viewshed so we keep that on the radar.

16 MR. NEGRETE: Yes. Okay.

17 All right. Move on to bike and pedestrian  
18 use.

19 So here, all that we really have down is that  
20 we're going to comply with ADA, as well as the public  
21 right-of-way access guidelines. And also we will be  
22 compliant with RTC Bicycle and Pedestrian Master Plan.

23 So that's the overarching kind of umbrella  
24 that we have right now. We haven't really delved into  
25 specifics for what that means for sidewalk or grades on



1 the path or what have you.

2 The intent is to be compliant with those  
3 guidelines and requirements.

4 MS. FINIGAN: Is this where we would add the  
5 pedestrian safety?

6 MR. NEGRETE: Yes.

7 MS. TORTELLI: There is little bit of overlap  
8 here between -- we have those bridge and roadway  
9 elements, then we have this bike/pedestrian use  
10 category.

11 There is a little bit of overlap. We have  
12 pedestrian access listed in the bridge section.

13 But it it's kind of difficult because this  
14 particular project is a bridge replacement project;  
15 it's not a park improvement project.

16 But we do have to be sensitive to the fact  
17 that we need to maintain access to the park.

18 So that's kind of a fine line that we just  
19 have to walk and see where it goes. We do definitely  
20 need to maintain reasonable access to the park and keep  
21 that going.

22 MR. STETTINSKI: And when I talked about  
23 lighting, there is actually two -- just thinking about  
24 it.

25 Two components; two different kinds of

1 lightings that I'm talking about:

2           One is for safety reasons. When I look at  
3 bike paths or pedestrian, yes, there needs to be  
4 adequate lighting along the bridge so that it's safe  
5 for people at night to pass, whether it is on a bike or  
6 on foot.

7           But I'm also looking at lighting for the  
8 bridge itself. This is the next component.

9           MS. TORTELLI: To kind of highlight it.

10          MR. STETTINSKI: Right. So both of them  
11 would be important to me.

12          MR. L'ETOILE: On the -- in looking at the  
13 bridge, the structure, and the ability for it to have a  
14 aesthetic features that are architecturally added,  
15 there are sign criteria that need to be considered in  
16 the bridge itself like loading and unloading and things  
17 like that.

18          MR. NEGRETE: So I think that might fall  
19 under number 1 here where we have NDOT and AASHTO  
20 design standards.

21          And we can put on there, we'll meet those  
22 standards for load-carrying capacity.

23          Is there something more specific we should  
24 put?

25          MR. L'ETOILE: I was thinking if there are

1 other elements to enhance the bridge architecturally  
2 that add weight and loading to it, can we have that --  
3 does that need to be added as a criteria or not?

4 MR. NEGRETE: Yes, I think we could. And I  
5 think that would fall out of, again, the Stakeholder  
6 Working Group 3 meeting, where we get into more  
7 specifics on what some of those features might be;  
8 whether it is a monument or it's just a surface finish.

9 That, yes, definitely needs to be  
10 accommodated.

11 So let's -- can you add a 10 that says:  
12 Evaluate superstructure for potential architectural  
13 treatments; potential features.

14 MR. L'ETOILE: Yes.

15 MR. NEGRETE: Perfect.

16 Anything else on bike and ped use?

17 (No response.)

18 All right. So then if we scroll down a  
19 little further to land use.

20 The intent here is to be compliant with their  
21 -- compatible with all the local and regional plans  
22 that we're aware of.

23 This is a list of five of them that we've  
24 identified: Reimagine Reno, Washoe County Master Plan  
25 for Land Use and Transportation, that Bike and Ped

1 Master Plan by RTC, Complete Streets Master Plan by  
2 RTC, and the 2012 Truckee Meadows Regional Plan.

3 Then we had some notes here just commenting  
4 that we're really not expecting to change any current  
5 or future land use patterns in the area, and we're  
6 continuing to support and provide access to the  
7 recreational areas along the river.

8 MS. HARSH: Are we -- is the Truckee River  
9 Corridor Plans still operational or is that  
10 incorporated?

11 UNIDENTIFIED SPEAKER: Incorporated in  
12 Reimagine Reno.

13 MS. HARSH: Okay. And also the Streetscape  
14 process?

15 UNIDENTIFIED SPEAKER: The Streetscape Master  
16 Plan was just readopted by Council last meeting -- two  
17 meets ago. So there's a new plan for the downtown  
18 corridor -- for downtown.

19 MS. KOSKI: And the Streetscape Master Plan  
20 does not include bridges.

21 UNIDENTIFIED SPEAKER: Okay.

22 (Inaudible crosstalk.)

23 MR. NEGRETE: Well, what if there is a  
24 roadway between two bridges that's being improved?

25 MS. KOSKI: The area went to First Street.

1 MR. NEGRETE: Okay.

2 MS. KOSKI: I believe.

3 MR. NEGRETE: Okay. Got it.

4 MS. KOSKI: Never checked, but I don't  
5 believe -- it's not in between.

6 MR. NEGRETE: Got it.

7 MS. THOMASON: I am not for sure. I think  
8 there might be a plan with the Truckee River. Is  
9 anybody familiar with that?

10 UNIDENTIFIED SPEAKER: There is.

11 MS. THOMASON: They have a plan as well that  
12 has to do with access along the river and that sort of  
13 stuff. I'm just not familiar enough to know of it,  
14 other than that it exists.

15 MR. NEGRETE: Okay.

16 MS. THOMASON: That would be another  
17 Stakeholder Working Group.

18 MR. NEGRETE: So then add a -- perfect.

19 UNIDENTIFIED SPEAKER: Alex, do you know if  
20 the Downtown Action Plan includes this area?

21 MR. STETTINSKI: That a good question. I  
22 was -- I'm not quite sure. I was thinking about it  
23 right now to see whether that plan should be added or  
24 whether -- it's not part of Reimagine Reno?

25 UNIDENTIFIED SPEAKER: No.

1 MR. STETTINSKI: It's a separate one; right?

2 MR. NEGRETE: What's the name of that plan?

3 UNIDENTIFIED SPEAKER: Downtown Action Plan.

4 MR. NEGRETE: Downtown Action Plan.

5 You want to just add a comma: Downtown  
6 Action Plan.

7 MS. TORTELLI: I kind of feel like we should  
8 include the Downtown Streetscape Master Plan. Just in  
9 terms of --

10 One thing that we kind of -- as the project  
11 team was kind of thinking about aesthetic themes is:  
12 Okay, well, what are we going to do for aesthetic  
13 themes on these bridges? Are we going to try to match  
14 the downtown area? Are going to try to create some  
15 special theme? Are we going to try to match Virginia  
16 Street?

17 I think one of the things that we had talked  
18 about is that we would look at the Downtown Streetscape  
19 Master Plan, and use that as the area to go off of.

20 Then it's also -- depending on the limits of  
21 what the footprint of our bridge is going to be, we may  
22 be getting out on First Street to the east a little  
23 bit.

24 What do you think?

25 MS. KOSKI: There would definitely be some

1 adjacency.

2 MR. NEGRETE: Yes.

3 MS. KOSKI: There definitely would.

4 MR. NEGRETE: That would be good to have.

5 MS. TORTELLI: So let's add it.

6 MR. NEGRETE: Okay.

7 MS. KOSKI: You could add it, but it's not  
8 required.

9 MS. TORTELLI: It's not something we have to  
10 meet; right? Some bridges -- as what's noted, the  
11 bridges are not part of that Downtown Streetscape  
12 Master Plan.

13 MR. STETTINSKI: Yes. At least indirectly,  
14 it's absolutely included.

15 MS. TORTELLI: Okay.

16 MR. STETTINSKI: So I would add plan. That  
17 plan came out also in 2017.

18 MR. NEGRETE: Okay.

19 UNIDENTIFIED SPEAKER: I was going to add to  
20 that too.

21 The Downtown Streetscape Plan, I think it  
22 stops short of the bridges. There are lighting and  
23 things that you're going to see from the bridge, and  
24 there is different lighting along the river.

25 So just from a standpoint of what's the whole

1 package of elements that you would see from there, it's  
2 good to look at it just from the whole big picture of  
3 what you are going to see from the new bridge that is  
4 selected.

5 MS. FINIGAN: So should I move the Downtown  
6 Action Plan to the list of plans?

7 MR. NEGRETE: I think that's fine.

8 MS. TORTELLI: That's fine.

9 UNIDENTIFIED SPEAKER: There's also the  
10 Sustainability Plan for the City of Reno. It is not  
11 regulatory, but it has been adopted and fresh in the  
12 mind of the City Council.

13 MR. NEGRETE: Okay. So Sustainability Plan.  
14 (Inaudible crosstalk.)

15 MR. NEGRETE: City of Reno Sustainability  
16 Plan.

17 MS. FINIGAN: Yes. Any particular place?

18 MR. NEGRETE: Anywhere.

19 MS. FINIGAN: After Reimagine Reno?

20 MR. NEGRETE: Sure.

21 MR. STETTINSKI: So my recommendation would  
22 be to put the Downtown Action Plan underneath the City  
23 of Reno Sustainability Plan, because it is also a City  
24 of Reno plan.

25 So then you have the three plans. You can



1 actually put in parenthesis: City of Reno 2017. Like  
2 you did for Reimagine Reno.

3 MS. FINIGAN: Okay.

4 MR. NEGRETE: Any other plans to plan for?  
5 (Laughter.)

6 UNIDENTIFIED SPEAKER: It is not really a  
7 plan, but a zone code. So back on side number 1, I  
8 think it was. It said that a special use permit is  
9 required.

10 Does anybody know what the trigger was for  
11 that?

12 MR. GREENE: No. There was no specific  
13 trigger, just something that we identified.

14 UNIDENTIFIED SPEAKER: Just wanted to do it  
15 for fun?

16 (Laughter.)

17 MR. GREENE: No. Definitely not. Just  
18 wanting to put it out there. If it's something we need  
19 to deal with, we'll plan for it.

20 UNIDENTIFIED SPEAKER: We didn't do one for  
21 Virginia Street.

22 MR. GREENE: Okay.

23 UNIDENTIFIED SPEAKER: The only thing I can  
24 think of is there is a reference to the Truckee River  
25 -- protection of the Truckee River.

1 (Inaudible crosstalk.)

2 MS. LANZA: I think the bridge project  
3 triggered one because of the access that was being  
4 built with the step-down plaza.

5 (Inaudible crosstalk.)

6 MS. LANZA: For the Virginia Street Bridge?

7 UNIDENTIFIED SPEAKER: Yes. It went to  
8 council, but not as a special use --

9 MS. LANZA: Okay.

10 (Inaudible crosstalk.)

11 MS. TORTELLI: That's okay. I think Ken can  
12 capture that, and we can keep going.

13 MR. NEGRETE: Okay. Well, we're almost  
14 there.

15 MS. TORTELLI: She can make a note.

16 MR. GREENE: So should we hang on to it?

17 MS. TORTELLI: Yes. Confirm that we really  
18 need it.

19 (Inaudible crosstalk.)

20 MR. NEGRETE: So right here: Confirm if  
21 required.

22 MS. TORTELLI: Yes.

23 MR. NEGRETE: So here is the list of plans.  
24 Anything else before we go on to the next  
25 category?

1 (No response.)

2 All right. So now on to traffic. Under  
3 traffic, this was just kind of a synopsis of what we  
4 did during the preliminary evaluation where we looked  
5 at the way the current lanes on Arlington are, we have  
6 one through lane in each direction with a center turn  
7 lane.

8 Then we evaluated that traffic configuration  
9 for current demands, as well as the demands at 2040.

10 What we determined was that, you know, we  
11 came up with an average daily traffic of 10,900  
12 vehicles.

13 Essentially that the -- with these traffic  
14 patterns, we can accommodate 2040 traffic patterns with  
15 the lane configuration out there.

16 That's the summary of this section. We are  
17 not seeing a decrease in traffic performance with the  
18 future design.

19 MS. LANZA: I'm thinking of traffic -- and  
20 someone already mentioned the loading, but -- and I  
21 don't know what that criteria is at all.

22 I know that in addition to that, we have had  
23 people -- Theresa and Travis, we've had houses being  
24 tried to move across the bridge.

25 Like Virginia Street Bridge, bringing in a

1 light rail thing, rapid, you know, so there was some  
2 weight for that vehicle that was going to be on there.

3 So I just wanted to emphasize that. I kind  
4 of view that as traffic weight.

5 MS. TORTELLI: I guess I would like to add:  
6 Based on comments from our public meeting, I referenced  
7 those comments that kind of fell within this traffic  
8 category.

9 The majority of those comments were in  
10 reference to emergency vehicles; making sure that  
11 emergency vehicles can access both the Whitewater Park  
12 and the Wingfield Park area.

13 Then also, I would assume, access back to  
14 Island Avenue to get back there.

15 MR. NEGRETE: And I think in terms of moving  
16 a house across the bridge, we have the design loading  
17 of what AASHTO would prescribe and NDOT's adopted.

18 If there is anything that exceeds your normal  
19 permit loads, then whoever's trying to drive that over  
20 there, hopefully reaches out to the Department.

21 Then, Troy, your office would essentially  
22 evaluate that and determine if a permit could be issued  
23 or not for the special loading.

24 MR. MARTIN: Yes. That was an issue that  
25 came up in trying to get those evaluated: If they

1 configure or consider that far enough in advance.

2 You know, it's like how easily you can just  
3 overdesign the bridge for some things.

4 MS. LANZA: Having brought that comment  
5 forward, I'm not saying that we should spend millions  
6 of dollars so somebody can move their house across it.  
7 But it shouldn't be less than.

8 MR. MARTIN: Right.

9 MR. NEGRETE: Right. That goes back to  
10 Dale's comment earlier about meeting AASHTO standards.

11 In terms of light rail on Virginia Street, I  
12 mean, was there --

13 Troy, do you know, was there special  
14 vehicular loading that they had to do?

15 MR. MARTIN: Yes.

16 MR. NEGRETE: Okay. And are there plans for  
17 light rail or street cars or any other types of  
18 non-standard highway vehicles that are being planned  
19 for Arlington Court that should be accommodated with  
20 this project?

21 MS. LANZA: Not that I know of. I thought  
22 RTC was the one driving the last discussion.

23 MR. MORENO: We have done a feasibility study  
24 for a street car, and it is very expensive. We just  
25 don't have the density for a street car or light rail

1 at this time.

2 Doesn't mean that it can't happen in the far,  
3 distant future. But as we did the 2050 Regional  
4 Transportation Plan update this year, I expect that  
5 that discussion will resurface. We will probably dig  
6 up our old analysis and see how it goes.

7 MR. NEGRETE: Is that something we want to  
8 carry forward in the evaluation process? Whether or  
9 not loading should be considered?

10 MS. TORTELLI: I mean something we can do is  
11 just add in the notes that we'll kind of be cognizant  
12 of keeping track of that 2050 RTP update and what kind  
13 of things are in there and what potentials there are  
14 that we may need to design for moving forward.

15 MR. NEGRETE: Okay.

16 It is kind of a good opportunity that they  
17 are doing that now, and now we're doing this now. So  
18 we can just consider the RTP update.

19 Yes, sir?

20 MR. MARTIN: Yes. There is one thing that  
21 has come up with an issue on another project that is  
22 kind of along this is the electric buses. So I don't  
23 know if you actually want to --

24 MS. TORTELLI: And that's something --

25 MR. MARTIN: -- maybe put that as a special

1 vehicle, if you want to take a look at.

2 MS. TORTELLI: Yes. That's something that  
3 we're already going to look at is the buses and the bus  
4 loading out to 2040.

5 The design life of the roadway, even though  
6 the bridge design is going to be longer than that.

7 What routes do we have anticipated on the  
8 bridge, and what kind of buses do we plan to run.

9 We should probably consider heavier,  
10 electric-type buses.

11 MR. NEGRETE: So just update including --

12 MS. TORTELLI: Consider future bus types --  
13 RTC bus types.

14 MR. NEGRETE: Yes?

15 MS. HARSH: Point of clarification: So what  
16 we're talking about is low capacity. So are we -- do  
17 we have the low capacity on Virginia Street Bridge at  
18 this time for the street car and the for moving bridges  
19 -- I mean, moving houses?

20 MR. MARTIN: I think the street car was a  
21 special design that they considered. Something like  
22 the house probably wouldn't even have clearances for  
23 the RTC --

24 MR. WEGNER: Right. Just have a design your  
25 trailer to carry --

1 MS. HARSH: So was it implemented into the  
2 Virginia Street Bridge as far as the street cars?

3 MR. WEGNER: Yes.

4 MS. HARSH: Okay. And electric buses?

5 MR. WEGNER: No.

6 MS. HARSH: Well, below?

7 MR. MORENO: Yes. Because we will be  
8 extending our rapid Virginia line in 2021 from  
9 Meadowood to Virginia Street to UNR.

10 Low capacity is there now.

11 MS. KOSKI: Aren't the electric buses lighter  
12 than the bendy buses?

13 MR. MORENO: Yes.

14 MS. TORTELLI: Yes, they are lighter than the  
15 articulated buses.

16 MR. NEGRETE: I like that name, bendy buses.  
17 I didn't know what a bendy bus was until you said  
18 something.

19 (Laughter.)

20 MR. MORENO: The accordion buses.

21 MS. KOSKI: That's an engineering term.

22 I want to ask a question about the traffic  
23 model. So are we going to have a new -- I think, the  
24 RTC has talked about a new traffic model or an updated  
25 model for the downtown area.



1 MR. MORENO: Yes. That is part of the 2050  
2 RTC program.

3 MS. KOSKI: So I'm thinking we may want to  
4 incorporate that also into this because of the changes  
5 that we are seeing in the density and such downtown.

6 It's -- I mean, I can see how it, you know,  
7 the average -- I can see what the 2040 plan had, but I  
8 suspect that that's going to change.

9 MS. TORTELLI: We'll have to see what -- and  
10 that's something that I can coordinate with through our  
11 Planning Department -- the status of that 2050 update  
12 is.

13 It takes the whole year to get through that.

14 MR. MORENO: Yes.

15 MS. TORTELLI: So I don't know where the  
16 status of the modeling is going to fall. It may not be  
17 to a point where we can actually utilize it to finish  
18 this feasibility study.

19 But it is something that I think we should  
20 definitely check and be cognizant of. Maybe the  
21 modeling will be far enough along that we could use  
22 those numbers for the feasibility -- to finalize the  
23 feasibility study.

24 MR. NEGRETE: Well, my understanding of the  
25 analysis that was done is that really what it showed

1 was that traffic over the bridge was constrained by  
2 Arlington where we say here, north and south of the  
3 river.

4 So, you know, volumes can only get so high  
5 with the street layout that we have.

6 All right. Moving on.

7 Our big blank spot. So is there a potential  
8 to carry future utilities --

9 MR. TRUHILL: Correct.

10 MR. NEGRETE: -- is the question.

11 So then we should have under design  
12 constraints: Consider future utility crossings.

13 Is there anything specific you have in mind,  
14 like something that you know will be coming in 20 years  
15 that we need to accommodate?

16 MR. TRUHILL: The only thing that I can think  
17 of off the top of my head is fiberoptic for 5G networks  
18 that they are trying to plan for downtown.

19 MR. NEGRETE: It's not a 42-inch water main?

20 MR. TRUHILL: No. Nothing that I know of  
21 yet.

22 MS. KOSKI: Not to say that they wouldn't.

23 MR. TRUHILL: Right.

24 MS. KOSKI: They might have those in their  
25 plans.

1 MR. TRUHILL: Right.

2 MS. TORTELLI: Yes. Something that we need  
3 to reach out to them and see.

4 MS. KOSKI: Maybe NV Energy, gas, and water?

5 MS. TORTELLI: Yes.

6 MS. KOSKI: I can't see any sewer. We don't  
7 really have any sewer needs.

8 MR. MANN: Or wants.

9 MS. KOSKI: Or wants, yes.

10 MR. NEGRETE: Putting a pipe over the Truckee  
11 River, what could go wrong?

12 MS. KOSKI: Fiberoptic is a big one. I want  
13 to highlight that and double underline it.

14 MR. NEGRETE: Bold and extra-large font.

15 MS. KOSKI: Yes, because we need to get them  
16 engaged early on in the process. And then if they  
17 require rights; right?

18 MR. TRUHILL: Indeed.

19 MS. KOSKI: That is a big deal.

20 MR. NEGRETE: Check with NV Energy and other  
21 utility companies.

22 MS. KOSKI: Yes.

23 MR. TRUHILL: The route would carry the big  
24 players facility, Verizon and Sprint. I can't remember  
25 the others ones that are trying to develop -- put the

1 fiber downtown.

2 MS. KOSKI: Who was the T-Mobile one?

3 MR. TRUHILL: That was a third party they  
4 had, and I don't remember who it is now. AT&T is a big  
5 one.

6 Those are some of the bigger ones who have  
7 contacted the city for future location.

8 MS. KOSKI: And the City may also want to  
9 have additional contracts for future fiber for  
10 roadways.

11 MR. NEGRETE: Yes.

12 MR. TRUHILL: Well, even traffic signals.

13 MR. NEGRETE: Put down the City of Reno.

14 MR. MANN: And there is that big stormdrain  
15 underneath the Truckee River lane. The existing  
16 stormdrain I think we under there.

17 MR. NEGRETE: Is that a concrete ditch or  
18 something different?

19 MR. MANN: No. It's a stormdrain. It's on  
20 the north end.

21 MR. NEGRETE: Okay.

22 (Inaudible crosstalk.)

23 MS. TORTELLI: So I think we should add --  
24 just put a another item that says: Prior rights.

25 MR. MANN: Yes.

1 MS. TORTELLI: Right there is fine.

2 MS. KOSKI: How about additional utilities  
3 for electric and park access?

4 MR. MANN: We will want extra conduit for  
5 park and water and irrigation and utilities. We have  
6 it in there now.

7 MS. TORTELLI: Anything else?

8 So, you know, as we kind of went through all  
9 these discussions, Lyn's been trying to document  
10 everything.

11 I had kind of intended to kind of go back and  
12 look through everything and make sure that everybody  
13 agreed with what we have. But I think we've had pretty  
14 good discussion, and I think we've documented things  
15 well enough.

16 So I don't think we need to spend any time  
17 doing that.

18 I'm trying to be cognizant of everyone's  
19 time. Late in the afternoon; right?

20 MS. LANZA: Judy, I have a comment that I  
21 just kind of wanted to get out.

22 As we get into the bridge-type selection.

23 MS. TORTELLI: Yes.

24 MS. LANZA: Can anyone think of any reason  
25 why we would need to think of having a movable bridge

1 in this scenario?

2 Because then I'd have other comments too.

3 You know, considerations.

4 We don't love them, and I don't think that it  
5 would really be a part of the Sustainability Plan that  
6 was mentioned, the utilities, they're expensive.

7 UNIDENTIFIED SPEAKER: Wait. What is a  
8 movable bridge?

9 MS. LANZA: Those, you know, like, sometimes  
10 you see them in the Bay Area. They lift at the bottom,  
11 and people have to operate them.

12 MS. TORTELLI: So I don't think any moveable  
13 bridges have ever come up. Have they?

14 MS. KOSKI: Well, they did on Virginia  
15 Street.

16 MS. TORTELLI: I mean for this one.

17 MR. NEGRETE: Well, I think that was flood  
18 conveyance. Flood conveyance or was that for something  
19 different?

20 UNIDENTIFIED SPEAKER: Yes.

21 MR. NEGRETE: So if there is a design event  
22 coming, you need to look at the bridge to do that.

23 MS. LANZA: They were looking at not having  
24 any piers. But, anyway, I'm just kind assuming that's  
25 not part of this process.

1 MR. STETTINSKI: No, I don't believe so. I  
2 don't see any reason why it should be moveable.

3 MS. LANZA: People love them, though. I'm  
4 just saying the public will come out and say, let's do  
5 a removable bridge; it will look good.

6 MS. TORTELLI: I can't imagine we would add a  
7 movable bridge into our alternatives. Can you?

8 MS. KOSKI: I think that it might be an  
9 option for some people.

10 However, I think the historic piece may come  
11 into play with the -- what do they call that? The  
12 visual --

13 MS. TORTELLI: The viewshed of the area.

14 MS. KOSKI: There are definitely historic  
15 structures surrounding these bridges. So that is  
16 something that we will have to keep in mind.

17 MS. TORTELLI: Okay.

18 MR. NEGRETE: If we could meet the design  
19 hydraulics capacity without a movable bridge, I don't  
20 think there is any reason to consider that.

21 MS. TORTELLI: Maybe, just cost; right?

22 MR. NEGRETE: Yes.

23 MS. LANZA: Right. I think it will come out  
24 of the options. Just you're going to get a lot of  
25 comments.

1 Well, we got a lot of comments.

2 MS. TORTELLI: Okay. Great. Thank you for  
3 that advanced notice.

4 MR. L'ETOILE: Are we looking at just two  
5 separate bridge replacements or the area in between as  
6 this project?

7 MS. TORTELLI: Well, that's going to kind of  
8 get into bridge types. That's when we get into our  
9 second Stakeholder Working Group meeting.

10 I mean, the alternatives that we presented to  
11 the public back in December of 2019 included both two  
12 separate bridges -- replacing two separate bridges, but  
13 also kind of looking at an elevated bridge type that  
14 went across the whole area, but had kind of a  
15 dirt-bound buildup in the middle.

16 MR. L'ETOILE: So based on that bridge-type  
17 selection, if there is one that spans over, that is one  
18 thing.

19 If it's the other way, where it's two  
20 separate bridges, are we still looking at an  
21 opportunity to do something that's not in between them  
22 as far as looking at that whole area as a design, not  
23 just two separate bridge replacements?

24 MS. TORTELLI: We'll have to look at that and  
25 see what we could -- I don't -- we haven't done a lot



1 of design for the bridge alternatives that we have.

2 We have to look at the elevation of them and  
3 what we can work with and how can we get down -- access  
4 to the park. Access to the park is going to be key.

5 But I think these discussions about that will  
6 come out of our next Stakeholder Working Group meeting  
7 when we're focused on the bridge types.

8 MR. L'ETOILE: Okay.

9 MS. TORTELLI: Okay.

10 UNIDENTIFIED SPEAKER: That's your homework  
11 for next meeting, John.

12 MR. L'ETOILE: Thank you.

13 MS. TORTELLI: We all have homework.

14 So I just wanted to kind of touch on our next  
15 steps moving forward. Like I said, we're in the  
16 process of defining who's going be members of these  
17 Technical Advisory Committees.

18 We will be having those two meetings that I  
19 referenced earlier in March and April.

20 Our second Stakeholder Working Group meeting  
21 is tentatively planned for April 30th.

22 I will send everybody -- all of the  
23 Stakeholder Working Group members, I will send you out  
24 an invite to these meetings, just so we can get them on  
25 your calendar.

1           We will try to hold those dates, but right  
2 now, they are kind of tentative.

3           So the third Stakeholder Working Group  
4 meeting is planned for July 2nd; it's the Thursday  
5 before the 4th of July weekend.

6           Our City of Reno Council and RTC Board  
7 meeting is in July. A public information meeting in  
8 August.

9           Then we will go back to the City of Reno  
10 Council and RTC Board in October.

11           Then we will be kicking off the design and  
12 construction 2021 to 2026.

13           So I did leave some of my business cards up  
14 there. All you guys have my email address. Feel free  
15 to reach to me about any questions or comments that you  
16 may have.

17           You can always visit [rtcwashoe.com](http://rtcwashoe.com) and search  
18 Arlington Avenue. I will continually update materials  
19 on that website, and we will add all of the Stakeholder  
20 Working Group members to our internal list, which you  
21 get kind of an email blast automatically when  
22 information is updated.

23           So with that, I would like to invite anybody  
24 that would like to make a public comment that's not  
25 part of the Stakeholder Working Group, now is an

1 opportunity if you would like to say anything.

2 Those members that are not a part of the  
3 Stakeholder Working Group want to say anything?

4 MS. HARSH: I'll say something: Thank you so  
5 much for allowing us to be here and part of the  
6 discussion. Thank you.

7 MS. TORTELLI: Um-hum. I appreciate your  
8 guys's input.

9 Do we have the action items, other than  
10 figuring out what our bridge that spans across the  
11 whole thing is going to look like for the next meeting?

12 (Laughter.)

13 MS. TORTELLI: For my team, did we note any  
14 action items that we need to capture here?

15 MS. FINIGAN: Potentially, some of the things  
16 that were in the notes, and the section that Ken went  
17 through and Matt went through, there are some  
18 considerations, maybe, for action items.

19 MS. LANZA: I thought that ordinary high  
20 water mark thing that was mentioned --

21 MS. TORTELLI: I agree. I think we should --  
22 can you make a note about that, Ken?

23 You know, Jennifer talked about that ordinary  
24 high water mark, and I think we should kind of resolve  
25 that. How we're going to deal with that moving

1 forward.

2 MR. GREENE: Yes.

3 MS. FINIGAN: And I think who the lead would  
4 be to --

5 MS. TORTELLI: Yes. Lead agency. Lead  
6 agency needs to be defined. It's an important piece of  
7 information.

8 MS. HARSH: Judy, could we also, while we're  
9 hitting the high water mark, get the capacity for the  
10 hundred-year flood that's existing right now at that  
11 bridge.

12 MS. TORTELLI: I believe we have that  
13 information already from the Truckee River Flood  
14 Management Authority.

15 MR. PENROSE: We do.

16 MS. LANZA: Confirming whether the bridge was  
17 eligible for the historic register.

18 MS. TORTELLI: Right.

19 MS. LANZA: Because it can change the whole  
20 process if we got so far --

21 MS. TORTELLI: It makes a big difference;  
22 doesn't it?

23 Okay. Any other action items?

24 MR. GREENE: Should we send around an updated  
25 list of criteria and constraints that we talked about

1 for everybody to look at, or are we okay with what  
2 we've done and just carry that forward to the next  
3 meeting?

4 MR. TRUHILL: Carry forward.

5 MS. TORTELLI: Would you guys want to review  
6 it, or do you want us to just move forward with what  
7 we've done here today?

8 UNIDENTIFIED SPEAKER: Move forward.

9 UNIDENTIFIED SPEAKER: I say move forward and  
10 maybe send out the updated versions.

11 MS. TORTELLI: Yes, I will. I'll post it on  
12 the website, and I'll probably -- once we get the  
13 transcript from the meeting, I'll post that on the  
14 website. That kind of stuff I'll put up on the  
15 website.

16 So I would like to make sure, I guess, just  
17 kind of in closing, I'd like to say thank you all for  
18 attending. I think we had some really good discussion  
19 and got some really valuable feedback here today. I  
20 appreciate it.

21 Like I said previously, our next Stakeholder  
22 Working Group meetings maybe a little bit more --  
23 require a little bit more discussion, may be a little  
24 bit more contentious, especially when we're talking  
25 about bridge types. It's just kind of the nature of

1 what it is; right?

2           Please make sure if you didn't sign in at the  
3 sign-in sheet, that you do sign in so that we have your  
4 contact information and we know that you attended.

5           And with that, feel free to go. Thank you  
6 for spending time here today.

7           (Meeting concluded at 3:36 P.M.)

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1 STATE OF NEVADA            )  
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 2 COUNTY OF WASHOE        )

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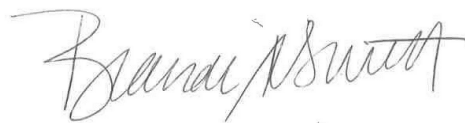
4                    I, BRANDI ANN VIANNEY SMITH, a court  
 5 reporter, do hereby certify:

6                    That on Thursday February 6th, 2020, at the  
 7 hour of 1:00 P.M. of said day, at the Regional  
 8 Transportation Commission, 1105 Terminal Way, Reno,  
 9 Nevada, a meeting was held, namely: Stakeholder  
 10 Working Group #1 Meeting.

11                   That the meeting was taken in verbatim  
 12 stenotype notes by me, a court reporter, and thereafter  
 13 transcribed into typewriting as herein appears;

14                   That the foregoing transcript, consisting of  
 15 pages 1 through 106, is a full, true, and correct  
 16 transcription of my stenotype notes of said public  
 17 comment, to the best of my knowledge, skill and  
 18 ability.

19                   Dated at Gardnerville, Nevada, this 13th day  
 20 of February, 2020.




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BRANDI ANN VIANNEY SMITH

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