

Nevada Division

March 1, 2024

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

In Reply Refer To: HPL-NV

ELECTRONIC CORRESPONDENCE ONLY

Ms. Tracy Larkin Thomason, P.E. Director, Nevada Department of Transportation 1263 South Stewart Street Carson City, Nevada 89712

SUBJECT: Finding of No Significant Impact (FONSI) for the Sparks Boulevard Project, Sparks, Nevada FHWA-NV-EA-23-01, STBG-0031-(341) NDOT Project: 61066

Dear Ms. Larkin Thomason:

The Nevada Department of Transportation's (NDOT) February 14, 2024, letter that the Federal Highway Administrations (FHWA) received on February 21, 2024, requested FHWA's determination of the Finding of No Significant Impact (FONSI) for the Sparks Boulevard Project in the City of Sparks, Washoe County, Nevada.

The Environmental Assessment (EA) was approved for circulation on January 31, 2023. Based on the information provided in the FONSI, the public hearing was conducted consistent with the NDOT's Public Involvement Plan.

Based on the information contained in the FONSI document included in the transmittal letter, the EA document, and the public hearings transcripts, FHWA has determined that the project will have No Significant Environmental Impacts. FHWA has also determined that the project has a de *minimis* use on the Section 4(f) property for the Reed High School.

If you have any questions or concerns, please contact Abdelmoez Abdalla, Environmental Program Manager, at (775) 687-1231 or via email at Abdalla@dot.gov.

Sincerely,

KHOA T NGUYEN Digitally signed by KHOA T NGUYEN Date: 2024.03.01 13:43:12 -08'00'

Khoa Nguyen, P.E. Division Administrator

Enclosure

TO:

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FINDING OF NO SIGNIFICANT IMPACT SPARKS BOULEVARD PROJECT

FHWA-NV-EA 23-01, NDOT Project ID 61066, State TIP ID WA20190041

Sparks, Nevada

January 2024

Lead Agencies

Federal Highway Administration

STATES OF PARTY

Nevada Department of Transportation



Regional Transportation Commission of Washoe County



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Table of Contents

1.	STUDY A	REA	1
2.	PURPOSI	E AND NEED	2
3.	PUBLIC A	AND AGENCY COORDINATION	2
4.	SELECTE	D ALTERNATIVE	20
5.	UPDATES	TO THE ENVIRONMENTAL ASSESSMENT	23
6.	ERRATUA	A FOR THE ENVIRONMENTAL ASSESSMENT	24
7.	MITIGAT	ION COMMITMENTS FOR IMPACTS FROM THE SELECTED ALTERNATIVE	24
8.	FINDING	OF NO SIGNFICANT IMPACT REQUIREMENTS	32
App	endix A.	Public Hearing Transcript	34
Арр	endix B.	Section 4(f) Owner with Jurisdiction Coordination	35
App	endix C.	Section 404 permit Compensatory Mitigation Plan	36
Ta	bles		
Tab Tab	ole 1. ole 2. ole 3.	Comments Received During the Public Comment Period with Responses Updates to the Section 4(f) Analysis Mitigation Measures and Commitments for the Selected Alternative	23
Fig Fig	ure 1. ure 2. ure 3. ure 4.	Location Map	ay22 Way22

Appendices

Appendix A. Public Hearing Transcript

 $Appendix\ B.\quad Section\ 4(F)\ Owner\ with\ Jurisdiction\ Coordination$

Appendix C. Section 404 Permit Compensatory Mitigation Plan



1. STUDY AREA

The Regional Transportation Commission of Washoe County (RTC)—in cooperation with the City of Sparks (City), the Nevada Department of Transportation (NDOT), and the Federal Highway Administration (FHWA)—is exploring alternatives that would increase safety, reduce congestion and traffic delays, and improve bicycle and pedestrian facilities along Sparks Boulevard, between Baring Boulevard, and the Interstate 80 (I-80) westbound ramps in the City (see Figure 1).

Figure 1. Location Map





The Sparks Boulevard Project (Project) is the continuation of previous efforts by RTC to study improvements along Sparks Boulevard. More specifically, it advances improvements along the corridor, between Baring Boulevard, and the I-80 westbound ramps that were in the Sparks Boulevard Multi-Modal Corridor Study (Corridor Study), prepared by RTC in June 2015. The Corridor Study was based on the RTC Regional Transportation Plan (RTP) 2013–2035 (RTC, 2013). The Environmental Assessment (EA) signed by NDOT and FHWA in January 2023 identified the Selected Alternative for the Project, and describes the existing environment, affected resources, mitigation measurements and benefits of this project.

Sparks Boulevard is a major corridor that accommodates northbound and southbound travel and is important for connecting the northern Sparks and southern Reno urban areas. It provides access to several major thoroughfares, including Baring Boulevard, East Prater Way, and I-80. Sparks Boulevard is a Medium Access Control (MAC) arterial, according to the RTC 2050 RTP (RTC, 2021), adopted since the publication of the Corridor Study. It is a four-lane-divided roadway, except between the I-80 ramps and East Lincoln Way, where the configuration is a six-lane-divided roadway. The Project is in the updated RTC Regional Transportation Improvement Program (RTIP) 2021–2025 (RTC, 2022), as project number WA20190041.

The corridor embodies mixed-use development, with commercial businesses concentrated on the southern end, and mixed retail uses surrounded by high-density housing to the north. Land-use intensity will continue to increase with planned development around the Sparks Marina, at Kiley Ranch north of the Study Area, and at other undeveloped sites along Sparks Boulevard outside of the Study Area. The corridor also consists of multi-use paths, wide sidewalks (8 to 12 feet), typical-width sidewalks (4 to 5 feet), and on-road bicycle lanes.

2. PURPOSE AND NEED

The purpose of the Project is to address operations and capacity deficiencies and to improve connectivity, safety, and mobility for all modes of transportation, including cars, pedestrians, transit, and bicycles.

The following critical needs demonstrate the importance of improvements for Sparks Boulevard:

- Expected increases to traffic volumes would cause additional travel delays along Sparks Boulevard.
- Traffic safety will degrade further as higher crash rates occur along Sparks Boulevard.
- Several locations lack safe pedestrian and bicycle connectivity and/or are not in compliance with ADA standards.
- The Study Area contains gaps in providing safe access to transit stops along the corridor.

3. PUBLIC AND AGENCY COORDINATION

The Project followed an extensive public and agency involvement process since the kickoff in June 2022. The process included the distribution of the Intent-to-Study letter in September 2022, sent to potential interested parties; and was followed by a public scoping meeting and comment period that solicited public and agency comments on the project and its purpose and need. A project management team (PMT) consisting of invited stakeholder agencies representing the public met regularly since the Project's kick-off in June 2020. Project updates were sent to members of the public, business owners, and local stakeholders in the Study Area; public agencies, local officials, resource agencies, other local stakeholders, and the public were updated in October 2020, January 2021, April 2021, July 2021, October 2021, and January 2022.



The EA was available for review and comment from April 5, 2023, to May 5, 2023. The RTC launched a virtual public hearing on April 5, 2023. The virtual public hearing remained open for public comment on the project website (sparksboulevardproject.com) until 5 pm on May 5, 2023, and was accessible to the public 24 hours a day during that time. The virtual public hearing contained a presentation about the EA and related project materials in both English and Spanish.

Additionally, an in-person public hearing was held from 4:00 p.m. to 7:00 p.m. on April 19, 2023, at Lena Juniper Elementary School, 225 Queen Way, Sparks, NV. There were 25 exhibits at the public hearing that provided an overview of the Selected Alternative, purpose and need, traffic and safety studies, design details, environmental impacts, and noise analyses. Copies of the EA and appendices were made available to the public to review in-person, along with comment forms, at public locations. A digital version of the EA was also available to download on the project website. The transcript of the public hearing is provided in Appendix A.

The EA document for review, information on access to the virtual public hearing, and the public hearing details were available in the following ways:

- Project website: sparksboulevardproject.com.
- Newspaper ads published in the Reno Gazette-Journal and Sparks Tribune (April 5, April 18, and April 19, 2023) and in the El Sol De Nevada (April 3, 2023).
- Digital ads in the Sparks Tribune website (sparkstrib.com) from April 5 to May 5, 2023.
- Press release advertising the public hearing disseminated by RTC.
- Social media content posted by RTC on its various platforms.
- Official hearing notice posted on the project website (sparksboulevardproject.com).
- The Nevada State Clearinghouse website.
- The official hearing notice was distributed to Notice of Intent stakeholders and resource agencies on the week of April 3, 2023.
- Postcards mailed the week of March 27, 2023, to all properties within a quarter mile of the Project Area.

598 members of the public viewed the virtual hearing room and 297 people viewed the public hearing materials online. Approximately 15 members of the public attended the in-person public hearing, although some preferred not to sign-in.

The EA was available for public review at the public hearing, to download on the project website (www.sparksboulevardproject.com), and at the following locations:

- Sparks Public Library, 1125 12th Street, Sparks, Nevada 89431
- Alf Sorensen Community Center, 1400 Baring Boulevard, Sparks, Nevada 89434
- Regional Transportation Commission of Washoe County, 1105 Terminal Way, Suite 211;
 Reno, Nevada 89502
- City of Sparks, 431 Prater Way, Sparks, Nevada 89431



Comments were accepted in the following ways:

- Verbal comments and comment cards accepted at the in-person public hearing.
- By email to jwilbrecht@rtcwashoe.com
- Via the virtual public hearing room at sparksboulevardproject.com
- Via the hotline (775) 786-9809
- Mailed comments to RTC at Regional Transportation Commission of Washoe County, P.O. Box 30002, Reno, NV 89520

Comments Received During the Public Comment Period

RTC received 24 comments submitted online during the virtual public hearing. Additionally, five comments came from comment cards at the in-person meeting. Table 1 shows the comments received during the EA public review and the responses provided. No other written comments from the public or agencies were received during the 30-day public comment period.



Comments Received During the Public Comment Period with Responses Table 1.

Response	The primary purpose of the Project is to provide capacity improvements to allow for improved traffic operations and level of service throughout the corridor based on existing and projected traffic volumes.	provide multimodal improvements, address vehicle safety issues through improved geometry and other means, and to improve overall corridor crosswalk safety and crosswalk application by widening Sparks Boulevard to six lanes between Greg Street and Baring Boulevard.
Comment	Comment #1, Received at In-person Hearing, Jim Mayer SPARKS GIVE US YOUR COMMENTS GIVE US YOUR COMMENTS	Date of meeting/presentation you attended: Apa 1,92038 Comment: Two watch engine 1, 45 Stick ing forty fuel The Att gets was engine 4, 45 Stick ing forty The Att gets was engine 4, 45 Stick ing forty The Att gets was possible on the forty Press send me EMAIL UPDATES [Optional] Nome:



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For dury this surks	111923	Comment noted.
Artics us Phone: 225 221		
artics us Phone: 225 221		
of Sparks of Sparks us Phone: 25 721	REPLEASE SEND ME EMAIL UPDATES	
	Sparks of Starks us Phone: 275 221	



Comment	Response
Comment #3, Received at In-person Hearing, Scott Carey SPARKS GIVE US YOUR COMMENTS ETG OF MORE TO THE MENT OF THE MENT O	The crosswalk at the intersection of Sparks Boulevard and Express Street has been eliminated for the safety of pedestrians. The multi-use path in the median will be protected from the
Date of meeting/presentation you attended: 4/19/23 PUBIC Mextine Comment: hanks for listering to the Dublic and Comment: has the Project is the Dublic and Con Sparks Blud across from Park Usta apartments On Sparks Blud across from Park Usta apartments Given the RT thausit cuts and climination of Service to this area i Sparks Blud coordor one Has to austica the residue of Sparks Blud coordor one Nome: Scatt carea to Sparks Express. Not climinate it. Organization: Selt Organization: Selt Email: Sharey@Sbaslobalinet	southbound traffic on Sparks Boulevard by a concrete barrier, which will restrict access into the median at the intersection. However, other safer locations to cross to the median will be provided. The sidewalks along southbound Sparks Boulevard will be reconstructed to current standards, so that pedestrians may access the multiuse path in the median in a safer manner.



Comment	Response
Comment #4, Received at In-person Hearing, Scott Carey	The crosswalk at the intersection of
SPARKS GIVE US YOUR COMMENTS RIG WENDA	Sparks Boulevard and Express Street has been eliminated for the safety of pedestrians. The multi-use path in the median will be protected from the
Date of meeting/presentation you aftended: 4/19/23 Public Comment: You shall ant eliminate the pedes trians comment: You shall ant eliminate the pedes trians to to be of safe way for pedes trians to cross sparks Blud to the neighborhood trous the migh or hood trous	southbound traffic on Sparks Boulevard by a concrete barrier, which will restrict access into the median at the intersection. However, the sidewalks along southbound Sparks Boulevard will be reconstructed to current standards, so that pedestrians may access the multiuse path in the median in a safer
PLEASE SEND ME EMAIL UPDATES Optional SLOTT CATEY Name: Self Organization: Self Email:	



Comment	Response
SPARKS GIVE US YOUR COMMENTS (NEWIDA	The crosswalk at the intersection of Sparks Boulevard and Express Street has been eliminated for the safety of pedestrians. The multi-use path in the
Date of meeting/presentation you attended: 3/19/2023 Comment: Very Pleased with the Designe Allot at Salet with the Designe Allot at Salet Salet in the at the parties of	median will be protected from the southbound traffic on Sparks Boulevard by a concrete barrier, which will restrict access into the median at the intersection. However, the sidewalks along southbound Sparks Boulevard will be reconstructed to current standards, so that pedestrians may access the multiuse path in the median in a safer manner.
Comment #6, Received at Virtual Public Hearing, Charles Packer. "Hi"	Comment noted.
Comment #7, Received at Virtual Public Hearing, Guillermo Arias "Just browsing to see what it is all about, I drive for a local company and I want to be aware of any changes in the traffic patterns so I can be prepared for any detours."	Comment noted.
Comment #8, Received at Virtual Public Hearing, Christine Anderson	Comment noted.



Comment	Response
"Bike lane connectivity is very, very important. The separated pathway through the greenbelt is also important for linking communities with services and helping people feel safe on their bikes."	
Comment #9, Received at Virtual Public Hearing, Samantha Edwards "I think it's a great idea for Sparks Blvd. to be widened. Especially right in front of Park Vista Apartments. It seems when trying to leave the entrance of this apartment complex at any time of the day is difficult. Everyone rides in the right lane and you wait forever to get on the road pulling out of the complex."	Comment noted.
Comment #10, Received at Virtual Public Hearing, Michael Crawford "Expanding Sparks Blvd. will only exacerbate the problem of increased traffic volume and aggressive vehicle speeding. Sparks has a problem with traffic but the city fails to recognize that unabated housing growth is stretching the cities infrastructure capabilities. The addition of additional lanes on Sparks boulevard is an expensive bandaid. Until the city pursues a comprehensive strategic plan for growth that includes transportation, water, sewage, and revenue this project should be tabled. For example: what plans are there for public transportation to reduce traffic pressure on Sparks, very few North/ South traffic corridors? The widening of Sparks boulevard is only a partial, expensive, weak solution to a bigger problem."	The purpose and need shows the increased capacity is necessary to accommodate the planned growth for the community. The Project includes sidewalks and multi-use paths to enhance connections for pedestrians, bicyclists, and transit users.
Comment #11, Received at Virtual Public Hearing, Chris Healy "I live in the Willow Crest subdivision and during afternoon hours it is almost impossible to get out of our neighborhood using Whitney Circle turning left onto Sparks Blvd (headed south). What are the chances of placing some signage (DO NOT BLACK INTERSECTION) and striping and maybe a flashing yellow light that tells northbound traffic to give us a break while trying to get out of our neighborhood."	Whitney Circle is north of the Study Area for this Project. The suggestions have been received and will be considered if implementing a future project to the north.
Comment #12, Received at Virtual Public Hearing, Michael McClain "This is a much needed improvement although the timelines are much too far out. Construction should start sooner to really help based on our growth rate."	Comment noted.
Comment #13, Received at Virtual Public Hearing, Bill Ladner "Fill potholes first"	Potholes in the roadway within the Project boundaries will be fixed when reconstructing Sparks Boulevard.



Comment	Response
Comment #14, Received at Virtual Public Hearing, Amanda Rookey "Hello. I am writing to share my concerns about the landscape treatment proposed for the Sparks Blvd. widening project. I would encourage the RTC and the City of Sparks to install a landscape that fits our region's need for both form AND function by encouraging native and pollinator-friendly plants. With Senate Bill 169 and Assembly Bill 131 proposing to address the urban heat island effect and the rising temps across NV, we can be smart about the landscape material we choose in our developed spaces. Selecting trees that provide great shade canopy with limited water use and native shrubs and perennials are welcome solutions that require limited water and little maintenance. I encourage the City of Sparks and RTC to reach out to the NV American Society of Landscape Architects and other likeminded agencies for more information about pollinator-friendly and sustainable landscape solutions."	The landscape plans prepared for the Project will include appropriate native and local species. Registered landscape architects developed the plans, and RTC and the City of Sparks will review the plans to ensure compliance with local landscape guidance.
Comment #15, Received at Virtual Public Hearing, Joe Mayer "Too much emphasis on bike path importance. The RTC gets a majority of its funding from fuel taxes. Bikers do not pay taxes, but think they are important. 1/3 of a roadway for a bike path paid for by fuel taxes. Find a way to have bikers pay for their share as well as electric autos."	The primary purpose of the Project is to provide capacity improvements to allow for improved traffic operations and level of service throughout the corridor based on existing and projected traffic volumes. The project also seeks to perpetuate and provide multimodal improvements, address vehicle safety issues through improved geometry and other means, and to improve overall corridor crosswalk safety and crosswalk sapplication by widening Sparks Boulevard to six lanes between Greg Street and Baring Boulevard.
Comment #16, Received at Virtual Public Hearing, Donald Abbott "Thanks for doing this."	Comment noted.
Comment #17, Received at Virtual Public Hearing, Scott Carey "Thanks for listening to the public and keeping O'Callaghan/Springland interchange. Looks like the project is improving the bus stop on Sparks Blvd across from Park Vista apartments. Given the RTC Transit cuts and elimination	The crosswalk at the intersection of Sparks Boulevard and Express Street has been eliminated for the safety of pedestrians. The multi-use path in the median will be protected from the



Comment	Response
of service to this area, Sparks Boulevard corridor one has to question the agency's commitment to transit in the region. The preferred alternative should keep the pedestrian cross walk at Sparks/Express. Not eliminate it."	southbound traffic on Sparks Boulevard by a concrete barrier, which will restrict
	access into the median at the
	intersection. However, the sidewalks
	be reconstructed to current standards,
	so that pedestrians may access the multi-
	use path in the median in a safer
	manner, either at E Prater Way to the
	south, of O canagnan Drive to the north:
Comment #18, Received at Virtual Public Hearing, Scott Carey	The crosswalk at the intersection of
"You should not eliminate the pedestrian crossing at Sparks Blvd and Express! There needs to be a safe way for	Sparks Boulevard and Express Street has
pedestrians to cross Sparks Blvd to the neighborhood from the multi-use path."	been eliminated for the safety of
	pedestrians. The multi-use path in the
	median will be protected from the
	southbound traffic on Sparks Boulevard
	by a concrete barrier, which will restrict
	access into the median at the
	intersection. However, the sidewalks
	along southbound Sparks Boulevard will
	be reconstructed to current standards,
	so that pedestrians may access the multi-
	use path in the median in a safer manner
	either at E Prater Way to the south, or
	O'Callaghan Drive to the north.
Comment #19, Received at Virtual Public Hearing, Shaun Carey	The crosswalk at the intersection of
"Very pleased with the design. A lot of safety improvements will be made. Thankful you are including the use of	Sparks Boulevard and Express Street has
channel area for pedestrians. Please keep pedestrian crossing at Express. It saves lives. Can you provide lighting in	been eliminated for the safety of
advance of intersections. Thank you, you're making BIG improvements!"	pedestrians and additional lighting will
	not be installed at this location as part of
	the Selected Alternative. The multi-use



Comment	Response
	path in the median will be protected from the southbound traffic on Sparks Boulevard by a concrete barrier, which will restrict access into the median at the intersection. However, the sidewalks along southbound Sparks Boulevard will be reconstructed to current standards, so that pedestrians may access the multiuse path in the median in a safer manner either at E Prater Way to the south, or O'Callaghan Drive to the north. Existing lighting at all intersections in the Study Area will be maintained.
Comment #20, Received at Virtual Public Hearing, Greg Walters "I think widening that section of Sparks Blvd is very much needed, but what measures are being taken to protect the adjacent neighborhoods? Specifically Wabash Cir? This project has a potential to increase the amount of traffic on an already busy street. Are there plans to place speed bumps within the neighborhood along Wabash Cir to reduce the speed of traffic and keep the neighborhood safe?" speed of traffic and keep the neighborhood safe?"	The purpose of the Project is to resolve connectivity and congestion issues on Sparks Boulevard for all users. Analysis conducted as part of the EA determined that construction-related activities under the Selected Alternative may disrupt access to some commercial properties and require temporary closures and detours. Mitigation measures will be implemented to reduce these disruptions. In the long term, the Selected Alternative would reduce travel time delays along with corridor. The EA also examined the effects the Selected Alternative could have on communities in the Study Area and found that there would be noise impacts, which would be mitigated by the



Comment	Response
	construction of five noise barriers at four
	locations along Sparks Boulevard. These
	noise barriers will reduce levels in the
	affected locations.
	The EA analysis determined that all
	communities in the Study Area will
	receive the benefits of the Project. Upon
	completion of the Project, vehicles,
	bicyclists, and pedestrians will be safer as
	they travel the corridor. Improvements
	to sidewalks will provide a safer
	experience for pedestrians with
	improved sidewalks along the entire
	length of Sparks Boulevard; improved
	connections to transit stops; and
	compared to today, the multi-use path
	(MUP) will have safer, well-marked
	access points from Sparks Boulevard.
	Bicycle lanes in each direction along
	Sparks Boulevard will provide additional
	safety and access for non-motorized
	transportation. The project does not
	include improvements to Wabash Street.
Comment #21, Received at Virtual Public Hearing, Sarah Harveχ	The purpose and need shows the
"Please don't widen the road and lose more of the green space around here. Work with businesses to promote	increased capacity is necessary to
bussing and WFH options as much as possible."	accommodate the planned growth for
	the community. The Project includes
	sidewalks and multi-use paths to



Comment	Response
	enhance connections for pedestrians, bicyclists, and transit users.
Comment #22, Received at Virtual Public Hearing, Pat Hogan "I own the Pedego Electric Bike store in Reno and am planning on moving my business to the Baring Village Shopping Center at the SE Corner of Sparks Blvd. & Baring Blvd. That location was chosen partly because of the existing bike path along Sparks Blvd. from Greg St. to Los Altos. I wonder what your new project has in mind for bicycles, and understand there is the Sparks Boulevard Multi-Modal Corridor Study (Corridor Study), prepared by the RTC in June 2015. Having a bike path right there behind my new store is a great draw for electric bike rentals, and I want to make sure I am not heading into a negative situation as it relates to the relative safety of a bike path, as opposed to bike lanes painted onto the street. 70% of Americans do not want to ride a bike where they have to share the road with cars, per national surveys. Can you help me to understand how the Multi-Modal Plan will affect bike usage along Sparks Blvd.? Thank you."	The Project includes improvements to the multi-use path along Sparks Boulevard. The closest access to the path will be across Sparks Boulevard on the west side of the intersection with Baring Boulevard.



Comment	Response
Comment #23, Received at Virtual Public Hearing, Natalia Miller	The traffic analysis for the Project shows
"Thank you for updating Sparks Blvd as this has been needing some rehab for a long time. However, I am not in favor of widening this road into a 6 lane road. It may relieve congestion temporary, but inevitable it will invite more traffic and higher speeding traffic which will not make it safe for the pedestrians or the cyclists. Then we will he right back	the increased capacity is necessary to accommodate the planned growth for the community. The Project includes
here in 10 years wondering why the widening of the road did not work as it will still be congested. I am also not in favor of mixing the bikes with the car traffic. This is extremely dangerous, we want a protected, separated bike path.	multiple safe options for the use of pedestrians, bicyclists, and transit users.
This should be high priority since Reed High School students bike down Sparks Blvd to get to school and we should remove as much danger as possible to encourage people to walk or ride their bikes to school and work. I'm also	In addition to the marked bike lanes on the road and the improved sidewalks on
concerned with the air pollution this will bring. I know in the presentation that it was mentioned that air pollution will stay in an "acceptable range". Reno and Sparks has some of the poorest air quality in the United States, we should	both northbound and southbound sides of Sparks Boulevard, the multi-use path
encourage more people to take public transit/bike/walk instead of driving as much as possible. But at the very least, please provide a protected bike bath as this is the best way to keep the cyclist safe. Thank you."	between I-80 and Baring Boulevard,
	connecting to its current location at the northwest corner of the intersection of
	Sparks Boulevard and Baring Boulevard,
	providing a safer connection. Providing
	community to use other modes of
	transportation besides cars, which could reduce air pollutant emissions.
Comment #24, Received at Virtual Public Hearing, David Morlet "Can you tell me how you plan to connect the multitude paths on sparks blvd? Specifically I'd like to see it where pedestrians don't have to cross more than one road at an intersection to continue on the path"	The multi-use path will be improved along Sparks Boulevard between I-80 and Baring Boulevard, connecting to its current location at the northwest corner of the intersection of Sparks Boulevard and Baring Boulevard. Because the median only exists in one segment of the project corridor, it must move to either the west or east side of Sparks
	Dogievald.



Comment	Response
Comment #25, Received at Virtual Public Hearing, Raymond Lake	Comment noted.
"Widening of lanes to accommodate traffic is a great idea. Should help traffic move more efficiently."	
Comment #26, Received at Virtual Public Hearing, Rebecca Cook	The purpose and need shows the
"I am not in favor of this project. Sparks Blvd. runs behind my house, between Baring and Prater. Over the past 12	increased capacity is necessary to
years, the traffic and noise have grown noticeably. Street racing and general speeding have reached nuisance levels	accommodate the planned growth for
and there are times when driving the posted speed limit is downright dangerous. The traffic circle at Springland and	the community. The noise analysis
Sycamore Glen is a joke. I'm surprised there hasn't been a serious collision there. It's just a matter of time. I cannot	conducted as part of the EA found that
pu	there would be noise impacts, which
	would be Illingated by the constituction of five noise barriers at four locations
uistiption for time years. In the 12 years that Thave lived here, I ve had someone chills over the wall filly hack	along Sparks Boulevard. These noise
not learn of the timeline for Phase 2 until after the April 19	barriers will reduce levels where there
or. I get the feeling that the people who will benefit most	are impacts to residences along Sparks
	Boulevard, and they are located at
	Springland Villas and Willow Creek Villas
σ.	between Prater Way and Baring
a	Boulevard. In areas that already have
	masonry walls adjacent to Sparks
a	Boulevard, the barriers provide enough
	noise reduction that the residences do
u u	not exceed the threshold for noise
<u>-=</u>	impacts.
	The air quality analysis conducted as part
3	of the EA also determined that there
A	would be localized increases in fugitive
3	dust and equipment emissions during the
3	construction-period. The Project includes
8	a mitigation measure requiring a Dust
	Mitigation Plan that will include



Comment	Response
	measures to control fugitive dust and
	other specifications for construction.
	The EA analysis determined that all
	communities in the Study Area will
	receive the benefits of the Project. Upon
	completion of the Project, vehicles,
	bicyclists, and pedestrians will be safer as
	they travel the corridor. Improvements
	to sidewalks will provide a safer
	experience for pedestrians with
	improved sidewalks along the entire
	length of Sparks Boulevard; improved
	connections to transit stops; and
	compared to today, the MUP will have
	safer, well-marked access points from
	Sparks Boulevard. Bicycle lanes in each
	direction along Sparks Boulevard will
	provide additional safety and access for
	non-motorized transportation.
Comment #27, Received at Virtual Public Hearing, Ruth Herbst "I was unable to attend the open meeting. I would like to know how the work will affect my travel from my home off Express Street. Will one lane be opened on Sparks Blvd going South? Will both the north and south lanes be done at the same time? Will I be able to access the bike path beside the south bound lanes? Will the trees be saved? I can't find answers on the computer. Thank you."	Short-term construction- related activities could disrupt access to some commercial properties, residences, and the bike path, and require temporary closures or detours. However, it is too early in the process to determine where or when those interruptions may occur. RTC has included a commitment in the EA that they or the contractors will notify affected business owners and the public about temporary construction detours and disruptions prior to the disruption.



Comment	Response
	In the long-term, the bike lane on southbound Sparks Boulevard will be available from the Express Street intersection. Access the multi-use path to this median at the Prater or Springland/O'Callaghan intersections. The Project may also require the removal and replanting of existing landscaping and vegetation in the natural areas that occur in the median or adjacent to the roadway during construction and then replanted prior to construction
Comment #28, Received at Virtual Public Hearing, Steve Pyatt "In the FAQs section of the web page, this question is asked and answered: How is this projected being funded? The project is being funded through local RTC Fuel Tax. It would appear that EV users are exempt from contributing to the maintenance and improvements to the roads they also use. My question: How are all of the citizens/people who drive all-electric EVs contributing to the funding of this project? Also, how are transportation impact fees collected? By a sales tax, property tax, or "other"?"	The project is currently being funded with both local fuel tax and federal funds as identified in the Regional Transportation Improvement Program. The State of Nevada does not have a road user charge fee system that contributes to roadway or transportation improvements. The current method of collecting transportation funding is through fuel tax. More information can be found at: https://www.rtcwashoe.com/about/fuel_tax/
Comment #29, Received at Virtual Public Hearing, Gerrit Buma "Will this project involve any public lands managed by BLM?"	There are no Bureau of Land Management lands adjacent to Sparks Boulevard in the Project Area.



4. SELECTED ALTERNATIVE

The alternative selected by RTC, NDOT, and FHWA includes reconstructing Sparks Boulevard from I-80 to north of Baring Boulevard in the City and widening the corridor from four lanes to six lanes. Multiple residential and commercial development access locations as well as the intersections along Sparks Boulevard—specifically, Baring Boulevard, O'Callaghan Drive/Springland Drive, East Prater Way, and East Lincoln Way—will undergo reconfiguration and reconstruction to accommodate the widened roadway section and multi-modal improvements for cars, transit, pedestrians, and bicycles. Additionally, at various locations throughout the corridor, the Project proposes approximately 1.8 miles of 10-foot multi-use paths (MUP), approximately 2.8 miles of 6-foot sidewalks, concrete barriers between MUPs/sidewalks and through traffic lanes, retaining walls and regrading work along the North Truckee Drain (NTD) and median curbs.

NTD provides a natural feature on the east side of Sparks Boulevard between I-80 and East Prater Way, where it transitions to the median. Just south of Baring Boulevard, the drain channelizes as it transitions to the west side of Sparks Boulevard, approximately 200 feet north of Baring Boulevard. The Project would require 0.90 acres of new right of way (ROW) and would not cause any commercial or residential displacements. Figure 2, Figure 3, and Figure 4 below show improvements for the different sections on the corridor. Also, roadway plans for the Project are shown in Attachment D.

The following improvements proposed for each intersection and/or segment of Sparks Boulevard under the Project:

- Baring Boulevard Intersection At the Baring Boulevard and Sparks Boulevard intersection, the Project proposes adding another through lane in both northbound and southbound directions and tapering these through lanes down north of the intersection. The eastern existing edge of Sparks Boulevard will remain in place and widening will take place to the west. Additionally, the Project proposes to locate the 10-foot MUP along the western side of the southbound lanes, starting south of Baring Boulevard separated from travel lanes by a concrete barrier, a 6-foot sidewalk along the eastern side of the northbound lanes, and a retaining wall, as well as completing regrading work along the portion of the NTD located along the western side of the southbound lanes north of Baring Boulevard.
- Baring Boulevard to Springland Drive/O'Callaghan Drive Segment To incorporate additional
 through lanes from Baring Boulevard to Springland Drive/O'Callaghan Drive, the Project proposes
 widening the mainline towards the NTD and in the median. The Project will construct a 10-foot
 MUP along the western side of the southbound lanes, a 6-foot sidewalk along the eastern side of the
 northbound lanes, and intermittent concrete barriers/retaining walls, as well as completing
 regrading work between the NTD and both directions of Sparks Boulevard.
- Springland Drive/O'Callaghan Drive Intersection At the Springland Drive/O'Callaghan Drive intersection, the Project proposes to provide left-turn pockets inside Sparks Boulevard. Removing the existing raised median on the bridge and above the NTD will allow the intersection to function as a traditional intersection. Additionally, the Project proposes improvements to pedestrian access ramps on all quadrants of the intersection, 6-foot sidewalks along the eastern side of the northbound lanes, retaining walls, and regrading work along the portion of the NTD located west of the northbound lanes and median curbs. The 10-foot MUP would cross west of the southbound lanes to the median of Sparks Boulevard through the intersection.
- <u>Springland Drive/O'Callaghan Drive to East Prater Way Segment</u> The Project proposes widening the roadway between Springland Drive/O'Callaghan Drive to East Prater Way to the inside, while following the existing roadway alignment. Additionally, the Project proposes a 10-foot MUP on the eastern side of the southbound lanes, with a separated concrete barrier/retaining wall between the southbound lanes and the proposed MUP path. The Project will construct a 6-foot sidewalk along the



western side of the southbound lanes and eastern side of the northbound lanes and include regrading work with intermittent retaining walls along a portion of the NTD located on the western side of the northbound lanes.

- East Prater Way Intersection At the East Prater Way intersection, the Project proposes additional through lanes in both northbound and southbound directions on Sparks Boulevard, along with the addition of a dedicated right-turn lane from southbound Sparks Boulevard to westbound East Prater Way. East Prater Way will maintain the existing eastbound and westbound directions, and eastbound East Prater Way to the southbound Sparks Boulevard will remove the right-turn median. Additionally, the Project proposes a retaining wall and regrading work along the portion of the NTD located east of the northbound lanes. The 10-foot MUP crosses from the median of Sparks Boulevard to east of the northbound lanes.
- East Prater Way to East Lincoln Way Segment The Project proposes widening the roadway between East Prater Way and East Lincoln Way to the outside, while following the existing roadway alignment, and reducing the westward taper approximately 1,000 feet south of East Prater Way. Additionally, the Project proposes a 10-foot-wide MUP separated by concrete barrier along the northbound lanes, a 6-foot sidewalk along the western side of the southbound lanes, retaining walls, and regrading work along the portion of the NTD located along the eastern side of the northbound lanes and median curbs.
- <u>East Lincoln Way to I-80 Westbound Ramps Segment</u> The existing roadways already contain three lanes in the northbound and southbound directions between East Lincoln Way to the I-80 westbound ramps. An additional right-turn lane from northbound Sparks Boulevard to eastbound East Lincoln Way will maintain the three through lanes on northbound Sparks Boulevard. The Project proposes to use the existing raised median within this segment.

Regrading

The proposed regrading work that would occur near and in the NTD must maintain the existing capacity and would not increase the capacity of the NTD. Removing and replanting the existing landscaping around these portions of the NTD would occur before completing the construction, including the removal and replacement of trees.

Multi-Use Paths and Sidewalks

The Project proposes a 10-foot MUP that will span the length of the corridor from north of Baring Boulevard to East Lincoln Way. Also, the Project will add 6-foot minimum sidewalks along both sides of Sparks Boulevard, from approximately 500 feet north of Baring Boulevard to East Lincoln Way, except where the MUP is nearby outside travel lanes. At select locations, the Project proposes to install a concrete barrier between traffic lanes on Sparks Boulevard and the MUP to protect path users from the vehicular traffic on Sparks Boulevard.



Figure 2. Selected Alternative Typical Section for Sparks Boulevard at East Prater Way

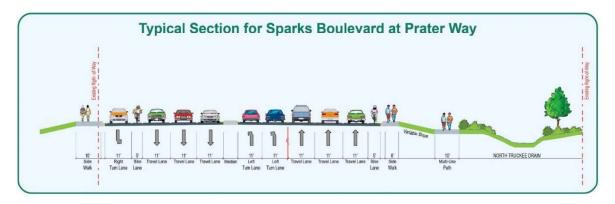


Figure 3. Selected Alternative Typical Section for Sparks Boulevard North of Lincoln Way

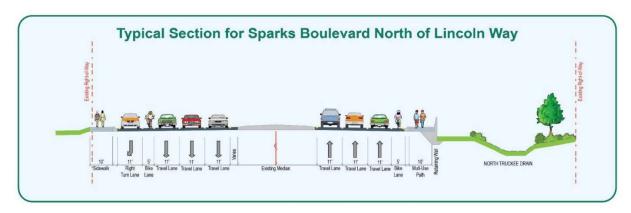
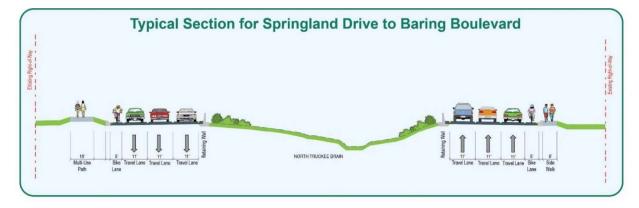


Figure 4. Selected Alternative Typical Section for Springland Drive to Baring Boulevard





5. UPDATES TO THE ENVIRONMENTAL ASSESSMENT

The Environmental Consequences section of the EA provided a summary of the expected effects of construction and operation of the Selected Alternative and the No-Build Alternative by resource topic. The following section summarizes the environmental impacts described in full in the EA, and mitigation commitments to reduce the impacts are included in Table 2.

In addition, the information for the Section 4(f) analysis has been updated since publication of the EA. Further design showed that it may be more expedient for the project and less impactful to the school to keep the NV Energy power lines overhead adjacent to the school property along Sparks Boulevard. This would be a change from the prior commitment to underground the utilities in that location. There would be no change to the need to taper Sparks Boulevard from three lanes to two, starting at the intersection with Baring Boulevard north to the entrance to Shadow Mountain Park, north of the Reed High School Athletic field, located on the Edward C. Reed High School parcel managed by the Washoe County School District. In addition, the right turn lane from westbound Baring Boulevard to northbound Sparks Boulevard is still required to improve the intersection level of service in the future, as traffic volumes in Sparks grow in the future. To make these improvements, small slivers of school district property along Baring and Sparks Boulevards are needed for right-of-way and temporary construction access. A slightly larger area is needed for temporary access to make the proposed improvements. These changes do not affect FHWA's de minimis determination for this project.

The Washoe County School District, which is the owner with jurisdiction over Reed High School, concurred with this conclusion on August 21, 2023. The letter with their signed concurrence is included in Appendix B.

This change to the Section 4(f) impacts is the only revision to EA made. All other impacts have not changed since the publication of the EA.

Table 2. Updates to the Section 4(f) Analysis

Preferred Alternative Impacts	Cumulative Effects Likely?	Mitigation for the Preferred Alternative
 Acquisition of permanent ROW of 0.17 acre, and permanent ROW easement along Baring Boulevard of 0.40 acre to accommodate roadway, utility, and sidewalk improvements on Baring Boulevard east of Sparks Boulevard adjacent to Reed High School, for adequate operations of the intersection. Acquisition of temporary access of approximately 0.03 acre during construction for construction activities along the Sparks Boulevard and Baring Boulevard adjacent to Reed High School. The temporary and permanent ROW needed are narrow strips adjacent to the roadways and the fence of the school property. 	No	 Maintain access to the Reed High School and Athletic Field during construction activities via flagging operations and/or an approved detour. Install temporary construction fencing along proposed construction limits prior to the start of construction activities to protect the existing 4(f) property and the public. Install appropriate signage to alert users of Reed High School of constructions, or closures, and to direct users to secondary access points.
The acquisition of ROW will result in a de minimis impact of the Section 4(f)		The staging and/or storage of construction equipment or



Preferred Alternative Impacts	Cumulative Effects Likely?	Mitigation for the Preferred Alternative
property. Based on the scope of the proposed Project and type of work, there will be no adverse effects to the protected recreational activities, features, or attributes associated with Reed High School. Proposed measures to minimize harm and resulting in mitigation. In regard to protecting the 4(f) property and maintaining access and safety, they are considered reasonable and acceptable. • The RTC consulted the owner with jurisdiction and the Washoe County School District concurred with this conclusion in correspondence dated May 11, 2022. The correspondence and documentation for a de minimis determination is in the Section 4(f) Technical Memo, in Appendix B. FHWA will make the de minimis determination for this NEPA action once the EA is signed.		materials must not occur outside proposed construction limits that are within the defined boundaries of the 4(f) property. Require the Contractor to closely coordinate the construction schedule with RTC, Washoe County School District, and the City prior to the start of construction activities. The Contractor must remove and replace landscaping and vegetation on school property at the northwest corner of Baring and Sparks Boulevard during construction of the Project. The Contractor must install utilities underground located between the school property and Sparks Boulevard and north of Baring Boulevard.*

^{*}This mitigation is no longer included as a commitment.

6. ERRATUM FOR THE ENVIRONMENTAL ASSESSMENT

After the publication of the EA, it was discovered that the EA and some of the documents published as part of the EA were erroneously released as "DRAFT" documents. The EA and any attachments to it were released as final documents intended for public review and comment. Additionally, minor changes to the Section 4(f) analysis have been made as described above. None of these changes or errors result in a significant change to the proposed project, the environmental conditions, the analysis for potential environmental impacts, or the mitigation proposed, and therefore, there will be no revised environmental document prepared for this project.

7. MITIGATION COMMITMENTS FOR IMPACTS FROM THE SELECTED ALTERNATIVE

Mitigation commitments for the Selected Alternative have been identified for each impacted resource and show in Table 2. Mitigation measures and requirements for compliance with federal, state, and local laws will be specified in the construction contractor's contract with RTC. No changes have affected mitigation measures since the release of the EA.

The mitigation measures and commitments shown in Table 3 are not subject to change or modification without prior written approval from FHWA. This list does not include any required FHWA permits, approvals, or reviews that are related to plans, specifications, and estimates; right of way; contracts; or other design or administrative aspects of the Project.



Mitigation Measures and Commitments for the Selected Alternative Table 3.

Tracking	Mitigation	Impact	Sparks Boulevard Project Mitigation	Responsible
Number	Cafegory		Commitment	Branch
1	Air Quality	During construction, there may be localized increases of fugitive dust and temporary construction equipment emissions of Carbon Monoxide (CO), nitrogen oxides, Sulfur Dioxide (SO ₂), volatile organic compounds, and particulate matter.	Construction of the Project will include site preparation and surface disturbance of more than 1 acre, and the Project must obtain a dust-control permit from the Washoe County Air Quality Management District (WCAQMD) (Regulation 040.030 of the District Board of Health Regulations). The contractor will submit a Dust Mitigation Plan that includes measures to control fugitive dust and specifications for construction, in accordance with NDOT's Standard Specifications for Road and Bridge Construction massures may include: Minimizing land disturbance by initiating construction in phases, when possible. Using watering trucks to minimize dust. Covering trucks when hauling dirt and materials. Minimizing unnecessary vehicular and machinery activities. Maintaining construction vehicles and equipment in good, operational condition. Limiting construction vehicle and equipment idling, when possible. Limiting vehicle paths within the temporary construction area.	Contractor



Tracking Number	Mitigation Category	Impact	Sparks Boulevard Project Mitigation Commitment	Responsible Branch
67	Recreational Section 4(f) Resources	Acquisition of 0.03 acres of permanent ROW along East Prater Way and Baring Boulevard to accommodate roadway and sidewalk improvements. Acquisition of 0.17 acres of permanent easement along East Prater Way and Baring Boulevard to accommodate roadway, drainage, and utility improvements. Acquisition of approximately 0.40 acres of temporary access during construction for construction activities along the roads will be nearby Reed High School. The necessary temporary access and permanent ROWs are narrow strips along the sidewalk adjacent to the roadway and the fence of the school property. The right-of-way acquisition and access will result in a de minimis use of the Section 4(f) property, and it will not impact the recreational use or activities on the property.	RTC will coordinate with the Washoe County School District to ensure the acquisition of the permanent ROW and temporary easements does not require using recreational fields at Reed High School. RTC will notify the high school district and school administrators about temporary construction detours and interruptions before the disruption.	RTC/NDOT/ Contractor
ಣ	Floodplains and Water Quality	 The increase in pavement area will generate flooding/ponding concerns on Sparks Boulevard. Reduction in capacity of the NTD causes an increase in its water surface elevation, leading to flooding concerns. Potential water quality concerns caused by an additional impervious surface area. Existing roadside ditches may have slightly reduced capacity. 	1) During the final design, the drainage design will ensure the drainage system collects runoff from the widened Sparks Boulevard and conveys it into the NTD. Also, the NTD will not experience an increase in peak runoff, as the flow from the Sparks Boulevard roadway runoff will pass quicker than the NTD peak flow conveyed from the upstream end. 2) An NTD hydraulic modeling study is underway, which will evaluate different channel improvements (e.g., retaining walls in lieu of fill placement, channel regrading, etc.) to ensure	RTC/Contractor



Tracking Mitigation	Impact	Sparks Boulevard Project Mitigation	Responsible
Number Category		Commitment	Branch
5) The cogenerate body.	generate sediments that can flow in a water body.	there is no rise in water surface elevation that causes an adverse impact to the floodplain. 3) Roadway improvements will not cause an increase in contaminant loading, as the project design will include newer style drop inlets with sumps and sur-traps to maintain and improve water quality. 4) Widening is reducing the flow that reaches these ditches because the roadway drainage system will capture the flows. The design process will ensure these roadside ditches maintain adequate capacity. 5) Implement Best Management Practices (BMP) during construction. As part of the development of BMPs for the Project, RTC's construction contractor must file a Notice of Intent with the Nevada Department of Environmental Protection's (NDEP) Bureau of Water Pollution Control to obtain coverage under the General Permit for Stormwater Discharges Associated with Construction Activity (NVR100000). Before submitting the Notice of Intent, develop a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP will outline temporary and permanent erosion and sediment controls, locate stormwater discharge soints, and describe BMPs to implement to prevent or reduce stormwater pollutant discharge associated with construction activities, to the maximum extent practical.	



Tracking Number	Mitigation Category	Impact	Sparks Boulevard Project Mitigation Commitment	Responsible Branch
4	Wetlands/ Waters of the U.S.	Clearing/grubbing or filling in vegetation areas will impact approximately 0.51 acres of fringe wetlands and open waters along the NTD.	Mitigation of wetlands will require and include the creation of new or expanded wetland areas within the NTD watershed. Minimize clearing/grubbing areas. A Section 404 Nationwide Permit #14-Linear Transportation Projects will be mandatory and obtained from the USACE. The Section 404 permit will include a Compensatory Mitigation Plan, the draft of which is included in Appendix C. Mitigation will occur at a minimum of a 2:1 creation-to-impact ratio. Minimize clearing/grubbing areas. Mark avoidance areas on final design plans. Obtain a Section 401 Water Quality Certification for impacts to waters of the state. Mark avoidance areas on final design plans. Replant/reseed temporarily impacted areas with native wetland species, per Section 404 permit requirements.	City of Sparks
ro	Biological Resources and Threatened/ Endangered Species	Removal of vegetation (12.40 acres) will impact native plant species and increase chances of noxious weed disbursal. Removal of trees and shrubs that provide common wildlife habitats. Construction activities may affect common nesting birds, particularly if an activity occurs within nesting bird season (typically February 1 through August 31). Water diversions in the NTD may affect common fish habitats.	Minimize clearing/grubbing areas. Mark avoidance areas on final design plans. Revegetate with native plant species, with both herbaceous and woody plants. Use standard BMPs to reduce the likelihood of noxious weed disbursal. The contractor will develop a noxious weed management plan and use weed-free materials (e.g., straw, wood-strand mulch, etc.). Conduct nesting bird surveys between March 1 through August 31 (migratory bird nesting season) and prior to the removal of trees and vegetation to minimize impacts to active nests. Perform the survey no more than seven days before the proposed tree or vegetation removal date. If active nests are present, protect the nests	RTC/ Contractor



Tracking Number	Mitigation Category	Impact	Sparks Boulevard Project Mitigation Commitment	Responsible Branch
			with a buffer and limit construction until the young birds leave the nest. Identify, and if possible, avoid and protect trees and shrubs nearby the NTD.	
			Coordinate with NDOT, Washoe County, or the City of Sparks to investigate repurposing any removed trees to provide wildlife habitat enhancements within the Project or elsewhere.	
			Landscape plans will include revegetation with native species.	
9	Social and Economic Conditions	The short-term, construction-related activities may disrupt access to some commercial properties and require temporary closures or detours.	Notify affected business owners and the public about temporary construction detours and disruptions prior to the disruption.	RTC/Contractor
2	Acquisitions and Relocations	The Project would require 0.90 acre of a permanent ROW, permanent easements, and temporary access to construct the Project.	RTC will acquire permanent ROW and temporary construction easements from property owners before construction, according to the Uniform Relocation Act and NDOT and RTC policies.	RTC
&	Traffic	The short-term, construction-related activities may disrupt access some commercial properties and require temporary closures or detours.	Notify affected business owners about temporary construction detours and disruptions prior to the disruption.	RTC/Contractor
6	Noise	Modeled noise levels at 306 receivers range from 50.9 A-weighted decibels (dBA) to 74.7 dBA. One hundred fifty-nine receptors are likely to meet or exceed the NDOT noise level criteria of 66 dBA for Activity Categories B and C.	At four impacted locations, five noise barriers are underway for construction to reduce noise. Noise wall 1 will be just south of Baring Boulevard along southbound Sparks Boulevard and will be 10 feet tall by 727 feet long.	RTC



Tracking Mitigation	Impact	Sparks Boulevard Project Mitigation	Responsible
Number Category		Commitment	Branch
Construi intermit different type and ty	Construction noise will be temporary and intermittent, and the intensity will vary for different areas of the Project and the activity's type and duration.	Noise wall 2 will be at the Springland Villas along northbound Sparks Boulevard and will be 12 feet tall by 1,296 feet long. Noise wall 3 will be at Willow Creek Villas along southbound Sparks Boulevard and will be 12 feet tall by 1,296 feet long. Noise wall 4 will be near the Park Vista Apartments along southbound Sparks Boulevard north of McCabe Park Street and will be 8 feet tall by 864 feet long. Noise wall 5 will be near the Park Vista Apartments along southbound Sparks Boulevard south of McCabe Park Street and will be 8 feet tall by 413 feet long. Proposed construction activities will adhere to local construction noise ordinances. All motorized construction equipment will install mufflers, in accordance with the equipment manufacturer's specifications or a system of equivalent noise-reducing capacity. Mufflers and exhaust systems will maintain good, operating condition and be free of leaks and holes. If feasible, new and replacement traffic noise barriers and screening walls will undergo construction early in each phase to mitigate construction noise. Mitigation measures for stationary and mobile equipment will be part of the contract documents, as needed, and could address placement, hours of operation, noise level limits, or proper	



Mitigation Category	Impact	Sparks Boulevard Project Mitigation Commitment	Responsible Branch
	The Selected Alternative will add noise barriers alongside the ones that already exist. There will be one additional lane in each direction added to the roadway. Vegetation, including mature trees will be cleared for construction and then replanted. The visual character of the corridor will maintain its existing urban/suburban aesthetic.	The Project will develop a landscape plan that will restore the Project Area to its current aesthetic once the project has been completed. Vegetation in the natural areas along the NTD in the median or nearby the roadway will need replanting, as directed, in the landscape plans for the Project.	RTC/Contractor
	The Selected Alternative would acquire a sliver (0.03 acres) of the 54-acre parcel at Reed High School, where an underground storage tank and a mercury release occurred in the past and have been remediated. The Sparks Boulevard Gas Main Installation Project, completed in 2019, was inside the Sparks Boulevard ROW and may have detours during construction to prevent interference with the gas main.	Investigate the sites further as part of the right- of-way acquisition process. Develop construction plans that include gas utility locations to avoid conflict and relocation, to greatest extent possible. Remove, manage, and dispose of any regulated materials, in accordance with applicable regulations.	RTC
	The Selected Alternative could result in street closures and/or detours during construction, which could impact access to various land uses throughout the Study Area.	The RTC will develop a plan to notify the public and property owners regarding construction schedule, street closures, and detours throughout construction. Maintain access to residences and businesses during construction. RTC will maintain Americans with Disabilities Act (ADA)-compliant pedestrian access, including temporary safe street crossings and sidewalks.	RTC



8. FINDING OF NO SIGNFICANT IMPACT REQUIREMENTS

This Finding of No Significant Impact (FONSI) is based on an environmental assessment of potential impacts of the Project and stakeholders' input. In addition to mitigation commitments described in the EA, a list of mitigation measures is part of this FONSI, included in Section 7. These documents provide sufficient evidence and an analysis for determining that an Environmental Impact Statement (EIS) is not required.

FHWA takes full responsibility for the accuracy, scope, and content of the EA and its attachments.

With respect to a FONSI, 23 Code of Federal Regulations 771.111(f) requires evaluation of the following:

- 1. The Project must connect logical termini and have sufficient length to address environmental matters on a broad scope.
- 2. The Project must have independent utility or independent significance (i.e., be usable and be a reasonable expenditure even if no additional transportation improvements occur in the area).
- 3. The Project must not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

The proposed construction limits or termini of Project encapsulate traffic operations and safety issues at this location, are of sufficient length to address environmental impacts, provide a section of the study that has independent utility, and would neither require nor preclude other future transportation improvements identified in the RTC's *Regional Transportation Plan*.

The specific project characteristics and attributes that justify its logical termini and independent utility are as follows:

- The project termini are the necessary limits to meet the design parameters and traffic movement needs of the improvements, and they are sufficient to address the environmental issues—specifically impacts to the North Truckee Drain, landscape vegetation, and traffic noise associated with those improvements.
- The improvements are independent of future improvements to I-80 and Sparks Boulevard south of the I-80 interchange but do not preclude or restrict any future improvements; nor do they require improvements to other adjacent roadway to be fully functional.

The I-80 westbound ramps on the south and Baring Boulevard on the north are logical termini for this Project, because RTC is planning to restripe Sparks Boulevard from the I-80 westbound ramps to Veterans Parkway with three continuous lanes in each direction as a separate project. North of Baring Boulevard, the existing roadway capacity meets the capacity and operational needs of travel demand into the future. These logical termini, shown on Figure 1, allow for the development of a Project that could be constructed alone, while serving a significant purpose, addressing environmental impacts on a sufficient scale, and without requiring implementation of other future projects.

Statute of Limitations

FHWA may publish a notice in the Federal Register, pursuant to 23 United States Code 139(l), stating that one or more federal agencies have taken final action on permits, licenses, or approvals



for this Project. After the notice has been published, claims seeking judicial review of those federal agency actions must be filed within 150 days of the publication date of the notice or within a shorter time, as specified in the federal laws pursuant to which judicial review of the federal agency action allows.

Concluding Statement and Determination

The Project is needed to address operations and capacity deficiencies and to improve connectivity, safety, and mobility for all modes of transportation, including cars, pedestrians, transit, and bicycles. FHWA has determined there has been proper consideration of avoidance alternatives to environmentally sensitive areas. Where avoidance is not practical, proper mitigation has been provided for impacts resulting from the Selected Alternative.

FHWA has determined that the Selected Alternative, as presented in the EA and described in Section 4, will have no significant impact on the human environment. This FONSI is based on the EA, signed in January 2023, which FHWA independently evaluated and determined to have adequately and accurately discuss the need, environmental issues, and impacts of the Project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an EIS is not required. FHWA takes full responsibility for the accuracy, scope, and content of the EA.

Approved by:		
ABDELMOEZ Digitally signed by ABDELMOEZ A ABDALLA		
A ABDALLA Date: 2024.03.01 12:39:33 -08'00'		
	Date	
Abdelmoez Abdalla, Ph.D.		
Environmental Program Manager		
U.S. Department of Transportation, Nevada Division Federal Highway		
Administration		
ANDREA Digitally signed by ANDREA GUTIERREZ Date: 2024.03.01 13:06:30 -08'00'		
	Date	
Andrea Gutierrez		

U.S. Department of Transportation, Nevada Division Federal Highway

33

Transportation Engineer

Administration



APPENDIX A. PUBLIC HEARING TRANSCRIPT







Sparks Boulevard Project Public Hearing Transcription

Proj	ject:	Sparks Boulevard Roadway Design480 (Atkins 100070480)			
Sub	oject:	Public Hearing Transcription			
Mee	Meeting Place: Lena Juniper Elementary School, 225 Queen Way, Sparks, NV 89431				
Date	e & Time:	19 April 2023 4:00-7	:00pm	Minu	tes By: Otter A.I. / Brenda Eno
Atte	D P: C Ti C Ji A R D Ki D S:	eff Wilbrecht ale Keller aul Nelson hris Young eri Lewis assie Mlynarek ulie Boyster odelmoez Abdalla honda Motley onald Abbott rk Webb avid Dodson rian Janes ydney Wendt drienne Packer iguel Escobar	Representi	ng:	RTC – Project Manager RTC – Director of Engineering RTC – Government Affairs Officer NDOT – Environmental Manager NDOT – Planning & Development NDOT – Public Involvement NDOT – Compliance & Audit FHWA – Environmental Manager FHWA – Civil Rights P.M. City of Sparks – Council Ward I Atkins – Environmental Lead Atkins – Project Manager Atkins – Deputy Project Manager Atkins – Public Information Atkins – Public Information Atkins – Landscape Architect
		Public Hearing Witnesses			Data
1.	Patricia Keckle	r			3320 Lucerne Way Sparks 89431
2.	Gary Warren				1005 Caboose Way Sparks 89434
3.	Alexis Carmelo				4510 Mount Bachelor Sparks 89431
4.	Scott Carey				1381 Coupler Court Sparks 89434
5.	Shaun Carey				1685 Sabatino Drive Sparks 89434
6.	Penny & Joe M	ayer			3304 Poco Dove Court Sparks 89431
7.	Ricci Rodrique:	z Elkins			2979 Lida Lane Sparks 89434
8.	Patrice Marinel	li			2140 Woodhaven Lane Sparks 89434
9.	David Morlet				1276 Express Street Sparks 89434
10.	Chris Empey				1570 Squirrel Tail Drive Sparks 89436
11.	(1) Eligible Sigi	nature			3711 4 th Street Sparks 89431
12.	(1) Eligible Sigi	nature			No other information
13.	Attendee (Not	Signed In)			
14.	Attendee (Not	Signed In)			







- 15. Attendee (Not Signed In)
- 16. Attendee (Not Signed In)

JEFF WILBRECHT: Hello, my name is Jeff Wilbrecht, welcome and thank you for attending the public hearing for the social or environmental assessment. Again, my name is Jeff Wilbrecht and I'm the Project Manager for the Regional Transportation Commission of Washoe County. We are going to record this presentation, so that it can be transcribed and then address any comments and questions that come in verbally. We also have a comment box and comment cards so that you can write down comments regarding the environmental assessment, and I'll go through lots of other methods and means to provide public comment on the Project. This presentation provides an overview of the environmental assessment that's been prepared for the Project, and as I said, there's lots of team members here from our design team, from RTC, from NDOT and FHWA, all, to some degree, available to answer questions. Just grab one of us or any of us and we can help navigate that process for you.

Moving forward. A little bit about how the Project got to where it's at today. This Project formally kicked off with the Design Phase back in 2020. Following this, we did some initial analysis of the Project with the Project team and decided to split the Project into two (2) phases. What we're talking about tonight is the North Phase. What has occurred already is the South Phase, and that's from Greg Street up to I-80. That phase has been constructed now and it's in use providing benefit to the community already.

The North Phase is from I-80, essentially north to Baring Boulevard, and just a little bit past Baring Boulevard. Again, that's the Project that we're here to talk to you about tonight. The reason for the split is to mitigate impacts related to construction we have identified. NDOT is moving forward with the Pyramid Highway Phase One Project, that Project had potential of causing this North Phase Project we're going to talk about tonight, and the NDOT Project to be both under construction at the same time. It caused significant traffic impacts to the Spanish Springs of the northern Sparks areas, so we decided to split them up and I'll talk further about the phases a little bit later.

The status of the Project, as I said earlier, the South Phase has been constructed. It started last year and finished up just recently, this past late winter, early spring of 2023. Then we're here tonight to talk about the North Phase of the Project. That Project has been advancing through a preliminary design stage doing a lot of environmental related work associated with the environmental assessment. Upon the completion of this environmental assessment public hearing and public comment period, we'll continue to work towards reviewing the related impacts and working toward our goal of receiving a determination finding of no significant impact. After that, we'll be advancing with the final design of the Project within construction, anticipated to begin in the 2025, time frame, which again as I said earlier, would be after the completion of that Pyramid Highway Phase One Project.

To talk a little bit about the purpose and need of the Project. Again, this Project kicked off in 2020, and every time we reached out to the public to ask them of the concerns and issues they have with the corridor and transportation network within and along the Sparks Boulevard, we heard your priorities and they really focused on safety, bicycle, and pedestrian facilities; those were some of the biggest concerns. We also performed a whole variety of traffic studies at that time and determined there was a variety of traffic related problems with the corridor, associated with congestion and future operations in that regard.

So really, we found as traffic increases in the future, this would create even greater delays on users on Sparks Boulevard, and as that traffic flow degrades, it will result in potentially higher crashes in the future. We identified several gaps in sidewalks and bicycle facilities within the corridor which need to be built so people can use sidewalks to access transit. So, therefore the purpose of the Project is to address operational capacity deficiencies and improve safety and mobility for all modes of transportation, including cars, pedestrians, bikes, and transit users.







When we analyse traffic, we look at it from a level of service. the criterion that we use, and it's a scale of how we determine the efficiency of traffic operations. This criterion goes from A to F, kind of like a report card with A being the best. The level of service D is the minimum standard for which we aim to have our roadways operate at, specifically arterials, like Sparks Boulevard.

Analysis by the Project Team showed the current configuration of some of the segments of Sparks Boulevard will degrade to a level surface of F in the future by the 2035 timeframe; that would be below what is considered standard for an arterial roadway.

As I said earlier, we held a public scoping meeting back in September 2020. During that Project kick-off stage, we heard the concerns the public had regarding the corridor and this slide really highlights some of the important issues we identified during that time-period. The Project Team conducted alternative analysis looking at a variety of improvements that would address or mitigate these issues. Also, the alternatives fulfilled the purpose of the Project that I described earlier.

We are going to talk briefly about the Preferred Alternative. It includes reconstruction - reconstructing Sparks Boulevard from I-80 to north of Baring Boulevard and widening the corridor from four (4) lanes to six (6) lanes. It's going to include a variety of intersection reconstruction and improvements as well as reconstructing access locations for residential and/or commercial driveways that are within the Project limits. The proposed Project will undergo widening of the roadway, as I said, to include a full multi-use path with multimodal improvements for pedestrians, and users of transit and bicycles. Additionally, at various locations through the corridor, the proposed project includes a set of ten (10) foot wide multi use path, six (6) foot wide sidewalks, and a variety of concrete barriers to provide safety improvements to separate those pedestrian and bicycle facilities from the roadway.

We're going to include retaining walls and other regrading work around the North Truckee Drain to ensure the drain is not negatively impacted; the drain is a natural feature along the east side of the Sparks Boulevard between I-80 and Prater Way, and then it transitions to the median between Prater Way and Baring Boulevard. Then beyond the regrading efforts the Project is doing to ensure the Project is not causing impact to the North Truckee Drain, we are also partnering with the City of Sparks to provide improvements for flood mitigation and access to the North Truckee Drain during flood events. And so, another component of the Project, to facilitate construction of the Project, it is going to require about 0.9 acres of Right-of-Way in a combination of permanent easements and temporary construction easements to facilitate construction and existing use of the Right-of-Way. It's not going require any taking of structures or tearing down of buildings, or any other displacement scenario.

Now I'm going to pass it over to Kirk with our Design Team. Kirk is our environmental expert and will talk more in detail about all the variety of environmental impacts the Project reviewed and studied as part of his environmental assessment.

KIRK WEBB: Thank you, Jeff. Again, my name is Kirk Webb, I've worked for the consultant Atkins, hired by RTC. We did the analysis of all these environmental issues, and I'll be going through those, one issue at a time.

The first one (1) we looked at was:

NOISE: We conducted a traffic noise analysis to evaluate the change in the noise conditions that could result from widening Sparks Boulevard. When the widening Project is complete, there will be one hundred sixty-three (163) residences or receptors that will experience increased noise levels. A receptor is a location that represents noise sensitive land use and can be represented at multiple dwelling units or different uses. To mitigate the impacts, we looked at five (5) barriers at four (4) impacted locations after construction, to reduce the traffic noise. They're located at the homes on the West side of Sparks Boulevard, just south of Baring Boulevard. Another barrier at Springland Village Condominiums, at the







east side of Sparks Boulevard, just south of Baring Boulevard, and at the Willow Creek Villas on the West side of Sparks Boulevard, just north of Prater Way; then at the Park Vista Apartments, on the West side of Sparks Boulevard, that's just south of Prater Way.

To mitigate the impacts, these five (5) noise walls at the four (4) impacted locations, are at the same location I just described. This table identifies the location of each of these walls and it's shown on the previous map. It also shows the height and the length of each wall and how many impacted receptors are benefited by these walls. As part of the migration process prior to construction, each of the benefited residents will receive a survey asking whether they would like to have the noise walls built behind their home. Again, there are more detailed maps and the boards on that side of the room side [points to display boards in the room].

This slide shows a representation of what a new noise wall would that look like. The photo shows Sparks Boulevard, in front of the Springland Village Condos, and there's a barrier in between the road and the homes. We're trying to match the existing aesthetics of the barriers that already exist along Sparks Boulevard.

AIR QUALITY. Our air quality analysis was performed according to Environmental Protection Agency and Nevada Division of Environmental Protection standards, and it shows the Project will not cause any violations of their quality standards. The Project meets the Regional Air quality conformity rules set by federal statute and the EPA concurred the Project is not a Project of air quality concern. There may be some temporary impacts to air quality during construction. RTC will make sure the contractor obtains the dust control permit from the Washoe County Air Management District, and make sure that it performs certain mitigation measures as work progresses. These measures include using water trucks to suppress dust, covering trucks that are hauling dirt, minimizing vehicular and machinery use, and maintaining construction vehicles in proper working order.

<u>Right of Way</u>. The Project does not require residences or businesses to be relocated or acquired. However, the Project would require about one (1/10) tenth of an acre of permanent Right-of-Way to construct the Project. Two (2) of the areas are near commercial areas and the other area adjacent to the Reed High School parking lot. The Project would also require about eight (8/10) tenths of an acre of temporary construction easements at twenty-three (23) different locations in the study area to construct the Project. These locations are detailed in the Environmental Analysis Document.

RECREATIONAL AND SECTION 4(f) PROPERTIES. Section 4(f) of the Transportation Act of 1966 protects parks, trails, wildlife and waterfowl refuges and other recreational resources, as well as historic resources from the impacts of transportation projects. Reed High School is the only impacted 4(f) Resource with some minor Right-of-Way acquisition near the northeast corner of Baring Boulevard and Sparks Boulevard. To mitigate those impacts, the RTC is coordinating with Washoe County School District to ensure the project does not require use of any of the recreation fields or practice structures. There also, the RTC is committed to restoring impacted landscaping as well.

FLOOD PLAINS AND WATER QUAILTY. The increase in pavement area and changes to the North Truckee Drain have been made to avoid reducing capacity of the roadside ditches. Where we have our concerns of potential flooding and ponding, additional impervious surface_area raises potential water quality concerns. However, to avoid these impacts, the final Drainage Design will ensure the drainage system collects and treats the runoff before its conveyed to the North Truckee Drain. Channel improvements will be constructed in the Drain to ensure the rising water does not impact the floodplain. In addition, the project will be treating the drainage off of Sparks Boulevard, it will capture flow that now drains into the North Truckee Drain unabated. In addition, the RTC is partnering with the City of Sparks and their Drainage Improvement Program to ensure they have access to the Drain for maintenance associated with flood management.







WETLANDS AND WATERS OF THE US. Clearing or filling in the vegetation areas will impact one (1/3) third of an acre of fringe wetlands and open waters that exist along the North Truckee Drain. The RTC has committed to replace these wetlands at a (2:1) two to one ratio in its permit application with the US Army Corps of Engineers.

BIOLOGICAL RESOURCES AND THREATENING ENDANGERED SPECIES. While removal of vegetation and trees will impact native plants and urban wildlife habitat, no impacts of federally or state protected species will occur with the Project.

SOCIOECONOMONIC CONDITIONS. The only impacts to these resources are described in the EA and include construction detours that may disrupt access to some commercial properties for short periods of time. To mitigate this, the RTC will communicate closures and delays to the public well in advance through a thorough construction outreach process.

<u>HAZARDOUS MATERIALS</u>. There are no concerns with hazardous materials on the Project, though the Project will acquire a sliver of the parcel and Reed High School, where there have been issues in the past, including an underground storage tank and a mercury release. Both of those occurrences have been remediated. The Sparks Boulevard Gas Main Installation Project, which was completed in 2019, is located inside the Sparks Boulevard Right-of-Way, and that feature will be avoided during construction.

LAND USE. There are no impacts to land use along Sparks Boulevard. Though again, there may be temporary access closures or detours during construction, which will be communicated to the community prior to construction.

TREE REMOVAL. To accommodate the additional lanes, the additional sidewalks, and the additional bicycle lanes, the Project will need to remove vegetation and the number of trees, as shown on the map here. RTC is investigating the feasibility of preserving as many trees as possible, and some will be replaced with new trees and native plants.

VISUAL RESOURCES. The views along Sparks Boulevard will change for people traveling the corridor and those looking at the corridor in the areas adjacent to Sparks Boulevard. Trees and vegetation will be removed to construct the Project and to have the sidewalks. Noise walls will be added to the corridor where walls do not currently exist. In addition, the landscape plans that RTC is preparing will restore the Project area to its current aesthetics. Disturbed vegetated areas, natural areas along the North Truckee Drain, or in the roadway median will be replaced. Our landscape plans provide the mitigation for some of those visual effects. The RTC is developing a landscape plan in coordination with City of Sparks to remediate the removal of trees and vegetation. The plan will look for ways to enhance the safety and experience for all non-motorized users in the corridor and minimize the impact to the North Truckee Drain to the greatest extent possible. Part of the landscape plans will include Project enhancements. There will be enhancements in the landscape plan that provide better experiences for all users, but especially those on the trail - bicycle users and pedestrians. The landscape plans will include special treatments described here which will be constructed to bring back the natural areas along the corridor. In addition, enhancements to the North Truckee Drain will be implemented. The North Truckee drain itself will undergo some reconstruction to merge the natural experience of trail users with the drainage needs of the drain.

Back to you Jeff.

JEFF WILBRECHT: Thanks so much Kirk.

So again, to regroup on the Project schedule and construction, as I said earlier, the South Phase, Phase One has been completed, and is providing immediate congestion relief South of I-80 to Greg Street. Right now, we're in Phase Two, which is progressing through preliminary design and progressing through this environmental assessment comment period and public hearing. After this public comment hearing, we're







anticipating, as I said earlier, to the finding of no significant impact to be advanced this fall and we anticipate final design to go through spring of 2024, with construction to follow in the 2025 timeframe. That would be following, again like I said earlier, the Pyramid Highway Phase One Project.

This is a list of all the ways to contact us and provide your comments. We have a website that has been live for a couple weeks now and it'll be live through May 5th, in which you can provide public comments via the website. You can call our hotline, you can email us at the RTC; my email address is on there, my phone number is on there.

You can mail your comments physically to RTC, the addresses is on there. You can also provide public comment tonight via the public comment card, and you can provide public comment verbally tonight, then we can address them in a formal fashion. That would get recorded, or you do that can after this presentation. We can talk one (1) on one (1) about the various boards around the room and go on from that.

I just also wanted to give appreciation and thanks for everybody that's attended tonight; this is from the Project team. We provided a lot of work and time into this Project, so we really appreciate everybody's interest in attending this public meeting. With that, I just want to say thanks and we can have any public comments or questions and answers now which would be part of the recorded record; or if no one has questions we can advance as appropriate.

KIRK WEBB: If anybody would like to make a comment on the Project, if you have any comments, you can come up to the microphone and let us know what you think about the Project. Otherwise, you can write your comments on the comment card, or go visit a virtual meeting room located at our Project website where you can see all the materials and comment.

Anybody want to make a comment?

(Public Comment #1): I apologize, so with respect to tree removal, that poster addresses the specific trees that will be removed?

(Jeff): Yes.

(Public Comment): Can you be more specific?

(Jeff): I guess to some degree, yes. That illustrates some of the general locations where there are trees that are proposed to be removed as part of the Project. We are actively looking at various ways we can minimize removals, so if you have a very specific question, I can do my best to answer it, or another way is to write an email.

(Public Comment): I guess, specifically between Baring, and I guess that would be Springland. There are beautiful trees there, I'm sure those will be gone, but there was a group that was very active and really trying to enhance that ditch, is that going to be gone? So, what are the details specifically?

(Jeff): So, as those graphic show, on the West side of the roadway, there's several trees that exist that will be impacted. There's also trees on the median area that are newer trees that we're actively working with Sparks to relocate as the proposed improvements would offset and encroach on to those areas. So, we are looking at everything we can do to mitigate tree removals.

(Public Comment #1): But the oldest trees along that road are going to go.

(Jeff): Unfortunately, yes. Got yah. Yeah, go ahead.

(Public Comment #2): Good, for the record, that bike path coming from the river, it probably ends at Lincoln, you have to cross two streets to get to the other bike path on the East side of Sparks, which goes







all the way across to Prater later and goes under Sparks Boulevard median and all the way to end. And you also have to cross two streets to go up the west side of Sparks Boulevard. where there's another bike path that goes to Baring that abruptly ends. And across Baring there's a bike path which goes up quite a ways. Is that going to be remedied?

(Jeff): Yes, the South Phase Project did implement and rebuild part of the bike path. With that Project it's actually to Lincoln Way, and then the bike path or the shared use path is going to continue to be on east side of the road all the way up to Prater Way. On the west side of the road there's also going be sidewalk connectivity, where there currently is no sidewalk connectivity on the west side of Sparks Boulevard. It, the formal 10-foot-wide shared use path, is going to continue up the east of Sparks Boulevard to Prater Way, it's going to continue its current alignment north of Prater Way, then underneath the northbound lanes of Sparks Boulevard, continuing north in the middle of the median with the North Truckee Drain until it gets to Springland. Then from there its jumps over the road to stay on the West side of the road, and provide your continued connectivity on the west side of the road all the way up to Baring where it then jumps over Baring continue on existing path. So there will be a continuous route. We do have cross streets to get there, but it's continuous.

(Public Comment #3): I'm just curious what will the speed then?

(Jeff): The speed is not expected to change on the Project. I think its 45 right now and it's been designed to stay at 45.

(Jeff): OK, no other comments? That concludes our public comment period here for the public hearing. Again, there are many ways to comment on the Project. Please visit our website for all the materials and details, including the EA and all the technical reports that support it, as well as all the boards that you see here in the room. You can make your comments here in person, you can mail them in, do them on the on the website or even, you know, phone and leave a voice mail. Thank you for coming to our meeting. We appreciate it.



APPENDIX B. SECTION 4(F) OWNER WITH JURISDICTION COORDINATION





August 10, 2023

Kyle Chisholm, School Property Planning Manger Washoe County School District Capital Projects 14101 Old Virginia Road Reno, NV 89521

Subject: Official with Jurisdiction (OWJ) Concurrence for Section 4(f) *De Minimis* Finding for Reed High School

for Reed ringin School

RE: PCN 030-010-09, Washoe County

Edward C Reed High School 1350 Baring Blvd., Sparks NV 89434 Sparks Boulevard Widening Project

Dear Mr. Chisholm:

Thank you for meeting with us again on May 5, 2023, to discuss changes to the potential minor impacts of the Sparks Boulevard Project. As we discussed, it may be more expedient for the project and less impactful to the school to keep the NV Energy power lines overhead adjacent to the school property along Sparks Boulevard. This would be a change from our prior commitment to underground the utilities in that location. There would be no change to the need to taper Sparks Boulevard from three lanes to two, starting at the intersection with Baring Boulevard north to the entrance to Shadow Mountain Park, north of the Reed High School Athletic field, located on the Edward C. Reed High School managed by the Washoe County School District. In addition, the right turn lane from westbound Baring Boulevard to northbound Sparks Boulevard is still required to improve the intersection level of service in the future, as traffic volumes in Sparks grow in the future. To make these improvements, small blocks and slivers of school district property along Baring and Sparks Boulevards are needed for right-of-way and permanent easements. A slightly larger area is needed for temporary access to make the proposed improvements.

Attached is a map showing the work area and the affected Section 4(f) property, Edward C. Reed High School. The areas impacted by the project are 1,411 SF for right of way, 5,824 SF of utility easement for the NVE and AT&T utility relocations and 235 SF of permanent easement for the future maintenance of drainage improvements for a total of 7,470 SF in permanent easements. Some of the permanent easements overlap which results in a total of 7,362 SF in area of District property that are impacted by these new permanent easements.

A total 17,533 SF or 0.4025 acres is anticipated to be temporarily impacted to allow access to construct project improvements. Temporary access will be secured through the District's right of entry process. This will occur once a contractor has been selected and is under contract. The total impacted area is 0.4584 acres and excepting the area for the temporary access, this would leave 53.859 acres of the 54.028 total acres on the school property for use of the school and all its current activities. The project

will only result in only minor permanent improvements that impacts the school facilities within the parcel boundaries.

Due to the use of federal funds, the proposed transportation project is subject to the requirements of Section 4(f) of the Department of Transportation (DOT) Act of 1966, which affords protection to publicly owned parks, recreation areas, and wildlife and waterfowl refuges. The purpose of this correspondence is to document that the Official with Jurisdiction (OWJ) concurs with the listed measures to minimize harm and the assessment of impacts.

The following measures to minimize harm will be incorporated into the plans as plan notes and as environmental commitments in the environmental document:

- Access to the Reed High School and Athletic Field shall always be maintained during construction activities via flagging operations and/or an approved detour.
- Temporary construction fencing shall be installed along proposed construction limits prior to the start of construction activities to protect the existing 4(f) property and the public.
- Appropriate signage shall be installed to alert users of Reed High School of construction activities, access restrictions or closures, and to direct users to secondary access points.
- The staging and/or storage of construction equipment or materials shall not take place outside proposed construction limits that are within the defined boundaries of the 4(f) property.
- The Contractor shall be required to closely coordinate the construction schedule with RTC, Washoe County School District, and the City of Sparks prior to the start of construction activities.
- The Contractor shall be required to replace landscaping and vegetation on school property at the northwest corner of Baring and Sparks Boulevard that will be removed to construct the project.

In accordance with 23 CFR 774, the proposed project will have a de minimis impact upon Reed High School based upon the following assessment:

- All possible planning to minimize harm has been incorporated into project development.
- The nature and magnitude of changes will not adversely affect the recreational activities, features, or attributes that qualified the property for 4(f) protection.
- Proposed measures to minimize harm and resulting mitigation, in regard to protecting the 4(f) property and maintaining access and safety, are considered to be reasonable and acceptable.

Based on the scope of the proposed project and type of work, there will be no adverse effects to the protected recreational activities, features, or attributes associated with Reed High School If you concur with the measures to minimize harm and the assessment of impacts in regard to the proposed project, please indicate as such by providing your signature, or the signature of the appropriate authority, in the space provided below at your earliest convenience so the project's environmental documentation can be completed.

Thank you for your time and cooperation on this matter. If you have questions and/or concerns, please feel free to contact me.

Sincerely, Jeff Wilbrecht

Jeff Wilbrecht, P.E, Project Manager Regional Transportation Commission of Washoe County 1105 Terminal Way Reno, Nevada 89502 (775) 335-1872 JWilbrecht@rtcwashoe.com

Attachments

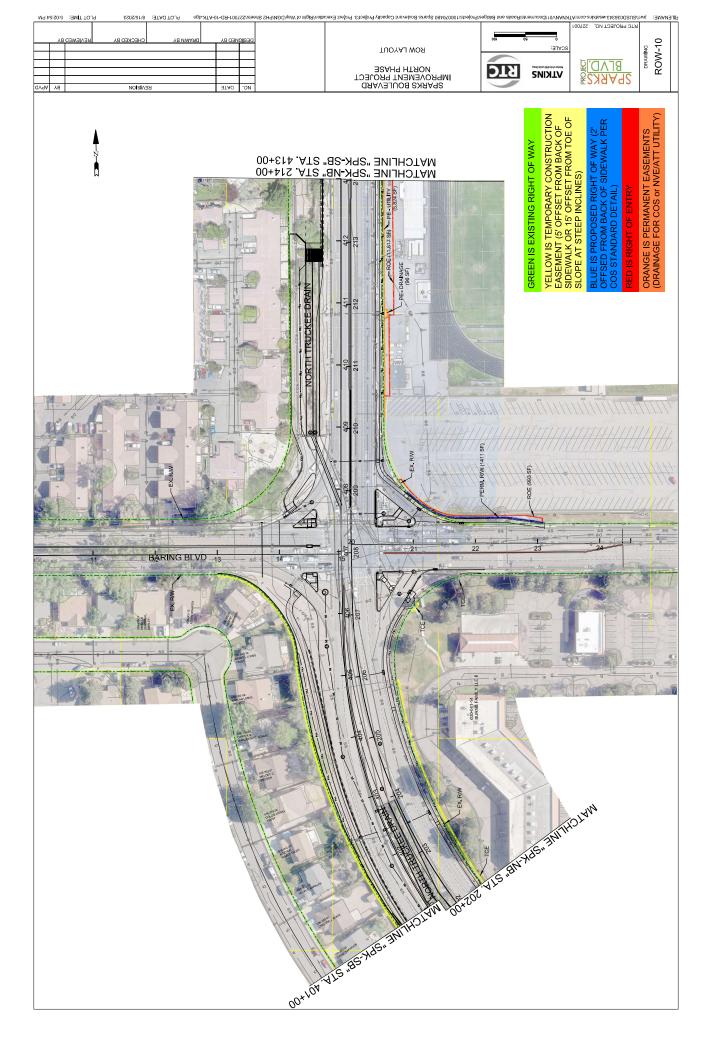
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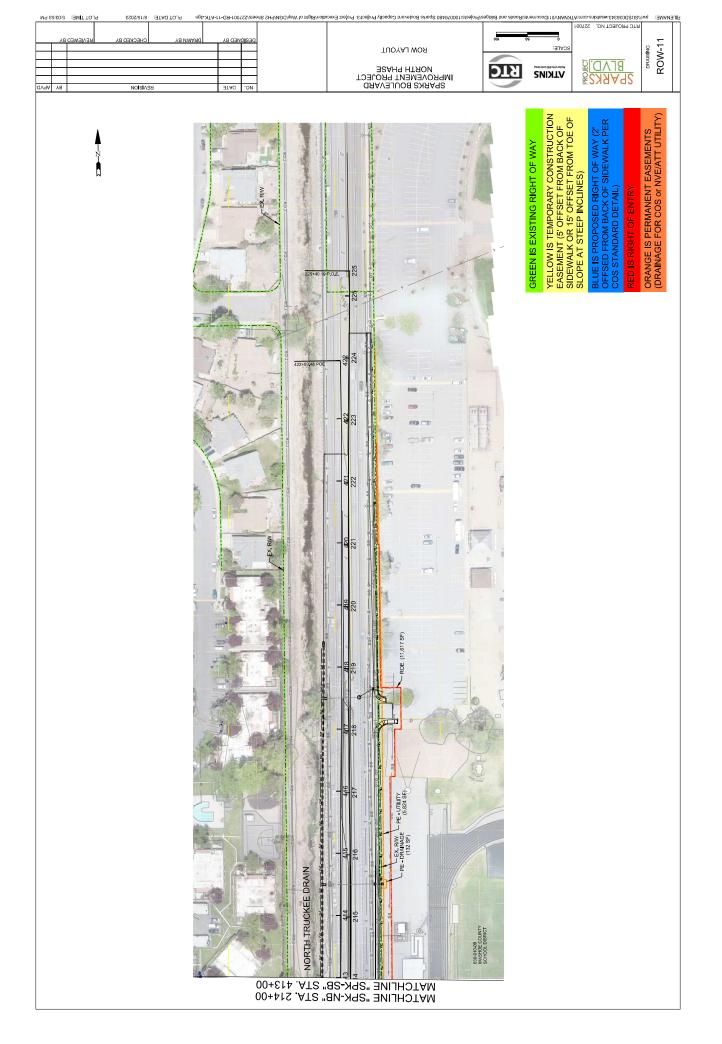
igitally signed by Adam

Adam Searcy Searcy Date: 2023.08.21 17:47:19

Name, Title

Date







APPENDIX C. SECTION 404 PERMIT COMPENSATORY MITIGATION PLAN





Sparks Boulevard Environmental Assessment

Compensatory Mitigation Plan July 2023



Table of Contents

1.	Introduction and Purpose	1
2.	Mitigation Goals & Objectives	2
3.	Determination of Credits	3
4.	Mitigation Site Selection and Justification	3
5.	Site Protection Instrument	.11
6.	Baseline Information 6.1. Conditions Along North Truckee Drain (NTD) 6.2. Conditions at the Mitigation Sites 6.3. Conditions at Reference Sites	. 11 . 12
7.	Mitigation Work Plan 7.1. Wetland Creation Summary 7.2. Grading/Hydrology 7.3. Soils 7.4. Vegetation 7.5. Wetland Construction Schedule 7.6. Site Goals and Future Functions	. 13 . 13 . 13 . 13 . 14
8.	Performance Standards	. 14
9.	Monitoring & Long-term Management Plan	.16
10.	Maintenance & Adaptive Management Plan	. 17
11.	Financial Assurance	. 18
12.	References	. 19
Apj	endix A: Representative Photographs	. 20
Apj	endix B: Nevada Wetland Rapid Assessment Method (RAM) Forms	. 26
Apj	endix C: Site Protection/Long Term Management MOA between Washoe and City of Sparks	.27
Anı	endix D: 12505 2-SPD Uniform Performance Standards Worksheet	28



List of Tables

Table 1. Recommended Mitigation Measures for Permanent Impacts of the Proposed Ac Table 2. Recommended Mitigation Measures for Temporary Impacts of the Proposed Ac	
Table 3. Wetlands in the mitigation area	
Table 4. Emergent Wetland (PEM) Mix.	
Table 5. Performance Standards	
Table 6. Adaptive Management Measures	
List of Exhibits	
Exhibit 1. Project Area	
Exhibit 2. Mitigation Sites Location	5
Exhibit 3. Mitigation Site A	6
Exhibit 4. Mitigation Site B	7
Exhibit 5. Proposed Wetland Mitigation Site Plan A	8
Exhibit 6. Proposed Wetland Mitigation Site Plan B	
Exhibit 7. Proposed Wetland Mitigation Site Cross Sections	



List of Acronyms

Atkins North America, Inc.

City of Sparks, Nevada

CFR Code of Federal Regulations

CWA Clean Water Act

EPA U.S Environmental Protection Agency

FAC facultative wetland or upland plant species

FACW facultative wetland preferred plant species

FACU facultative upland preferred plant species

FEMA Federal Emergency Management Agency

FHWA Federal Highway Administration

I-80 Interstate Highway 80

MUP Multi-use paths

Nevada RAM EPA Level II Rapid Assessment Method for Nevada Wetlands

NDOT Nevada Department of Transportation

NI No Indicator

NRCS Natural Resources Conservation Service

NTD North Truckee Drain

NWI National Wetland Inventory

OBL obligate wetland plant species

PEM palustrine emergent wetland

PCN pre-construction notification

PRM Permittee responsible plan

Project Sparks Boulevard Improvement Project

PSS palustrine scrub/shrub wetland

RIBITs Regulatory and In-lieu fee Banking Information Tracking System

ROW Right-of-way

RTC Regional Transportation Commission

July 2023 iii

Compensatory Mitigation Plan



USACE U.S. Army Corps of Engineers

USDA U.S. Department of Agriculture

USFWS U.S. Fish and Wildlife Service

WOUS Waters of the U.S.

iv July 2023



1. Introduction and Purpose

The Regional Transportation Commission of Washoe County (Washoe RTC)—in cooperation with the City of Sparks, Nevada (City), the Nevada Department of Transportation (NDOT), and the Federal Highway Administration (FHWA)— proposes the Sparks Boulevard Improvement Project (Project), which involves reconstructing Sparks Boulevard from approximately 1,000 feet north of Baring Boulevard south to Interstate 80 (I-80). The Project will widen the corridor from four lanes to six lanes (see **Exhibit 1**).

Exhibit 1. Project Area



Multiple residential and commercial development access locations, as well as the intersections along Sparks Boulevard—specifically Baring Boulevard, O'Callaghan Drive/Springland Drive, East Prater Way, and East Lincoln Way—will be reconfigured and reconstructed to accommodate a widened roadway section and multi-modal improvements for cars, pedestrians, transit, and bicycles.

Additionally, at various locations throughout the corridor, the Project proposes approximately 1.8 miles of 10-foot multi-use paths (MUP) and approximately 2.8 miles of 6-foot sidewalks. The improvements include concrete barriers between the MUPs and the through lanes, retaining walls and regrading work along the North Truckee Drain (NTD), and median curbs. The Project will require 0.90 acre of new right-of-way (ROW) and would not result in any commercial or residential displacements.

This Compensatory Mitigation Plan provides an overview of measures that the Washoe RTC proposes for compensatory mitigation of unavoidable permanent impacts to the NTD caused by the Project. It has been developed to comply with 33 Code of Federal Regulations (CFR) 332.4(c)/40 CFR 230.92.4(c)) and incorporates the general components required by a Permittee Responsible Mitigation (PRM) Plan.



2. Mitigation Goals & Objectives

2.1. Mitigation for Permanent Impacts

This Compensatory Mitigation Plan addresses the permanent loss of approximately 0.306 acre of wetlands (comprising of 0.299 acre of palustrine emergent wetlands [PEM] and 0.007 acre of palustrine scrub-shrub wetland [PSS]) and 0.178 acre of open water, which are considered jurisdictional waters of the U.S. (WOUS). Due to the challenging nature of re-establishing small areas of temporarily impacted wetlands through reseeding and other mitigation practices, the Project team determined that the temporarily impacted areas associated with the roadway and outfall improvements should instead be deemed permanently impacted and added to the overall permanent impact quantities. Therefore, areas where small disturbances were to occur were considered a permanent impact.

Table 1 summarizes the recommended mitigation measures to offset the permanent impacts to wetlands abutting the NTD associated with the Proposed Action as identified in the *Sparks Boulevard Environmental Assessment – Wetland Delineation Report* (Atkins, 2022a). This proposed mitigation was reviewed and confirmed by the RTC, NDOT, and the City of Sparks, Nevada.

Table 1. Recommended Mitigation Measures for Permanent Impacts of the Proposed Action

Location	Activity	Impact	Mitigation
Throughout the Project corridor along the NTD	Clearing/grubbing or filling in wetland areas. Expanding culverts, constructing walls, placement of riprap.	Removal of 0.306 acre of wetlands	Mitigation for wetlands will be required and will include creation of new or expanded wetland areas within the Project Study Area within the NTD watershed. The Section 404 Nationwide Permit #14-Linear Transportation Projects obtained from the U.S. Army Corps of Engineers (USACE) will outline the final mitigation plan. Mitigation will occur at a minimum of a 2:1 creation to impact ratio. Minimize clearing/grubbing areas. Mark avoidance areas on final design plans.
Throughout the Project corridor along the NTD	Expanding culverts, constructing walls, placement of riprap.	Expanding culverts or realigning the NTD will impact 0.178 acre of open water.	Minimize clearing/grubbing areas. Mark avoidance areas on final design plans.
Throughout the Project corridor along the NTD	Dredge/fill activities in open water/wetlands associated with the NTD.	Removal of wetlands and filling in the NTD Channel.	Obtain a Section 401 Water Quality Certification for impacts to Waters of the State.

2.2. Mitigation for Temporary Impacts

Temporary affects to the NTD and abutting wetlands total 0.12 acre of WOUS (which is comprised of 0.023 acre of open water and 0.097 acre of PEM wetland). The temporary disturbance in these areas is required to construct the two expanded wetland mitigation areas as part of the compensatory wetland mitigation plan.



Table 2 summarizes the temporary impacts that are anticipated during construction of the Proposed Action. These areas will be revegetated once the two wetland mitigation sites are constructed.

Table 2. Recommended Mitigation Measures for Temporary Impacts of the Proposed Action

Location	Activity	Impact	Mitigation
Throughout the	Removal of	Construction	Minimize clearing/grubbing areas. Mark
Project corridor	wetland	would impact	avoidance areas on final design plans.
along the NTD	vegetation	wetland	
	(clearing/grubbing,	vegetation.	Mitigate impacts through creation of new
	grading, etc.)		wetland areas up to a 2:1 ratio. Final ratio will
	abutting the NTD		be determined by the USACE.
Temporary	Removal of	Construction	The construction of the wetland mitigation site
impacts at the	wetland	would impact	will temporarily impact existing wetlands at the
wetland	vegetation	0.023 acre of open	mitigation location. These wetlands will become
mitigation site	(clearing/grubbing,	water and 0.097	re-established post-construction.
	grading, etc.)	acre of wetland	
		vegetation to	
		construct the	
		wetland	
		mitigation site.	
Throughout the	Impacts to the	Temporary	Minimize clearing/grubbing and grading areas.
Project corridor	channel	activities within	Mark avoidance areas on final design plans.
along the NTD	(clearing/grubbing,	the channel	
	grading, etc.)	during	
	within the NTD	construction	
		would temporarily	
		impact 0.023 acre	
		of open water.	

3. Determination of Credits

Compensatory mitigation is proposed for wetland impacts at a 2:1 ratio for PEM wetlands. PSS wetlands comprise a small portion of the overall permanently impacted wetlands (0.007 of the overall 0.306 acre of impacts); therefore, this acreage has been added to the PEM quantities, which comprise the dominant type of wetland surrounding the mitigation areas. While the 2:1 ratio would equal 0.612 acre in size, the Project team proposes wetland establishment within two mitigation areas that total 0.720 acre in size. This extra area will provide for opportunities to establish sufficient wetlands while incorporating risk of wetlands not establishing over portions of the two mitigation areas. The USACE requires creation of wetlands to be in the same hydrologic watershed as the impacted areas, to the extent practicable.

4. Mitigation Site Selection and Justification

Washoe RTC, in coordination with the City of Sparks, identified an area along NTD within the Proposed Action area that would be suitable for wetland establishment.

A review of mitigation options was conducted as part of the Project in the following order:

 A review of publicly available compensatory mitigation banks was conducted through the USACE Regulatory and In-lieu fee Banking Information Tracking System (RIBITs) website located at: https://ribits.ops.usace.army.mil/ords/f?p=107:23. (USACE, 2023)

July 2023 3



- Coordination with the City of Sparks and Washoe RTC was conducted to identify any other available mitigation sites in the Watershed.
- On-site mitigation sites were reviewed based on available space and lack of nearby mitigation banks.

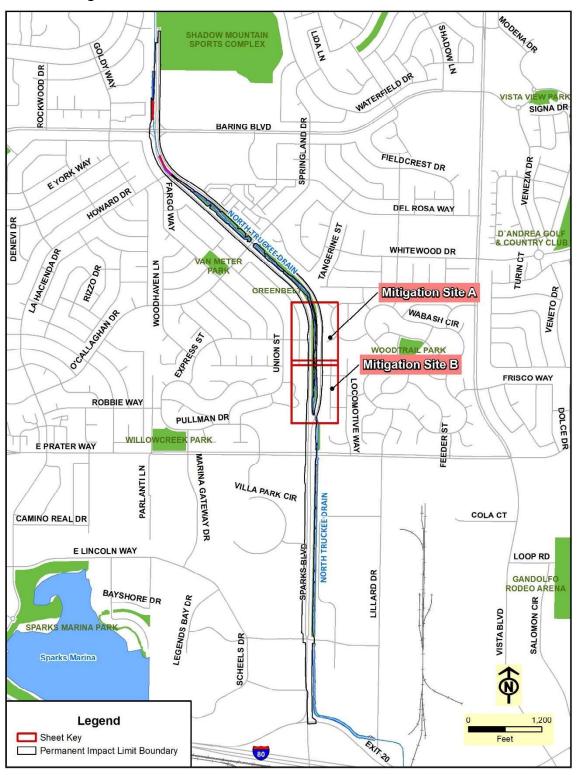
The review of the USACE RIBITs website identified that there were no available wetland credits available within the watershed or adjacent watersheds. The Project team then coordinated with Kevin Porter at the City of Sparks and with Jeff Wilbrecht at the Washoe RTC to identify any available wetland mitigation areas or excess wetland mitigation areas left over from other projects. Based on that coordination, there were potential wetlands available to the north of the Project as part of the Kiley Ranch Wetlands site; however, it was determined that those wetlands were already accounted for as a component of other mitigation.

The Project team then reviewed the Project limits and identified that there was ample space available for on-site mitigation, as the anticipated impacts to NTD are irregular, scattered across a large distance along NTD, and usually do not cover the entirety of the drain. In many cases, excellent mitigation sites are available directly adjacent to impact zones, which is ideal because the mitigation efforts will be restoring the exact same type of wetlands that are being impacted. These sites will meet the goal of replacing physical, chemical, and biological functions of wetlands affected by the road improvements (Exhibits 2 through 7).

All impacts associated with the Proposed Action area are in the NTD Watershed (Hydrologic Unit Code 160501020508). These sites abut the NTD and are located in Section 3, Township 19 North, Range 20 East of the Vista Quadrangle, Nevada 7.5-minute topographical quadrangle (USGS, 2018) and support a limited amount of wetland and riparian habitats in the median between northbound and southbound Sparks Boulevard. The mitigation sites are in the same watershed as the Proposed Action and would enhance the watershed through creation of wetlands along an existing perennial drainage.



Exhibit 2. Mitigation Sites Location



July 2023 5

SPARKS BLVD.

Exhibit 3. Mitigation Site A

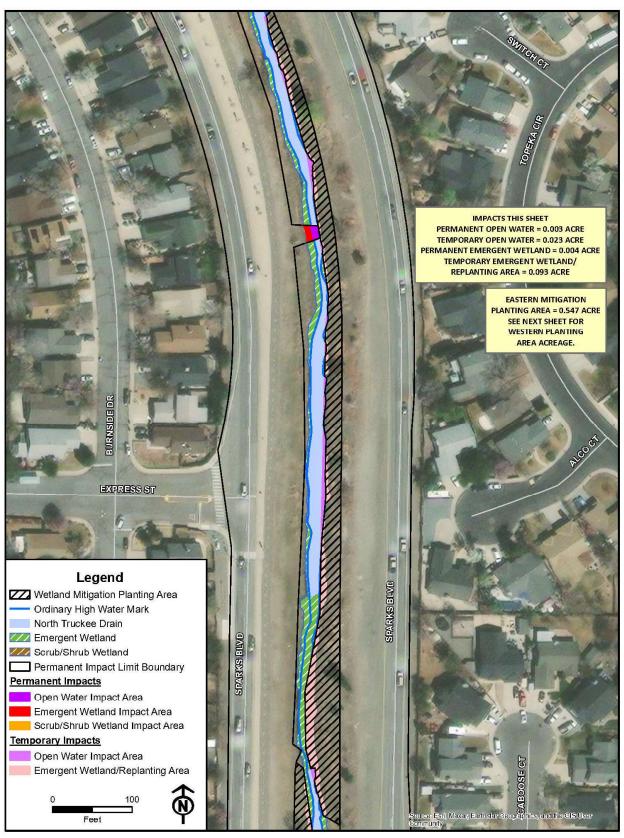
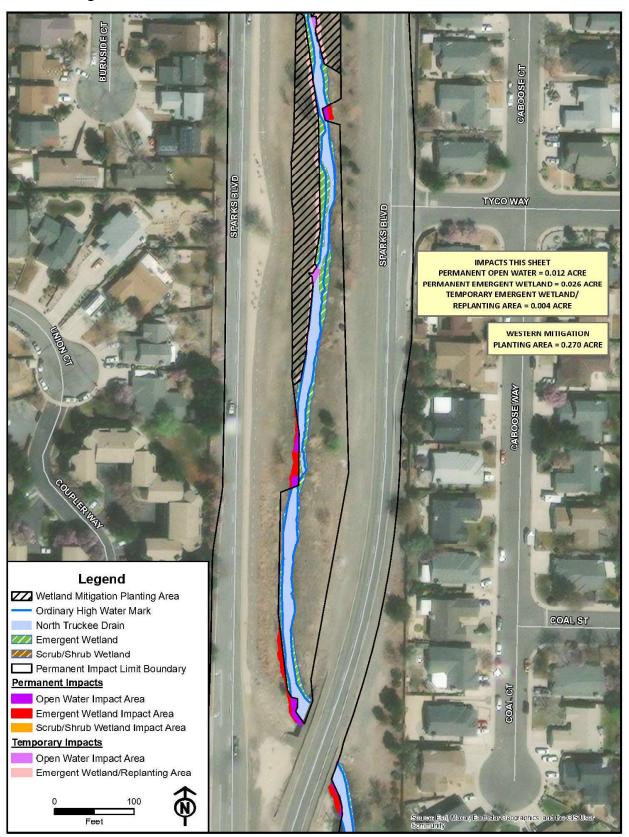




Exhibit 4. Mitigation Site B



July 2023 7



Compensatory Mitigation Plan

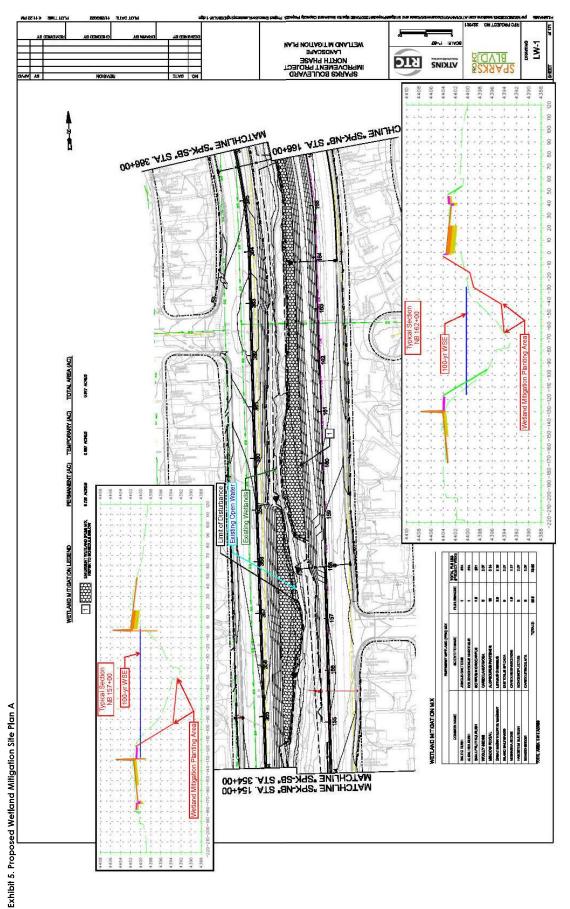
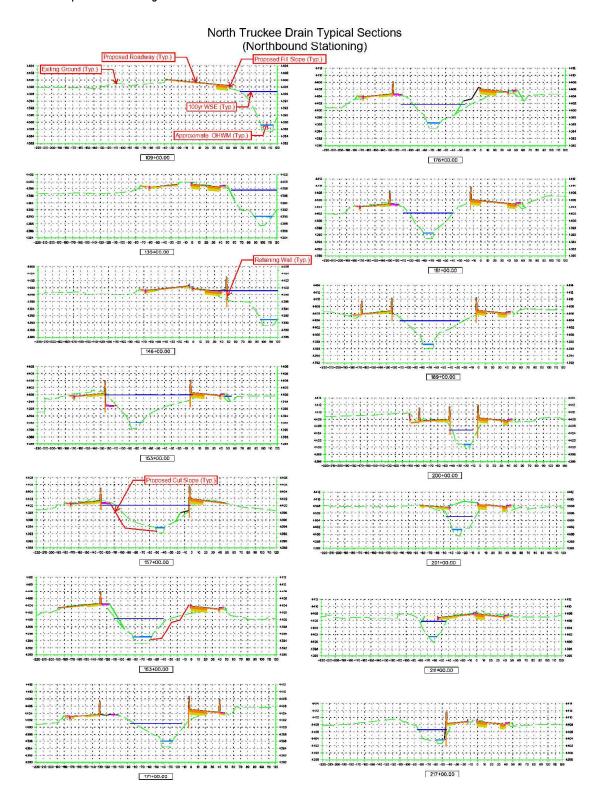


Exhibit 6. Proposed Wetland Mitigation Site Plan B

SPARAS BOULEVARD
IMPROVEMENT PROJECT
NORTH PHASE
LANDSCAPE
APPORTON PLAN LW-2 SPARKS VIKINS SIC 4406 4398 4396 4394 4392 100 110 MATCHLINE SPK-NB" STA 178+00 00+TTE ATE 88- NG PERMANENT (AC) TEMPORARY (AC) TOTAL AREA (AC) OUT ACRES CHIEF ACRES 8729 ACRES PRINCENT TREALAND PERSON NO. WETLAND MITIGATION LEGEND OO+88E VIS .88E-VIES . 3NV THOLVING VIS. SNYJOS. WITHOLYM

July 2023

Exhibit 7. Proposed Wetland Mitigation Site Cross Sections





5. Site Protection Instrument

The two mitigation sites will be managed in accordance with the City of Sparks Comprehensive Plan and by the City of Sparks Parks and Recreation Department once the mitigation sites are constructed during the Project and after the 1-year landscape establishment period is complete. The Washoe RTC will transfer the management of the mitigation sites, including the annual monitoring and maintenance of the mitigation sites, over to the City of Sparks. However, the Washoe RTC will be responsible for providing funding to the City of Sparks for management of the mitigation sites until the USACE has signed off on acceptance of the mitigation sites and closed out the Section 404 permit.

The Comprehensive Plan includes Land Use and Zoning for parks and recreational resources. The mitigation sites are in an urban recreational corridor which is currently actively managed by the City of Sparks and includes litter removal and noxious weed management. The accessibility to the mitigation site due to the presence of the recreational trail and Sparks Boulevard allows for efficiencies with management of both mitigation sites. Thus, the City of Sparks will actively manage the mitigation sites and protect them in perpetuity. Refer to the Long-Term Protection Plan Memorandum of Agreement between Washoe RTC and the City of Sparks in Section 9 and attached in Appendix C.

6. Baseline Information

6.1. Conditions Along North Truckee Drain (NTD)

Atkins North America, Inc. (Atkins) conducted a delineation of potential WOUS along Sparks Boulevard from north of Baring Avenue to the I-80 interchange in 2020 (Atkins, 2022) to support the Project design, environmental review, and permitting processes. Findings from the delineation of WOUS are summarized below:

The Project falls within the Sierra Nevada-Influenced Semiarid Hills and Basins (13aa) Level IV Ecoregions (Griffith et al., 2004). This region includes the basins and lower mountain slopes east of the Sierra Nevada. Three large river systems, the Truckee, Carson, and Walker, flow through this region. The semiarid shrub community in this region includes plants with slightly high moisture requirements (Griffith et al., 2004). Land use in this area is primarily residential and commercial.

According to the U.S. Fish and Wildlife Service's (USFWS) National Wetland Inventory (NWI) maps, there is only one riverine feature (NTD) within the Study Area (USFWS, 2020). The Study Area is a generally flat contour with an elevation of approximately 4,400 feet above mean sea level. The majority of the northern portion of the Study Area is within Federal Emergency Management Area (FEMA) floodplains Zone X, area of minimal flood hazard, with Zone A, designated 100-year flood hazard, along the Truckee River Drain (FEMA, 2009). The southern portion of the Study Area also contains Zone AE, designated 100-year flood hazard with a base elevation ranging from 4,394 to 4,395 feet.

According to the U.S. Department of Agriculture – Natural Resources Conservation Service (USDA/NRCS) soils mapper (USDA/NCRS, 2020a), the soils in the Study Area consist of: Jubilee variant loam, slightly saline (403); Jubilee sandy loam, drained (445); Idlewild clay loam, drained (600); Jubilee variant loamy sand, strongly saline (400); Voltaire clay loam, gravelly substratum (456); Washoe gravelly sandy loam, 0 to 4 percent slopes (850); pits (360); and Voltaire loam, strongly saline (452). Of the eight mapped soils, four are considered hydric in Washoe County, Nevada: 400, 403, 445, and 452.



6.2. Conditions at the Mitigation Sites

Baseline information at the mitigation site was collected in June and October of 2020 and was previously provided to the USACE as part of the original NWP #14 Pre-construction notification (PCN) (Atkins, 2022). Twenty-five (25) wetlands were identified within the Study Area; five PSS and 20 PEM fringe wetlands abutting and/or growing within the NTD.

The wetlands are contiguous on each side of the channel with few breaks. The banks of the channel typically exhibit compaction, shoreline armoring, and/or gravel due to providing structure for the road and/or sidewalk base. A summary of each wetland located in the two mitigation sites is provided in **Table 3**. Representative photographs of data points are available in Appendix A.

Table 3. Wetlands in the mitigation area

Feature ID	Wetland Type (Cowardin Class)	Latitude	Longitude	Potentially Jurisdictional
Wetland 11	PEM	39.546975	-119.715142	Yes
Wetland 12	PEM	39.544196	-119.715233	Yes

The PSS wetlands were typically dominated by sandbar willow (*Salix interior*, facultative wetland [FACW]). Common dominant plants observed within the PEM wetlands included: narrow-leaf cattail (*Typha angustifolia*, obligate wetland [OBL]), broad-leaf pepperwort (*Lepidium latifolium*, facultative [FAC]), poison hemlock (*Conium maculatum*, FACW), hard-stem club-rush (*Schoenoplectus acutus*, OBL), and reed canary grass (*Phalaris arundinacea*, FACW). All PEM wetlands contained at least one or two of these species in varied composition. Poison hemlock and broad-leaf pepperwort are designated as Category C weeds (Nevada Department of Agriculture, 2021). Category C weeds are weeds that are generally established and generally widespread in many counties in Nevada. Such weeds are subject to active eradication from the premises of a dealer of nursery stock, but not necessarily actively managed on public lands.

The dominant plants identified within the uplands included: soft brome (*Bromus hordeaceus*, facultative upland [FACU]), broad-leaf pepperwort, poison hemlock, needle-and-thread grass (*Hesperostipa comata*, no indicator [NI]), big sagebrush (*Artemisia tridentata*, NI), and cheatgrass (*Bromus tectorum*, NI). Hydrophytic vegetation was observed in few uplands, typically composed of sandbar willow, poison hemlock, and/or broad-leaf pepperwort. However, these areas lacked hydrologic and hydric soil indicators.

A functional assessment of the mitigation sites as it currently exists was conducted using the *EPA Level II Rapid Assessment Method for Nevada Wetlands (Nevada RAM) Field Manual* (Bushman B. et al. 2019) and the data sheets are included in Appendix B.

6.3. Conditions at Reference Sites

Conditions at the reference site are similar to conditions at the mitigation sites. Since the mitigation will consist of expanding existing wetlands within NTD, the reference sites are directly adjacent to the mitigation sites. Wetland 12 will be used as the reference site for the proposed mitigation sites. This wetland is dominated by *Schoenoplectus acutus*, a native bulrush, and best demonstrates the qualities of a healthy wetland that mitigation efforts should try to emulate in the mitigation sites.



7. Mitigation Work Plan

7.1. Wetland Creation Summary

The overall concept for the two proposed mitigation sites is to establish a mixture of native PEM wetland vegetation species along a section of the drain near Express Street, to expand the extent of existing wetlands at the site and enhance the quality of wetland and riparian habitat along the NTD. As the existing site conditions are already dominated by PEM wetlands, the primary modification required to facilitate the development of hydric soils and growth of wetland vegetation will be to create/excavate a wetland bench that is closer to groundwater, abutting the NTD. Once excavation has occurred, topsoil and wetland seeding will be applied to the new bench for the purpose of growing wetland vegetation. This location allows for a minimum 30-foot-wide buffer between the existing road and the created wetlands to help protect the wetlands over the long-term.

In line with the 2:1 mitigation requirement, the area of mitigation encompasses approximately 0.720 acre of wetlands, constrained within the boundaries of the NTD riparian corridor and the construction limits. The mitigation sites were chosen because they lie within the NTD which already supports wetland conditions. The two mitigation sites are also directly adjacent to existing wetlands, which increases the likelihood that wetland vegetation will establish itself in the mitigation sites. An estimated 0.720 acre of new wetlands, consisting of PEM wetlands, will be created along the NTD near Express Street (referred to as the wetland mitigation sites). Of the 0.720 acre proposed, only 0.612 acre will be required to meet the 2:1 mitigation requirement. The extra 0.108 acre of excess wetland mitigation is included in case areas of the mitigation site do not successfully establish or meet the parameters of the permit. If the full 0.720 acre meets the permit parameters, then the Project team proposes to set aside the excess 0.108 acre of PEM wetland to make it available for use as mitigation on future projects.

7.2. Grading/Hydrology

In the selected mitigation sites, the NTD will be graded to match the adjacent reference sites in terms of hydrology, as to preserve and expand the existing function of the wetlands. Grading within the mitigation sites will remove existing upland areas to create a wetland bench (which abuts the NTD and is within approximately 6-12 inches of groundwater.

7.3. Soils

Soils within the two mitigation sites are dominated by sandy to clay loams, which typically provide for adequate growing medium for the recommended plant species. The Project will use clean topsoil, imported from off site, to minimize the use of wetland topsoil that is full of cattail seeds within the seed bank. Excavation and removal of existing soil will be used elsewhere on the Project in non-wetland areas or removed and disposed of at an appropriate landfill.

7.4. Vegetation

The mitigation areas will be seeded with a native wetland seed mix, described in Table 4. This seed mix will help to improve the ecological function of the existing wetlands, which are currently dominated by non-native species like narrow-leaf cattail and broad-leaf pepperwort.

July 2023 13



Table 4. Emergent Wetland (PEM) Mix

Common Name	Scientific Name	PLS LBS/ACRE	TOTAL PLS LBS (PROJECT WIDE)
Baltic rush	Juncus balticus	1	0.614
Alkali bulrush	Bolboschoenus maritimus	1	0.614
Smallfruit bulrush	Scirpus microcarpus	1.5	0.921
Woolly sedge	Carex lanuginose	5	3.07
Meadow foxtail	Alopecurus partensis	10	6.14
Great basin wildrye "Magnar"	Leymus cinereus	3.5	2.15
Inland saltgrass	Distichlis spicata	5	3.07
Nebraska sedge	Carex nebrascensis	1.9	1.17
Hardstem bulrush	Schoenoplectus	5	3.07
Beaked sedge	Carex utriculata	5	3.07
Totals:		33.9	23.89

7.5. Wetland Construction Schedule

Currently, the Project is tentatively scheduled to start during the summer of 2025. The wetland construction schedule will be the same timeframe as the overall construction schedule. The contractor may choose to phase the different construction elements of the Project; however, the contractor will be required to complete the construction of the wetland mitigation site before the end of the overall Project and will be responsible for plant growth during the Project's landscape establishment period.

7.6. Site Goals and Future Functions

The anticipated benefits from creation of new wetlands at the mitigation site include the following:

- 1. Establishing approximately 0.720 acre of new PEM wetlands along the NTD channel;
- 2. Improve emergent wetland vegetation diversity abutting the NTD;
- 3. Improve hydrologic conditions and provide more area for overbank flooding in the NTD; and
- 4. Remediate past disturbance in the surrounding area of the NTD, including reducing soil compaction from recreation uses and restoring a native wetland community.

Improvements in wetland functions and values is anticipated in wildlife use (birds, mammals, and amphibians), wetland native plants and plant diversity, amount of vegetative cover, and reduction in noxious weeds. The Nevada RAM will also be conducted after wetlands are established in the two mitigation sites to facilitate completion of the Section 404 permit requirements, post-construction.

8. Performance Standards

The USACE South Pacific Division developed a list of monitoring report requirements and expectations for mitigation projects. According to the 12505-SPD Regulatory Program Uniform Performance Standards For Compensatory Mitigation Requirements (USACE, 2012), these requirements include annual monitoring visits/reports and guidance on performance standards to measure (USACE, 2012). Table 5 below summarizes the performance standards for the compensatory mitigation sites associated with this Project. The complete 12505.2-SPD Uniform Performance Worksheet is included in Appendix D.



Table 5. Performance Standards

Categories:	Performance Standards:
Soils	The creation of the wetland bench will provide adequate hydrology to support the three criteria of a wetland (hydrophytic vegetation, hydrology, and hydric soils).
Faunal- Diversity Index	The permittee shall ensure a Shannon-Wiener Diversity index of target riparian/aquatic species present within the boundary of mitigation site, including approved buffer, equal to at least 80% of reference site by year 5.
Flora	Dominance of hydrophytes: the permittee shall ensure target [PM pick one or more: percent absolute cover (for combined strata), density, or height] of native, wetland species (OBL/FACW) are met for tree, shrub, and herb strata by year 5.
Flora	Dominance of natives: the permittee shall ensure target [PM pick one or more: percent absolute cover (for combined strata), density, or height] of native species are met for tree, shrub, and herb strata by year 5.
Flora	Species richness: The permittee shall ensure target native species richness values of tree, shrub, and herb strata are met by year 5.
Flora	The wetlands will demonstrate at least 80% gross vegetative aerial coverage as determined by the average of all sample plot data (e.g., wetland plots and transects)

July 2023 15



9. Monitoring & Long-term Management Plan

Compensatory mitigation monitoring will include quantitative sampling methods based on various scientific protocols, including the Nevada Division of Natural Heritage protocols, Nevada RAM, and the 1987 Wetland Delineation Manual and associated regional supplement. Sampling documentation, as part of monitoring reports, should include maps showing locations of sampling points, transects, quadrants, etc. In addition, permanent photo stations should be established coincident with sampling locations.

The following information and data will be collected at each annual visit and documented in a monitoring report:

- Presence of noxious weeds, including location, species, and density
- Evidence of wetland hydrology and hydric soils (based on visual observations and delineation)
 - Frequency and duration of hydrology must be documented.
 - Adequate and inadequate hydrologic conditions for the site should be summarized by topographic zone or wetland type.
 - Demonstration of how hydric soil conditions are developing should be discussed in the report, recognizing that hydric soils indicators may not become evident within the first few years.
- Representative photos of the overall mitigation area and sampling locations (establish photo points for the mitigation area to use each year)
- Evidence of how the performance standards are being met and documentation of how the mitigation plan goals are being achieved
- Concerns with the wetlands that require maintenance or adaptive management (e.g., fence conditions, erosion, lack of hydrology)
- Extent of created wetlands by type and acreage (using a formal delineation method with paired data points)
 - Wetland types should be described using the Cowardin classification (e.g., PEM, aquatic bed, unconsolidated bed, scrub-shrub).
 - Developing wetlands versus established wetlands should be mapped separately.
 - Maps in the report should show the wetland types and acreages, locations of transects and data plots, wetland delineation sampling points, and photo points.
- Vegetation cover and species diversity using wetland sample points from the delineation and transects with data plots that represent each wetland type
 - Transects (2-3 expected) will be established during the first year of monitoring and will be aligned to accurately cover the vegetative characteristics and types across the wetland mitigation area.
 - Stakes and coordinates at the beginnings and ends of the transects will be used to record the transect locations.
 - Data plots will be established at regular intervals along the transects (e.g., every few feet alternating on each side of the transect line) and will be randomly selected each monitoring year.
 - Adequate sampling intensity must be accomplished to demonstrate that vegetation cover is increasing and wetlands are establishing.
 - Plot data will be averaged and reported per transect and wetland sample point and by wetland type (e.g., emergent herbaceous, scrub-shrub).
 - Transect data and wetland type data will be averaged separately and reported for the wetland mitigation area.
 - Plot data along the transects will include absolute percent cover by species, total vegetation, litter, water, and bare ground.



A monitoring period of five years is suggested to comply with the nationally required minimum monitoring period for compensatory mitigation projects (33 C.F.R. § 332.6(b)). Annual monitoring should take place during the peak growing season and monitoring reports will be submitted using the USACE-specified SPD mitigation monitoring form, every year by December 31. Monitoring will incorporate comparison to at least one reference site in close proximity to the mitigation area. During the monitoring period the two wetland mitigation sites will be fenced by orange protective fencing to prevent anthropogenic damage (human and domestic pets) from trespassing on the sites. Once the wetlands are fully established, the City of Sparks plans to remove the orange protective fencing, upon concurrence from the USACE.

If appropriate measures are not captured in the annual monitoring report, then the permittee shall prepare an analysis of the cause(s) of failure(s) and, if determined necessary by the USACE, propose remedial actions for approval. Changes to or modifications of the USACE-approved mitigation plan require approval by the USACE. Appropriate adaptive management measures outlined here will also be included in the annual monitoring report and updated as necessary over the life of the Project.

10. Maintenance & Adaptive Management Plan

During annual monitoring, the mitigation area will be assessed for potential problems that threaten the success of the wetlands. Any issues will be described in the annual monitoring report, along with specific remedial measures. Potential issues and methods for adaptive management are outlined in Table 6.

Table 6. Adaptive Management Measure	ures	Meas	igement	Man	avitable	. A	le 6.	Tab
--------------------------------------	------	------	----------------	-----	-----------------	-----	-------	-----

Potential Issue	Response	Responsible Party
Weed infestation	Weed treatment (manual removal and/or spraying)	City of Sparks
Erosion	Minor re-grading, erosion control	City of Sparks
Fence damage	Repair; remove following successful establishment of mitigation site	Contractor \ City of Sparks
Low vegetation cover/density	Minor re-seeding	City of Sparks
Inadequate hydrology	Modify topography (additional excavation or fill as needed)	City of Sparks
Wildlife damage	Fence modification, wildlife deterrents	City of Sparks

Potential problems that may trigger a need for adaptive management and coordination between the City of Sparks, the Washoe RTC, and the USACE include failure to attain interim and/or final performance standards, fire or natural disasters, unanticipated channel instability, substantial infestation by invasive, non-native plants and animals, and unanticipated anthropogenic problems such as large-scale trespassing and vandalism.

Once problems are identified, the responsible parties are required to coordinate with the USACE to identify potential courses of action and/or corrective measures. Minor problems, such as trash, vandalism, isolated instances of plant mortality, or small-scale weed or pest infestations should be rectified as they are discovered during routine site monitoring and maintenance by the City of Sparks and included in annual reporting, and do not require immediate reporting to the USACE. Appropriate adaptive management measures outlined in the annual monitoring report(s) should be immediately implemented (33 CFR § 332.7(c)(3)).

July 2023 17



Large scale corrective measures require coordination with the USACE, and such measures may include, but are not limited to, regrading part or all of the compensatory mitigation sites, replanting more than 20 percent of the site to improve species cover or diversity, adding supplemental soil amendments, or modifying management activities such as largescale weeding or supplemental irrigation. In some cases, performance standards may be modified in accordance with 33 CFR § 332.7(c)(4).

11. Financial Assurance

The Washoe RTC and the City of Sparks have discussed and agreed to various maintenance responsibilities for the two mitigation sites (detailed in Appendix C). Washoe RTC will be responsible for funding the construction and wetland establishment until the end of the 1-year landscape period. The Washoe RTC will then transfer the Section 404 permit and mitigation site responsibilities over to the City of Sparks. The City of Sparks would then manage the annual monitoring and adaptive management activities until the mitigation sites are approved by the USACE. The City of Sparks will provide funding for various interim maintenance activities, if needed, and overall resource management of the sites following final approval by the USACE.



12. References

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- U.S. Geological Survey (USGS). 2018. USA Topographic Maps, 1:24,000. Available at: ngmdb.usgs.gov/topoview/viewer/#4/40.00/-100.00. Accessed July 2020.



Appendix A: Representative Photographs





Photo 1. Representative photograph of PEM wetland in the northern section of the mitigation area, facing southwest (39.548556, -119.715271).



Photo 2. Representative photograph of PEM wetland in the northern section of the mitigation area, facing northwest (39.548556, -119.715271).

July 2023 21





Photo 3. Representative photograph of PEM wetland in the southern section of the mitigation area, west bank of the NTD, facing south (39.545323, -119.715091).



Photo 4. Representative photograph of PEM wetland in the southern section of the mitigation area, west bank of the NTD, facing north (39.545323, -119.715091).





Photo 5. Representative photograph of PEM wetland in the northern section of the mitigation area, east bank of the NTD, facing north (39.548034, -119.715103).



Photo 6. Representative photograph of upland areas and PEM wetland in the northern section of the mitigation area, east bank of the NTD, facing south (39.548034, -119.715103).

July 2023 23





Photo 7. Representative photograph of PEM wetland in the northern section of the mitigation area, east bank of the NTD, facing south (39.547651, -119.715075).



Photo 8. Representative photograph of PEM wetland in the northern section of the mitigation area, east bank of the NTD, facing west (39.547651, -119.715075).





Photo 9. Representative photograph of PEM wetland in the northern section of the mitigation area, east bank of the NTD, facing north (39.546698, -119.715082).



Photo 10. Representative photograph of PEM wetland in the northern section of the mitigation area, east bank of the NTD, facing south (39.546698, -119.715082).

July 2023 25



Appendix B: Nevada Wetland Rapid Assessment Method (RAM) Forms

Nevada Wetland Rapid Assessment Method (RAM) Data Sheets

Pre-field Survey entry (*) information available from the NV Level 1 Wetland Mapping Tool, "Wet Bar". Verify or correct information during field survey activities. Attach Level 1 Wetland Analysis Toolbar Report to data sheets.

LOCATION AND GENERAL INFORMATION* (Field Manual p. 23, Sec. 2.4.a.)							
Point Code: Wet 01 Site Name: Wet 01	Date:	6/9/2020					
Time Start: Time End: Weather: Recent rain/Rain/Snowfall/Snow on ground No current, recent precip. Air Temp (°C)							
State Engr Hydrographic Name: City of Reno - Truckee River HUC 1		ip": City of Reno					
Surveyors (circle recorder) K. Hidalgo, C. Po	** II	deral/state land descriptor					
Tederal/state land decemptor							
Access Comments (Note permit requirements, changes to driving directions, or difficulties accessing the site):							
ASSESSMENT AREA AND GPS COORDINATES* (Field Manual p. 23, Sec. 2.4.b.)							
Dimensions of AA:							
	ngle: Width Length	Area					
Freeform: Min 10 m wide; Max 200 m long AA-Track #:							
X Entire wetland (Complete AA Representativeness section) AA-Track	#:N/A	79,					
Target Wetland Type:YesNo							
AA Representativeness: Is AA the entire wetland? X YesNo. IF No Provide comments. If part of complex, indicate if other HGM or Cowardin cla							
AA GPS Coordinates: AA-Center Waypoint#:	Northing:4380999.00						
AA Photos 40 m radius circle: Take from AA-Center point, looking out in	4 cardinal directions: ONLY INCLUDE WP/Photo) # and Aspect.					
Freeform: Take from 4 points on AA edge looking-in OR Rectangle:							
AA-1 WP/Photo #: <u>ATT61_Photo 1</u> Aspect: <u>North</u> UTM/Easting: _	Northing:						
AA-2 WP/Photo #: <u>ATT62_Photo 2</u> Aspect: <u>South</u> UTM/Easting:_	Northing:	<u> </u>					
AA-3 WP/Photo #:Aspect:UTM/Easting_	Northing:						
AA-4 WP/Photo #:Aspect:UTM/Easting_	Northing:						
CLASSIFICATION OF ASSESSMENT AREA* (Field Manual p. 26, Sec. 2.4.c./A	ppendix A, B, & C)	Q					
Cowardin Class*_Pick one class for the dominant wetland type. If using NV	HGM Class*						
Level 1 Wetland Analysis, populate with National Wetland Inventory Class. System: X Palustrine Upland	X RiverineLacustrine Fring	е					
Class: Aquatic Bed X Emergent Scrub-Shrub							
Forested Unconsolidated Bottom Unconsolidated Shore	DepressionalSlope	Flats					
Cowardin Modifiers: Water Regime (helps describe wetland origin)	Cowardin Modifiers: Special (Optional)						
Intermittently Flooded/IFSeasonally Flooded/SF	Beaver (b)	Farmed (f)					
Temporarily Flooded/TFSemi-Permanently Flooded/SPF	X Excavated (x) +	Spoil (s)					
Saturated/STIntermittently Exposed/IE	Partially ditched/drained (d)	Reservoir (r)					
Seasonally Saturated/SSX_Permanently Flooded/PF	Diked/Impounded_(h)	Channel (c)					
	+ Excavated may include restored wetlands	Springbox (sb)					
REGION: Great Basin/ Eastern Sierra / Mojave GENERAL WETLAND CATEG							
Riparian Ecosystems, Additional Mojave. Circle appropriate Region & Domi	nant category from above. List specific Type from	om Appendix C:					
	CONTRACTOR						

ASSESSMENT AREA DRAWING, SETTING AND SURROUNDING LANDSCAPE DESCRIPTION (Field Manual p.26, Sec. 2.5)					
Include the following, plus a legend.					
AA Boundary and Center Point North arrow and approx. scale bar Location of soil pit/s Photo point locations & GPS waypoint or track #s Water chemistry measurement/s GPS waypoint #/s Dominant vegetation types & community types (note if use outline those types)	Additional site description notes on site hydrology, soil, and vegetation Community types and abiotic zones: open water, in/out flows, drainage path Landscape setting: dominant plants; wetland types AA slope cross-sectional diagram (show from N-S & E-W) Structures or other human-made features (including roads/paths) ser opted to take a GPS track around the community type, or another method				

0	□Pit appears dry	(md					s were observed;	0	Pit appears dry	(md					
	IF NO FREE-STANDING WATER observed: $\ \square$ Pit filling slowly OR $\ \square$	DO (ppm)			<u> </u>		Top layer organic matter from vegetation. Indicators of hydric soils were observed; hydric soils were observed; hydric soil parameter is met.	REA	IF NO FREE-STANDING WATER observed: □Pit filling slowly OR □Pit appears dry	DO (ppm)			γ		
	ATER observed: 🔲	EC (dS/m)	_{Votes} organic layer	ated	Few / Few / Many		ər from vegetation. I ved; hydric soil para	SS ASSESSMENT AL	\TER observed: □F	EC (dS/m)			Few / Few / Mar		
	FREE-STANDING W.	hd(ɔ _o)	Notes Organ	saturated	ces = None / Very Few	Comments:	Top layer organic matter from vegetation. Indicators of hy hydric soils were observed; hydric soil parameter is met.	2 or MORE PITS ONLY NEEDED IF GREAT VARIABLITY ACROSS ASSESSMENT AREA	FREE-STANDING WA	Hd()°)	Notes		Dominant Redox, Roots and Gravel Amounts Observed qualitative descriptor choices = $$ None $/$ Very Few $/$ Many	Comments:	
endices D & E)		Temp (°C)	<u>Gravel</u> Observed		e descriptor choi	Con		NEEDED IF GREAT	IF NO I	Temp (°C)	<u>Gravel</u> Observed		e descriptor choi	Com	
Manual p. 27, Sec. 2.6/ Appendices D &	ning: 4380999.00	epth to free water (cm):	Roots Observed		Dominant Redox, Roots and Gravel Amounts Observed qualitative descriptor choices = None		Surface Salt Crusts Translocated Salts	MORE PITS ONLY	ıing:	epth to free water (cm):	Roots Observed		served qualitativ		_Surface Salt Crusts _Translocated Salts
	95.29 Northing:	Depth to fre	<u>Texture</u> Appendix D	silty clay loam	avel Amounts Ob	t apply to pit.	(8.	•	Northing:	Depth to fre	<u>Texture</u> Appendix D		avel Amounts Ob	it apply to pit.	(8)
ot ot ot ot ot ot ot ot ot ot	sting: 2666	(cm):_2	Dominant Redox Features olor (moist) Observed			ns. Check all tha	Gleyed Matrix (S4/F2) Depleted Matrix (A11/A12/F3) Redox Concentrations (S5/F6/F8) -Redox Depletions (S6/F7)	Representative Pit?	Easting:	(cm):	Dominant Redox Features olor (moist) Observed)x, Roots and Gr	ns. Check all tha	Gleyed Matrix (S4/F2) Depleted Matrix (A11/A12/F3) Redox Concentrations (S5/F6/F8) Redox Depletions (S6/F7)
	(NAD 83) UTM Zone: $11N$ Easting: 266695.29	Depth to saturated soil (cm):	<u>Dominant Re</u> Color (moist)		Dominant Redo	ix E for descriptic	Gleyed M Depleted Redox Col Redox De			Depth to saturated soil (cm):_	<u>Dominant Re</u> Color (moist)		Dominant Redo	ix E for descriptic	Gleyed M Depleted Redox Co
SOIL PROFILE DESCRIPTION – SOIL PIT 1	(NAD 83) UT		<u>Matrix</u> Color (moist)	10YR 2/2		Hydric Soil Indicators: See Appendix E for descriptions. Check all that apply	Histosol (A1) Histic Epipedon (A2/A3) Mucky Mineral (S1/F1) Hydrogen Sulfide Odor (A4)	SOIL PROFILE DESCRIPTION – SOIL PIT 2	(NAD 83) UTM Zone:		<u>Matrix</u> Color (moist)			Hydric Soil Indicators: See Appendix E for descriptions. Check all that apply	Histosol (A1) Histic Epipedon (A2/A3) Mucky Mineral (S1/F1) Hydrogen Sulfide Odor (A4)
SOIL PROFILE DI	SP GPS WP#:	Water Settling Time (s):	Horizon Depth (cm) 0-2	2-16		Hydric Soil Indica	Histosol (A1) Histic Epipedon (A2/A3) Mucky Mineral (S1/F1) Hydrogen Sulfide Odor (SOIL PROFILE DI	SP GPS WP#:	Water Settling Time (s):_	Horizon Depth (cm)			Hydric Soil Indica	Histosol (A1) Histic Epipedon (A2/A3) Mucky Mineral (S1/F1) Hydrogen Sulfide Odor (

GENERAL ANIMAL OBSERVATIONS – Record any animal observations from from the list below. If animal presence observed without visible sighting, c Sec. 2.8)							
heck AA for the following organisms: * invasive in Nevada Springsnails (Pyrgulopsis, Fluminicola, Juga, Tryonia) Other snails (Physids, land snails, Melanoides*) Clams Crayfish* Amphipods Odonata (dragonflies and damselflies) Other aquatic insects (caddisflies, beetles, striders, etc.) Other insects Fish (native/non-native) Amphibians (frogs, toads, bullfrogs*) Reptiles (turtles, snakes, lizards)X Birds (aquatic/upland) X Mammals (aquatic/upland)							
Animal & Brief Comments:	Photo #	# Individuals	Nest	Vocal	Tracks	Scat	
Mule deer (Odocoileus hemionus)							
Coyote (Canis latrans)					X	Χ	
Striped skunk (Mephitis mephitis)							
Raccoon (Procyon lotor)					X		
Desert cottontail (Sylvilagus audubonii)							
Domestic cat (Felis catus)							
Mallard (Anas platyrhynchos)							
Red-winged blackbird (Agelaius phoenicius)							
Song sparrow (Melospiza melodia)							
House sparrow (Passer domesticus)							
House finch (Haemorhous mexicanus)							
Broad-tailed hummingbird (Selasphorus platycercus)							
Rock dove (Columba livia)							
Gambel's quail (Callipepla gambelii)							
Cattle egret (Bubulcus ibis)							
Cattle egret (Babaleae ible)							
WATER CHEMISTRY – Take > than 1 reading if AA represents larger wetland	l or complex v	with different we	tland class	es. Field Ma r	nual p. 30, S	Sec. 2.7	
Reading 1 Location: GPS Waypoint # (NAD 83) UTM Zone: Easting:					_	or Flowing cle)	
Temp (°C) pH Electrical Conductivity/EC (dS/m) Dissolved Oxygen/DO (ppm)							
Reading 2 Location: GPS Waypoint #					_	or Flowing	
(NAD 83) UTM Zone: Easting:North	າing:		_		(Ci	rcle)	
Temp (°C) pH Electrical Conductivity/EC (ds	S/m)	Dissolved (Oxygen/DC	(ppm)			
COMMENTS - Note the water meter brand & model. Enter additional Readit collected.						ding	
Water chemistry measurements were unr therefore not included here.	ıecessary	/ to delineat	e the w	etland, a	nd are		

VEGETATION SPECIES LIST (Field Manual p. 31, Sec. 2.9, Appendix C) Spend no more than 1-hour total on the Vegetation RAM.

1) Walk the AA- Note the dominant vegetation community types (refer to Appendix C. Wetland Types) in rows 1-4. For each community type visually estimate the % of the AA covered, as well as the approximate average height for each stratum: trees, shrubs and grasses/forbs within each community type.

	Community Type Name	% of AA	Tree Height (m)	Shrub Height (m)	Grass/Forb Height (m)
1	Arid West Emergent Marsh	100	5	1.5	1
2					
3					
4					

2) <u>Walk each community type area-</u> Identify as many species as possible within each. In the columns corresponding to the 1-4 community type rows above, estimate percent cover of each species within each community type. Use the bin-categories below. Note known invasive and non-native species. Note photos or collections taken for any species.

Not Present (NP) / Trace (T = 0 - 5%) / Uncommon (U = 6 - 10%) / Common (C = 11 - 50%) / Dominant (D = > 50%)

Scientific Name or Pseudonym/Common name Note if collection and/or photo taken	1	2	3	4	Non-Native / Invasive
Typha angustifolia	D		İ		No
Conium maculatum	С				Yes
Lepidium latifolium	С				Yes
Schoenoplectus acutus	С				No

VEGETATION SPECIES LIST- ADDITIONAL PAGE (Field Manual p. 31, Sec. 2.9.a., Appendix C) Not Present (NP) / Trace (T: 0 - 5%) / Uncommon (U: 6 - 10%) / Common (C: 11 - 50%) / Dominant (D: > 50%)						
Scientific Name or Pseudonym/Common name Note if collection and/or photo taken	1	2	3	4	Non-Native / Invasive	
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						

NP

NP

3

AA COVER CLASSES & LITTER DESCRIPTION (Field Manual p. 31, Sec. 2.9.b.) Spend no more than 1-hour total on the Vegetation RAM.

COVER CLASSES NP = Not present 1 : 0 - 5% 2 : 6 - 10% 3 : 11 - 50% 4 : > 50%	Ś				
WATER					
Standing water of any depth - vegetated or not	NP				
Running water of any depth - vegetated or not	3				
Open water - plant canopy cover < 10%	3				
Water with emergent vegetation	3				
Water with floating or submerged vegetation	2				
EXPOSED GROUND					
Bare ground – soil / sand / sediment	1				
Bare ground – gravel / cobble (~2–250 mm)					
Bare ground – bedrock / rock / boulder (>250 mm)	1				
Salt crust all cover - including over vegetation or litter cover					
LITTER					
All cover - including under water or vegetation	2				
Depth of litter (cm) – average of four non-trampled locations where litter occurs: Depth 1 cm Depth 2 cm Depth 3 cm Depth 4 cm Ave. depth:					
Predominant litter type ($C = coniferous$, $E = broadleaf evergreen$, $D = deciduous$, $S = sod/thatch$, $F = forb$)	F				
DEBRIS					
Standing dead trees, >5 cm diameter at breast height	1				
Standing dead shrubs or small trees, <5 cm diameter at breast height	NP				
Downed coarse woody debris - fallen trees, rotting logs, >5 cm diameter	1				
Downed fine woody debris, <5 cm diameter	1				
OTHER					

Bryophytes - all cover, including under water, vegetation or litter cover

Lichens - all cover, including under water, vegetation or litter cover

Algae - all cover, including under water, vegetation or litter cover

Nevada Wetland Rapid Assessment Method (RAM) Data Sheets

Pre-field Survey entry (*) information available from the NV Level 1 Wetland Mapping Tool, "Wet Bar". Verify or correct information during field survey activities. Attach Level 1 Wetland Analysis Toolbar Report to data sheets.

LOCATION AND GENERAL INFORMATION* (Field Manual p. 23, Sec. 2.4.a.)							
Point Code: Wet 02 Site Name: Wet 02	Date: 6/9/2020						
Time Start: Time End: Weather: Recent rain/Rain/Si	nowfall/Snow on ground(No current, recent precip.) Air Temp (°C)						
State Engr Hydrographic Name: City of Reno - Truckee River HUC 10	Site Ownership ": City of Reno						
Surveyors (circle recorder): K. Hidalgo, C. Powell	"Federal/state land descriptor						
Access Comments (Note permit requirements, changes to driving directions	s, or difficulties accessing the site):						
ASSESSMENT AREA AND GPS COORDINATES* (Field Manual p. 23, Sec. 2.4.b.)							
Dimensions of AA:							
1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	ngle: Width Length Area						
Freeform: Min 10 m wide; Max 200 m long AA-Track #:	Freeform area;						
X Entire wetland (Complete AA Representativeness section) AA-Track	#:N/A						
Target Wetland Type:YesNo							
AA Representativeness: Is AA the entire wetland? X YesNo. IF No Provide comments. If part of complex, indicate if other HGM or Cowardin cla							
AA GPS Coordinates: AA-Center Waypoint#:							
(NAD 83) UTM Zone: 11N Easting: 266694.22 Accuracy (+/-): Elevation (m):	Northing:4380815.48						
AA Photos 40 m radius circle: Take from AA-Center point, looking out in	4 cardinal directions: ONLY INCLUDE WP/Photo # and Aspect.						
Freeform: Take from 4 points on AA edge looking-in OR Rectangle:							
AA-1 WP/Photo #:ATT99_Photo 2Aspect:_North	Northing:						
AA-2 WP/Photo #ATT100_Photo 1Aspect:_South	Northing:						
AA-3 WP/Photo # <u>ATT101_Photo 3</u> Aspect: <u>West</u> AA-4 WP/Photo #:Aspect:	Northing:						
CLASSIFICATION OF ASSESSMENT AREA* (Field Manual p. 26, Sec. 2.4.c./A	Northing:						
Cowardin Class*_Pick one class for the dominant wetland type. If using NV	<u>«</u>						
Level 1 Wetland Analysis, populate with National Wetland Inventory Class.							
System: X Palustrine Upland	X_RiverineLacustrine Fringe						
Class: Aquatic Bed X Emergent Scrub-Shrub Forested Unconsolidated Bottom Unconsolidated Shore	DepressionalSlopeFlats						
Cowardin Modifiers: Water Regime (helps describe wetland origin)	Cowardin Modifiers: Special (Optional)						
Intermittently Flooded/IFSeasonally Flooded/SF	Beaver (b) Farmed (f)						
Temporarily Flooded/TFSemi-Permanently Flooded/SPF	X Excavated (x) + Spoil (s)						
Saturated/STIntermittently Exposed/IESeasonally Saturated/SSPermanently Flooded/PF	Partially ditched/drained (d) Reservoir (r) Diked/Impounded (h) Channel (c)						
Seasonally Saturated/55Fermanemy Flooded/FF	+ Excavated may include restored wetlands Springbox (sb)						
REGION: Great Basin / Eastern Sierra / Mojave GENERAL WETLAND CATEG Riparian Ecosystems, Additional Mojave. Circle appropriate Region & Domi							
- Tapanan 2003/300113, Additional Mojave. Once appropriate region & Donn	main category from above. Elst opcome Type from Appendix o.						

ASSESSMENT AREA DRAWING, SETTING AND SURROUNDIN	NG LANDSCAPE DESCRIPTION (Field Manual p.26, Sec. 2.5))
AA Boundary and Center Point North arrow and approx. scale bar Location of soil pit/s Photo point locations & GPS waypoint or track #s Water chemistry measurement/s GPS waypoint #/s Dominant vegetation types & community types (note if u to outline those types)	Additional site description notes on site hydrology, soil, and vegetation Community types and abiotic zones: open water, in/out flows, drainage path Landscape setting: dominant plants; wetland types AA slope cross-sectional diagram (show from N-S & E-W) Structures or other human-made features (including roads/paths) ser opted to take a GPS track around the community type, or another method	

Point Code: $\frac{\text{Wet }02}{\text{Date: }6/9/2020}$ Page 3

SOIL PROFILE DESCRIPTION – SOIL PIT 1 V Representative Pit? (Field Manual p. 27, Sec. 2.6/ Appendices D &	Q (3)
SP GPS WP#: (NAD 83) UTM Zone: 11N Easting: 266694.22 Northing: 4380815.48	IF NO FREE-STANDING WATER observed: □Pit filling slowly OR □Pit appears dry
Water Settling Time (s): Depth to saturated soil (cm): 2 Depth to free water (cm):	pH EC (dS/m) DO (ppm)
Horizon Depth Matrix Dominant Redox Features Texture Roots Grave Grave	<u>l</u> red organic layer
2-10 Gley 2 2.5/10BG silty clay loam n 2-10 10YR 2/2 Dominant Redox, Roots and Gravel Amounts Observed qualitative descriptor choices = None None	mineral muck; saturated
Hydric Soil Indicators: See Appendix E for descriptions. Check all that apply to pit. Histosol (A1) Gleyed Matrix (S4/F2) Surface Salt Crusts Histic Epipedon (A2/A3) Depleted Matrix (A11/A12/F3) Translocated Salts Mucky Mineral (S1/F1) Redox Concentrations (S5/F6/F8) Hydrogen Sulfide Odor (A4) Redox Depletions (S6/F7)	Comments: Surface organic layer from vegetation. Indicators of hydric soils were observed; hydric soil parameter is met. Restrictive layer: concreted and armoring, 10 inches depth
SOIL PROFILE DESCRIPTION – SOIL PIT 2	2 or MORE PITS ONLY NEEDED IF GREAT VARIABLITY ACROSS ASSESSMENT AREA
SP GPS WP#: (NAD 83) UTM Zone: Easting:	IF NO FREE-STANDING WATER observed: □Pit filling slowly OR □Pit appears dry
Water Settling Time (s):Depth to saturated soil (cm):Depth to free water (cm):	Temp (°C) pH EC (dS/m) DO (ppm)
Horizon Depth Matrix Dominant Redox Features Texture Roots Gravel Cm) Color (moist) Observed Appendix D Observed Observed	L Notes
Dominant Redox, Roots and Gravel Amounts Observed qualitative descriptor choices = None / Very Few / Many	r choices = None / Very Few / Few / Many
Hydric Soil Indicators: See Appendix E for descriptions. Check all that apply to pit.Histosol (A1)Gleyed Matrix (S4/F2)Surface Salt CrustsHistic Epipedon (A2/A3)Depleted Matrix (A11/A12/F3)Translocated SaltsMucky Mineral (S1/F1)Redox Concentrations (S5/F6/F8)Hydrogen Sulfide Odor (A4)Redox Depletions (S6/F7)	Comments:

GENERAL ANIMAL OBSERVATIONS – Record any animal observations from from the list below. If animal presence observed without visible sighting, c Sec. 2.8)						
Check AA for the following organisms: * invasive in Nevada Springsnails (Pyrgulopsis, Fluminicola, Juga, Tryonia) Other snails Amphipods Odonata (dragonflies and damselflies) Othe Fish (native/non-native) Amphibians (frogs, toads, bullfrogs*) Mammals (aquatic/upland)	r aquatic inse	cts (caddisflies, b	eetles, stri	ders, etc.)	Other i	insects
Animal & Brief Comments:	Photo #	# Individuals	Nest	Vocal	Tracks	Scat
Mule deer (Odocoileus hemionus)						
Coyote (Canis latrans)					X	Χ
Striped skunk (Mephitis mephitis)						
Raccoon (Procyon lotor)					X	
Desert cottontail (Sylvilagus audubonii)						
Domestic cat (Felis catus)						
Mallard (Anas platyrhynchos)						
Red-winged blackbird (Agelaius phoenicius)						
Song sparrow (Melospiza melodia)						
House sparrow (Passer domesticus)						
House finch (Haemorhous mexicanus)						
Broad-tailed hummingbird (Selasphorus platycercus)						
Rock dove (Columba livia)						
Gambel's quail (Callipepla gambelii)						
Cattle egret (Bubulcus ibis)						
Cattle egret (Dubulcus ibis)						
WATER CHEMISTRY – Take > than 1 reading if AA represents larger wetland	d or complex	with different we	tland class	es. Field Ma r	nual p. 30, S	Sec. 2.7
Reading 1 Location: GPS Waypoint # (NAD 83) UTM Zone: Easting:					_	or Flowing cle)
Temp (°C) pH Electrical Conductivity/EC (ds	s/m)	Dissolved (Oxygen/DO	(ppm)		
Reading 2 Location: GPS Waypoint #					_	or Flowing
(NAD 83) UTM Zone: Easting:North	ning:		_		(Ci	rcle)
Temp (°C) pH Electrical Conductivity/EC (ds	S/m)	Dissolved (Oxygen/DC	(ppm)		
COMMENTS - Note the water meter brand & model. Enter additional Readin collected.						ding
Water chemistry measurements were unr therefore not included here.	iecessary	/ to delineat	e the w	etland, a	nd are	

VEGETATION SPECIES LIST (Field Manual p. 31, Sec. 2.9, Appendix C) Spend no more than 1-hour total on the Vegetation RAM.

1) Walk the AA- Note the dominant vegetation community types (refer to Appendix C. Wetland Types) in rows 1-4. For each community type visually estimate the % of the AA covered, as well as the approximate average height for each stratum: trees, shrubs and grasses/forbs within each community type.

	Community Type Name	% of AA	Tree Height (m)	Shrub Height (m)	Grass/Forb Height (m)
1	Arid West Emergent Marsh	100	3.5	1.5	1
2					
3					
4					

2) <u>Walk each community type area-</u> Identify as many species as possible within each. In the columns corresponding to the 1-4 community type rows above, estimate percent cover of each species within each community type. Use the bin-categories below. Note known invasive and non-native species. Note photos or collections taken for any species.

Not Present (NP) / Trace (T = 0 - 5%) / Uncommon (U = 6 - 10%) / Common (C = 11 - 50%) / Dominant (D = > 50%)

Scientific Name or Pseudonym/Common name Note if collection and/or photo taken	1	2	3	4	Non-Native / Invasive
Typha angustifolia	D				No
Phalaris arundinacea	С				No
r IIaiaiis ai ui iuii iacea					INO

VEGETATION SPECIES LIST- ADDITIONAL PAGE (Field Man				ominant (D: >	50%)
Scientific Name or Pseudonym/Common name Note if collection and/or photo taken	1	2	3	4	Non-Native / Invasive
, , , , , , , , , , , , , , , , , , , ,					
		Ш			

NP

3

AA COVER CLASSES & LITTER DESCRIPTION (Field Manual p. 31, Sec. 2.9.b.) Spend no more than 1-hour total on the Vegetation RAM.

COVER CLASSES NP = Not present 1: $0 - 5\%$ 2: $6 - 10\%$ 3: $11 - 50\%$ 4: $> 50\%$	6
WATER	
Standing water of any depth - vegetated or not	NP
Running water of any depth - vegetated or not	3
Open water - plant canopy cover < 10%	3
Water with emergent vegetation	3
Water with floating or submerged vegetation	2
EXPOSED GROUND	
Bare ground – soil / sand / sediment	1
Bare ground – gravel / cobble (~2–250 mm)	1
Bare ground – bedrock / rock / boulder (>250 mm)	1
Salt crust all cover - including over vegetation or litter cover	1
LITTER	
All cover - including under water or vegetation	2
Depth of litter (cm) – average of four non-trampled locations where litter occurs: Depth 1 cm Depth 2 cm Depth 3 cm Depth 4 cm Ave. depth:	2
Predominant litter type (C = coniferous, E = broadleaf evergreen, D = deciduous, S = sod/thatch, F = forb)	F
DEBRIS	
Standing dead trees, >5 cm diameter at breast height	1
Standing dead shrubs or small trees, <5 cm diameter at breast height	NP
Downed coarse woody debris - fallen trees, rotting logs, >5 cm diameter	1
Downed fine woody debris, <5 cm diameter	1
OTHER	
Bryophytes - all cover, including under water, vegetation or litter cover	NP
	i

Lichens - all cover, including under water, vegetation or litter cover

Algae - all cover, including under water, vegetation or litter cover



Appendix C: Site Protection/Long Term Management MOA between Washoe and City of Sparks

July 2023 27

INTERLOCAL AGREEMENT SPARKS BOULVEARD IMPROVEMENT PROJECT – NORTH PHASE WETLAND MONITORING

This Agreement is dated and effective as of <u>January 22nd, 2024</u>, by and between the Regional Transportation Commission of Washoe County ("RTC") and the City of Sparks, Nevada (the "City").

WITNESETH:

WHEREAS, the parties to this Agreement are public agencies and authorized to enter into agreements in accordance with Chapter 277 of NRS; and

WHEREAS, RTC is delivering the Sparks Boulevard Improvement Project – North Phase (the "Project") as part of its Regional Street & Highway Program, and expects to begin construction of the Project in fiscal year 2025; and

WHEREAS, RTC is funding the Project with a combination of federal formula funds administered by the Federal Highway Administration ("FHWA") and local funding sources; and

WHEREAS, the Project will require mitigation, monitoring and management of impacts to wetlands during and after construction of the Project pursuant to, and in accordance with, a United States Army Corp of Engineers ("USACE") permitting requirements related to Section 404 of the Clean Water Act (the "404 Permit"); and

WHEREAS, the City is the applicant for the 404 Permit; and

WHEREAS, the "Compensatory Mitigation Plan (July 2023)" (the "Mitigation Plan") is included in the 404 Permit and referred to in the federally required Environmental Assessment for the Project; and

WHEREAS, RTC, in coordination and cooperation with the City, will design and construct mitigation sites during construction of the Project in compliance with the Mitigation Plan and the 404 Permit requirements, including a 1-year establishment period for wetland plantings following construction; and

WHEREAS, the City, in coordination and cooperation with RTC, will perform the postconstruction wetland monitoring, corrective actions/adaptive management activities, annual reporting, permit close-out and other activities needed to comply with the Mitigation Plan and the 404 Permit requirements (the "Wetland Monitoring"); and

WHEREAS, the City and RTC expect the City will to need the services of a contractor or contractors to perform some or all of the tasks described in Exhibit A as part of the Wetland Monitoring; and

WHEREAS, RTC will reimburse the City for the actual costs of those services as provided in this Agreement.

NOW, THEREFORE, in consideration of the mutual promises contained herein and for other good and valuable consideration, it is hereby agreed by and between the parties hereto as follows:

ARTICLE I - RTC DUTIES

- 1. RTC and its contractors agree to provide drawings, details and specifications for the Project that comply with the Mitigation Plan and the 404 Permit.
- 2. RTC and its contractors will construct the Project in compliance with the Mitigation Plan and the 404 Permit, and will require a 1-year establishment period for wetland plantings as part of the construction contract for the Project that starts following final acceptance of the project by RTC.
- 3. RTC and its contractors will perform inspection, quality assurance testing, administration and project management, and corrective actions needed during construction of the Project and the 1-year establishment period, in compliance with the Mitigation Plan and the 404 Permit.
- 4. RTC will coordinate and cooperate with the City and its contractors with regard to the "post-construction site inspections" and the start of "annual monitoring" described in Exhibit A.
- 5. RTC and its contractors will coordinate and cooperate with the City and its contractors during the period of overlap of the 1-year establishment period for wetland plantings and the first "annual monitoring" period.

- 6. RTC will reimburse the City for actual costs incurred by the City in connection with the services of contractors needed to perform the Wetland Monitoring described in Exhibit A, in amounts not-to-exceed those identified in Exhibit A.
- 7. RTC will reimburse the City for actual costs associated with "corrective actions/adaptive management activities" identified as necessary by the City and its contractors following the 1-year establishment period for wetland plantings, in an in amounts not-to-exceed those identified in Exhibit A.
- 8. RTC will work in good faith with the City to amend this agreement if actual costs for services performed for the Wetland Monitoring or "corrective actions/adaptive management activities" exceed the amount described in Exhibit A.
- 9. RTC will remit payment to the City within thirty (30) calendar days following receipt of an invoice from the City.

ARTICLE II - CITY DUTIES

- 10. The City will perform, or have performed by contractors, the Wetland Monitoring described in Exhibit A and any other activities needed to comply with the Mitigation Plan and the 404 Permit.
- 11. The City will assign a City representative and designated point of contact for Wetland Monitoring.
- 12. The City will review and comment on the drawings, details and specifications for the Project as they relate to the Mitigation Plan and the 404 Permit.
- 13. The City will coordinate and cooperate with the RTC and its contractor during construction of the Project as it relates to the Mitigation Plan and the 404 Permit.
- 14. The City and its contractors will coordinate and cooperate with the RTC and its contractors during the 1-year establishment period for wetland plantings.
- 15. City shall use its best efforts to close-out the 404 permit before the 5th year following RTC project acceptance.
- 16. The City will provide RTC a copy of any contracts it enters into with contractors to perform the Wetland Monitoring.

17. The City will invoice the RTC annually for actual costs of contractors that performed work in connection with the Wetland Monitoring, along with the invoices from the contractors, in an amount not-to-exceed those identified in Exhibit A.

ARTICLE III – GENERAL

- 1. Each party will cooperate with the other party and their agents in carrying out their respective responsibilities.
- 2. Each party will assist the other party in communicating with the public regarding the provisions of this Agreement.
- 3. Subject to and without waiving the liability limitations in NRS Chapter 41, each party agrees to indemnify, defend and hold harmless the other party to the extent provided by law from and against any liability including, but not limited to, property damage, personal injury or death, proximately caused by the negligent or intentional acts or omissions of its officers, agents and employees arising out of the performance of this Agreement.
- 4. The laws of the State of Nevada shall be applied in interpreting and construing this Agreement.
- 5. The legality or invalidity of any provision or portion of this Agreement shall not affect the validity of the remainder of this Agreement.
- 6. This Agreement constitutes the entire understanding between the parties and shall not be modified unless in writing and signed by the parties.
- 7. It is not intended and this Agreement shall not be construed to provide any person or entity not a party to this Agreement, with any benefits or cause of action or to obligate the parties to this Agreement to any entity or person not a party to this Agreement.
- 8. In the event either party initiates litigation to enforce the terms of this Agreement, the prevailing party shall be entitled to recover its costs, including reasonable attorneys' fees.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by duly authorized representatives.

REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY

	BY:Bocusigned by: Bill Thomas 1680EC067E3D494
	Bill Thomas, ACIP, Executive Director CITY COUNCIL OF SPARKS, NEVADA
	,
uscial Seu-	By: _ Ed Lawson, Mayor
ATTEST: Sparks	APPROVED AS TO FORM AND CONTENT:
BY: _ Lisa, Hunderman, City Clerk	BY: _ Wes Duncan, City Attorney

Exhibit A

Wetland Monitoring (Scope of Services by Third-party Contractors)

SPARKS BOULEVARD IMPROVEMENT PROJECT SECTION 404 COMPENSATORY MITIGATION ANNUAL MONITORING SCOPE OF SERVICES

PROJECT UNDERSTANDING

Wetland monitoring is required for the Sparks Boulevard Improvement Project in Reno, NV, following the construction phase of the project per the USACE Section 404 permit (SPK-2023-00049). The project, which will include widening of Sparks Boulevard, will impact the North Truckee Drain (NTD). The work stands to cause permanent impacts including loss of 0.306 acre of wetlands and 0.178 acre of open water, which are considered jurisdictional waters of the U.S. (WOUS), and temporary impacts to 0.097 acre of wetland and 0.023 acre of open water.

Compensatory mitigation of unavoidable permanent and temporary impacts to the NTD will include creation of new or expanded wetland areas at a 2:1 creation to impact ratio and minimize clearing/grubbing areas. The location of two areas on-site were identified for wetland mitigation sites within the NTD watershed that have wetland creation planting areas of 0.547 acre and 0.270 acre of wetland. The two mitigation sites will be managed in accordance with the City of Sparks Comprehensive Plan and by the City of Sparks Parks and Recreation Department once the mitigation sites are constructed during the Project and after the requirements of the USACE Section 404 permit are met.

This scope sets out the tasks for the CONSULTANT to conduct the annual monitoring of the mitigation sites, to include a construction completion site-inspection, annual site visits to observe and record the extent and success of wetland establishment within the mitigation sites, and to facilitate the closure of the Section 404 permit. These services are detailed further in the below sections.

BASIC SERVICES

The CONSULTANT shall provide the following Basic Services:

TASK 1—PROJECT MANAGEMENT

- responsibilities throughout the duration of the annual monitoring efforts to accommodate a five (5) year Project schedule. The USACE may close the Section 404 permit earlier than the 5-year timeframe if the mitigation sites meet all the required permit parameters. The CONSULTANT shall coordinate project staff; maintain contact with and respond to communication from WASHOE RTC; monitor and control the budget and schedule of the Project; and prepare and review Project invoicing using WASHOE RTC's format and project accounting (template to be provided by WASHOE RTC) prior to submission to the WASHOE RTC. The CONSULTANT shall schedule a kickoff meeting within three weeks of Notice-To-Proceed.
- **1.2 Quality Assurance:** The CONSULTANT shall prepare a project-specific Quality Assurance Plan (QAP) that outlines the Quality Assurance (QA) and Quality Control (QC) procedures, methodologies, and approaches to be implemented during execution of CONSULTANT's prepared work product. Formal independent QA/QC reviews will be

conducted on deliverables for each annual monitoring report as outlined in the following proposed scope of services.

Deliverable(s):

- Project Schedules, QA/QC Documentation as requested, Invoicing, Kickoff Meeting Agenda, Kickoff Meeting Minutes, and Kickoff Meeting Exhibits. — one (1) copy in electronic format (PDF)
- Third party entity review comments, incorporation into annual monitoring reports using BlueBeam, third party approval letters one (1) copy in electronic format (PDF)
- QAP and QA/QC review documentation, upon request one (1) copy in electronic format (PDF)

TASK 2—POST-CONSTRUCTION SITE INSPECTION

- **2.1 Post-Construction Mitigation Site Inspection:** The CONSULTANT shall conduct a site inspection of the two wetland mitigation areas along Sparks Boulevard to assess and identify any discrepancies between the construction of the wetland mitigation sites (grading, seeding\planting, irrigation, etc.) and the design of the mitigation sites.
- 2.2 Post-Construction Assessment Memorandum: The CONSULTANT shall prepare a technical memorandum detailing any corrective actions required by the CONTRACTOR to facilitate the terms and conditions of the Section 404 permit and to support the successful growth and creation of wetlands within the mitigation sites. The technical memorandum will include mapping and photos of areas within the mitigation sites that require further corrective actions (grading, seeding, etc.).

Deliverable(s):

- Inspection Schedule, Mitigation Site Inspection Technical Memorandum, Meeting Minutes. – one (1) copy in electronic format (PDF)
- Third party entity review comments, incorporation into Mitigation Site Inspection Technical Memorandum using BlueBeam, third party approval letters – one (1) copy in electronic format (PDF)

TASK 3—YEAR 1 ANNUAL MONITORING

3.1 Year 1 Monitoring Visit: The CONSULTANT shall conduct a site visit as part of the annual monitoring of the two wetland mitigation sites along Sparks Boulevard to assess success parameters that are outlined in the Compensatory Mitigation Plan and as part of the terms and conditions of the Section 404 permit. Parameters include wetland plant growth, aerial coverage, presence of noxious weeds, etc.

The Year 1 Monitoring Visit will include the CONSULTANT setting up static photo points (GPS coordinates, lathes marked with numbered locations), transect locations, quadrat sampling locations, wetland sampling point locations, and other necessary sampling features to conduct a thorough sampling of the mitigation sites to complete the annual

monitoring report per the Section 404 permit. The following information and data will be collected at each annual visit and documented in the monitoring report:

- o Presence of noxious weeds, including location, species, and density
- Evidence of wetland hydrology and hydric soils (based on visual observations and delineation)
- Representative photos of the overall mitigation area and sampling locations (establish photo points for the mitigation area to use each year)
- Evidence of how the performance standards are being met and documentation of how the mitigation plan goals are being achieved
- Extent of created wetlands by type and acreage (using a formal delineation method with paired data points)
- Vegetation cover and species diversity using wetland sample points from the delineation and transects with data plots that represent each wetland type
- 3.2 Year 1 Annual Monitoring Report: The CONSULTANT shall prepare a technical report detailing the background of the project, identifying both NEPA and USACE clearances and permitting information, project location, monitoring methodology, results from the Year 1 monitoring assessment, risks or damage to the mitigation sites, and any adaptive management or corrective actions that need to be implemented to improve the mitigation site or expedite site success per the Section 404 permit requirements. The Year 1 Annual Monitoring Report will include GIS mapping of features of both mitigation sites, quality control (reviews and technical editing), and incorporating one round of review\comments by the CLIENT.

Once the CLIENT approves the Year 1 Annual Monitoring Report, CONSULTANT will submit to the USACE and address any follow-up questions or comments the USACE has on the report.

Deliverable(s):

- Year 1 Monitoring Schedule, Year 1 Annual Monitoring Report, one (1) copy in electronic format (PDF)
- Third party entity review comments, incorporation into Year 1 Annual Monitoring Report using BlueBeam one (1) copy in electronic format (PDF)

TASK 4—YEAR 2 ANNUAL MONITORING

4.1 Year 2 Monitoring Visit: The CONSULTANT shall conduct a site visit as part of the annual monitoring of the two wetland mitigation sites along Sparks Boulevard to assess success parameters that are outlined in the Compensatory Mitigation Plan and as part of the terms and conditions of the Section 404 permit. Parameters include establishing a reference site, wetland plant growth, aerial coverage, presence of noxious weeds, etc.

The Year 2 Monitoring Visit will include the CONSULTANT using the sampling locations, transects, static photo points, etc., that were prepared in the Year 1 Monitoring Visit to maintain consistent assessment parameters from year to year. The CONSULTANT shall conduct a thorough sampling of the mitigation sites to complete the annual monitoring report per the Compensatory Mitigation Plan and Section 404 permit requirements.

4.2 Year 2 Annual Monitoring Report: The CONSULTANT shall use the Year 1 Annual Monitoring Report as the basis of the Year 2 Annual Monitoring Report and will update sections of the report which include monitoring methodology, results from the Year 2 monitoring assessment, risks or damage to the mitigation sites, and any adaptive management or corrective actions that need to be implemented to improve the mitigation site or expedite site success per the Section 404 permit requirements. The Year 2 Annual Monitoring Report will describe any adaptive management\corrective action measures that were completed as identified in the Year 1 Annual Monitoring Report prior to the Year 2 Annual Monitoring Visit. Additional information will be obtained from the CLIENT which documents any other activities that have occurred in the mitigation sites as identified by CLIENT maintenance crews.

The Year 2 Annual Monitoring Report will include GIS mapping of features of both mitigation sites, quality control (reviews and technical editing), and incorporating one round of review\comments by the CLIENT.

Once the CLIENT approves the Year 2 Annual Monitoring Report, CONSULTANT will submit to the USACE and address any follow-up questions or comments the USACE has on the report.

Deliverable(s):

- Year 2 Monitoring Schedule, Year 2 Annual Monitoring Report, one (1) copy in electronic format (PDF)
- Third party entity review comments, incorporation into Year 1 Annual Monitoring Report using BlueBeam one (1) copy in electronic format (PDF)

TASK 5—YEAR 3 ANNUAL MONITORING

Year 3 Monitoring Visit: The CONSULTANT shall conduct a site visit as part of the annual monitoring of the two wetland mitigation sites along Sparks Boulevard to assess success parameters that are outlined in the Compensatory Mitigation Plan and as part of the terms and conditions of the Section 404 permit. Parameters include wetland plant growth, aerial coverage, presence of noxious weeds, etc.

The Year 3 Monitoring Visit will include the CONSULTANT using the sampling locations, transects, static photo points, etc., that were prepared in the Year 1 Monitoring Visit to maintain consistent assessment parameters from year to year. The CONSULTANT shall conduct a thorough sampling of the mitigation sites to complete the annual monitoring report per the Compensatory Mitigation Plan and Section 404 permit requirements.

5.2 Year 3 Annual Monitoring Report: The CONSULTANT shall use the Year 1 Annual Monitoring Report as the basis of the Year 3 Annual Monitoring Report and will update sections of the report which include monitoring methodology, results from the Year 3 monitoring assessment, risks or damage to the mitigation sites, and any adaptive management or corrective actions that need to be implemented to improve the mitigation site or expedite site success per the Section 404 permit requirements. The Year 3 Annual Monitoring Report will describe any adaptive management\corrective action

measures that were completed as identified in the Year 2 Annual Monitoring Report prior to the Year 3 Annual Monitoring Visit. Additional information will be obtained from the CLIENT which documents any other activities that have occurred in the mitigation sites as identified by CLIENT maintenance crews.

The Year 3 Annual Monitoring Report will include GIS mapping of features of both mitigation sites, quality control (reviews and technical editing), and incorporating one round of review\comments by the CLIENT.

Once the CLIENT approves the Year 3 Annual Monitoring Report, CONSULTANT will submit to the USACE and address any follow-up questions or comments the USACE has on the report.

Deliverable(s):

- Year 3 Monitoring Schedule, Year 3 Annual Monitoring Report, one (1) copy in electronic format (PDF)
- Third party entity review comments, incorporation into Year 3 Annual Monitoring Report using BlueBeam one (1) copy in electronic format (PDF)

TASK 6—YEAR 4 ANNUAL MONITORING (IF NEEDED)

6.1 Year 4 Monitoring Visit: The CONSULTANT shall conduct a site visit as part of the annual monitoring of the two wetland mitigation sites along Sparks Boulevard to assess success parameters that are outlined in the Compensatory Mitigation Plan and as part of the terms and conditions of the Section 404 permit. Parameters include wetland plant growth, aerial coverage, presence of noxious weeds, etc.

The Year 4 Monitoring Visit will include the CONSULTANT using the sampling locations, transects, static photo points, etc., that were prepared in the Year 1 Monitoring Visit to maintain consistent assessment parameters from year to year. The CONSULTANT shall conduct a thorough sampling of the mitigation sites to complete the annual monitoring report per the Compensatory Mitigation Plan and Section 404 permit requirements.

Monitoring Report as the basis of the Year 4 Annual Monitoring Report and will update sections of the report which include monitoring methodology, results from the Year 4 monitoring assessment, risks or damage to the mitigation sites, and any adaptive management or corrective actions that need to be implemented to improve the mitigation site or expedite site success per the Section 404 permit requirements. The Year 4 Annual Monitoring Report will describe any adaptive management\corrective action measures that were completed as identified in the Year 3 Annual Monitoring Report prior to the Year 4 Annual Monitoring Visit. Additional information will be obtained from the CLIENT which documents any other activities that have occurred in the mitigation sites as identified by CLIENT maintenance crews.

The Year 4 Annual Monitoring Report will include GIS mapping of features of both mitigation sites, quality control (reviews and technical editing), and incorporating one round of review\comments by the CLIENT.

Once the CLIENT approves the Year 4 Annual Monitoring Report, CONSULTANT will submit to the USACE and address any follow-up questions or comments the USACE has on the report.

Deliverable(s):

- Year 4 Monitoring Schedule, Year 4 Annual Monitoring Report, one (1) copy in electronic format (PDF)
- Third party entity review comments, incorporation into Year 4 Annual Monitoring Report using BlueBeam one (1) copy in electronic format (PDF)

TASK 7—YEAR 5 ANNUAL MONITORING (IF NEEDED)

7.1 Year 5 Monitoring Visit: The CONSULTANT shall conduct a site visit as part of the annual monitoring of the two wetland mitigation sites along Sparks Boulevard to assess success parameters that are outlined in the Compensatory Mitigation Plan and as part of the terms and conditions of the Section 404 permit. Parameters include wetland plant growth, aerial coverage, presence of noxious weeds, etc.

The Year 5 Monitoring Visit will include the CONSULTANT using the sampling locations, transects, static photo points, etc., that were prepared in the Year 1 Monitoring Visit to maintain consistent assessment parameters from year to year. The CONSULTANT shall conduct a thorough sampling of the mitigation sites to complete the annual monitoring report per the Compensatory Mitigation Plan and Section 404 permit requirements.

7.2 Year 5 Annual Monitoring Report: The CONSULTANT shall use the Year 1 Annual Monitoring Report as the basis of the Year 5 Annual Monitoring Report and will update sections of the report which include monitoring methodology, results from the Year 5 monitoring assessment, risks or damage to the mitigation sites, and any adaptive management or corrective actions that need to be implemented to improve the mitigation site or expedite site success per the Section 404 permit requirements. The Year 5 Annual Monitoring Report will describe any adaptive management\corrective action measures that were completed as identified in the Year 4 Annual Monitoring Report prior to the Year 5 Annual Monitoring Visit. Additional information will be obtained from the CLIENT which documents any other activities that have occurred in the mitigation sites as identified by CLIENT maintenance crews.

The Year 5 Annual Monitoring Report will include GIS mapping of features of both mitigation sites, quality control (reviews and technical editing), and incorporating one round of review\comments by the CLIENT.

Once the CLIENT approves the Year 5 Annual Monitoring Report, CONSULTANT will submit to the USACE and address any follow-up questions or comments the USACE has on the report.

Deliverable(s):

- Year 5 Monitoring Schedule, Year 5 Annual Monitoring Report, one (1) copy in electronic format (PDF)
- Third party entity review comments, incorporation into Year 5 Annual Monitoring Report using BlueBeam one (1) copy in electronic format (PDF)

TASK 8—PERMIT CLOSE-OUT

- 8.1 Permit Close-out Documentation & Agency Coordination Meetings: The CONSULTANT shall compile materials and communications with the CLIENT and the USACE and fill in the required USACE close-out documents/forms for the mitigation sites and respond to questions by the USACE. The CONSULTANT will attend one meeting with the CLIENT to confirm the project meets the parameters of the permit to close it out. The CONSULTANT will attend one meeting with the CLIENT and the USACE to facilitate permit close-out.
- **8.2** Response to Client Request for Information (RFIs): The CONSULTANT provide follow-up assistance to the CLIENT if questions arise on the maintenance of the mitigation sites or follow-up on other related questions regarding the 404 permit. RFI Responses will not exceed the period of performance of the monitoring contract.

Deliverable(s):

• Meeting Minutes, Responses to RFIs or other questions. – one (1) copy in electronic format (PDF)

Assumptions\Exclusions:

- Project Management time will support the overall Sparks Blvd Improvement Project TO for invoicing, staff management, agency coordination, etc.
- Depending on what the Section 404 NWP identifies as the terms and conditions of the permit, the scope and cost estimate associated with the annual monitoring activities may need to be modified.
- The Site Inspection and Annual Monitoring will take one day for two wetland specialists.
 Travel to and from the project site will take two days as specialists will come from out of the project region (Las Vegas, NV and Denver, CO) for a total of 3 days of work.
- Airfare, car rental, and meal costs are included
- Annual Monitoring is estimated at 5 years, but the USACE may close the permit in a shorter time frame.
- If the wetland mitigation sites don't meet the permit parameters to close the permit in 5 years, then a contract modification would be required to extend the annual monitoring period until permit close-out occurs.
- The CLIENT will be responsible for completing any corrective actions\adaptive management activities to facilitate the successful establishment of the mitigation sites including, but not limited to: noxious weed treatment, fencing, irrigation, trash removal, removal of people occupying the mitigation sites illegally.
- Annual monitoring will occur during the peak growing season.
- Monitoring reports will be submitted using the USACE-specified SPD mitigation monitoring form by December 31.

Exhibit A

• The compensatory mitigation monitoring will fall under a TO for the existing Sparks Blvd Improvement project and not be under a separate project contract.

Exhibit A

	ee Summary - Sparks Blvd Wetland Monitoring	Summary
Task No.	Task	Total Price
1a	Project Management	
1b	Post-Construction Inspection/Memorandum	
1c	Year 1 Mitigation Site Monitoring/Reporting	
1d	Year 2 Mitigation Site Monitoring/Reporting	4450.000
1e	Year 3 Mitigation Site Monitoring/Reporting	\$150,000
1f	Year 4 Mitigation Site Monitoring/Reporting	
1g	Year 5 Mitigation Site Monitoring/Reporting	
1h	Permit Close-Out Activities	
2	Budget for Corrective Actions	\$50,000
Totals	•	\$200,000



Appendix D: 12505.2-SPD Uniform Performance Standards Worksheet

Date: 5/2/2023	Date: 5/2/2023 Mitigation site name: North Truckee Drain	Reference site name: North Truckee Drain
DA no.: N/A	Cowardin/HGM type: Riverine	Site coordinates:
	Habitat type: Storm drain	Center/1st endpoint: Lat: 39°31'47.55"N Lon: 119°42'54.58"W
Project	Site coordinates:	2nd endpoint (if linear) Lat: 39°33'38.88"N Lon: 119°43'27.76"W
manager:	Center/1st endpoint: Lat: 39°31'47.55"N	
TBD	Lon: 119°42'54.58"W	
	2nd endpoint (if linear) Lat: 39°33'38.88"N	
	Lon: 119°43'27.76"W	

Categories:	Performance Standards:
Hydrologic	Hydric Soil Indicators - Permittee shall ensure area intended to be wetlands exhibit USDA NRCS hydric soil characteristics appropriate for the region (e.g. as determined by USACE Regional Supplements to the Corps Delineation Manual) by year 5. This requirement is met if hydric soil characteristics are visible prior to year 5.
Faunal- Diversity Index	The permittee shall ensure a Shannon-Wiener Diversity index of target riparian/aquatic species present within the boundary of mitigation site, including approved buffer, equal to at least 80% of reference site by year 5.
Flora	Dominance of hydrophytes: the permittee shall ensure target [PM pick one or more: percent absolute cover (for combined strata), density, or height] of native, wetland species (OBL/FACW) are met for tree, shrub, and herb strata by year 5.
Flora	Dominance of natives: the permittee shall ensure target [PM pick one or more: percent absolute cover (for combined strata), density, or height] of native species are met for tree, shrub, and herb strata by year 5.
Flora	Species richness: The permittee shall ensure target native species richness values of tree, shrub, and herb strata are met by year 5.
Flora	The wetlands will demonstrate at least 80% gross vegetative aerial coverage as determined by the average of all sample plot data (e.g., wetland plots and transects)