

Appendix B
Chronology of Major Agency Planning Actions for
the SouthEast Connector Project

Chronology of Major Agency Planning Actions for the Southeast Connector Project

October 1958	The Nevada Department of Highways contracted with Wilbur Smith and Associates to conduct a comprehensive study of major streets and highways in the Truckee Meadows area.
February 1960	The Wilbur Smith study and report is completed. The study area did not extend far enough east to include Tahoe-Pyramid Link.
June 1964	In response to the Federal-Aid Highway Act of 1962, the Nevada Department of Highways, the City of Reno, the City of Sparks, Washoe County, and the Washoe County Regional Planning Commission entered into a cooperative agreement to establish and conduct a Continuing, Cooperative, and Comprehensive (3C) Planning Process for the Truckee Meadows area.
1964	The Nevada Department of Highways, in cooperation with the City of Reno, the City of Sparks, Washoe County, and the Washoe County Regional Planning Commission completes the Truckee Meadows Urban Transportation Study (TMUTS) which identified the Tahoe-Pyramid Link from the Mt. Rose Highway running to the Pyramid Highway in a generally located alignment on the east side of the Truckee Meadows. Appendix A presents a map from the 1964 TMUTS that illustrates the Tahoe-Pyramid Link alignment.
June to August 1965	The Regional Master Plan Study No. 1 as Amended – Streets and Highways – was formally adopted by Washoe County, the Cities of Reno and Sparks, and the Washoe County Regional Planning Commission. In this plan the Tahoe-Pyramid Link is included as an outer belt arterial along the eastern side of the Truckee Meadows crossing I-80 between McCarran Boulevard and Vista Boulevard.
December 1968	The “3C” Planning Process and reports were completed. Twenty two different street systems were evaluated. System 90-18 was chosen as the best. The Tahoe Pyramid link was a part of this system.
March to June 1969	System 90-18 from the “3C” Planning Process was adopted by the Nevada Department of Highways, the City of Reno, the City of Sparks, Washoe County, and the Washoe County Regional Planning Commission as being the future street and highway master plan for the Truckee Meadows area.
May 1975	The Nevada Department of Highways initiates a major update of the “3C” Planning Process which included an expansion of the study area. The Tahoe Pyramid Line is included in the updated planning process.
June 1977	The major update on the “3C” Planning Process was completed. The Tahoe Pyramid Link is included in this process.
January 1980	The Sparks Interstate 80 Penetration Study was completed for the City of Sparks. This study included an analysis of three improvements with the Interstate 80 Corridor: the 21 st Street overpass, the Nugget Avenue slip ramp, and the Sparks Boulevard Interchange.
July 1980	Formal application was made to the Nevada Department of Transportation (NDOT) to have the proposed Sparks Boulevard interchange included as part of the Interstate 80 (I-80) system.

1980	The Washoe County Regional Planning Commission adopted an updated Master Plan of Streets and Highway for the Truckee Meadows which included the Tahoe-Pyramid Link running from Mt. Rose Highway to Pyramid Highway.
November 1980	The Washington office of the Federal Highway Administration approved an additional access point to I-80 at Sparks Boulevard.
February 1981	NDOT and the City of Sparks entered into an agreement for the preparation of an Environmental Impact Statement (EIS) encompassing the proposed Sparks Boulevard/I-80 Interchange and the suggested widening of I-80 between Kietzke Lane and the Vista Boulevard Interchange.
March 1981	The City of Sparks retained ONNI Engineering and Planners, Ltd. to prepare the EIS for the proposed Sparks Boulevard/I-80 Interchange.
November 1981	Per an agreement between the City of Sparks and NDOT, the Planning Division of NDOT provided COMSIS (subconsultant to OMNI) all requested transportation planning model data as follows: Link data file; Coordinate file; Zonal land use file; Skim tree runs; Friction factors used; External trip data; Internal trip data; and Final assignment runs for the Sparks Boulevard/I-80 Interchange EIS.
February 1982	The NDOT Planning Division provided additional transportation data including regional street network information assumed under the U.S. 395 EIS No-Build Scenario.
May 1982	The Tahoe-Pyramid Link from the Mt. Rose Highway to the Pyramid Lake Road was placed in the Transportation Improvement Program (TIP) for FY-83 as a location study.
June 1982	Correspondence from the Washoe Council of Governments (WCOG) regarding the U.S. Army Corps of Engineers' (USACE) Flood Control Plan levees alignment and requesting comments.
August 1982	Correspondence from Bella Vista Ranch requesting the combining of the Tahoe-Pyramid Link Project and the Steamboat Creek Greenbelt/Flood Control Project.
October 1982	The Regional Transportation Commission (RTC) of Washoe County awarded a contract to SEA Engineers and Planners, Inc. (SEA Engineers) to conduct an alignment study for the Tahoe-Pyramid Link.
November 1982	The RTC approved incorporating the I-80/Sparks Boulevard interchange into the Short Range Transportation Plan scheduled for FY 1983.
December 1982	The Tahoe-Pyramid Link alignment study, including alternatives, is discussed at a meeting between the RTC, the City of Reno Public Works, the City of Sparks Public Works, the Washoe County Public Works, property owners and SEA Engineers. The primary concern of the property owners was when it would be built and in what phases.
January 1983	The RTC approves the preliminary Tahoe-Pyramid Link alignment recommended by SEA Engineers in their recent study (December 1982 est. publish date). <i>This preliminary alignment becomes known as the "1983 Alignment"</i> . Flood data provided by the U.S. Army Corps of Engineers (USACE) at this meeting.
February 1983	SEA Engineers wrote to the USACE, WCOG, the City of Reno Public Works, the City of Sparks Public Works, and the Washoe County Public Works requesting information related to the preliminary Tahoe-Pyramid Link alignment impacts to the proposed flood control plan, 100-year flood level, and effects of moving the easterly impoundment levy to coincide with the Tahoe-Pyramid Link.

- March 1983 Correspondence from the USACE indicating the preliminary Tahoe-Pyramid Link alignment would not significantly impact the proposed flood control project with certain assumptions noted.
- May 1983 A meeting(s) was held between the RTC, the City of Reno Public Works, the City of Sparks Public Works, Washoe County Public Works, the WCOG, and SEA Engineers regarding the preliminary Tahoe-Pyramid Link alignment and preliminary major drainage structures.
- May 1983 A meeting(s) was held between the City of Sparks Public Works, the Washoe County Public Works, the USACE, the WCOG, Omni-Means, the Pyramid Lake Paiute Tribe, and the U.S. Fish and Wildlife Service regarding the USACE's flood control project.
- June 1983 Correspondence is sent to the USACE, the U.S. Federal Emergency Management Administration (FEMA), the Regional Administrative Planning Agency (RAPA), the Washoe County Public Works, the City of Sparks Public Works, NDOT, the City of Reno Public Works and local utility companies requesting comments on the different alignments presented in the recent SEA study (December 1982 est. publish date).
- June 1983 Correspondence from FEMA indicates Alternative 3 in the SEA Tahoe-Pyramid Line Alignment Study (December 1982 est. publish date) best addresses the flood plain management concepts endorsed by FEMA.
- June 1983 Correspondence from the WCOG indicates the SEA Tahoe-Pyramid Line alignment study and the USACE's proposed Truckee Meadows Flood Plan are substantially compatible, with some conflicts noted.
- June 1983 A meeting(s) was held between the USACE, the City of Reno Parks Department, USFWS, U.S. the City of Sparks Public Works, Washoe County Public Works, City of Reno Public Works, the Nevada Department of Wildlife, and the WCOG regarding the USACE's proposed wetland enhancement area.
- June 1983 Correspondence from the USACE indicates the Tahoe-Pyramid Link plan is acceptable, and that concerns stated in their February 18, 1983 correspondence (see previous March 1983 entry) had been satisfied.
- June 1983 A meeting was held between the RTC, City of Reno Public Works, City of Sparks Public Works and SEA Engineers regarding the preliminary Tahoe-Pyramid Link alignment. Reno Public Works preferred moving the alignment 250 feet to the west along the University of Nevada, Reno (UNR) Farms property line between Kimlick Lane and Greg Street. This request could not be accommodated because (a) Right of Way had already been purchased by NDOT north of Greg Street, and (b) the preliminary alignment keeps out of the primary flood plain. As a result the alignment was generally agreed upon.
- July 1983 Correspondence received from the Washoe County Public Works indicates support for the preliminary alignment.
- July 1983 A meeting(s) was held between SEA Engineers and NDOT regarding preliminary alignment and design considerations. NDOT was primarily interested in the alignment at U.S. Highway 395 and I-80.
- July 1983 Correspondence received from the City of Sparks Public Works supporting the preliminary Tahoe-Pyramid Link alignment.
- July 1983 Correspondence received from the City of Reno Public Works supports the preliminary Tahoe-Pyramid Link alignment.

July 1983	Correspondence received from NDOT concurs with the conceptual alignment geometrics at U.S. Highway 395 and I-80.
July 1983	A public hearing was held by the RTC regarding the preliminary alignment. During this meeting RTC adopted a resolution (a) <i>approving the preliminary alignment which becomes known as the "1983 Alignment"</i> ; (b) authorizing SEA Engineers to prepare a final alignment report; and (c) authorizing submission of the final report and approved alignment to the City of Reno, the City of Sparks and Washoe County.
August 1983	The draft Final Tahoe-Pyramid Line Alignment Study report and full sized plans are provided to the RTC, Washoe County Public Works, the City of Reno Public Works, the City of Sparks Public Works, the WCOG, the USACE, and NDOT for review.
August 1983	Correspondence received from NDOT indicates they found no conflicts between the draft Final Tahoe-Pyramid Link Study report with proposed NDOT projects or facilities.
October 1983	The Final Tahoe-Pyramid Link Alignment Study report is completed.
October 1983	The Final Tahoe-Pyramid Link Alignment Study report is provided to the USACE.
November 1983	The Reno City Council approved and adopted the Final Tahoe-Pyramid Link Alignment Study final report.
November 1983	The approved and adopted Final Tahoe-Pyramid Link Alignment Study report is sent to FEMA, WCOG and NDOT.
December 1983	The Sparks City Council approved and adopted the Final Tahoe-Pyramid Link Alignment Study final report.
December 1983	The Washoe County Board of County Commissioners approved and adopted the Final Tahoe-Pyramid Link Alignment Study report.
1984/1985	The City of Reno, Washoe County, and the City of Sparks adopt the Tahoe-Pyramid Link "1983 Alignment."
1986	The City of Reno carried forward the Tahoe-Pyramid Link "1983 Alignment" in their Master Plan Land Use Transportation Guide. The RTC sends a letter to City of Reno staff and City of Reno Council members who serve on RTC Board recommending that the Brookside Lakes development (which later became Rosewood Lakes) be required to dedicate right of way for six lanes (120 feet) of the Tahoe-Pyramid Link, and construct two lanes of the roadway from Mira Loma Drive to Pembroke. The Tahoe-Pyramid Link alignment is clearly shown on the original development proposal. The City of Reno required the dedication of 120 feet of ROW for the Tahoe-Pyramid Link, but did not require construction of two lanes of roadway.
1988	The RTC sends a letter to City of Reno again recommending that the developers of the Brookside Lakes project construct the two lanes of the Tahoe-Pyramid Link between Mira Loma and Pembroke as originally requested in 1986. The City of Reno does not require the Brookside Project developers to construct the two lanes of the Tahoe-Pyramid Link.
1989	City of Reno staff informed the RTC that the City has begun construction of water retention ponds and wetlands within the ROW which had been dedicated to the City of Reno by the Brookside Lakes Development Project for the Tahoe-Pyramid Link. The Reno City Engineer confirmed in writing that the water retention ponds and wetlands were temporarily located in the Tahoe-Pyramid Link ROW, and City staff was looking

- at relocating them to the UNR farms area at such time as the construction of the Tahoe-Pyramid Link commenced.
- 1989 Washoe County adopted the Southeast Truckee Meadows Street and Highways System Plan which included the Tahoe-Pyramid Link.
- 1990 The City of Reno indicated in writing that they would aggressively pursue avenues for relocating the wetlands constructed in the Tahoe-Pyramid ROW. The City staff indicated they would work directly with the USACE on this matter and copied this letter to the Reno City Council.
- 1990 The City of Reno approved the development of the Rosewood Lakes Golf Course project directly within the adopted and approved Tahoe-Pyramid Link alignment. The RTC adopted the Street and Highway Element of the 2007 RTP which carried forward the Tahoe-Pyramid Link “1983 Alignment.”
- 1991 The Truckee Meadows Regional Planning Agency Governing Board adopted the first Truckee Meadows Regional Plan which carried forward the Tahoe-Pyramid Link “1983 Alignment.”
- 1991 The Washoe County Commission adopted the Southeast Area Plan which carried forward the Tahoe-Pyramid Link “1983 Alignment.”
- 1993 The Washoe County Commission adopted the Southeast Truckee Meadows Specific Plan which carried forward the Tahoe-Pyramid Link “1983 Alignment.”
- 1993 The RTC adopted a revision to the “1983 Tahoe-Pyramid Link alignment”. This revision eliminated the roadway segment through Rosewood Lakes and added the Mill Street extension. This was in response to the expected difficulty and expense of trying to relocate the wetlands that had been constructed by the City of Reno as part of the Rosewood Lakes golf course. The City of Reno had made no progress in relocating the wetlands as mentioned in the 1990 chronology entry. Due to this lack of progress, the RTC Board requested a review of options for the alignment. No other revisions to the Tahoe-Pyramid Link alignment were made. *This revised alignment became known as the “1993 Alignment”.*
- 1995 The City of Reno approved the South Meadows Phase III Plan, which included most of the original Double Diamond Ranch. This plan required the South Meadows project to reserve up to 60 feet of land for ROW on the Tahoe-Pyramid Link determined to be on South Meadows property. The RTC adopted the 2015 RTP, which carried forward the “1993 Tahoe-Pyramid Link Alignment”.
- 1995 The RTC, the City of Reno, City of Sparks and Washoe County adopted the Regional Road Impact Fee Network which carried forward the “1993 Tahoe-Pyramid Link Alignment”.
- 1996 The RTC adopted the updated 2015 RTP which carried forward the “1993 Tahoe-Pyramid Link Alignment”.
- 1996 The City of Reno revised the Reno Street and Highway Master Plan to show the 1993 Tahoe-Pyramid Link Alignment”.
- 1997 The RTC engaged SEA Engineers to review, update and refine the adopted 1993 Tahoe-Pyramid Link Alignment. Due to significant costs and community impacts anticipated for the adopted alignment between Mira Loma Drive and Mill Street, the

- RTC directs that other alternative alignments for Tahoe-Pyramid Link in this area be analyzed.
- 1997 The RTC recommended the 2015 RTP be amended to include the Tahoe-Pyramid Link between Mira Loma Boulevard and the proposed Mill Street Extension; including the segment through the Rosewood Lakes Golf Course Alignment located to the west of the ROW that was held by the City of Reno for the 1983 Tahoe-Pyramid Link Alignment.
- 1997 The RTC approved the revised Tahoe-Pyramid Link Alignment I from the 1997 SEA study for inclusion in the 2015 RTP. Alignment I included a portion of the Tahoe-Pyramid Link through the eastern portion of the Rosewood Lakes Golf course and the adjacent wetlands.
- 1997 The City of Reno considered and rejected the revised Tahoe-Pyramid Link Alignment I from the 1997 SEA study. Based upon this action, the RTC Board retained the 1993 Tahoe-Pyramid Link Alignment (no segment through Rosewood Lakes) in the adopted 2015 RTP.
- 1999 The RTC adopted an updated 2015 RTP, which carried forward the 1993 Tahoe-Pyramid Link Alignment.
- 2000 The RTC created a Citizens Steering Committee to assist in developing the 2030 RTP.
- 2000 The Citizens Steering Committee considers alternative alignments for a north/south corridor in the southeast Truckee Meadows.
- 2001 The Citizens Steering Committee recommended a 2030 RTP that did not include a connection between Sparks and the Southeast Truckee Meadows, but did include a connection between the Southeast Truckee Meadows and the I-80/Mustang Interchange. The recommended RTP contained a number of regional road system segments that were projected to be deficient in meeting adopted congestion standards through the year 2030.
- 2001 The RTC adopted the 2030 RTP, generally as recommended by the Citizens Steering Committee, but rejected that the adopted congestion standards be universally lowered one level, which would have allowed higher levels of congestion, as recommended by the committee. The RTC Board also directed that future updates of the RTP pursue a north-south alignment in the Southeast Truckee Meadows, and other by-passes that would be needed to meet the adopted congestion standards.
- 2001 Subsequent to RTC adoption of the 2030 Regional Transportation Plan, the Storey County Commission voted unanimously to reject any new roadway alignment connecting Washoe and Storey Counties, as well as the Southeast Truckee Meadows/I-80/Mustang connection.
- 2003 The RTC approved the creation of a citizens Update Steering Committee to help guide the update of the 2030 RTP.
- 2003 The RTC Board provided the following guidance for the 2030 RTP Update: (1) Do not lower the level of service (LOS) standards; (2) Review connections or by-passes that would help maintain the LOS standards; (3) Identify a north-south alignment in the Southeast Truckee Meadows that connects to the City of Sparks; and (4) Reaffirmed the use of a 6% mode share goal for alternative modes of transportation. The Board also directed that in matters pertaining to the north-south alignment in the Southeast Truckee Meadows, the Update Steering Committee should not be sidetracked into

- discussions of specific alignments, but should consider the merits of general corridors in terms of congestion relief, cost, impacts, etc.
- 2004 The RTC adopted an updated 2030 RTP affirming the need for a north-south alignment (the SouthEast Connector [SEC]) in the Southeast Truckee Meadows that connects to the City of Sparks. The RTP identifies three potential corridors for this facility designated as the Valley Corridor, Foothill Corridor, and Sparks-Industrial Corridor. These three corridors were originally assessed during the 1997 SEA Engineers Tahoe-Pyramid Link alignment study. Due to the significant public dollars further planning and engineering studies would cost, RTC staff was directed to: (1) brief local government officials on the need and purpose for a SEC project; (2) reaffirm with local governments their land use decisions and congestion (LOS) standards; and, (3) reach consensus with local governments on a process for selecting a final corridor and alignment, and a commitment to the outcome of the process prior to commencement of additional SEC activities.
- 2004 The Update Steering Committee considered multiple alternative corridors for north-south road alignment linking Sparks to the Southeast Truckee Meadows (SEC Project). The Committee narrowed final consideration to three corridors designated the Valley, Foothill, and Sparks-Industrial. By a 13-12 vote the Committee recommended the Sparks-Industrial alignment running through the Virginia Range in Storey County. Storey County Commissioners declare that a connector roadway through Storey County was unacceptable.
- RTC Board adopted an updated 2030 RTP which included the final three corridors considered by the Updates Steering Committee for the SEC Project (Valley, Foothill, and Sparks-Industrial). Staff is directed to work with local governments to determine the best corridor and best alignment within the selected corridor.
- December 2004 The RTC Board discussed what may be required for a NEPA analysis of the SEC Project if federal funds are available and are used for the project. The Board discussed meeting with the Sacramento District Office of the U.S. Army Corps of Engineers and the U.S. EPA in San Francisco to gain a better understanding of the potential NEPA process.
- February 2005 During a budget workshop, the RTC Board reviewed financial issues for the Regional Transportation Plan. This included completing the SEC Alternatives Analysis.
- February 2005 The RTC Board approved scheduling Field Briefings to discuss the SEC Project with the Reno City Council, the Sparks City Council, the Washoe County Commission and the Storey County Commission. The Field Briefings were Step 1 of the Four Step SEC Action Plan.
- March 2005 The RTC Board continued discussion on the SEC Action Plan and the Alternatives Analysis, and considered alternative actions if the SEC project was not constructed? A potential NEPA program for the SEC was also discussed. A recommendation was made to form a committee to review this process. It is assumed that various federal agencies would be involved with the NEPA process, and the Federal Highway Administration would be the lead federal agency.
- May 2005 During the Fiscal Year 2006 Budget Workshop, methods to fund the SEC Project Alternatives Analysis were discussed.
- February 2006 During the Fiscal Year 2007 Budget Workshop, there was a discussion on the SEC Project and the availability of federal funds. If federal funds are available, would NEPA be required? It was determined that NEPA would be required, but federal funding is

- not anticipated for the project. Coordination with the USACE in regards to the Flood Control Project was also discussed.
- January 2007 The RTC Board authorized staff to begin study of the Valley Corridor as the preferred SEC Project corridor. Data indicates the Valley Corridor offers the greatest traffic congestion relief with the least amount of impacts. The study will assess different alignments within the corridor (Plan Line Study). Due to the anticipated lack of federal funding for the SEC Project construction, there will be no federal action and no involvement by the Federal Highway Administration. As a result there will be no NEPA action undertaken to assess the SEC Project construction activities. However, there will still be federal agency involvement due to the need to obtain a Section 404 Permit(s) under the Clean Water Act. This process is different from the NEPA process. The process is managed by the USACE. A key item is to ensure the Valley Corridor project is closely coordinated with on-going flood control program efforts.
- July 2007 The RTC Board approved funding for the SEC Plan Line Study. Stantec Consulting is selected to complete the Plan Line Study.
- August 2007 A summary of steps to complete the drainage analyses for the Valley Corridor Plan Line Study was discussed at the RTC meeting. Coordination with the Truckee River Flood Control Project team continued.
- November 2007 The Valley Corridor Plan Line Study drainage analysis continued. Coordination with the Truckee River Flood Control Project was on-going. It is noted that the general Valley Corridor (1,500 feet in width) currently includes BLM managed public lands; however environmental analysis under NEPA would not be required so long as the actual project is not located on BLM managed public lands. A Section 404 Permit will be required for the Project; the RTC Board requests staff to closely coordinate the 404 Permit process with the flood control program.
- February 2008 During public input at the RTC Board meeting, it is indicated that area residents in Rosewood Lake and Hidden Valley have concerns with the SEC/Valley Corridor project. Washoe County Commissioner Chairman David Humke advises that he and Reno Councilwoman Jessica Sferrazza are also concerned for area residents. Can RTC find another route to supplement North/South traffic needs? RTC Commissioner Bob Larkin advises the RTC Board approved the 1,500 foot wide Valley Corridor and no other options are being considered. Different alignments within the Valley Corridor are being studied, not alternative corridors.
- June 2008 The Draft Valley Corridor Plan Line Study was completed (Stantec, 2008). Over 50 possible alignments were analyzed within the corridor. Based on the Plan Line Study results, the three most feasible alignments include: RTC 10-40; RTC 9-34; and RTC 7-25-37 (Stantec, 2008). During the June 2008 RTC meeting, local residents and individuals representing various special interest groups in Hidden Valley, Rosewood Lakes, and the Sierra Club express significant concern over the proposed project. Other individuals and civic leaders express support. The City of Sparks Mayor Geno Martini advises the Southeast Connector Project has been on "on the books" since 1964. RTC Commissioner Mayer advises the Southeast Connector Project was originally considered in 1959.
- During the June 2008 RTC meeting, staff clarify the NEPA issue. The SEC Project is not following a NEPA process from a federal highway standpoint, as there is no funding for the Project via the Federal Highway Administration. The RTC will follow the environmental process required by the USACE to obtain the expected Section 404 Permit that will be required under the Federal Clean Water Act. The staff discusses

- ongoing coordination concerning the Truckee River Flood Control Project and the SEC Project.
- September 2008 RTC Project Manager Garth Oskol has given over 30 presentations on the Valley Corridor Plan Line Study since the study inception. Based on the analysis of the three most feasible alignments, a recommended alignment was selected that incorporates the best features of all three (Stantec, 2008). The recommended alignment as the least effect to the Critical Flood Zone 1, the least effect to wetlands, is the furthest alignment from existing homes, leaves room for potential golf course mitigation, and is fiscally responsible.
- Truckee River Flood Control Project staff continue to coordinate with RTC staff. Stantec Consulting is coordinating with the USACE on flood modeling impacts related to the SEC Project.
- Initial discussions concerning the SEC Project are held with the RTC, the Nevada Division of Environmental Protection; the Nevada Department of Conservation and Natural Resources; the University of Nevada, Reno; and the City of Reno regarding the Rosewood Lakes Golf Course.
- November 2008 The RTC formally selects the preferred alignment for the SEC Valley Corridor project, based on the Stantec Consulting Final Alignment Plan Study (Stantec 2008). The selected alignment has the least amount of impact to wetlands/Waters of the United States; no homes or home sites need to be acquired; no adverse impact to Critical Flood Zone 1; provides room for potential golf course mitigation; avoids significant cultural/archaeological sites; and is fiscally responsible.
- There is on-going coordination with USACE on wetlands and Waters of the U.S. and flood control issues continues, as well as with Truckee River Flood Control Program.
- There is substantial public comment on the proposed project, both pro and con.
- Discussion on NEPA continues. Per a question from Washoe County Commissioner Bob Larkin, RTC staff advise that federal funds will not be available for the project, so there is no federal action in this regards, and no NEPA required.
- Per a question from Washoe County Commissioner and RTC Chairman David Humke, can NEPA be required to assess the project as the alignment runs through wetlands and marshes of the U.S. as defined by the U.S. Army Corps of Engineers? RTC staff advise this would trigger an environmental and permitting process through the Army Corps; and they will follow what is required by the Corps' regulations and permitting procedures, as dictated by the Corps.
- Per a question from Chairman Humke, if citizens initiated the NEPA process via a lawsuit would it slow down the SEC Project and the Flood Control Project? RTC staff advise potentially, and Flood Control Project staff advise it would depend on what the lawsuit entailed.
- November 2009 RTC negotiates a Professional Services Agreement with Stantec Consulting for the next phase of SEC Project work. This will focus on preliminary design activities and permitting with various agencies, including the USACE.
- Initial discussions concerning wetlands mitigation are held. Coordination with the Washoe-Storey Conservation District on the issue occurs. Continued coordination with Truckee River Flood Control Project occurs.

- April 2010** RTC authorizes next phase of SEC Project work with Stantec Consulting. The Scope of Work will include continued public outreach; permit preparations and submittals; preliminary design to be bundled for a future Design-Build option; and development of a Design-Build implementation strategy, procurement process, and program management.
- There is review of the current RTC traffic modeling/forecasting process. The process is up to date for the SEC Project.
- The RTC meeting also includes public comment for and against the SEC Project.
- August 2010** The 10 Year Capital Improvement Project Review is discussed at the monthly RTC meeting, including a discussion on a Design-Build Option for SEC Project. If a Design-Build Option is selected, the project is estimated to finish by 2015 for an estimated \$195 Million dollars. If a traditional Design, Bid, Build option is selected, the project is anticipated for completion in 2021 for an estimated \$372.5 Million dollars.
- October 2010** RTC staff recommend to the RTC Commission to begin ROW acquisition for the SEC Project. The Commission approves a recommendation to start the ROW acquisition process. RTC Commissioner Aiazzi asks RTC staff at what point the RTC cannot turn back on a project without being sued by property owners. RTC Legal Counsel defers the answer to next meeting to provide time for research.
- The RTC Commission inquires about status of the Army Corps of Engineers coordination and the Section 404 Permit status. RTC staff advise that the environmental process is underway and the permit has been requested for receipt within 60 to 90 days.
- RTC staff advise that the overall SEC Project permit process has begun. A resource agency team meeting will be held in mid-November to bring all interested parties together at one time to discuss the project. Flood Control Project staff will be invited to this meeting.
- November 2010** The initial Resource Agency Team meeting was held on November 16, 2010. The purpose of the meeting is to get all appropriate agencies and interested environmental groups or organizations together to review regulatory and permitting needs, mitigation efforts, and timelines for the SEC project; and establish early partnering for the project.
- RTC staff advised the USACE anticipate a 75 to 145 day review time for the EA once a complete Section 404 Permit application is submitted.
- There is on-going coordination with Truckee River Flood Control Project, as well as on-going coordination concerning land acquisition issues.
- RTC Commissioner David Aiazzi reminds staff of his question from the October 15, 2010 Board Meeting concerning the point when RTC cannot turn back from a project without being sued. This was in regards to land acquisition. RTC Legal Counsel Dora Lane advised that it depends on the circumstances of each property owner, whether they have tenants, if their properties values have declined due to RTC activities etc. There is no definitive answer.
- December 2010** The RTC approves the Request for Proposal process for the Truckee River Bridge design, and other bridges across Boynton Slough, and south of Mira Loma Drive.
- The initial cost, risk, assessment, value, engineering (CRAVE) analysis is being reviewed by RTC staff.

	<p>There is on-going coordination concerning the Flood Control Project and land acquisition issues.</p> <p>Are there any problems anticipated by homeowners or their associations? RTC staff is coordinating this issue.</p> <p>The SEC Project is on schedule to have the Section 404 Permit issued by the U.S. Army Corps of Engineers in May 2011.</p> <p>The Resource Advisory Team met on December 10, 2010 to address concerns and issues that were raised during the November 16, 2010 kick-off meeting. The Team includes representatives from the regulatory agencies and environmental groups with the purpose of addressing concerns and mitigation issues. A key goal is to obtain support that will assist in providing the Section 404 Permit to the U.S. Army Corps of Engineers for permit approval in May 2011.</p> <p>A Stakeholders Team Meeting will be held early in 2011. The team will include members of the Home Owner Associations, City of Reno Staff (Rosewood Lakes Golf Course), Sierra Club and other members of the Resource Agency Team as appropriate.</p>
January 2011	<p>There is on-going coordination with the Truckee River Flood Control Project and around land acquisition issues.</p> <p>A Request for Proposal for the Truckee River Bridge Design and other bridge projects moves forward.</p> <p>RTC staff advises the proposed Truckee River Bridge will span the river with no columns in the river itself.</p>
February 2011	<p>The Professional Services Agreement with Stantec Consulting is amended to include geotechnical investigations for the Truckee River Bridge, and continue other engineering design and permitting services.</p>
March 2011	<p>There is continued coordination on the Truckee River Flood Control Project and land acquisition issues, including land appraisals and title reports.</p> <p>Stakeholder and Resource Team Meetings continue.</p> <p>The CRAVE is complete. The estimated total project cost for a traditional design, bid, and build contract is \$167 Million dollars with a 90% confidence. The project is anticipated for completion in March 2016.</p>
April 2011	<p>Begin contract negotiations with T.Y. Lin International for the Truckee River Bridge Design project.</p> <p>Continued coordination with the Truckee River Flood Control Project. Continued coordination on land acquisition issues.</p> <p>Continued monthly meetings with the Stakeholders Team.</p> <p>Continued monthly meetings with the Resource Agency Team to discuss the Section 404 Permit with the USACE.</p> <p>Discussion on wetland mitigation at the golf course (assumed Rosewood Lakes) and what type of environmental document will be required to assess the mitigation. RTC staff advise that mitigated wetlands are located to the east and west of the alignment, and the alignment only goes through open water. Therefore RTC staff is proceeding with an EA permit process.</p>

- May 2011 RTC Board Workshop Meeting on the SEC Project, where potential impacts to Rosewood Lakes Golf Course and possible mitigation activities are discussed.
- May 2011 Approve the Professional Services Agreement with T.Y. Lin International for the Truckee River Bridge Design Project.

On-going coordination with the Truckee River Flood Control project.
- June 2011 On-going coordination with the Truckee River Flood Control project.

On-going land acquisition issues. Title reports, appraisals etc. Appraisal services for the Rosewood Lake Golf Course have begun.

On-going monthly meetings with the Stakeholders Team and the Resource Agency Team.
- July 2011 The Section 404 Permit application was submitted to the USACE on May 31, 2011. Both the Section 404 Permit Package and Section 401 Permit Package applications have been posted to the RTC website for public review. The public comment period closes July 29, 2011.

Standard activities including on-going meetings for the Stakeholder Team and the Resource Team. On-going land acquisition issues. On-going coordination with the Truckee River Flood Control Project.
- August 2011 The public comment process for the Section 404 Permit closed on July 29, 2011. RTC staff are reviewing comments.

T.Y. Lin International preparing Bridge Design Selection Report for the Truckee River bridge design project.

Continued coordination with the Truckee River Flood Control Project. Continued land acquisition activities.

Continued monthly meetings for the Resource Agency Team and the Stakeholder Team.

The wetland mitigation issue for the Rosewood Lakes Golf Course is reviewed. To avoid conflict, the SEC Project will not impact wetlands that were established for mitigation purposes at the Rosewood Lakes Golf Course.

Review the \$9.85 Million dollar request from the City of Reno to pay for the costs associated with relocating 9 holes of the Rosewood Lakes Golf Course. Issues related to paying off an existing municipal bond and paying for lands purchased with sewer funds are discussed.

Consider establishing a partnership with the Great Basin Institute to provide assistance with controlling the spread of noxious, invasive weeds, and help with establishment of native vegetation.
- September 2011 RTC responses to the public comments on the Section 404 Permit will be submitted to the USACE by October 18, 2011. An Alternatives Analysis will also be submitted to the Corps at this time.

The USACE will initiate the Native American Consultation process with the Pyramid Lake Paiute Tribe, Washoe Tribe, and the Reno Sparks Indian Colony upon the receipt of the Alternatives Analysis.

Discuss a request from the City of Reno for a not to exceed amount of \$13 Million Dollars to cover the design and construction costs for 9 new holes at the Rosewood

- Lakes Golf Course. Considerations include paying off a municipal bond and debt for land purchased with sewer funds.
- Consider a Request for Proposal from the City of Reno to fund a not to exceed amount of \$250,000 dollars for a golf course architect-designer to design 9 new holes for the Rosewood Lakes Golf Course.
- Continued coordination with the Truckee River Flood Control Project. Continued land acquisition activities.
- Continued monthly meetings for the Resource Team and the Stakeholder Team.
- October 2011
- RTC responses to public comments on the Section 404 Permit will be submitted to the USACE by November 15, 2011. The Alternatives Analysis will also be submitted to the Corps at this time.
- T.Y. Lin International completes the Bridge Type Selection Report for the Truckee River Bridge Design Project. Four bridge design alternatives are proposed.
- RTC Commission approves the Request for Proposal process for the Phase I Construction Management at Risk process.
- Continued coordination with the Truckee River Flood Control Project. Continued land acquisition activities. Purchase offers made on three parcels at the intersection of Greg Street and the SEC. UNR land appraisal is in process.
- Continued monthly meetings for the Resource Agency Team and the Stakeholder Team. The Stakeholder Team has developed a working list of items to potentially incorporate into the project including wildlife protection features, lighting elements, aesthetics, wildlife enhancement features, and landscape elements. These items will be brought to the RTC Board in November 2011 for review.
- Substantial discussion on the funding/payment issue to the City of Reno for the Rosewood Lakes Golf Course design and construction. Municipal bond payoff a key issue.
- November 2011
- RTC Board Meeting cancelled due to area wildfires. SEC Monthly Update indicates the following:
- RTC responses to Section 404 Permit public comments were submitted to the USACE on November 15, 2011. An Alternatives Analysis was also submitted to the USACE at this time. The USACE will initiate the formal Native American Consultation process. RTC staff anticipates an update for the Section 404 Permit in January 2012.
- The Proposals for the Phase 1 Construction Manager at Risk (CMAR) project were received. Staff will provide a short list of potential contractors to the Board in January 2012.
- Appraisal for the UNR land is complete. Staff can begin purchase negotiations with UNR. Will include the activities associated with relocating two radio broadcast towers located on the UNR land.
- Continued coordination with the Truckee River Flood Control Project. Continued land acquisition activities.
- Continued monthly meetings for the Stakeholder Team.
- 30% design for the Truckee River Bridge project is under review.

- December 2011
- Approve short list of Phase I CMAR contractors for interviews. Kiewit Infrastructure; Granite Construction; and Q&D Construction.
 - Outstanding Section 404 Permit items including the responses to public comments, biological opinion, noise analysis, soils report, vegetation plan, mitigation plan, and the alternatives analysis were submitted to the U.S. Army Corps of Engineers on December 15, 2011. Corps will initiate formal Native American Consultation Process. RTC staff anticipates a 404 Permit status update in January 2012.
 - Appraisal for the UNR land is complete. Possible future Board approval for staff to begin purchase negotiations with UNR. Will include the activities associated with relocating two radio broadcast towers located on the UNR land.
 - Continued coordination with the Truckee River Flood Control Project. Continued land acquisition activities.
 - Continued monthly meetings for the Stakeholder Team.
 - The RTC Finance Department is looking into establishing a long term fund for weed mitigation and vegetation establishment.
 - Board discusses wetlands banking for mitigation purposes. Staff advises this is not being pursued per the in-process Section 404 Permit issue. Board requests that Legal Counsel for the U.S. Army Corps of Engineers attend the next Board meeting to discuss the wetlands mitigation issue.
- January 2012
- The RTC Board Meeting is cancelled due to area wildfires. SEC Project monthly Update indicates the following:
 - Outstanding Section 404 Permit items including the responses to public comments, biological opinion, noise analysis, soils report, vegetation plan, mitigation plan, and the alternatives analysis were submitted to the U.S. Army Corps of Engineers on December 28, 2011. Corps will initiate formal Native American Consultation Process. RTC staff anticipates a 404 Permit status update in February 2012.
 - Discussion on funding long-term maintenance of the restored Steamboat Creek and wetlands. RTC running financial analyses.
 - Standard, continuing project activities including continued coordination with the Truckee River Flood Control Project. Continued land acquisition activities.
 - Continued monthly meetings for the Stakeholder Team.
- February 2012
- Final settlement agreement between the RTC and the City of Reno on the Rosewood Lakes Golf Course. \$7,500,000.
- February 2012
- Section 404 Permit update expected in March or April of 2012. Issues related to long-term maintenance of the restored Steamboat Creek and wetlands, including a funding source are discussed.
 - Kristine Hansen of the USACE explains the wetlands mitigation banking process, and why it is not being pursued for the SEC Project.
 - Negotiations continue on the UNR land purchase and the relocation of the two radio broadcast towers.
 - T.Y. Lin International developing 65% design for the Truckee River Bridge.
 - Standard, continuing project activities including continued coordination with the Truckee River Flood Control Project. Continued land acquisition activities.

	<p>Continued monthly meetings for the Stakeholder Team. The Team has developed a working list of items to potentially incorporate into the project including wildlife protection features, lighting elements, aesthetics, wildlife enhancement features, and landscape elements. Brought to the Board in March 2012 for review.</p> <p>Authorize Kiewit Western Team for the Phase I CMAR contractor.</p> <p>Approve Atkins North America as the Independent Cost Estimator (ICE) for the CMAR for Pre-Construction Services for Phase 1.</p>
March 2012	<p>The USACE has initiated formal consultation with the U.S. Fish and Wildlife Service, the Native American Tribes, and the Nevada State Historic Preservation Office (SHPO). During a meeting with SHPO the week of March 16th, it was determined that additional cultural and historical work needs to be completed. It does not appear this additional work will impact the overall project schedule.</p> <p>Standard, continuing project activities including continued coordination with the Truckee River Flood Control Project. Continued land acquisition activities.</p> <p>Continued monthly meetings for the Stakeholder Team. The working list of items to potentially incorporate into the project including wildlife protection features, lighting elements, aesthetics, wildlife enhancement features, and landscape elements are under review by the Board.</p> <p>65% design of the Truckee River Bridge by T.Y. Lin International is complete and under review.</p> <p>Stantec Consulting has completed 30% design for the entire Southeast Connector Project. Plans are under review.</p> <p>Approve the Kiewit Western Contract for Phase 1 Pre-Construction Services.</p>
April 2012	<p>Approve the Request for Proposal Process for Phase 1 Construction Services for the SEC Project.</p> <p>Approve the Request for Proposal for Final Design Services for Phase 2 of the SEC Project.</p>
May 18, 2012	<p>USACE consultation with the U.S. Fish and Wildlife Service, Native American Tribes, and Nevada SHPO is ongoing. Additional cultural and historic work that will be completed, as discussed during a previous meeting with SHPO will add approximately 5 to 7 months to the Section 404 Permit process. A Section 404 Permit decision is now expected between October and December of 2012.</p> <p>Standard, continuing project activities including continued coordination with the Truckee River Flood Control Project. Continued land acquisition activities, including the UNR property and the relocation activities for the two Radio Broadcast Towers.</p> <p>Continued monthly meetings for the Stakeholder Team. The working list of items to potentially incorporate into the project, including wildlife protection features, lighting elements, aesthetics, wildlife enhancement features, and landscape elements are under review.</p> <p>T.Y. Lin International is on schedule for the Truckee River Bridge Design Project.</p> <p>Anticipated that 95% design plans for Phase 1 of the SEC Project should be available next month (June 2012).</p>

June 2012	<p>On-going SEC Project activities. Continued coordination with the Truckee River Flood Control Project. Continued land acquisition activities. Includes the UNR property and the relocation activities for the two Radio Broadcast Towers.</p> <p>Short list of consultants for the Phase 2 Final Design Project and the Phase 1 Construction Services will be brought to the Board in July 2012 for review.</p>
July 2012	<p>Two proposals received for the Phase 2 Final Design Project: CH2M HILL and Stantec Consulting. CH2M HILL selected for the Phase 2 Final Design Project.</p> <p>Interview the top two firms for the Phase 1 Construction Services project: Atkins North America and DCS.</p> <p>The USACE continues with the consultation process with the U.S. Fish and Wildlife Service, Native American Tribes, and the Nevada SHPO. The Corps has finished their review of the Cultural and Historic Resources Report and provided comments to the RTC.</p> <p>Standard, continuing project activities including continued coordination with the Truckee River Flood Control Project.</p> <p>Continued land acquisition activities, including the UNR property and the relocation activities for the two Radio Broadcast Towers. RTC is expecting a counter appraisal by the end of July 2012 for the value of the 30 acres of land needed for Phase 2 of the project.</p> <p>Engineering design activities and Construction Management activities continue. Anticipated that price discussions for Phase 1 can begin in August 2012.</p>
August 2012	<p>RTC approves a cost agreement with NV Energy for Phase 1 utility relocation activities.</p> <p>The Pyramid Lake Paiute Tribe is requesting more studies to assess potential project impacts. This is through the U.S. Army Corps of Engineers Native American consultation process for the Section 404 Permit. The Tribe's concern are focused on the potential transport of mercury laden sediments from Steamboat Creek into the Truckee River and ultimately to Pyramid Lake. The Project Team will meet with the Tribe to determine the appropriate level and types of studies required. This issue will impact the overall Section 404 Permit Process.</p> <p>Discussions with the USACE indicates that if potential impacts to Waters of the U.S. are reduced, the Section 404 Permit can be modified without affecting the on-going permit process or timeframes.</p> <p>Coordination activities for relocating the two Radio Broadcast Towers on UNR land are continuing.</p> <p>Land acquisition and Right of Way activities are on-going.</p> <p>Continued coordination with the Truckee River Flood Control Project.</p> <p>Engineering design activities and Construction Management Activities are on-going.</p> <p>The Stakeholder Team continues to meet to discuss aesthetic issues for the overall project.</p>
September 2012	<p>On-going discussion with the Pyramid Lake Paiute Tribe and the Interdisciplinary Team have determined the additional studies needed to assess environmental impacts associated with the project (mercury in Steamboat Creek sediments is the key issue – potential transport downstream to Pyramid Lake via flooding). This process will push</p>

	<p>the Section 404 Permit approval date to late 2012 or early 2013. This process is being coordinated by the U.S. Army Corps of Engineers.</p> <p>Start of Phase 1 construction planned for late October 2012.</p> <p>Formally approve Atkins North America for the Phase 1 Construction Services Manager.</p>
September 2012	<p>Design Teams have modified Phase 1 of the SEC Project (Greg Street to Clean Water Way) such that it will not need a Section 404 Permit from the U.S. Army Corps of Engineers to initiate construction. There will be no impacts to Waters of the U.S.</p> <p>Phase 2 of the SEC Project (Clean Water Way to South Meadows Parkway) will require a Section 404 Permit for construction activities. It is anticipated the Section 404 Permit package for Phase 2 will be submitted to the U.S. Army Corps of Engineers in February 2013. A decision on the permit will be made in early to mid-2013.</p> <p>Consultation with the Pyramid Lake Paiute Tribe in regards to additional studies and potential mitigation activities necessary for the Tribe to support the Section 404 Permit process are ongoing. This consultation process is being coordinate by the USACE.</p> <p>Construction on Phase 1 is planned for late October 2012. Coordination with the Truckee Meadows Water Reclamation Facility is ongoing to obtain final property acquisition.</p> <p>Continued coordination with the Truckee Meadows Flood Control Project. Continued land acquisition and Right of Way activities.</p>
October 2012	<p>Contract executed with CH2M HILL for Phase 2 Final Design and Permitting Services.</p> <p>Consultation activities with the Pyramid Lake Paiute Tribe regarding the studies and potential mitigation activities required for the Tribe to support the Section 404 Permit process are ongoing.</p> <p>Continue negotiations with the Truckee Meadows Water Reclamation Facility for use of the property required to start the Phase 1 construction.</p> <p>Continued land acquisition activities. Negotiations are continuing with UNR for land required for Phase 1 construction activities.</p>
November 2012	<p>Agreement approved with the Truckee Meadows Water Reclamation Facility for use of the property needed for Phase 1 construction activities.</p> <p>Execute purchase agreement with UNR for the purchase of 165.26 acres of UNR land for Phase 1 construction activities.</p> <p>Approve Professional Services Agreement with Atkins North America for Phase 1 Construction Management Services.</p> <p>Approve contract with Kiewit Western for the construction of Phase 1 of the SEC Project.</p>
December 2012	<p>No activities listed for the SEC.</p>
January 2013	<p>Approve Request for Proposal for Phase 2 Pre-Construction Services.</p> <p>Amend the T.Y. Lin International Professional Services Agreement for continued design services during Phase 1 construction activities.</p>

- February 2013**
- Approve the NV Energy relocation reimbursement agreement for actual costs associated with construction of Phase 1 of the SEC Project. Estimated cost is \$687,060.
 - Kiewit Western is completing initial Phase 1 construction coordination activities. Clearing and grubbing is scheduled to start on February 18, 2013.
 - Continue to coordinate with the owners of the two Radio Broadcast Towers located on UNR land for their relocation. City of Sparks Special Use Permit process.
 - CH2M HILL is scheduled to complete 30% design for Phase 2 by the end of April 2013. At that time final preparation of the Section 404 Permit for Phase 2 will begin. Permit submittal to the USACE is scheduled for July 2013.
 - Consultation with the Pyramid Lake Paiute Tribe continues. Coordinated by the USACE.
 - A Community Working Group has been established to provide a mechanism for community input on Phase 2. Landscape and aesthetic elements are key topics. First meeting scheduled for February 21, 2013.
 - A Resource Agency Committee has been created to help facilitate and communicate the project development process. The committee includes federal, state and local agencies that have jurisdiction over the project. First meeting is scheduled for February 14, 2013.
 - At the request of the RTC Board, a meeting(s) is planned with the South Neighborhood Advisory Board to discuss Phase 2 of the SEC Project.
 - RTC has setup a website for the SEC Project: www.southeastconnector.com
- March 2013**
- Construction commences on Phase 1 of the SEC Project - Greg Street to Clean Water Way.
 - Phase 2 CMAR proposals have been received and are being reviewed. A short list of contractors will be brought to the Board in April 2013.
 - On-going consultation with the Pyramid Lake Paiutes, coordinated by the USACE.
 - The monthly Community Working Group meetings continue to develop landscape and aesthetic themes for the project.
 - The Resource Advisory Committee continues to meet monthly to help facilitate the project development process.
- April 2013**
- Phase 1 roadway construction activities continue. Construction of the Truckee River Bridge commences with drilled shaft construction.
 - Continued coordination with the City of Sparks on the Special Use Permit Process for the relocation of the two Radio Broadcast Towers located on UNR land.
 - CH2M HILL completes 30% design for Phase 2. Continue on the July 2013 submittal date for the Section 404 Permit to the USACE.
 - Ongoing consultation activities with the Pyramid Lake Paiute Tribe is coordinated by the USACE.
 - Monthly meetings of the Community Working Group and the Resource Advisory Committee continue.
 - Granite Construction Company and the Q&D/Kiewit Team are invited to interview for the Phase 2 CMAR Project.

May 2013

Phase 1 construction activities continue. Remains on schedule for a Fall 2014 completion date.

CH2M HILL continues to complete technical studies to support the Phase 2 Section 404 Permit Process. Submittal date for the permit is still July 2013.

City of Reno Special Use Permit submittal scheduled to be made in July 2013.

Community Working Group and the Resource Advisory Committee continue monthly meetings.

Final Right of Way needs in development. Scheduled to be set by August 2013.

Approve Granite Construction for the Phase 2 CMAR contractor.