

Appendix A

Planning and Environmental Linkages Checklist

Questionnaire for Transportation Planners – Part 1

This part of the questionnaire should be completed by transportation planners at the beginning of the transportation planning study. Please note that planners should also review Part 2 of the questionnaire to understand what additional issues will need to be considered and documented as projects move forward into the NEPA phase.

Project identification
<i>What is the name of the study? What cities and counties does it cover? What major streets or highways are covered? For corridor studies, what are the intended termini?</i>
Feasibility Study and Conceptual Alternatives Analysis for Arlington Avenue Bridges Project Location and Termini: Arlington Avenue between Island Avenue and West 1st Street City: Reno, Nevada County: Washoe
<i>Who is the study sponsor?</i>
The Regional Transportation Commission of Washoe County (Washoe RTC) is the study sponsor, working in coordination with the City of Reno and other local and regional agencies to deliver the project. The bridges are owned by the City of Reno; the Nevada Department of Transportation (NDOT) performs inspections. The project is located in the City of Reno jurisdiction. The lead agency is Federal Highway Administration (FHWA), and the lead regulatory agency is United States Army Corps of Engineers (USACE).
<i>Briefly describe the study and its purpose.</i>
This is a feasibility and alternatives analysis, which builds upon the TRAction Visioning Project to determine options for replacing the two Arlington Avenue Bridges, improving public safety, meeting the community's needs, and providing the necessary flood conveyance for this reach of the Truckee River. The analysis provided a bridge structure type and aesthetic package to carry forward into National Environmental Policy Act of 1969 (NEPA) clearance and design.
<i>Who are the primary study team members (include name, title, organization name, and contact information)?</i>
<ul style="list-style-type: none"> • Judy Tortelli, Project Manager, Washoe RTC; Email: jtortelli@rtcwashoe.com; Phone: (775) 335-1824 • Jessen Mortensen, Principal Bridge Engineer, NDOT; Email: jmortensen@dot.nv.gov; Phone: (775) 888-7543 • Chris Young, Environmental Services Manager, NDOT; Email: cyoung@dot.nv.gov; Phone: (775) 888-7687 • Abdelmoez (Del) Abdalla, Environmental Programs Manager, FHWA; Email: Abdelmoez.Abdalla@dot.gov; Phone: (775) 687-1231 • Jennifer Thompson, Project Manager, USACE, Email: Jennifer.thompson@usace.army.mil; Phone: (775) 784-5304 • Andrea Gutierrez, Transportation Engineer – District 2, FHWA; Email: andrea.gutierrez@dot.gov; Phone: (775) 687-5534 • Enos Han, Planning Program Manager, FHWA; Email: enos.han@dot.gov; Phone: (775) 687-5531 • Kayla Dowty, Carson Truckee Water Conservancy District (CTWCD); Email: kdowty@trisage.com; Phone: (775) 336.1306 x 108 • Kerrie Koski, Engineering Manager, City of Reno; Email: koskik@reno.gov; Phone: (775) 334-3304
<i>Does the team include advisory groups such as a technical advisory committee, steering committee, or other? If so, include roster(s) as attachment(s).</i>
<ul style="list-style-type: none"> • Technical Advisory Committee (TAC) permitting/regulatory • TAC bridge and roadway • Stakeholder Working Group (SWG) • Reno City Council • Washoe RTC Board
TAC and SWG member rosters are included in Appendix E, Public Meeting Summaries.
<i>Have previous transportation planning studies been conducted for this region? If so, provide a brief chronology, including the years the studies were completed. Provide contact names and locations of the studies and study websites.</i>
Replacement or rehabilitation of the two Arlington Avenue Bridges has been called for in each applicable planning document dating back to 2009. These documents include: <ul style="list-style-type: none"> • The Regional Transportation Commission (RTC) of Washoe County's 2050 Regional Transportation Plan, 2021; • The Regional Transportation Commission (RTC) of Washoe County's 2040 Regional Transportation Plan, 2017, amended 2018; • The Regional Transportation Commission (RTC) of Washoe County's Bicycle and Pedestrian Master Plan, 2017; • Relmagine Reno, The City of Reno Master Plan, 2017; • The City of Reno's Downtown Action Plan, 2017; • The Regional Transportation Commission (RTC) of Washoe County's Complete Streets Master Plan, 2016; • The Regional Transportation Commission (RTC) of Washoe County's ADA Transition Plan, 2011; <p><i>List continues on next page</i></p>

- [City of Reno’s TRAction Visioning Project \(component of the Truckee River Flood Management Project's master plan\), 2009:](#)
- [City of Reno’s TRAction Visioning Project documents are located on the Arlington Avenue Bridges Project website](#)
- [One Truckee River Management Plan, 2016](#)

What current or near-future planning (or other) studies in the vicinity are underway or will be undertaken? What is the relationship of this study to those studies? Provide contact names and locations of the studies and study websites.

Truckee River Flood Management Project is a joint effort between cities of Reno and Sparks, Washoe County, USACE, and numerous other stakeholders to reduce flood impacts in the Truckee Meadows, Nevada. TRFMA completed a floodwall study in 2015 that identified future locations for floodwalls.

No direct relationship to this project other than conveying flood flows beneath the bridges.

Truckee River Flood Management Project contact information and study website are:

- Agency: Truckee River Flood Management Authority, 9635 Gateway Drive, Ste. A, Reno, NV 89521
- Telephone: (775) 850-7460
- Website: <https://trfma.org/the-project/planning/>

Study objectives

What are your desired outcomes for this study? (Check all that apply.)

- | | |
|--|--|
| <input checked="" type="checkbox"/> Stakeholder identification | <input type="checkbox"/> Operationally independent segments |
| <input checked="" type="checkbox"/> Stakeholder roles/responsibilities definition | <input type="checkbox"/> Scheduling of infrastructure improvements over short-, mid-, and long-range time frames |
| <input type="checkbox"/> Travel study area definition | <input checked="" type="checkbox"/> Environmental impacts |
| <input type="checkbox"/> Performance measures development | <input checked="" type="checkbox"/> Mitigation identification |
| <input checked="" type="checkbox"/> Development of purpose and need goals and other objectives | <input type="checkbox"/> Don't know |
| <input checked="" type="checkbox"/> Alternative evaluation and screening | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Alternative travel modes definition | |

Have system improvements and additions that address your transportation need been identified in a fiscally constrained statewide or regional long-range transportation plan?

Yes. Replacement or rehabilitation of the two Arlington Avenue Bridges is included in the fiscally constrained RTC's 2040 Regional Transportation Plan, 2018: https://rtcwashoe.wengine.com/wp-content/uploads/2017/02/FinalRTPBook_Dec20_2018-small-trim.pdf and also in the RTC's 2050 Regional Transportation Plan, approved May 2021: PDF to be posted soon at: <https://www.rtcwashoe.com/mpo-projects/rtp/>

Additionally, the scope of this study is to replace structurally deficient bridges. Independent utility may be documented if determined necessary; however, based on the scope of the study, an independent utility memo is not required.

Will a purpose and need statement³ be prepared as part of this effort? If so, what steps will need to be taken during the NEPA process to make this a project-level purpose and need Statement?

A project-level Purpose and Need Statement for this project was developed and agreed upon with FHWA, NDOT, and the City of Reno at the onset of the Planning and Environmental Linkages (PEL) process and shared with Reno City Council, TAC, and SWG members during community involvement meetings.

Establishment of organizational relationships

Is a partnering agreement in place? If so, who are signatories (for example, affected agencies, stakeholders, organizations)? Attach the partnering agreement(s).

A formal partnering agreement is not in place. It was agreed during TAC Meeting 1 (see Appendix E3) that FHWA would be the lead agency for the PEL process. FHWA formally agreed to be the Lead Agency for the Arlington Avenue Bridge Project in a letter dated February 16, 2021 (included in Appendix E8). NDOT and RTC signed a Local Public Agency (LPA) agreement that the RTC Board approved on 4/16/21. This agreement outlines responsibilities and funding obligations.

³ For an explanation of purpose and need in environmental documents, please see the Federal Highway Administration’s (FHWA’s) “NEPA and Transportation Decision Making: The Importance of Purpose and Need in Environmental Documents,” <[Purpose and Need](#)>. This website provides links to five additional resources and guidance from FHWA that should be helpful in understanding the relationship between goals and objectives in transportation planning studies and purpose and need statements of NEPA documents.

<i>What are the key coordination points in the decision-making process?</i>
<input type="checkbox"/> Project Development Checklist for funding request <input type="checkbox"/> Initial NDOT risk assessment <input checked="" type="checkbox"/> Initial Project Development Committee review <input type="checkbox"/> Project Scoping Report <input checked="" type="checkbox"/> Project inclusion in TIP/STIP
Planning assumptions and analytical methods
<i>Is the time horizon of the study sufficiently long to consider long-term (20 years or more from completion of the study) effects of potential scenarios?</i>
The study's time horizon is sufficient to consider bridge-specific alternative scenarios and does consider long-range traffic forecasts through 2050. The approximately 18,000 vehicles per day forecasted for 2050 would result in level of service (LOS) F on the bridge. However, this LOS would be acceptable because of the posted 15 miles per hour speed limit, the limited number of travel lanes, the urban nature of the surrounding area, and the enhanced focus on pedestrian and bicycle mobility. If future improvement to traffic operations is desired, the approaches of Arlington Avenue to/from the bridge would become the constraints. They would require significant and costly right-of-way acquisitions to serve increased traffic volumes.
<i>What method and what planning year will be used for forecasting traffic volumes (for example, traffic modeling or growth projections)? What are the sources of data being used? Has USDOT validated their use? Are the models and their output conducive for use with NEPA-related noise and air quality modeling?</i>
The future year 2050 traffic volumes were determined by adjusting/refining the year 2050 travel demand model volumes using the procedures outlined in NDOT's Traffic Forecasting Guidelines and National Cooperative Highway Research Program (NCHRP) Report 765. In the year 2015, actual traffic volumes were 13,500 vehicles per day. The design year 2050 projections generally are conducive for NEPA-level air and noise analyses, but further analysis may be required for some model inputs.
<i>Will the study use FHWA's Guide on the Consistent Application of Traffic Analysis Tools and Methods?⁴ If not, why not? How will traffic volumes from the travel demand model be incorporated, if necessary, into finer-scale applications such as a corridor study?</i>
The future year 2050 traffic volumes were determined by adjusting the year 2050 travel demand model volumes using the procedures outlined in NDOT's Traffic Forecasting Guidelines and NCHRP Report 765.
<i>Do the travel demand models base their projections on differentiation between vehicles?</i>
No, the travel demand model volumes are based on vehicles without differentiation. Subsequent travel and traffic modelling will be done as part of the NEPA process in order to answer specific regulatory requirements and may require concurrence from NDOT.
Data, information, and tools
<i>Is there a centralized database or website that all State resource agencies may use to share resource data during the study?</i>
Details for the Arlington Avenue Bridges Project are located at this website: https://www.rtcwashoe.com/engineering-project/arlington-avenue-bridges-project/ . Resource data is not available on the website. In future phases, the RTC will consider the need and benefit of a project SharePoint, FTP, or similar site for data sharing.

⁴ FHWA November 2011 publication: <[Traffic Analysis Tools and Methods](#)>

Questionnaire for Transportation Planners – Part 2

This part of the questionnaire should be completed by transportation planners at the end of the transportation planning study. This completed document should become an appendix to the study's final report to document how the study meets the requirements of 23 Code of Federal Regulations § 450.212 or § 450.318.

Purpose and need for this study
<i>How did the study process define and clarify corridor-level or subarea-level goals (if applicable) that influenced modal infrastructure improvements and/or the range of reasonable alternatives?</i>
Study goals and a reasonable range of alternatives were developed early in the study based on the project conditions assessment (see Chapter 2) and stakeholder input (see Chapter 4). Draft goals were revised and finalized per stakeholder feedback.
<i>What were the key steps and coordination points in the decision-making process? Who were the decision-makers and who else participated in those key steps?</i>
Key steps include project scoping, purpose and need development, alternatives development and evaluation, and potential impact analysis. Washoe RTC worked closely with the project stakeholders, including FHWA and NDOT, as discussed above, on each decision point. Also, public and agency input was solicited at key steps. Major stakeholders, including the City of Reno, also participated in decision making. There were regular project update meetings, as well as stakeholder workshops and one-on-one meetings for coordination. Project scoping is a required step in the NEPA process. Using a PEL allows for early public involvement to be conducted and may be used in lieu of a formal scoping meeting if NDOT and FHWA agree that the necessary pieces of information and appropriate level of public involvement have been conducted. Based on the number of meetings, communications, and transparency of the study, a formal scoping meeting will likely not be required.
<i>How should this study information be presented in future NEPA document(s), if applicable? Are relevant findings documented in a format and at a level of detail that will facilitate reference to and/or inclusion in subsequent NEPA document(s)?⁵</i>
Future NEPA document(s) should present study information and key decisions as planning products of a PEL study. Yes, relevant findings are documented in the Feasibility Study Report and at a sufficient level of detail for reference and/or inclusion in future NEPA documents.
<i>Were the study's findings and recommendations documented in such a way as to facilitate an FHWA or Federal Transit Administration decision regarding acceptability for application in the NEPA process? Does the study have logical points where decisions were made and where concurrence from resource or regulatory agencies, stakeholders, and the public was sought? If so, provide a list of those points.</i>
Yes. The study followed a logical process involving logical milestones, and concurrence from resource agencies and the public was sought at key milestones. Milestones include scoping, purpose and need development, development of reasonable alternatives, and level 1 and level 2 alternatives evaluation.

Establishment of organizational relationships – tribes and agencies⁶			
Tribe or agency	Date(s) contacted	Describe the level of participation	Describe the agency's primary concerns and the steps needed to coordinate with the agency during NEPA scoping.⁷
Tribal			
Reno-Sparks Indian Colony (RSIC)	February 6, 2020 November 5, 2020	TAC member, SWG member	No stated concerns.
Pyramid Lake Paiute Tribe (PLPT)	July 15, 2020	TAC member, SWG member	No stated concerns.
Federal			
Bureau of Indian Affairs	Not applicable	None	Agency not involved and no coordination planned during NEPA scoping.
Bureau of Land	Not applicable	None	Agency not involved and no coordination planned during

⁵ For an explanation of the types of documents needed under the NEPA process and the nature of the content of those documents, please see "NEPA Documentation: Improving the Quality of Environmental Documents," <[Documentation](#)>.

⁶ Users may add rows to this table to accommodate additional tribes and agencies. Unused rows may be deleted.

⁷ If the transportation planning study final report does not adequately document interactions (for example, meeting notes, resolutions, letters) with the relevant agencies, append such information to the end of this questionnaire and checklist.

Establishment of organizational relationships – tribes and agencies⁶			
Tribe or agency	Date(s) contacted	Describe the level of participation	Describe the agency's primary concerns and the steps needed to coordinate with the agency during NEPA scoping.⁷
Management			NEPA scoping.
Bureau of Reclamation	Not applicable	Not applicable	Agency not involved and no coordination planned during NEPA scoping.
Federal Aviation Administration		Not applicable	Reviewed Project Scope, No Comments
Federal Highway Administration	March 25, 2019 February 6, 2020 July 15, 2020 August 31, 2020 November 5, 2020 December 15, 2020	TAC member, SWG member, lead federal agency	Active throughout process, attended meetings, provided input, coordinate during scoping regarding alternatives analysis.
National Park Service	Not applicable	Not applicable	Agency not involved and no coordination planned during NEPA scoping
U.S. Army Corps of Engineers	April 23, 2019 February 6, 2020 July 15, 2020 December 15, 2020	TAC member, SWG member, lead regulatory agency	Which agency would be lead for NEPA? Meeting minimum standards for cultural and historic resources for both USACE and SHPO. Section 408 and 404 timelines will need to be further evaluated as the project develops and enters NEPA.
U.S. Department of Agriculture Forest Service	Not applicable	Not applicable	Agency not involved and no coordination planned during NEPA scoping.
U.S. Environmental Protection Agency (EPA)	Not applicable	Not applicable	Invited to public meeting in March, but no record of attendance. County is in attainment for all criteria pollutants. The Reno area is designated as a maintenance area for particulate matter less than 10 micrometers in aerodynamic diameter (PM ₁₀). EPA coordination may be recommended due to maintenance status. Also, the Washoe County Health District is responsible for air quality monitoring so coordination with that agency might be warranted. Construction-related air quality issues usually a concern at state or local level.
U.S. Department of Defense	Not applicable	Not applicable	Agency not involved and no coordination planned during NEPA scoping.
U.S. Fish and Wildlife Service (USFWS)	July 15, 2020	Consultation for biological assessment	Invited to public meeting in March, but no record of attendance.
<i>Bi-State Regional Environmental Planning Agency</i>			
Tahoe Regional Planning Agency	Not applicable	None	Agency not involved and no coordination planned during NEPA scoping.
<i>State</i>			
Nevada Department of Transportation	March 25, 2019 February 6, 2020 July 15, 2020 August 31, 2020 November 5, 2020 December 15, 2020	TAC member, SWG member	Why use a PEL? New Programmatic Agreement between NDOT and SHPO.
Nevada Division of Environmental Protection (NDEP)	July 15, 2020 August 31, 2020	TAC member, working-in-waterways stormwater, groundwater discharge permits, 401 water quality certification	Groundwater and dewatering permit are something to be researched and determined if needed.
Nevada Department of Public Safety	Not applicable	None	Agency not involved and no coordination planned during NEPA scoping.
Nevada Department of Wildlife	None	None	Invited to public meeting in March, but no record of attendance.

Establishment of organizational relationships – tribes and agencies⁶			
Tribe or agency	Date(s) contacted	Describe the level of participation	Describe the agency's primary concerns and the steps needed to coordinate with the agency during NEPA scoping.⁷
Nevada Division of State Lands	July 15, 2020 August 31, 2020	TAC member, encroachment permit	No stated concerns.
Nevada State Historic Preservation Office	July 15, 2020 August 31, 2020	TAC member, SWG member, Section 106 consultation	No concerns identified; continue coordination.
County			
Washoe County	Ongoing Monthly	Represented at RTC Board Meetings; Represented on the RTC's TAC and CMAC (Project Presentation given at both in April 2021)	Schedule
Local			
City of Reno	February 6, 2020 July 15, 2020 August 31, 2020 November 5, 2020 December 15, 2020	TAC member, SWG member, permitting	Wanted some alternatives to be retained in level (clear span underdeck concept and single pier girder). Additional desire to have crime prevention by design type.
City Reno Council	November 13, 2019 February 24, 2021	Project Update Presentation at City Council Meetings	
Truckee River Flood Management Authority	March 6, 2019	SWG member, hydraulic analysis support	Role on a federal project. What expertise can they bring to the table to help?
Carson Truckee Water Conservancy District (CTWCD)	February 6, 2020 July 15, 2020 November 5, 2020 December 15, 2020	TAC member, SWG member, source of flood modeling	408 and 404 permitting will need to be coordinated. Flooding and 408 permitting work will need to be coordinated as the 408 funding pool is limited.
Transportation agencies			
Regional Transportation Commission of Washoe County (RTC)	N/A	Project proponent administrating project	N/A
RTC Board	May 20, 2019 February 19, 2021	Project Update Presentation at RTC Board Meetings	

SHPO = State Historic Preservation Office

Establishment of organizational relationships – stakeholders and members of the public⁸			
Public and stakeholders	Date(s) contacted	Describe the level of participation	Describe the primary concerns expressed by members of the public and stakeholders.
Public			
Members of the public	December 12, 2019	Attendance at public meeting and small group meetings	45 attendees. 24 comments received.
Members of the public	March 2021	Virtual Presentation Posted on RTC's Website; Survey was available for the month of March 2021	122 survey responses, 9 individual comments received.
Stakeholders			
Architects +	2/6/2020 11/5/2020 12/15/2020	SWG member	Greg Erny
Arlington Tower HOA	2/6/2020 11/5/2020 12/15/2020	SWG member	Guy Zewadsk, President

⁸ Users may add rows to this table to accommodate additional stakeholders.

Downtown Reno Partnership	2/6/2020, 11/5/2020 12/15/2020	SWG member	Alex Stettinski
Frisch House	2/6/2020 11/5/2020 12/15/2020	SWG member	Theresa Frisch, Trustee
Park Tower HOA	2/6/2020 11/5/2020 12/15/2020	SWG member	Mike Fuess, President
Promenade on the River	2/6/2020 11/5/2020 12/15/2020	SWG member	Laurie Leonard, Sales and Marketing Director
St. Thomas Aquinas	2/6/2020 11/5/2020 12/15/2020	SWG member	Father Chuck Durante
Wingfield Condominiums HOA	2/6/2020 11/5/2020 12/15/2020	SWG member	Gerald Dorn, President

Planning assumptions and analytical methods

Did the study provide regional development and growth assumptions and analyses? If so, what were the sources of the demographic and employment trends and forecasts?

The study used the adopted regional travel demand model for traffic forecasting and therefore used the model's underlying demographic and employment trends, development assumptions, and growth assumptions.

What were the future-year policy and/or data assumptions used in the transportation planning process related to land use, economic development, transportation costs, and network expansion?

Yes, RTC's model considers these variables in developing its network assignments. Transportation costs are considered in the fiscally constrained analysis of the Regional Transportation Plan. This study looks at near-term improvements, and RTC's interim-year 2025 models were the basis for the analysis of improvements.

Were the planning assumptions and the corridor vision/purpose and need Statement consistent with each other and with the long-range transportation plan? Are the assumptions still valid?

Yes. As mentioned above, the study's planning assumptions were based on the RTC travel demand model. The Purpose and Need is consistent with goals found in the RTC's current and draft Regional Transportation Plans.

Data, information, and tools

Are the relevant data used in the study available in a compatible format that is readily usable? Are they available through a centralized web portal?

Yes. They are available electronically as an Appendix to the Feasibility Study Report and the Study website.

Are the completeness and quality of the data consistent with the quality (not scale or detail) of inputs needed for a NEPA project-level analysis?⁹

Yes. The quality of the data is such that it can serve as a basis for project-level analysis.

Are the data used in the study regularly updated and augmented? If regularly updated, provide schedule and accessibility information.

Yes, data used in the RTC travel demand model is updated every 3 years. NDOT traffic count data is updated yearly.

Have the environmental data been mapped at scales that facilitate comparison of effects across different resources and at sufficient resolution to guide initial NEPA issue definition? If not, what data collection and/or manipulation would likely be needed for application to the NEPA scoping process?

Yes. See Section 2.1 Corridor Conditions for details. The data collection was conducted at an appropriate scale for future NEPA scoping processes. The need for data updates will depend on time expansion.

Examine the Checklist for NEPA specialist, at the back of this document, for more detail about potential impacts that could be mapped. Below is an abbreviated list of resources that could occur in the study area and may be knowable at this time

⁹ For an explanation of the types of information needed to evaluate impacts in environmental documents, please see FHWA's "NEPA and Transportation Decision-making: Impacts," <[Analysis of Impacts](#)>. This website provides links to six additional resources and guidance that should be helpful in understanding the types of impacts that need to be assessed, their context, and their intensity.

and at the study's various analytical scales:

Resource or issue	Is the resource or issue present in the area?	Would any future transportation policies or projects involve the issue? Would there be impacts on the resource?	Resource or issue	Is the resource or issue present in the area?	Would any future transportation policies or projects involve the issue? Would there be impacts on the resource?
Sensitive biological resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Section 4(f) ¹⁰ wildlife and/or waterfowl refuge, historic site, recreational site, park	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable
Wildlife corridors	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Section 6(f) ¹¹ resource	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable
Wetland areas	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Existing development	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable
Riparian areas	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Planned development	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable
100-year floodplain	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Title VI/ Environmental justice populations ¹²	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable
Prime or unique farmland or farmland of statewide or local importance	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Utilities	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable
Visual resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Hazardous materials	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable
Designated scenic road/byway	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Sensitive noise receivers ¹³	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable

¹⁰ Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 U.S. Code § 303, as amended); see <[Section 4\(f\)](#)>.

¹¹ Section 6(f) of the Land and Water Conservation Fund Act.

¹² Refers to Title VI of the 1964 Civil Rights Act and 1994 Executive Order 12898 on environmental justice.

¹³ Under FHWA's Noise Abatement Criterion B: picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.

Resource or issue	Is the resource or issue present in the area?	Would any future transportation policies or projects involve the issue? Would there be impacts on the resource?	Resource or issue	Is the resource or issue present in the area?	Would any future transportation policies or projects involve the issue? Would there be impacts on the resource?
Archaeological resources	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Air quality	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable
Historical resources	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Other (list) _____	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input checked="" type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input checked="" type="checkbox"/> Not applicable

Did the study incorporate models of, for example, species/habitat locations (predictive range maps), future land use, population dynamics, stormwater runoff, or travel demand? What models were used? Did the study adequately document what models were used, who was responsible for their use, and how they were used (with respect to, for example, calibration, replicability, contingencies, and exogenous factors)?

Refer to Section 2.3.1 River Hydraulics to review the model used for flood management.
 Refer to Section 2.2 Traffic to review the model used for traffic.

In scoping, conducting, and documenting the planning study, participants have come across documents and leads from agency staff and other sources that NEPA specialists may use in conducting their studies. List any applicable memoranda of understanding, cost-share arrangements, programmatic agreements, or technical studies that are underway but whose findings are not yet published, etc.

Refer to Section 1.3 Study Background and Context for past studies. It is important to note that updated hydraulic models have made these past studies outdated. For example, the viaduct option discussed in the TRAction Report is no longer a viable option. In addition, costs are past year costs and haven't been escalated to current year costs.

Development of alternatives

Were resource agencies, stakeholders, and members of the public engaged in the process of identifying, evaluating, and screening out modes, corridors, a range of alternatives,¹⁴ or a preferred alternative (if one was identified—the latter two refer to corridor plans)? If so, how? Did these groups review the recommendation of a preferred mode(s), corridor(s), range of alternatives (including the no-build alternative), or an alternative? Were the participation and inputs of these groups at a level acceptable for use in purpose and need statements or alternatives development sections in NEPA documents? If not, why not?

Yes, agencies, stakeholders, and the public were engaged throughout the study. Improvement concepts, screening, and existing conditions information were presented, and input solicited/questions discussed at public meetings held in December 2019 and March 2021, one-on-one stakeholder meetings, and five SWG and TAC workshops. Yes, these groups' participation was at an acceptable level for use in purpose and need statements or alternative development sections in pre-NEPA documents.

Describe the process of outreach to resource agencies, the public, and other stakeholders. Describe the documentation of this process and of the responses to their comments. Is this documentation adequate in breadth and detail for use in NEPA documents?

Outreach efforts included agency and public scoping, public meetings, one-on-one stakeholder meetings, and five stakeholder workshops. Project information and public meeting announcements were made through multiple media outlets, door hangers, and flyers. For documentation, refer to the public meeting notes and Appendix E, Public Meeting Summaries, of the Arlington Avenue Bridges Project Feasibility Study Report (2021).

If the study was a corridor study, describe the range of alternatives or modes of transportation (if any) considered, screening process, and screening criteria. Include what types of alternatives were considered (including the no-build alternative) and how the screening criteria were selected. Was a preferred alternative selected as best addressing the identified transportation issue? Are alternatives' locations and design features specified?

Refer to Appendix E, Public Meeting Summaries, for a range of alternatives and screening process. A Preferred Alternative was not identified. Alternative concepts were grouped and are identified for further advancement.

¹⁴ For an explanation of the development of alternatives in environmental documents, please see FHWA's "NEPA and Transportation Decision-making: Development and Evaluation of Alternatives," <[Alternatives](#)>.

Also, regarding whether the study was a corridor study, for alternatives that were screened out, summarize the reasons for their rejection.

- Are defensible, credible rationale articulated for their being screened out?
- Did the study team take into account legal standards¹⁵ needed in the NEPA process for such decisions?
- Did the study team have adequate information for screening out the alternatives?

What issues, if any, remain unresolved with the public, stakeholders, and/or resource agencies?

Prioritization, assembly, and timing of the project for implementation remain to be coordinated with local stakeholders. Advancing to the NEPA stage will require additional analysis for resources, including Section 106 consultation, Section 4(f) evaluation, air quality, and traffic noise. Coordination with appropriate agencies will be needed. Refer to Section 4.2, Environmental Resources of the Feasibility Study Report.

¹⁵ 23 Code of Federal Regulations (CFR) § 771.123(c), 23 CFR § 771.111(d), 40 CFR § 1502.14(a), 40 CFR § 1502.14(b) and (d), 23 CFR § 771.125(a)(1); see FHWA Technical Advisory T 6640.8A, October 30, 1987, <[FHWA Technical Advisory T6640.8A](#)>.

Identification of potential environmental mitigation activities	
<i>Could the transportation planning process be integrated with other planning activities, such as land use or resource management plans? If so, could this integrated planning effort be used to develop a more strategic approach to environmental mitigation measures?</i>	
Yes, this planning effort conceivably could be part of a larger strategic approach to mitigation.	
<i>With respect to potential environmental mitigation opportunities at the PEL level, who should NDOT consult with among federal, State, and local agencies and tribes and how formally and frequently should such consultation be undertaken?</i>	
NDOT could consider engaging the USACE and Nevada SHPO regarding historic effects resulting from this study, and comprehensive ways to mitigate for these impacts. Additional coordination between NDOT and CTWCD will be needed to address potential flooding. This could include interested parties such as the Tribes, City of Reno Historic Preservation Officer, and the Nevada Preservation Foundation.	
Formally joining PEL with the NEPA process	
<i>Lead federal agencies proposing a project that will undergo the NEPA process will want to most effectively leverage the transportation planning study's efforts and results. How could a Notice of Intent (for an environmental impact statement¹⁶) refer to the study's findings with respect to preliminary purpose and need and/or the range of alternatives to be studied?</i>	
The project identified for further advancement in the NEPA process is not envisioned to require initiation of an environmental impact statement. Notwithstanding, a future Notice of Intent could reference the Feasibility Study Report and decisions made with regard to purpose and need, range of reasonable alternatives, and alternatives screening.	
<i>Could a Notice of Intent in the NEPA process clearly state that the lead federal agency or agencies will use analyses from prior, specific planning studies that are referenced in the transportation planning study final report? Does the report provide the name and source of the planning studies and explain where the studies are publicly available? If not, how could such relevant information come to the NEPA specialists' attention and be made available to them in a timely way?</i>	
Yes, please see the response above.	
<i>List how the study's proposed transportation system would support adopted land use plans and growth objectives.</i>	
The proposed project is focused on replacing the existing Arlington Avenue Bridges and improving safety and mobility in and around Wingfield Park. Therefore, changes in land use are not expected. Mobility and safety improvements from this study would support land use plans and objectives for growth.	
<i>What modifications are needed in the goals and objectives as defined in the transportation study process to increase their efficient and timely application in the NEPA process?</i>	
Some modifications might be appropriate, and the project team will review more detailed plans to determine potential changes to the goals and objectives of the study.	
<i>Jurisdictional delineations of waters of the United States frequently change. Housing and commercial developments can alter landscapes dramatically and can be constructed quickly. Noise and air quality regulations can change relatively rapidly. Resource agencies frequently alter habitat delineations to protect sensitive species. Will the study data's currency, relevance, and quality still be acceptable to agencies, stakeholders, and members of the public for use in the NEPA process? If not, what will be done to rectify this problem? Who will be responsible for any needed updating?</i>	
Considering the study area's developed nature, resources are not expected to greatly change in the coming years. Section 4.2, Environmental Resources, of the Feasibility Study Report outlines resource data collection updates and analysis needed for future NEPA actions. The study involves following resources: land use, parks and recreation, community facilities, bike and pedestrian facilities, right-of-way impacts, air quality, traffic noise, Section 106, hazardous materials, visual, floodplains, wetlands and Waters of the U.S., and biological resources.	
Other issues	
Are there any other issues a future NEPA study team should be aware of (mark all that apply)? In the space below the check boxes, explain the nature and location of any issue(s) checked.	
<input type="checkbox"/> Public and/or stakeholders have expressed specific concerns	<input type="checkbox"/> Contact information for stakeholders
<input checked="" type="checkbox"/> Utility problems	<input type="checkbox"/> Special or unique resources in the area
<input checked="" type="checkbox"/> Access or right-of-way issues promulgation or	<input type="checkbox"/> Federal regulations that are undergoing initial
<input checked="" type="checkbox"/> Encroachments into right-of-way	revision
<input checked="" type="checkbox"/> Need to engage—and be perceived as engaging—specific landowners, citizens, citizen groups, or other stakeholders	<input type="checkbox"/> Other _____

¹⁶ While Notices of Intent are required by some federal agencies for environmental assessments, they are optional for FHWA. Please see "3.3.2 Using the Notice of Intent to Link Planning and NEPA," in *Guidance on Using Corridor and Subarea Planning to Inform NEPA* (Federal Highway Administration, April 5, 2011), <[Notice of Intent](#)>.

Concurrence

By signature, we concur that the transportation planning document meets or exceeds the following criteria in terms of acceptability for application in NEPA projects:

- Public involvement (outreach and level of participation)
- Stakeholder involvement (outreach and level of participation)
- Resource agencies' involvement and participation
- Documentation of the above efforts

Applicability of the general findings and conclusions for use, by reference, in NEPA documents

X DocuSigned by:
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Checklist for NEPA Specialists – Part 3

By completing this checklist, NEPA specialists will be able to systematically evaluate the transportation planning study with regard to environmental resources and issues. It provides a framework for future NEPA studies by identifying those resources and issues that have already been evaluated, and those that have not. The role of NEPA specialists during the study's various stages is laid out in the flowchart on page 4. This role includes timely advocacy for resources and issues that will later be integral to NEPA processes.

Resource or issue	Is the resource or issue present in the area?	Are impacts to the resource or issue involvement possible?	Are the impacts mitigable?	Discuss the level of review and method of review for this resource or issue and provide the name and location of any study or other information cited in the planning document where it is described in detail. Describe how the planning data may need to be supplemented during NEPA.
Natural environment				
Sensitive biological resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Because of the study area's highly disturbed nature, impacts to federally or state-protected species or their habitat are not expected. However, future NEPA studies should verify that no effects would occur and evaluate effects to migratory birds under the Migratory Bird Treaty Act, which may include migratory birds nesting under bridge structures. The Cui-ui is an endangered fish species found in the Truckee River. Coordination with USFWS would occur to avoid and/or minimize impacts. Wildlife and vegetation impacts would be minimal. Any adverse effects are expected to be mitigated through seasonal restrictions or other measures.
Wildlife corridors	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input checked="" type="checkbox"/> Not applicable	Not applicable.
Invasive species	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Potential for spread of invasive weeds during construction.
Wetland areas	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Based on the existing mapping, Waters of the U.S., including wetlands, are within and immediately adjacent to the study area. During the NEPA process, impacts to resources protected by Section 404 of the Clean Water Act will be determined and, if necessary, appropriately mitigated.
Riparian areas	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Riparian areas are adjacent to the study area. During the NEPA process, impacts to riparian areas will be determined and, if necessary, appropriately mitigated.
100-year floodplain	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	As project designs are refined, hydraulic analyses will confirm compliance with local floodway plans and floodplain management programs. Consistency with these requirements should be coordinated with local floodplain managers and Federal Emergency Management Agency (FEMA). The number and

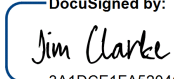
Resource or issue	Is the resource or issue present in the area?	Are impacts to the resource or issue involvement possible?	Are the impacts mitigable?	Discuss the level of review and method of review for this resource or issue and provide the name and location of any study or other information cited in the planning document where it is described in detail. Describe how the planning data may need to be supplemented during NEPA.
				type of permits should be identified, including National Pollutant Discharge Elimination System (NPDES) permits. Appropriate permitting efforts will be undertaken following completion of NEPA. This includes the 408 permitting process.
Clean Water Act Sections 404/401 Waters of the United States	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	See Wetland areas, above. Appropriate permitting efforts will be undertaken following completion of NEPA. This includes the 408 permitting process.
Prime or unique farmland	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input checked="" type="checkbox"/> Not applicable	Not applicable.
Farmland of statewide or local importance	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input checked="" type="checkbox"/> Not applicable	Not applicable.
Sole-source aquifers	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input checked="" type="checkbox"/> Not applicable	Not applicable.
Wild and scenic rivers	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input checked="" type="checkbox"/> Not applicable	Not applicable.
Visual resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Future NEPA processes should evaluate the need to conduct a visual impact assessment. Impacts typically can be mitigated through visual screening, the addition of aesthetic elements, or other means.
Designated scenic road/byway	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input checked="" type="checkbox"/> Not applicable	Not applicable.
Cultural resources				
Archaeological resources	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Most eligible sites can be mitigated through data recovery.
Historical resources	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input checked="" type="checkbox"/> Not applicable	Consultation with the SHPO should occur for concurrence with National Register of Historic Places (NRHP) eligibility determinations for historic properties. A determination of no effect, no adverse effect, or adverse effect should be identified during the NEPA process, followed by consultation with the SHPO and other parties consulting in the NRHP Section 106 process to identify any necessary mitigation for these properties.

Resource or issue	Is the resource or issue present in the area?	Are impacts to the resource or issue involvement possible?	Are the impacts mitigable?	Discuss the level of review and method of review for this resource or issue and provide the name and location of any study or other information cited in the planning document where it is described in detail. Describe how the planning data may need to be supplemented during NEPA.
				Refer to Section 2.3, Environmental Resources, of the Arlington Avenue Bridges Feasibility Study Report for further details.
Section 4(f) and Section 6(f) resources				
Section 4(f) wildlife and/or waterfowl refuge	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input checked="" type="checkbox"/> Not applicable	Not applicable.
Section 4(f) historic site	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	See Historical Resources, above.
Section 4(f) recreational site	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Based on current information, it appears uses of Section 4(f) recreational properties could be mitigated through on-site enhancements, or other means. During the NEPA analysis, recreational 4(f) properties will need to be reviewed. Refer to Section 2.3, Environmental Resources, of the Arlington Avenue Bridges Feasibility Study Report for further details.
Section 4(f) park	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	See Section 4(f) recreational site, above.
Section 6(f) resource	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input checked="" type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input checked="" type="checkbox"/> Not applicable	Not applicable.
Human environment				
Existing development	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Future NEPA processes should include coordination with city, county, and RTC planners regarding effects to existing land uses. This information will help ensure consistency with local land use and transportation decision making.
Planned development	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Future NEPA processes should include coordination with city, county, and RTC planners regarding effects to existing land uses. This information will help ensure consistency with local land use and transportation decision making.
Displacements	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input checked="" type="checkbox"/> Not applicable	Not applicable.
Access restriction	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Temporary restrictions expected during construction. During NEPA, temporary and permanent impacts will be evaluated and mitigation, if necessary, will be developed.

Resource or issue	Is the resource or issue present in the area?	Are impacts to the resource or issue involvement possible?	Are the impacts mitigable?	Discuss the level of review and method of review for this resource or issue and provide the name and location of any study or other information cited in the planning document where it is described in detail. Describe how the planning data may need to be supplemented during NEPA.
Neighborhood continuity	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input checked="" type="checkbox"/> Not applicable	Any impacts to continuity would mostly be indirect and mitigable.
Community cohesion	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input checked="" type="checkbox"/> Not applicable	See Access Restrictions.
Title VI/Environmental justice populations	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input checked="" type="checkbox"/> Not applicable	During NEPA, environmental justice and Title VI will be analyzed for presence and impacts like other environmental resources. Anticipated impacts mostly would be construction related (for example, park and lane closures) and would be borne by all populations. Based on the NEPA analysis, strategies and mitigation may be developed to address potential impacts.
Physical environment				
Utilities	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Utility coordination will be required. During NEPA, temporary and permanent impacts will be evaluated and mitigation, if necessary, will be developed.
Hazardous materials	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	The locations of Recognized Environmental Conditions (RECs) relative to future improvements to determine the need for future hazardous materials analysis should be determined. This effort should start with sampling and testing of existing bridge components, based on their age, for asbestos and lead-based paint. The need for remediation efforts will be determined based on results.
Sensitive noise receivers	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Future studies will need to identify noise-sensitive resources for potential noise analysis. FHWA regulation 23 Code of Federal Regulations (CFR) 772 requires investigation of traffic noise impacts in areas adjacent to federally aided highways for the reconstruction of an existing highway to either significantly change the horizontal or vertical alignment or increase the number of through-traffic lanes. If RTC identifies noise impacts, the agency should consider and incorporate all feasible and reasonable noise abatement into project design. As part of the NEPA process and design, an updated traffic analysis and noise analysis will be conducted to determine the potential impacts from the project.
Air quality	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	Washoe County is currently not in violation of any of the National Ambient Air Quality Standards (NAAQS) promulgated by the EPA. The Reno area is designation by the EPA as a

Resource or issue	Is the resource or issue present in the area?	Are impacts to the resource or issue involvement possible?	Are the impacts mitigable?	Discuss the level of review and method of review for this resource or issue and provide the name and location of any study or other information cited in the planning document where it is described in detail. Describe how the planning data may need to be supplemented during NEPA.
				"maintenance" status for PM ₁₀ , meaning that a past violation occurred but has been corrected. Because of the maintenance designation, coordination with the EPA, NDEP Bureau of Air Quality, and/or the Washoe County Health District may necessary to better understand potential impacts and the level of analysis required. However, the Project is not expected to contribute to a violation of the NAAQS based on the project type, and significant air quality impacts are not anticipated. Temporary air quality impacts may occur due to construction-related emission or dust but are typically mitigated through construction best management practices.
Other (list)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unknown <input type="checkbox"/> Not applicable	No other resources or issues have been identified at this time but could occur through more public outreach or coordination with regulatory agencies.

Identification of potential environmental mitigation activities
<i>Off-site and compensatory mitigation areas are often creatively negotiated to advance multiagency objectives or multiple objectives within one agency. Who determined what specific geographic areas or types of areas were appropriate for environmental mitigation activities? How were these determinations made?</i>
Not applicable.
<i>To address potential impacts on the human environment, what mitigation measures or activities were considered and how were they developed and documented?</i>
Mitigation measures considered include impact avoidance and minimization. See the Feasibility Study Report for details.

DocuSigned by:

 Prepared by: _____ Date: 6/22/2021
 Jim Clarke, Jacobs Environmental

Approved by NDOT Environment and FHWA Environment