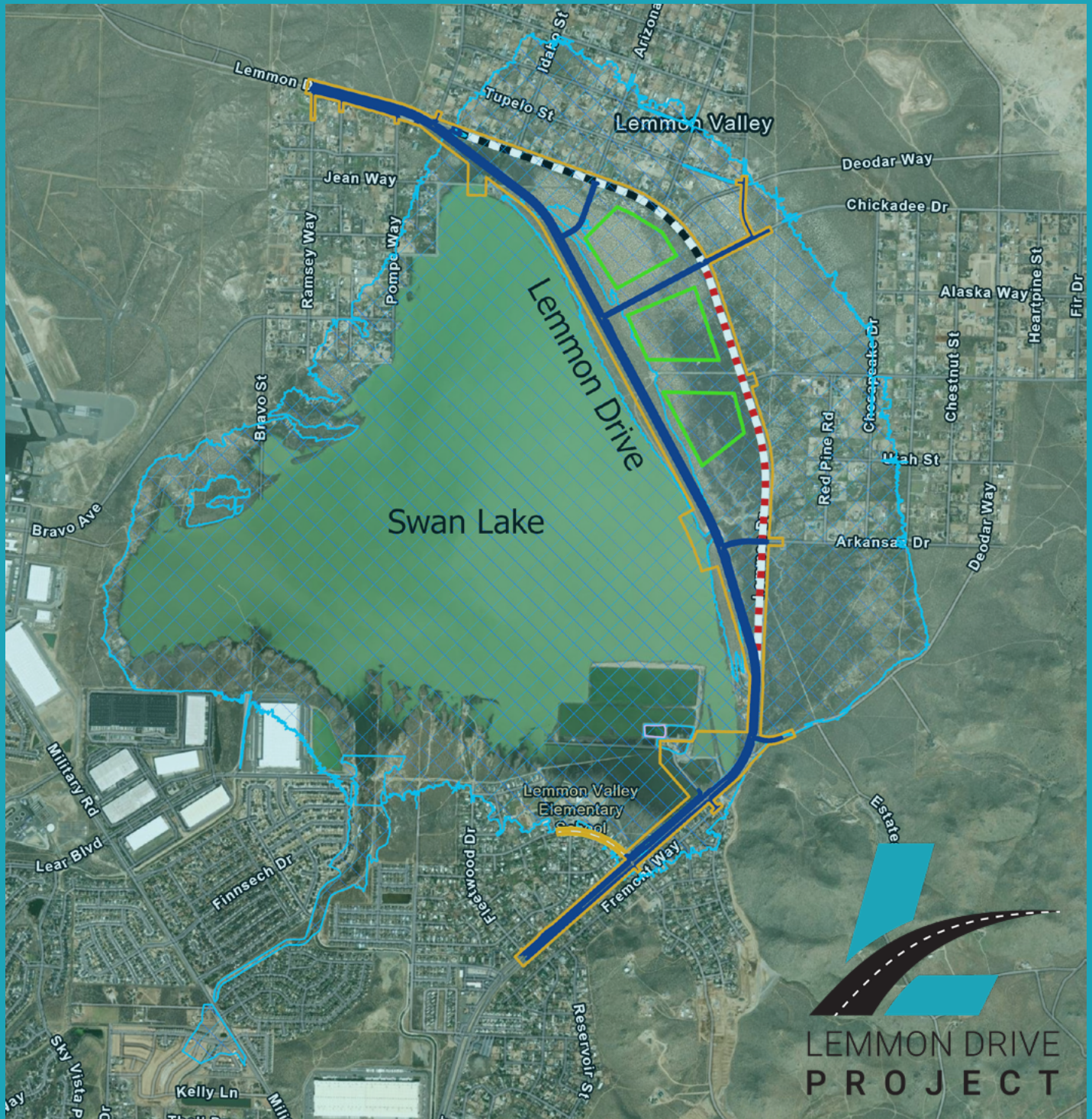


Federal Highway Administration

Finding of No Significant Impact (FONSI) for the Lemmon Drive Traffic Improvements and Resiliency Project



1.0 Study Area Description

The Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA) have prepared an Environmental Assessment (EA) as required by the National Environmental Policy Act (NEPA) for the Lemmon Drive Traffic Improvements and Resiliency Project. The proposed project will improve safety and reduce travel delays on Lemmon Drive between Fleetwood Drive and Ramsey Way.

The study area is in the Northern area of the City of Reno and in unincorporated Washoe County, Nevada and involves realigning 3.7 miles of Lemmon Drive between Fleetwood Drive and Ramsey Way (Figure 1).

2.0 Purpose and Need

The purpose of the project is to:

- » Provide reliable community access
- » Reduce travel delays
- » Provide a safe and reliable regional road during flood events
- » Reduce maintenance costs and burdens on Washoe County and City of Reno during flood events
- » Reconstruct, realign, and upgrade Lemmon Drive to meet current design standards, 2050 Regional Transportation Plan (RTP) regional needs, and address any deficiencies or safety concerns in the existing roadway alignment

The need to improve this segment of Lemmon Drive is demonstrated by the following:

- » Lemmon Drive faced emergency closures during flood events, highlighting a need for a more resilient roadway with reliable community access.
- » Washoe County's limited resources to continuously provide flood mitigation for Lemmon Drive and adjacent private property.
- » This segment of Lemmon Drive was identified as needing multimodal improvements according to local master plans.

3.0 Public and Agency Coordination

Public involvement and agency coordination were conducted during the development of the EA. A Technical Advisory Committee (TAC) was established to participate in developing evaluation criteria and potential project recommendations. The TAC and stakeholders included representatives from FHWA, NDOT, Regional Transportation Commission of Washoe County (RTC Washoe), Washoe County, and City of Reno. Agency and public outreach for the project began in 2023 as part of the Lemmon Drive Traffic Improvements and Resiliency Project NEPA process. A kickoff meeting was held in September 2023 to introduce the project, identify existing problems, develop decision making criteria, and identify potential alternative solutions for Lemmon Drive. Stakeholder meetings were conducted with TAC members to collaborate on project alternatives and solicit feedback for alternative analysis and to refine the proposed build alternative.

On March 5, 2024, NDOT and RTC Washoe emailed invitations to the U.S. Environmental Protection Agency (EPA), U.S. Fish and Wildlife Service (USFWS), U.S. Army Corps of Engineers (USACOE), and Bureau of Land Management (BLM) to participate in the Lemmon Drive Traffic Improvements and Resiliency Project as a Cooperating Agency in accordance with 23 CFR 771. Participation of the Cooperating Agencies was sought throughout all stages of the EA for technical information, resolution of issues, and identification of specific review and approval requirements. EPA and BLM accepted the invitation and have participated in developing the EA as Cooperating Agencies and have been involved throughout the project development process.

On March 5, 2024, NDOT and RTC Washoe emailed invitations to Washoe County, the City of Reno, and the Reno Sparks Indian Colony to participate as a Participating Agency. Washoe County and the City of Reno accepted the invitation to join as a Participating Agency and have been involved throughout the project development process.

Monthly Agency Meetings were held virtually throughout the project, to present the project to interested agencies and stakeholders and keep them informed of the process. The project location, purpose and need, alternatives development process, and build alternative were reviewed with meeting attendees during these meetings as well as regular status updates.

A Public Outreach and Agency Coordination Plan (Public Involvement Plan) was prepared in October 2023 to identify NDOT's outreach efforts for the environmental review process. The Outreach Plan focuses on facilitating public and governmental agencies' awareness and understanding of the study process, key milestones, project development details, and decision points.

A virtual public meeting was available at [northvalleysimprovements.com/lemmon-drive-improvementsand-resiliency-project](https://www.northvalleysimprovements.com/lemmon-drive-improvementsand-resiliency-project) from January 24 through February 26, 2024 and an in-person event was held on February 7, 2024 at Lemmon Valley Elementary School, located at 255 W. Patrician Drive, Reno NV 89506. A second virtual meeting was available at [northvalleysimprovements.com/lemmon-drive-improvementsand-resiliency-project](https://www.northvalleysimprovements.com/lemmon-drive-improvementsand-resiliency-project) from August 5 through September 6, 2024 and an in-person event was held on August 21, 2024 at Lemmon Valley Elementary School, located at 255 W. Patrician Drive, Reno NV 89506. RTC Washoe updated their website in April 2026 and all previous public meeting materials are available at <https://www.lemmondribeproject.com/presentations>.

Approximately 56 people attended the in-person Public Hearing on February 19, 2026. Attendees could provide comments by speaking with a court reporter, commenting during the question and answer session after the formal presentation, completing the comment form, or by email after the meeting.

The virtual public hearing website was available at [northvalleysimprovements.com/lemmon-drive-improvementsand-resiliency-project](https://www.northvalleysimprovements.com/lemmon-drive-improvementsand-resiliency-project) during the 30-day comment period, which was from February 5, 2026 through March 9, 2026. The website was available in English and Spanish. Comments could be provided by a comment form on the website or by email. RTC Washoe updated their website in April 2026 and all previous public meeting materials are available at <https://www.lemmondribeproject.com/presentations>.

Five comment forms were received at the in-person public hearing. Fourteen questions were received from attendees during the question-and-answer period of the hearing. Appendix A contains a transcript of the public hearing. Twenty-four comments were received via the website or email during the 30-day public review period.

Table 1 summarizes comments received and provides responses.

Table 1. Public Comments and Responses

Q&A Received at the In-Person Meeting

| Comment | Response |
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| <p>Hello. My name is [redacted], and I have a couple of questions.</p> <p>First, I have questions about the budgeting and funding. What is the official cost figure for the project? Why is there such a large difference between the \$55 million listed in the environmental assessment and the \$88.47 million shown on the RTC page? Which of these is the official number? In addition, of the official project cost, how much is being covered by federal funding through the RAISE Grant Program, and how much is being covered through the RTC fuel tax?</p> <p>My second question relates to the environmental study. Chad may be the best person to address this. You are aware of the PFAS present in Swan Lake. The project includes retention ponds, which would increase the surface area of the water. Some PFAS compounds are volatile and can aerosolize into the atmosphere as water evaporates. Increasing the surface area could therefore increase the rate of aerosolization. Have you evaluated the presence of these specific volatile PFAS?</p> <p>So, just to clarify, is the \$88.47 million figure the total project cost before the \$25 million from the grant is applied?</p> <p>I also reviewed the presentations from the August 2024 meeting. Those materials indicated that the Natural Berm Alternative 6 had been selected and showed a cost estimate of approximately \$32 to \$38 million. However, you also stated that the RTC’s current projected project cost is \$88.47 million. Why is there roughly a \$50 million difference? What am I missing?</p> <p>That appears to be about a \$50 million increase in less than two years, which seems significant.</p> <p>And regarding the PFAS issue, you mentioned that there are no studies on that specific concern. I understand. I just wanted to point out that, in a sense, we would effectively become the study. Thank you.</p> | <p>The project construction cost is estimated between \$55 and \$65 million. Overall project cost including NEPA clearance, final design, right-of-way, and construction is approximately \$73 million. RTC was awarded a \$25 million federal grant for specifically for construction costs.</p> <p>Potential exposure and health risks associated with PFAS in Swan Lake are likely minimal since it is not used as a source of drinking water, nor will it be directly used for construction water. Exposure and health risks associated with PFAS in soils in Lemmon Valley are unknown as regulatory agencies have not developed soil standards for PFAS. The impacts of the project on current conditions is not likely to change following completion of the project. The project will have no impact on current concentrations of PFAS in Swan Lake surface water or Lemmon Valley groundwater and soils.</p> |

| Comment | Response |
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| <p>Hello, my name is [redacted]. I'm a resident here. I just heard about tonight's information for the first time, and I believe we've attended every meeting you've held. I'm very concerned about the frontage road proposed from Ramsey to Pompe, and I have a couple of questions. I would like you to explain why this needs to be done.</p> <p>First, Ramsey is the main alternative route for getting out of Lemmon Valley. During the flooding, everyone had to use that route. Adding another very tight turnaround area where there is already speeding and people running stop signs seems extremely risky to me. It creates a serious public safety concern. People also take their dogs, animals, and side-by-sides out to the desert there, and this could create a situation where someone is going to get hit.</p> <p>In addition, people go off the ditch there all the time. It's simply a very bad location for something like this. I'm also concerned about the people who live nearby. I have friends who live right off Ramsey—sorry, Lemmon Drive. How will they be able to get horse trailers or recreational vehicles from that frontage road into their driveways? That seems like it would be a very difficult and unsafe spot for that kind of access.</p> <p>I'm also confused because I've never heard this proposal mentioned before, and we've attended what I believe has been every meeting. I'm concerned that this hasn't been clearly brought up, and I'm worried about the impact on residents in that area.</p> <p>Yes, exactly—that's the issue. It would essentially create a U-turn right there, which seems like it would be a terrible location for one. Drivers would have to slow down to turn left or possibly access the dirt road. Why is it so important to remove the existing accesses there when people shouldn't be speeding up that hill in the first place?</p> <p>Personally, I don't see how this reduces conflicts in that area. It seems like it would simply funnel everyone into one conflict point, and the area is already very busy. I'm very concerned about that and hope you will reconsider this plan.</p> | <p>Providing the frontage road reduces conflicting movements on a higher speed road (45 mph) and places them on slower speed roads (25 mph) providing safer and less severe crashes.</p> <p>The frontage road has been included as part of the Preferred Alternative since the beginning of the NEPA process.</p> <p>City of Reno standard curve radii will be used to accommodate trailers and larger vehicles.</p> |

| Comment | Response |
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| <p>I'm a resident. We've already had some lengthy discussions about this, but I wanted to bring up the flood mitigation because many residents may not have had the opportunity to hear the explanation that I received earlier.</p> <p>My understanding is that this road is not intended to stop flooding to the residences. Instead, it is meant to provide an access point by raising the roadway elevation, correct? There will still be culverts under the road that allow water to move from the lake to the ditches, so if the lake were to breach again, it could still potentially flood residences. Is that correct?</p> <p>Okay, I just wanted to make sure everyone understood the explanation that I was given earlier. I am also glad to see that the frontage road will extend all the way to Chickadee, because I was concerned about traffic from the back of the valley cutting through my neighborhood on Tupelo at high speeds. So thank you. That's all I have to say on that point.</p> <p>You will be digging mitigation holes—ponds, or whatever you want to call them—to hold water, correct? We all know there is PFAS in the lake and in the soil. What safety measures will you take during construction? I've lived here for over 30 years, and since the flood I've had ongoing breathing problems. What will you do while digging those ponds to ensure that PFAS is not released into the air and affecting residents? When you disturb that soil, what steps will be taken to prevent contamination? What studies have been done to determine how contaminated the soil is? We know there are dust-control measures, but given that PFAS is present in both the soil and the water, what additional precautions will be taken to ensure residents are not facing serious health risks years from now?</p> <p>Have you taken soil samples down to the depth that will be excavated to determine how much PFAS is present in the soil? It's unfortunate if that extra step has not been taken.</p> | <p>The purpose of the project is to provide a safe and reliable regional road with at least one dry lane in each direction of travel during major flood events, including those that could occur more frequently than a 100-year flood.</p> <p>Volumetric mitigation basins would be constructed between the new, realigned Lemmon Drive and the existing Lemmon Drive within the FEMA floodplain. This mitigation would provide 1.3 cubic yards or basin excavation for every one cubic yard of embankment placed within the FEMA 100-year floodplain.</p> <p>Potential exposure and health risks associated with PFAS in Swan Lake are likely minimal since it is not used as a source of drinking water, nor will it be directly used for construction water. Exposure and health risks associated with PFAS in soils in Lemmon Valley are unknown as regulatory agencies have not developed soil standards for PFAS. The impacts of the project on current conditions is not likely to change following completion of the project. The project will have no impact on current concentrations of PFAS in Swan Lake surface water or Lemmon Valley groundwater and soils.</p> |

| Comment | Response |
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| <p>My name is [redacted]. I'm a more recent member of the community—I moved here about a year ago. I know I discussed this with Chad and with you, Bryan, but I wanted to share the question with the broader group as well.</p> <p>With the proposed Lemmon Valley Road being straighter, and based on the information provided in the packets, the roadway—particularly with the center left-turn lane—appears significantly wider. Based on studies by NAFTA and the Federal Highway Administration on driver psychology, roadway designs that appear wider can encourage higher driving speeds. Given that, what measures are you planning to implement to mitigate speeds and encourage drivers to slow down on the new alignment?</p> <p>My other question is something we also discussed earlier, but I'd like it on the record for the larger group. Considering possible winter conditions, if a driver were on the Swan Lake side of the road and experienced a spinout, is there concern about vehicles potentially ending up in the lake, or will there be sufficient recovery area to prevent that?</p> | <p>Raised median islands will be utilized to help control speeds. Speed limits will remain as they are currently.</p> <p>Widened paved and gravel shoulders providing AASHTO clear zone distance are being utilized on the realigned area.</p> |
| <p>Hi, my name is [redacted], and I have a question. For the people who live along the frontage road and will be accessing it, how will services such as garbage trucks, mail delivery, and fire trucks reach those homes? What about delivery services like Amazon? Will the frontage road have a different street name or address designation? I'm concerned that this could become confusing for residents and service providers. Does that make sense?</p> | <p>Frontage roads are open to the general public and will operate as they do today for all public services. Existing street names and addresses will stay the same.</p> |

| Comment | Response |
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| <p>My name is [redacted], and I live on [redacted] in Lemmon Valley. I have concerns regarding flooding, road safety, and community impacts from development.</p> <p>First, I want to know how this project will affect water flow in our area, particularly near Patrician Drive and Fremont Way. Will the project impact flooding or drainage in these locations? Will road repairs or improvements be conducted as part of this project, and who will be responsible for paying for them?</p> <p>Given the history of flooding in Lemmon Valley (including the 2017 flood and previous floods over the decades) I am concerned about future events. If a severe flood occurs after this project, who will be responsible for mitigating damage, ensuring safety, and providing funding for recovery?</p> <p>I am also concerned about housing developments in the area. New homes and apartments must be safe for residents, especially children, and the community should not bear the financial burden of infrastructure or repairs that result from these developments. Taxes are already high, and the small community of Lemmon Valley should not be expected to pay for costs created by developers.</p> <p>Additionally, I want to emphasize street safety. Ice, snow, and poor road conditions can create hazards for residents, including near schools. Proper maintenance, including clearing snow and ensuring safe streets, is critical to protect the community.</p> <p>Finally, I urge transparency and warning to residents about potential risks, including flood hazards, so that people can make informed decisions and avoid unnecessary danger. Communities must be protected from unsafe conditions, and accountability is essential to prevent harm and potential lawsuits.</p> <p>Thank you for accepting these comments.</p> | <p>The purpose of the project is to provide a safe and reliable regional road with at least one dry lane in each direction of travel during major flood events, including those that could occur more frequently than a 100-year flood.</p> <p>Volumetric mitigation basins would be constructed between the new, realigned Lemmon Drive and the existing Lemmon Drive within the FEMA floodplain. This mitigation would provide 1.3 cubic yards or basin excavation for every one cubic yard of embankment placed within the FEMA 100-year floodplain. In addition, equalization culverts will be utilized to best perpetuate water flows from the east-to-west and west-to-east across the berm. These mitigation basins are sized only for this project and cannot be utilized by future developers for mitigation credit.</p> <p>Washoe County is responsible for Swan Lake flooding mitigation in this area. City of Reno and Washoe County will be responsible for daily maintenance of the roadways within the project limits.</p> |

| Comment | Response |
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| <p>Hello, my name is [redacted], for the record. My concern is that the focus seems to be entirely on the road itself, without considering the surrounding infrastructure or broader community impacts. There appears to be no accountability for flood mitigation or related issues.</p> <p>The City of Reno has effectively cut off communication with the east side of the lake, including the Heppner subdivision. There is no drainage from those areas into the lake because of berms, and your road would worsen that situation. While there is supposedly some drainage under the road for high water levels, the reality is more complicated. Many new developments, including warehouses, have placed homes into the 100-year floodplain. On the northeast side of the homes, drainage is blocked by a wall, and currently only portable pumps are used.</p> <p>If you're building a permanent road, shouldn't it be part of RTC's responsibility, including Reno, Washoe County, and Sparks, to ensure proper flood management? This should include a holding pond or engineered process to evacuate water from the closed basin, rather than relying on temporary, backhoe-dug holes.</p> <p>Earlier engineering reports, such as those from Quad-Knopf, indicate that the lake does not naturally drain. This is partly because the City of Reno and Washoe County are dumping effluent, including Class C waste, into it. So this is far more than just building a road, it affects the entire community. Thank you.</p> | <p>The purpose of the project is to provide a safe and reliable regional road with at least one dry lane in each direction of travel during major flood events, including those that could occur more frequently than a 100-year flood.</p> <p>Volumetric mitigation basins would be constructed between the new, realigned Lemmon Drive and the existing Lemmon Drive within the FEMA floodplain. This mitigation would provide 1.3 cubic yards or basin excavation for every one cubic yard of embankment placed within the FEMA 100-year floodplain.</p> <p>Potential exposure and health risks associated with PFAS in Swan Lake are likely minimal since it is not used as a source of drinking water, nor will it be directly used for construction water. Exposure and health risks associated with PFAS in soils in Lemmon Valley are unknown as regulatory agencies have not developed soil standards for PFAS. The impacts of the project on current conditions is not likely to change following completion of the project. The project will have no impact on current concentrations of PFAS in Swan Lake surface water or Lemmon Valley groundwater and soils.</p> <p>The roadway structural section is being designed by licensed engineers with experience building paved roads on these type of soils.</p> <p>The project is designed to accommodate the RTC's 2050 Regional Transportation Plan forecasted traffic.</p> |

| Comment | Response |
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| <p>[redacted]. I live at [redacted] and [redacted], and I have several concerns regarding the upcoming road project. I'm worried that it will reduce the area available for water during storms, pushing more water into our properties, as has happened with previous flooding. I'm also concerned that Arizona may see increased traffic and that the new traffic signal could impact our properties.</p> <p>I'm concerned about the holding ponds as well, how they may be used to support new developments or additional water routing. When these ponds reach capacity, I worry about the negative effects on existing properties.</p> <p>I appreciate that you are trying to help and I'm very grateful for that. However, many of us were not previously in flood zones, and we are now. Many residents were impacted by the flood and had to spend considerable time, money, and resources helping ourselves and our neighbors. I understand that different areas fall under different rules and government agencies, but I ask that you be mindful that we cannot simply lift our homes or protect ourselves at the expense of our neighbors. Please consider looking at additional ways to support long-term community members so that we are not overlooked in these decisions. Greater communication with residents could help identify positive solutions that protect both our properties and the broader community, ensuring we don't continue to lose property value or face negative impacts from other government actions. Thank you.</p> | <p>Volumetric mitigation basins would be constructed between the new, realigned Lemmon Drive and the existing Lemmon Drive within the FEMA floodplain. This mitigation would provide 1.3 cubic yards or basin excavation for every one cubic yard of embankment placed within the FEMA 100-year floodplain. In addition, equalization culverts will be utilized to best perpetuate water flows from the east-to-west and west-to-east across the berm. These mitigation basins are sized only for this project and cannot be utilized by future developers for mitigation credit. The proposed mitigation basin is also a permanent facility.</p> <p>No traffic signals are part of the project, only school flashers and a Rectangular Rapid Flashing Beacon for pedestrians at Patrician Drive. Some cross streets will see minor increases of traffic due balanced access to Lemmon Drive, however, those delays will not be significant.</p> |

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| <p>For the record, my name is [redacted].</p> <p>I have serious concerns about the proposed project and its impact on Lemmon Valley and the North Valleys. The intersection to access the freeway is already problematic, and recent improvements, including the new traffic light, have not addressed the issues. This proposed road seems unnecessary and poorly located.</p> <p>The new alignment is being planned on silt, which will likely perform the same as the existing Lemmon Drive. If the goal is to improve flood management, this project will not help. Lemmon Drive itself needs repair and elevation to address flooding rather than building a new road elsewhere. Additionally, Swan Lake is polluted, as independent studies have shown, raising concerns about moving road construction closer to it.</p> <p>The proposed plan creates a bottleneck, reducing multiple lanes to one in some areas. This will increase congestion and delays for local residents rather than improving access or safety. It appears the primary benefit is for developers in Silver Knolls, who would gain a secondary access route, rather than addressing community needs.</p> <p>Since the previous projects in Lemmon Valley, accidents and traffic delays have increased compared to the decades prior. Residents' questions at public meetings are often unanswered, and there is no clear explanation of why building on silt or creating bottlenecks is considered beneficial. Environmental concerns are also significant; the soil in the area now causes itching for people and pets, which did not occur before flooding, suggesting possible contamination.</p> <p>In summary, this project does not improve flood protection, creates unnecessary traffic issues, and primarily serves development interests. I urge RTC, Washoe County, and the City of Reno to answer residents' questions, reconsider the alignment, and focus on repairing and improving existing roads for public safety.</p> | <p>The purpose of the project is to provide a safe and reliable regional road with at least one dry lane in each direction of travel during major flood events, including those that could occur more frequently than a 100-year flood.</p> <p>Volumetric mitigation basins would be constructed between the new, realigned Lemmon Drive and the existing Lemmon Drive within the FEMA floodplain. This mitigation would provide 1.3 cubic yards or basin excavation for every one cubic yard of embankment placed within the FEMA 100-year floodplain.</p> <p>Potential exposure and health risks associated with PFAS in Swan Lake are likely minimal since it is not used as a source of drinking water, nor will it be directly used for construction water. Exposure and health risks associated with PFAS in soils in Lemmon Valley are unknown as regulatory agencies have not developed soil standards for PFAS. The impacts of the project on current conditions is not likely to change following completion of the project. The project will have no impact on current concentrations of PFAS in Swan Lake surface water or Lemmon Valley groundwater and soils.</p> <p>The roadway structural section is being designed by licensed engineers with experience building paved roads on these type of soils.</p> <p>The project is designed to accommodate the RTC's 2050 Regional Transportation Plan forecasted traffic.</p> |

| Comment | Response |
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| <p>My name is [redacted]. You're using \$25 million from the flood mitigation funds—is that correct? That money is supposed to be for flood mitigation, right? Shouldn't it be directly tied to reducing flood risk?</p> <p>So you're using those funds to build the retention or detention ponds you mentioned?</p> <p>Okay. What is the criteria for using that money? Is it simply that it helps mitigate flooding in some way?</p> <p>Does this \$25 million go back through Washoe County?</p> <p>You mentioned Washoe County—so it's handled through them?</p> <p>Don't you think those funds could be used more effectively for flood mitigation beyond just the ponds, rather than simply being used to qualify for your grant?</p> | <p>The \$25 million is from a USDOT BUILD grant which must used for the specified project which the specific Lemmon Drive project being discussed. The grant scope did not include flood mitigation.</p> <p>The mitigation area is part of the proposed Lemmon Drive project being discussed.</p> <p>The funding is transferred from the USDOT/FHWA to NDOT, who then provides to RTC through an Interlocal Agreement.</p> |
| <p>[redacted], Oregon Boulevard. From what I understand, the frontage road from Chickadee to Lemmon Drive—or Oregon Drive—will allow everyone to access it as usual. Is that correct?</p> | <p>Yes, frontage roads are open to the general public.</p> |
| <p>[redacted]. First, I'd like to ask about the core samples. I've asked before, is there a place where we can access the results? These samples were taken some time ago, and I understand that the person conducting them noted the lake was around 24 feet, 24.2 or so. What were the results of those samples? That seems very high for when the measurements were taken.</p> <p>Second, has there been any correspondence—emails, phone calls, or other communication—with developer Lissner or Bill Thomas from the Reno City Council regarding this project? I understand that Mr. Lissner is building a subdivision in Silver Knolls and may need a traffic outlet through this area. I'm not making any accusations; I'd just like to know if he's involved.</p> <p>Also, if it's been two years since the core samples were taken, how often do these samples need to be updated before moving forward with the project? The core samples are very important.</p> | <p>Access to the cores can be requested through a Public Information Request. Our team will still need to see if those cores are still in storage since they were taken and evaluated a year ago. Evaluation results will be part of the final geotechnical report that is in development. Core samples are not updated unless significant changes in geological conditions occur.</p> <p>The project team has only provided project updates to adjacent development as requested.</p> |

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| <p>My name is [redacted]. I live on [redacted], near what used to be our fire station, which is no longer operational. That building now belongs to the wildland fire team, which does not respond to fires in our neighborhood or surrounding areas. I'm concerned about emergency access, getting equipment in and out, especially with Nectar being cut off and traffic being redirected onto side streets. This is already causing frustration among residents.</p> <p>We don't get good snow plowing, and our road maintenance is poor. The county isn't taking care of us, even though we pay taxes for these services. I understand there's a pipe along the berm that drains water from the lake to the other side, but I'm trying to figure out how we would evacuate if the valley floods again, there really is no way out.</p> <p>Looking at past plans, like the 2021 plan showing four lanes from Fleetwood to Chickadee, it seems like it might make sense to extend four lanes up to Ramsey if that's going to happen anyway.</p> <p>I'm also concerned about new developments. Houses are going to be built in that pit; Prado has already purchased land, and it seems like the plan is to move people out of the area to make room for development. I've lived here for 40 years and have seen this area flood multiple times. The county has historically done a poor job managing infrastructure, and now the city is in charge. I'm a retired city employee, and I think they do a poor job as well.</p> <p>I'm not necessarily opposed to all of this, but I hope a solid plan is put in place that ensures residents can safely evacuate during floods. The current congestion near the freeway only adds to the concern. This is just something I wanted to bring to your attention.</p> | <p>The project was discussed with Truckee Meadows Fire District and no concern was expressed for response times.</p> <p>Gated emergency access will be provided on existing Lemmon Drive from Arkansas Drive to Chickadee Drive.</p> |

| Comment | Response |
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| <p>My name is [redacted]. I'd like to follow up on a couple of answers from earlier. You mentioned a 1.3-to-1 ratio for material moved and removed, is that correct?</p> <p>Given that this road project isn't intended for flood mitigation, why has it only met the bare minimum requirements under Washoe County code? Why not 1.4 or 1.5 and killing two birds with one stone? We could be helping residents while building the new road. Why stick to the minimum?</p> <p>Also, we've heard a lot about PFAS tonight, which is a major concern. You mentioned permitting for dust control for the contractor awarded this project. What enforcement actions will be taken if the contractor tries to cut corners? Thank you for your time.</p> | <p>The purpose of the project is to provide a safe and reliable regional road with at least one dry lane in each direction of travel during major flood events, including those that could occur more frequently than a 100-year flood.</p> <p>Volumetric mitigation basins would be constructed between the new, realigned Lemmon Drive and the existing Lemmon Drive within the FEMA floodplain. This mitigation would provide 1.3 cubic yards or basin excavation for every one cubic yard of embankment placed within the FEMA 100-year floodplain.</p> <p>Dust control enforcement is conducted by Northern Nevada Public Health.</p> |
| <p>Hard Copy Comment Forms</p> | |
| Comment | Response |
| <p>When does bottlenecking ever work on a road? How does this help residents during flooding if we will not be able to reach our homes anyway? Emergency response times will increase, which will only make traffic in the housing area worse.</p> | <p>Access to Lemmon Drive is being balanced to reduce potential conflict points within the corridor while still providing access. Additional access points at Arizona Street and Arkansas Street were provided based on public feedback.</p> <p>The project is designed to accommodate the RTC's 2050 Regional Transportation Plan forecasted traffic.</p> <p>The project was discussed with Truckee Meadows Fire District and no concern was expressed for response times.</p> |
| <p>I have no issues with relocating and raising Lemmon Drive. However, the warehouse proposed between Arkansas and Deodar is very concerning. We do not need semi-trucks on Lemmon Drive, especially through school zones and single-lane sections. I drive in this crazy, unfortunate traffic mess every day, and it needs to be corrected. I am a fourth-generation Reno resident and have lived in Lemmon Valley for 43 years. The City of Reno has damaged our community in a very short time. We need a "real" artery to get out of the Valley and into town. I do not think this plan is the answer.</p> | <p>RTC Washoe does not have authority over land use or development determination or approvals.</p> |

| Comment | Response |
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| <p>Bad:</p> <ol style="list-style-type: none"> 1. Five road access/exit points removed. 2. More floodplain consumed; BFE increases. 3. Increased emergency response times. 4. A new two-lane road while adding Red Rock traffic. 5. Lemmon Drive and Sky Vista are already a congested mess. 6. A new road built on silt. <p>Good:</p> <ol style="list-style-type: none"> 1. Elevate the existing road and expand it to three or four lanes to Red Rock. 2. Provide a professionally engineered drainage system. 3. Provide a means to remove stormwater and effluent from the area. | <p>Access to Lemmon Drive is being balanced to reduce potential conflict points within the corridor while still providing access. Additional access points at Arizona Street and Arkansas Street were provided based on public feedback.</p> <p>Volumetric mitigation basins would be constructed between the new, realigned Lemmon Drive and the existing Lemmon Drive within the FEMA floodplain. This mitigation would provide 1.3 cubic yards or basin excavation for every one cubic yard of embankment placed within the FEMA 100-year floodplain. These mitigation basins would not be available for future development.</p> <p>The project was discussed with Truckee Meadows Fire District and no concern was expressed for response times.</p> <p>The proposed overall capacity is designed to meet the projected 2050 RTP traffic needs.</p> <p>The roadway structural section is being designed by licensed engineers with experience building paved roads on these type of soils.</p> |
| <p>I am writing in opposition to the placement of a frontage road from Ramsey Way to Pompe Way. Ramsey Way is the only paved alternative route out of Lemmon Valley in an emergency or for access to Stead. Adding additional exits and entrances would be a detriment to this area.</p> <p>It is already a very busy street and intersection, with speeding and running stop signs as common problems. Placing a frontage road in this area would put the public at greater risk and likely increase accidents. It would also be a significant inconvenience for community members who live along that stretch of Lemmon Drive to access their driveways with large trailers or recreational vehicles.</p> <p>Please reconsider this part of the plan. Thank you.</p> | <p>Access to Lemmon Drive is being balanced to reduce potential conflict points within the corridor while still providing access. Additional access points at Arizona Street and Arkansas Street were provided based on public feedback. Access to Lemmon Drive is being balanced to reduce potential conflict points within the corridor while still providing access.</p> <p>The project will include incorporate City of Reno standards for intersection curve radii to provide standard curves for trailer and larger vehicle turning radius.</p> |

| Comment | Response |
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| <p>Washoe County, RTC, and the City of Reno still have not addressed flood mitigation or explained how flooding will be reduced in this closed basin. You claim it is cheaper to build an entirely new road on a currently faulty levee and then remove and replace the road where it currently exists. I work in construction—this is my industry—and I am not buying that line of nonsense.</p> <p>You are cutting access from five routes down to two or three. How is that safer? You are going to have to haul millions of tons of material to build up this glorified levee (the Swan Lake Berm). When you displace the floodplain, where will the water go?</p> <p>There is currently standing water between the berm and the existing Lemmon Drive. This is a closed basin—there is nowhere for that water to go. So why the big push for this realignment berm project?</p> <p>After this new road is finished, what happens next? Will this road be approved for truck traffic (semi-trucks)? Where have our tax dollars been going to maintain the current road?</p> <p>I am firmly against this project. It is hard to believe claims that it is cheaper to build an entirely new road than to maintain the current one. RTC still owes the Hepner Subdivision a neighborhood park that remains a dirt lot after 50 years. How do you expect residents to approve this proposal when nothing has been done for maintenance or flood prevention, yet our tax dollars continue to be taken?</p> | <p>The project’s purpose and need is to provide a resilient roadway that can provide one dry lane in each direction during a 100-year flood event. By moving the roadway to the west, that allows a significant portion of the project to be built above the 100-year floodplain. For areas within the 100-year floodplain a 1.3 CUYD to 1 CUYD volumetric mitigation basin will be constructed within the floodplain to mitigate additional material placed within the floodplain.</p> <p>The roadway structural section is being designed by licensed engineers with experience building paved roads on these type of soils.</p> <p>Access to Lemmon Drive is being balanced to reduce potential conflict points within the corridor while still providing access. Additional access points at Arizona Street and Arkansas Street were provided based on public feedback.</p> <p>RTC Washoe does not have jurisdiction over Washoe County or City of Reno park projects.</p> |

Email and Web Comment Forms

| Comment | Response |
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| <p>Does this project this project have private funding?</p> | <p>No. All funding is federal or local RTC Washoe funding.</p> |
| <p>The proposed improvements seem logical and reasonable. Thanks for sharing this information in a well organized package. Thanks.</p> | <p>Thank you for your comment.</p> |

| Comment | Response |
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| <p>Is this just step one for Prada Ranch? More houses, more manufacturing, all of which no one wants out here. Years ago, they wanted to put a kitty litter plant in the back of the valley, but it was voted down because of big rigs going through our school zone. What has changed now?</p> <p>Moving the road now seems like just an excuse to acquire more land that won't flood. The City of Reno caused the 2017 flood in the first place by pumping water into the dry lake. They were found responsible, so why are we being told the road will flood again? Not if they don't pump water here so homes flood instead of warehouses.</p> | <p>The realigned segment of Lemmon Drive would run along the east side of an existing berm, allowing the roadway to be constructed above the existing Federal Emergency Management Agency (FEMA) 100-year base flood elevation (1% chance of flooding in a year). With the relocation, a portion of the road is able to be moved outside of the FMEA flood area.</p> <p>Volumetric mitigation basins would be constructed between the new, realigned Lemmon Drive and the existing Lemmon Drive within the FEMA floodplain. This mitigation would provide 1.3 cubic yards of basin excavation for every one cubic yard of embankment placed within the FEMA 100-year floodplain. These mitigation basins would not be available for future development.</p> |
| <p>Matterhorn Drive services several streets in the Lemmon Valley Estates, as well as all of Antelope Valley. This is a major road and should connect directly to Lemmon Valley Road. With this project, all major road turnoffs, such as Nectar and Chickadee, should have turnouts. My wife and I were almost killed while waiting to turn onto Chickadee when we were hit from the rear and pushed into a head-on collision. Just a couple of suggestions.</p> | <p>A new connection from the Matterhorn Drive and Tupelo Street intersection to Chickadee Drive would provide a more direct connection to the new Lemmon Drive for Antelope Valley residents.</p> <p>Dedicated right- and left-turn pockets are being provided at cross street intersections with Lemmon Drive from Patrician Drive to Oregon Drive.</p> |

| Comment | Response |
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| <p>Hello, I'm contacting you regarding the Lemmon Valley project. I have lived in Lemmon Valley my entire life (34 years). I've witnessed flooding here multiple times and have seen the area neglected by both the county and RTC in terms of maintenance. Yet, the planning proposal for Lemmon Drive seems like just another way to frustrate residents, as has been voiced in several meetings.</p> <p>The purpose of this email is to express that moving Lemmon Drive near Swan Lake is a terrible planning idea. I know my opinion may not carry much weight, but I live in Lemmon Valley. This project directly impacts my home area.</p> <p>Why can't the funding be used to improve the current Lemmon Drive, making it more resilient to flooding? Why move the road closer to Swan Lake, which is partially a nature preserve? I don't understand why it wouldn't make more sense for the road to remain accessible to residents' homes and perhaps align closer to Oregon Boulevard. The additional traffic this plan will create on extended roads is likely to cause more problems.</p> <p>Additionally, there are multiple access roads to Lemmon, such as Arizona Street, Idaho Street, Waterash Street, and others. What happens to these roads under this plan? Will access be eliminated?</p> <p>Why are the opinions and opposition of Lemmon Valley residents being ignored? Doesn't our input matter?</p> | <p>Raising existing Lemmon Drive would result in substantially higher project costs along with impacting traffic and travel times during construction. Raising existing Lemmon Drive would create a barrier immediately adjacent to the existing homes along the northern portion of the project, resulting in impacts to drainage and requiring over ten times the volumetric mitigation excavation compared to the Preferred Alternative to avoid impacts to the 100-year floodplain. Raising existing Lemmon Drive would also require additional temporary and/or permanent easements/right-of-way acquisitions.</p> <p>Access to the new Lemmon Drive is not being eliminated. Oregon Drive, Arizona Street, and Chickadee Drive will have access to the new Lemmon Drive from the northern neighborhood area. Access at Arizona Street and Arkansas Street (farther south) were added to the Preferred Alternative based on public feedback after the January 2024 Public Information Meeting.</p> |

| Comment | Response |
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| <p>(Part 1) The Conservation Committee of Northwest Nevada Bird Alliance (the new name of Lahontan Audubon Society) would like to express our appreciation that many of our concerns were considered in the initial planning of the Lemmon Drive Traffic and Resiliency Project (LDTRP). We recognize that this project will bring significant changes to the Swan Lake environment. We are therefore pleased that the design and planning team has valued and integrated many of our questions and concerns into the proposed construction plans for the realigned Lemmon Drive.</p> <p>In particular, we are very glad that the proposal avoids locating the road on the very crest of the dune bordering the east shore of Swan Lake, and that instead, the road will run slightly to the east of the dune. This alignment will hopefully minimize the amount of garbage—a common companion of roadways—that could be swept into Swan Lake.</p> <p>In addition, we hope there are plans to divert as much traffic-associated pollution as possible (microplastics from tires and automotive petrochemicals) to prevent further degradation of water quality in the already highly polluted lake.</p> <p>We appreciate that, according to the information provided in the Environmental Assessment (EA), we can count on RTC’s concern for wildlife, as well as efforts to re-establish as much of the original vegetation as possible where it will be disturbed by construction. Birds, in particular, are likely to be affected by construction activities, especially during the nesting season, which runs approximately from early March through the end of July, depending on the year. We trust that construction supervisors will ensure contractors strictly adhere to the standards of care laid out in the EA, and will take corrective action if necessary. At the public meeting, one staff member mentioned that a binding clause in construction contracts could be used to encourage compliance regarding PFAs. Would a similar clause be an option to ensure adequate protection of nesting birds and their offspring?</p> | <p>During final design, drainage design will ensure that there are no water quality impacts draining to Swan Lake. During final design and pre-construction, NDOT, RTC, the construction contractor, and NDEP will evaluate and identify which Best Management Practices (BMP) will be implemented.</p> <p>Nesting surveys must be conducted on all contractor staging areas, and ground disturbance areas. Contractual limitations regarding nesting bird season will be included in the construction specifications.</p> <p>The list of species discussed in the EA is not meant to be all inclusive of every potential species, but rather reflect the most common species. The project team consulted with the US Fish and Wildlife Service as part of the NEPA evaluation.</p> <p>Right-of-way acquisition is limited to project needs.</p> |

| Comment | Response |
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| <p>(Part 2) We were disappointed by the minimal number of bird species listed in the EA. Many other birds—including Sage Thrasher, Northern Mockingbird, California Quail, and Loggerhead Shrike—have been observed in the area and may nest in or under the bushy vegetation of the floodplain. We would like to draw particular attention to the Sage Thrasher, a medium-sized bird easily camouflaged by its coloration. NDOW considers the Sage Thrasher a Species of Greatest Conservation Need (2022 Nevada State Wildlife Action Plan, p. 39). It will be crucial to inform and monitor for this bird, especially during nesting season, because it can be so easily overlooked.</p> <p>We would also reiterate our concern regarding the construction of culverts/underpasses for wildlife. Currently, birds and other wildlife can follow the natural terrain to reach the lake if they venture onto the floodplain. With a roadway corridor over 100 feet wide, creating wildlife- (and especially waterbird-) friendly underpasses/culverts will be a special challenge. We request that the engineering division apply design recommendations informed by animal behavior to ensure that animals actually use the passages.</p> <p>Finally, the new Lemmon Drive will cut through several privately owned parcels. During the public meeting, we learned that the plan is to acquire only the land necessary for the right-of-way. We hope, however, that the project team will work with other offices and authorities to purchase the entire parcels, especially those bordering Swan Lake, so that people can access the lakeshore in its entirety. Transferring these parcels into public hands also increases the likelihood that they can be kept free of trash, as both individuals and KTMB would have access. Privately held parcels, such as the empty lot next to the TMWA pump-house behind Lemmon Valley Elementary, are often used as dumping grounds and pollute the environment, including the lake.</p> <p>Thank you for considering our suggestions.</p> | |

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| <p>My name is [redacted], and I own a home and reside in Lemmon Valley. We met at the February 19th Lemmon Drive Traffic Improvements and Resiliency public hearing, and you mentioned I could follow up with property-specific questions.</p> <p>First, I want to thank you and Chad again for hosting the meeting. I know those discussions can be challenging, and I appreciated the transparency and the time you both took to address community concerns.</p> <p>I do have a few specific concerns related to my property. One of the primary reasons I purchased this home was the open view across Lemmon Drive, not only of the mountains in the distance, but also of the open field directly across from my fence line.</p> <p>I understand that improvements are necessary, but I am concerned that raising Lemmon Drive by two feet could meaningfully reduce my view of the field and increase bypasser/motorist visibility into my backyard. I am already able to see the tops of passing vehicles in the current configuration, so I am trying to better understand how the finished elevation will relate to my fence line and yard. I am also wondering whether a higher roadway elevation could increase nighttime headlight exposure on my property.</p> <p>For reference, I've attached a couple of photos showing the current fence line and sightline from my backyard.</p> <p>Additionally, could you clarify:</p> <p>Whether Lemmon Drive will shift laterally closer to my parcel as part of the realignment?</p> <p>Whether any noise or visual mitigation is planned for properties directly adjacent to the roadway?</p> <p>Whether my rear access gate and the dirt access road behind my property will remain accessible? That gate is currently my only vehicle access point to the backyard.</p> <p>I'm not opposed to improvements in the area, but I would appreciate any clarification you can provide regarding how these changes may affect my lot specifically.</p> <p>Thank you again for your time.</p> | <p>The roadway will be elevated approximately 1-2 feet within this area. The roadway itself is not being raised above the fenceline. As mentioned you currently see cars passing by, this will continue to occur. Direct headlights coming into your backyard would not be anticipated since the road is on a tangent behind your fence.</p> <p>Lemmon Drive is staying on its currently alignment, however the road is being widened bringing the new edge of pavement closer to the back property line. A noise study was conducted with identified that no new soundwalls were required or justified.</p> <p>If the backyard gate is not currently permitted by the City or County this access will not be able to be provided any longer.</p> |

| Comment | Response |
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| <p>(Part 1) Residents in Lemmon Valley and the North Valleys have concerns regarding RTC’s proposed realignment of Lemmon Drive to the silt berm and into Swan Lake, citing potential safety risks. This document is a full review of both RTC’s website and the North Valleys Improvement website. When comparing the two, there are differences and conflicting information that were not resolved during the meeting. I have put this into a concise document to be used against RTC if Lemmon Drive is moved and something bad does occur.</p> <ul style="list-style-type: none"> • The new alignment will feature only two lanes, leaving no room for vehicles to move over for first responders. If an accident occurs, the road will be blocked until the accident is cleared. • There will be no emergency lanes. • Hepner subdivisions and Antelope Valley residents will have only two (2) or three (3) entry points to reach Lemmon Drive, reduced from the current eight (8). This creates a funnel effect. There are about 1,000 homes, with approximately two cars per home, meaning roughly 2,000 vehicles will use these two locations during peak traffic hours. • Additional vehicles will come from new development areas such as Silver Knolls, on the other side of the airport, connecting to Lemmon Drive on a two-lane road. This could add approximately 4,000 vehicles within the same timeframe. • This plan reduces four lanes to two lanes heading northeast at the old Washoe County Sewer facility before extending Lemmon Drive past the airport toward Silver Knolls, primarily benefiting a development project. With existing homes and heavy traffic, why not maintain four lanes throughout? • This project will disrupt stormwater flow communication with Swan Lake from the current subdivisions on the northeast side of existing Lemmon Drive, causing stormwater to back up in the existing culvert and potentially flood the subdivision. • Swan Lake construction will use essential floodplain needed to prevent flooding like the event in 2017. (This information is from the RTC website. The North Valleys Improvement site places the project lower and not into Swan Lake, which is conflicting information). | <p>The proposed improvements are designed to accommodate projected 2050 traffic volumes in accordance with the Regional Transportation Plan. Access to Lemmon Drive is being balanced to reduce conflict points while maintaining connectivity, consistent with current roadway design standards and safety best practices.</p> <p>The project has been coordinated with emergency service providers, including Truckee Meadows Fire District, and no concerns were identified regarding emergency response times. Emergency access will be maintained, including provisions such as gated access along the existing alignment where appropriate.</p> <p>Access points are being consolidated to reduce conflict points and improve safety while maintaining necessary connectivity. Additional access locations were incorporated based on public feedback to ensure reasonable and safe access.</p> <p>The project is intended to provide a reliable roadway during flood events and is not intended to eliminate regional flooding. Volumetric mitigation basins will be constructed at a ratio of approximately 1.3 cubic yards of excavation for every 1 cubic yard of embankment. Equalization culverts will maintain hydraulic connectivity and existing drainage patterns.</p> <p>The project includes equalization culverts and engineered drainage features designed to maintain hydraulic connectivity. Final design will incorporate detailed hydraulic analysis to ensure compliance with FEMA floodplain requirements. Existing drainage patterns will be maintained and any culverts removed will have a replacement culvert installed serving the same function. In several cases culverts will be upsized as required to meet current drainage requirements.</p> <p>The project will not increase or change existing PFAS concentrations in surface water, groundwater, or soils. Swan Lake is not a drinking water source and will not be used for construction water. Standard construction BMPs and regulatory oversight will be implemented to minimize exposure.</p> |

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| <p>(Part 2) • Stormwater runoff offset is proposed to occur on a developer’s property, yet the developer has stated the land is needed for development. The same location cannot serve both purposes. There is not enough land available, nor can it be excavated deeply enough to account for the required 120% volume.</p> <ul style="list-style-type: none"> • Certified tests show Swan Lake and its soils are contaminated just 20 feet above the aquifer, according to staff following core samples. • Existing Lemmon Drive is unstable, often described as a washboard road, because it was built on silt. Why would the new construction perform differently? • Projects costing \$88 million that primarily benefit developers, without improving public safety, should not be approved. • Despite more than \$20 million in federal COVID funds allocated to Lemmon Drive, drainage problems and rough road conditions persist. This raises questions about how the funds were used and where accountability lies. Additionally, \$25 million of the \$88 million project cost is federal funding. • The project may require taking personal property for realignment and associated costs. • According to the maps, one parcel of this project is located on Bureau of Land Management (BLM) property, and most of Swan Lake is also designated as BLM land. • The project appears to be moving forward because a major developer in Silver Knolls wants to increase housing density from three to seven homes per acre, add apartments, and obtain a secondary evacuation route without making an investment. The developer has not followed through on promised infrastructure upgrades to Red Rock Road, which could make conditions more hazardous for current residents if approved. • Contamination of Swan Lake remains a concern, and you already have the related information on this issue. • Commissioner Herman and I also provided RTC information to you when we visited in February last year and discussed this project. | <p>(Response continued) The roadway structural section is being designed by licensed engineers with experience constructing roadways on similar soil conditions. Geotechnical investigations are being conducted to inform final design and ensure long-term performance.</p> <p>The project is intended to improve safety, reliability, and resiliency of a regional roadway. RTC does not have authority over land use or development decisions, and the project is not tied to any specific development.</p> <p>The project is funded through a combination of federal and local sources. Federal funding must be used for the approved project scope. The project has been evaluated through the environmental review process to ensure it meets transportation needs and provides long-term benefits.</p> <p>Improving the existing alignment was evaluated. Raising the existing roadway would result in greater impacts, including increased right-of-way acquisition, impacts to adjacent properties, and significantly higher floodplain mitigation requirements. The selected alternative minimizes these impacts.</p> <p>The project is designed to provide at least one dry lane in each direction during major flood events, improving regional access and reliability during emergency conditions.</p> <p>The project has included extensive public and agency coordination, including multiple public meetings and a formal comment period. Public input has influenced design refinements, including access locations and project features.</p> |

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| <p>(Part 3) • The link provided represents only a 30% preliminary design. Placing aggregate fill and asphalt on top of silt is not a viable option for heavy road use, based on homeowner and foundation builder experience dating back to 2011. Additionally, the North Valleys Improvement site provides information that differs from the RTC link. On February 19, 2026, residents brought all of these issues to RTC’s attention, yet there has been no response or accountability.</p> <ul style="list-style-type: none"> • The area has experienced recent earthquakes, with the most recent being a magnitude 3.9 on January 19, 2026. • Swan Lake will never realistically function as a recreational asset or open space for residents. • Bill Thomas (Director of RTC) and Bob Lissner (owner of Lifestyle Homes and developer of the Osage development near the airport) were identified as partners in the Evans Ranch development project on Red Rock in 2020. (Information supplied by another resident in that area.) <p>The reasons listed above explain why Lemmon Drive’s realignment should not proceed as currently planned or at the proposed location, especially without public input.</p> <p>More Efficient Ways to Address the Issues Without Spending Excessive Taxpayer Money:</p> <ul style="list-style-type: none"> • All eight (8) exits to Lemmon Drive have culverts that evacuate stormwater across the field to Swan Lake (Arkansas, Nectar, Chickadee, Deador, Waterash, Arizona, Idaho, and Oregon). • Swan Lake has recently been bermed by Washoe County to prevent stormwater inflow from the Hepner subdivisions, except when pumping is necessary. The effectiveness of this strategy remains uncertain. • The Idaho Street area on the Swan Lake side must be corrected so it drains properly to Swan Lake. As of February 26, 2026, the culverts are full due to the lack of proper drainage on the Swan Lake side, where water sits stagnant in that area and within the Idaho culvert. • Maintain four lanes on Lemmon Drive, including a center turn lane (“suicide lane”), and elevate sections affected by flooding. | |

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| <p>(Part 4) Concrete retaining walls could also be installed along the roadway to prevent moisture saturation and soil differential.</p> <p>Additional Alternatives to Save Money and Protect Tax-Paying Residents</p> <ul style="list-style-type: none"> • Swan Lake should be avoided due to contamination concerns and the risk of puncturing the aquifer during road construction. • If the road remains near its current location and is built on piers to allow water flow, certified testing can be conducted quickly in this area for approximately \$500 per test using available testing kits (most expensive option). • Another option is to leave Lemmon Drive where it is, correct the sections that have flooded by elevating them, and install stormwater evacuation systems at all Lemmon Drive intersections with either manual or electronic backflow shut-off systems. This would prevent Swan Lake from flooding as it did in 2017 while still allowing controlled outflow to Swan Lake. | |
| <p>I see that bringing in dirt and raising the road could now potentially flood low-lying areas that did not flood before.</p> <p>Blocking the current road ingress and egress would delay services from reaching these areas quickly, as vehicles would have to go around the barriers.</p> | <p>Volumetric mitigation basins would be constructed between the new, realigned Lemmon Drive and the existing Lemmon Drive within the FEMA floodplain. This mitigation would provide 1.3 cubic yards or basin excavation for every one cubic yard of embankment placed within the FEMA 100-year floodplain. These mitigation basins would not be available for future development.</p> <p>The project was discussed with Truckee Meadows Fire District and no concern was expressed for response times.</p> |
| <p>I oppose the new alignment of Lemmon Drive because it would close a perfectly good road and replace it with one right on the edge of Swan Lake, a terrible idea if flooding occurs. The idea that a slightly elevated road closer to the lake will help is laughable when houses end up under four feet of water.</p> | <p>Thank you for your comment.</p> |

| Comment | Response |
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| <p>I'm contacting you regarding the Lemmon Valley project.</p> <p>I've lived in Lemmon Valley my entire life (34 years). I've witnessed the area flood multiple times and have seen it neglected by both the county and RTC in terms of maintenance. Yet, the planning proposal for Lemmon Drive seems like just another way to frustrate residents, as has been voiced in several meetings. Improve Lemmon Drive, don't avoid responsibility. There is such strong opposition to this plan that I feel RTC is not hearing the community's concerns. This project will also create additional issues for the roads you plan to extend, generating heavy traffic on routes that will already be congested.</p> <p>I know what I am saying may not matter, but I live in Lemmon Valley, you probably do not. You should listen to the residents who are directly impacted.</p> <p>Why can't the funding be used to improve the current Lemmon Drive and make it resilient to flooding when it occurs? Why bring the road closer to Swan Lake, which is partially a nature preserve? I don't understand why the road wouldn't remain accessible to residents' homes and perhaps connect via Oregon Boulevard. Why are the voices of Lemmon Valley residents being ignored regarding these changes to Lemmon Drive?</p> | <p>Raising existing Lemmon Drive would result in substantially higher project costs along with impacting traffic and travel times during construction. Raising existing Lemmon Drive would create a barrier immediately adjacent to the existing homes along the northern portion of the project, resulting in impacts to drainage and requiring over ten times the volumetric mitigation excavation compared to the Preferred Alternative to avoid impacts to the 100-year floodplain. Raising existing Lemmon Drive would also require additional temporary and/or permanent easements/right-of-way acquisitions.</p> <p>Access to the new Lemmon Drive is not being eliminated. Oregon Drive, Arizona Street, and Chickadee Drive will have access to the new Lemmon Drive from the northern neighborhood area. Access at Arizona Street and Arkansas Street (farther south) were added to the Preferred Alternative based on public feedback after the January 2024 Public Information Meeting.</p> |
| <p>I am requesting crash guards and a sound wall at Legacy Pointe HOA, as Highway (aka Military Road) acts as a speedway. With the planned elevation, noise levels will increase, and the area already exceeds the City of Reno noise ordinance of 65 decibels. The levee has already been the site of multiple crashes since 2018, including one fatality at the Finnsech Bridge. The levee is nearly five feet deep. City planning has approved, and the city recommends that RTC install a sound wall and crash guards to help keep Military Road safe.</p> <p>Additionally, I request a maximum truck speed of 35 mph, as speeds typically reach 55 mph, exceeding noise ordinance limits. Moya and Lear trucks are prohibited, and speed should be limited to 35 mph in residential areas. Other sections of Military Road also need a truck speed limit reduced to 35 mph.</p> | <p>Military Road is outside of the Lemmon Drive project limits and study area.</p> <p>A noise study was completed for the Lemmon Drive project and there would be no traffic noise impacts. Speed limits on Lemmon Drive will remain as they are currently.</p> |

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| <p>The excessive and increasing speeding on Oregon Boulevard, Idaho Street, and Arkansas Street has gotten out of control. I live on [redacted], and I can say that the average speed on this posted 25 mph street is 40 mph, with speeds frequently even higher. This is a residential neighborhood. This speeding is not acceptable.</p> <p>Children wait at the bottom of Oregon in the morning for the school bus, often in the dark, with no school caution signs or blinking lights. Speed bumps are desperately needed to slow traffic.</p> <p>This is also a horse community, yet no horse caution signs are posted. Speed bumps on Oregon Boulevard are urgently needed.</p> | <p>Oregon Drive, Idaho Street, and Arkansas Street are part of Washoe County and not under RTC Washoe’s jurisdiction or included in this project except in those areas that RTC Washoe must extend or improve intersections with the new Lemmon Drive improvements. New intersection safety lighting will be added at new intersections with realigned Lemmon Drive including Oregon Boulevard, Arizona Street, and Arkansas Street. In addition, updated Rectangular Rapid Flashing Beacons will be constructed at Lemmon Drive and Patrician Drive.</p> |
| <p>The Lemmon Drive improvement isn’t for the benefit of existing residents who have lived north of Patricia for decades. This project is all about “paving” the way for the Prado Ranch development. Since flood improvements following the 2017 floods, there is no risk of flooding on Lemmon Drive.</p> <p>The County continually has its “hand out” for more tax revenue and influence from developers, to the detriment of existing residents. NO warehousing should be permitted that requires transit through residential and retail areas, as is currently a problem on Lemmon Drive due to previously permitted warehouses.</p> <p>Every semi-truck is equivalent to four car lengths, and with existing overdevelopment in the North Valleys, congestion on Lemmon Drive is compounded by slow-moving semi-trucks that cause delays at intersections.</p> <p>In summary, the North Valleys is overbuilt and getting continually worse, as evidenced by congestion on US 395 and at every retail business in the area.</p> | <p>Thank you for your comment.</p> |
| <p>Honestly, the roads are fine as they are; however, roads that provide access to warehouses should be reinforced to handle increased heavy truck use. Additionally, if immigration laws were properly enforced and subsidized housing and ugly apartments were not built, traffic would decrease.</p> | <p>Pavement design will provide for forecasted 2050 traffic volumes.</p> |

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| <p>Chickadee Drive is already inundated with commuter traffic from Spanish Springs crossing the valley. At times, it is difficult to get onto Lemmon Drive during peak hours. This new road will bring even more traffic into the neighborhood, as Chickadee Drive will carry additional traffic and serve as a shortcut. It would help to upgrade Deodar Way from Chickadee Drive to Lemmon Drive.</p> | <p>Deodar Way from Chickadee Drive to Lemmon Drive is outside of the project’s study area.</p> |
| <p>I am a bicycle rider. The current bicycle/walking path from Patricia Drive all the way back to Oregon Boulevard. is absolutely atrocious. I refuse to ride on it anymore because of the hundreds of wide cracks across the blacktop. Please include a new dedicated bicycle lane as part of this project.</p> | <p>From Palace Drive to Oregon Drive, the existing detached sidewalk would be rehabilitated and would be substantially separated from the roadway. From Fleetwood Drive to Palace Drive, separation between the roadway and path is being maximized when possible.</p> |
| <p>The designs loaded into the PDF viewer are very blurry, making it impossible to read any details. Please fix this.</p> <p>That being said, having only two points of ingress into the neighborhood in the back of the valley (Heppner Subdivision area) via Oregon and Chickadee Drive/Matterhorn Boulevard will undoubtedly turn these roads into dangerous raceways. People already drive dangerously fast on Matterhorn Boulevard, typically at speeds of 50 to 60 miles per hour in a 25 miles per hour zone. Matterhorn will become significantly more dangerous if Washoe County proceeds with these plans as proposed. We need effective speed controls on Matterhorn, or a road that bypasses the residential area altogether should be constructed for the residents of Antelope Valley. I don’t want my small children to be at risk because of thoughtless planning.</p> <p>Additionally, the County should install Jersey barriers or another type of physical separation between traffic lanes and the pedestrian pathway on the new Lemmon Valley Drive. Vehicles frequently leave the road on the current Lemmon Drive due to reckless driving, but the existing bike path is far enough away that pedestrians are relatively protected. Please ensure that pedestrians are safeguarded from potential vehicle collisions. Thank you!</p> | <p>A new connection from the Matterhorn Drive and Tupelo Street intersection to Chickadee Drive would provide a more direct connection to the new Lemmon Drive for Antelope Valley residents, encouraging traffic not to use Oregon Drive, Idaho Street, Arizona Street, or Waterash Street.</p> <p>From Palace Drive to Oregon Drive, the existing detached sidewalk would be rehabilitated and would be substantially separated from the roadway. From Fleetwood Drive to Palace Drive, separation between the roadway and path is being maximized when possible.</p> |

| Comment | Response |
|--|---|
| <p>So you are going to move the road next to a lake bed that floods, without considering how big rigs and truck trailers will need to use it. When the flooding happened, you installed pumps that trailers could not cross because they would rip out our plumbing. Now you want to make it even harder for us to make turns and get in and out.</p> <p>Why don't you fix the existing Lemmon Drive and build a frontage road? You are not considering the residents who have a country lifestyle and are only thinking about city folks in small cars. I have lived here my entire life, and no one seems to think about others besides those living a city lifestyle.</p> <p>I know none of this will matter, as it feels like a front, you've already made up your minds and will do whatever the person with the most money wants, without consideration for residents.</p> | <p>Raising existing Lemmon Drive would result in substantially higher project costs along with impacting traffic and travel times during construction. Raising existing Lemmon Drive would create a barrier immediately adjacent to the existing homes along the northern portion of the project, resulting in impacts to drainage and requiring over ten times the volumetric mitigation excavation compared to the Preferred Alternative to avoid impacts to the 100-year floodplain. Raising existing Lemmon Drive would also require additional temporary and/or permanent easements/right-of-way acquisitions.</p> <p>The proejct will include incorporate City of Reno standards for intersection curve radii to provide standard curves for trailer and larger vehicle turning radius.</p> |
| <p>I am a property owner in Lemmon Valley. I am in favor of improving Lemmon Drive from Fleetwood Drive to Ramsey Way, but when will Lemmon Drive be paved all the way to Red Rock Road? When will there be a paved road from Lemmon Drive all the way to Spanish Springs?</p> | <p>Thank you for your comment. Future projects can be found in the RTC's 2050 Regional Transportation Plan.</p> |

| Comment | Response |
|---|---|
| <p>We hope there are plans to divert as much traffic-associated pollution as possible (microplastics from tires and automotive petrochemicals) to avoid further degrading the water quality of the already highly polluted lake.</p> <p>At the public meeting, one staff member addressing concerns about PFAs contamination mentioned that one tool available to project management to ensure compliance would be to include a binding clause in construction contracts. Please use this option to ensure adequate protection of nesting birds and their offspring.</p> <p>We would also reiterate our concern regarding the construction of culverts and underpasses for wildlife. Currently, birds and other wildlife can follow the natural terrain to reach the lake if they venture onto the floodplain. With a roadway corridor over 100 feet wide, creating wildlife- (especially waterbird-) friendly underpasses and culverts will be a special challenge. We request that the engineering division apply design recommendations informed by animal behavior to ensure that animals actually use these passages.</p> <p>We were disappointed by the minimal number of bird species listed in the EA. Many other birds, including Sage Thrasher, Northern Mockingbird, California Quail, and Loggerhead Shrike, have been observed in the area and may nest in or under the bushy vegetation of the floodplain. We would like to draw particular attention to the Sage Thrasher, a medium-sized bird easily camouflaged by its coloration. NDOW considers the Sage Thrasher a Species of Greatest Conservation Need (2022 Nevada State Wildlife Action Plan, p. 39). Furthermore, it is considered of Sensitive Status by BLM-NV (2022 Nevada State Wildlife Action Plan – Bird Species Accounts, p. 182). It will be crucial to inform and monitor for this bird, especially during nesting season, because it can be so easily overlooked.</p> | <p>During final design, drainage design will ensure that there are no water quality impacts draining to Swan Lake. During final design and pre-construction, NDOT, RTC, the construction contractor, and NDEP will evaluate and identify which Best Management Practices (BMP) will be implemented.</p> <p>Nesting surveys must be conducted on all contractor staging areas, and ground disturbance areas. Contractual limitations regarding nesting bird season will be included in the construction specifications.</p> <p>The list of species discussed in the EA is not meant to be all inclusive of every potential species, but rather reflect the most common species. The project team consulted with the US Fish and Wildlife Service as part of the NEPA evaluation.</p> |

| Comment | Response |
|---|--|
| <p>I attended the Lemmon Drive Traffic Improvements meeting on February 19, 2026.</p> <p>I have been a resident of Lemmon Valley since 1978 (48 years). As the representatives at the meeting stated, this project has nothing to do with alleviating the flooding issues in the area. Therefore, I do not see how raising and realigning the road will improve traffic flow out of Lemmon Valley, which is a more urgent need at this time.</p> <p>This project seems to be putting the cart before the horse. There are far more immediate and important issues in Lemmon Valley that need to be addressed before a project like this proceeds, including the failed sewer system, water retention, and floodwater management between Swan Lake in Lemmon Valley, Silver Lake in Stead, and the Cold Springs and Red Rock areas. I am sure you are aware of these and many other issues.</p> <p>It was also my understanding that \$25 million for this project would come from funds originally intended to address flooding. Additionally, it is well known that Washoe County, the City of Reno, and the State of Nevada do not communicate or coordinate effectively and frequently pass responsibility from one entity to another. This has always been a problem, but it has been particularly evident since the 2017 "100-year flood." While that flood was severe, since we moved here in 1978, there have been several floods, at least one per decade. Each flood caused road closures for several months, forcing long detours and making it extremely difficult for emergency vehicles to access the valley.</p> <p>In my opinion, the issues mentioned above are far more important and should be addressed before moving forward with this project.</p> <p>Thank you for accepting community comments regarding this project.</p> | <p>The purpose of the project is to provide a safe and reliable regional road with at least one dry lane in each direction of travel during major flood events, including those that could occur more frequently than a 100-year flood. The project is also needed to reconstruct and upgrade Lemmon Drive to meet current design standards, 2050 RTP regional needs, and address any deficiencies or safety concerns in the existing roadway alignment.</p> <p>Funding for the project is from a Federal grant and RTC local fundings designated specifically for transportation project use.</p> |

| Comment | Response |
|---|--|
| <p>(Part 1) Residents in Lemmon Valley and North Valley have serious concerns regarding RTC’s proposed realignment of Lemmon Drive to the silt berm and into Swan Lake, citing potential safety risks. This review draws from both RTC’s website and the North Valley Improvement website. When comparing the two sources, there are differences and conflicting information that were not resolved at the public meeting. I have compiled this concise document to be used if Lemmon Drive is moved and a negative outcome occurs.</p> <p>Key Concerns:</p> <ul style="list-style-type: none"> • The new alignment will feature only two lanes, with no room for first responders; if an accident occurs, the road will remain blocked until cleared. • There will be no emergency lanes. • Residents of Hepner Subdivision and Antelope Valley will have only two or three entry points to Lemmon Drive instead of the current eight (funnel effect). Approximately 1,000 homes (roughly 2,000 vehicles) will rely on these two access points during peak hours. • Additional traffic from areas like Silver Knolls (across the airport) will be funneled onto the same two-lane road, resulting in roughly 4,000 vehicles in a single timeframe. • The plan reduces four lanes to two heading northeast at the old Washoe County Sewer facility before extending Lemmon Drive past the airport toward Silver Knolls, primarily benefiting a development project. With existing homes and heavy traffic, why not maintain four lanes throughout? • The project may disrupt stormwater flow between current subdivisions on the northeast side of Lemmon Drive and Swan Lake, causing backup in existing culverts and flooding in the subdivision. • Swan Lake construction will use essential floodplain needed to prevent flooding like in 2017 (RTC states this; North Valley Improvement shows a lower impact, not into Swan Lake — conflicting information). • Stormwater runoff offset is planned on a developer’s property, | <p>The proposed improvements are designed to accommodate projected 2050 traffic volumes in accordance with the Regional Transportation Plan. Access to Lemmon Drive is being balanced to reduce conflict points while maintaining connectivity, consistent with current roadway design standards and safety best practices.</p> <p>The project has been coordinated with emergency service providers, including Truckee Meadows Fire District, and no concerns were identified regarding emergency response times. Emergency access will be maintained, including provisions such as gated access along the existing alignment where appropriate.</p> <p>Access points are being consolidated to reduce conflict points and improve safety while maintaining necessary connectivity. Additional access locations were incorporated based on public feedback to ensure reasonable and safe access.</p> <p>The project is intended to provide a reliable roadway during flood events and is not intended to eliminate regional flooding. Volumetric mitigation basins will be constructed at a ratio of approximately 1.3 cubic yards of excavation for every 1 cubic yard of embankment. Equalization culverts will maintain hydraulic connectivity and existing drainage patterns.</p> <p>The project includes equalization culverts and engineered drainage features designed to maintain hydraulic connectivity. Final design will incorporate detailed hydraulic analysis to ensure compliance with FEMA floodplain requirements. Existing drainage patterns will be maintained and any culverts removed will have a replacement culvert installed serving the same function. In several cases culverts will be upsized as required to meet current drainage requirements.</p> <p>The project will not increase or change existing PFAS concentrations in surface water, groundwater, or soils. Swan Lake is not a drinking water source and will not be used for construction water. Standard construction BMPs and regulatory oversight will be implemented to minimize exposure.</p> |

| Comment | Response |
|---|---|
| <p>(Part 2) which is also needed for development. There is insufficient land to accommodate the required 120% volume.</p> <ul style="list-style-type: none"> • Certified tests show Swan Lake soil is contaminated, just 20 feet above the aquifer. • Established Lemmon Drive is unstable, built on silt; new construction is unlikely to resolve these issues. • Projects costing \$88 million that benefit only developers, without improving public safety, should not be approved. • Despite over \$20 million in federal COVID funds allocated to Lemmon Drive, drainage problems and rough road conditions persist, raising questions about fund use and accountability. An additional \$25 million of the \$88 million comes from federal funding. • Realignment would require taking personal property. • One parcel is on Bureau of Land Management (BLM) property, and most of Swan Lake is BLM land. • The project is being advanced to benefit a major developer in Silver Knolls who wants to increase housing density, add apartments, and create a secondary evacuation route without completing promised infrastructure upgrades to Red Rock Road. • Swan Lake contamination is an unresolved concern. • Concerns were previously submitted to RTC by Commissioner Herman and myself in February 2025. • The RTC link shows only a 30% preliminary design, with aggregate fill asphalt over silt — not viable for heavy road use based on homeowner and builder experience. North Valley Improvement provides conflicting information. Residents raised these issues at the February 19, 2026 meeting, but RTC provided no response. • Recent earthquakes (most recently a 3.9 on January 19, 2026) further highlight the instability of the area. • Swan Lake will not serve as a recreational or open space asset for residents. | <p>(Response continued) The roadway structural section is being designed by licensed engineers with experience constructing roadways on similar soil conditions. Geotechnical investigations are being conducted to inform final design and ensure long-term performance.</p> <p>The project is intended to improve safety, reliability, and resiliency of a regional roadway. RTC does not have authority over land use or development decisions, and the project is not tied to any specific development.</p> <p>The project is funded through a combination of federal and local sources. Federal funding must be used for the approved project scope. The project has been evaluated through the environmental review process to ensure it meets transportation needs and provides long-term benefits.</p> <p>Improving the existing alignment was evaluated. Raising the existing roadway would result in greater impacts, including increased right-of-way acquisition, impacts to adjacent properties, and significantly higher floodplain mitigation requirements. The selected alternative minimizes these impacts.</p> <p>The project is designed to provide at least one dry lane in each direction during major flood events, improving regional access and reliability during emergency conditions.</p> <p>The project has included extensive public and agency coordination, including multiple public meetings and a formal comment period. Public input has influenced design refinements, including access locations and project features.</p> |

| Comment | Response |
|--|----------|
| <p>(Part 3) • The link provided represents only a 30% preliminary design. Placing aggregate fill and asphalt on top of silt is not a viable option for heavy road use, based on homeowner and foundation builder experience dating back to 2011. Additionally, the North Valleys Improvement site provides information that differs from the RTC link. On February 19, 2026, residents brought all of these issues to RTC’s attention, yet there has been no response or accountability.</p> <ul style="list-style-type: none"> • The area has experienced recent earthquakes, with the most recent being a magnitude 3.9 on January 19, 2026. • Swan Lake will never realistically function as a recreational asset or open space for residents. • Bill Thomas (Director of RTC) and Bob Lissner (owner of Lifestyle Homes and developer of the Osage development near the airport) were identified as partners in the Evans Ranch development project on Red Rock in 2020. (Information supplied by another resident in that area.) <p>The reasons listed above explain why Lemmon Drive’s realignment should not proceed as currently planned or at the proposed location, especially without public input.</p> <p>More Efficient Ways to Address the Issues Without Spending Excessive Taxpayer Money:</p> <ul style="list-style-type: none"> • All eight (8) exits to Lemmon Drive have culverts that evacuate stormwater across the field to Swan Lake (Arkansas, Nectar, Chickadee, Deador, Waterash, Arizona, Idaho, and Oregon). • Swan Lake has recently been bermed by Washoe County to prevent stormwater inflow from the Hepner subdivisions, except when pumping is necessary. The effectiveness of this strategy remains uncertain. • The Idaho Street area on the Swan Lake side must be corrected so it drains properly to Swan Lake. As of February 26, 2026, the culverts are full due to the lack of proper drainage on the Swan Lake side, where water sits stagnant in that area and within the Idaho culvert. • Maintain four lanes on Lemmon Drive, including a center turn lane (“suicide lane”), and elevate sections affected by flooding. | |

| Comment | Response |
|---|--|
| <p>(Part 4) • Bill Thomas (RTC Director) and Bob Lissner (Lifestyle Homes/ Osage development) were identified as partners in the Evans Ranch development project in 2020 (information provided by a resident).</p> <p>Recommendations / Alternatives:</p> <ul style="list-style-type: none"> • All eight current exits to Lemmon Drive (Arkansas, Nectar, Chickadee, Deodar, Waterash, Arizona, Idaho, Oregon) should maintain culverts to evacuate stormwater to Swan Lake. • Swan Lake has been recently bermed to prevent stormwater inflow from Hepner Subdivision, except when pumping is necessary. Effectiveness remains uncertain. Idaho culverts on the Swan Lake side must be corrected, as of 2/26/2026, culverts are full and water sits stagnant. • Maintain four lanes, including a center turn lane, and elevate areas affected by flooding. Concrete retaining walls could be added to prevent moisture saturation and soil differential. • Swan Lake must be avoided due to contamination and risk to the aquifer. • If the road remains near its current location, it could be built on piers to allow water flow. Certified tests in this area cost roughly \$500 each. • Elevate areas prone to flooding and install stormwater evacuation at all Lemmon Drive intersections with manual or electronic backflow prevention. This would prevent flooding like 2017 while still allowing controlled outflow to Swan Lake. | |
| <p>I feel like this road is only being improved to allow Prada Ranch to move forward. If that's the case, leave our road alone, Lemmon Valley doesn't need to turn into Spanish Springs. That seems to be the goal, which is why you're "fixing" this road. You've already moved the berm up against the lake so the road wouldn't flood, and it never would have flooded if the City of Reno hadn't pumped gallons of water into it in the first place!</p> | <p>The purpose of the project is to provide a safe and reliable regional road with at least one dry lane in each direction of travel during major flood events, including those that could occur more frequently than a 100-year flood.</p> <p>Volumetric mitigation basins would be constructed between the new, realigned Lemmon Drive and the existing Lemmon Drive within the FEMA floodplain. This mitigation would provide 1.3 cubic yards or basin excavation for every one cubic yard of embankment placed within the FEMA 100-year floodplain. These mitigation basins would not be available for future development.</p> |

4.0 Selected Alternative

The Build Alternative (Preferred Alternative) would reconstruct and raise the existing roadway profile from Fleetwood Drive to Palace Drive along the existing alignment. Dedicated left- and right-turn lanes would be provided at the intersections of Fleetwood Drive, Patrician Drive, and Palace Drive. As the roadway extends north, the roadway would be one lane in each direction with a center median. In the northbound direction, dedicated right-turn pockets would be provided at Arkansas Street, Chickadee Drive, Arizona Street, and Oregon Drive. Just north of Deodar Way, the roadway alignment would shift west of the existing Lemmon Drive roadway. This realigned segment of the roadway would run along the east side of an existing berm, allowing the roadway to be constructed above the existing Federal Emergency Management Agency (FEMA) 100-year flood elevation. Arkansas Street, Chickadee Drive, and Arizona Street would be extended to tie into the new, realigned roadway. Near Oregon Drive, the roadway alignment would tie into the existing roadway alignment with full reconstruction extending to Ramsey Way.

After publication of the EA, right-of-way needs have been updated as design progresses. The total amount of partial property acquisitions has been reduced. Table 2 replaces Table 3.4 in the EA. Figure 4 through Figure 9 replace Figure 3.5 through Figure 3.10 in the EA.

Table 2. Areas of New Right-of-Way

| Parcel Owner | Parcel Number | Proposed Right-of-Way (acres) | Volumetric Mitigation (acres) |
|--|---------------|-------------------------------|-------------------------------|
| Lansing-Arcus LLC | 080-461-30 | 0.496 | 0 |
| | 080-671-55 | 7.260 | 0 |
| | 080-671-56 | 3.744 | 0 |
| | 080-671-57 | 12.291 | 0 |
| | 080-721-04 | 2.174 | 0 |
| | 080-722-03 | 16.244 | 30.946 |
| | 080-730-16 | 0.757 | 0 |
| Barlett, Edwin W | 080-502-30 | 0.048 | 0 |
| Morgan, James & Wendy | 080-532-28 | 0.012 | 0 |
| USA | 080-671-39 | 1.342 | 0 |
| | 080-671-43 | 1.027 | 0 |
| | 080-722-02 | 12.600 | 0.820 |
| JC Sierra Vista LLC | 080-730-35 | 0.647 | 0 |
| Mudge Trust | 086-288-03 | 0.164 | 0 |
| North Valleys Investment Group, LLC | 080-461-33 | 0.161 | 0 |
| | 080-461-34 | 0.143 | 0 |
| Bumstead et al, Joseph | 080-461-03 | 0.034 | 0 |
| Gomez et al, Julissa | 080-671-04 | 0.017 | 0 |

3.0 Impacts and Mitigation

Table 2 lists measures that will be implemented during the design or construction phases of the project to avoid, reduce, or otherwise mitigate potential impacts associated with the proposed project. Mitigation measures and requirements for compliance with federal, state, and local laws will be specified in the construction contractor’s contract with RTC and NDOT. No changes have been made to the mitigation measures since the release of the EA.

The mitigation measures and commitments shown in Table 2 are not subject to change or modification without prior written approval from FHWA. This list does not include any FHWA permits, approvals, or reviews that are required related to plans, specifications, and estimates; right-of-way; contracts; or other design or administrative aspects of the project.

| Resource | Mitigation |
|---|--|
| Land Use: Additional Right-of-Way (EA Section 3.2.3) | Residents (both owners and tenants) and businesses are protected by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act). As required by the Uniform Act, NDOT will pay fair market value for any property acquired. |
| Land Use: Construction Impacts (EA Section 3.2.3) | RTC will develop a plan to communicate with the public and property owners regarding construction schedule, street closures, and detours throughout construction. Access to residences and businesses will be maintained during construction. |
| Water Resources: Surface Water (EA Section 3.3.3) | During final design, the drainage design will ensure that runoff from the widened and relocated Lemmon Drive is adequately collected by the drainage system that includes drop inlets, storm drain, channels and culverts, and conveyed to mitigation basins and in a manner that maintains historic drainage patterns to the maximum extent practical. |
| Water Resources: Floodplain (EA Section 3.3.3) | As described in Table 3.6 in the EA, approximately 68 acre-feet of volumetric mitigation would be required. Locations of volumetric mitigation are shown on Figure 2.2 in Chapter 2 of the EA. Final volumetric mitigation calculations will be confirmed during final design. |
| Water Resources: Water Quality (EA Section 3.3.3) | During final design, drainage design will ensure that there are no water quality impacts draining to Swan Lake. The NDOT Construction Site BMP Manual and Stormwater Quality Manuals (NDOT, 2023; 2017) identify numerous best management practice (BMP) measures that may be implemented to address specific site conditions, construction processes, and other features unique to various projects. During final design and pre-construction, NDOT, the construction contractor, and NDEP will evaluate the Build Alternative and identify which BMPs will be implemented. |

| Resource | Mitigation |
|---|---|
| <p>Water Resources: Construction (EA Section 3.3.3)</p> | <p>Best Management Practices (BMPs) will be implemented during construction. As part of the development of BMPs for the project, RTC Washoe’s construction contractor must file a Notice of Intent with NDEP’s Bureau of Water Pollution Control to obtain coverage under the General Permit for Stormwater Discharges Associated with Construction Activity (NVR100000). A Stormwater Pollution Prevention Plan (SWPPP) will be developed before the Notice of Intent is submitted. The SWPPP will outline temporary and permanent erosion and sediment controls, locate stormwater discharge points, and describe BMPs to be implemented to prevent or reduce stormwater pollutant discharge associated with construction activities to the maximum extent practical.</p> |
| <p>Biological Resources: Migratory Birds (EA Section 3.4.3)</p> | <p>Construction activities can impact nesting migratory birds, especially during the nesting season (March 1 – July 31) when noise may cause birds to flee their nests. Nesting surveys must be conducted on all Contractor staging areas, including stockpiles. Materials containing nests cannot be used until cleared by a biologist.</p> <p>Protect stockpile openings, like culverts, to prevent wildlife nesting. Minimize construction during nesting season, but if unavoidable, follow these guidelines:</p> <ul style="list-style-type: none"> • Within seven days before construction, a qualified biologist must survey for active nests within the construction zone and 500 feet beyond. • If active nests are found, establish setbacks before starting construction (25 feet for urban-adapted species, up to 500 feet for raptors) |
| <p>Biological Resources: Habitat (EA Section 3.4.3)</p> | <p>Identify and protect large trees and shrubs where feasible. Clearing vegetation can increase noxious weeds and reduce prey species for raptors, other birds, and pollinators. If vegetation is removed, restore forage and nesting habitats by re-seeding with native species (forbs and shrubs) to support monarch butterflies and other invertebrates. Identify areas containing native milkweed resources to ensure conservation of monarch butterfly habitat and other pollinator species. Adjustments to mitigation strategies will be made as necessary, based on pre-construction surveys and observations of site conditions, including nesting activity and vegetation health.</p> |

| Resource | Mitigation |
|---|--|
| <p>Biological Resources: Construction (EA Section 3.4.3)</p> | <p>Implement noise reduction strategies, such as using quieter equipment and scheduling noisy activities outside of critical wildlife breeding seasons. Establish buffer zones around sensitive habitats, and where feasible, use noise barriers or acoustic screens. Monitor noise levels regularly to ensure compliance with guidelines. Designate specific routes and staging areas for vehicle and equipment movement to minimize impacts. Use matting or temporary roadways where necessary to reduce soil compaction. Restrict access to sensitive areas and provide training for operators on minimizing ecological impacts. Apply dust suppression measures, such as water spraying, particularly during dry and windy conditions. Use soil stabilizers or mulching on exposed soil surfaces to minimize dust generation. Monitor dust levels and adjust mitigation measures as needed to protect nearby vegetation.</p> |
| <p>Biological Resources: Noxious Weeds (EA Section 3.4.3)</p> | <p>Areas disturbed in association with construction of the Build Alternative that are documented with noxious weeds will be treated with herbicide prior to revegetation. RTC Washoe’s contractor will develop and follow a Noxious Weed Management Plan to prevent the establishment and spread of Nevada State-listed noxious weeds per Nevada Revised Statute 555. The management plan will include mapping of existing noxious weed populations; appropriate eradication/control methods based on weed type and location; applicator certification; monitoring and retreatment as necessary; and methods for keeping equipment, personnel, staging areas, construction and excavation sites, and roadways clear of noxious weed plants and seeds. The plan will also address the treatment of weeds in topsoil salvage material.</p> |
| <p>Visual Resources (EA Section 3.5.3)</p> | <p>Impacts to visual resources will be mitigated through landscaping and aesthetic enhancements.</p> |

6.0 FONSI Requirements

This Finding of No Significant Impact (FONSI) is based on an environmental assessment of the potential impacts of the project and stakeholders' input. In addition to mitigation commitments described in the EA, a list of mitigation measures is part of this FONSI (Table 2). These documents provide sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required. FHWA takes full responsibility for the accuracy, scope, and content of the EA and its attachments.

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

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

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

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

- » The project boundaries are set to meet the design requirements and traffic flow needs of the arterial road, while also addressing the environmental concerns related to these changes.
- » The improvements are independent of future enhancements to Lemmon Drive but do not preclude or restrict any future improvements, nor do they require other adjacent roadway improvements to be fully functional.

The 3.7-mile segment of Lemmon Drive begins with the southern terminus at Fleetwood Drive in unincorporated Washoe County. The northern terminus at Ramsey Way is a transition point where the pavement of Lemmon Drive ends. These logical termini, shown in Figure 3, allow for the development of a project that could be constructed alone, serving a significant purpose, addressing environmental impacts on a sufficient scale, and without requiring the implementation of other future projects.

7.0 Statute of Limitations

FHWA may publish a notice in the Federal Register, pursuant to 23 United States Code 139(l), stating that one or more federal agencies have taken final action on permits, licenses, or approvals for this project. After the notice is published, claims seeking judicial review of those federal agency actions must be filed within 150 days of the publication date of the notice, or within a shorter time period as specified in the federal laws pursuant to which judicial review of the federal agency action is allowed.

8.0 Concluding Statement and Determination

The project is needed to provide reliable community access, reduce travel delays, improve multimodal access, and provide enhanced safety. FHWA has determined that there has been proper consideration of avoidance alternatives to environmentally sensitive areas. Where avoidance is not practical, proper mitigation has been provided for impacts resulting from the Selected Alternative.

FHWA has determined that the Selected Alternative, as presented in the EA and described in Section 4, will have no significant impact on the human environment. This FONSI is based on the EA dated January 2026, which was independently evaluated by FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an EIS is not required. FHWA takes full responsibility for the accuracy, scope, and content of the EA.

Signed by:
Khoa Nguyen
Approved By: _____
2E42CC732C39464...

Date: 05/21/2026

Khoa Nguyen, P.E.
Division Administrator
Federal Highway Administration

Figure 1. Project Limits



Figure 2. Selected Alternative

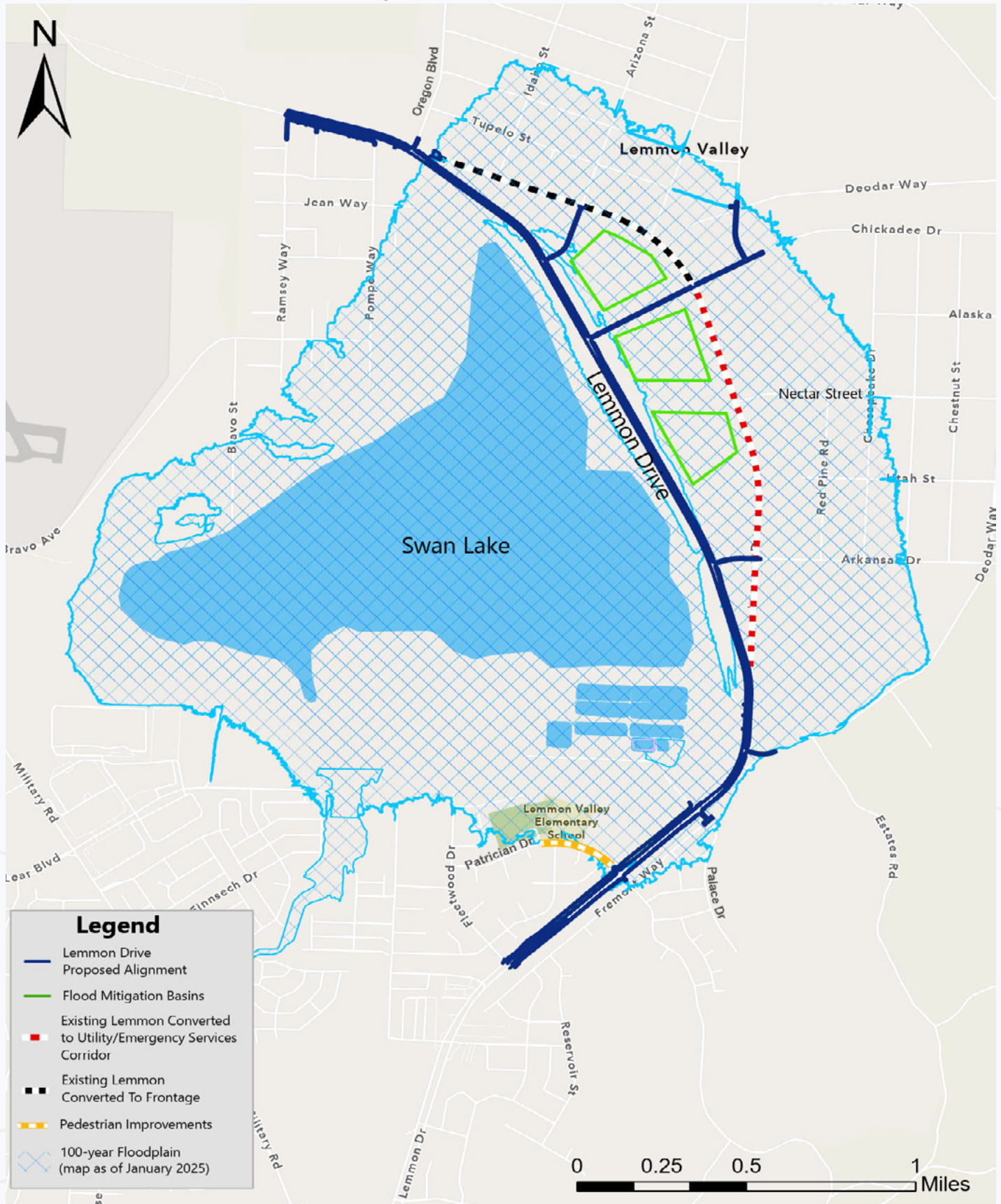


Figure 3. Logical Termini



Figure 4. Areas of New Right-of-Way

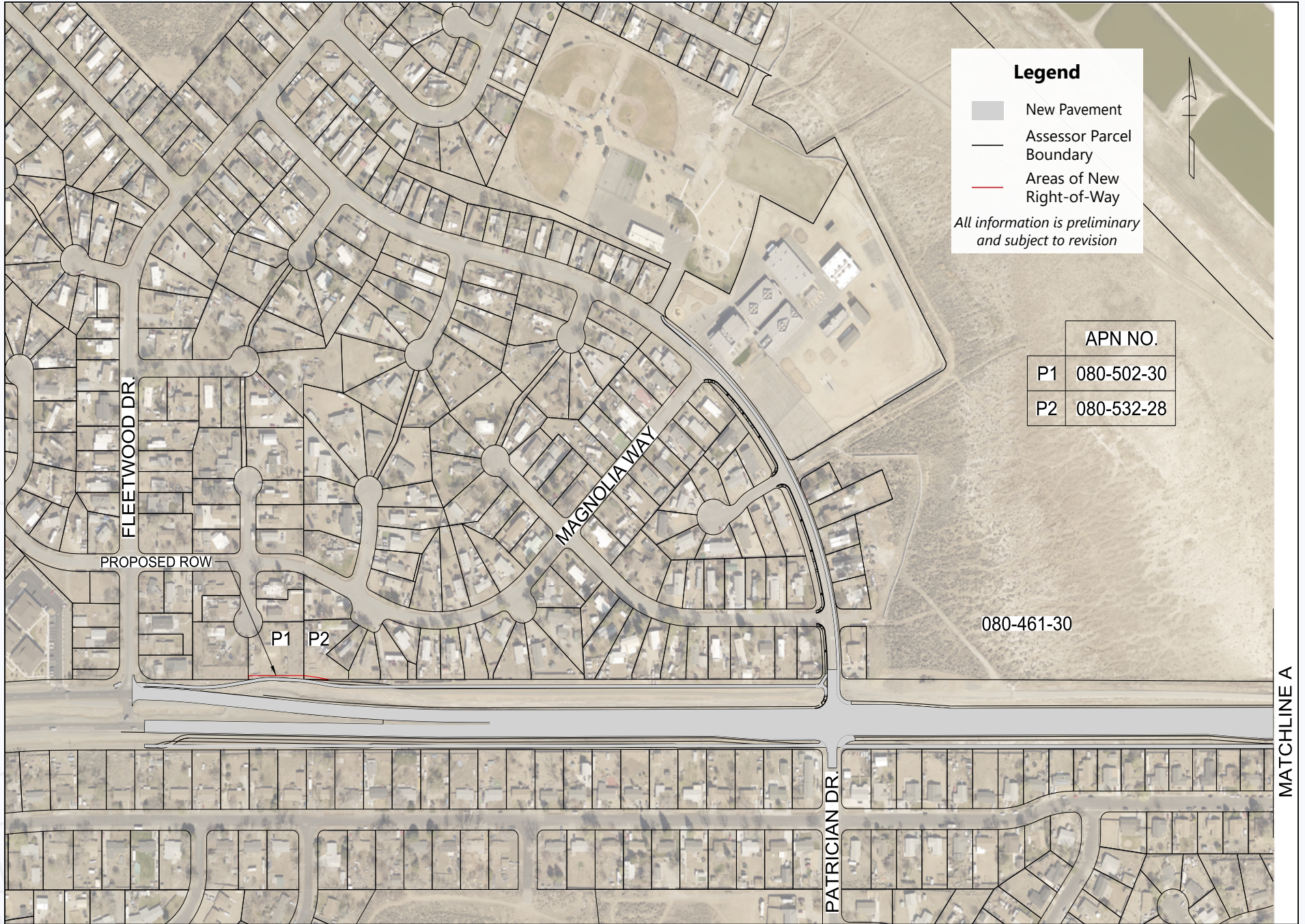


Figure 5. Areas of New Right-of-Way

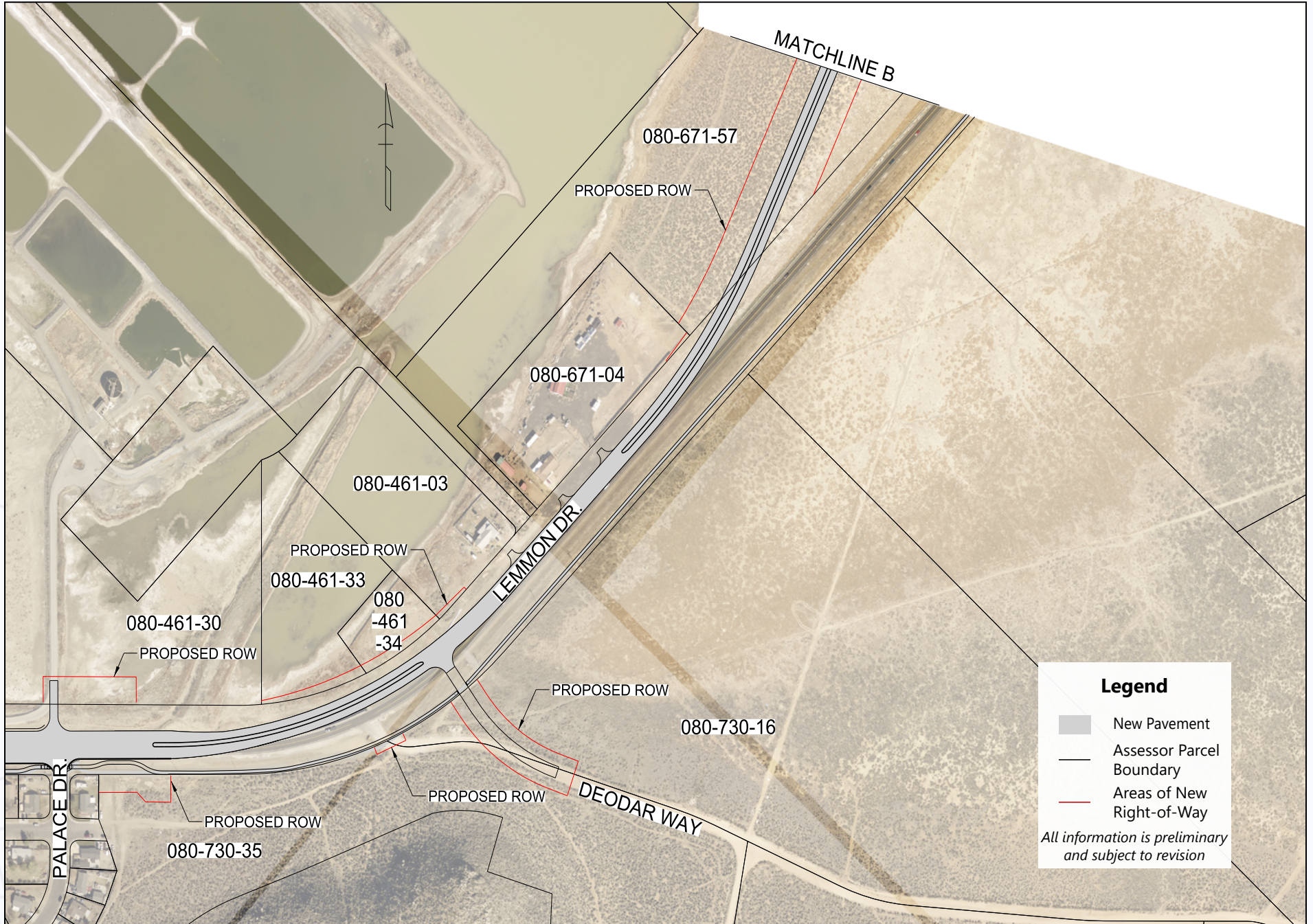


Figure 6. Areas of New Right-of-Way

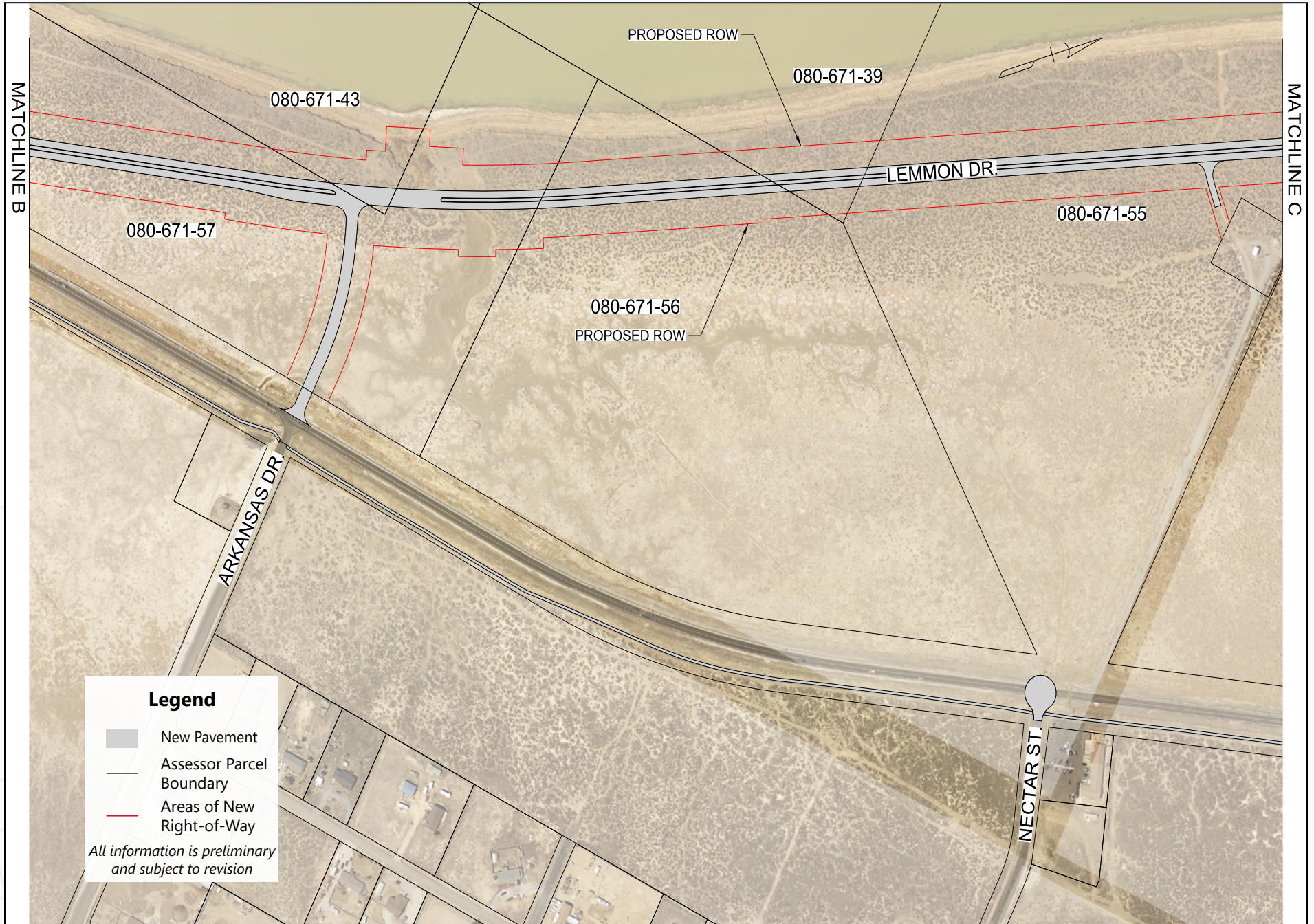


Figure 7. Areas of New Right-of-Way

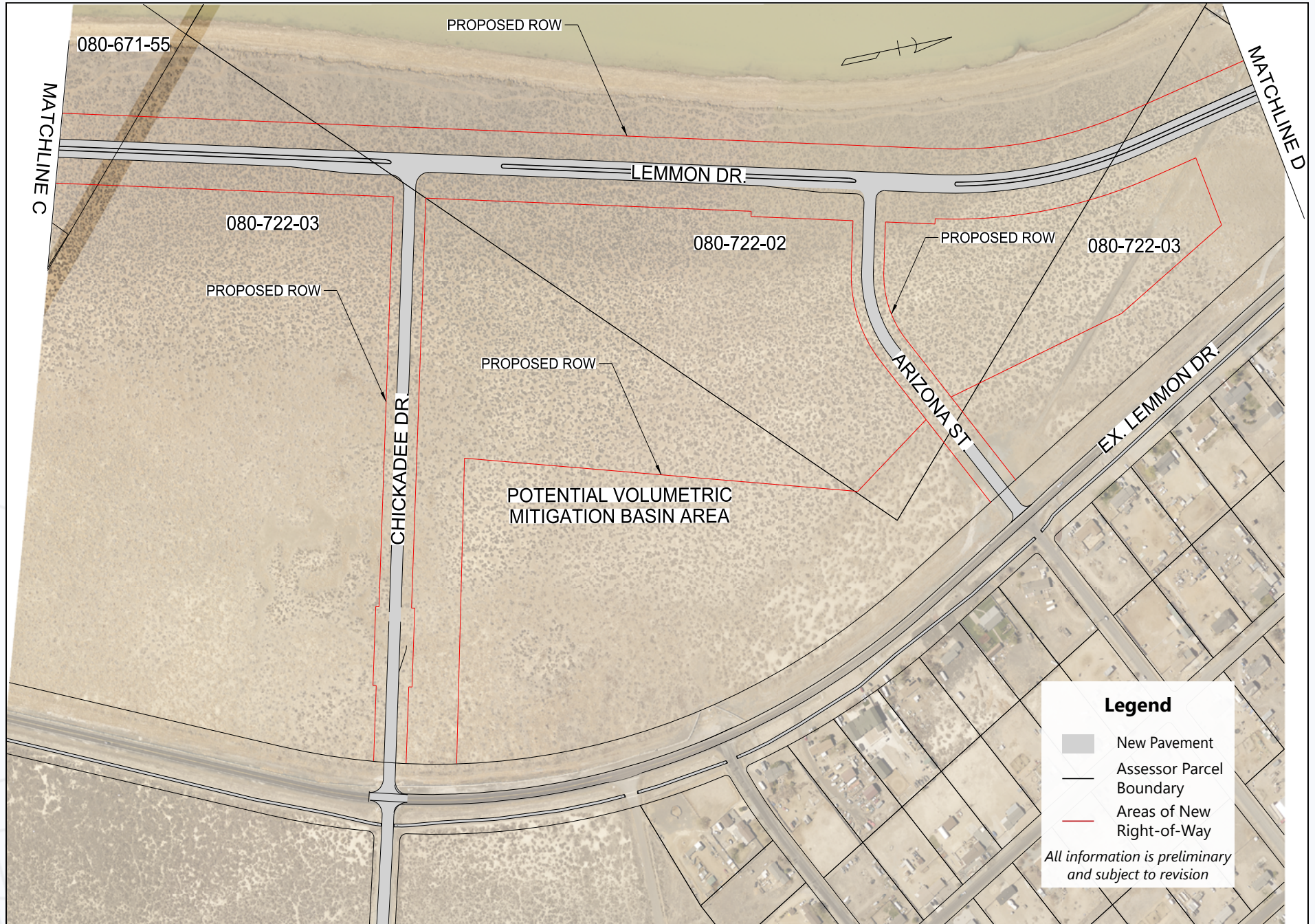


Figure 8. Areas of New Right-of-Way



Figure 9. Areas of New Right-of-Way



Appendix A

Public Hearing Transcript and Comment Log



P R O C E E D I N G S

Lemmon Drive Traffic Improvements & Resiliency
Project Public Hearing

Volume I of I

Thursday, February 19, 2026

Lemmon Valley Elementary School
RENO, NEVADA

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1 and he'll be giving the presentation.

2 ... Applause.

3 MR. BYRNE: Good evening. My name is Bryan
4 Byrne. I'm the Project Manager with the RTC.

5 Tonight, we'll be presenting the Lemmon
6 Drive Traffic Improvements & Resiliency Project.
7 We'll walk through why the project is needed, the
8 preferred alternative and what the environmental
9 assessment found and how you can provide comments.

10 Many of you are familiar with this image,
11 but this is our study area. Our project, Lemmon,
12 started down from Fleetwood Drive, all the way up to
13 Ramsey Way.

14 We're also extending down -- pedestrian
15 improvements along Patrician, to this elementary
16 school.

17 What is NEPA? NEPA is the National
18 Environmental Policy Act. It requires agencies to
19 evaluate environmental, social and economic impacts
20 before approving projects that use federal funding.

21 Because this project includes approximately
22 \$29 million in federal funds and requires use of

1 federal land for right-of-way, RTC and NDOT prepared
2 an environmental assessment.

3 This document evaluates the potential
4 impacts of the project and ensures the public has an
5 opportunity to review and provide input before any
6 final decisions are made.

7 In 2017, Lemmon Drive was overtopped by
8 flood waters, resulting in emergency closures and
9 significant disruptions to the community.

10 Since then, Washoe County has spent
11 substantial resources deploying temporary flood
12 barriers and pumping operations.

13 This approach is reactive and not
14 sustainable long term. In addition, multimodal
15 improvements were identified as a community need
16 through the North Valleys Multimodal Transportation
17 Study. This project is intended to provide a
18 long-term resilient solution.

19 So what is the purpose of this project? The
20 purpose of this project is to provide a long-term,
21 resilient transportation solution to the Lemmon
22 Valley.

1 First, it ensures that during major flood
2 events, including a 100-year flood, at least one lane
3 in each direction remains dry and accessible.

4 Second, it improves safety and accessibility
5 for all users by enhancing pedestrian and bicycle
6 facilities.

7 Third, it reconstructs Lemmon Drive to meet
8 current design standards and long-term regional
9 transportation needs identified in our 2050 Regional
10 Transportation Plan.

11 Finally, it reduces the ongoing financial
12 and operational burden associated with repeated flood
13 response efforts.

14 Going a little bit more into the preferred
15 alternative or the build alternative, before I get
16 into that, a common question is why didn't we just
17 simply raise existing Lemmon?

18 That option was evaluated but eliminated
19 because it would require raising the roadway between
20 two and ten feet, significantly impacting adjacent
21 driveways and properties and would have required
22 approximately 10 times more floodplain mitigation,

1 earthwork than the selected alternative.

2 The preferred alignment reduces overall
3 mitigation requirements and overall project costs.

4 Speed limits remain unchanged, and the
5 design includes a 6-foot paved shoulder for safety.

6 The existing Lemmon Drive between Oregon and
7 Chickadee will become a frontage road to provide
8 access to residential properties. We've also extended
9 the Arizona intersection at Lemmon out to the new
10 Lemmon.

11 With that, I'm going to hand it over to
12 Chad, where he can provide a summary of the
13 environmental assessment results.

14 MR. ANSON: Thanks, Bryan. As Bryan had
15 mentioned, part of this project requires us going
16 through the NEPA process and clearing out
17 environmental resources and identifying the potential
18 impacts to those resources, and if there are impacts,
19 how we could find a process to mitigate them.

20 As part of that process, we found out the
21 resources, through the studies, that numerous
22 resources have little to no impacts affected by the

1 project. That would include cultural resources,
2 hazardous materials, PFAS, air quality, noise from the
3 traffic out there, and also what we call Section
4 4(f)-6(f) properties, which are basically
5 recreational-type properties or other sensitive
6 properties.

7 For the road, we did find some type of
8 impacts that need to be evaluated as part of the EA
9 and mitigation procedures evaluated, including the
10 land use and socioeconomics.

11 The project will require partial property
12 acquisitions throughout the corridor. However, we are
13 not going to require any displacements of businesses
14 or residences.

15 A majority of the right-of-way takes are
16 within the flood zone, and some of those areas are
17 deemed unbuildable.

18 The construction itself is expected to take
19 18 to 24 months, basically consisting of two summer
20 seasons.

21 Traffic impacts will occur where we rebuild
22 existing Lemmon between Fleetwood and Deodar and then

1 up from Oregon to the Ramsey area. But other than
2 that, with the alignment being realigned, all that
3 construction can take place with minimal impacts to
4 ongoing traffic out there.

5 Obviously, one of the major ones in this
6 area, and one of the reasons for the project, is the
7 issues of the floodplains. We are putting embankment
8 material into the floodplain because we are raising
9 Lemmon Drive where it exists within the floodplain
10 itself.

11 Because of that, in order to do no harm, we
12 are required -- for every cubic yard that we put into
13 the floodplain, which obviously is taking away a cubic
14 yard of water storage -- we are required to remove 1.3
15 cubic yards of material within the floodplain itself
16 and haul it out.

17 With that, you've heard us talk about the
18 mitigation basins -- and maybe you saw them on the
19 green boxes. That's what those are for, is to
20 mitigate the flood and make sure we do no harm as part
21 of the floodplain with our project. That's what we
22 call the volumetric mitigation.

1 With the water quality, we are going to
2 go -- and we'll cover this a little bit on the next
3 slide with the biological resources -- but for all the
4 ground we disturb in our slopes, we will be coming
5 back with seeding and vegetating those slopes in the
6 ground that we disturb, to help with the water
7 quality, to help with erosion, even though the water
8 is already at the bottom of the floodplain. As it
9 goes down our slopes, we want to ensure there's no
10 erosion creating more issues.

11 Another key element that was discussed as
12 part of the EA in some of our previous meetings and
13 some comment feedback were the biological resources,
14 most notably, the Swan Lake Important Bird Area. That
15 area is not within our study area. We do understand
16 the importance of that.

17 All of our work goes on the east side of the
18 existing berm out there. We are not getting into
19 where the water is normally standing in Swan Lake.

20 Once again, all the land we disturbed that's
21 often used with the vegetation today that is used for
22 nesting, we are going to revegetate those areas so

1 nesting can reoccur after the project is done.

2 During construction, we are going to be
3 requiring the contractor to conduct preconstruction
4 nesting surveys -- especially from March 1st to
5 July 31st -- to make sure that when we go and clear
6 grub, or take out the existing vegetation to build the
7 project, that we're not disturbing any existing nests
8 out there. And if there is an existing nest, that
9 area will be cordoned off, and the contractor will not
10 be allowed to work in that area until the nest is
11 gone.

12 Visual resources is also an element we
13 looked at. With moving the project away from existing
14 Lemmon and away from residences, you can see in these
15 renderings that you really can't see the road. That's
16 what we want to see, is that the road basically
17 becomes invisible compared to today's scenario.

18 The before picture there on the left is what
19 existing Lemmon looks like today. After, you can see
20 off in the faint distance on the existing berm out
21 there, you can see light tans out there, just to
22 delineate where the road would be out there.

1 All those areas, while there were some minor
2 impacts, there were no significant impacts that
3 required extensive mitigation. As we mentioned, the
4 EA does list our mitigation requirements that the
5 project will be required to adhere to, not only design
6 but into construction, to make sure that any of those
7 impacts are mitigated appropriately.

8 There were no significant impacts at this
9 point, and so that's why we will be applying for a
10 finding of no significant impact with the project.
11 And that will conclude our environmental assessment
12 and environmental process.

13 As far as project schedule, as you can see,
14 we are getting near the end of the environmental
15 approval process. Once again, as we go through this
16 public-comment period for the next two weeks, we will
17 wrap that up. We will document the comments, provide
18 responses and send those off to the FHWA and request
19 an issuance of finding of no significant impact.

20 They'll review our responses to comments.
21 That will become part of the public documents out
22 there. From there, we'll start to begin wrapping up

1 our final design. We'll also start the right-of-way
2 acquisition process.

3 We're not allowed to talk acquisition with
4 any property owners until NEPA is complete. So that's
5 kind of a key linchpin for us of us finding no
6 significant impact so we can start talking to property
7 owners about acquisitions. Once again, no
8 displacements, no significant acquisitions of private
9 property, except one major private property owner out
10 there.

11 Our goal is to have the right-of-way
12 acquisition process done by the end of this year so we
13 can certify our right-of-way and then advertise the
14 project and start construction late this year or early
15 next year, and try to get out and do some clearing and
16 grubbing before the nesting season begins.

17 That concludes the presentation there. We
18 do have a Q&A process coming up here that Josh will
19 help us lead. We have plenty of ways you can provide
20 comments, not only to the upcoming Q&A. There are
21 comment forms. We have a court reporter here if you
22 would like to state your report there.

1 We also have our virtual website up with the
2 QR Code for northvalleysimprovements.com that you can
3 go through and enter our virtual site and provide
4 comments through the Web.

5 All those comments do go to our
6 environmental staff, and so we are documenting all
7 those responses and they will be part of our final
8 documentation for the project.

9 With that, if you would like to outline the
10 rules.

11 MR. MACEACHERN: All right. If any of you
12 want to give public comments, feel free to come up to
13 the mic. You'll each have three minutes. If you go
14 over the three minutes, you're going to hear a buzzer.
15 We'll keep that going until you stop talking. Go
16 ahead and feel free, if anyone wants to come up, now's
17 the time.

18 SCOTT FINLEY: Hello. My name is Scott
19 Finley, and I actually have a couple of questions for
20 you.

21 First, I have questions about the budgeting
22 and funding. What are you using as the official cost

1 figure? Why is there such a huge difference between
2 55 million, environmental assessment number, and on
3 the RTC page it says \$88.47 million? Which of those
4 is the official number?

5 And then in addition to that, how much of
6 the project from this official cost is being covered
7 by federal funding through the RAISE Grant Program,
8 and how much is being covered through RTC fuel tax?
9 So that's for the funding, budgeting.

10 And then the other one I have has to do with
11 the, I guess, environmental study. I guess Chad would
12 probably be able to answer this.

13 So you guys are aware about the PFAS in Swan
14 Lake. Everybody here is. The thing is, is you're
15 going to put in retention ponds, which is going to
16 technically increase the surface area of the water.
17 Well, there's some volatile PFAS that aerosolizes into
18 the atmosphere when the water evaporates.

19 So technically, it would increase the rate
20 at which that aerosolizes. So have you guys checked
21 for these specific volatile PFAS?

22 MR. BYRNE: Thank you for that.

1 The funding -- we were successful in
2 receiving a \$25 million RAISE grant. So that is the
3 federal funds being allocated for this project. The
4 rest of the funds, we'll be using the local fuel tax.

5 The number that you're seeing online for
6 that 88 million is probably our current estimate.
7 We've done things to bring that number down, but
8 that's also including the design costs and the kind of
9 all-in costs of everything from construction and
10 design.

11 So we're trying to get this project kind of
12 back into budget around that \$55 million initial
13 assessment, but that's where the local funds are being
14 allocated.

15 SCOTT FINLEY: So with that -- so is it
16 88.47 million, is that before the 25 million has been
17 taken from the grant?

18 MR. BYRNE: That's just the overall total.

19 SCOTT FINLEY: Overall.

20 MR. BYRNE: Yeah.

21 MR. MACEACHERN: When you guys come up here,
22 I forgot to mention, make sure you say your first and

1 last name.

2 MR. ANSON: In regards to the PFAS out
3 there, we are aware of those. With our documentation,
4 a lot of the disturbance will be within the soil.
5 There's pretty little guidance, OSHA requirements, or
6 even OSHA guidance or limitations on the PFAS in the
7 soil, so we really don't have anything to measure
8 from.

9 A lot of the soil -- anything can be capped,
10 but disturbing of the soil will be kept to a minimum
11 as we're trying to minimize any excavation.

12 As far as your question about the water,
13 where there has probably been more research by the EPA
14 on the PFAS, once again, that is very preliminary.
15 It's hard to find guidance from OSHA in those
16 requirements. But as far as the surface-area
17 question, I would say that we are actually not
18 significantly increasing surface area because we're
19 digging a hole.

20 So the water would be there anyway. That
21 water is going to be somewhere in that floodplain,
22 expose the surface area. So we're not exposing more

1 surface area, creating significantly more surface
2 area. I don't want to say down to an inch. But I
3 would see no significant impact to the surface area of
4 the water that would be out there.

5 We will be using potable water for
6 construction. So when you see the water trucks out
7 there spraying the water, that will be potable water
8 that you would use in your home. So we're using the
9 safest water we can for construction activity and
10 trying to keep any disturbance to a minimum.

11 CAITLIN FINLEY: Hello, my name is Caitlin
12 Finley. I'm a resident here. I just heard about
13 tonight for the first time -- and I believe we've been
14 to every meeting you guys have had -- about the
15 frontage road going from Ramsey to Pompe, I'm very
16 concerned about that.

17 I have a couple of questions. I'd like you
18 guys to explain why that needs to be done.

19 The first thing is that Ramsey is the main
20 alternative to get out of Lemmon Valley. When we had
21 the flooding, everyone had to go that way.

22 So adding very tight -- another road

1 turnaround spot to an area where we already have
2 speeding, we already have people running stop signs is
3 truthfully insane to me. That's such a risk to public
4 safety out there. And especially, too, people try to
5 take their dogs out, or their animals or even their
6 RVs or -- not RVs -- side-by-sides out to the desert
7 there. You're going to create an issue where someone
8 is going to get hit.

9 Also, people go off that ditch all the time.
10 It's just a very, very bad spot to do that at.

11 Also, what about the people -- I have
12 friends that live right down there off of Ramsey, I
13 apologize, Lemmon Drive, how are they going to be able
14 to get, like, their horse trailers or recreational
15 vehicles from that frontage road into their driveways?
16 And that's going to be really, really a terrible spot
17 for all of that.

18 And I'm just kind of -- I've never heard
19 about this happening before and we've been to, I
20 think, every meeting. I'm just really confused why
21 this hasn't been brought up as well. I have a concern
22 for the citizens in that area.

1 MR. ANSON: As far as a frontage road, one
2 of the key goals of this project is also to provide
3 safety, and so there are several residential driveways
4 that access Lemmon Drive between the Pompe and Dillon
5 area there.

6 Just like we took the area on existing
7 Lemmon, kind of between Oregon and Waterash -- one of
8 the goals is to eliminate those driveway accesses to
9 roadways. We want to eliminate personal driveway
10 access, too, as much as we can to provide more safety.

11 With that, you would already have to kind of
12 connect -- do a frontage road anyway, tying in Dillon
13 and Pompe altogether. So the decision was made very,
14 very early in the project to have that frontage road
15 come up to Ramsey.

16 There would be ways to get to Ramsey without
17 cutting out -- if you live farther down on Pompe, you
18 could turn across an earlier crossroad over to Ramsey.
19 But it's more about trying to minimize the number of
20 roadways. And that's kind of why we took away some of
21 the roadways at Idaho, that area on the northern side,
22 is to limit the amount of access points into Lemmon.

1 Because every intersection we create creates another
2 opportunity of conflict.

3 CAITLIN FINLEY: Absolutely. I mean, that's
4 what the problem is there. That's going to be right,
5 like, a U-turn right there. That's going to be
6 terrible. And also there should be slowing down to
7 turn and make a left or perhaps go down the dirt road.
8 Why is it so important that we have the accesses
9 removed there where people should not be speeding up
10 that hill anyway.

11 MR. ANSON: I can't control speed, and I
12 can't control the way people drive. Our way we are
13 controlling is trying to limit access and minimize
14 those conflict points by having numerous intersections
15 with the existing, with the new Lemmon.

16 CAITLIN FINLEY: I do not see, though,
17 personally, how that is lessening the conflict in that
18 area, because you're just going to funnel everyone to
19 one conflict area. It's already very, very busy. So
20 I'm just very concerned. I hope you guys reconsider
21 that plan.

22 MR. ANSON: We'll receive that as a comment

1 and it will be evaluated.

2 CAITLIN FINLEY: Thank you.

3 DONNA ROBINSON: Donna Robinson. I'm a
4 resident off of Tupelo between Idaho and Arizona.

5 And we've already had long discussions on
6 this, but I kind of wanted to talk about the flood
7 mitigation just because a lot of residents probably
8 didn't get the opportunity to get the explanation that
9 I got.

10 This road is not to stop the flooding to the
11 residences; it's just to give an access point,
12 hopefully, by raising it up, correct? So there's
13 still going to be culverts under the road that go from
14 the lake to the ditches. They can still potentially,
15 if the lake breaches again, still flood residences,
16 correct?

17 MR. BYRNE: This project will not be
18 impacting the flooding in terms of making it better or
19 worse. So we are mitigating what is impacted from
20 building the road through our mitigation efforts of
21 doing the 1.3-to-1 ratio in our volumetric basins.
22 So, yes, the equalization culverts that we are

1 building will allow water to flow in its existing
2 condition.

3 DONNA ROBINSON: Okay. I just wanted to
4 make sure that everybody understood the answer that I
5 got earlier.

6 And then I am happy to see that that
7 frontage road is going to go all the way to Chickadee,
8 because my concern was the traffic on Tupelo from the
9 back of the valley coming through my neighborhood at
10 high speeds. So thank you. That's all I have to say
11 at this time.

12 MR. BYRNE: I also want, everybody, if you
13 do have some additional questions or comments, and you
14 don't want to come up to the mic right now, we will
15 still be here afterwards and we can answer more
16 questions in the back of the room on the boards or
17 however you like. Just wanted to offer that out to
18 everyone as well.

19 EMMETT WIEGEL: I'm Emmett Wiegel. I'm a
20 more recent member of the community, only moved here a
21 year ago.

22 I know I had discussed this with Chad and

1 with you, Bryan, but to pass this information along to
2 the wider room, given that the new proposed Lemmon
3 Valley Road is a bit straighter, and based on the
4 information that was provided in the packets with that
5 left turn lane sitting in the middle looks
6 significantly wider, given that the studies that were
7 done by NAFTA and the Federal Highway Administration
8 on driver psychology, based on the visualizations of
9 the road, a wider road similar to that would encourage
10 even higher speeds than we see on the current Lemmon
11 Valley Road.

12 What are you guys doing to help mitigate
13 those speeds and encourage drivers to slow down?

14 My name is Emmett Wiegel.

15 MR. ANSON: As far as the roadway from the
16 new piece, from Deodar to Oregon, we will have
17 left-turn pockets that will be paved coming
18 southbound. Obviously we don't need them going
19 northbound because you don't want to turn into Swan
20 Lake. But we will have, between those left-turn
21 pockets, we will have a raised curb, gutter and median
22 island to help give a perception that the road is not

1 as wide as it looks, and it helps to try to manage
2 those speeds best we can.

3 The other option was looking at a natural
4 swell in there. But right now the decision is to move
5 forward with the raised median island, to not have
6 basically a big 40-foot wide paved area for cars to
7 feel safe to travel on.

8 EMMETT WIEGEL: The other question I have --
9 just so it's on the record for the larger room here
10 that I know we discussed -- given the possible winter
11 conditions, if you were on the Swan Lake side of that
12 road and had a spinout, are we worried about vehicles
13 possibly ending up in the lake, or is there going to
14 be enough area for recovery?

15 MR. ANSON: We provide -- we have a 6-foot
16 paved shoulder. We'll have a 13-foot gravel shoulder
17 out there, and then we'll have a transversible slope
18 that will not go directly into the lake. We are still
19 away from the flood zone. That water in Swan Lake
20 fluctuates, but we are still substantially far away
21 from the actual 100-year floodplain. And everything
22 is being done in conformance with AASHTO clear zone

1 criteria.

2 EMMETT WIEGEL: Wonderful. Thank you.

3 MR. ANSON: Hold on. Let us get a
4 microphone to you so our court reporter can hear you
5 or else she's going to holler at me, and I don't want
6 that.

7 JENNY DAVIS: I want to know --

8 MR. ANSON: Sorry. Can you do your name
9 again real quick?

10 JENNY DAVIS: Jenny Davis, originally from
11 Brooklyn, New York. You know me.

12 MR. ANSON: Jenny Davis from Brooklyn, New
13 York.

14 JENNY DAVIS: Could you hear me at all?
15 Because I'm half deaf, so I can't hear myself.

16 When we had the flood nine years ago, 2017,
17 January 2017, we had the flood nine years ago, as some
18 reason of God, that area was flooded out.

19 Now, is that area going to be, how do I say,
20 if you're doing a project, is the project going to be
21 done down here in -- we live on Fremont Way. I want
22 to know about Patrician Drive. Is that all going to

1 be affected with the water and everything?

2 MR. ANSON: We're not going to change the
3 impacts of the flooding out there.

4 JENNY DAVIS: Are you going to do any
5 projects there, though? Anything like road repair,
6 which we shouldn't be paying. But having said that,
7 are you going to do road repair?

8 MR. ANSON: Yeah, the roadway will start
9 from Lemmon -- from Fleetwood Drive going east and
10 north up to Ramsey Way, we will be reconstructing all
11 of Lemmon Drive. We are going to be raising it in
12 some areas. From Deodar to Oregon, we realign it.

13 But in the area you're concerned about, we
14 are going to fully reconstruct the road. We are going
15 to raise it above the floodplain. And then there are
16 some ancillary drainage facilities to not improve --
17 for not to be used as flood mitigation, but to
18 continue conveying the water to Swan Lake.

19 JENNY DAVIS: And, too, because everybody is
20 stealing water out here, especially from Nevada, God
21 forbid, and it can happen, you know we can get a bad
22 flood again.

1 So after you do your project, and it's
2 successful let's say, let's pray it's successful, what
3 happens if there's a bad flood? Who is going to pay
4 for that? Who is going to alleviate, God forbid, a
5 terrible tragedy? What happens then?

6 Where do the funds go to prevent all this
7 stuff? Because natural disasters, that's what I'm
8 saying.

9 MR. ANSON: That would be, like, become a
10 FEMA issue, if it becomes a natural disaster.

11 I would almost have to defer to Dwayne Smith
12 or the City of Reno, because any disaster mitigation
13 would fall under the City of Reno or Washoe County,
14 depending on where you live.

15 JENNY DAVIS: But we see something like
16 that come too. It's like when you build a house --

17 MR. ANSON: RTC would not get into -- as far
18 as I know, RTC would not get into federal emergency
19 declaration. They don't really manage the road. They
20 are a funding agency for a regional roadway system.
21 So any disasters related to weather, whatever, within
22 the community would be related to the city or county,

1 depending on which jurisdiction you're in.

2 JENNY DAVIS: I pray, whatever happens, I
3 hope everything is a great success. And with spending
4 all this money on houses -- 800,000 house, which isn't
5 in our ballpark, -- most of the people can't pay for
6 that -- how much of these houses that eventually you
7 buy, you're going to -- not buy. You're going to be
8 building a lot of houses out here. Aren't we building
9 houses over there where the trailers are?

10 MR. ANSON: That would be -- I mean, that's
11 a lot of speculation. I couldn't give you an answer
12 to that. I'd have to defer you to developers or city
13 or county of what those homes are, costs, things of
14 that nature.

15 JENNY DAVIS: It's just very sad because
16 everything is so expensive and you want things safe
17 for people. When they buy a house or an apartment, it
18 should be safe for their children, safe for a married
19 couple, or who is living there.

20 And you're not God and I'm not God, so we
21 can't 100 percent, you know, say we're going to be 100
22 percent safe. But I'm saying, to prevent lawsuits and

1 things like that, you want to make the community safe.

2 Chad, you know that's true.

3 MR. ANSON: No, that's what we're trying to
4 do with this project, is make things safer.

5 JENNY DAVIS: Aren't you from Nevada? Were
6 you born here?

7 MR. ANSON: I wasn't born in Nevada, but I
8 have been in Nevada for 30 years now.

9 JENNY DAVIS: Bryan, were you born here, or
10 no.

11 Okay. What I'm saying, Bryan, Chad, you
12 lived here long enough to see floods. Sometimes you
13 say, oh, I'm lying, there's no flood zone. And all of
14 a sudden there's a flood zone. That's what the
15 community has to worry about, flood zones and people
16 evaporating all of a sudden. That's what I'm bringing
17 out.

18 We even want the school to be safe. I just
19 came by truck -- which I could have walked if I didn't
20 have a broken hand, everything broken on my body --
21 but the snow here, and I love snow, I'm a snow girl,
22 but the ice is bad and the slush.

1 And I told you yesterday, I almost fell. I
2 felt like suing everybody. And if people building a
3 house or to do street repair, now we're getting some
4 snow, getting a snowpack, you should take the slush,
5 even though it's dirty, it safeguards people and --

6 DAVE DAVIS: You've said enough.

7 JENNY DAVIS: Oh stop it. That's my husband
8 Dave from New Jersey.

9 DAVE DAVIS: There are other people who want
10 to say something.

11 JENNY DAVIS: All I'm saying is I am
12 concerned as a Brooklynite. I saw a lot of tragedies
13 in Brooklyn. I could have lived in a place, Mill
14 Basin, which was in Canarsie, an area of Brooklyn. If
15 we lived there, we would have lived right on the
16 water. That water we would have been on, they had
17 floods. People died.

18 My grandmother was a very smart woman. We
19 begged her not to move there. She said, "I'm not
20 going to move there." But people died there.

21 And people should be warned, that's all I'm
22 saying. Nobody wants a lawsuit. Everybody should --

1 you should warn me and I should warn you. If I know
2 that's dangerous, don't go there, go 30 blocks down
3 the way and maybe you'll be safer. That's all I'm
4 saying.

5 Same thing with streets, street repair --
6 and I know you don't take care of this, but I don't
7 think it's fair as a citizen of this little community,
8 Lemmon Valley, why am I paying when the developer,
9 right, is building -- let's say you're the developer,
10 and you go, Jenny, hand me X amount of dollars for
11 street repairs or for school repairs.

12 Why do we have to pay? We're paying so much
13 taxes. And this is a small community. Why should it
14 be so expensive to us. You know what I'm saying,
15 Chad? That's not fair. God wouldn't want us to do
16 that.

17 And I know you've got to steal my money in
18 an honorable way, but people that are really being
19 crooks and just laughing at us. I can't hear you.
20 I'm half deaf.

21 SCOTT FINLEY: Thank you for your comment.

22 Is there anybody else that wants to make

1 public comment?

2 MR. ANSON: We just have to keep everyone to
3 three minutes of comments.

4 LISA MAE WOODS: Hi, my name is Lisa Mae
5 Woods, and I just had a question. So the people that
6 live on the frontage road, so they're going to be
7 accessing it. But what about the garbage truck, the
8 mail truck, the fire truck?

9 And then what about the Amazon? Is their
10 address -- is the frontage road going to have a
11 different street name? How would all that not get
12 really confusing for those people on the frontage
13 road? Does that make sense?

14 MR. BYRNE: Yes, definitely. We are having
15 that discussion with Washoe County right now, and they
16 are working on how the naming convention is going to
17 work for this.

18 Their goal is to not impact the residents'
19 address changes and probably rename it New Lemmon.
20 They want to work to try to keep your current address
21 the same. They are looking into that right now.

22 GEORGE STILL: Hello. George Still, for the

1 record. You guys are pretty much focusing on the road
2 within the road. You're not focusing at all on the
3 infrastructure, what surrounds the road and everything
4 else. You're not taking any responsibility for flood
5 mitigation, anything else.

6 The City of Reno has cut communication with
7 the east side of the lake, Heppner subdivision, et
8 cetera. They have no drainage to that lake because
9 it's all been bermed in, and your road is going to
10 even do that more. There's supposedly communication
11 underneath the road and all that from when the lake
12 achieves a high level or the other side does.

13 But we've got a problem out there. We've
14 got a lot of new people that have been put into the
15 100-year floodplain because of all the warehouses and
16 everything else developed out here.

17 And as far as the communication from the
18 northeast side of the homes, it's stonewalled by a
19 wall they put up, and they have portable pumps.

20 Well, to put a road in, a permanent road
21 like that, wouldn't it be part of the responsibility
22 of RTC -- which includes Reno, Washoe County and

1 Sparks, everything else -- to make sure that that gets
2 done? Because you are going to do this road. There
3 needs to be a holding pond, not this portable, you
4 know, backhoe-dug holes or cat-dug holes, and actually
5 a process to evacuate water out of the closed basin
6 because that's what we live in here.

7 And earlier engineering reports, Quad-Knopf,
8 as far as the lake goes, the lake does not drain
9 anywhere. It needs to. The reason it can't now is
10 because the City of Reno is dumping effluent in there.
11 So is Washoe County. They're dumping Class C poison
12 in it.

13 So there's really a lot more to this than
14 just putting a road in. I mean, it's a whole
15 community that's going to be affected by this.

16 With that, thank you very much.

17 NIKKI BERRY: Nikki Berry. So I live on
18 Tupelo and Arizona, so I'm concerned with the road
19 coming up, that that's going to make less area for the
20 water when it comes, and it's going to further push it
21 into our areas as it has before with other excess
22 water.

1 I'm concerned about Arizona becoming more
2 dominant for additional traffic. I'm concerned with
3 the light, how that's going to impact our properties.

4 I'm also concerned with the holding ponds
5 and making that more viable for new builds and
6 potential other water to be routed to those areas,
7 when those get full, and how that will impact our
8 existing properties in a negative manner.

9 I'm happy that you guys are trying to help
10 us. I'm very grateful for that, but I just would like
11 you to remember that a lot of us weren't in flood
12 zones. We are now. A lot of us were impacted from
13 that flood and had to spend a lot of our own money and
14 resources helping ourselves and our neighbors.

15 And I understand that there's different
16 rules and governments for different areas, but I just
17 would like you guys to please be mindful that we can't
18 lift our homes. We can't impact our neighbors by
19 saving ourselves.

20 So if you guys could please look at those
21 areas and potentially figure out some additional ways
22 to help the long-term community members so we're not

1 discarded in some of these decisions, and maybe
2 talking to us a little bit more that we could maybe
3 find some positive solutions that could help you and
4 can additionally help our properties so we don't
5 continue to lose value and be spoken of in such a
6 negative light by all the other government agencies.
7 Thank you.

8 DANNY CLEOUS: Danny Cleous, for the record.
9 Does Washoe County, City of Reno and RTC
10 take bets on how bad they can screw up the North
11 Valleys? Because you guys are doing one hell of a
12 job. That intersection up there to get on the freeway
13 sucks. That new light you guys put in sucks.

14 Now you want to do this crap. It sucks,
15 because it has no purpose of being where it's going.
16 It's built on silt. It's going to do the same thing
17 that Lemmon Drive is doing now.

18 If it's not going to help the flood
19 situation, redo Lemmon Drive. It doesn't need to be
20 up there.

21 That lake is polluted more than what anybody
22 knows because there has been independent studies done

1 on it.

2 Number two, when does bottlenecking ever
3 work in a road situation? You can have construction,
4 two lanes, go down to one. How far is the backup?
5 That's what you're doing to every home out here.
6 You're not fixing anything.

7 All you're doing is making it easier for a
8 developer over there in Silver Knolls to get his
9 second way out of Silver Knolls to build his crap.
10 That's exactly what you guys are doing, and you're
11 moving it away from our home so we don't hear the
12 traffic coming through. That's BS.

13 You guys mess up Lemmon Valley so bad. It's
14 not even funny. We have more accidents, more people
15 getting stuck in the last couple of years since you
16 guys have done that stupid thing up there in the front
17 of the valley, than we have in the 50-plus years that
18 I've lived here.

19 And all you guys do -- we ask you questions
20 all the time. I've been to every single one of these
21 meetings, and you can't answer one of them.

22 Why is building on silt so good but -- and

1 it has no purpose to help us in the flood situation,
2 but you guys are still going to build this crap?

3 Why is bottleneaking us to get to that road
4 such a good idea? Nobody can answer this stuff.

5 You guys do environmental studies. That
6 dirt has something in it because it makes me itch now.
7 It makes my dog itch. It never used to before the
8 flooding.

9 And Lemmon Drive was bad before the
10 flooding; it's just now worse. So what's your new
11 road going to do? It's going to be the same thing.
12 It's just going to take it a couple of years.

13 Answer the questions.

14 ... Applause.

15 MR. BYRNE: Thank you for your comments. I
16 just want to reiterate that this project is to provide
17 the resiliency of access to the community.

18 Again, this is not a project that is going
19 to improve the flood situation. That is acknowledged
20 that it is an issue and will continue to be an issue.

21 This project is to provide access in and out
22 of the community, especially for emergency vehicles in

1 situations. So thank you for providing your comment.

2 DONNA ROBINSON: I have one more comment I
3 just thought of.

4 Donna Robinson, for the record. You are
5 going to be digging these mitigation holes, ponds,
6 whatever you want to call them, to hold water,
7 correct?

8 MR. BYRNE: Correct.

9 DONNA ROBINSON: We all know there's PFAS in
10 the lake, in the dirt. What are you going to be doing
11 safety-wise?

12 I've lived out here for over 30 years.
13 Since the flood, I've had nothing but breathing
14 problems. Okay.

15 What are you going to do as you dig those
16 holes to ensure that we're not getting PFAS into the
17 air that's going to contaminate the residents? What
18 are you going to do when you're actually digging up
19 and disturbing that dirt? And what studies have you
20 done to get that -- to see how bad that dirt is
21 contaminated?

22 MR. ANSON: So as far as construction

1 activities, the contractor will have to pull a dust
2 control permit from Northern Nevada Public Health.
3 They'll be required, just like all other projects, to
4 control the dust. That's what the standards require,
5 and they'll have to do that.

6 If there's a dust problem, you see dust
7 above and beyond, I would call Northern Nevada Public
8 Health. When we go to construction, you can call the
9 RTC; they can contact them. But they will have to
10 follow dust-control mitigation.

11 DONNA ROBINSON: There's dust-control
12 mitigation. We know there's PFAS out here in the soil
13 and in the water. What extra steps are going to be
14 taken to ensure that we don't get cancer 10 years down
15 the road?

16 MR. ANSON: The problem is there's no --
17 there's not enough study of it to give you an answer
18 to that. I could say we'd do this, it won't cause it.

19 That's the problem with the PFAS. It's such
20 a new thing out there -- and this is not only for
21 Lemmon Valley, it's for the whole country, especially
22 when you look at soil. There's very little guidance

1 of what to do to give you your sureties that that's
2 going to happen.

3 They're going to have to follow dust
4 control. They're going to have to keep the dust down.
5 If you see excessive dust, you're going to have to
6 call.

7 We just don't have any regulations. We have
8 no scientific evidence of, if we do this, it reduces
9 the potential. So we would just be shooting things
10 into the wind that may or may not have benefit if we
11 start doing a lot of extra work.

12 DONNA ROBINSON: Have you taken any soil
13 samples down to the depth that you're going to dig to
14 see how much PFAS is in the soil?

15 MR. ANSON: We do have a lot of borings.
16 They have not tested them for the PFAS because that,
17 once again, is a very hard thing to find and find
18 people that will do it out there.

19 We have to send it off. But once again,
20 even if it comes back as PFAS, there's no guidance of
21 what to do to resolve that problem. And OSHA does not
22 have any dictated things of, here's what you have to

1 do or here's where the problems lie, parts per million
2 or whatever. That's where the problem lies with PFAS.
3 It's a worldwide problem with very little guidance
4 right now, recommendations.

5 DONNA ROBINSON: Yeah, it's too bad you guys
6 can't take the extra step.

7 SCOTT FINLEY: Scott Finley, for the record.
8 I was looking at the presentations from the
9 August 2024 meeting presentations that you guys gave,
10 and it showed that obviously you've selected the
11 Natural Berm Alternative 6 from that presentation, and
12 it showed something about 32 to 38 million is how much
13 it would cost.

14 So you also said that RTC's listed
15 projection of the project cost is 88.47 million. Why
16 is there a \$50 million difference? Like, what am I
17 missing here?

18 MR. BYRNE: Yes, so early on in kind of that
19 really high-level alternative analysis, it's very
20 broad numbers. I'm just trying to understand the
21 magnitude of what each kind of alternative will cost.
22 So that just kind of sheds some light on during that

1 process.

2 So later on, when we get into further design
3 and understanding of the impacts and infrastructure we
4 have to do, right, there's increased costs of the
5 drainage features, the costs of the culverts that
6 really weren't maybe accounted for in that earlier
7 stage.

8 We're not at that \$88 million. We're not
9 that high. That might have been just an estimate. So
10 we'll have that final number once we finalize the
11 design.

12 SCOTT FINLEY: Okay. So that's about a
13 \$50 million increase within the last -- within less
14 than two years. I mean, that's a lot of money. I
15 mean...

16 MR. BYRNE: Again, it's not estimated at the
17 88 million. That could be the current estimate or an
18 old study. But we're not that high.

19 SCOTT FINLEY: Okay. And as far as the PFAS
20 goes, you were saying that there's no studies --

21 MR. ANSON: I'm not saying there's no
22 studies done on it. There's little studies -- the

1 studies that have been done provide little scientific
2 recommendations or OSHA recommendations on how we
3 should proceed on there.

4 So I'm sorry if I kind of misstated that.

5 SCOTT FINLEY: No, that's fine. I just
6 wanted everybody to know, we are the study now. I
7 mean, technically. Thank you.

8 DENISE ROSS: My name is Denise Ross.

9 You guys are using \$25 million of the flood
10 mitigation funds; is that correct?

11 MR. BYRNE: No, it's \$25 million of the
12 federal RAISE grant.

13 DENISE ROSS: It should be, like, for our
14 flood mitigation, right?

15 MR. BYRNE: That is for roadway
16 infrastructure.

17 DENISE ROSS: Shouldn't that have something
18 to do with the flood mitigation, then?

19 MR. BYRNE: No. So that money is being used
20 to build this road. We can utilize those funds if we
21 have impacts, certain impacts to mitigate it, just
22 like we're bringing in additional fill into the

1 floodplain, and we can use that money to build the
2 mitigation basin. So we're mitigating our impact
3 associated with the road.

4 DENISE ROSS: So you're using that fund to
5 build the retention detention -- those ponds that you
6 guys are talking about?

7 MR. BYRNE: Yeah, because it's direct impact
8 from the road.

9 DENISE ROSS: Okay. What is the criteria
10 for getting that? Just that you do something that
11 helps mitigate flooding?

12 MR. BYRNE: Well, that is per the Washoe
13 County standards why we're doing the 1.3-to-1 ratio
14 that we're following.

15 DENISE ROSS: So this \$25 million goes back
16 onto Washoe County?

17 MR. BYRNE: We receive that \$25 million from
18 the federal government, and so that money would be
19 allocated to fund partial part of this project.

20 DENISE ROSS: Through Washoe County?
21 Because you referred to Washoe County.

22 MR. BYRNE: We follow Washoe County

1 standards.

2 DENISE ROSS: Okay.

3 MR. BYRNE: Yes, so that money comes through
4 the state and then it is allocated to RTC.

5 DENISE ROSS: You don't think that those
6 funds -- those dollars could be used to better flood
7 mitigation other than just the ponds in order for you
8 guys to get your grant?

9 MR. BYRNE: That's just the requirements of
10 the outline, of that RAISE grant. And we can only use
11 those funds to build a road.

12 DENISE ROSS: Okay. Thank you.

13 CHAD QUIGGLE: Chad Quiggle, Oregon
14 Boulevard.

15 So what I see here, so from Chickadee to
16 Lemmon Drive or Oregon Drive, the frontage road,
17 everybody gets to come out just like normal. Okay.

18 MR. ANSON: Yes.

19 SUSAN VAN NESS: Susan Van Ness.

20 First I want to ask about the core samples,
21 and I asked before: Is there a place where we can get
22 the results of those? Because those were done

1 sometime in the past, and I do understand the person
2 that was out there told people that the lake was up to
3 24 feet -- 24.2 or something. So what were the
4 results of that? Because that means it was really
5 high when she was checking the core samples. What is
6 the answer for that?

7 Number two, I would like to ask is, has
8 there been correspondence, emails, phone calls from
9 developer Lissner and Bill Thomas from Reno City
10 Council coordinating with you on this?

11 Because I do understand that Mr. Lissner is
12 building a subdivision in Silver Knolls and needs a
13 traffic outlet down through here to Lemmon Valley.

14 I'm not making any accusations, I would just
15 like to know if he's involved in this.

16 Thank you.

17 MR. ANSON: I'll answer your core question
18 first. I'd have to talk to our geotechs because we
19 took those cores about two years ago.

20 As far as what anyone told you in the field,
21 I don't know. They should not be saying things; they
22 should be just going out there doing the cores because

1 they don't know all the details of the project.

2 But I can see if those cores are available.
3 I'm not 100 percent sure if they would still be
4 available because they were taken two years ago and
5 they've already done all their material testing, too,
6 that they need to for our pavement design.

7 SUSAN VAN NESS: Would you have more core
8 samples done --

9 MR. ANSON: Can you come up to the mic and
10 ask that, please?

11 SUSAN VAN NESS: If it's been two years, how
12 often do you have to do those before you go ahead with
13 the project? Because the core samples are very
14 important.

15 MR. ANSON: Yeah, we only do the coring one
16 time, as long as we don't wait years and years. The
17 project's been ongoing. They have those core samples.
18 I believe they took them, I would say, last year,
19 actually. And I could get the exact dates.

20 They've used them -- they've done the
21 material testing. So they're good for what we need to
22 do with our project at this point. There's no

1 requirements that we go do new cores, unless we were
2 to wait several years, 10 years or so. And even that,
3 it would be questionable.

4 MR. BYRNE: To answer your other question, I
5 have no knowledge of any of that correspondence.

6 We're following the NEPA process right now,
7 going through these measures of the public meetings
8 and our design efforts and engaging with the public,
9 and we will wait for our NEPA clearance to engage in
10 any right-of-way acquisitions.

11 DWAYNE HUBER: My name is Dwayne Huber. I
12 live up on Fir Drive, up behind the fire station, what
13 used to be our fire station, which is no longer.

14 You folks here realize there's no longer a
15 fire station out here that's useable. I just want to
16 let them know. It belongs to the wildland fire
17 people, which do not put out fires in our neighborhood
18 or any place else around here.

19 I'm worried about emergency equipment
20 getting to and from, because I live up on Fir up here,
21 and with Deodar -- or with Nectar being cut off and us
22 going down side streets and all this kind of stuff,

1 it's going to upset a few people, which it already is.

2 We don't have good plowing out here as it
3 is, and our roadwork is terrible. The county is not
4 taking care of us. We're paying taxes for that.

5 I understand the road along that hill, along
6 that berm up there, I know they've got a pipe that
7 pulls the water out of the lake and sends it clear out
8 to the other end out there. I'm just trying to figure
9 out how we're going to get out of this valley if we
10 get flooded out again. There is no way out of here.

11 And down the road -- I've got plans going
12 back to '21, it talks about four lanes from Fleetwood
13 to Chickadee. Might as well do four lanes up to
14 Ramsey if they're going to do that, get that over
15 with.

16 They're going to build houses out here in
17 that pit. We know that's coming. Prado has already
18 bought the land. They want people to move out of
19 here. They want their road gone so they can scoot
20 into this area.

21 I've been out here 40 years. I've been
22 watching this. It's flooded a few times out here.

1 The county does a terrible job of taking care of
2 stuff. Now the city's got it. And I'm a retired city
3 person, and I think they do a crummy job, too.

4 I'm not necessarily for all of this. I hope
5 a good plan comes up that helps us all get out of
6 here. I don't want to get trapped out here like we
7 did a few times. Some of these folks know all about
8 that. There's no way out.

9 And with that congestion you've got up at
10 the freeway now -- oh, brother. Anyway, just a little
11 something to think about.

12 MR. BYRNE: Thank you for your comment.
13 That is the purpose and goal of this project is to
14 make sure there is access in the event of an emergent
15 situation where the road will be accessible for
16 everyone out here, including you and emergency
17 vehicles.

18 Any other public comment?

19 ROBERT ROSS: My name is Robert Ross.

20 Just to follow up on a couple of the answers
21 you guys gave earlier. You were mentioning about a
22 1.3-to-1 ratio for, like, material moved in and

1 removed; is that correct?

2 MR. BYRNE: Yes. For every cubic yard of
3 material we bring into the floodplain, we have to
4 remove 1.3 cubic yards in the floodplain.

5 ROBERT ROSS: Okay. So understanding that
6 this road project is not to do with any sort of flood
7 mitigation, can I ask why this project has only done
8 the bear minimum required by Washoe County code? Why
9 not 1.4? Why not 1.5; kill a couple of birds with the
10 same stone?

11 We could be helping people and building a
12 new road. Why the minimum?

13 MR. BYRNE: Yeah, the 1.3 was increased from
14 what it was previously. I don't know the exact
15 number, but I know that it was updated to be the 1.3,
16 and RTC is taking that approach to meet that
17 requirement.

18 ROBERT ROSS: Okay. And then I know we've
19 heard a lot about PFAS tonight, and that is a very big
20 concern. So you mentioned permitting for dust control
21 for the contractor that picks up this bid.

22 What sort of enforcement actions will be

1 taken against that contractor if they decide to try to
2 cut corners?

3 MS. CALLEGARI: Hi, Amanda Callegari, RTC
4 Engineering Manager, for the record.

5 To answer your question, I wanted to follow
6 up with everyone here and answer it. So I know I
7 haven't talked to the team about this, but one option
8 that we could use to have a little bit more teeth with
9 that, with our contractor that gets hired for this
10 contract, is to maybe do like an LD, a liquidated
11 damage, something like that, where if continual
12 concerns come up about air quality, then we can hold
13 our contractor's feet to the fire in that way.

14 So we'll definitely talk internally about
15 incorporating something like that to make sure that
16 the contractor's doing their due diligence to meet the
17 requirements of that dust control permit. So that is
18 something we can commit to looking into.

19 ROBERT ROSS: Thank you so much for your
20 time.

21 MR. BYRNE: Thank you.

22 Is there any other public comment or

1 questions?

2 Again, we will be here afterwards to help
3 answer any additional questions over here on the
4 boards or wherever you like. So we'll be here for a
5 while.

6 All right. Well, thank you, everyone. We
7 really appreciate you coming out, giving your input
8 and asking these questions. So thank you.

9 (Public hearing concluded at 7:00 p.m.)

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1 CERTIFICATION OF COMPLETION

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4 I, DENISE HINXMAN, Certified Court Reporter,
5 do hereby certify;

6

7 That on Thursday, February 19, 2026, I was
8 present and took verbatim stenotype notes of the
9 hearing entitled herein, and thereafter transcribed
10 the same into typewriting as herein appears;

11

12 That said hearing was taken in stenotype
13 notes by me, a Certified Court Reporter, and
14 thereafter reduced to typewriting under my direction
15 as herein appears;

16

17 That the foregoing transcript is a full,
18 true and correct transcription of my stenotype notes
19 of said meeting.

20

21 Dated at Reno, Nevada, this 21st day of
22 February, 2026.

/s/ Denise Hinxman

DENISE HINXMAN, CCR #234, RDR, CRR