

## EMPOWERING I-80 COMMUNITIES TODAY AND TOMORROW



### Appendix A.7

#### I-80 Corridor System Master Plan: Partner States Task Force

Table of contents for Appendix A.11:

- 1- Introductory narrative providing context for the work
- 2- Meeting overview
- 3- Informational presentation
- 4- Stakeholder interviews

**EMPOWERING I-80 COMMUNITIES  
TODAY AND TOMORROW**



## **I-80 CSMP Partner States Task Force – Introduction**

The Partner States Task Force provided invaluable initial executive guidance for organizing the I-80 CSMP study. This guidance ensured subsequent efforts in the study and eventual Stakeholder Network remained grounded with individual local perspectives while exploring broader rural and mega-regional perspective of the I-80 corridor. Further, the organizational work undertaken by the Partner States Task Force was instrumental in identifying the topic specific working groups that continue detailed exploration and dialogue about issues and opportunities for the I-80 corridor. The following information provides: a sample of the types of meetings the task force engaged in; an overview, informational presentation about the origins and initial expectations for the I-80 CSMP study; and overviews of initial stakeholder interviews conducted.

**EMPOWERING I-80 COMMUNITIES  
TODAY AND TOMORROW**



## **A7. Partner States Task Force**

### **Working Documents**

# Agenda

<b>Project:</b>	I80 CSMP		
<b>Subject:</b>	Partner States/Primary Stakeholder Meeting		
<b>Date and time:</b>	June 28, 2012 1:00 P.M. PDST	<b>Meeting no:</b>	1
<b>Meeting place:</b>	Teleconference	<b>Minutes by:</b>	Lawson
<b>Attendees:</b>	<b>Representing:</b>		

ITEM	DESCRIPTION	RESPONSIBLE
1	Introduction of participating stakeholders	
2	Overview of study purpose and process	Mike Lawson
3	Discussion of this groups role in the study	Mike Lawson
4	Other task force roles and responsibilities	Mike Lawson
5	Application of the livability principles to the existing documents for the corridor study including a discussion of the livability summary template	Mike Lawson
6	Stakeholder questions/concerns	All
7	Next steps	Jim Dodson

**Partner States/Primary Stakeholders Kickoff Meeting- Roll call 6/28/12**

Accepted:

Jim Dodson – Atkins Project Manager

Coy Peacock – Nevada DOT Project Manager

John Thomas – Utah DOT

Paul Enos – Nevada Motor Transport Association

Jeff Pulverman – Caltrans

Ned Hacker – Wasatch Front Regional Council

Paul Schneider – FHWA

Bruce De Terra – Caltrans

Amy Cummings – Washoe RTC

Laycee Kolkman – HDR Planning Task force lead

Jim Caviola - CA group Technical Task force lead

Mike Lawson – Atkins

Perry Gross – Atkins

Brad Lane - Atkins

Unable to participate today but will participate on the Task Force

Mark Wingate – Wyoming DOT

Doug Hattery – Wasatch Front regional Council

David Ory – Bay Area Metropolitan Transportation Commission

John Restrepo – RCG Economics Technical Support group Lead

Individuals on the task force that neither accepted nor declined so we are not sure if you are on the line:

Tracy Larkin Thomason – Nevada DOT

Bill Bensmiller – Federal Motor Carrier Safety Association

Lee Gibson – Washoe RTC

Jeff Hale - Washoe RTC

Lee Taubeneck – Caltrans

Matt Carpenter – SACOG

Celia McAdam – Placer County

# I-80 Corridor System Master Plan

Partner states primary stakeholders kickoff  
teleconference

June 28, 2012



ATKINS



Plan Design Enable

# Agenda

- Introduction of participating stakeholders
- Opening remarks – Coy Peacock, NDOT project manager
- Overview of study purpose and process
- Discussion of this group's role in the study
- Other task force roles and responsibilities
- Application of the livability principles to the existing documents for the corridor study including a discussion of the livability summary template
- Stakeholder questions/concerns
- Next steps

# Project Purpose

- Develop a comprehensive strategy for implementing coordinated planning and system development for the entire Corridor.

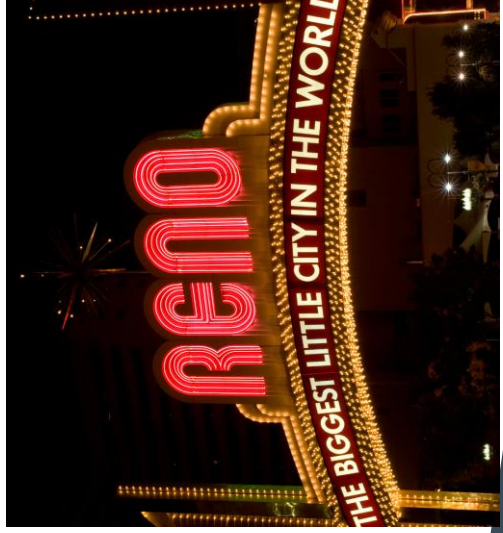
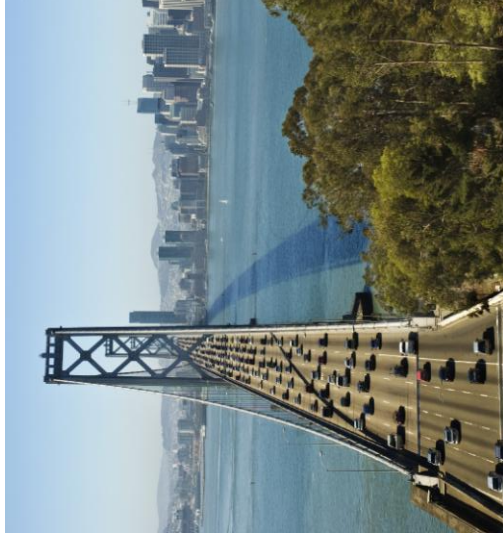


# Strategic Action Plan

- Provide decision makers a strategic action plan
  - Develop an ongoing process to implement and update that plan,
  - Defines potential future transportation improvements for decades to come.

# Study Area

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# I-80 Corridor

- Second-longest Interstate in the United States (following Interstate 90)
- The I 80 Corridor between San Francisco, California and Cheyenne, Wyoming is over 1100 miles long with over 200 miles traversing urban areas
- The average daily traffic (ADT) is over 300,000 on several segments in California, over 100,000 on several segments in Nevada, over 200,000 in Utah, and drops to under 10,000 in Wyoming

# I-80 Corridor

- Heavily used freight corridor
- Travels through and near federally owned lands and several environmentally sensitive areas
- The potential ports, airports, heavy rail and high-speed ground transportation developments will likely have a large effect on traffic volume and operations along the Corridor

# Enhanced I 80 System

- Maximize existing infrastructure through innovative operations and create new infrastructure to provide for future capacity needs of all modes;
- Be built for the mobility and safety needs of commerce, commuters, homeland security, recreation and tourism;
- Be multimodal in scope and delivery;
- Include a coordinated effort across state lines in planning and implementing future improvements;

# Enhanced I 80 System

- Capitalize on non-traditional financing opportunities mechanisms to deliver public infrastructure;
- Consider potential future shifts in, and sustainability of, travel patterns, mode choice, population, and technology; and
- Include environmental considerations for recommended improvements. [Planning Environmental Linkages (PEL)].

# Consultant Study Team

## Atkins

- Project Management
- Partner States Task Force
- Planning Task Force
- Technical Task Force
- Implementation Task Force

## CA Group

- Technical Task Force
- Implementation Task Force

## HDR

- Planning Task Force
- Technical Task Force

## RCG Economics

- Economic Assessment

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# Goals

- Consolidate all existing and relevant planning information for the corridor into an electronic repository and develop livability/sustainability summaries for each of them – Delivered in task 1
- Develop and prioritize early action items – Delivered in task 2.
- Define and prioritize long term needs – Delivered in task 3.



# Goals

- Create a project management process that delivers an “on-going coalition” with the ability to re-evaluate the corridor periodically in light of changing conditions and adjust priorities – Delivered in tasks 4 and 5.
- Complete an updated operational assessment of the I-80/I-580/US 395 Interchange using the 2003 Washoe County Freeway Corridor Study limits – Delivered in task 6.

# Schedule

- NTP issued April 12, 2012
- 2 years to complete all elements of the study

# Partner State Task Force Roles and Responsibilities

## **Roles**

- Periodic guidance and perspective
- Assess ideas and products
- Allocate resources to ensure a comprehensive and thoughtful dialogue
- Be your organization's point person for potential commitments and approvals
- Provide final approval of study products

## **Responsibilities**

- Approvals

# Planning Task Force Roles and Responsibilities

## **Roles**

- Identify all relevant planning documents for the corridor.
- Develop consensus for the evaluation criteria.
- Promote collaboration amongst the partners.
- Promote sustainability/livability in respective agencies.
- Promote support for the project with agency leadership.

# Planning Task Force Roles and Responsibilities

## **Responsibilities**

- Collect existing information and evaluate them in the contexts of regional relevance, corridor importance, and livability/sustainability
- Compile an existing planned action report
- Create the evaluation matrix
- Document cost-benefit assumptions/criteria
- Prepare a gap analysis
- Provide input for the list of the short and long term improvement alternatives
- Prepare a Draft CSMP and Integrated Framework Plan

# Technical Task Force Roles and Responsibilities

## Roles

- Identify reports and studies to be included in the data repository.
- Reconcile travel forecasts.
- Document cost-benefit assumptions/criteria.
- Provide input for the ranked list of preferred short and long term improvement alternatives.
- Prepare the draft CSMP and an integrated framework plan, which will establish the future I-80 coalition.
- Investigate technical approaches being applied across four states to provide mobility
- Investigate topics such as GIS, freight and logistics, operations, project delivery etc., to better understand the corridor dynamics

# Technical Task Force Roles and Responsibilities

## Responsibilities

- Create and update a web-based data repository with input from other task forces.
- Provide input for the ranked list of preferred short and long term improvement alternatives.
- Prepare technical memorandums addressing various mobility strategies

# Implementation Task Force Roles and Responsibilities

## Roles

- Ensure recommendations are implementable.
- Identify obstacles to updating appropriate RTPs, STIPs, TIPs, etc., to advance the ranked list of preferred short and long-term improvement alternatives.
- Develop the framework for the coalition, in conjunction with the leadership team.



# Implementation Task Force Roles and Responsibilities

## Responsibilities

- Work with partner agencies to ensure all appropriate RTPs, STIPs, TIPs, etc., are updated in accordance with the approved CSMP.
- Prepare BDRs or other appropriate legislative mechanisms to advance any desired changes to laws or regulations.
- Ensure all regulatory and/or legal requirements are completed for the creation of the ongoing coalition.

# Livability Principles

- Sustainable communities – partnership with HUD, USDOT and EPA
- Goal - “to help communities nationwide improve access to affordable housing, increase transportation options, and lower transportation costs while protecting the environment”
- Developed 6 livability principles to guide this work
- Principles are incorporated into the federal funding program and policies
- Nevada is embracing the initiative and would like to identify gaps in the current planning process

# Livability Principles

- Provide more transportation choices
- Promote equitable, affordable housing.
- Enhance economic competitiveness
- Support existing communities.
- Coordinate and leverage federal policies and investment.
- Value communities and neighborhoods

# Next Steps

- Individual stakeholder follow up
- Periodic review/approval of other task force recommendations

## I-80 CSMP Primary Stakeholder Summary – Bruce De Terra Caltrans HQ

On Tuesday July 3, 2012 Mike Lawson with Atkins, North America, Coy Peacock the Nevada Department of Transportation project manager for the study, and Jim Dodson the project manager for Atkins had a teleconference with Bruce De Terra, Caltrans HQ. The following narrative attempts to capture the general content of that conversation.

As a follow-up to the kickoff teleconference of the Partner States/Primary stakeholders Mr. De Terra was asked a series of questions to help the consulting team better understand his vision for the I-80 corridor and for the study. The first question was, based on his understanding of the role of the Partner States/Primary stakeholders task force are you the appropriate person to represent your organization on this task force? **Mr. De Terra answered yes.**

What are your expectations and what results do you expect from this study? **Mr. De Terra said he hoped the study would address cross State travelers and traveler information and expand on the work being done by the I-80 winter coalition. He also expressed his hope that the study would result in better positioning for competitive funding for the significant improvements required in the corridor and that we would give appropriate emphasis to multi-modal alternatives.**

Besides your organization what other organizations in your region do you think we should consider including on this task force? **Mr. De Terra suggested we involve SACOG, Placer County Transportation Planning Agency, Nevada County Transportation Commission, Bay Area MTC, California Trucking Association, UPRR (Jerry Wilmoth –Roseville), Port of Oakland, Port of Richmond, Port of Benicia Venetia, Port of West Sacramento, and the California State Air Resources Board.**

What available studies and or/reports that relate to the corridor are available from your organization and how can we obtain them? **Mr. De Terra was not asked this question as the team had already solicited this information form Caltrans district staff.**

What members of your staff should we include on the Planning Task force? **Mr. De Terra provided the name of Tracey Frost, Caltrans HQ System Planning Branch Chief, via email.**

What members of your staff should we include on the Technical Task force? **Mr. De Terra provided the name of Joan Sollenberger, Caltrans HQ Traffic Operations Division, via email.**

What members of your staff should we include on the Implementation Task force? **Mr. De Terra will provide this information at a later date. Please include Tracey Frost on this Taskforce as well. Joan Sollenberger may also be appropriate depending on the scope of the Task Force.**

What are your top priorities for Projects, programs, and initiatives for the corridor in your region in the near term (prior to 2020)? Mr. De Terra said he was concerned about addressing the capacity issues and physical constraints on the segment between Vacaville and Sacramento, improving freight mobility, enhancing passenger rail service. He also expressed a desire to emphasize active management of the corridor through application of ITS and other technologies and traffic operations improvement projects that reduce travel delay and congestion. He also addressed the need to develop the corridor as part of the electric highway system, similar to the I-5 multi-state effort, particularly developing charging station locations along the corridor between the Bay Area and Reno/Tahoe.

What are your top priorities for Projects, programs, and initiatives for the corridor in your region in the long term (post 2020)? Mr. De Terra suggested a need to improve the non-automotive travel options in the corridor including passenger rail and bike accommodation. He also expressed the desire that the entire corridor from its beginning in the Bay Area through to Reno would be actively managed across all modes and that the corridor would be prepared for hosting of the Winter Olympics in the Lake Tahoe Region if applicable.

What concerns do you have about the corridor, this study, or our ability to achieve the goals we have identified? Mr. De Terra pointed out the physical limitations in the corridor and a lack of adequate parallel facilities

Do you have any questions for us? Mr. De Terra answered: Not at this time.

In closing Mr. De Terra was informed that the team was going to schedule kickoff teleconferences with the Planning, Technical, and Implementation task forces the second week in July. After that we will have a better idea of when we will schedule the next meeting of the Partner States/Primary stakeholders' task force and what topics we will be discussing. Lastly, we will continue to communicate with you and the staff you have indicated throughout the study as we identify topics and issues of interest to you. If you have any questions or concerns before we talk again please do not hesitate to contact me, Jim, or Coy.

## I-80 CSMP Primary Stakeholder Summary – Washoe RTC

On Thursday September 6, 2012 Mike Lawson and Jim Dodson from Atkins, North America representing the NDOT Project Manager Coy Peacock met with Lee Gibson, Amy Cummings, and Jeff Hale of Washoe RTC. The following narrative attempts to capture the general content of that conversation.

Because Washoe RTC had participated in the kickoff teleconference of the Partner States/Primary stakeholders, Mr. Lawson was able to give a brief overview of the I-80 CSMP study goals and purpose, task force roles and responsibilities, and status of work to date on the project.

At this point Mr. Gibson and his staff were asked a series of questions to help the consulting team better understand his vision for the I-80 corridor and for the study. The first question was, based on his understanding of the role of the Partner States/Primary stakeholders task force are you the appropriate person to represent your organization on this task force? **Mr. Gibson answered in the affirmative and also requested the RTC Director of Planning, Ms. Cummings, be included in all matters pertaining to this task force.**

What are your expectations and what results do you expect from this study? **Mr. Gibson expressed his hope that the study results and establishment of a coalition would allow for greater opportunities for funding of prioritized programs, initiatives, and projects in the corridor. He also expressed his expectations that the Washoe freeway corridor system analysis would result in updates to the RTP that considered the changing dynamics in the corridor since the last study was conducted.**

Besides your organization what other organizations in your region do you think we should consider including on this task force? **Mr. Gibson answered that he believed we were already involving all relevant northern Nevada agencies and private sector entities.**

What members of your staff should we include on the Planning Task force? **Mr. Gibson answered: Amy Cummings and Tom Greco.**

What members of your staff should we include on the Technical Task force? **Mr. Gibson answered: Jeff Hale**

What members of your staff should we include on the Implementation Task force? **Mr. Gibson answered: Jeff Hale**

What are your top priorities for Projects, programs, and initiatives for the corridor in your region in the near term (prior to 2020)? **Mr. Gibson answered: ITS master plan implementation, Truck Parking, I-580 rehabilitation, and the upcoming Transit summit to be held this winter in Reno.**

What are your top priorities for Projects, programs, and initiatives for the corridor in your region in the long term (post 2020)? **Mr. Gibson said the RTP is currently being updated and those things are all being discussed.**

What concerns do you have about the corridor, this study, or our ability to achieve the goals we have identified? **Mr. Gibson answered: Reconciling the broad range of needs amongst the multiple stakeholders on a continuing basis.**

Do you have any questions for us? Mr. Gibson answered he did not have any at this time, but he asked that we coordinate any workshops we might have with the ones Ms. Cummings was facilitating as part of the Washoe RTP update. He also asked that we coordinate with the NDOT I-11 study.

In closing Mr. Gibson was informed that we will continue to communicate with him and the staff he indicated throughout the study as we identify topics and issues of interest to them.

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## I-80 CSMP Primary Stakeholder Summary – Doug Hattery, WASATCH Front Council

On Friday July 7, 2012 Mike Lawson with Atkins, North America and Jim Dodson the project manager for Atkins had a teleconference with Doug Hattery and Ned Hacker, representing the Wasatch Front Regional Council. The following narrative attempts to capture the general content of that conversation.

As a follow-up to the kickoff teleconference of the Partner States/Primary stakeholders Mr. Hattery was asked a series of questions to help the consulting team better understand his vision for the I-80 corridor and for the study. The first question was, based on his understanding of the role of the Partner States/Primary stakeholders task force are you the appropriate person to represent your organization on this task force? **Mr. Hattery replied that he was the appropriate person to represent the Wasatch Front Regional Council on this task force.**

What are your expectations and what results do you expect from this study? **Mr. Hattery said he hoped the study would establish a vision for the corridor that focused on freight movement, ITS technologies that would improve the movement of people, and that the coalition would ultimately develop a process that would result in recommendations for prioritized programs, projects, and initiatives. Mr. Hattery emphasized that in addition to freight movement, we need to look at person/passenger movement in the corridor.**

Besides your organization what other organizations in your region do you think we should consider including on this task force? **Mr. Hattery named the Utah Trucking association, AMTRAK, Western high speed rail alliance, Salt Lake City chamber of commerce, and the Utah Transit authority.**

What available studies and or/reports that relate to the corridor are available from your organization and how can we obtain them? **Mr. Hattery identified several studies including the long range plan that were available on their website.**

What members of your staff should we include on the Planning Task force? **Mr. Hattery named Ned Hacker and Greg Scott.**

What members of your staff should we include on the Technical Task force? **Mr. Hattery named Jon Larsen and Wayne Bennion.**

What members of your staff should we include on the Implementation Task force? **Mr. Hattery named Ben Wuthrich.**

What are your top priorities for Projects, programs, and initiatives for the corridor in your region in the near term (prior to 2020)? **Mr. Hattery said phase 2 of the I-80 truck climbing**

lanes safety project, a new service Interchange 15 miles west of the city, and capacity improvements on the segment of I-80 that runs concurrent with I-15 are near term concerns.

What are your top priorities for Projects, programs, and initiatives for the corridor in your region in the long term (post 2020)? Mr. Hattery said I-80 to the east, the Interchange with I-215, Tooele County plans for north/south access roads to I-80, accommodating the anticipated growth in freight in the corridor, and truck stop/parking issues were all items that need to be addressed in the long term.

What concerns do you have about the corridor, this study, or our ability to achieve the goals we have identified? Mr. Hattery noted that that the signage for roadside services were notably absent during a recent trip he made along the corridor in California. He suggested that a comprehensive review of the corridor from this perspective might be something the technical task force could undertake.

Do you have any questions for us? Mr. Hattery replied: not at this time.

In closing Mr. Hattery was informed that the team was going to schedule kickoff teleconferences with the Planning, Technical, and Implementation task forces the second week in July. After that we will have a better idea of when we will schedule the next meeting of the Partner States/Primary stakeholders' task force and what topics we will be discussing. Lastly, we will continue to communicate with you and the staff you have indicated throughout the study as we identify topics and issues of interest to you. If you have any questions or concerns before we talk again please do not hesitate to contact Mike, Jim, or Coy.

### I-80 CSMP Primary Stakeholder Summary – Jeff Pulverman, Caltrans District 3

On Thursday July 5, 2012 Mike Lawson with Atkins, North America and Jim Dodson the project manager for Atkins had a teleconference with Jeff Pulverman, David Van Dyken, and Nieves Castro, representing Caltrans District 3. The following narrative attempts to capture the general content of that conversation.

As a follow-up to the kickoff teleconference of the Partner States/Primary stakeholders Mr. Pulverman was asked a series of questions to help the consulting team better understand his vision for the I-80 corridor and for the study. The first question was, based on his understanding of the role of the Partner States/Primary stakeholders task force are you the appropriate person to represent your organization on this task force? **Mr. Pulverman answered that while he wanted to stay informed and involved he believed Bruce De Terra was the more appropriate Caltrans representative on the Partner States/Primary Stakeholders task force.**

What are your expectations and what results do you expect from this study? **Mr. Pulverman voiced hope that the coalition would be able to bring a single voice to the diverse interests in order to better leverage funding for projects, programs, and initiatives that had the most value for the corridor. He also observed that Caltrans has done significant work on segment analysis in the corridor that they have rolled up into system level analysis and offered to share the techniques and methods they are using for their corridor mobility effort.**

Besides your organization what other organizations in your region do you think we should consider including on this task force? **Mr. Pulverman suggested we include the California Trucking Association, Nevada County, and Capital corridor railroad in addition to the others previously identified by Caltrans at the kickoff meeting.**

What available studies and or/reports that relate to the corridor are available from your organization and how can we obtain them? **Mr. Pulverman named multiple documents and indicated they could be found on their website at [corridormobility.org](http://corridormobility.org).**

What members of your staff should we include on the Planning Task force? **Mr. Pulverman named Richard Helman.**

What members of your staff should we include on the Technical Task force? **Mr. Pulverman named Richard Helman.**

What members of your staff should we include on the Implementation Task force? **Mr. Pulverman named Richard Helman.**

What are your top priorities for Projects, programs, and initiatives for the corridor in your region in the near term (prior to 2020)? Mr. Pulverman named implementation of the regional HOV system plan, implementation of the ITS operations plan, continued system maintenance, and completion of the system to mitigate congestion as near term priorities.

What are your top priorities for Projects, programs, and initiatives for the corridor in your region in the long term (post 2020)? Mr. Pulverman named the implementation of the District System management plan as a long term priority.

What concerns do you have about the corridor, this study, or our ability to achieve the goals we have identified? Mr. Pulverman expressed concern that our goals were very ambitious and would be difficult to achieve with the limited budget available to us.

Do you have any questions for us? Mr. Pulverman answered: Not at this time.

In closing Mr. Pulverman was informed that the team was going to schedule kickoff teleconferences with the Planning, Technical, and Implementation task forces the second week in July. After that we will have a better idea of when we will schedule the next meeting of the Partner States/Primary stakeholders' task force and what topics we will be discussing. Lastly, we will continue to communicate with you and the staff you have indicated throughout the study as we identify topics and issues of interest to you. If you have any questions or concerns before we talk again please do not hesitate to contact Mike, Jim, or Coy.

## I-80 CSMP Primary Stakeholder Summary – Paul Schneider FHWA

On Tuesday July 3, 2012 Mike Lawson with Atkins, North America, Coy Peacock the Nevada Department of Transportation project manager for the study, and Jim Dodson the project manager for Atkins had a teleconference with Paul Schneider, FHWA. The following narrative attempts to capture the general content of that conversation.

As a follow-up to the kickoff teleconference of the Partner States/Primary stakeholders Mr. Schneider was asked a series of questions to help the consulting team better understand his vision for the I-80 corridor and for the study. The first question was, based on his understanding of the role of the Partner States/Primary stakeholders task force are you the appropriate person to represent your organization on this task force? **Mr. Schneider answered that he believed he should be involved, but that other FHWA staff should also be invited to represent the States of California, Utah, and Wyoming.**

What are your expectations and what results do you expect from this study? **Mr. Schneider expressed his desire that the study would address freight mobility, truck parking, and the potential for public/private partnerships for “electrification” of the corridor among the issues to be discussed. He also advocated for the inclusion of performance measures in the evaluation metric proposed to potentially prioritize improvement strategies. Mr. Schneider indicated support for an evaluation of the new federal transportation initiative (MAP 21) to explore its utility and fairness with respect to the distributions of federal dollars back to the States and local transportation authorities. He also thought the study presents an opportunity to investigate existing legislative obstacles to tolling and other institutional restrictions to implementation of advanced technologies.**

Besides your organization what other organizations in your region do you think we should consider including on this task force? **Mr. Schneider suggested we involve the FTA.**

What available studies and or/reports that relate to the corridor are available from your organization and how can we obtain them? **This question was not asked.**

What members of your staff should we include on the Planning Task force? **Mr. Schneider suggested Leah Sirmin.**

What members of your staff should we include on the Technical Task force? **Mr. Schneider suggested Leah Sirmin.**

What members of your staff should we include on the Implementation Task force? **Mr. Schneider suggested Leah Sirmin.**

What are your top priorities for Projects, programs, and initiatives for the corridor in your region in the near term (prior to 2020)? **This question was not asked.**

What are your top priorities for Projects, programs, and initiatives for the corridor in your region in the long term (post 2020)? **This question was not asked.**

What concerns do you have about the corridor, this study, or our ability to achieve the goals we have identified? **Mr. Schneider replied that he thought the scope of the project was very ambitious and we would need excellent facilitators to conduct the multitude of conversations amongst such diverse stakeholders.**

Do you have any questions for us? **Mr. Schneider answered: Not at this time.**

In closing Mr. Schneider was informed that the team was going to schedule kickoff teleconferences with the Planning, Technical, and Implementation task forces the second week in July. After that we will have a better idea of when we will schedule the next meeting of the Partner States/Primary stakeholders' task force and what topics we will be discussing. Lastly, we will continue to communicate with you and the staff you have indicated throughout the study as we identify topics and issues of interest to you. If you have any questions or concerns before we talk again please do not hesitate to contact me, Jim, or Coy.

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## I-80 CSMP Primary Stakeholder Summary – John Thomas Utah DOT

On Tuesday July 3, 2012 Mike Lawson with Atkins, North America, Coy Peacock the Nevada Department of Transportation project manager for the study, and Jim Dodson the project manager for Atkins had a teleconference with John Thomas, Utah DOT. The following narrative attempts to capture the general content of that conversation.

As a follow-up to the kickoff teleconference of the Partner States/Primary stakeholders Mr. Thomas was asked a series of questions to help the consulting team better understand his vision for the I-80 corridor and for the study. The first question was, based on his understanding of the role of the Partner States/Primary stakeholders task force are you the appropriate person to represent your organization on this task force? **Mr. Thomas answered yes.**

What are your expectations and what results do you expect from this study? **Mr. Thomas said he hoped the study would result in a better understanding of corridor wide needs and develop a process to prioritize them.**

Besides your organization what other organizations in your region do you think we should consider including on this task force? **Mr. Thomas suggested we involve the Utah Trucking Association, Utah Transit authority, and Salt Lake City Chamber of Commerce.**

What available studies and or/reports that relate to the corridor are available from your organization and how can we obtain them? **Mr. Thomas identified the I-80 corridor study performance analysis, STIP, Long range plan, and wild life study.**

What members of your staff should we include on the Planning Task force? **Mr. Thomas offered to serve on the Planning task force.**

What members of your staff should we include on the Technical Task force? **Mr. Thomas provided the names of Dan Kuhn and Rob Clayton.**

What members of your staff should we include on the Implementation Task force? **Mr. Thomas provided the name of Cory Pope.**

What are your top priorities for Projects, programs, and initiatives for the corridor in your region in the near term (prior to 2020)? **Mr. Thomas indicated Truck capacity, truck parking, Interstate traveler information, and improved safety with respect to wild life collisions were among the concerns he hoped would be addressed in the near term.**

What are your top priorities for Projects, programs, and initiatives for the corridor in your region in the long term (post 2020)? **Mr. Thomas said addressing capacity issues in the**

urban cores, accommodating the expected increase in freight movement, and managing assets (particularly pavements) were areas he hoped the coalition would focus on in the long term.

What concerns do you have about the corridor, this study, or our ability to achieve the goals we have identified? Mr. Thomas said he hoped we would consider using existing spatial data and recommend we utilize U-plan to the extent possible. There was general discussion about the potential to lay the ground work for an N-plan within NDOT as an outcome of the study. Mr. Thomas also suggested future meetings be scheduled regularly and as far in advance as possible.

Do you have any questions for us? Mr. Thomas answered: Not at this time.

In closing Mr. Thomas was informed that the team was going to schedule kickoff teleconferences with the Planning, Technical, and Implementation task forces the second week in July. After that we will have a better idea of when we will schedule the next meeting of the Partner States/Primary stakeholders' task force and what topics we will be discussing. Lastly, we will continue to communicate with you and the staff you have indicated throughout the study as we identify topics and issues of interest to you. If you have any questions or concerns before we talk again please do not hesitate to contact Mike, Jim, or Coy.

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## I-80 CSMP Primary Stakeholder Summary - Mark Wingate Wyoming DOT

On Tuesday July 3, 2012 Mike Lawson with Atkins, North America, Coy Peacock the Nevada Department of Transportation project manager for the study, and Jim Dodson the project manager for Atkins had a teleconference with Mark Wingate, Wyoming DOT. The following narrative attempts to capture the general content of that conversation.

Because Mr. Wingate was not able to participate in the kickoff teleconference conducted the previous week, Mr. Lawson gave him a brief overview of the study goals and purpose, and task force roles and responsibilities. At the end of the overview Mr. Wingate asked if the study scope would include consideration of MAP 21 (the recently passed federal transportation legislation) and Mr. Lawson replied in the affirmative.

At this point Mr. Wingate was asked a series of questions to help the consulting team better understand his vision for the I-80 corridor and for the study. The first question was, based on his understanding of the role of the Partner Sates/Primary stakeholders task force are you the appropriate person to represent your organization on this task force? **Mr. Wingate answered in the affirmative.**

What are your expectations and what results do you expect from this study? **Mr. Wingate expressed his hope that the study results and establishment of a coalition would allow for greater opportunities for funding of prioritized programs, initiatives, and projects in the corridor.**

Besides your organization what other organizations in your region do you think we should consider including on this task force? **Mr. Wingate answered: Wyoming Trucking Association, Wyoming Emergency Management Agency, and possibly the Cheyenne MPO although they had little involvement on I-80, which falls under the jurisdiction of the WDOT.**

What available studies and or/reports that relate to the corridor are available from your organization and how can we obtain them? **Mr. Wingate answered: Freight study, tolling reports phase 1 and 2, State Long Range Plan, Multiple corridor plans, I-80/I25 Interchange study. All are available on the WDOT website.**

What members of your staff should we include on the Planning Task force? **Mr. Wingate answered: Mark Wingate**

What members of your staff should we include on the Technical Task force? **Mr. Wingate answered: Sherman Weisman**

What members of your staff should we include on the Implementation Task force? **Mr. Wingate answered: Kent Ketterling**

What are your top priorities for Projects, programs, and initiatives for the corridor in your region in the near term (prior to 2020)? **Mr. Wingate answered: Maintenance of the system, ITS, Truck Parking, Grant funding, Truck climbing lanes**

What are your top priorities for Projects, programs, and initiatives for the corridor in your region in the long term (post 2020)? **Mr. Wingate answered: Service Interchange in Rock Springs, a System Interchange improvement at I-80/I-25.**

What concerns do you have about the corridor, this study, or our ability to achieve the goals we have identified? **Mr. Wingate answered: Reconciling the broad range of needs amongst the multiple stakeholders on a continuing basis.**

Do you have any questions for us? **Mr. Wingate answered: Not at this time.**

In closing Mr. Wingate was informed that the team was going to schedule kickoff teleconferences with the Planning, Technical, and Implementation task forces the second week in July. After that we will have a better idea of when we will schedule the next meeting of the Partner States/Primary stakeholders' task force and what topics we will be discussing. Lastly, we will continue to communicate with you and the staff you have indicated throughout the study as we identify topics and issues of interest to you. If you have any questions or concerns before we talk again please do not hesitate to contact me, Jim, or Coy.

Working Document