

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



## **A14. MAP 21 Working Group**

## EMPOWERING I-80 COMMUNITIES TODAY AND TOMORROW



### Appendix A.14

#### I-80 Corridor System Master Plan: MAP 21

Table of contents for Appendix A.14:

- 1- Introductory narrative providing context for the work
- 2- Work Group Meeting Summaries
- 3- Working Group Draft “Maximum Flexibility” Working Paper
- 4- Working Group Draft “Performance Measurement” Working Paper
- 5- Working Group Draft “Working Group Subtopics” Working Paper
- 6- Collateral Materials

## EMPOWERING I-80 COMMUNITIES TODAY AND TOMORROW



### **I-80 CSMP MAP 21 – Introduction**

The MAP21 working group was created to engage a diverse group of stakeholders in an open dialogue about how different organizations are working with Congress' MAP 21 legislation. Federal transportation authorizations influence policy across all levels of government. The following MAP21 working group information provides a brief description of: the work we have already accomplished including information for the completion of ongoing initiatives; future opportunities to influence transportation funding at the federal level; and identifying a framework and mechanisms for funding the I-80 stakeholder network moving forward. A more comprehensive discussion of the group's activities and work product can be found on the web at [www.i80vision.org](http://www.i80vision.org) and in the comprehensive report.



## I-80 CSMP MAP 21 Working Group


### Meeting 1 Attendance Record

The following Working Group members have RSVPed to date our first meeting. The meeting agenda is at: <http://www.i80vision.org/topic-summary/map-21/meetings/january232013meeting1>

RSVP	Name	Organization	Email	Headshot
X	Doug Hattery	Wasatch Front Regional Council	<a href="mailto:dhattery@wfrc.org">dhattery@wfrc.org</a>	
X	Bruce De Terra	Caltrans HQ	<a href="mailto:bruce.de.terra@dot.ca.gov">bruce.de.terra@dot.ca.gov</a>	
X	John Thomas	UDOT	<a href="mailto:johnthomas@utah.gov">johnthomas@utah.gov</a>	
X	Mark Wingate	WyDOT	<a href="mailto:mark.wingate@wyo.gov">mark.wingate@wyo.gov</a>	
	Matt Carpenter	SACOG	<a href="mailto:mcarpenter@sacog.org">mcarpenter@sacog.org</a>	
	David Ory	MTC	<a href="mailto:dory@mtc.ca.gov">dory@mtc.ca.gov</a>	
X	Tom Greco	NDOT	<a href="mailto:tgrec@dot.state.nv.us">tgrec@dot.state.nv.us</a>	
X	Tim Rose	UDOT	<a href="mailto:timrose@utah.gov">timrose@utah.gov</a>	
	Amy Cummings	Washoe RTC	<a href="mailto:acummings@rtcwashoe.com">acummings@rtcwashoe.com</a>	
X	Coy Peacock	Study Manager	<a href="mailto:cpeacock@dot.state.nv.us">cpeacock@dot.state.nv.us</a>	
	Doug Kimsey	MTC	<a href="mailto:DKimsey@mtc.ca.gov">DKimsey@mtc.ca.gov</a>	
X	Jeff Pulverman	Caltrans D3	<a href="mailto:jeff_pulverman@dot.ca.gov">jeff_pulverman@dot.ca.gov</a>	
	Carl Hasty	Tahoe Transportation District	<a href="mailto:chasty@tahoetransportation.org">chasty@tahoetransportation.org</a>	
X	Mike Lawson	Atkins	<a href="mailto:michael.lawson@atknisglobal.com">michael.lawson@atknisglobal.com</a>	
X	Andrea Napoli (Co-Chair)	NDOT	<a href="mailto:anapoli@dot.state.nv.us">anapoli@dot.state.nv.us</a>	

**EMPOWERING I-80 COMMUNITIES  
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X	Perry Gross (Chair)	Atkins	<a href="mailto:Perry.gross@atkinsglobal.com">Perry.gross@atkinsglobal.com</a> 
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The following list will allow group members to Email all group members during or after the conference call if the need arises.

**Email All** (Copy and Paste into the To: section of Outlook)

[dhattery@wfrc.org](mailto:dhattery@wfrc.org); [bruce\\_de\\_terra@dot.ca.gov](mailto:bruce_de_terra@dot.ca.gov); [johnthomas@utah.gov](mailto:johnthomas@utah.gov); [mark.wingate@wyo.gov](mailto:mark.wingate@wyo.gov); [mcarpenter@sacog.org](mailto:mcarpenter@sacog.org); [dory@mtc.ca.gov](mailto:dory@mtc.ca.gov); [tgreco@dot.state.nv.us](mailto:tgreco@dot.state.nv.us); [timrose@utah.gov](mailto:timrose@utah.gov); [acummings@rtcwashoe.com](mailto:acummings@rtcwashoe.com); [cpeacock@dot.state.nv.us](mailto:cpeacock@dot.state.nv.us); [DKimsey@mtc.ca.gov](mailto:DKimsey@mtc.ca.gov); [jeff\\_pulverman@dot.ca.gov](mailto:jeff_pulverman@dot.ca.gov); [chasty@tahoetransportation.org](mailto:chasty@tahoetransportation.org); [anapoli@dot.state.nv.us](mailto:anapoli@dot.state.nv.us); [michael.lawson@atkinsglobal.com](mailto:michael.lawson@atkinsglobal.com) ; [Perry.gross@atkinsglobal.com](mailto:Perry.gross@atkinsglobal.com)

## EMPOWERING I-80 COMMUNITIES TODAY AND TOMORROW

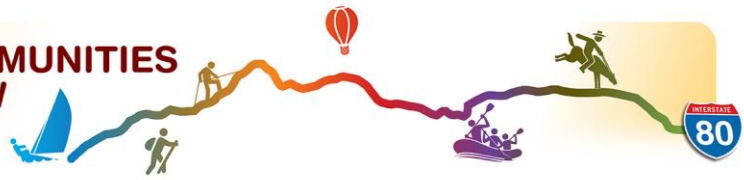


<b>Group:</b>	I80 CSMP MAP 21 Working Group		
<b>Subject:</b>	Organizing the Group		
<b>Date and time:</b>	January 23, 2013 2:00 P.M. PCST	<b>Meeting no:</b>	1
<b>Meeting place:</b>	Teleconference	<b>Minutes by:</b>	Perry
<b>Attendees:</b>	<i>Ned Hacker for Doug Hattery (WFRC) Nieves Castro for Jeff Pulverman (Caltrans D3)</i> <i>Rob &amp; Al for Bruce De Terra (Caltrans HQ) Coy Peacock (NDOT)</i> <i>Mark Wingate (WyDOT) Mike Lawson (Atkins)</i> <i>Tim Rose (UDOT) Perry Gross (Atkins)</i>		

### Agenda

ITEM	DESCRIPTION
1	<p>Roll call for RSVP and other attendees</p> <p><i>The meeting convened at 2:04.</i></p>
2	<p>Presentation of I-80 CSMP study background</p> <p><i>Perry provided a brief review for attendees that reviewed the formulation of the working groups based on the original work many of the attendees performed in 2012. The group was provided with an overview of how the working group would coordinate with broader corridor stakeholders through the study task forces including the implications of liveability.</i></p>
3	<p>Brainstorm ground rules for how to best engage in conference calls</p> <p><i>Perry reviewed the fundamental elements of dialogue that allow group members interact in way that foster creativity and innovation. Group members added that muting phones reduced background noise and announcing who is speaking were important. Further, it was noted that the sound of “crickets” was uncomfortable and we should strive to reduce as much as possible periods of silence.</i></p>
4	<p>Review the stakeholder primer that establishes how to use the web site and RSS feeds (presentation/discussion)</p> <p><i>Most attendees were unfamiliar with RSS reader functionality and being able to “pull” information from their favourite internet sources. Perry provided a brief summary of the usefulness of RSS readers and said he would provide group members a overview document so they could establish their own RSS feeder accounts.</i></p>
5	<p>Next steps including identification of additional working group members</p> <p><i>Attendees were queried about additional recruitment for the group’s dialogue. Three additional members were identified with the understanding that other potential group members would be</i></p>

## EMPOWERING I-80 COMMUNITIES TODAY AND TOMORROW



*represented within the larger study task forces.*

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### 6 Adjourn

*The meeting adjourned at 2: 53pm PCST/3::53pm MST.*

# EMPOWERING I-80 COMMUNITIES TODAY AND TOMORROW



<b>Group:</b>	I80 CSMP MAP 21 Working Group														
<b>Subject:</b>	Status Reports; Rule Making Review; Goals, Objectives, and Deliverables														
<b>Date and time:</b>	February 13, 2013 2:00 P.M. PCST	<b>Meeting no:</b>	2												
<b>Meeting place:</b>	Teleconference	<b>Minutes by:</b>	Perry												
<b>Attendees:</b>	<table border="0"> <tr> <td><i>Mark Wingate (WyDOT)</i></td> <td><i>Shawn Seager (Mountainland Association of Governments)</i></td> </tr> <tr> <td><i>Rick Helman for Jeff Pulverman</i></td> <td><i>Andrea Napoli (NDOT)</i></td> </tr> <tr> <td><i>Ned Hacker for Doug Hattery (Wasatch Front Regional Council)</i></td> <td><i>Kristine Absher (Atkins)</i></td> </tr> <tr> <td><i>Coy Peacock (NDOT)</i></td> <td><i>Laycee Kolkman (HDR)</i></td> </tr> <tr> <td><i>Tom Mason (Cheyenne Metropolitan Planning Organization)</i></td> <td><i>Danja Petro (Atkins)</i></td> </tr> <tr> <td><i>Carl Hasty (Tahoe Transportation District)</i></td> <td><i>Perry Gross (Atkins)</i></td> </tr> </table>			<i>Mark Wingate (WyDOT)</i>	<i>Shawn Seager (Mountainland Association of Governments)</i>	<i>Rick Helman for Jeff Pulverman</i>	<i>Andrea Napoli (NDOT)</i>	<i>Ned Hacker for Doug Hattery (Wasatch Front Regional Council)</i>	<i>Kristine Absher (Atkins)</i>	<i>Coy Peacock (NDOT)</i>	<i>Laycee Kolkman (HDR)</i>	<i>Tom Mason (Cheyenne Metropolitan Planning Organization)</i>	<i>Danja Petro (Atkins)</i>	<i>Carl Hasty (Tahoe Transportation District)</i>	<i>Perry Gross (Atkins)</i>
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<i>Carl Hasty (Tahoe Transportation District)</i>	<i>Perry Gross (Atkins)</i>														

## Agenda

ITEM	DESCRIPTION
1	<p>Chat or Mute while individuals get organized for the meeting</p> <p><i>Group members were given an explanation fo the chat or mute beginning of the conference call meeting.</i></p>
1	<p>Roll call for RSVP and other attendees</p> <p><i>Roll call attendees are noted above. Tom and Shawn were new to the group and provided some background context for the I-80 Corridor System Master Plan study and this working group by Perry.</i></p>
2	<p>Brief summary of ongoing MAP 21 related activities among meeting attendees</p> <p><i>Perry suggested to the group ideas about the benefits of this detailed discussion of the federal transportation authorization including how other working groups might draw on the work. Carl emphasized the relationship between transportation and economic development as a potential focus for the group.</i></p>
3	<p>Overview of federal rule making with discussion of experiences</p> <p><i>This item was deferred to future discussions.</i></p>
4	<p>Brainstorm potential Working Group deliverables that makes sense to the group. Additional work on goals, objectives, and deliverables in meeting 3 to present to Task Forces</p>



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*The group identified potential individual and professional organizational information useful for the group's discussion. It is noted that individual organizations were also coordinating their efforts with existing coalitions such as the "Five State Coalition". The defining of planning performance measures through the group's dialogue appears valuable. Coy advocated for this group to provide a forum for each of the member organizations to gather additional insights for enhancing the work they are undertaking. The group generally recognized that performance measures, the spectrum of advocacy documentation, and the group's collective integration for enhancing individual implementation of MAP 21 (and future) federal authorizations would be valuable.*

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### 5 Next steps including identifying additional working group members

*Perry indicated he needed to compile and organize for additional group consideration. Carl identified the distinction for rural and urban advocacy within the dialogue about the corridor. Perry described potential relationships between the different study working groups that could accommodate the needs of all jurisdictions within the study and beyond.*

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### 6 Adjourn

*Adjourned at 2:40pm PST/2:40pm MST.*



## I-80 CSMP MAP 21 Working Group


### Meeting 2 Attendance Record

The following Working Group members have RSVPed to date our first meeting. The meeting agenda is at: <http://www.i80vision.org/topic-summary/map-21/meetings/january232013meeting1>

RSVP	Name	Organization	Email	Headshot
	Doug Hattery	Wasatch Front Regional Council	<a href="mailto:dhattery@wfrc.org">dhattery@wfrc.org</a>	
	Bruce De Terra	Caltrans HQ	<a href="mailto:bruce.de.terra@dot.ca.gov">bruce.de.terra@dot.ca.gov</a>	
X	John Thomas	UDOT	<a href="mailto:johnthomas@utah.gov">johnthomas@utah.gov</a>	
X	Mark Wingate	WyDOT	<a href="mailto:mark.wingate@wyo.gov">mark.wingate@wyo.gov</a>	
	Matt Carpenter	SACOG	<a href="mailto:mcarpenter@sacog.org">mcarpenter@sacog.org</a>	
	Gayle Greene	SACOG	<a href="mailto:ggreene@sacog.org">ggreene@sacog.org</a>	
	David Ory	MTC	<a href="mailto:dory@mtc.ca.gov">dory@mtc.ca.gov</a>	
-	Tom Greco	NDOT	<a href="mailto:tgrec@dot.state.nv.us">tgrec@dot.state.nv.us</a>	
X	Tim Rose	UDOT	<a href="mailto:timrose@utah.gov">timrose@utah.gov</a>	
	Amy Cummings	Washoe RTC	<a href="mailto:acummings@rtcwashoe.com">acummings@rtcwashoe.com</a>	
T	Coy Peacock	Study Manager	<a href="mailto:cpeacock@dot.state.nv.us">cpeacock@dot.state.nv.us</a>	
	Doug Kimsey	MTC	<a href="mailto:DKimsey@mtc.ca.gov">DKimsey@mtc.ca.gov</a>	
X	Jeff Pullverman	Caltrans	<a href="mailto:jeff_pulverman@dot.ca.gov">jeff_pulverman@dot.ca.gov</a>	
	Carl Hasty	Tahoe Transportation District	<a href="mailto:chasty@tahoetransportation.org">chasty@tahoetransportation.org</a>	
	Shawn Seager	Mountainland Association of Governments	<a href="mailto:sseager@mountainland.org">sseager@mountainland.org</a>	
	Tom Mason	Cheyenne Metropolitan Planning Organization	<a href="mailto:tmason@cheyennempo.org">tmason@cheyennempo.org</a>	
	Mike Lawson	Atkins	<a href="mailto:michael.lawson@atknisglobal.com">michael.lawson@atknisglobal.com</a>	

## EMPOWERING I-80 COMMUNITIES TODAY AND TOMORROW



	Andrea Napoli (Co-Chair)	NDOT	<a href="mailto:anapoli@dot.state.nv.us">anapoli@dot.state.nv.us</a>	
X	Perry Gross (Chair)	Atkins	<a href="mailto:Perry.gross@atkinsglobal.com">Perry.gross@atkinsglobal.com</a>	

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## I-80 CSMP MAP 21 Working Group


### Meeting 1 Attendance Record

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-	John Thomas	UDOT	<a href="mailto:johnthomas@utah.gov">johnthomas@utah.gov</a>	
T	Tim Rose	UDOT	<a href="mailto:timrose@utah.gov">timrose@utah.gov</a>	
	Shawn Seager	Mountainland Association of Governments	<a href="mailto:sseager@mountainland.org">sseager@mountainland.org</a>	
T	Tom Greco	NDOT	<a href="mailto:tgreco@dot.state.nv.us">tgreco@dot.state.nv.us</a>	
-	Amy Cummings	Washoe RTC	<a href="mailto:acummings@rtcwashoe.com">acummings@rtcwashoe.com</a>	
X	Carl Hasty	Tahoe Transportation District	<a href="mailto:chasty@tahoetransportation.org">chasty@tahoetransportation.org</a>	
-	Doug Kimsey	MTC	<a href="mailto:DKimsey@mtc.ca.gov">DKimsey@mtc.ca.gov</a>	
-	David Ory	MTC	<a href="mailto:dory@mtc.ca.gov">dory@mtc.ca.gov</a>	
X	Matt Carpenter	SACOG	<a href="mailto:mcarpenter@sacog.org">mcarpenter@sacog.org</a>	
X	Jeff Pullverman	Caltrans	<a href="mailto:jeff_pulverman@dot.ca.gov">jeff_pulverman@dot.ca.gov</a>	
X	Bruce De Terra	Caltrans HQ	<a href="mailto:bruce_de_terra@dot.ca.gov">bruce_de_terra@dot.ca.gov</a>	
X	Mike Lawson	Atkins	<a href="mailto:michael.lawson@atknisglobal.com">michael.lawson@atknisglobal.com</a>	
X	Coy Peacock	Study Manager	<a href="mailto:cpeacock@dot.state.nv.us">cpeacock@dot.state.nv.us</a>	

## EMPOWERING I-80 COMMUNITIES TODAY AND TOMORROW



X	Andrea Napoli (Co-Chair)	NDOT	<a href="mailto:anapoli@dot.state.nv.us">anapoli@dot.state.nv.us</a>	
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# EMPOWERING I-80 COMMUNITIES TODAY AND TOMORROW



<b>Group:</b>	I80 CSMP MAP 21 Working Group		
<b>Subject:</b>	Goals, Objectives, and Deliverables; Information Needs; Task Force Presentation		
<b>Date and time:</b>	February 27, 2013 2:00 P.M. PCST	<b>Meeting no:</b>	3
<b>Meeting place:</b>	Teleconference	<b>Minutes by:</b>	Mike
<b>Attendees:</b>	<i>Rick Helman for Jeff Pulverman (Caltrans D3)</i> <i>Mark Wingate (WyDOT)</i> <i>Debra Goodwin for Amy Cummings (Washoe Regional Transportation Commission)</i>	<i>Tom Mason (Cheyenne Metropolitan Planning Organization)</i> <i>Andrea Napoli (NDOT)</i> <i>Coy Peacock (NDOT)</i> <i>Mike Lawson (Atkins)</i>	

## Agenda

ITEM	DESCRIPTION
1	Chat or Mute for individuals to organize for the meeting  <i>The group took a few minutes to organize for the meeting.</i>
2	Roll call for RSVP and other attendees  <i>Note the attendees above.</i>
3	Refine initial thoughts on goals, objectives, and deliverables and their implication for the group's work.  <i>Andrea noted that she had provided Perry with some MAP 21 implementation material for him to organize for the group's consideration and that needed to be done. Coy indicated NDOT was producing MAP 21 required informational materials and would like group insights.</i>
4	Identify additional sources of information (list of initial information needs to be developed)  <i>Tom indicated that his organization has relevant information for other working groups and that hyperlinks on the study web page would be helpful. Mike strongly encouraged the group members to provide those links and have them included in the web pages.</i>
5	Develop a brief presentation for the Task Forces to explain what the group plan to accomplish  <i>Mike reviewed agenda items for the March 12, 2013 Joint Task "Force status meeting. Further, since Perry had not provided the draft presentation group members indicated they would wait to provide comment. Coy emphasized the group's potential for providing exemplary MAP 21</i>

## EMPOWERING I-80 COMMUNITIES TODAY AND TOMORROW



*compliance by the end of the year thus demonstrating collaboration among corridor stakeholders.*

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- 6      Adjourn  
      Adjourned at



## I-80 CSMP MAP 21 Working Group

### Meeting 4 Attendance Record

The following Working Group members have RSVPed to date our first meeting. The meeting agenda is at:


<http://www.i80vision.org/topic-summary/map-21/meetings/january232013meeting1>

RSVP	Name	Organization	Email	Headshot
X	Mark Wingate	WyDOT	<a href="mailto:mark.wingate@wyo.gov">mark.wingate@wyo.gov</a>	
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?	Doug Hattery	Wasatch Front Regional Council	<a href="mailto:dhattery@wfrfc.org">dhattery@wfrfc.org</a>	
?	John Thomas	UDOT	<a href="mailto:johnthomas@utah.gov">johnthomas@utah.gov</a>	
-	Tim Rose	UDOT	<a href="mailto:timrose@utah.gov">timrose@utah.gov</a>	
?	Shawn Seager	Mountainland Association of Governments	<a href="mailto:sseager@mountainland.org">sseager@mountainland.org</a>	
-	Tom Greco	NDOT	<a href="mailto:tgreco@dot.state.nv.us">tgreco@dot.state.nv.us</a>	
?	Amy Cummings	Washoe RTC	<a href="mailto:acummings@rtcwashoe.com">acummings@rtcwashoe.com</a>	
X	Carl Hasty	Tahoe Transportation District	<a href="mailto:chasty@tahoetransportation.org">chasty@tahoetransportation.org</a>	
-	Doug Kimsey	MTC	<a href="mailto:DKimsey@mtc.ca.gov">DKimsey@mtc.ca.gov</a>	
-	David Ory	MTC	<a href="mailto:dory@mtc.ca.gov">dory@mtc.ca.gov</a>	
?	Matt Carpenter	SACOG	<a href="mailto:mcarpenter@sacog.org">mcarpenter@sacog.org</a>	
X	Jeff Pullverman	Caltrans	<a href="mailto:jeff_pulverman@dot.ca.gov">jeff_pulverman@dot.ca.gov</a>	
?	Bruce De Terra	Caltrans HQ	<a href="mailto:bruce_de_terra@dot.ca.gov">bruce_de_terra@dot.ca.gov</a>	
X	Kent Cooper	C-A Group	<a href="mailto:kent.cooper@c-agroup.com">kent.cooper@c-agroup.com</a>	
X	James Caviola	C-A Group	<a href="mailto:James.caviola@c-agroup.com">James.caviola@c-agroup.com</a>	
X	Mike Lawson	Atkins	<a href="mailto:michael.lawson@atknisglobal.com">michael.lawson@atknisglobal.com</a>	



## EMPOWERING I-80 COMMUNITIES TODAY AND TOMORROW



	Coy Peacock	Study Manager		
X	Andrea Napoli (Co-Chair)	NDOT	<a href="mailto:cpeacock@dot.state.nv.us">cpeacock@dot.state.nv.us</a>	
X	Perry Gross (Chair)	Atkins	<a href="mailto:anapoli@dot.state.nv.us">anapoli@dot.state.nv.us</a> <a href="mailto:Perry.gross@atkinglobal.com">Perry.gross@atkinglobal.com</a>	

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**Email All** (Copy and Paste into the To: section of Outlook)

[dhattery@wfrc.org](mailto:dhattery@wfrc.org); [tmason@cheyennempo.org](mailto:tmason@cheyennempo.org); [bruce\\_de\\_terra@dot.ca.gov](mailto:bruce_de_terra@dot.ca.gov); [johnthomas@utah.gov](mailto:johnthomas@utah.gov); [mark.wingate@wyo.gov](mailto:mark.wingate@wyo.gov); [mcarpenter@sacog.org](mailto:mcarpenter@sacog.org); [dory@mtc.ca.gov](mailto:dory@mtc.ca.gov); [tgreco@dot.state.nv.us](mailto:tgreco@dot.state.nv.us); [timrose@utah.gov](mailto:timrose@utah.gov); [sseager@mountainland.org](mailto:sseager@mountainland.org); [acummings@rtcwashoe.com](mailto:acummings@rtcwashoe.com); [DKimsey@mtc.ca.gov](mailto:DKimsey@mtc.ca.gov); [jeff\\_pulverman@dot.ca.gov](mailto:jeff_pulverman@dot.ca.gov); [chasty@tahostransportation.org](mailto:chasty@tahostransportation.org); [cpeacock@dot.state.nv.us](mailto:cpeacock@dot.state.nv.us); [anapoli@dot.state.nv.us](mailto:anapoli@dot.state.nv.us); [michael.lawson@atknisglobal.com](mailto:michael.lawson@atknisglobal.com) ; [Perry.gross@atkinglobal.com](mailto:Perry.gross@atkinglobal.com); [kent.cooper@c-agroup.com](mailto:kent.cooper@c-agroup.com); [James.caviola@c-agroup.com](mailto:James.caviola@c-agroup.com)

# EMPOWERING I-80 COMMUNITIES TODAY AND TOMORROW



<b>Group:</b>	I80 CSMP MAP 21 Working Group		
<b>Subject:</b>	Goals, Objectives, and Deliverables; Information Needs; Task Force Presentation		
<b>Date and time:</b>	April 24, 2013 2:00 P.M. PCST	<b>Meeting no:</b>	4
<b>Meeting place:</b>	Teleconference	<b>Minutes by:</b>	Mike
<b>Attendees:</b>	<i>Rick Helman for Jeff Pulverman (Caltrans D3)</i> <i>Mark Wingate (WyDOT)</i> <i>Nancy Olson for Tom Mason (Cheyenne MPO)</i> <i>Mike Lawson (Atkins)</i>	<i>Kent Cooper (C-A Group)</i> <i>Jim Caviola (C-A Group)</i> <i>Coy Peacock (NDOT)</i>	

## Agenda

ITEM	DESCRIPTION
1	Chat or Mute for individuals to organize for the meeting
2	Roll call for RSVP and other attendees  <i>Note attendees above.</i>
3	Working Group goal and vision review  <i>Attendees generally felt the goal and vision captured the sense of the group and what they want to accomplish.</i>
4	Topic identification and analysis strategies  <i>Perry indicated that he would send a series of SurveyMonkeys to begin developing the list of topics and organizing them for exploration by individual group members. Kent suggested that we actively recruit federal representation for the group across all the states. Mike indicated he had a list of federal individuals to reach out to.</i>
5	Performance measurement discussion  <i>Caltrans has an initial series of quantitative performance measures for corridor system master plans. Generally, the group want to advocate for performance measures that are meaningful to individual organization than relying on federally mandated performance measures. This is going to be an informative discussion.</i>
6	Adjourn



## I-80 CSMP MAP 21 Working Group

### Meeting 5 Attendance Record

The following Working Group members have RSVPed to date our first meeting. The meeting agenda is at: <http://www.i80vision.org/topic-summary/map-21/meetings/january232013meeting1>

RSVP	Name	Organization	Email	Headshot
X	Mark Wingate	WyDOT	<a href="mailto:mark.wingate@wyo.gov">mark.wingate@wyo.gov</a>	
X	Tom Mason	Cheyenne Metropolitan Planning Organization	<a href="mailto:tmason@cheyennempo.org">tmason@cheyennempo.org</a>	
?	Doug Hattery	Wasatch Front Regional Council	<a href="mailto:dhattery@wfrfc.org">dhattery@wfrfc.org</a>	
?	John Thomas	UDOT	<a href="mailto:johnthomas@utah.gov">johnthomas@utah.gov</a>	
X	Tim Rose	UDOT	<a href="mailto:timrose@utah.gov">timrose@utah.gov</a>	
	Shawn Seager	Mountainland Association of Governments	<a href="mailto:sseager@mountainland.org">sseager@mountainland.org</a>	
X	Tom Greco	NDOT	<a href="mailto:tgreco@dot.state.nv.us">tgreco@dot.state.nv.us</a>	
?	Amy Cummings	Washoe RTC	<a href="mailto:acummings@rtcwashoe.com">acummings@rtcwashoe.com</a>	
?	Carl Hasty	Tahoe Transportation District	<a href="mailto:chasty@tahoetransportation.org">chasty@tahoetransportation.org</a>	
-	Doug Kimsey	MTC	<a href="mailto:DKimsey@mtc.ca.gov">DKimsey@mtc.ca.gov</a>	
-	David Ory	MTC	<a href="mailto:dory@mtc.ca.gov">dory@mtc.ca.gov</a>	
?	Matt Carpenter	SACOG	<a href="mailto:mcarpenter@sacog.org">mcarpenter@sacog.org</a>	
-	Jeff Pullverman	Caltrans	<a href="mailto:jeff_pulverman@dot.ca.gov">jeff_pulverman@dot.ca.gov</a>	
?	Bruce De Terra	Caltrans HQ	<a href="mailto:bruce_de_terra@dot.ca.gov">bruce_de_terra@dot.ca.gov</a>	
X	Perry Gross	Atkins	<a href="mailto:Perry.gross@atkinsglobal.com">Perry.gross@atkinsglobal.com</a>	
X	James Caviola	C-A Group	<a href="mailto:James.caviola@c-agroup.com">James.caviola@c-agroup.com</a>	
X	Mike Lawson	Atkins	<a href="mailto:michael.lawson@atkinsglobal.com">michael.lawson@atkinsglobal.com</a>	

## EMPOWERING I-80 COMMUNITIES TODAY AND TOMORROW



	Coy Peacock	Study Manager	
-	Andrea Napoli (Co-Chair)	NDOT	<a href="mailto:cpeacock@dot.state.nv.us">cpeacock@dot.state.nv.us</a>
X	Kent Cooper (Chair)	C-A Group	<a href="mailto:anapoli@dot.state.nv.us">anapoli@dot.state.nv.us</a> <a href="mailto:kent.cooper@c-agroup.com">kent.cooper@c-agroup.com</a>

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### Email All (Copy and Paste into the To: section of Outlook)

[dhattery@wfr.com](mailto:dhattery@wfr.com); [tmason@cheyennempo.org](mailto:tmason@cheyennempo.org); [bruce.de.terra@dot.ca.gov](mailto:bruce.de.terra@dot.ca.gov); [johnthomas@utah.gov](mailto:johnthomas@utah.gov); [mark.wingate@wyo.gov](mailto:mark.wingate@wyo.gov); [mcarpenter@sacog.org](mailto:mcarpenter@sacog.org); [dory@mtc.ca.gov](mailto:dory@mtc.ca.gov); [tgreco@dot.state.nv.us](mailto:tgreco@dot.state.nv.us); [timrose@utah.gov](mailto:timrose@utah.gov); [sseager@mountainland.org](mailto:sseager@mountainland.org); [acummings@rtcwashoe.com](mailto:acummings@rtcwashoe.com); [DKimsey@mtc.ca.gov](mailto:DKimsey@mtc.ca.gov); [jeff\\_pulverman@dot.ca.gov](mailto:jeff_pulverman@dot.ca.gov); [chasty@tahoetransportation.org](mailto:chasty@tahoetransportation.org); [cpeacock@dot.state.nv.us](mailto:cpeacock@dot.state.nv.us); [anapoli@dot.state.nv.us](mailto:anapoli@dot.state.nv.us); [michael.lawson@atkinglobal.com](mailto:michael.lawson@atkinglobal.com) ; [Perry.gross@atkinglobal.com](mailto:Perry.gross@atkinglobal.com); [kent.cooper@c-agroup.com](mailto:kent.cooper@c-agroup.com); [James.caviola@c-agroup.com](mailto:James.caviola@c-agroup.com)

# EMPOWERING I-80 COMMUNITIES TODAY AND TOMORROW



<b>Group:</b>	I80 CSMP MAP 21 Working Group		
<b>Subject:</b>	Goals, Objectives, and Deliverables; Information Needs; Task Force Presentation		
<b>Date and time:</b>	May 1, 2013 2:30 P.M. PCST	<b>Meeting no:</b>	5
<b>Meeting place:</b>	Teleconference	<b>Minutes by:</b>	Mike
<b>Attendees:</b>	<i>Rick Helman for Jeff Pulverman (Caltrans D3)</i> <i>Mark Wingate (WyDOT)</i> <i>Debra Goodwin for Amy Cummings (Washoe Regional Transportation Commission)</i> <i>Tom Mason (Cheyenne Metropolitan Planning Organization)</i> <i>Andrea Napoli (NDOT)</i> <i>Coy Peacock (NDOT)</i> <i>Mike Lawson (Atkins)</i>		

## Agenda

ITEM	DESCRIPTION
1	Chat or Mute for individuals to organize for the meeting
2	Roll call for RSVP and other attendees  <i>See above for attendees.</i>
3	Review and add to the preliminary list of MAP 21 topics for investigation  <i>The group continues adding topics as well as organizing and combining topics as we begin our assessment of the implications of MAP 21.</i>
4	Choose topics for group members to report back to the group.  <i>Three initial topic sets are slated for discussion. Perry will gather information on jobs, economic growth, and innovative finance. Tim will provide information on Utah's expedited delivery experiences. Kent will gather information from the stakeholders about their positions on performance management for the group to consider.</i>
5	Adjourn



## I-80 CSMP MAP 21 Working Group

### Attendance Record May 23, 2013

The following Working Group members have RSVPed to date our first meeting.

RSVP	Name	Organization	Email	Headshot
X	Mark Wingate	WyDOT	<a href="mailto:mark.wingate@wyo.gov">mark.wingate@wyo.gov</a>	
	Tom Mason	Cheyenne Metropolitan Planning Organization	<a href="mailto:tmason@cheyennempo.org">tmason@cheyennempo.org</a>	
	Doug Hattery	Wasatch Front Regional Council	<a href="mailto:dhattery@wfrc.org">dhattery@wfrc.org</a>	
X	Bruce De Terra	Caltrans HQ	<a href="mailto:bruce.de.terra@dot.ca.gov">bruce de terra@dot.ca.gov</a>	
	John Thomas	UDOT	<a href="mailto:johnthomas@utah.gov">johnthomas@utah.gov</a>	
X	Tim Rose	UDOT	<a href="mailto:timrose@utah.gov">timrose@utah.gov</a>	
	Shawn Seager	Mountainland Association of Governments	<a href="mailto:sseager@mountainland.org">sseager@mountainland.org</a>	
	Amy Cummings	Washoe RTC	<a href="mailto:acummings@rtcwashoe.com">acummings@rtcwashoe.com</a>	
	Carl Hasty	Tahoe Transportation District	<a href="mailto:chasty@tahoetransportation.org">chasty@tahoetransportation.org</a>	
	Jeff Pullverman	Caltrans	<a href="mailto:jeff_pullverman@dot.ca.gov">jeff_pullverman@dot.ca.gov</a>	
X	Perry Gross	Atkins	<a href="mailto:Perry.gross@atkinsglobal.com">Perry.gross@atkinsglobal.com</a>	
X	James Caviola	C-A Group	<a href="mailto:James.caviola@c-agroup.com">James.caviola@c-agroup.com</a>	
X	Mike Lawson	Atkins	<a href="mailto:michael.lawson@atkinsglobal.com">michael.lawson@atkinsglobal.com</a>	
X	Coy Peacock	Study Manager	<a href="mailto:cpeacock@dot.state.nv.us">cpeacock@dot.state.nv.us</a>	
X	Kent Cooper (Chair)	C-A Group	<a href="mailto:kent.cooper@c-agroup.com">kent.cooper@c-agroup.com</a>	
-	Matt Carpenter	SACOG	<a href="mailto:mcarpenter@sacog.org">mcarpenter@sacog.org</a>	
-	Tom Greco	NDOT	<a href="mailto:tgrec@dot.state.nv.us">tgrec@dot.state.nv.us</a>	
-	Doug Kimsey	MTC	<a href="mailto:DKimsey@mtc.ca.gov">DKimsey@mtc.ca.gov</a>	



-	David Ory	MTC	<a href="mailto:dory@mtc.ca.gov">dory@mtc.ca.gov</a>
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## I-80 CSMP MAP 21 Working Group

### Attendance Record May 23, 2013

The following Working Group members have RSVPed to date our first meeting.

RSVP	Name	Organization	Email	Headshot
X	Mark Wingate	WyDOT	<a href="mailto:mark.wingate@wyo.gov">mark.wingate@wyo.gov</a>	
	Tom Mason	Cheyenne Metropolitan Planning Organization	<a href="mailto:tmason@cheyennempo.org">tmason@cheyennempo.org</a>	
	Doug Hattery	Wasatch Front Regional Council	<a href="mailto:dhattery@wfrc.org">dhattery@wfrc.org</a>	
X	Bruce De Terra	Caltrans HQ	<a href="mailto:bruce.de.terra@dot.ca.gov">bruce de terra@dot.ca.gov</a>	
	John Thomas	UDOT	<a href="mailto:johnthomas@utah.gov">johnthomas@utah.gov</a>	
X	Tim Rose	UDOT	<a href="mailto:timrose@utah.gov">timrose@utah.gov</a>	
	Shawn Seager	Mountainland Association of Governments	<a href="mailto:sseager@mountainland.org">sseager@mountainland.org</a>	
	Amy Cummings	Washoe RTC	<a href="mailto:acummings@rtcwashoe.com">acummings@rtcwashoe.com</a>	
	Carl Hasty	Tahoe Transportation District	<a href="mailto:chasty@tahoetransportation.org">chasty@tahoetransportation.org</a>	
	Jeff Pullverman	Caltrans	<a href="mailto:jeff_pullverman@dot.ca.gov">jeff_pullverman@dot.ca.gov</a>	
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X	Mike Lawson	Atkins	<a href="mailto:michael.lawson@atkinsglobal.com">michael.lawson@atkinsglobal.com</a>	
X	Coy Peacock	Study Manager	<a href="mailto:cpeacock@dot.state.nv.us">cpeacock@dot.state.nv.us</a>	
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-	Matt Carpenter	SACOG	<a href="mailto:mcarpenter@sacog.org">mcarpenter@sacog.org</a>	
-	Tom Greco	NDOT	<a href="mailto:lgreco@dot.state.nv.us">lgreco@dot.state.nv.us</a>	
-	Doug Kimsey	MTC	<a href="mailto:DKimsey@mtc.ca.gov">DKimsey@mtc.ca.gov</a>	





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## EMPOWERING I-80 COMMUNITIES TODAY AND TOMORROW



<b>Group:</b>	I80 CSMP MAP 21 Working Group		
<b>Subject:</b>	Goals, Objectives, and Deliverables; Information Needs; Task Force Presentation		
<b>Date and time:</b>	May 23, 2013 2:00 P.M. PCST	<b>Meeting no:</b>	6
<b>Meeting place:</b>	Teleconference	<b>Minutes by:</b>	Perry
<b>Attendees:</b>	<i>Rick Helman for Jeff Pulverman (Caltrans D3)</i> <i>Mark Wingate (WyDOT)</i> <i>Kent Cooper (C-A Group)</i>	<i>Jim Caviola (C-A Group)</i> <i>Coy Peacock (NDOT)</i> <i>Perry Gross (Atkins)</i>	

### Agenda

ITEM	DESCRIPTION
1	Chat or Mute for individuals to organize for the meeting
2	Roll call for RSVP and other attendees.  <i>See about for attendance.</i>
3	Brief presentation on creating jobs, supporting economic growth, and innovative finance.  <i>Perry provided a presentation based on Federal Highway Administrations initial white paper just after passage of MAP 21. Freight movement and economic vitality coupled with reduced project delivery delays are performance management elements linked to jobs and economic growth. Projects of National and Regional Significance will provide competitive general fund resources for initiatives beyond traditional sources of resources. Transportation Infrastructure Finance and Innovation Act provides a lending source for transportation infrastructure. Ultimately, State DOTs and MPOs are being evaluated by US DOT with a report to congress due by October 2017.</i>
4	Group discussion on clarification, implications, and interpretations.  <i>Things to consider: Audience(s) for jobs, economic, and innovation performance information; Level of analysis and reporting-project, program, initiative, other; Sources of data–new, existing, Department of Labor, state and local economic development; and Data relationships-inferential, causal, interpretive, other.</i>
5	Next steps  <i>The group agreed to scheduling the next conference call meeting for June 6, 2013 at 2mp Pacific/3pm Mountain time. The conversation will focus on potentially participating in</i>

## EMPOWERING I-80 COMMUNITIES TODAY AND TOMORROW

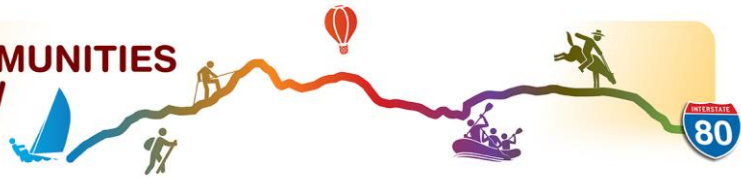


*federal rule-making as a four-state I-80 Corridor group.*

---

6      Adjourn

## EMPOWERING I-80 COMMUNITIES TODAY AND TOMORROW



<b>Group:</b>	I80 CSMP MAP 21 Working Group		
<b>Subject:</b>	Goals, Objectives, and Deliverables; Information Needs; Task Force Presentation		
<b>Date and time:</b>	May 23, 2013 2:00 P.M. PCST	<b>Meeting no:</b>	6
<b>Meeting place:</b>	Teleconference	<b>Minutes by:</b>	Perry
<b>Attendees:</b>	<i>Rick Helman for Jeff Pulverman (Caltrans D3)</i> <i>Mark Wingate (WyDOT)</i> <i>Kent Cooper (C-A Group)</i>	<i>Jim Caviola (C-A Group)</i> <i>Coy Peacock (NDOT)</i> <i>Perry Gross (Atkins)</i>	

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4	Group discussion on clarification, implications, and interpretations.  <i>Things to consider: Audience(s) for jobs, economic, and innovation performance information; Level of analysis and reporting-project, program, initiative, other; Sources of data–new, existing, Department of Labor, state and local economic development; and Data relationships-inferential, causal, interpretive, other.</i>
5	Next steps  <i>The group agreed to scheduling the next conference call meeting for June 6, 2013 at 2mp Pacific/3pm Mountain time. The conversation will focus on potentially participating in</i>

## EMPOWERING I-80 COMMUNITIES TODAY AND TOMORROW



*federal rule-making as a four-state I-80 Corridor group.*

---

6

Adjourn



## I-80 CSMP MAP 21 Working Group

### Attendance Record June 6, 2013

The following Working Group members have RSVPed to date our first meeting.

RSVP	Name	Organization	Email	Headshot
X	Mark Wingate	WyDOT	<a href="mailto:mark.wingate@wyo.gov">mark.wingate@wyo.gov</a>	
T	Tom Mason	Cheyenne Metropolitan Planning Organization	<a href="mailto:tmason@cheyennempo.org">tmason@cheyennempo.org</a>	
-	Doug Hattery	Wasatch Front Regional Council	<a href="mailto:dhattery@wfrfc.org">dhattery@wfrfc.org</a>	
-	Bruce De Terra	Caltrans HQ	<a href="mailto:bruce.de.terra@dot.ca.gov">bruce de terra@dot.ca.gov</a>	
X	Tim Rose	UDOT	<a href="mailto:timrose@utah.gov">timrose@utah.gov</a>	
-	Shawn Seager	Mountainland Association of Governments	<a href="mailto:sseager@mountainland.org">sseager@mountainland.org</a>	
-	Amy Cummings	Washoe RTC	<a href="mailto:acummings@rtcwashoe.com">acummings@rtcwashoe.com</a>	
-	Carl Hasty	Tahoe Transportation District	<a href="mailto:chasty@tahoetransportation.org">chasty@tahoetransportation.org</a>	
X	Jeff Pulverman	Caltrans	<a href="mailto:jeff_pulverman@dot.ca.gov">jeff_pulverman@dot.ca.gov</a>	
X	James Caviola	C-A Group	<a href="mailto:James.caviola@c-agroup.com">James.caviola@c-agroup.com</a>	
X	Mike Lawson	Atkins	<a href="mailto:michael.lawson@atkinsglobal.com">michael.lawson@atkinsglobal.com</a>	
X	Coy Peacock	Study Manager	<a href="mailto:cpeacock@dot.state.nv.us">cpeacock@dot.state.nv.us</a>	
X	Kent Cooper (Chair)	C-A Group	<a href="mailto:kent.cooper@c-agroup.com">kent.cooper@c-agroup.com</a>	
-	Perry Gross	Atkins	<a href="mailto:Perry.gross@atkinsglobal.com">Perry.gross@atkinsglobal.com</a>	
-	Matt Carpenter	SACOG	<a href="mailto:mcarpenter@sacog.org">mcarpenter@sacog.org</a>	
-	Tom Greco	NDOT	<a href="mailto:tgreco@dot.state.nv.us">tgreco@dot.state.nv.us</a>	
-	Doug Kimsey	MTC	<a href="mailto:DKimsey@mtc.ca.gov">DKimsey@mtc.ca.gov</a>	
-	John Thomas	UDOT	<a href="mailto:johnthomas@utah.gov">johnthomas@utah.gov</a>	



-	David Ory	MTC	<a href="mailto:dory@mtc.ca.gov">dory@mtc.ca.gov</a>
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[dhattery@wfrc.org](mailto:dhattery@wfrc.org); [tmason@cheyennempo.org](mailto:tmason@cheyennempo.org); [bruce\\_de\\_terra@dot.ca.gov](mailto:bruce_de_terra@dot.ca.gov); [johnthomas@utah.gov](mailto:johnthomas@utah.gov); [mark.wingate@wyo.gov](mailto:mark.wingate@wyo.gov); [mcarpenter@sacog.org](mailto:mcarpenter@sacog.org); [dory@mtc.ca.gov](mailto:dory@mtc.ca.gov); [tgreco@dot.state.nv.us](mailto:tgreco@dot.state.nv.us); [timrose@utah.gov](mailto:timrose@utah.gov); [sseager@mountainland.org](mailto:sseager@mountainland.org); [acummings@rtcwashoe.com](mailto:acummings@rtcwashoe.com); [DKimsey@mtc.ca.gov](mailto:DKimsey@mtc.ca.gov); [jeff\\_pulverman@dot.ca.gov](mailto:jeff_pulverman@dot.ca.gov); [chasty@tahoetransportation.org](mailto:chasty@tahoetransportation.org); [cpeacock@dot.state.nv.us](mailto:cpeacock@dot.state.nv.us); [michael.lawson@atkinsglobal.com](mailto:michael.lawson@atkinsglobal.com); [Perry.gross@atkinsglobal.com](mailto:Perry.gross@atkinsglobal.com); [kent.cooper@c-agroup.com](mailto:kent.cooper@c-agroup.com); [James.caviola@c-agroup.com](mailto:James.caviola@c-agroup.com)

# EMPOWERING I-80 COMMUNITIES TODAY AND TOMORROW



<b>Group:</b>	I80 CSMP MAP 21 Working Group		
<b>Subject:</b>	Goals, Objectives, and Deliverables; Information Needs; Task Force Presentation		
<b>Date and time:</b>	May 1, 2013 2:30 P.M. PCST	<b>Meeting no:</b>	5
<b>Meeting place:</b>	Teleconference	<b>Minutes by:</b>	Mike
<b>Attendees:</b>	<i>Rick Helman for Jeff Pulverman (Caltrans D3)</i> <i>Mark Wingate (WyDOT)</i> <i>Debra Goodwin for Amy Cummings (Washoe Regional Transportation Commission)</i>	<i>Tom Mason (Cheyenne Metropolitan Planning Organization)</i> <i>Andrea Napoli (NDOT)</i> <i>Coy Peacock (NDOT)</i> <i>Mike Lawson (Atkins)</i>	

## Agenda

ITEM	DESCRIPTION
1	Chat or Mute for individuals to organize for the meeting
2	Roll call for RSVP and other attendees
3	Working Group goal and vision review
4	Topic identification and analysis strategies
5	Performance measurement discussion
6	Adjourn



# EMPOWERING I-80 COMMUNITIES TODAY AND TOMORROW



## I-80 CSMP MAP 21 Working Group

### Attendance Record January 23, 2013

The following Working Group members have RSVPed to date our first meeting.

RSVP	Name	Organization	Email	Headshot
T	Mark Wingate	WyDOT	<a href="mailto:mark.wingate@wyo.gov">mark.wingate@wyo.gov</a>	
X	Tom Mason	Cheyenne Metropolitan Planning Organization	<a href="mailto:tmason@cheyennempo.org">tmason@cheyennempo.org</a>	
	Bruce De Terra	Caltrans HQ	<a href="mailto:bruce_de_terra@dot.ca.gov">bruce_de_terra@dot.ca.gov</a>	
	Tim Rose	UDOT	<a href="mailto:timrose@utah.gov">timrose@utah.gov</a>	
T	Shawn Seager	Mountainland Association of Governments	<a href="mailto:sseager@mountainland.org">sseager@mountainland.org</a>	
X	Amy Cummings – <b>Debra Goodwin</b>	Washoe RTC	<a href="mailto:acummings@rtcwashoe.com">acummings@rtcwashoe.com</a>	
	Carl Hasty	Tahoe Transportation District	<a href="mailto:chasty@tahoetransportation.org">chasty@tahoetransportation.org</a>	
	Jeff Pullverman	Caltrans	<a href="mailto:jeff_pullverman@dot.ca.gov">jeff_pullverman@dot.ca.gov</a>	
T	Wayne Sidel	Nevada DMV		
X	Mike Lawson	Atkins	<a href="mailto:michael.lawson@atkinglobal.com">michael.lawson@atkinglobal.com</a>	
X	Coy Peacock	Study Manager	<a href="mailto:cpeacock@dot.state.nv.us">cpeacock@dot.state.nv.us</a>	
X	Perry Gross	Atkins	<a href="mailto:Perry.gross@atkinglobal.com">Perry.gross@atkinglobal.com</a>	
	Matt Carpenter	SACOG	<a href="mailto:mcarpenter@sacog.org">mcarpenter@sacog.org</a>	
	Tom Greco	NDOT	<a href="mailto:tgrec@dot.state.nv.us">tgrec@dot.state.nv.us</a>	
	Doug Kimsey	MTC	<a href="mailto:DKimsey@mtc.ca.gov">DKimsey@mtc.ca.gov</a>	
	John Thomas	UDOT	<a href="mailto:johnthomas@utah.gov">johnthomas@utah.gov</a>	
	David Ory	MTC	<a href="mailto:dory@mtc.ca.gov">dory@mtc.ca.gov</a>	

## EMPOWERING I-80 COMMUNITIES TODAY AND TOMORROW



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[dory@mtc.ca.gov](mailto:dory@mtc.ca.gov); [tgreco@dot.state.nv.us](mailto:tgreco@dot.state.nv.us); [timrose@utah.gov](mailto:timrose@utah.gov); [sseager@mountainland.org](mailto:sseager@mountainland.org); [acummings@rtcwashoe.com](mailto:acummings@rtcwashoe.com);  
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[michael.lawson@atkinsglobal.com](mailto:michael.lawson@atkinsglobal.com) ; [Perry.gross@atkinsglobal.com](mailto:Perry.gross@atkinsglobal.com)



**Topic** MAP21

**Subtopic:** Maximum Flexibility

**Related Topics:** Increasing Federal Transportation Investment, Expediting Program and Project Delivery, Freight, Climate Change, Land Ownership, Maintenance, Safety, Performance Measurement.

**Major Stakeholders:** FHWA, Caltrans, NDOT, UDOT, WYDOT, Bay area MTC, SACOG, Washoe County RTC, WASATCH, Cheyenne MPO

**Other Stakeholders:** State Trucking Associations, I80 Cities, I80 Counties

**Champions:** Coy Peacock - NDOT

**Context:**

The I-80 Corridor System Master Plan is being created by the I-80 Stakeholder network consisting of representatives from the public and private sector in the four western States of Wyoming, Utah, Nevada, and California. Each of these States has maintenance responsibility for long stretches of Interstate I80 that experience severe weather. Additionally, each of these States face mobility issues associated with increasing congestion in many segments of the major metropolitan areas along the corridor. Any future transportation authorizations need to reflect the wide variety of traffic operations, conditions, and populations with maximum flexibility and the recognition that individual States and their transportation partners are the ones responsible for improvements and maintenance of the Interstate system. Any authorization bill needs to avoid program complications and increases in regulatory requirements and should exclude proposals that make the Federal transportation program more complicated. MAP21 was a good start to simplifying the program, however there is still room for more improvement. The following is a discussion of maximum flexibility from the I-80 Stakeholder Network perspective as the subject relates to any new Surface Transportation Program Authorization.

**Discussion:**

Maximum Flexibility

Provide each State/Metropolitan Planning Organization with maximum flexibility to direct scarce funds to their areas highest priorities. Discretionary and allocation programs take away from the core business of moving people and freight and limit different areas ability to solve the nation's transportation problems. The solutions to transportation problems and issues could certainly be different for Evanston, Wyoming than Verdi, Nevada than Salt Lake City, Utah than San Francisco, California. Funding core programs to address the needs on Federal-aid highways with maximum flexibility should be emphasized.

<p><b>Conclusions</b></p> <p>Flexibility to make investments in areas deemed a priority by regional or State transportation agencies is needed. Past reauthorization legislation has contained various proposals to address issues such as climate change, complete streets, livability, and other issues that are elusive and extremely hard to quantify. New requirements should not be imposed on transportation agencies through legislation or grants of authority. Legislation should not restrict State or regional authority or flexibility or divert scarce funding from infrastructure investment to costly processes.</p>	<p><b>Future Significance:</b></p> <p>TBD</p>
<p><b>Recommended Actions:</b></p> <p>Any new transportation authorization should provide metropolitan planning organizations and State DOT's with increased flexibility to direct scarce funds to their highest priorities. Set asides, narrow categorical programs, and other restrictions need to be eliminated and replaced with broad eligibilities, funding flexibility and fewer regulatory and program restrictions.</p>	<p><b>Future Additional Champions:</b></p> <p>TBD</p> <p><b>Optimal Outcome:</b></p>

<p><b>1. Date</b></p> <p>1/21/14</p>	<p><b>2. Version</b></p> <p>1.1</p>	<p><b>3. Status</b></p> <p>Revised draft</p>
<p><b>4. Authors</b></p> <p>Mike Lawson and Kent Cooper</p>	<p><b>5. Author Organization</b></p> <p>Atkins, North America and CA group</p>	
<p><b>6. Performing Organization</b></p> <p>Atkins, North America</p>	<p><b>7. Sponsoring Organization</b></p> <p>Nevada Department of Transportation</p>	
<p><b>8. Keywords</b></p>		
<p><b>9. Abstract</b></p>		



**Topic** MAP21

**Subtopic:** Performance Measurement

**Related Topics:** Maximum Flexibility, Increase the Federal Transportation Investment, Expedite Program and Project Delivery, Freight, Land Ownership, Maintenance, Safety

**Major Stakeholders:** FHWA, Caltrans, NDOT, UDOT, WYDOT, Bay area MTC, SACOG, Washoe County RTC, WASATCH, Cheyenne MPO

**Other Stakeholders:** State Trucking Associations, I80 Cities, I80 Counties

**Champions:** Coy Peacock - NDOT

**Context:**

The I-80 Corridor System Master Plan is being created by the I-80 Stakeholder network consisting of representatives from the public and private sector in the four western States of Wyoming, Utah, Nevada, and California. Each of these States has maintenance responsibility for long stretches of Interstate I80 that experience severe weather. Additionally, each of these States face mobility issues associated with increasing congestion in many segments of the major metropolitan areas along the corridor. Any future transportation authorizations need to reflect the wide variety of traffic operations, conditions, and populations with maximum flexibility and the recognition that individual States and their transportation partners are the ones responsible for improvements and maintenance of the Interstate system. Any authorization bill needs to avoid program complications and increases in regulatory requirements and should exclude proposals that make the Federal transportation program more complicated. MAP21 was a good start to simplifying the program, however there is still room for more improvement. The following is a discussion of performance measurement from the I-80 Stakeholder Network perspective as the subject relates to any new Surface Transportation Program Authorization.

**Discussion:**

The I80 Stakeholders agree measuring and improving performance is important, but federal control and legislation can prove problematic in this area. The federal government should recognize that state DOT's and MPO's are already closely scrutinized by their legislatures, Governors, boards, and stakeholders. Federal approaches to performance management should be limited to broad national purposes and be general in nature. States, regional, and local governments have concern about a "one size fits all" approach that federal legislation may mandate. An example of this approach would be in comparing accident and survival rates on highways across the United States. Response times and hospital availability vary drastically from state to state and have a direct correlation to these types of statistics. If one is involved in a rollover accident in the middle of Nevada, chances of survival are much lower than if this incident occurred in an urban setting. Any Federal role must be carefully administered and limited. Legislation should not broadly authorize the federal government to develop measures and targets and use state results as measured as a factor in the distribution of formula or discretionary funding. Federal government authority should be limited and combined with language that defines USDOT's authority in this area. USDOT should not be allowed to set performance targets for the states, and failure to hit targets should not result in financial penalties or other sanctions. Legislation should not require Federal approval of any state or MPO performance or investment plans.

<p><b>Conclusions:</b></p> <p>States and local areas are already using performance measurement and have been for decades. They will continue to refine these process and procedural measures to ensure the most effective use of transportation dollars. A "one size fits all" national approach must be avoided. Performance measures need to be developed from the ground up, not from the top down. USDOT should not be allowed to set performance targets for regional governments or the states.</p>	<p><b>Future Significance:</b></p> <p>TBD</p>
<p><b>Recommended Actions:</b></p> <p>Any Federal role in performance measurement should be carefully circumscribed and limited. Legislation should not restrict local or state authority or flexibility or divert funding from infrastructure investment. Any legislative provisions concerning performance measurement must not result in new and excessive Federal legislation that will cost additional money and complicate and delay program implementation.</p>	<p><b>Future Additional Champions:</b></p> <p>TBD</p> <p><b>Optimal Outcome:</b></p> <p>TBD</p>

<p><b>1. Date</b></p> <p>1/21/14</p>	<p><b>2. Version</b></p> <p>1.1</p>	<p><b>3. Status</b></p> <p>Second draft</p>
<p><b>4. Authors</b></p> <p>Mike Lawson and Kent Cooper</p>	<p><b>5. Author Organization</b></p> <p>Atkins, North America and CA group</p>	
<p><b>6. Performing Organization</b></p> <p>Atkins, North America</p>	<p><b>7. Sponsoring Organization</b></p> <p>Nevada Department of Transportation</p>	
<p><b>8. Keywords</b></p>		
<p><b>9. Abstract</b></p>		



**Topic:** I80 Corridor System Master Plan MAP21 Working group

**Subtopic:** Identification of and general discussion about working group subtopics

**Related Topics:** Safety, Performance Measurement, Freight, Climate Change, Land Ownership

**Major Stakeholders:** FHWA, Caltrans, NDOT, UDOT, WYDOT, Bay area MTC, SACOG, Washoe County RTC, WASATCH, Cheyenne MPO

**Other Stakeholders:** State Trucking Associations, I80 Cities, I80 Counties

**Champions:** Coy Peacock - NDOT

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**Discussion:**

Maximum Flexibility

Each State/Metropolitan Planning Organization should be provided with maximum flexibility to direct funds to their areas' highest priorities. Discretionary and allocation programs take away from the core business of moving people and freight and limit different area's ability to solve the nation's transportation problems. Funding core programs to address the needs on Federal-aid highways with maximum flexibility should be emphasized.

Increase the Federal Transportation Investment

The national interest requires significant additional investment in transportation. The ability to move freely to and from anywhere in the United States by multiple modes of transportation defines our Country. The world's economy depends on the efficient movement of freight and the thousands of trucks using I-80 every day are entitled to a reliable and well maintained Interstate system.

## Expedite Program and Project Delivery

Any new legislation should expedite the delivery of transportation products to the end users. It should simplify and streamline the Federal surface transportation program. States and local areas are better positioned to determine whether adding turn lanes, passing lanes, shoulders, travel lanes, or transit options are the best use of funds. These options should not be restricted by legislation. Transferability options better enables states to use funds to meet their own needs. Harder deadlines for NEPA processing and agency reviews, and adding additional categorical exclusions from NEPA should be considered. Some of these improvements were contained in MAP21, but more needs to be done in these areas.

## Freight

Interstate 80 serves as a major bridge route for freight and people movement serving the United States. This route connects major metropolitan areas in the Country along with servicing ports in California and the Pacific Northwest, connecting ship bound movements to the nation. Many of these freight movements do not originate nor terminate in these bridge states. As an example the most recent data indicate that for Wyoming the percentage of trucks that don't originate or terminate within the State was 77%. The route is not only a lifeline for remotely located people and places, it provides access to scenic wonders and tourism, and is critical for agricultural exports, energy extraction, wind power industries, and ethanol production. The four states that are participating in this coalition have enormous tracts of federal lands with low population density in many areas. Many proposals that originate in Washington, D.C. focus solely on congested urban areas to the detriment of the long stretches of rural interstate. We support urban congestion projects as they will help expedite people and freight movement through the Bay area, Sacramento, Reno, and Salt Lake City along with rural projects that deal with congestion relief (truck climbing lanes, passing lanes, etc.) and the maintenance of this all important roadway. Projects that facilitate freight transfers should be eligible for funding.

## Land Ownership

Development or use of Federal lands is limited, and state and local governments cannot tax them. A significant portion of Interstate 80 is located these large federal tracts of land. California is over 40 percent Federal and tribal land, Wyoming is over 50 percent, and Nevada is over 80 percent. Citizens and businesses want opportunities to access and cross these lands, which in sparsely populated areas is expensive due to the lack of a tax base. Significant federal transportation investment is required in these areas. Continuation of programs such as the "Federal Lands Programs", which provides separate funding for Indian Reservation Roads and highways on Federal lands and in national parks, is supported.

## Maintenance

It is very challenging for states with large segments of rural Interstate to provide, maintain, and preserve the Interstate that connects the nation, the global markets, and economic opportunities. Citizens in these rural areas contribute towards capital investment, which is partially funded by the Federal program, but also fund the maintenance of the Interstate, which is currently mostly a state expense. The states participating in this study are geographically large and include large tracks of Federal lands, three of the four have extremely low population densities, which results in very few people to support each lane mile of Interstate. Wyoming as an example has about 29 people per lane mile of Federal-aid highway. The national average is approximately 129 people per lane mile. To achieve the benefits of a truly national, interconnected highway and surface transportation system, the Federal Transportation Program should provide significant funding for the maintenance of the Interstate System. Maintenance of this critical Interstate is extremely costly and this cost should be funded by the Nation.



## Safety

Long stretches of rural interstate have unique safety issues, with the largest issue being emergency response time. Studies have shown that emergency response time and the amount of time in getting patients to emergency care is of critical importance in motor vehicle accidents. This makes having safe roads of paramount importance in rural areas. Continuing current funding eligibility and recognizing the challenges faced by emergency response teams in largely remote and rural locations on Interstate 80 is a priority. Comparing urban fatality rates with rural rates is inappropriate considering the impact higher speeds have on fatality potential and any programs that punish areas with higher rates without proper analysis is not supported.

## Performance Measurement

Performance goals, measurement, and targets is best developed and managed at the local and regional levels. Measuring and improving performance is an accepted approach by responsible individuals and organizations, but federal control via legislation may simply result in inefficient and perfunctory measures being developed simply to satisfy regulations. Federal approaches to performance management should be limited to a few broad national purposes and be general in nature. State, regional, and local governments have strong concern of a "one size fits all" approach that federal control entails. Legislation should not broadly authorize the federal government to develop measures and targets and use state results as measured as a factor in the distribution of formula or discretionary funding. Federal government authority should be limited and combined with language that defines USDOT's authority in this area. USDOT should not be allowed to set performance targets for the states, and failure to hit state targets should not result in financial penalties or other sanctions upon the states. Performance results should not be tied to funding in any way nor should legislation call for or authorize Federal approval of any state or MPO performance or investment plans.

<b>Conclusions</b>  The I80 Corridor System Master Plan is intended to identify transportation issues along the corridor and engage stakeholders in informed discussion with the purpose of identifying initiatives that lead to solutions. This articulation of the impact of potential Federal legislation on many of these issues is intended as a starting point for continued discussion by the I80 Stakeholder Network for the foreseeable future. Each subtopic identified in this paper will be more completely discussed and iterative versions will be developed until a final version is reached by consensus, approved by the Stakeholders, and published to the I80 website.	<b>Future Significance</b>  The economic well being of the United States
	<b>Future Additional Champions</b>  TBD
	<b>Optimal Outcome</b>  Development of a transportation funding mechanism at the federal level that ensures flexibility for use of funds by the recipient entities. This mechanism could include the use of criteria that establish minimum acceptable infrastructure measurements such as pavement serviceability and bridge rating to identify need. The funding could be distributed to the States based on a monitoring program that ensured these minimum standards are maintained. A new revenue generating mechanism that specifically allocates cost associated with benefit and removes the Interstate maintenance burden from the states is the desire outcome.
<b>Recommended Actions</b>  Develop a specific funding mechanism at the federal level that provides for adequate Interstate maintenance funding to the States.	

<b>1. Date</b> 1/21/14	<b>2. Version</b> 1.1	<b>3. Status</b> Revised draft
<b>4. Authors</b> Mike Lawson and Kent Cooper	<b>5. Author Organization</b> Atkins, North America and CA Group	
<b>6. Performing Organization</b> Atkins, North America	<b>7. Sponsoring Organization</b> Nevada Department of Transportation	
<b>8. Keywords</b>		
<b>9. Abstract</b>		



# **I-80 Corridor System Master Plan**

**MAP 21**

**Working Group:**

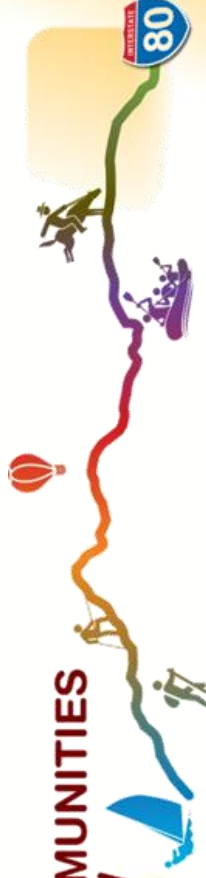
**Jobs, Economic Growth, and Innovative  
Finance**

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# Background

- The following information was provided by the Federal Highway Administration in July 2012.
- This information demonstrates an original interpretation and position.
- The information highlights job creation, economic growth, and innovative finance elements of MAP 21.

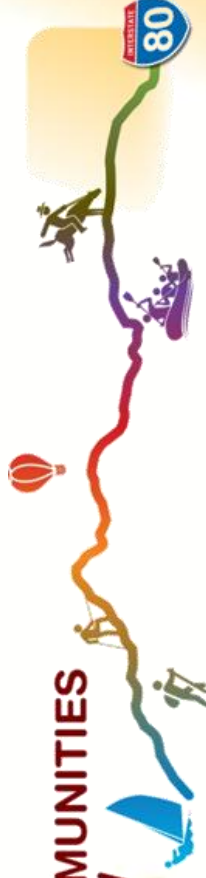
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# Jobs and Economic Growth

MAP-21 authorizes \$82 billion in Federal funding for FYs 2013 and 2014 for road, bridge, bicycling, and walking improvements. In addition, MAP-21 enhances innovative financing and encourages private sector investment through a substantial increase in funding for the TIFIA program. It also includes a number of provisions designed to improve freight movement in support of national goals.

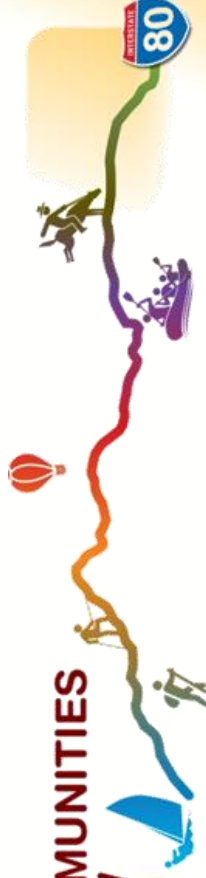
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# Performance Management [1203]

- **Freight Movement and Economic Vitality-To** improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

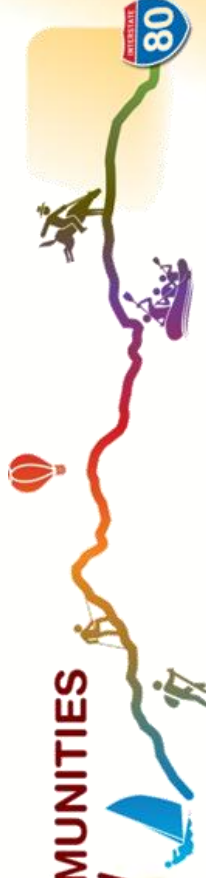
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# Performance Management [1203]

- **Reduced Project Delivery Delays-**To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

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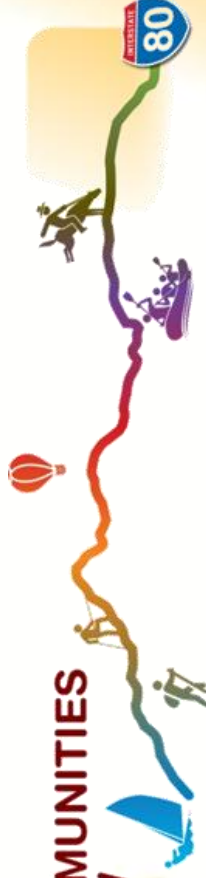


# Workforce Development and DBE

## [1109]

- MAP-21 continues current law goals for use of small business concerns owned and controlled by socially and economically disadvantaged individuals. On-the-Job Training and DBE Supportive Services programs are continued without change. States may continue to use apportioned funds for surface transportation workforce development, training, education, and small business capacity building.

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# Projects of National and Regional Significance [1120]

- \$500 million from the General Fund (subject to appropriation) in FY 2013 only, to fund critical high-cost surface transportation capital projects that will accomplish national goals, such as generating national/regional economic benefits and improving safety, and that are difficult to complete with existing Federal, State, local, and private funds.

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# TIFIA [2002]

- The Transportation Infrastructure Financing and Innovation Act (TIFIA) program provides Federal credit assistance to eligible surface transportation projects. MAP-21 dramatically increases funding available for TIFIA, authorizing \$750 million in FY 2013 and \$1 billion in FY 2014 to pay the subsidy cost (similar to a commercial bank's loan reserve requirement) of supporting Federal credit.

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# TIFIA [2002]

- A \$1 billion TIFIA authorization will support about \$10 billion in actual lending capacity. MAP-21 also calls for a number of significant program reforms, to include: a 10 percent set-aside for rural projects; an increase in the share of eligible project costs that TIFIA may support; and a rolling application process.

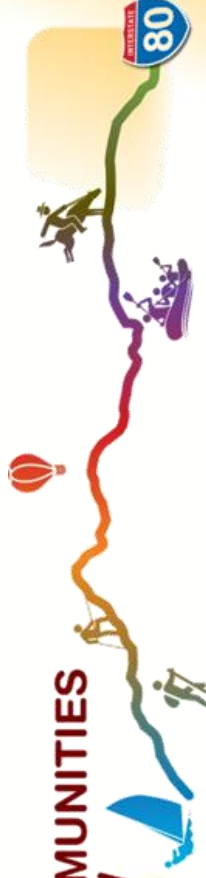
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# USDOT evaluating states and MPOs planning processes

The evaluation, due to Congress by October 2017, will examine the effectiveness of the performance based planning of states and regions, as well as the degree to which progress has been made towards the performance targets established by states and regions.

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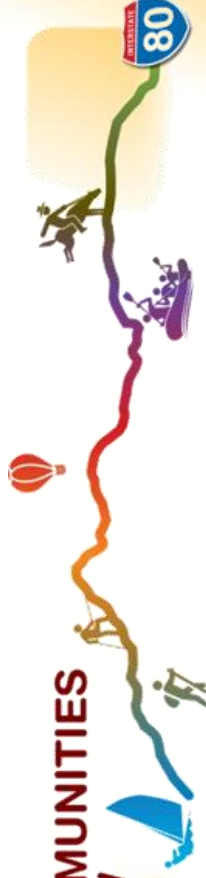


# USDOT evaluating states and

## MPOs planning processes

The report also will evaluate the degree to which each state relies on public input and makes information about its performance available to the public.

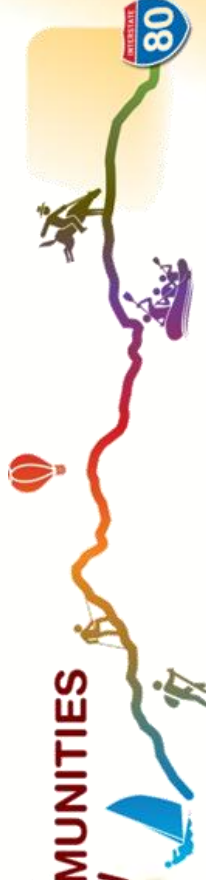
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# Things to Consider

- Audience(s) for jobs, economic, and innovation performance information
- Level of analysis and reporting-project, program, initiative, other
- Sources of data—new, existing, Department of Labor, state and local economic development...
- Data relationships-inferential, causal, interpretive, other

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TODAY AND TOMORROW**





# **I-80 Corridor System Master Plan**

**MAP 21**

**Working Group:**

**Goal, Vision, and Planned Activities**

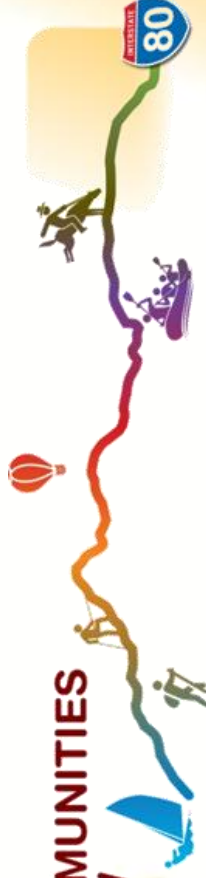
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# Goal

**Our Working Group strives to explore and understand the implications of federal MAP 21 transportation authorization for current actions and potential future policy trends.**

- Implies practical approach
- Draws on individual member's perspectives
- Emphasizes active engagement in federal policy initiatives

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# Vision

Our working group vision seeks to put in place ideas, strategies, and systems needed for achieving transportation-related public policy coherence.

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