

# Introduction

Connecting San Francisco, California, with New Jersey, Interstate 80 (I-80) is the second-longest interstate in the United States. In northern Nevada, it is a crucial corridor for the regional transportation system, conveying interstate traffic and serving as a major urban arterial for an area that experienced unprecedented growth in recent years. The corridor's high levels of truck traffic are expected to increase with the expansion of the Port of Oakland and development of the Tahoe Reno Industrial Center. The recent economic slowdown and curtailed land use development provided challenges that were not anticipated at the beginning of this I-80 Corridor Study. The study addresses concerns related to the need to improve transportation along the corridor by evaluating future land use demands while protecting and using existing resources. It provides participating agencies a tool for monitoring changing conditions along the corridor, and it offers decision-makers a plan that will define early action and most likely future transportation needs. Furthermore, the study provides

participating agencies with a range of workable and cost-effective transportation alternatives that address current and future needs along the corridor. These alternatives have been initially assessed for their socioeconomic, community, environmental, and fiscal impacts.

The I-80 Corridor Study process began in September 2007, with the gathering of stakeholders from government agencies and local interest groups. This process involved an extensive amount of data collection, analysis, and brainstorming on how best to move forward. Information and analysis exchanged with stakeholders has been gathered to generate separate technical reports, provided as Appendices A through O in this document, which highlights key information from the reports and summarizes the study.

Short- and long-range planning for a corridor such as I-80 is an ongoing process that should be continuously monitored. This study is a snapshot in time, providing recommendations to improve corridor traffic conditions depending on the latent capacity consumption timeframe. Because economic conditions and land-use policies can change frequently, the recommended solutions in the corridor for a specific timeframe must be revisited and latent capacity analysis revised, if necessary.