

I-80 CORRIDOR STUDY TECHNICAL REPORT

Appendix N
Report of Outreach Efforts to
Stakeholders and Public

PREPARED FOR
NEVADA DEPARTMENT OF TRANSPORTATION





I-80 Study Group Meeting November 1, 2007 “Getting Started”

11:00 AM to 1:30 PM
Central Conference Room (Building C)
Washoe County Administrative Complex
1001 East Ninth Street
Reno, Nevada
Ninth Street and Wells Avenue

Meeting Flow Key:

Italicized text is a summary of spoken conversations.

Normal text is the written work of the Study Group with the inclusion of preliminary clarifying statements that are subject to Study Group review and approval.

The meeting began at 11:05 with a review of the agenda for adjustments and approval. The following agenda was approved.

I-80 GETTING STARTED

Introduction	Perry/All	11:00
Study Overview	Perry/All	11:02
Ground Rules I	Groups	11:05
State Transp. Plan	Coy	11:45
Q&A	Coy/All	11:50
Lunch		12:05
2007 Regional Plan	Patty	12:30
Q&A	Patty/All	12:50
Ground Rules II	Groups	1:00
Global Trends	Groups	1:15
Check In	Perry/All	1:25

Perry provided background information and a description of the roles and responsibilities of all the interests involved in the I-80 Corridor Study. The description was focused on the Process Map (attached and available on the website). The Study Process will pass through five phases; information gathering, issue identification, issue solution, generating the plan, and adopting the plan. In order to ensure the Study Group’s work remains grounded, as the process moves through the different phases all the identified questions and concerns will be taken to the Steering Committee to receive clarification and guidance. Additionally, as the work progresses the Study Group will reach out to the public to make sure their work is meeting the public’s needs.

The Group turned to the task of establishing the ground rules for Study. The following instructions were provided for the five breakout groups.



GROUND RULES

List 15 things you don't like about ongoing meetings

List 15 things you do like about ongoing meetings

Generate Ground Rule for...

The following information is the results of the different group's discussions.

Group

Don't Like

- Too long
- Boring
- Too many/often
- Non-productive
- Stray from subject
- Schedule conflicts

- Dominators
- Quality of materials
- Lack of clear agenda
- Lack of participation
- Lack of progress
- Different agendas

Like

- New Ideas/Share Ideas
- Develop Relationships
- Develop Goals

- Good Food
- Time Efficient

HOW TO TREAT WORK ONGOING OUTSIDE THE STUDY GROUP

- Good communication
- Timely distribution of materials
- Appropriate time for review of materials
- Realistic deadlines
- Remain open-minded
- Keep it simple, concise (agenda, materials)
- Sharing work & responsibilities where possible

Group

BAD

1. Scheduling
2. On-Going
3. They never end
4. No productivity
5. Focus
6. Sit for 2hrs +-
7. Bad attendance
8. Monopolizers
9. Time consuming
10. Get sick in winter



- 11. Travel
- 12. B/C ratio questionable
- 13. Another damn Power Point

- 14. Boring
- 15. Anxiety
- 16. Dealing w/overachievers

GOOD

- 1. Fosters cooperation
- 2. Make decisions
- 3. Solve problems
- 4. Meet people w/diverse views

- 5. Transparent environment
- 6. Meet more overachievers
- 7. Learn robust amount of Buzz Jargon

HOW MEETINGS SHOULD BE CONDUCTED

- 1. Agenda – stick to it, i.e. minutes w/action items – accountability
- 2. Facilitator
- 3. Comfortable accommodations
- 4. One person at a time
- 5. Everyone has equal voice

- 6. provision for teleconferencing or video conf/web conf
- 7. Start at 30,000 ft wide angle, macro not micro, etc...
- 8. Limit your “war” stories
- 9. Send overachievers home

Group

GOOD THINGS

Start/Stop on time
 Accomplishes Goals/Objectives
 Networking/Group input

Pool Resources
 Organization

BAD THINGS

Make you do group motivational exercises
 Lack of public participation (disconnect)
 Lack of history (minutes)
 No out comes

Lacks collaboration
 Too long
 Disorganized
 No goals/objectives

HOW TO IDENTIFY ISSUES FOR THE STEERING COMMITTEE

Group

Don't like

Agenda's Dictacted

Reading Power points



Respecting Opinions
 Public comment failure to honor
 commitment
 Lack of interest
 Bad tables
 Member's domination, ie 1-2
 Time

Repetition
 Location
 Bad facilitators
 Too cold
 Too long
 Too many

Like

Contacts/networking
 Free Food
 Results

Meeting goals/objectives
 Inter-agency coordination

HOW DISCUSSION SHOULD OCCUR

- Round table discussion
- Establish advance agenda/info
- Respect other's opinions
- Clearly identify objectives
- Active facilitators
- Start promptly and end on time

- Maintain control/stay on track
- Members contact info
- Use sub-committee effectively
- Designate alternates
- Provide dates for future meetings

Group

WORST CHALLENGES OF MTG.

Waste of Time
 Go too long
 Uncomfortable seating
 Lack of food and drinks
 Key people not attended
 Lack of consistent attendance
 No clear objective

Rabbit trails – not staying on task
 No “grade” @ end of class (did we
 accomplish anything?)
 Low pay
 Schedule conflicts
 Work load @ our day job
 Private sector penalized by time frame

GOOD THINGS

Networking (meeting people)
Can facilitate communication
 New/different perspectives (ideas)
 Lunch time rocks! (food works)

Easier to build consensus w/a group
 collaborative
 Gets us out of the box (sometimes literally)
 Makes me think

HOW THE STUDY GROUP SHOULD MAKE DECISIONS



Pre distributed agenda w/time allotments
 Avoid digressions
 Collect and respect all opinions
 Build consensus (discussion phase)
 Examine all solutions

Vote and memoralize decisions and
 dissenting opinions
 All are heard
 All attend regularly
 Feed back

The schedule was adjusted slightly to allow for additional discussion of the ground rules. Coy provided his presentation beginning at 11:45. The information will be provided to the Study Group and the public via the project web page. The following is a summary of the questions and answers the followed Coy's presentation about State Transportation Planning.

COY Q&A

A Lot of Information
 Make available on Team Site, Login coming
 Caution about Acronyms
 Reduce use/Glossary
 Team Site Info for Public Side of Web Page

Best Result Possible
 Look only at I-80 or other
 Yes but need to look at all the issues
 Looking at the entire network
 What creative solutions

The Study Group broke for lunch and reconvened at 12:30 with Patty's presentation of the Truckee Meadows Regional Planning's plan. The following information covers the question and answer exchange following Patty's presentation.

PATTY Q&A

Plan role play in Land Use
 Zoning not at all
 Services yes
 Cabellas / Way in-out
 Huge impact
 Broad

Talk about concurrence
 Cabellas, impact fee, Back log
 I-80 Corridor plan
 Western gateway plan
 Submitted review for concurrence

Working Together

How Does Each Small Development Add Up

- Need to look @ cumulative impacts (CI)
- Workshop (CI) next week
- Approvals will affect quality
- From NDOT's view – “we want to look at CI interstate function issues and potential solutions
- Id info to inform Land Use planning

The discussion ran long so it was suggested that the agenda be adjusted to skip the Ground Rules report back and move to the Global Trends work. As part of this agreement, it was decided that the results would be compiled and a draft set of ground rules generated for Study Group approval. The five groups were asked to generate a list of 20 Global Trends that were occurring throughout the world. The following lists are the result of that work.



Global Trends

- | | |
|--------------------------|--------------------------------------|
| 1. Money | 13. Extinction |
| 2. War | 14. Health |
| 3. Weather | 15. Lifestyle |
| 4. Growth | 16. Diseases |
| 5. Food | 17. Oil/Fuel supply |
| 6. Water | 18. Fires |
| 7. Global Warming | 19. Domestic Terror |
| 8. Water quality/amounts | 20. Education |
| 9. Volcanoes | 21. Demographics/Illegal Immigration |
| 10. National disasters | Minority |
| 11. Earthquakes | 22. Changing Land Use |
| 12. Population | |

20 GLOBAL TRENDS

- | | |
|-----------------------------------|--------------------------------|
| 1. Population | 12. Longer life span |
| 2. Green Development | 13. Technology & Globalization |
| 3. Aging Population, Baby Boomers | 14. Shorter attention span |
| 4. Depletion of Nat Resources | 15. Food consumption patterns |
| 5. INCR Energy Costs | 16. Declining morality |
| 6. Smaller families | 17. Emerging markets |
| 7. Economic leveling | 18. Public \$ tight |
| 8. Terrorism | 19. Mass Transit modal shift |
| 9. Immigration | 20. Housing changes |
| 10. Health & Lifestyles | 21. Economic markets |
| 11. Health care | 22. Shifting Energy Base |

20 Global Trends

- | | |
|---------------------------------------|--------------------------------------|
| 1. ↓ Labor costs | 8. Technological growth |
| 2. ↑ Energy costs | 9. ↑ Urbanization |
| 3. Greenhouse Gasses (global/warming) | 10. Δ Demographic |
| 4. Resource constraints | 11. Shift in driving economies |
| 5. ↑ “Spread” B/W wealthy + poor | 12. Communications – more widespread |
| 6. Globalization of capital and ideas | 13. ↑ in alternative energies |
| 7. Security | 14. Continued radicalization |



20 Global Trends

- Education
- Nuclear energy use + waste storage
- Wildfires
- Illegal Immigration
- Waste increases
- Materials shortage
- Population growth
- Warfare
- Water shortage
- Climate change
- Terrorism/Bio / Acro
- Competition for Energy with Pacific Rim
- Air/Water pollution
- Food supply
- Smart Car
- Land Use
- Invasive Species
- Technology

GLOBAL TRENDS (50 years)

- Global Warming – climate changes, population shift
- Rising energy costs
- Population increase
- Greater communication – info availability
- Out sourcing jobs
- Ethnic diversity
- Increased life span/aging of populations
- Species depletion
- Less formality
- Political + religious polarization
- Reduction in resources/depletion
- Less costs for many items
- Hard to stay current with Technology – both costs and volume

The meeting concluded with a facilitator Check-In. Perry indicated that many of the individuals in the Study Group have known him for a period of time through work he did in the past. He indicated that his role was neutral and focused on helping facilitate the discussions of the Study Group. In order to ensure he remained neutral, Perry encouraged Study Group members to identify when he was not acting in a neutral manner and he would contribute \$5 to a violation pool. The violation pool would be used as determined by the Study Group members at the end of the study.

A concern was raised about including the public in the Study. The discussion emphasized the importance that all the public's information and issues be included. Perry indicated that each of the members of the Study Group was representing an interest and would need to continually check with their constituents as the Study progressed. In addition, as the Study moved forward the Study Group would be holding public meetings to ensure their work was what the public wanted. The Study webpage would provide the public with all the information the Study Group will be working with.

The following positive and change items were identified by the attendees.

CHECK IN

- Problems valid vs. non-valid how public should be involved
- Session on public involvement
- Too over optimistic schedule
- Aggressive
- Name Badges
- Attendees
- Power Point ease
- No acronyms



I-80 Study Group Meeting December 6, 2007 “Identifying Information”

11:00 AM to 1:30 PM
NDOT District II Conference Room
Reno, Nevada

Attendees

Torey Byington—Pyramid Lake/Paiute Tribe
 Bill Glaser—NDOT
 Roger Vind—NHP
 Bambi VanDyke—ETC CAB
 Mara Thiessen Jones—State Historic Preservation Office
 Leif Anderson—NDOT
 Ron Nicholson—West Truckee CAB
 Paul Arnold—RTC/CAC
 Paul Williams—State Lands
 Valerie Rodman—FHWA
 Skip Canfield—State Lands
 David Potter—Fish & Wildlife Services
 David VonSeggern—Sierra Club
 Abdelmezz Abdalla—FHWA
 Janet Phillips—Tahoe-Pyramid Bikeway
 Andrew Soderborg—FHWA
 David Hoppe—City of Reno
 Susan Stead—NDF
 Lori Wray—Scenic Nevada

Anita Lyday—NDOT
 Gene Gardella—CAB
 Nickey Hazelwood—TNC
 Sig Jaunarajs—NV Bike Board
 Margaret Powell—City of Sparks
 Dean Haymore—Storey County
 Vince Angle—Storey County
 Jim Herman—Sparks Traffic
 Mike Lawson—NDOT
 Nikki Williams—Reno/Sparks Indian Colony
 Dave Roundtree—CH2M Hill
 Roger Van Alyne—Washoe County
 Victor Villiarral—City of Sparks
 Perry Gross—Facilitator
 Jim Dodson—PBS&J Project Management
 Kris Absher—PBS&J Public outreach team
 Susan Berkley—PBS&J Public outreach team/I-80 Web & team site
 Kathleen Hale-PBS&J public outreach team

Meeting Flow Key:

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The meeting began at 11:00 with a review of the agenda for adjustments and approval. It was determined that the City of Reno would be presenting at a future meeting and that item would be included on a future meeting agenda. With that item removed from the agenda the meeting adopted the following agenda.



Item	Method	Who	Start Time
Introduction	Discussion	Perry/All	11:00
Review and Revise Ground Rules	Discussion	Perry/All	11:02
Reno Plan (future)	Presentation	City of Reno	11:10
Question & answer (future)	Discussion	City of Reno/All	11:30
Sparks Plan	Presentation	City of Sparks	11:35
Question & answer	Discussion	City of Sparks /All	11:55
Lunch		All	12:00
Regional Transportation Commission Plan	Presentation	Jack Lorbeer	12:30
Question & answer	Discussion	Jack/All	12:50
Global Trends II	Group Work	6 groups	12:55
Next Steps	Discussion	Perry/All	1:15
Check In	Critique	All	1:25
Adjourn			1:30

Perry presented the Study Group a summary of the Ground Rules proposed in the initial Study Group Meeting on November 1, 2007. He invited the meeting attendees to review the suggested rules and provide some thought on which ones made sense for the type of work the I-80 Corridor Study Group was undertaking. The discussion revealed these ideas: Review of agenda prior to meeting, goals of each task should be defined in group work breakout sessions, remain open-minded, identify “time-out” and “time-in” for sensitive discussion items. The following list summarizes the proposed ground rules and was compiled from the discussion.

I-80 Corridor Study Work Group Ground Rules

- Members of the Study Group are encouraged to remain open minded.
- The Study should start at 30,000 foot wide angle working from a macro to micro view.
- Meetings should have agendas to follow with discussions and follow up action items noted in order to achieve accountability.
- There should be timely distribution of materials.
- Each task undertaken by the group should identify the task’s goal.
- When ideas and issues are identified requiring information outside the Study Group in attendance the attendee shall invoke a time out. When the idea or issue is resolved the attendee shall invoke a time in and explain the situation.
- Study Group members are requested to limit their “War Stories”.

The meeting turned to a presentation by the City of Sparks Planning Department. This presentation is available on the I-80 Corridor Study website. The following series of statements are the question and answer discussion following the presentation.

Sparks Meeting Notes

What are the interchanges?

The existing

Sparks Focus on opportunity w/higher pay scale

Does the land use plan take into account the river?

Our large document wants to enhance the river

Linear planning area, plan road to Spanish Springs

With a big picture looking to connect pipe line & power

Tracey – Silver Lake

USA Parkway the new one (interchange)?

Yes

Live, work, and play in East Truckee River (With) any development the houses come first

Yellow area not built out w/30,000 population?

That is correct

In Spanish Springs we are seeing the corridor we want houses commiserate w/Reno/Tahoe Industrial Park

The canyon will provide Industrial Land

Looked at sound walls due to building too close to the highway?

It is an issue to consider, plan has vista

One area (w of Tracy)

What is the job/housing balance mode split?

In planning with RTC

(Was) Railroad Access Enhance included?

There are really only 4 interchanges –

Tracey goes away

Started in 2002

Timeline?

When we get Services, developer driven

Vehicle to get high jobs industrial?

Define Job/Housing balances

Job = Housing

It is the office areas

Haffen Area?

Learning

Water comes from Planning like

Studies don't account for Income

Reno/Washoe

Susan discussed the I-80 Corridor Study web and team sites with the meeting attendees. The items discussed were:

- *Section about study group to be added to public web site*
- *PBS&J to add links for comments and filter public input as appropriate*
- *PBS&J to provide username/login information to all study group members who need access*



The following notes include the items discussed and noted.

Teamsite Notes

Contact to interest Representative
Voluntary
Send to agency
Documents need clearance
Document stages

Link from media to study site
To media to NDOT
Public to clearing house
Alt Briefing sheet

The Study Group then broke to have lunch.

Once the meeting reconvened Jack Lorbeer, from the Washoe County Regional Transportation Commission gave a presentation of their current planning efforts. This presentation will be included on the Teamsite. The following series of statements are the question and answer discussion following the presentation.

RTC Meeting Notes

Regional Transportation Commission

No new taxes, need to index to construction costs

Are you in maintenance on all air quality?
Not for?
PM25?

Competition w/south

What is the thing about Impact Fees?
Each new development pay fee or build infrastructure

What do we want to do/ accept locally
Financial included in I-80 study
Yes

(Do you) Put together update, do you do report card?
Yes look at previous goals, hard look, adjust
Transit use is an example

Historic Impact Fee Basis
Service unit → vehicle mile travel in new development
If you allow los to drop → key factor

Financing not so good
Economic usability Interstate before other mode now
Yes they are noted RR Freight

What tolerate subjective
Does affect transit
Queue Jump, Transit Signal Priority
Light Rail → \$50M/Mile

How do we handle land use and other planning?
Land use decisions made wc/ \$ identified, impact fee not keeping up, gas, tax not increased

Will RTP include I-80
Yes if in time

We are looking at corridor to relieve

The Study Group turned to the continuing group work concerning Global Trends. Groups were given the following instructions:

- Review to see if some should be combined (3 min)
- Identify & rank the top five most important trends (5 min)
- Rewrite the top five to a new sheet of paper one at a time
- Brainstorm five positive or negative impacts of each trend as they are transferred (12 min)

The results of the different group's efforts follow.

Group

- | | |
|---|---|
| <ul style="list-style-type: none"> 1. Resources: water quantity and quality, food, fuel supplies, money 2. Growth/land use/population/demographics 3. Weather/global warming | <ul style="list-style-type: none"> 4. War/domestic terror/diseases/extinction 5. Health/lifestyle/education/quality of life 6. Natural disasters/earthquakes/volcanoes/fires |
|---|---|

- | | |
|---|--|
| <ul style="list-style-type: none"> 1. Resources <ul style="list-style-type: none"> money Water quality Quantity Air Fuel supplies Food 2. Population <ul style="list-style-type: none"> growth Land use Demographics 3. quality of life <ul style="list-style-type: none"> health | <ul style="list-style-type: none"> Lifestyle Education 4. Weather <ul style="list-style-type: none"> Global warming 5. War disasters <ul style="list-style-type: none"> Domestic Terror Diseases Extinction Earthquakes Volcanoes Fires |
|---|--|

Group

- | | |
|---|--|
| <ul style="list-style-type: none"> Population, aging population (baby boomers), smaller families, immigration, health care, longer lives, housing changes Green development, depletion of natural resources Population Influence <ul style="list-style-type: none"> Good 1. More jobs | <ul style="list-style-type: none"> Increasing energy costs, economic leveling, shifting energy base, economic markets, public \$ tight, emerging markets Shorter attention span, mass transit modal shift 2. More choices 3. Thriving Economy <ul style="list-style-type: none"> Bad |
|---|--|

1. Depletion of resources
2. Longer travel times
3. Increasing costs

Economic Trends
Good

Group

- Global warming – climate changes/population shift, rising energy costs, species depletion, reduction in resources/depletion
 - Population increase, ethnic diversity, increased life span/aging of populations, reduction in resources/depletion
 - Outsourcing (jobs), less cost for many things, entitlement
 - Greater communication/information availability, hard to stay current with technology (both costs and volume)
1. Capitalism = Entitlement
 - Expectation of increased income
 - Outsourcing
 - Competitive markets – lower costs
 - Something for nothing (expectation)
 - Loop Holes (exploitation)
 2. Environmental Impacts

Group

1. Greenhouse gasses (global warming)
2. Increased urbanization – population increase
3. Globalization of capital/ideas/communication
Bad Gas and Toasty Folks
 1. Greenhouse gases (global warming)
 - A. + new technology to deal with
 - B. – social disruptions and radicalization
 - C. – expensive/costly (initially very expensive...)

Group

1. Climate change, Wildfires, water shortages, pollution air/water, Invasive species
2. Competition for energy with Pacific Rim, alternative energy sources, nuclear energy use and waste storage

“I’m Entitled” (Human Overconsumption)

1. New and different technology
 2. Higher wages
 3. Better quality of life
- Bad
1. Higher energy costs
 2. Thru traffic/road impacts

NIMBY

- Global warming
- Rising energy costs
- Reduction of resources/species
- Construction delays for environmental studies

4. Resource constraints – energy costs and alternatives
5. Increased spread have and have nots – poor B/W wealthy – changing demographics – concentration of wealth

- D. – direct and indirect effects on the environmental...
- E. – the above long term results will have some positive aspects

3. Warfare, terrorism – bio/agro, illegal immigration
4. Material shortage, population growth, land use, waste stream increases
5. Education smart car,



1. Population
2. Food, water, land shortages and/or degradation
3. Desperate need for financially feasible alternative energy technologies

4. War
5. Heightened awareness and paradigm shift towards sustainability(?)

Additional efforts will be undertaken in further developing these narrative scenarios with the goal of achieving the Study Group's ground rule for beginning at 30,000 feet.

The work extended past the adopted Adjourn time so the meeting concluded when attendees completed their group work.



I-80 Study Group Meeting January 3, 2008 “Presenting Information”

11:00 AM to 1:30 PM
City of Reno Council Chambers
3ed Floor
One East First Street
Reno, NV 89501

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The meeting began at 11:00 with a review of the agenda for adjustments and approval.

Item	Method	Who	Start Time
Introduction	Discussion	Perry/All	11:00
Personal Introductions and Alternates	Presentation	All	11:02
City of Reno Plan	Presentation	Nathan Gilbert	11:10
Questions & Answers	Discussion	Nathan/All	11:30
Global Trends Story	Group Activity	Perry/All	11:40
Lunch		All	12:00
Support Team Information	Presentation	PBS&J/CB	12:30
Questions & Answers	Discussion	PBS&J/CB/All	12:50
Economic Model	Presentation	Candice Evert	1:00
Next Steps/Steering Committee	Discussion	Perry/All	1:20
Check In	Critique	All	1:28
Adjourn			1:30

Perry asked each attendee for a brief introduction and to draw the person they identified as their alternate for the study. Each attendee introduced themselves and the picture of their alternate. This information was collected and Nathan Gilbert was introduced to present the City of Reno’s plans.

Once Nathan finished his presentation the other attendees asked him clarifying questions. The following statements were recorded during this question and answer period.

City Development Leed Std	5 Reno Corridor Coordination with NDOT
Looking Yes	Spring Mountain
City Structure Silver	Sustainable Growth
Integrate w/ County	Policy Level
Pre Develop- Contact	



Western Gateway
 Morrison Settlement
 Did Not Address Access
 Concur
 Truck stop Definitions
 Staff Made Definition
 UPRR
 Truckee River Flood Control
 Pyramid Corridor Study
 Metropolitan Rain

East Truckee River Plan
 Some of the Data may not reflect my
 concerns traffic studies just under limit with
 develop
 Stay at 20,000 Feet
 We Should look at all
 We are going to incorp known not yet
 approved
 Spanish Springs Need glance with impact
 RTC Between Developer & Impact fee

The attendees thanked Nathan for his time in informing them. The group was separated into breakout groups to continue working on the scenarios begun during the November 2007 I-80 Corridor Study Group meeting. The groups engaged in the following activities. The results were collected for the support team's generation of narrative description of the scenarios.

Global Trends III – “The Story”

- Review the Information
- Development 3 Headlines
- Generate a Bumper Sticker
- Consider All Information “What Is The Story Title”
- Write a “Begin”, “Middle” & “End” sentence

The group adjoined for lunch at 12:05.

The meeting reconvened at 12:35 with a presentation by the I-80 Corridor Study Support Team. Existing conditions was reported by Don Campbell, Planning and environmental information was provided by Brad Lane and Jason Drew respectfully. The following information was recorded during the question and answer period that followed the presentation.

Support Team
 Note Special Status Species
 We make request to Agencies for these
 Observe views /billboard
 Wildlife /Vehicle collision
 NDOT Landscape Plans

Wildlife Corridors
 Collect and know where
 Many environmental Studies
 Washoe County, Nature Cons. U.S. Fish &
 Wild Life
 Future look environment

Eugenia Kokunina provided the final presentation for the meeting with a discussion of the fundamental elements of the economic model. She covered both the micro and macro economic variables to be considered. The model will be a challenge, is a work in progress, and will take input from all study group members. The final discussion was about Next Steps and a request for items the Steering Committee should provide clarification and direction on. An example of the guidance is a clarification of the status for different interchanges. One final reminded for the group was the need to identify when Perry was not being neutral so that he pays \$5 to the collection.

The meeting adjourned at 1:30.



I-80 Study Group Meeting February 7, 2008 “Economic Model”

11:00 AM to 1:30 PM
PBS&J
555 Double Eagle Court, Suite 2000
Reno, NV 89521
828-1622

Attendees

- | | |
|--|--------------------------------|
| Kevin J. Roukey (US Army Corps of Eng) | Mike Lawson (NDOT) |
| Torey Byington (Pyramid Lake Tribe) | Vince Angle (Storey Co) |
| Leif Anderson (NDOT) | Connie Butts (Canyon GID) |
| Rose Van Dyne (Washoe Co) | David Potter (USFWS) |
| Paul Arnold (RTC) | Steve Oxoby(Carter Burgess) |
| Tom Greco (RTC) | Janet Phillips (Tahoe Pyramid) |
| Michelle Gardner-Lilley (NDOT) | Roger Vind (NHP) |
| Bill Glaser (NDOT) | Susan Stead (ND Forestry) |
| David Von Seggern (Sierra Club) | Jim Herman (City of Sparks) |
| Hannah Visser (FHWA) | Josh Thomson (PBS&J) |
| Mara Theissen Jones (SHPO) | Kathleen Hale (PBS&J) |
| Mickey Hazelwood (TNC) | Perry Gross (PBS&J) |
| Scott Sweeney (TRCC) | |

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The meeting began at 11:03 with a brief discussion and approval of the following agenda.

Item	Method	Who	Start Time
Introductions	Discussion	Perry/All	11:00
Study Overview	Presentation	Perry	11:03
Economic timeline	Group Work	Four breakout groups	11:15
Lunch		All	12:00
Timeline Review I	Group Work	Four breakout groups	12:30
Timeline Review II	Group Work	Four breakout groups	12:40
Timeline Review III	Group Work	Four breakout groups	12:50
Final Review	Group Work	Four breakout groups	1:00
Results	Presentation	Four group representatives	1:05
Insights	Discussion	Perry/All	1:15
Next Steps	Discussion	Perry/All	1:20
Adjourn			1:30

Perry, referring to the I-80 Corridor Study process diagram, discussed where the Study Group was in their efforts. The group is generally still collecting and assessing broad based sources of data in order to accomplish their ground rule of starting at 40,000 feet. There have been several presentation during the November 2007, December 2007, and January 2007 I-80 Study Group Meetings and there will be a presentation by Storey County during the next meeting in March.

The purpose of this meeting is the exploration of the I-80 Corridor in terms of the multiple contexts in which the corridor exists. This was accomplished by constructing four economic models based on discussions about economic variables and the different corridor contexts. The attendees were organized into four breakout groups. A review of the following economic variable was undertaken.

Microeconomic Variables

Birth /Deaths

National/ International In & Out Migration

Employment / Unemployment Growth

Demographic Data: Age, Ethnicity, Affluence, etc.

Macroeconomic Variables

Gross domestic product

Employment / unemployment by sector

Energy Prices

Residential Home Prices

Interest Rates

Each breakout group was assigned Western United States, North America, West Coast, or Pacific Rim. The groups were given long sections of paper for generating their timelines. They were asked to:

Economic Timeline

Using the economic variable describes economic environment for 1958, 1978, 1998, 2018, 2038, & 2058.

Describe the events that caused the changes between years.

The groups first describe what the economic conditions are for their context and specific year. Once completed, they then describe what economic conditions caused the change from one period to the next for the past and the future. When groups completed their economic timelines they exchanged with each other to compare and contrast. The following notes are the summary of these efforts.



WESTERN UNITED STATES

1958

Baby Boom

National In Area

International In Area

“Sun Belt”

Job Growth

Manufacturing

Car as sign of Affluence + Mobility

No Freeways locally

GDP Up

Employment Up

Energy Prices 0.20/0.25 gal

Home Prices 12,000 +/-

Interest Rates 4%

GI Bill

1978

Baby Boom

National Up

International Up

Job Growth

Aerospace Down

Defense Down

Decline in manufacturing

Start of Leisure Disco / Punk Industry

I-80 Thru 395 South too Moana

Decline of Rail

G.D.P- Stagnation

Globalization in Electronics

Gas= \$1.00

Suburban House 50k-60k

Interest Rates 18-21%

1998

National Up

International Up

Job Growth Houses

Service

Industries 160k

Age Up Interest 7-8%

Greater Ethnic Diversity

395- Mt Rose Highway Celine

Balance Budget

Hi-Tech

Internet

Gas= \$1.75gal

Globalization in Manufacturing, Service, Agriculture, Mining

2018

Baby Boomers Retiring

California Outflow

West In

International Up

Aging Pop

Job Growth

Med Tech

Health

Energy Home

Green Tech

385 Washoe

GDP Up

Balanced Budget

Increased Health Care Costs

Gas/Ethanol

Hybrid

Home Prices 350K

High Density Communities

More Public Transportation

Interest Rates 9%

2038

2058

National to International Society

Manufacturing Service

Information Society

Environmental impacts

Different Use of Resources

Space or Ocean

Focus on Transportation



NORTH AMERICA

1958

Draft

GI Bill Homes, School

Start Interstate

Baby Boom

Post war consumption

TV

Begin Space Explore

One Income family

Gas Cheap

Homes 5k

Midwest / East economic centrals

Manufacturing

Increase Defined

1978

Tech Adv

Drinks

Energy Crisis

55 MPH

Foreign Autos

Shift in Population

Houses @ 30k

Western US Development

Shift to science

1998

Tech More

Interest

2nd Energy Crisis

Time Shipping

On-time investment info

More shift in population

Houses worth 100k

NAFTA

Mostly Service

2018

Huge Growth in Population

Develop New Resources

New Funding

Land use change

Shift in Density

Better Land use planning

Decrease Outsourcing

Develop World Stock Market

World Currency

Travel Demand

Management not capacity

Aging population

2038

Sea level Rise

Desalination

Public Development

In South West

Mexico 51st State

Canada 52 State

2058

End of Time Rapture

All Green

Public Transportation

No more fossil fuels

Nobody ever dies



WEST COAST

1958

International
 Baby Boom Ending 1960's
 Increase
 Employee Increase Defense, Tourism
 Retirees Increase Agriculture
 Younger Population Demographic Diversity
 (Racial)
 Reasonable Price Homes
 4-5% Mortgage Rates
 Low Energy Prices

1978

Sawnos & Coam Crisis
 Gas Crunch
 Vietnam End
 Zero Pop Growth Issues
 Industry Auto
 Increase Environmental Awareness
 Increase Space Race
 Mortgages
 High Energy Prices

1998

Computer Rev (PC (Dot.com))
 Silicon Valley
 Increase Retail Access Urban
 Global Economy
 Product Service Oriented
 Boom/Band Stock
 Black Monday
 Older Aging population

Desert Storm

6-8% mortgages
 Home Prices Up
 Stable Low Energy Prices Alternative
 Energy
 Nevada Economic Activity
 Consolidation merges Acquisitions

2018

Minorities More Influenced
 Management Deficit
 Aging Increase
 Jobs Due to retirement
 Up in employment
 Up in Education Technology
 Mortgages Up
 Home Prices Down
 Reliance in Foreign Markets
 Energy Crisis
 Public Infrastructure Deficit

2038

Water/Resource
 Tax Structure
 Change from Gambling
 Contraction of Product Service
 Higher Density Living
 Diversity Demographics

2058

Generic Engineering

PACIFIC RIM

1958	Reduced Military over seas
WW2 Rebuild	International Travel
Korean War	
Cold War	2018
Taiwan Independence	Developing Countries
Hong Kong	Resource Use
European Influence	Cost of Materials
Vietnam	More Industrialized
	Cultural Changes
1978	More Woman in Work Force
Oil Crisis	Fewer Children / Decreasing population
Industrialization	Lack of AG Land
Japan	Food Costs Up
China 1 child	World Melting Pot
Trade Deficit	
	2038
1998	Fall of Communism In China
Technology	Resource down
Hong Kong	Alternative Resource up
Imports Taiwan Japan China	
Outsourcing Jobs	2058
Japan Companies in US	WWIII
Trade Agreements	World Peace
Immigration Up in US	

Each group provided a brief description of their timelines and their thoughts on the corridor's economics.. All the timelines were placed on the wall for the attendees to view collectively. The group was asked to perform an analysis of the information generated. The following is the recording of that analysis.

Developing countries becoming us, what are we becoming?	Increase in community development all in one space
Reverse outsourcing	Different attitudes about travel
Rising energy costs	Carpool, mass transit
Resource comp	If it is provided the will come
From unlimited resources to limited resources	Developing countries see us
Be us?	What are our values
Subliminal imperialism	
	Consumption v Success
Rising energy, lowering sprawl	We deserve it, we American, we need it
Work from home	
	Success vs. Consumption



We Deserve it we America we need it.

Energy up down Sprawl
Work from home
Increase in community Development All in
one space
Different Attitudes about Travel Carpool
Mass transit
If it is provided they will come
Developing countries see us
What are our values?

Developing Countries becoming us what are
we becoming
Reverse outsourcing
Energy Cost & Resource Comp
From unlimited resource to limited resource
Be us
Subliminal Imperialism

Once the group completed their analysis, the meeting concluded with a discussion of Next Steps and the positive aspects of the meeting and what could be changed (Plus Delta). The following are the comments recorded.

Announce at ongoing meeting.
Nevada Roads.com
Keep Narrow Focus
Next Meeting Rainbow Bend Lockwood
Announce out Sooner

North America

'58 Draft	'78 No Draft	'98	'18	'38	'58
GI Bill – Homes, School	PC	Internet	Huge Growth in Population	Sea Level Rise	End of Time
State Interstate	Drinks	2 nd Energy Crises	Develop New Resources	Desalination (Public Delivery in South & West)	Rapture or All Green
Baby Boom	1 st Energy Crises	Time Shipping Time, Instant Info	New Funding Methods	Mexico 51 st State	Public Transp
Post War Consumption	SSMPH	More Population	Land Use Change	Canada 52 nd State	No More Fossil Fuels
TV	RV's	Homes @ 100,000	Better Land Use Planning		Nobody ever Dies
Begin Space Explore	Foreign Autos	NAFTA	Decrease Outsourcing		Confusion
One Income Family	Shift in Population	Mostly Service	Waste Management Change		Population Displacement
Gas Cheap	Homes @ 30,000	More Global	Develop World Stock Market		50% Renewable Energy
Homes @ 5,000	Western U.S. Development		World Currency		
Midwest/East as Economic	Shift to Service		Mangement not Capacity		
Manufacturing			Aging Population		
			Travel Demand		

Western United States

1958	1978	1998	2018	2038	2058
Baby Boom	Mini Baby Boom	National, Int'l ↑	Baby Boomers Retiring, Age ↑		National & Int'l Society
National ↑ in Area, Int'l ↑ in Area	National ↑, Int'l ↑	Balanced Budget	GDP ↑		Manuf Service
“Sun Belt” Job Growth	Job Growth	Hi-Tech	Balanced Budget?		Information Society
Manufacturing	Aerospace ↓	Internet	Calif Outflow		Environmental Impacts = Huge
Car – Sign of Affluence + Mobility	Defense ↓	Job Growth	West In		Different Use of Resources
No Freeways Locally	Unemployment	Homes \$160K +	Increased Health Care Costs		Space or Ocean?
GDP ↑	Manufacturing ↓	Service Industries	International ↑		Focus on Transportation
Employment ↑	Start of Disco/Punk Industry/Willie Nelson	Age ↑	Gas/Ethanol and other Alternative Fuels		
Energy Prices = \$.20, \$.25	I-80 Thru 395 South to Moana?	Interest 7-8%	Plug In Hybrid		

Home Prices = \$12,000	Decline in Rail	Greater Ethnic Diversity	Job Growth		
Interest Rates = 4%	GDP Stagnation	Globalization in Manuf, Service, Agriculture, Mining	Med, Tech, Health		
Rock & Roll, Elvis	Interest Rates = 18-21%	395 – Mt. Rose Hwy	Energy – Green Tech		
G.I. Bill	Globalization in Electronics		Home Price = \$350K +		
	Gas = \$1.00 +		High Density Communities		
	Sub-urban		395 – Washoe Alt Corridors		

West Coast

1958	Inter Not in Place, Baby Boom Ending 1960's	Increase in Asian Migration	Increase in Employment	Defense Industry & Tourism Technology	Increase level Agriculture	Younger Population (Racial)	Reasonable Price Homes, 4-5% Mortgages	Low Energy Prices		
1978	Savings & Loan Crises	Vietnam End	Zero Pop Growth Issue	Auto Indust Decline	Increase Environ. Awareness	Increase Space Race	Younger Population (Racial)	10% Mortgages	High Energy Prices	
1998	Computer Revol. (PC)	Increase Retail Access/ Urban Sprawl	Mergers & Acquisitions	Global Economy	Product – Service Economy	Older, Aging Population	Desert Storm	6-8% Mortgages, Home Costs ↑	Boom/Bang Stocks	Nevada Economic Connectivity
2018	Minorities More Influ.	Mgmt Deficit, Aging ↑	↓ Jobs due to Retirement	Increase Employment	Increase in Technology and Education	Home prices ↓, Mortgages ↑	Reliance in Foreign Markets	Energy Crisis	Public Infrastructure Deficit	Stable & Low Energy Prices (Alternative Energy)
2038	Water/Resources,	Tax Structure Change Change from Gambling	Higher Density Living	Diversity Demographics Increase	Genetic Engineering					
2058	Moving to Mars									

Pacific Rim

GDP ↓
 Employ ↓
 Energy N/A
 Home \$ ↓
 Interest Rates ?

1958	WW2 Rebuild	Korean War	Cold War	Taiwan Independence	Hong Kong. European Influence					
1978	Oil Crises	Industrialization	Japan	China, Population Restriction	Trade Deficit					
1998	Technology	Hong Kong - China	Imports – Taiwan, Japan, China	Outsourcing Jobs, Japanese Co.'s in US	Trade Agreements	Immigration to U.S. increase	Reduced Military overseas	Int'l Travel		
2018	Developing Countries: Resource Use Cost of Materials More Industries	Cultural Changes: More woman in work force, Four Children/Decrease Population	Lack of Agr. Land: Food Costs	World Melting Pot (Culturally)	Proliferation of WMD					
2038	Fall of Communism in China	Less Resources = WWII	Increase /Alternative Resources = World Peace							
2058	WWIII OR World Peace									



I-80 Study Group Meeting March 6, 2008 “Issue Identification”

11:00 AM to 1:30 PM (lunch provided)
Rainbow Bend Clubhouse
500 Avenue Blue de Claire
Sparks, Nevada
Lockwood

Attendees

Mickey Hazelwood-TNC	Perry Gross—Facilitator
David Potter-USFWS	Michelle Gardner-Lilly-NDOT
Connie Lea Butts-Storey County	Leif Anderson-NDOT
Scott Sweeny-TRCC	Dennis Taylor-NDOT
Paul Arnold-RTC-CAC	Torey Byington—Pyramid Lake/Paiute Tribe
Bill Glaser-NDOT	Dean Haymore—Storey County
Susan Stead-NDF	Paul Williams—State Lands
Janet Phillips-Nevada Bike Board	Terri Compton-RTC CAC
Tom Greco-RTC	Bambi Van Dyke—ETC CAB
Allen Tobey-Reno-Sparks Indian Colony	David Von Seggern—Sierra Club
Russell Bringham-Reno-Sparks Indian Colony	Sig Jaunarajs—NV Bike Board
Mara T. Jones-SHPO	Lori Wray—Scenic Nevada
Josh Thomson-PBS&J	Jim Dodson-PBS&J
Kathleen Hale-PBS&J public outreach team	

Meeting Flow Key:

Italicized text is a summary of spoken conversations.

Normal text is the written work of the Study Group with the inclusion of preliminary clarifying statements that are subject to Study Group review and approval.

Item (content)	Method (process)	Who	Start Time
Introduction	Discussion	Perry/All	11:00
Technical Working Group Update	Presentation		11:05
Storey County	Presentation	Vince Angle	11:10
Questions & Answers	Discussion	Vince/All	11:30
Interests & Positions	Discussion	Perry/All	11:40
Information & Issue Identification	Presentation	Study Members	11:50
Lunch			12:00



I-80 CORRIDOR STUDY



Information & Issue Identification	Presentation	Study Members	12:30
Public Meeting	Discussion	All	1:20
Check In	Critique	All	1:25
Adjourn			1:30



I-80 Study Group Meeting April 4, 2008 “Issue Identification”

April 3, 2008
11:00 AM to 1:30 PM
Larry D. Johnson Community Center
Pinion Room
1200 12th Street
Sparks, NV 89431

Attendees

- | | |
|-------------------------------|--|
| Roger Van Alyne—Washoe County | Sig Jaunarajs—NV Bike Board |
| Michelle Gardner-Lilly-NDOT | Dennis Taylor-NDOT |
| Todd Gilmore-USFS | Torey Byington—Pyramid Lake/Paiute Tribe |
| Sheri Coleman-WTH CAB | Mike Lawson—NDOT |
| Leif Anderson-NDOT | Bambi VanDyke—ETC CAB |
| Terri Compton- RTC CAC | Dean Haymore—Storey County |
| Paul Williams—State Lands | Josh Thomson-PBS&J |
| Lori Wray—Scenic Nevada | Kathleen Hale-PBS&J public outreach team |
| Gene Gardella—CAB | Perry Gross—Facilitator |
| David VonSeggern—Sierra Club | |

Meeting Flow Key:

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The meeting was called to order at 11:05 and the following agenda was agreed to.

Item	Method	Who	Start Time
Introduction	Discussion	Perry/All	11:00
Issue Identification	Group Work	All	11:05
Issue Organizing	Discussion	Perry/All	11:30
Lunch		All	12:00
Problem Solving “atoms”	Discuss	Perry/All	12:30
Building Problem Solving “molecules”	Group Work	All	12:40
Present “molecules”	Presentations	Groups	1:05
Next Steps	Discussion	Perry/All	1:20
Check In	Discussion	Perry/All	1:28
Adjourn			1:30

Mike provided the group with an overview of the activities of the Technical Working Group (TWG). Much of the effort centered on the Regional Transportation Commission's (RTC) travel demand model (TDM). The TWG is working to understand the implications of the TDM results for the I-80 Corridor Study and the RTC's Regional Transportation Plan (RTP). One item of concern is accommodating Storey County's land use and transportation plans with the RTC's. The TWG will continue meeting to work through the concerns. It was suggested that an overview of travel demand modeling during the May I-80 Corridor Study Group meeting might be helpful. It was agreed that the support team would brief the study group on travel demand modeling and the I80 Corridor Study Freight Model during the May meeting. The attendees turned to the agenda items.

The entire group was randomly organized into four groups and asked to do the following:

- *Reflect on the interrelated nature issues;*
- *Draw and cordon off a large circle on flip chart paper (1 section for each group member);*
- *Each group individual thinks of and writes down 10 separate issues on individual sticky sheets for the I-80 Corridor Study;*
- *These issues are place in the individual's quadrant;*
- *The group discusses their issues and combines like issues into the center of the circle;*
- *Each issues cluster is discussed and given a title on an 8 ½ X 11 sheet of paper; and*
- *Place the individual stikies on the back of the 8 ½ X 11 sheet of paper.*

These actions took 60 minutes and led to adjourning for lunch at 12:15: During lunch all the 8 ½ X 11 sheets of paper were placed randomly on the wall.

Once the meeting reconvened at 12:45 the attendees continued with the following actions:

All attendees reviewed the labeled issue clusters to understand the breadth of the issues; Attendees were asked to group together issues as needed; Issues were moved as determined through discussion by the group; and Attendees were asked for one last round of sorting refinement.

These previously described efforts led to the following 14 issue clusters.

Mapped Issue Clusters

Issue A

- Funding Pot?
- Show meth the \$ Fund
- Fund \$
- \$ \$ Funds

Issue B

- Impacts to Wildlife
- Riparian Habitat – animals, plants, access historic routes
- Wildlife

Issue C

- Better Land Use Planning

Issue D

- Community
- Insure agency/government Planning Recognizes the Natural Restraints of the Corridor
- Impacts of Growth and Development
- Valid Information to ensure accurate premises
- 2040 RTP
- Railroad
- Think Green Think Alternatives
- Planning = True Need
- Modeling/Land Use
- Where Do We Put It

Issue E

- Access Control
- Traffic
- Traffic

Issue F

- Transportation & Population

Issue G

- Disasters
- Safety
- Flood Project
- Safety - Play Well With Others

Issue H

- Historic/Culture Resource (impact on)

Issue I

- Protect View Sheds

Issue J

- Politics

Issue K

- Economics
- Growth
- Interstate Commerce

Issue L

- Truckee Water Quality
- Water Protection

Issue M

- Environmental Concerns
- Pollution
- Toxic Air, H₂O, Roadway, Buffers
- Pollution
- Environmental

Issue N

- Bike and Pedestrian Access and Safety
- Recreation

Attendees moved back into their smaller breakout groups for the most challenging part of the meeting; problem solving strategies (molecules). Using the Problem Solving Approaches and Strategies, appended to this meeting summary, individuals were asked to identify strategies for each issues cluster. The group struggled with how the strategies could be applied to the issues. The group discussed what the strategies meant and how they applied to the issues in the I-80

Corridor. Attendees requested an example of how to apply strategies. The discussion was generalized to the situation were individuals may be having problems with a spouse and what strategies we might use to remedy the situation. This revealed that our chosen problem solving strategies provides a window to how we view different situations. The group generally agreed to reflect on the idea of applying problem solving strategies to the I-80 Corridor Study issues.

The meeting adjourned at 1:32 by postponing Next Steps and Check In until the May meeting.

Problem Solving Approaches and Strategies

The following table contains the problem-solving strategies identified by David Straus and his colleagues.

Meta Problem Solving Approach

Change
Vary
Cycle
Repeat

Master Problem Solving Approach

Build Up/Eliminate
Work Forward/Work Backward

Strategies for Information Retrieval

Memorize/Recall
Record/Retrieve
Search/Select

Strategies for Set Manipulation

Associate/Classify
Generalize/Exemplify
Compare/Relate

Strategies for Dealing with the Future

Plan/Predict
Assume/Question
Hypothesize/Guess
Define/Symbolize
Simulate/Test

Strategies for Involvement

Commit/Defer
Leap In/Hold Back
Focus/Relax
Dream/Imagine
Purge/Incubate

Strategies for Physical Manipulation

Play/Manipulate
Copy/Import
Transform/Translate
Expand/Reduce
Exaggerate/Understate
Adapt/Substitute
Combine/Separate

Strategies for Manipulating Information

Display/Organize
List/Check
Diagram/Chart
Verbalize/Visualize



I-80 Study Group Meeting May 1, 2008 “Questions and Answers”

11:00 AM to 1:30 PM
Washoe County Animal Services Center,
2825 Longley Lane,
Reno, NV 89520
Training Rooms
353-8900

Attendees

Josh Thomson-PBS&J
Danja Vasili-PBS&J
Kathleen Hale-PBS&J
Perry Gross—Facilitator
Coy Peacock-NDOT
Michelle Gardner-Lilly-NDOT
Mike Lawson—NDOT
Torey Byington—Pyramid Lake/Paiute
Tribe
Kevin J. Roukey-US Army Corps of
Engineers

David Potter—US Fish & Wildlife Services
Dean Haymore—Storey County
Roger Van Alyne—Washoe County
Susan Stead—NDF
Gene Gardella—CAB
Bambi VanDyke—ETC CAB
David VonSeggern—Sierra Club
Janet Phillips—Tahoe-Pyramid Bikeway
Lori Wray—Scenic Nevada

Meeting Flow Key:

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Item	Method	Who	Start Time
Introduction	Discussion	Perry/All	11:00
TWG Briefing	Presentation	Mile	11:05
4-Step Travel Demand Modeling	Presentation	Danja	11:10
Complete problem-solving molecules	Group Work	All	11:40
Lunch		All	12:00
Freight Model	Presentation	Danja	12:30
Questions for Answers	Group Work	Perry/All	12:50
Next Steps	Discussion	Perry/All	1:20
Check In	Discussion	Perry/All	1:28
Adjourn			1:30

Introduction

Perry presented the agenda with the explanation that the meeting would continue working with the identified issues and problem solving strategies in forming a series of questions for resolution. Included with this meeting goal was Danja's presentation on four-step travel demand modeling (4-step TDM) agreed upon during the April 3, 2008 I-80 Study Group meeting. Additionally, meeting time provided for Danja to provide a brief overview of the "I-80 Quick Response Freight Model". It was decided that switching the 4-step TDM presentation with the Technical Working Group (TWG) Briefing would benefit group members by providing background reference material before the detailed discussion of the TWG efforts.

4-Step Travel Demand Modeling

Danja's presentation was scheduled for 30 minutes. The presentation took 55 minutes and included multiple questions and clarifications. The PowerPoint has been uploaded to the I-80 TeamSite and if there are additional questions or clarifications Danja can be reached at:

(702) 263-7275 ext. 3146

dvasili@pbsj.com

TWG Briefing

Mike provided a summary of the TWG's efforts. He stated that the Nevada Department of Transportation (NDOT) had made a formal request to the Regional Transportation Commission of Washoe County (RTC) for the complete regional TDM stream. The entire TDM stream was requested by NDOT to assist the TWG with understanding in better detail the results the regional model produced. The principle questions the TWG were seeking information about included how the model was generating trips, the network the trips were being assigned to including centroid connectors and impedances, and the mode choice information. The RTC responded that they would not provide the TDM stream to NDOT and the TWG stating their concern for potentially having more than one set of model results. However, they will provide output numbers to help the analysis.

As a point of reference, Mike explained that the regional TDM used in southern Nevada had similar concerns. He indicated that the southern Nevada TDM had lacked transparency in how it had been developed and the local jurisdictions and other TDM stakeholders lacked trust in the model output. In order to overcome this lack of trust the TDM stakeholders undertook a transparent and inclusive model development process. All the extensive model input data was generated collectively among broad stakeholders. Calibration and validation activities, as well as travel survey information, were available for all stakeholder review and acceptance. These activities continue with multiple groups continuously engaged in model update activities. Further, the model is made available to TDM stakeholders for their individual efforts with procedures for incorporating additional information back into the regional model. Mike indicated that he felt the procedures in place for the southern Nevada TDM would be beneficial

for TDM efforts in western Nevada. He confirmed that he and his colleagues were striving for this outcome.

Several members of the Study Group expressed concerns about the apparent lack of transparency with the TDM. The group discussed the types of information and data required for the TDM and the sources of that information. Mike indicated that the TWG was adopting a reserve or “latent” capacity approach to determine the trips and early action improvements for the I-80 corridor for the purposes of this study. This latent capacity approach was mentioned during several meetings including the January Steering Committee and TWG meetings. The proposed approach would only investigate the amount of trips that could be accommodated with the existing fundamental transportation infrastructure. Within the latent capacity analysis, potential operational improvements allowing the entire transportation infrastructure to reach full system capacity will be noted and included into further analysis. Tying the latent capacity analysis into the broader realm of development will be accomplished through NDOT’s projections, based on RTC’s TDM information, of trips from the base year of 2005 to the horizon year of 2018. Several Study Group members expressed concern for trips from certain areas not being part of the TDM efforts. Mike indicated that a major component of these projected trips includes trips originating outside the corridor study area. Mike further emphasized that all the decision criteria, judgments, and estimations would be recorded during the analysis in order for stakeholders to question, challenge and resolve collectively.

The Study Group broke for lunch at 12:35.

Lunch

Perry reconvened the Study Group at 1:00 with the suggestion for adjusting the meeting agenda. He recommended that completing the problem-solving molecules with the identified issue be accomplished by Study members between the May and June meetings. The “Questions for Answers” meeting focus would be undertaken in the future. This was agreeable to the meeting attendees. This cleared the agenda for Danja’s presentation of the Quick Response Freight Model.

Freight Model

Danja presented a series of PowerPoint slides that explained the theory and application for the development of the I-80 Corridor Quick Response Freight Model. This model is essentially a decision-based tool that accounts globally for the freight component of operations within the I-80 Corridor. The presentation can be accessed on the study TeamSite and questions and clarifications with Danja at:

(702) 263-7275 ext. 3146

dvasili@pbsj.com

The presentation of the freight model led the group to discuss the particular freight logistics for the Tahoe Regional Industrial Park (TRI). The following notes detail the discussion.

Does model handle local shifts in industry sectors?

The model deals globally with freight and how it interacts with the corridor.

Storey County requires special study

Operations occur off-peak at midnight

There was a detailed discussion of specific operational logistics for TRI. Storey County continues collecting information about TRI freight logistics and can assist NDOT in fully understanding the implications of TRI operations.

Volumes developed transparently

Information specific to TRI needs to be developed with detailed information about each occupants particular operations. For example:

Wal Mart 1 million square feet 600 Trucks

Pet Smart 1 million square feet 40 Trucks

33,000 square feet with 12,000 square foot buildable

Wal Mart 177 to 240 Super Stores

The group discussed how the model could help them understand the implications for freight operations along the I-80 corridor.

Next Steps & Check In

The sense of the group was that the TWG needed to complete its latent capacity efforts, work between meetings to match problem-solving strategies with issues, and think about how to engage the public. The Check In was not accomplished.

Adjourn 1:30 pm

The following statement reflects RTC's thoughts on the meeting discussion.

I reviewed the minutes and just want to comment that the RTC is fully willing and committed to supplying the most up to date travel forecasts to anyone who needs or wishes to review them. Our modeling process is totally transparent and if there is the desire on anyone's part to review our technical documentation, see travel survey results, or talk to us about the model and or/the



forecasts themselves they are free to do so. We are also willing to talk to any group or individual of the I-80 corridor study as needed. We also work closely with the local jurisdictions in inputs to our model and they have entrusted us with being the forecasting clearinghouse for the region. Therefore any comparison to southern Nevada operations may have several different parameters and different procedures. While we unable to attend this meeting, it should be made clear to the Study Group that our process is an open one. Please incorporate our comments into the record for this meeting. Thanks



I-80 Study Group Meeting June 6, 2008 “Question for Answer - Part 2”

11:00 AM to 1:30 PM
PBS&J
555 Double Eagle Court, Suite 2000
Reno, NV 89521
828-1622

Attendees

Terri Compton-RTC CAC
Michelle Gardner-Lilly-NDOT
Coy Peacock-NDOT
Mickey Hazelwood-TNC
Lori Wray-Scenic Nevada
Torey Byington-Pyramid Lake Piute Tribe
Leif Anderson-NDOT
Tom Greco-RTC
Bill Glaser-NDOT

Jim Herman-City of Sparks
Mara Jones-State Historical Preservation Organization
Paul Williams-State Lands
Scott Sweeny-Tahoe Reno Industrial Center
Donna Giboner-Storey County
Beverly Henry-Pyramid Lake Piute Tribe
Perry Gross-PBS&J

Meeting Flow Key:

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The meeting began at 11:04 with a review and approval of the following agenda.

Item	Method	Who	Start Time
Introduction	Discussion	Perry/All	11:00
Status Reports	Presentation	Dan & Mike	11:05
Issues & problem solving	Group Work	Perry/All	11:10
Environmental / physical constraints	Group Work	All	11:25
Lunch			12:00
Environmental / physical constraints	Group Presentations	Groups	12:30
Decision criteria	Group Work	All	12:45
Next steps	Discussion	Perry/All	1:15
Check in	Discussion	Perry/All	1:25
Adjourn			1:30

Mike provided an overview of the ongoing work of the Technical Working Group (TWG). The TWG is concentrating on determining how many additional trips on I-80 can occur before the

freeway begins failing. This “Latent Capacity” analysis is ongoing with the results expected within a couple months. This analysis will eventually identify potential improvements

The Group focused on completing the work of identifying issues they began during the April 3ed meeting. The issues clusters organized in April were provided on a sheet of paper. Each attendee was asked to provide both a name for the cluster and a problem solving strategy for the issue. The results of this work are appended to this meeting summary.

The Group began identifying environmental and physical constraints for inclusion into the existing conditions report. This work used the draft environmental report prepared by Nichols Engineering. Meeting Attendees were provided hardcopies of the report for review. Several items were identified. The group requested they take the report with them and provide a more thorough review before the next Study Group meeting. The Group requested clarification on their roles as reviewers. The Study Group provides their review as for-information-purposes-only.

The Group broke for lunch.

The Group reconvened and further discussed what to include in the existing conditions report. These ideas were recorded into the draft existing conditions report for future consideration.

The Group turned their focus on defining objective selection criteria for considering I-80 Corridor Study recommendations. The Groups divided into three groups and brainstormed 10 selection criteria. They then provided weightings adding to 1005 for the different criteria. These individual group criteria were exchanged between groups for further comment and refinement. The following lists show the results of the work.

Is there a Problem

1 Does it solve the problem	30%
3 Environmental impacts	10%
11 Alternatives	20%
2 Cost benefit	5%
5 Public / Community Support	5%
6 Political acceptability	5%
8 Constructability	5%
10 Aesthetics	5%
4 Safety	10%
9 LOS Standards	5%
7 Funding availability	5%

Evaluation Criteria

1. Encroachment of 100 year flood plain
2. Cost/ Benefit Analysis
3. Validity and Merit of information
4. Risk of Anecdotal and Past Solutions
5. Sustainability / Smart Growth

6. Public Support and buy In Program
7. Funding Source
8. Municipality Support and Buy In
9. Require Green Neutral (No Neg Impacts)
10. Include Aesthetic Threshold
11. Mandatory Intergovernmental at Communication

Perry reviewed the following recommended changes to the I-80 Corridor Study Process. The July Study Group meeting would be on July 3ed before the Forth of July. This meeting will be moved to October and the following meeting dates and purposes are adopted.

Proposed Study Steps

June Study Group (Issues Criteria)

August Study Group (Reports, Proposals, Public Meeting)

September Study Group (Reports Recommendations)

October Study Group (Approval, Implementation, Public Meeting)

December Study Group (Study Adoption)

The Group moved to adjourn the meeting at 1:30.

Appendix

Mapped Issue Clusters

Issue Label **funding (7) / money (3)**

Problem Solving Strategies **predict / plan**

- Funding Pot?
- Show meth the \$ Fund
- Fund \$
- \$ \$ Funds

Issue Label **environment (4) / wildlife (4) / impact (2)**

Problem Solving Strategies **imagine / manipulate / adapt**

- Impacts to Wildlife
- Riparian Habitat – animals, plants, access historic routes
- Wildlife

Issue Label **land use planning (8) / local government / smart growth**

Problem Solving Strategies **work forward/backward / define / simulate**

- Better Land Use Planning

Issue Label **planning (5) / smart growth (2) / Big Picture / constraints**

Problem Solving Strategies **simulate/test / list/chart**

- Community
- Insure agency/government Planning Recognizes the Natural Restraints of the Corridor
- Impacts of Growth and Development
- Valid Information to ensure accurate premises
- 2040 RTP
- Railroad
- Think Green Think Alternatives
- Planning = True Need
- Modeling/Land Use
- Where Do We Put It

Issue Label **traffic (4) / transportation (3) / plan (2) / access (2)**

Problem Solving Strategies **simulate/test (3) / manipulate info (3) / predict**

- Access Control
- Traffic
- Traffic

Issue Label **growth (5) / population projection demographics (3)**

Problem Solving Strategies **simulate / predict / define**

- Transportation & Population

Issue Label *safety (5) / emergency preparedness (3)*

Problem Solving Strategies *simulate/test / define / visualize*

- Disasters
- Safety
- Flood Project
- Safety - Play Well With Others

Issue Label *cultural (5) / historic (3)*

Problem Solving Strategies *record / summarize / imagine*

- Historic/Culture Resource (impact on)

Issue Label *view sheds (5) / impression / protect*

Problem Solving Strategies *visualize / define / simulate / involvement*

- Protect View Sheds

Issue Label *politics (7) / public policy (3)*

Problem Solving Strategies *involvement / information / assume/question / transform*

- Politics

Issue Label *economic impacts (5) / commerce / growth / public policy*

Problem Solving Strategies *associate / compare / predict / manipulate*

- Economics
- Growth
- Interstate Commerce

Issue Label *water quality (9) / conservation / environmental protection*

Problem Solving Strategies *define / leap in / involvement*

- Truckee Water Quality
- Water Protection

Issue Label *environmental health/concerns/quality (7) / EPA*

Problem Solving Strategies *define / predict/ manipulate*

- Environmental Concerns
- Pollution
- Toxic Air, H2O, Roadway, Buffers
- Pollution
- Environmental

Issue Label *bike and ped (2) / open space (2) / multimodal (2) / community use*

Problem Solving Strategies *expand / manipulation*

- Bike and Pedestrian Access and Safety
- Recreation



I-80 Study Group Meeting September 4, 2008 “Communicating”

11:00 AM to 1:30 PM
PBS&J
555 Double Eagle Court, Suite 2000
Reno, NV 89521
828-1622

Attendees

Bambi VanDyne-ETC CAB	David Potter-US Fish and Wildlife
Paul Arnold-RTC CAC	Michelle Gardner-Lilly-NDOT
Lynthia Albright-Stantec	Mickey Hazelwood-TNC
Dennis Taylor-NDOT	Leif Anderson-NDOT
Janet Phillips-Tahoe/Pyramid Bikeway	Tom Greco-RTC
Gary Nelson-Stonefield	Bill Glaser-NDOT
Steve Oxoby-Jacobs	Mara Jones-State Historical Preservation Organization
Darrel Cruz-Washoe Tribe	Paul Williams-State Lands
Gene gardella-WTM CAB	Josh Thomson-PBS&J
Hanna Visser-FHWA	Kathleen Hale-PBS&J
Mike Lawson-NDOT	Perry Gross-Facilitator
David VonSeggern-Sierra Club	

Meeting Flow Key:

Italicized text is a summary of spoken conversations.

Normal text is the written work of the Study Group with the inclusion of preliminary clarifying statements that are subject to Study Group review and approval.

The meeting began at 11:04 with a review and approval of the following agenda.

Item	Method	Who	Start Time
Introduction	Discussion	Perry/All	11:00
Issues & problem solving results	Discussion	Perry/All	11:05
Environmental report review	Discussion	Perry/All	11:15
Improvement Ideas	Presentation-Discussion		11:25
Lunch			12:00
Compiling the Study	Presentation	Perry	12:30
Next action steps	Discussion	Perry/All	1:15
Check in	Discussion	Perry/All	1:25
Adjourn			1:20

It was suggested that since the group had not met since June and with new attendees that the group should provide individual introductions. This was agreed to and done.

Perry explained that the dialogue for the meeting had three overarching goals, or categories, and offered that quite likely they would share many common threads of thought. Each of the three meeting goals and their prompting question are written with the notes from the resulting dialogue recorded. Clarifying notes are provided on the discussion of how items interrelate.

The first topic of dialogue further review and organization of the issues the group previously identified. Specifically, how does the group formulate study actions for resolving the issues? The following thoughts were discussed.

Issues & Problem Solving

- How do we weave these into the study?
- How do we tie other studies plan into these issues?
- Does it make sense to prioritize?
- How do we handle contrarian views?
- Should we establish issue champions?

Not Yet Adopted Land Uses – Work with agencies
 Include In RTC Model - Lyon, Storey, Fernley
 Land use pipe dream
 Improve Coordination

- Population Consensus
- Regional Negotiate with Agencies

Planning of Development goes with pain infrastructure
 Planning to NEPA high level

Other corridor modes.
 Multimodal & Freight

- Corridor of the Future
- US 50
- NDOT Truck Study
 - District II report

Contrarian Views

- Document

Funding-New Sources

- Whole Section - PPP

Process & Policy Evaluation

Geopolitical boundaries

Transparency - Project v. Policy

Opportunity for model proposal
 Something for Legislature
 Land use v. Infrastructure
 How other models work
 Northern Nevada Water
 Iterative Process v. Transparent Process
 Identify Consequences
 Request are commented on

State hesitate to get into local planning
 Depends on developers Long Vie Verse
 Short
 Political entities have s take in development

- Need structural way force entities?

NDOT bill draft request
 Developer can't look long because of taxes – can't sit on it
 Recreational can't be accomplish as is
 Entity Developer Meeting

The above notes were the result of an extended dialogue that began transitioning the conversation toward what the I-80 Study Group wanted to communicate to the broader

audience of the study. The group recognizes the region has multiple diverse and often interrelated conflicting interests in the region. Further, these interests are the core attributes of the desirability of the region. A major theme in the dialogue is that actions have consequences and often unintended consequences.

In order for the group to cope with their frustrations over coordination, Perry floated a trial balloon. Trial balloons are ideas a group floats when they want an assessment or judgment of the idea's appeal and viability. The trial balloon from the preceding dialogue is the Study Group's exploration of preparing a framework or model for regional coordination of the issues identified in the I-80 Corridor Study. It was generally felt that this would be a valuable pursuit for the I-80 Corridor Study Group. Many of the preceding meeting notes capture the dimensions of this exploration and serve essentially as a charter for an I-80 Corridor Study Public Policy Working Group, a group name later suggested by Perry. The group expressed satisfaction with this approach.

With the acceptance of exploring a regional coordination framework or model the groups turned to the second goal of the meeting at 11:50. The following set of environmental document prompt questions provided the subsequent responses.

Environmental Report Review

- What is the General Impression?
- What are strengths / weaknesses?
- How does this relate to other documents?
- How do we move from draft to Final?
- How does this help potential planning efforts?

Environment

- Follow Landscape Plan
- CD of Plan out to study Group
- Provide a process to finalize

These are actions from this discussion; send CD of the study to requesting Study members. The Study Group adjourned for lunch at 12:05.

When the Study Group reconvened from lunch they concentrated on how begin compiling the study for publication. The following prompt question resulted in the subsequent dialogue notes that follow on the next page.

Compiling the Study

- Who Is our Audience?
- What format – Reader Friendly
- How do we handle the Technical Data
- Flow Organization
- Group Work Products- Scenarios, Econ Models, other...

Audience
 Primary Group
 NDOT, FHWA, Local Govt, Regional
 Agencies
 NEPA – project development
 Public as Whole - Multi Media
 Property Owners
 Commuters-Inter regional existing
 resident
 Executive Summary
 Provide a Meta Narrative (3-5 Page)
 Interest Varies

 Executive
 Executive Summary for each section
 Summary per section
 Glossary

Defensible
 Who, What, Where, Why, When, &
 How
 Global view Now & Future
 Multimedia 5-10 Min
 RTC & Funding Efforts
 Consequences & Change Agents -
 Legislature
 Study Purpose FHWA
 No Δ in access

 Show How we Got Here - Defensible
 Emphasize Corridor/Modes
 A few paragraphs on NEPA for public
 consequences
 BLM Frontage

This discussion provided the Study Group an expansion and clarification of the morning's dialogue on issues and actions. Central this expansion was the discussion of the Study's audience and how to communicate with the different audiences. This dialogue further included a significant discussion of the current "Linking Planning to NEPA" initiative stemming from the 2005 Federal SAFTEA-LU transportation authorization.

The group initially identified the need for a primary and secondary audience. This conversation highlighted the need to organize the document and format to meet audience needs, such as executives, the public, and agency officials. The technical memorandums were thought to fit best as appendices with an introduction making them accessible for multiple audiences. The idea of defensible arose with an enforcement of the idea of explaining what the I-80 Corridor Study Group in investigating the issues and generating strategies. Perry suggested a type of meta-narrative that was compelling and reinforced the sense of choices, consequences, and change agents. Threaded through the discussion was a sense of where the regulatory framework was for adopting the study recommendations. The general view of the meeting attendees was that these thoughts should be organized into a draft table of contents outline for future review.

A summary of actions was discussed with the following items recorded.

To Do After
 Table of Contents
 Public Meeting

Josh then provided the Study Group an overview of some of the ongoing Technical Working Group's efforts, specifically the draft potential improvements matrix. The draft version of this improvements matrix discussed at this meeting is attached to this meeting

follow up. The following notes were recorded for the discussion of this draft improvements matrix.

Possible Improvements & Associated Costs

Operational benefits

Consequences

In a different place

For public

Cost is value for public

The meeting concluded at 1:35 with the listing of the following plus delta recommendation.

Agenda with times

Lunch Menu

Meeting attendance confirmation

Meeting Summary Out

RSVP for Attendees

Team Site Login's



I-80 Study Group Meeting October 2, 2008 “Shaping Communities”

11:00 AM to 1:30 PM
PBS&J
555 Double Eagle Court, Suite 2000
Reno, NV 89521
828-1622

Attendees

Bill Glaser-NDOT
Mara Jones-State Historical Preservation Organization
Janet Phillips-Tahoe/Pyramid Bikeway
Gene gardella-WTM CAB
Roger Van Allyn-Washoe County
Coy Peacock-NDOT
Darrel Cruz-Washoe Tribe
Andrew Soderburg-FHWA
Todd Gilmore-US Fish and Wildlife

Michelle Gardner-Lilly-NDOT
Jim Herman-City of Sparks
Leif Anderson-NDOT
Valerie Rodman-FHWA
John Dorny-City of Sparks
Beverly Harry-Pyramid Piute Tribe
Madelyn Comer-NCE
David VonSeggern-Sierra Club
Kathleen Hale-PBS&J
Perry Gross-Facilitator

Meeting Flow Key:

Italicized text is a summary of spoken conversations.

Normal text is the written work of the Study Group with the inclusion of preliminary clarifying statements that are subject to Study Group review and approval.

The meeting began at 11:00 with a review and approval of the following agenda.

Introduction	Discussion	Perry/All	11:00
The Actors	Group Work	Groups	11:05
Shaping Community I	Discussion	Perry/All	11:20
Lunch			12:00
Shaping Community II	Discussion	Perry/All	12:30
Environmental Report			1:00
Table of Contents	Discussion	Perry/All	1:20
Next action steps	Discussion	Perry/All	1:25
Check in	Discussion	Perry/All	1:28
Adjourn			1:30

Perry explained that the focus of the meeting would be mapping the actors and actions within the community that shape it. Initially the group was to break into working groups to brainstorm the various actors that are involved in shaping the community. However, the group discussed this approach and decided that they would prefer working on this

effort as a single group. Initially the list was recorded on flip chart paper however, as the group identified an actor they were written on a sheet of paper and placed randomly on a large sheet of paper on the wall. The group generated an extensive list for mapping. The actors are arranged on the final mapping attached to this meeting overview. The following three were not included in the final mapping.

- Government agencies
- Airport authority
- Mining

The group turned to organizing the actors by reviewing the identified actors and determining spheres of influence characteristics. This proved challenging in the abstract so the Group agreed to make the I-80 Corridor a case study. The group identified four types of spheres of influence. These were given labels and brief description of their characteristics. Each characteristic was further assessed to determine if these were formal or informal roles.

Stuckies

Crying in their beer
 No direct relationships
 Reactive

Policy and Regulatory

Formal-Top to Bottom (i.e. policy)
 Informal-Sideways
 Formal—Bottom Up (i.e. planning community)
 Formal—Funding

Drivers

Informal—Growth
 Informal—Greed
 Informal—Co-dependency (all)
 Informal—What they bring to the table

Policy Influencers

Formal—CAB and NABs
 Formal—Tribe
 Formal—Advocacy

The Group recessed for lunch and reconvened the meeting at 12:30. The mapping continued with association of the four different spheres with arrows. Through the continued work with the actors several were identified as operating in multiple spheres. Additional labels were produced for these actors and placed in the additional spheres. These associations are reflected in the attached summary figure developed from the mapping results. The following notes were made during the Group’s conversation about the mapped model/framework for regional coordination.

We may not have an ideal system
 Based on money
 Actors in multiples roles—conflicted

The Group turned to assisting Nichols with finalizing the Environmental Resources Technical Memorandum. The following items were noted during this discussion.

Major Environmental Concerns
 Water resources with the Truckee River



- Habitat and species
- Cultural and historical resources
- Deal killers—depends on site specifics
 - Maybe \$\$\$\$
- 8 underground tank leakers ↑\$

Perry then introduced the following draft table of contents for the study's final report.

- Dedication (video clip)
- Table of Contents (hyperlinked ?)
- The I-80 Corridor Study
 - Rational
 - Process
- Roles and Responsibilities
- The I-90 Corridor Study Group
 - Introduction
 - What We Did and How We Did It (meta narrative)
 - Technical Working Group Recommendations
 - Providing Mobility
 - Policy Working Group Recommendations
 - Providing Coordination
- Where We Go From Here
 - Implementation Strategies
- Appendices (electronic)

While this was a brief discussion during the closing of the meeting, the Group highlighted the need for this planning to be linked to any potential future National Environmental Policy Act (NEPA) efforts. This linking planning to NEPA discussion emphasized the formal purpose and need elements in the formal regulatory NEPA process. Different Group members expressed varied views ranging from not wanting to impose on NEPA regulations with the purpose and need language to others expressing a belief that this study was obligated to begin articulating the purpose and need. The issues and concerns were raised and agreed to further discuss them in future meeting.

The meeting adjourned at 1:40 without conducting Next Action Steps or Check In.



I-80 Study Group Meeting November 6, 2008 “Community Coordination”

11:00 AM to 1:30 PM
PBS&J
555 Double Eagle Court, Suite 2000
Reno, NV 89521
828-1622

Attendees

Bambi VanDyne-ETC CAB	Michelle Gardner-Lilly-NDOT
Valerie Rodman-FHWA	Scott Sweeny-TRI
Hanna Visser-FHWA	Leif Anderson-NDOT
Hoang Hong-NDOT	Tom Greco-RTC
Kurt Dietrich-City of Reno	Bill Glaser-NDOT
Mike Lawson-NDOT	Todd Gimor-USFWS
David VonSeggern-Sierra Club	Darrel James-NDOT
Roger Van Alyne-Washoe County	Kathleen Hale-PBS&J
David Potter-US Fish and Wildlife	Perry Gross-Facilitator

Meeting Flow Key:

Italicized text is a summary of spoken conversations.

Normal text is the written work of the Study Group with the inclusion of preliminary clarifying statements that are subject to Study Group review and approval.

The meeting began at 11:05 with a review of the agenda. Perry indicated the times were estimates and the principle work for the meeting was continued work on the Shaping Communities assessment of community coordination.

Agenda

Introduction	Discussion	Perry/All	11:00
Shaping Community Review	Discussion	Perry/All	11:05
Latent Capacity Review	Presentation	Perry/All	11:45
Lunch			12:00
Latent Capacity Results	Discussion	Perry/All	12:30
Table of Contents	Discussion	Perry/All	1:00
Next action steps	Discussion	Perry/All	1:15
Check in	Discussion	Perry/All	1:25
Adjourn			1:30

The attendees were asked to break into groups of four, one for each of the Stuckies, Policy/Regulatory, Drivers, and Policy Influencers community actors identified during the October 4, 2008 I-80 Corridor Study Group meeting. The groups were asked to

assign each member one group of community actors and fill in a position and interest worksheet. The groups were then asked to do in turn each of the steps listed in the following Shaping Communities instructions.

Shaping Communities

- Individually do position & interest worksheet
- Discuss results
- Together write a problem statement
- Identify the key words in the problem statement

Shaping Communities II

- Pick the critical key word and answer “What question does this word raise”
- Does this word suggest assumptions to challenge
- Repeat for all key words
- Review all results and generate a opportunity statement

The results of this effort are summarized in the following arranged by the four groups who completed the activity.

Group Work

From the Community Actor’s Position- Interest assessment

Stuckies

Position

1. We are impotent
2. We must be accommodated
3. We have special needs
4. We can not be inconvenienced
5. The world revolves around me

Interests

1. Provide critical services
2. Receive critical services
3. The world revolves around me

Policy/Regulatory

Position

1. Build to specific Standard (Does it meet safety Standards?)
2. Plan for specific needs (Why build it?)
3. Do we have the budget for it? (Can we build it?)

Drivers

Position

1. Build & and get transportation to – can’t sell development because no infrastructure
2. Get where they want to go - takes too long to get to work
3. We can’t get customers to our business
4. Get building & put people to work – we need projects & jobs
5. Need infrastructure to respond to community needs

Interests

1. Stay elected
2. Jobs/money/livings for constituents
3. Get me where I want to go – when I want to go

Problem Statement

Insufficient Money and Resources with a lack of communication



Lack of
Knowledge of
Profitability
Efficiency

How do we get more money
Where do we find it
How do we best spend it

Resources

Staffing
Money
Facilities
Knowledge of expertise

Communication

Incompatible goals
Lack of latitude and regulation

Money

Affords ability to accomplish goals
increase resources & communication

Group Work

*From the Community Actor's Position-
Interest assessment*

Stuckies

Position

1. Response times
2. Access to citizens/infrastructure
3. Provide safe travel
4. Bound by regulations to perform at certain level
5. Collaboration

Interest

1. Regulatory
2. Driven by growth
3. Money

Policy/Regulatory

Position

1. Protection < environmental concerns
2. Follow area plans
3. To govern
4. Community interests
5. Commerce

Interest

1. Protection (public)
2. Commerce (profitability)
3. Environmental assets

Drivers

Position

1. Growth
2. Area plans
3. Money
4. Knowledge of area
5. Congestion

Interests

1. Impact on property value / commute time
2. Project success
3. Money / profits

Influencers

Position

1. Trends – what are other states doing well / bad
2. Legislation – what do we have to do / not do?
3. Funding – Where will we get it \$?



- 4. Collaboration – How can we work together? Combine resources
- 5. Benefit – What is good for the community / region?

Interests

- 1. Power
- 2. Policy
- 3. Money

Problem Statement

Individual Selfish Serving Need

Individual

- Different Bosses
- Agenda

- Politics
- Own Requirements
- Own Needs

Selfish

- What's in it for me?
- Coordinate
- Appeal to individual sense of decency

Opportunity

- Put individual aside think work or global
- Right things to do
- Compromise share the wealth

NDOT Isn't Solution

Group Work

Problem Statement

Resistance to Accountability

What is resistance? Why? Best Interests?
Resistance is futile!

- How do you get people to be accountable
- Define my role

- Measure of success

Everyone is accountable

Opportunity

OPP

- Educate
- Empower
- Embrace

Group Work

*From the Community Actor's Position-
Interest assessment*

Stuckies

Position

- 1. No one ever told me
- 2. Why does this always

- 3. Happen to us
- 4. Not in my back yard
- 5. We can't!
- 6. How many people hate to be affected before you people do something?

Interests

1. Better planning
2. Make sure everyone is in the loop
3. No one left behind / no complaints

Policy/Regulatory

Position

1. Does this case study help my agency meet the regulatory requirements that I have to enforce?
2. Will this case study address my agency mission / goals?
3. Does this provide any opportunities to streamline our ability to meet regulatory requirements?
4. Will this case study be supported by my constituents / stakeholders?
5. Are there opportunities for agency collaboration?

Interests

1. Regulatory requirements
2. Agency missions / goals
3. Constituents / stakeholders positions / needs

Drivers

Positions

1. Growth is necessary for economic health
2. More is always better
3. I have the right to develop my property as I see fit without interference
4. Government restrictions are time consuming and counter productive
5. It is government's responsibility to provide the infrastructure necessary for citizen mobility and access

Interests

1. Accumulation of personal wealth
2. Accumulation of personal power
3. Low self esteem

Problem Statement

Everyone pursues their own's interest with fragmented communication

Keywords:

Own Interests Fragmented
Communication

Dimensions: Communication
Distorted
No Framework
No Incentive

Assumptions: That we need better communication requirements party / will solve problem.

Keywords: Own Interests

Dimension

-Diverse
-Conflicting
-Selfish
Power Building

Assumptions

May not be selfish
That they are selfish
Has to be a Win/Lose

Fragmented

Broken
One way
Machine
Boundaries
Disconnected

Assumptions

They will say "No"
Negative
Why bother
Can be fixed connected

Opportunity

Create a framework where everybody's needs and interests are continually

known and understood and opportunities for solutions are explored.

Perry placed all the group work products on the wall and attempted a review of the results. The attendees then engaged in a debrief discussion leading to the following comment.

Comments

Money Assumes we know what to spend on
 Know benefit at social level
 Performance measure at societal level
 Goals & Objectives
 What's in it for us
 What is accountability
 Implies participation
 Accountable to others reciprocal
 Public Accountable show up
 Public burnt out apathy

Demographic changing don't know how to be involved
 People less connected
 Look you are in the big time
 Public Participation should be expected
 Why Bother & Don't know
 Too Busy to participate until it happens
 Somebody else will
 We are both small & big
 They are busy & a lot effort
 They won't listen
 Should citizens be responsibility for all decision.

The meeting time was passing so the group then quickly turned to the I-80 Corridor Study Table of Contents outline. The following comments were made.

Include an Executive Summary
 Include a Purpose and Need
 How do we meet the need for the deficiencies identified
 Challenges

The group discussed how the "Planning to NEPA" initiative should be utilized in this study. The overall thought was to include more information about what the sections will include. The meeting adjourned at 1:45.



I-80 Study Group Meeting January 8, 2009 “Objective Decision Criteria”

11:00 AM to 1:30 PM
PBS&J
555 Double Eagle Court, Suite 2000
Reno, NV 89521
828-1622

Meeting Flow Key:

Italicized text is a summary of spoken conversations.

Normal text is the written work of the Study Group with the inclusion of preliminary clarifying statements that are subject to Study Group review and approval.

The meeting began at 11:05 with a review of the agenda. Perry indicated the principle work for the meeting was generating objective selection criteria and how to compile the group’s work for the public and other stakeholders.

Item	Method	Who	Start Time
Introduction	Discussion	Perry/All	11:00
Table of Contents	Discussion	Perry/All	11:05
Latent Capacity Update	Presentation	Perry/All	11:40
	Discussion		
Public Meeting - Schedule	Discussion	Perry/All	11:50
Lunch			12:00
Decision Criterion Identification	Group Activity	Perry/All	12:30
Next action steps	Discussion	Perry/All	1:00
Check in	Discussion	Perry/All	1:10
Adjourn			1:15
Q sort			

Perry asked the group to assist in identifying where the various work products from the corridor study fit within a table of contents outline. An outline of the table of contents and a list of work products were displayed. The group instructed Perry plays a number for the work product next to a location in the table of contents.

Dedication Video	
Table of Contents	
Rational Process, Roles & Responsibilities	
Executive Summary	
The I-80 Corridor Study	1. Qualitative Econ Assessment
The I-80 Corridor Study Group	2. Environ Overview Report
Intro	3. Freight Study
What we did & how	4. Latent Capacity Analysis
Tech working group Rec.	5. Cooperative Public Policy
Providing Mobility	6. Recom Change Procedural In Control of Access
Policy Working Group Rec.	7. Access Evaluation
Providing Coordination	8. Use of Int Trans Systems
Where we go from here – challenges, purpose & need	9. Existing Conditions
Implementation Strategies	10. Early Action
How do we meet the need ID	11. Costs Data
Appendices (electronic)	12. Public Involvement
Deficiencies ID	13. Report on Outreach

The results of mapping I 80 corridor study work products back into the table of contents is shown below. In discussing how these items or organized, Mike suggested that a matrix be prepared showing sections in the report and the various work products that provide information for each petite dealer section. This idea was quickly adopted it will be included in the study

Dedication Video	What we did and why – 1,3,4,9,12,13
Table of content	Tech work group
Glossary – Matrix of section and documents	Providing mobility – 4, 8
The I-80 Corridor	Policy working group – 12,10, 7
Rational – 9, 11	Providing Coordination – 5
Process – 2	Where to go from here
Roles & Responsibilities – 5	Implementation strategies – 6, 12, 8, 11, 2, 10
Study Group	Appendices
Intro – 9, 11	Use mention here in summary

The group turned to a discussion of how the study group and support team should engage the broader public in the I 80 corridor study. The following notes indicate the ideas generated by the meeting attendees. Specifically, two meetings were identified. The first meeting would be an open format public engagement meeting. The second meeting would be a more rigorous comment solicitation for the final study adoption. Several ideas were given for how to increase attendance such as perhaps calling a joint meeting, having media interviews, and re-contacting everyone included in the original stakeholder

solicitation. There was concern that the timing might be challenging due to the legislative session and the ongoing discussions about the federal reinvestment act.

Public Meeting & Outreach

Displays	Polling, Direct Invite
Questions & Answers	Electronic Post Card to Initial
Better Interaction – Informal	Stakeholder
Need NEPA to Have Forum Public	Call a joint meeting
Speak	Individual personal invite
Long Corridor – Individ. Meeting?	Interview for broadcast
Agenda for Joint Meeting	Study group attend
Uniform Material for Outreach to	Displays
Entities	Presentation
Internet Access	(Polling?) – Demo of technology
Public Meeting the Hearing	Timing, Legislation v stimulu

After lunch, the group turned to the discussion about objective criteria. Perry provided the following definitions of objective and subjective. The meeting was divided into two working groups. One working group was challenged to identify objective selection criteria for the potential physical alternatives in the corridor study. The other group was challenged to identify objective selection criteria for operational alternatives. Once each group identified their list of objective selection criteria they exchanged their lists. Each group reviewed the others criteria while remaining focused on their original potential physical or operational alternatives.

Objective

- Condition in the Realm of sensible experience independent of individual thought & perceptible to all observers.
- Expressing or dealing with facts or conditions as perceived without distortion by personal feeling prejudices or interpretations.

Subjective

- Characteristic of or belonging to reality as perceived rather than as independent of mind: phenomenal – opposed to objective.
- Reality to or bring experience or knowledge as conditioned by personal mental characteristics or states.

Physical Alternatives

- Transit Routes
- Intersection Impr.
- Roadway Improv.
- Widening
- New Interchanges

- New Routes

- Truck Routes
- Commuter Rail
- Directional lanes

Operational Alternatives

- Transit Routes

I-80 Corridor Study Group Meeting

January 8, 2009

“Objective Selection Criteria”

Page 3 of 4



- Private Commute Service
- Ramp Meters
- Ride Share Prog
- Incident Mgmt
- ITS
- Truck Lanes
- Commuter Rail
- Directional

The following two lists show the criteria identified by the two groups.

Group A Objective Criteria

Cost/Benefit
 Level of Service
 Right-of-Way Req.
 Compatibility B/W Systems
 Capacity
 Environ Constraints/Impacts/Habitat
 Travel Times

Accident Data/Safety
 Access
 Physical Constraints
 Design Standards
 Alternative Modes
 Other Transit – Transfer Points
 Cost of fuel & Other costs

Group B Objective Criteria

Costs – Yes
 # of people benefit of use – Yes
 Commute time saves – Yes
 Cooperation between entities & developers – No
 Tax base – Maybe
 Economic Impact – incentives – No
 Environ Impact – Yes

Quick Implementation – Maybe
 Any Legislation - No
 Public Support/Acceptance - No
 Delivery/Trucking Time savings - Yes
 Safety - Yes
 Security - Maybe
 Traffic Patterns - Yes
 Technology – Yes

The meeting concluded with a brief discussion of ongoing work and items that would be included in the February meeting. The meeting adjourned and individuals who volunteered for public policy research remained to conduct that research. The meeting adjourned at 1:15.



I-80 Study Group Meeting February 5, 2009 “Criterion Alternative Matrix— Criterion Polling”

11:00 AM to 1:30 PM
PBS&J
555 Double Eagle Court, Suite 2000
Reno, NV 89521
828-1622

Attendees

Bill Glaser-NDOT
Leif Anderson-NDOT
Austin Osborn-Storey County
Mara Jones-SHIPO
Janet Phillips-Reno-Pyramid Bike
Gene Gardella-WTM CAB
Roger Van Alyne-Washoe County

Hanna Visser-FHWA
Scott Sweeny-Tahoe Reno Com. Center
Mickey Hazelwood-TNC
Tom Greco-Washoe County RTC
Josh Thomson-PBS&J
Andrew Soderborg-FHWA
Perry Gross-Facilitator

Meeting Flow Key:

Italicized text is a summary of spoken conversations.

Normal text is the written work of the Study Group with the inclusion of preliminary clarifying statements that are subject to Study Group review and approval.

The meeting began at 11:05 with a review of the agenda. Perry indicated the principle work for the meeting was polling to refine the objective criteria and draft strategies for restoring latent capacity. There was a brief discussion about upcoming events. The March 5, 2009 meeting was devoted solely to polling on the latent capacity strategies. These would be explained to the public during a public informational March 19, 2009. The results of these two events would be presented to the Steering Committee in an electronic meeting and incorporated into the study documentation. The crucial nature of March’s meeting led to a discussion about ensuring good attendance. Involved individuals would receive individual phone invitations.

Item	Method	Who	Start Time
Introduction	Discussion	Perry/All	11:00
Table of Contents Matrix	Discussion	Perry/All	11:05
Decision Criterion Identification	Discussion	Perry/All	11:10
Criterion Polling	Presentation	Perry/All	11:40
	Discussion		
	Polling		
Lunch			12:00

Latent Capacity Draft Results:	Presentation	Perry/All	12:30
Concepts Polling	Discussion Polling		
Next action steps	Discussion	Perry/All	1:15
Check in	Discussion	Perry/All	1:25
Adjourn			1:30

The attendees began the polling with a description of how criterion alternative matrix (CAM) decision methodology. The following description was provided.

Criterion alternative Matrix (CAM) Decision Tool

- Identity and specify objective criterion
- Weight each criterion to total 100%
- Score each potential action and assign a value of 1 (poor) to 10 (excellent) in meeting the criterion
- Multiply each action’s criterion score by the criterion weight and add them together

The group discussed this information and asked clarifying questions. The group then began polling the nine proposed objective criterion labeled A through I. The results of this polling are included in this meeting summary. The following notes were collected for each of the nine potential objective criteria. The criterion polling concluded with a series of voting for both which criterion and individual weights. The polling finished at 12:30 and the meeting adjourned for lunch. Perry agreed to compile the results for review and refinement by the Study Group.

- A. strike acceptable > reduce trip time
- B. rail
- C.
- D. minimize measure with qualitative statements
 1 enhance > hierarchy > minimum acceptable
 NEPA standard
- E. split into right-of-way costs and cost for physical components
- F.
- G. “economic impact” 1 & 2
- H. “measure – cooperation – probability of acceptance
- I.

The meeting reconvened after lunch for polling about the individual draft latent capacity strategies. The attendees agreed to poll until the work was completed even if this went beyond the established 1:30 adjournment. The results of this polling are included in this meeting summary. The meeting adjourned at 1:40 without Next Steps or Check In.

I-80 Corridor Study Group

Objective Criterion Polling

Slide: 1

Criterion Alternative Matrix (CAM) Decision Tool

- * Identify and specify objective criterion
- * Weight each criterion to total 100%
- * Score each potential action and assign a value of 1 (poor) to 10 (excellent) in meeting the criterion
- * Multiply each action's criterion score by the criterion weight and add them together

Slide: 2

A. The criterion of travel times, commute time saves, and delivery/trucking time savings are similar and best summarized as:

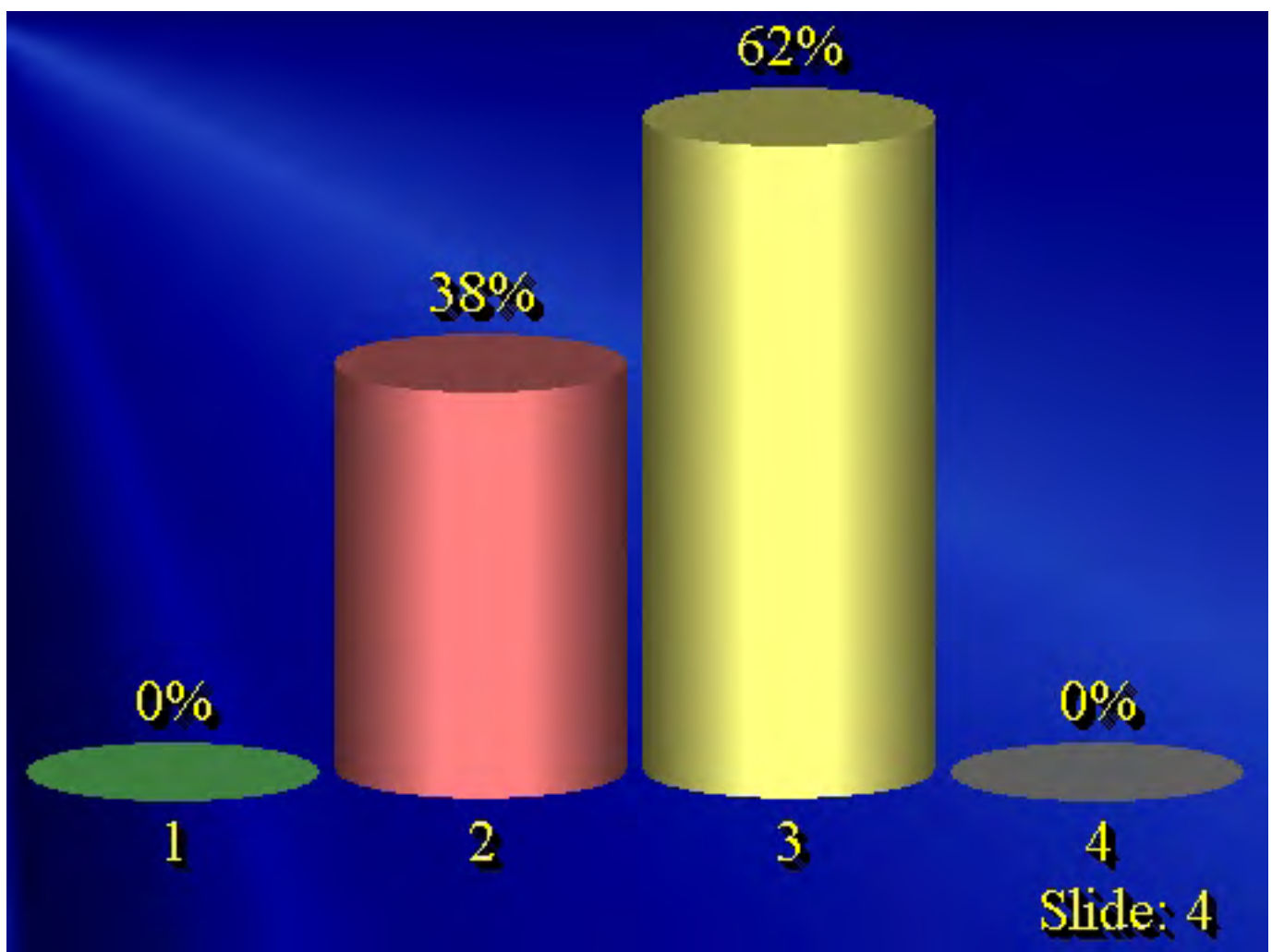
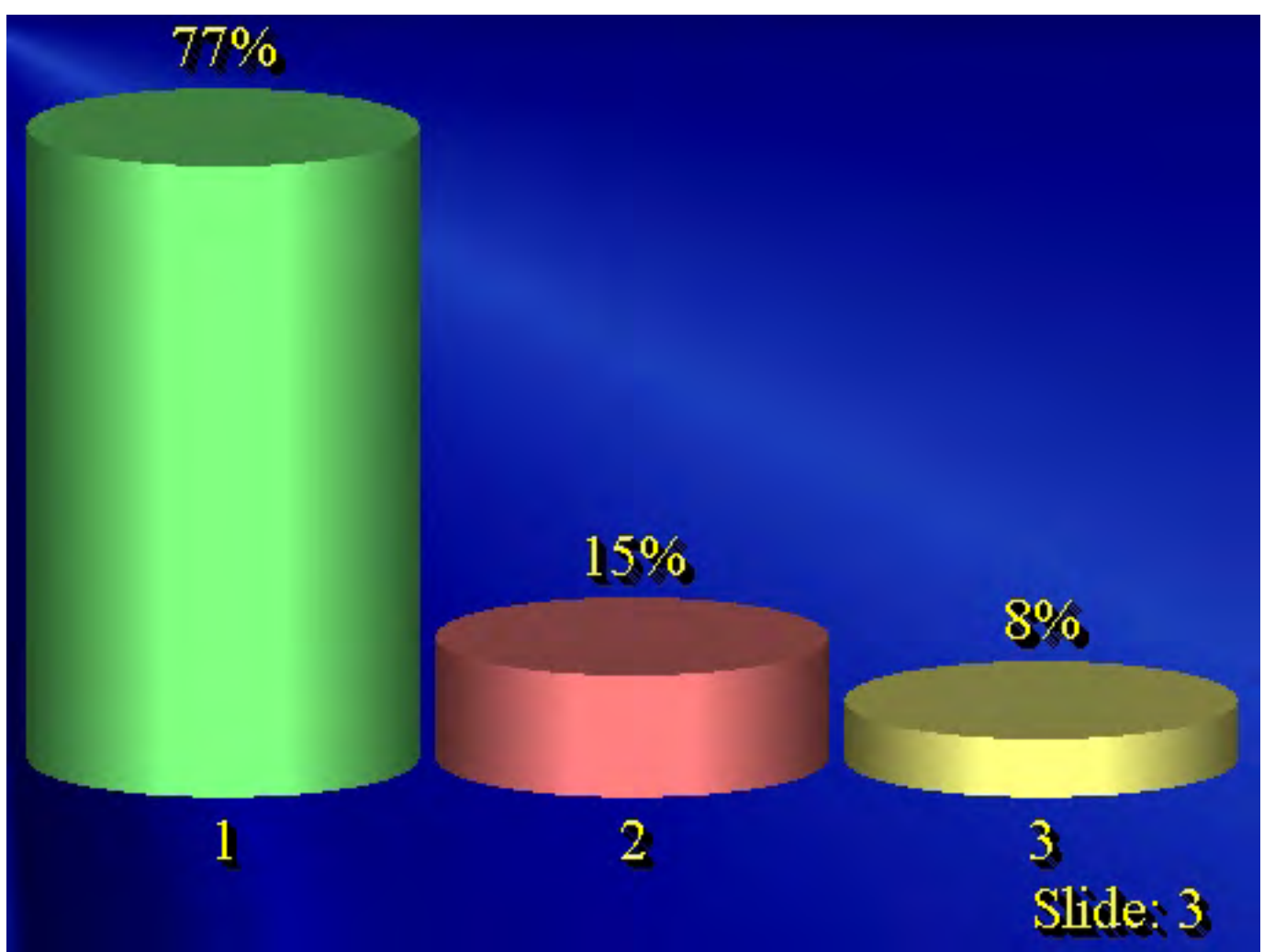
- 1 Provides acceptable trip time
- 2 Provides trip reliability
- 3 Simplifies trip logistics

Slide: 3

A. How objective is the preferred criterion A statement for assessing all potential actions?

- 1 Not objective
- 2 Somewhat objective
- 3 Objective
- 4 No chance two people could see it differently

Slide: 4



B. The criterion of accident data and safety are similar and best summarized as:

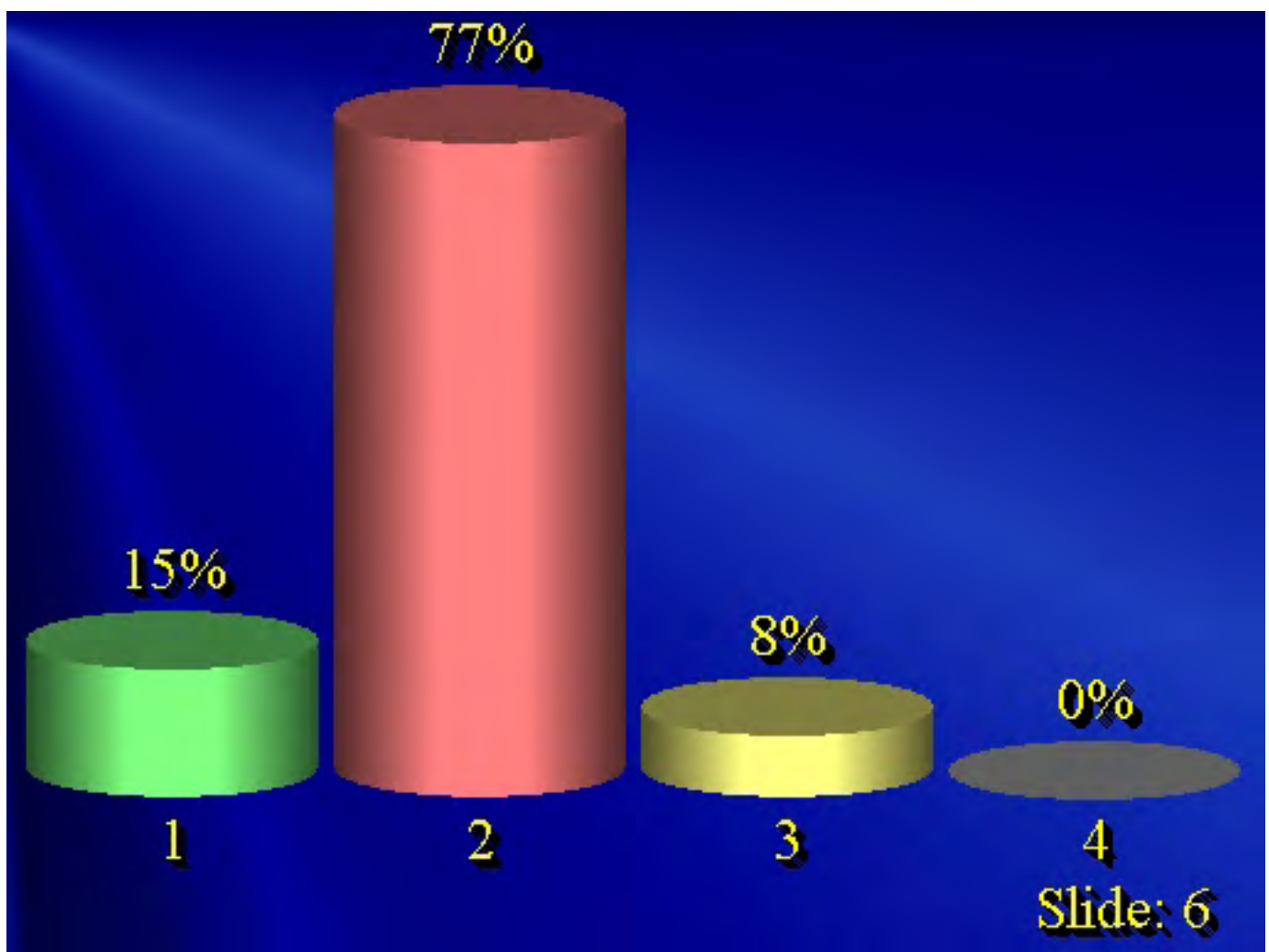
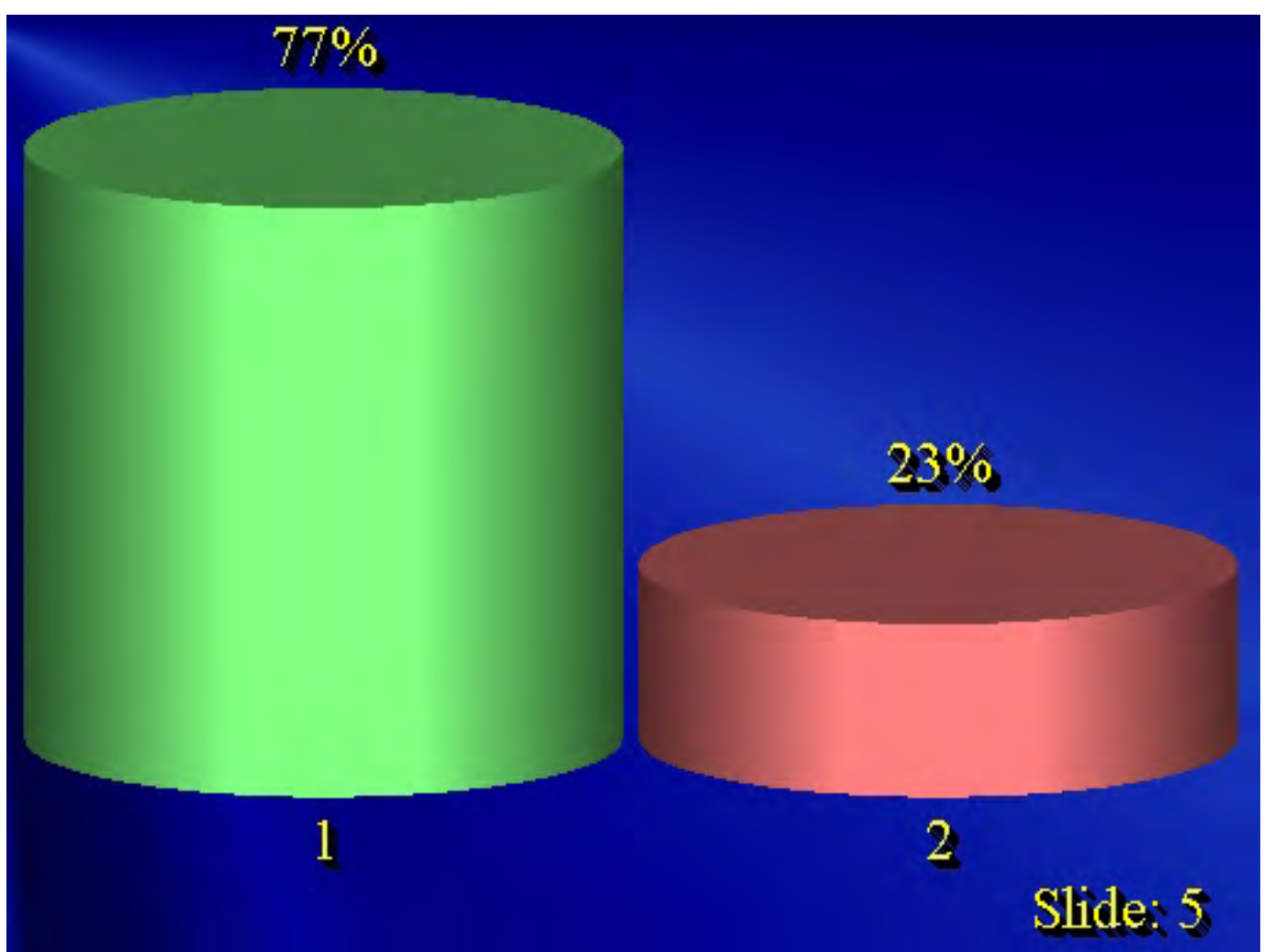
- 1 Provides safe travel
- 2 Reduces crash potential

Slide: 5

B. How objective is the preferred criterion B statement for assessing all potential actions?

- 1 Not objective
- 2 Somewhat objective
- 3 Objective
- 4 No chance two people could see it differently

Slide: 6



C. The criterion of alternative modes and transit with transfer points are similar and best summarized as:

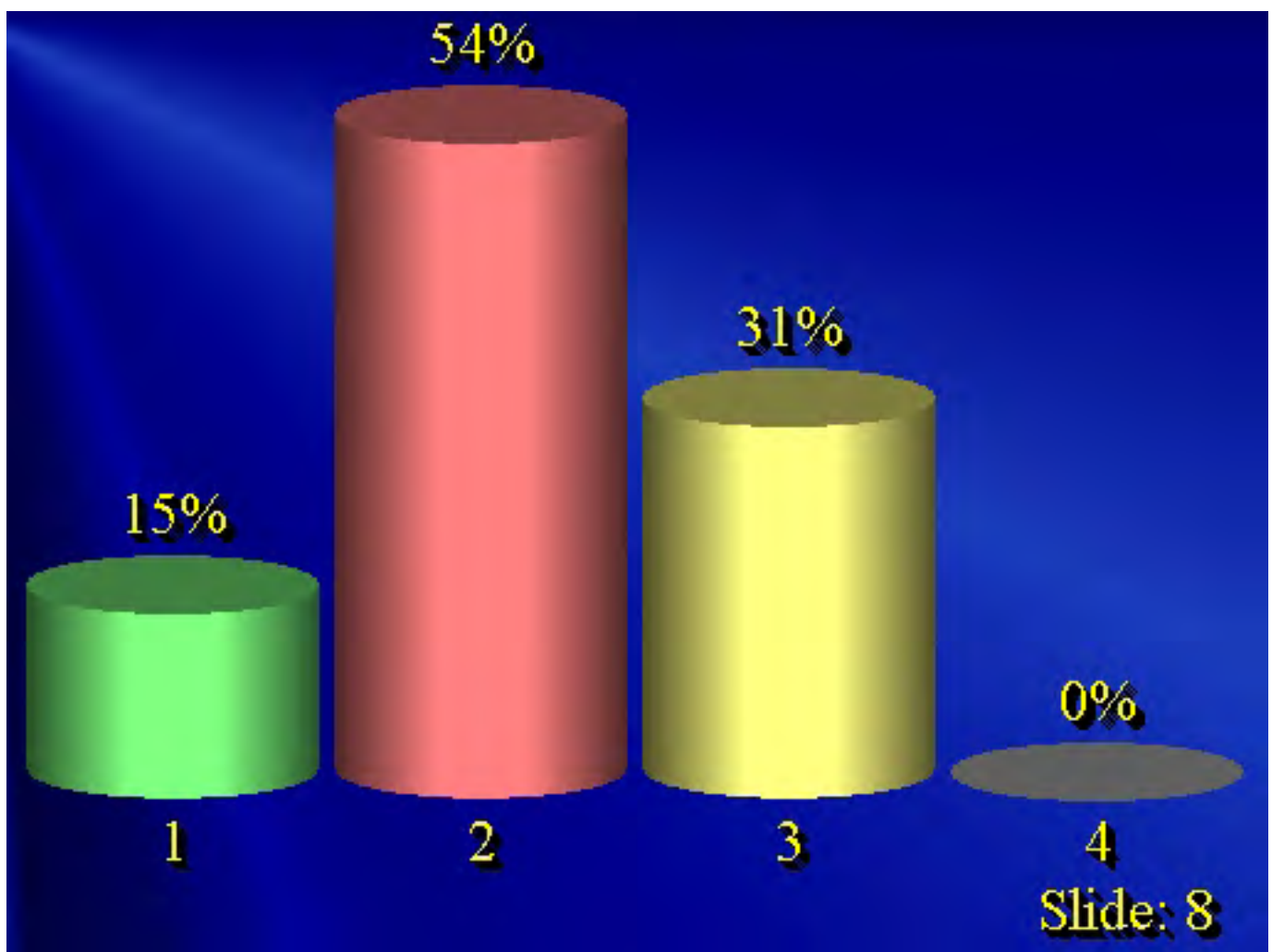
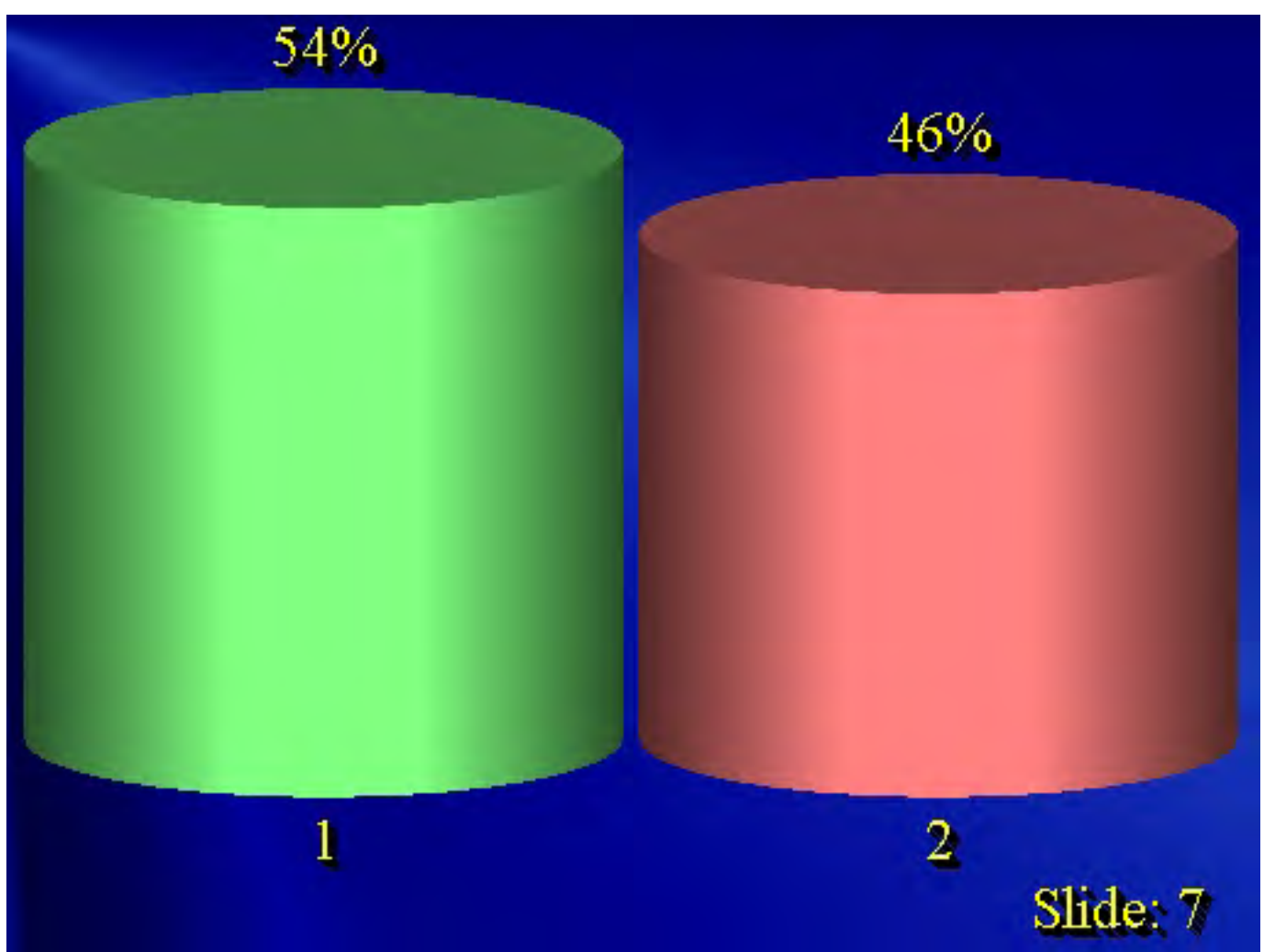
- 1 Advances all trip modes
- 2 Improves transit potential

Slide: 7

C. How objective is the preferred criterion C statement for assessing all potential actions?

- 1 Not objective
- 2 Somewhat objective
- 3 Objective
- 4 No chance two people could see it differently

Slide: 8



D. The criterion of environmental constraints, impacts to habitat, and environmental impact are similar and best summarized as:

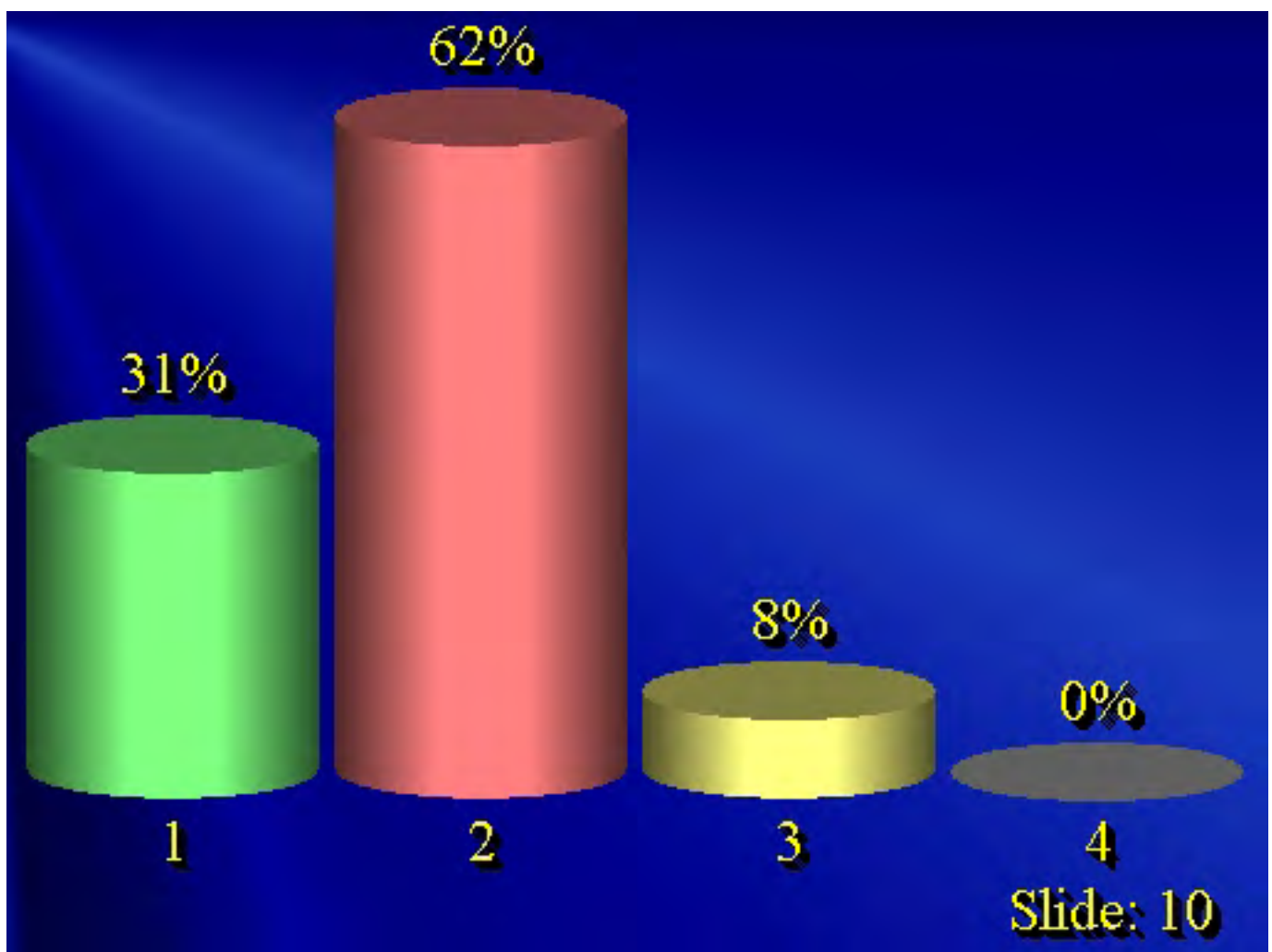
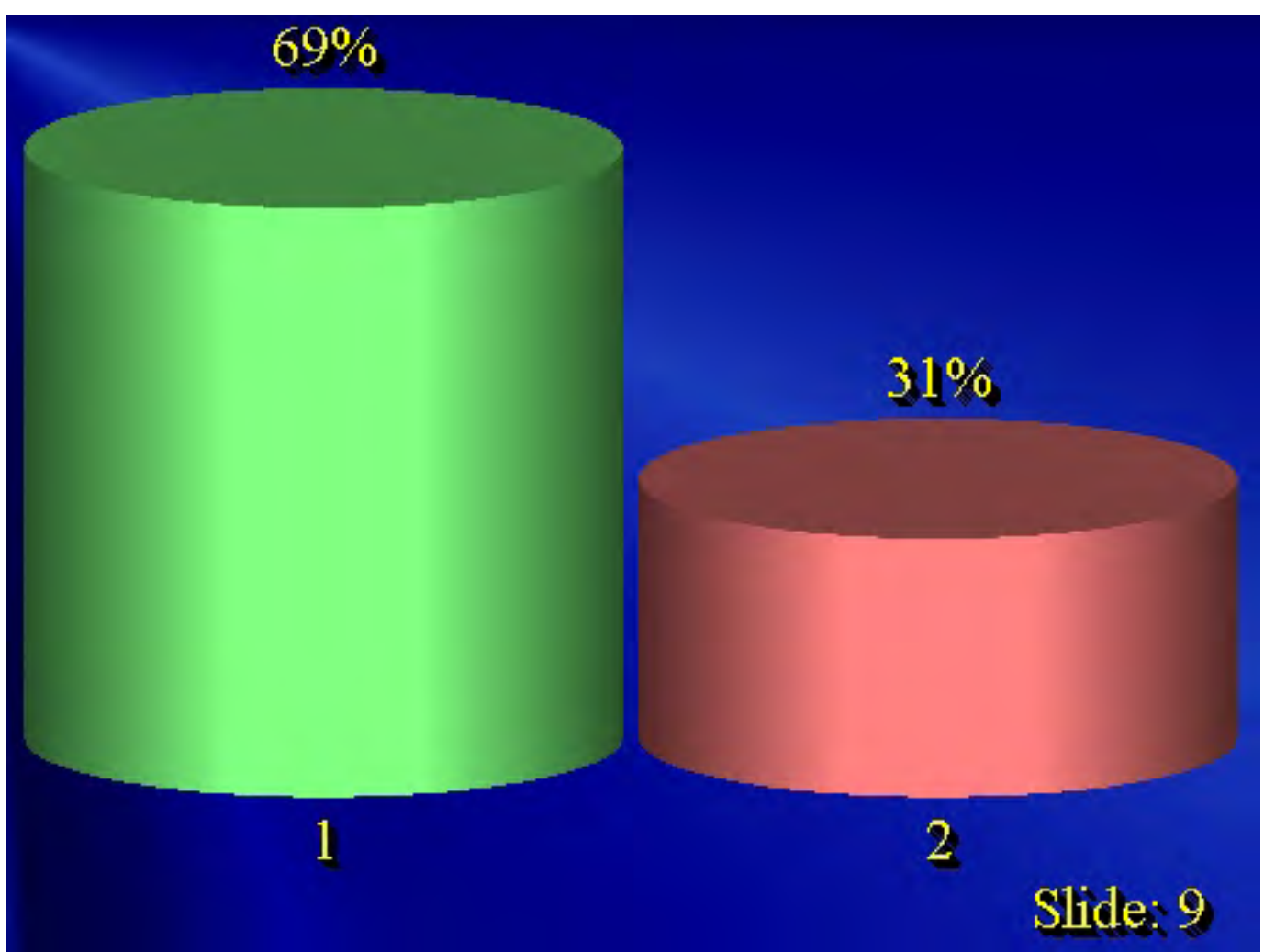
- 1 Minimizes environmental impact
- 2 Demonstrates appreciation for environmentally constrained areas

Slide: 9

D. How objective is the preferred criterion D statement for assessing all potential actions?

- 1 Not objective
- 2 Somewhat objective
- 3 Objective
- 4 No chance two people could see it differently

Slide: 10



E. The criterion of physical constraints and right-of-way requirements are similar and best summarized as:

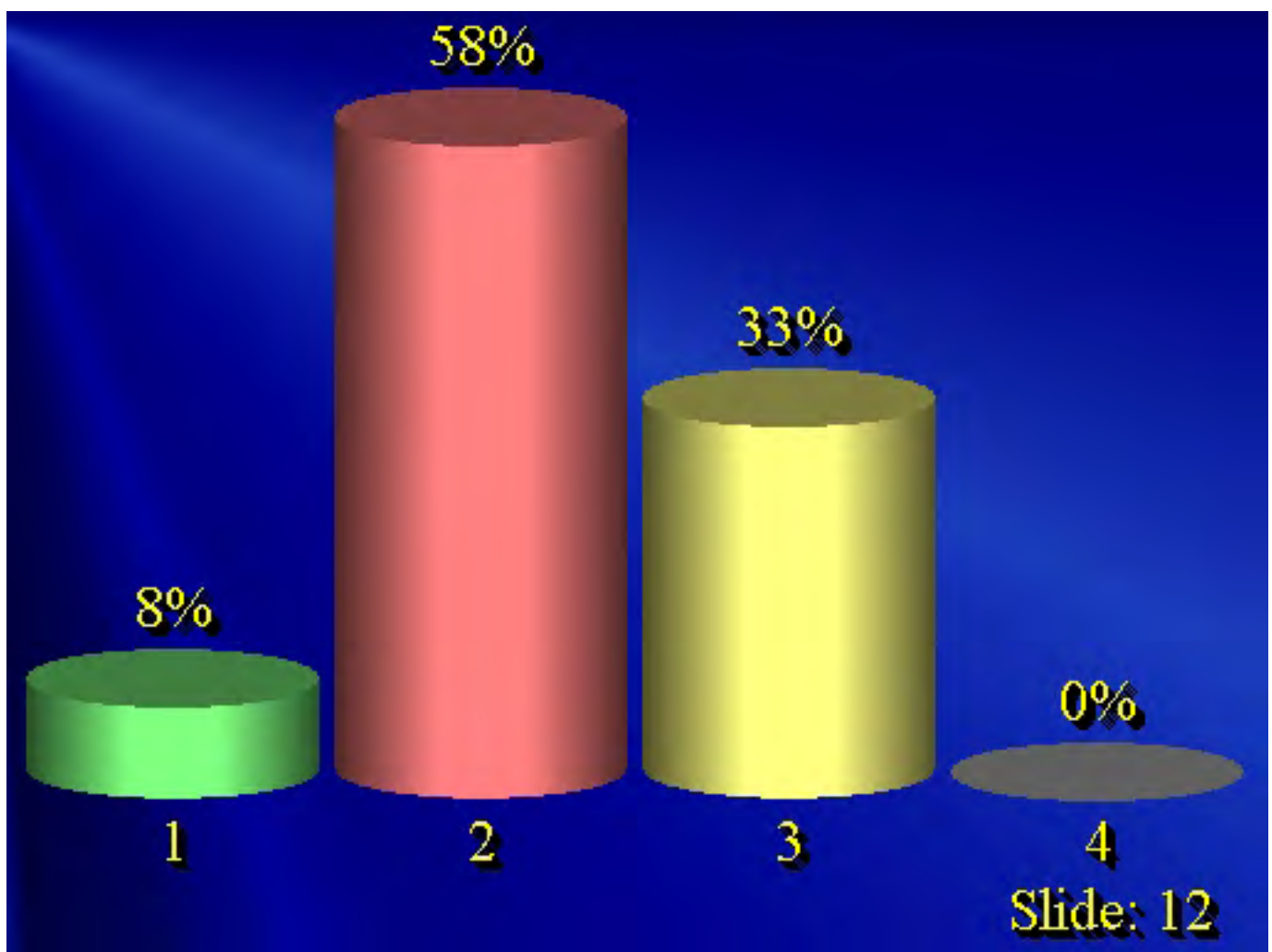
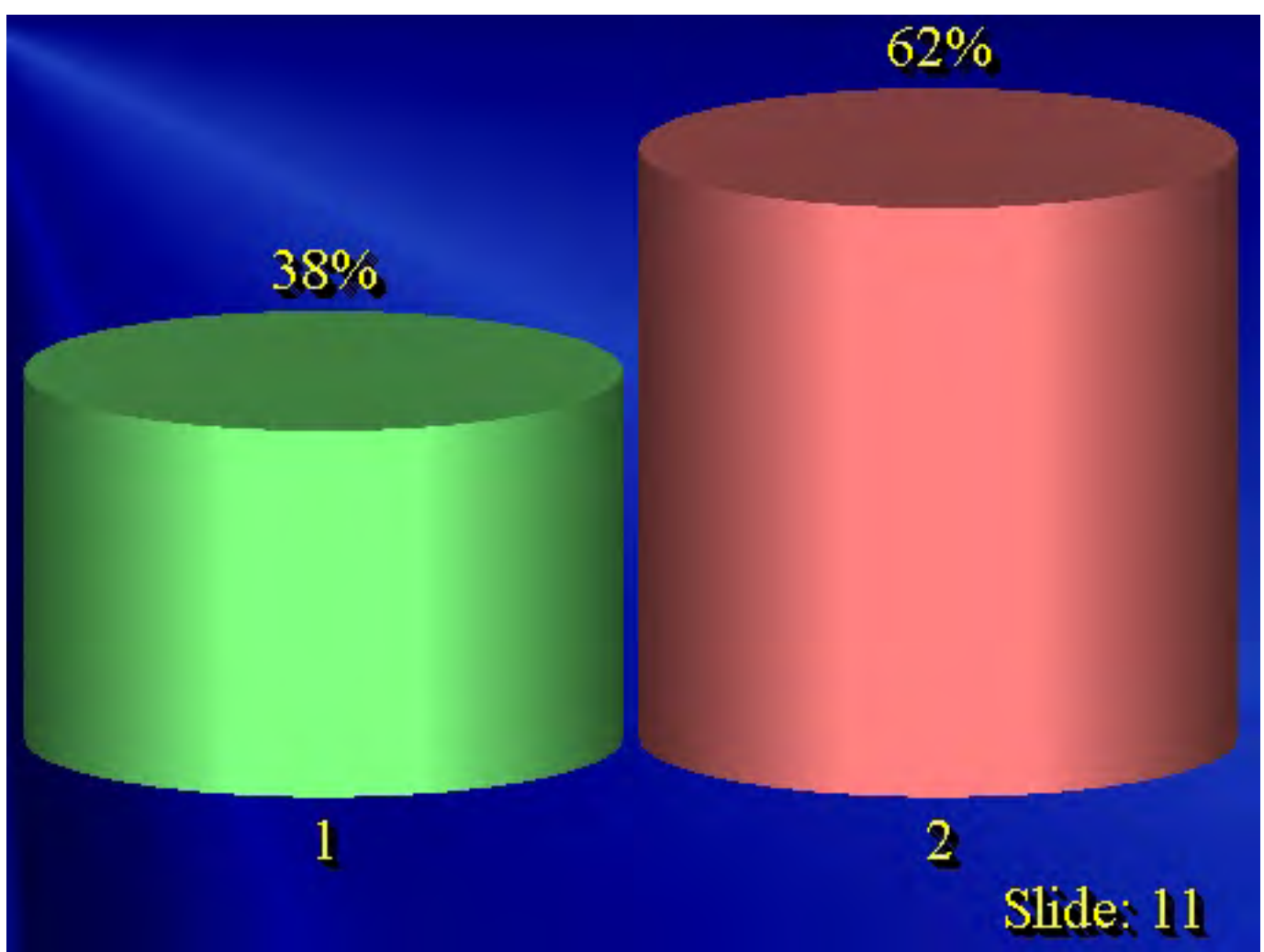
- 1 Demonstrates appreciation for physical and right-of-way constraints
- 2 Minimizes physical and right-of-way impacts

Slide: 11

E. How objective is the preferred criterion E statement for assessing all potential actions?

- 1 Not objective
- 2 Somewhat objective
- 3 Objective
- 4 No chance two people could see it differently

Slide: 12



F. The criterion of level of service, capacity, traffic patterns, and are similar and best summarized as:

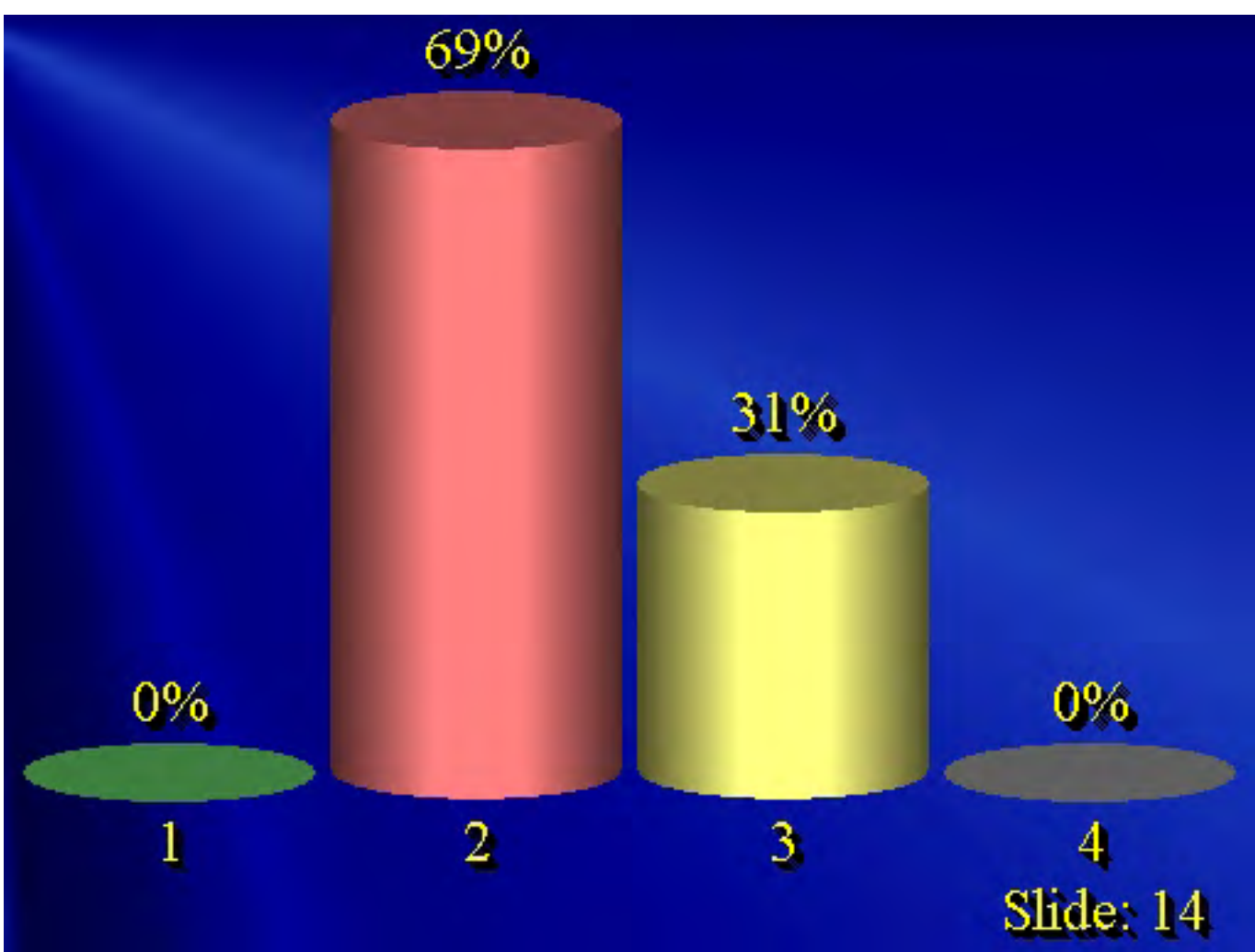
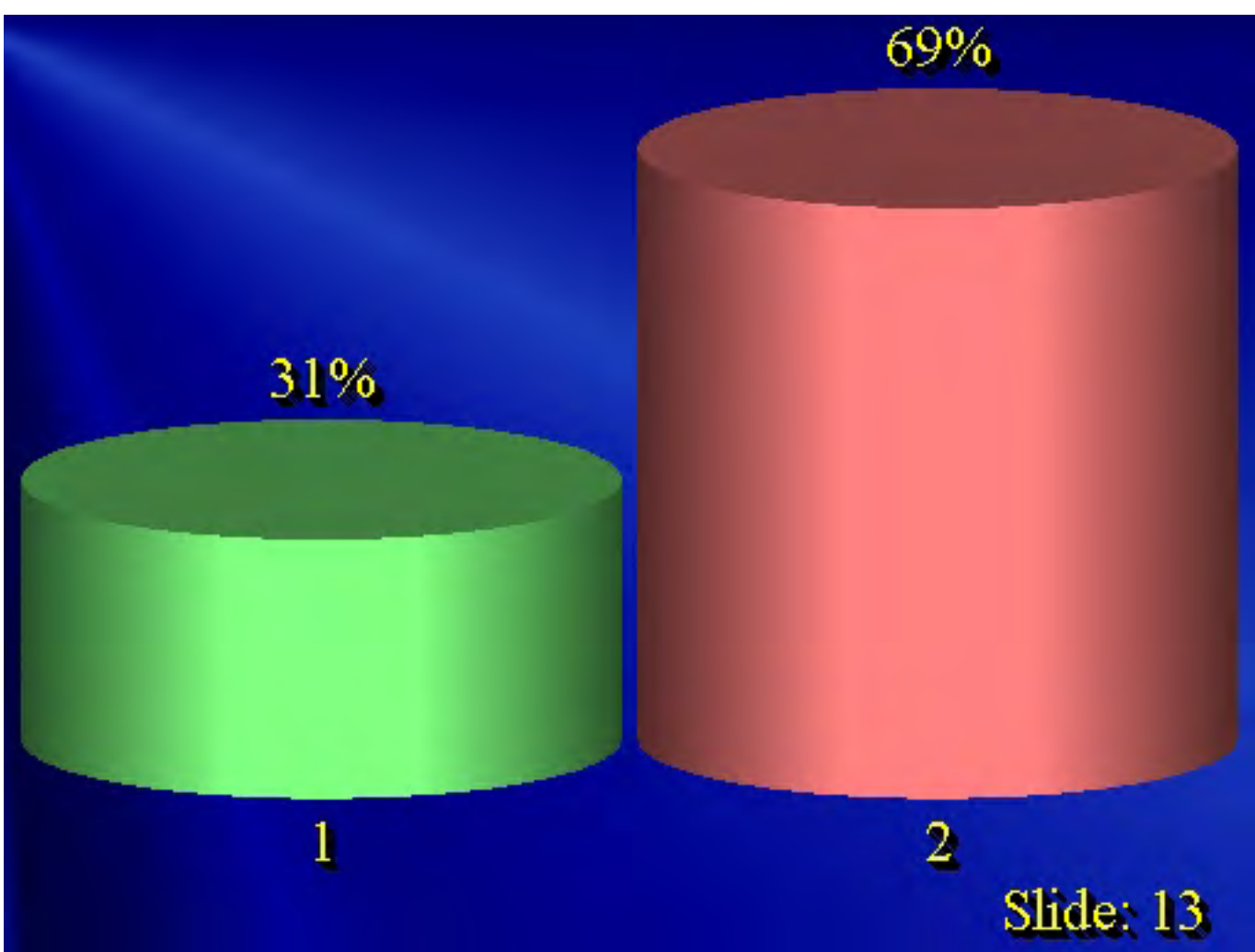
- 1 Meets or exceeds operational minimums
- 2 Provides for expected operational needs

Slide: 13

F. How objective is the preferred criterion F statement for assessing all potential actions?

- 1 Not objective
- 2 Somewhat objective
- 3 Objective
- 4 No chance two people could see it differently

Slide: 14



G. The criterion of cost of fuel and other costs with economic impact, incentives, and tax base are similar and best summarized as:

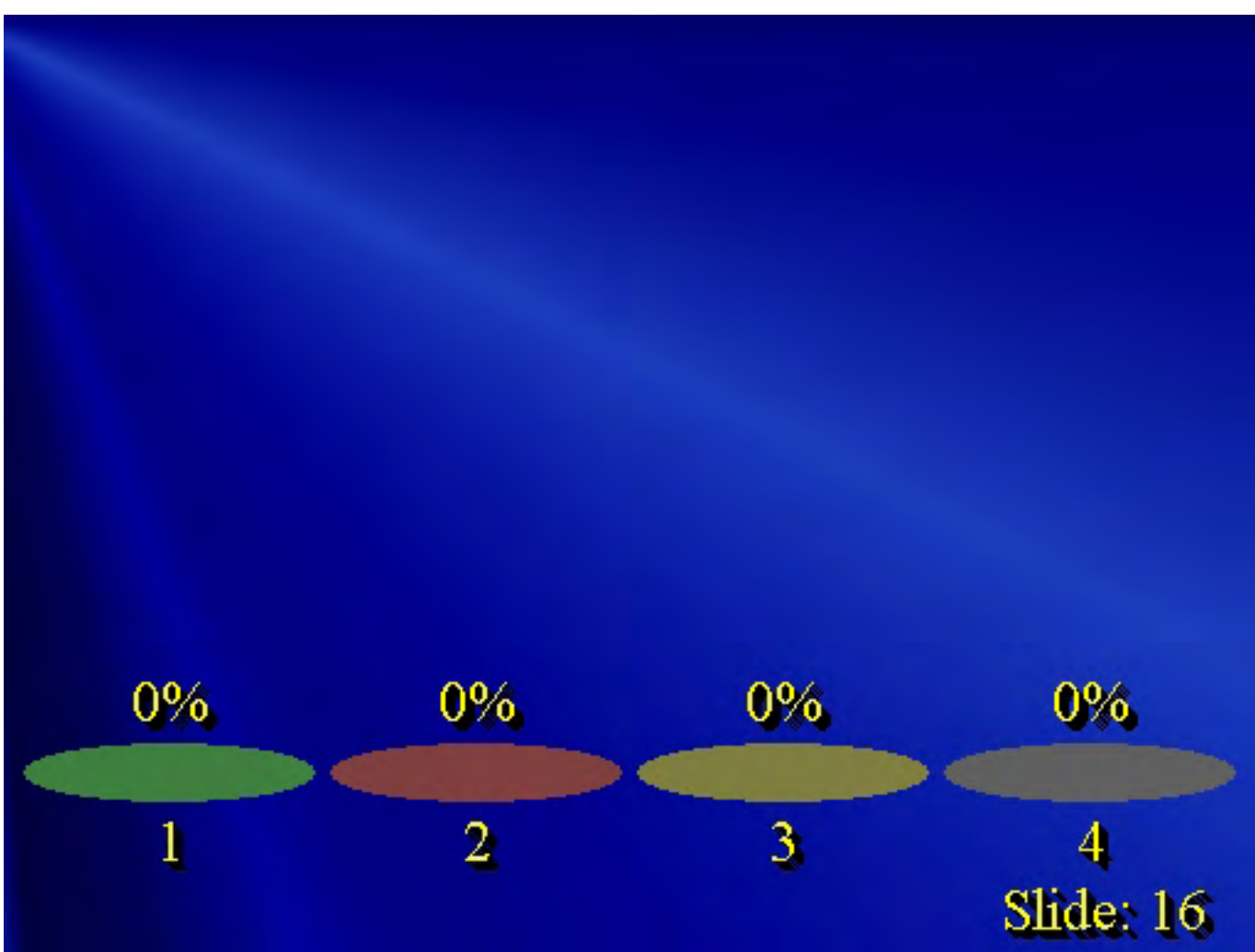
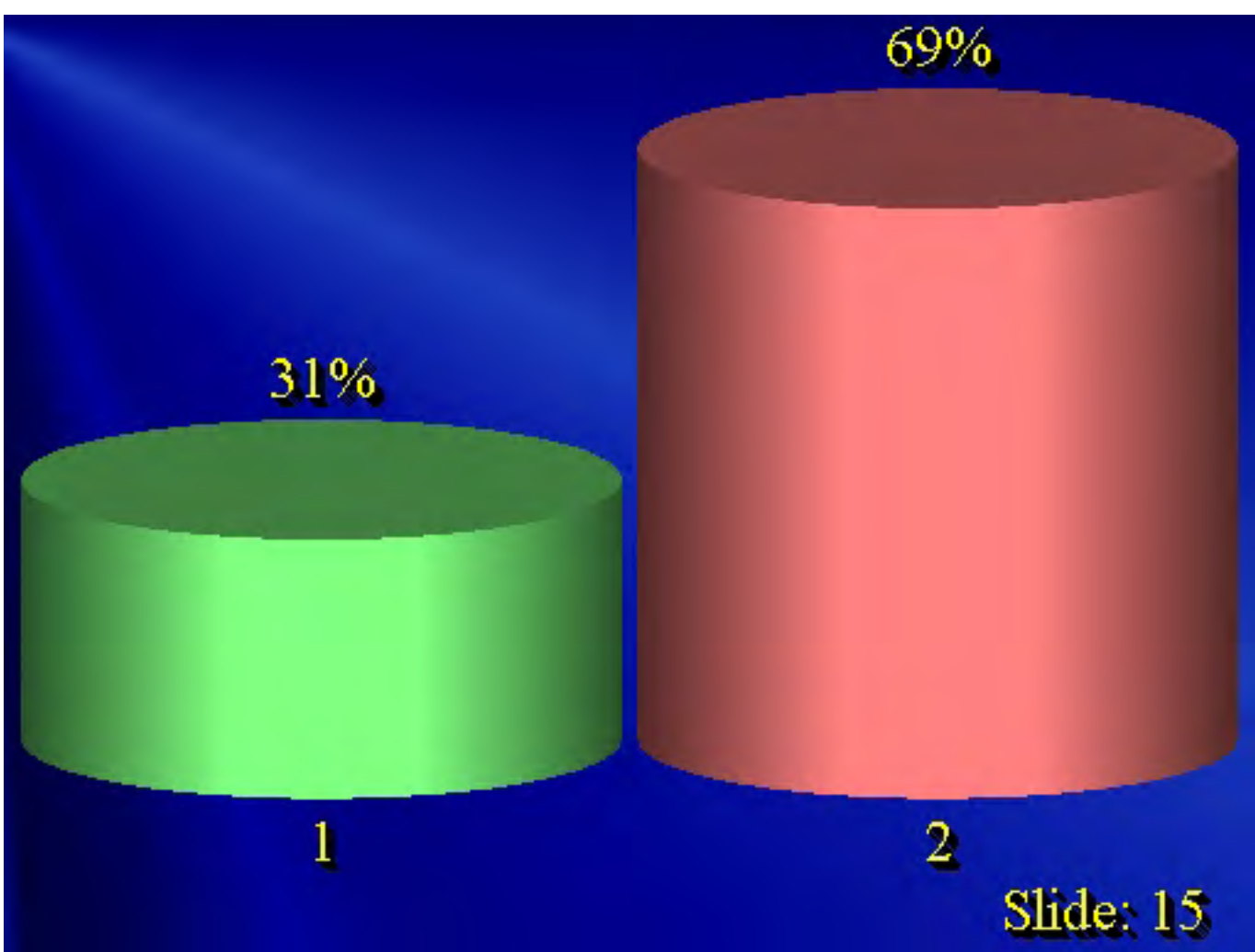
- 1 Meets expected future economic conditions
- 2 Demonstrates appreciation for economic conditions

Slide: 15

G. How objective is the preferred criterion G statement for assessing all potential actions?

- 1 Not objective
- 2 Somewhat objective
- 3 Objective
- 4 No chance two people could see it differently

Slide: 16



H. The criterion of cooperation between entities and developers, public support/acceptance, and the need for any legislation are similar and best summarized as:

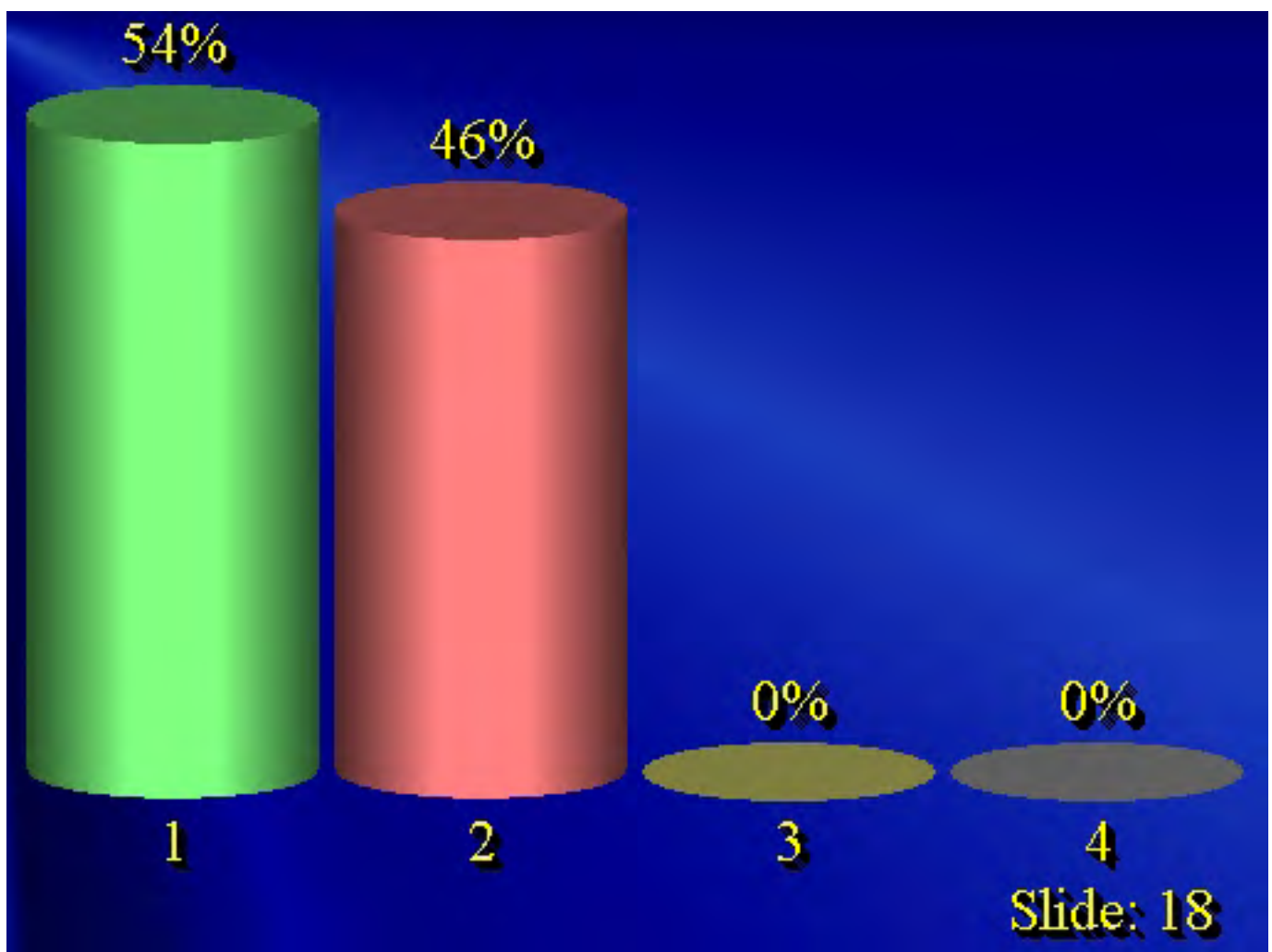
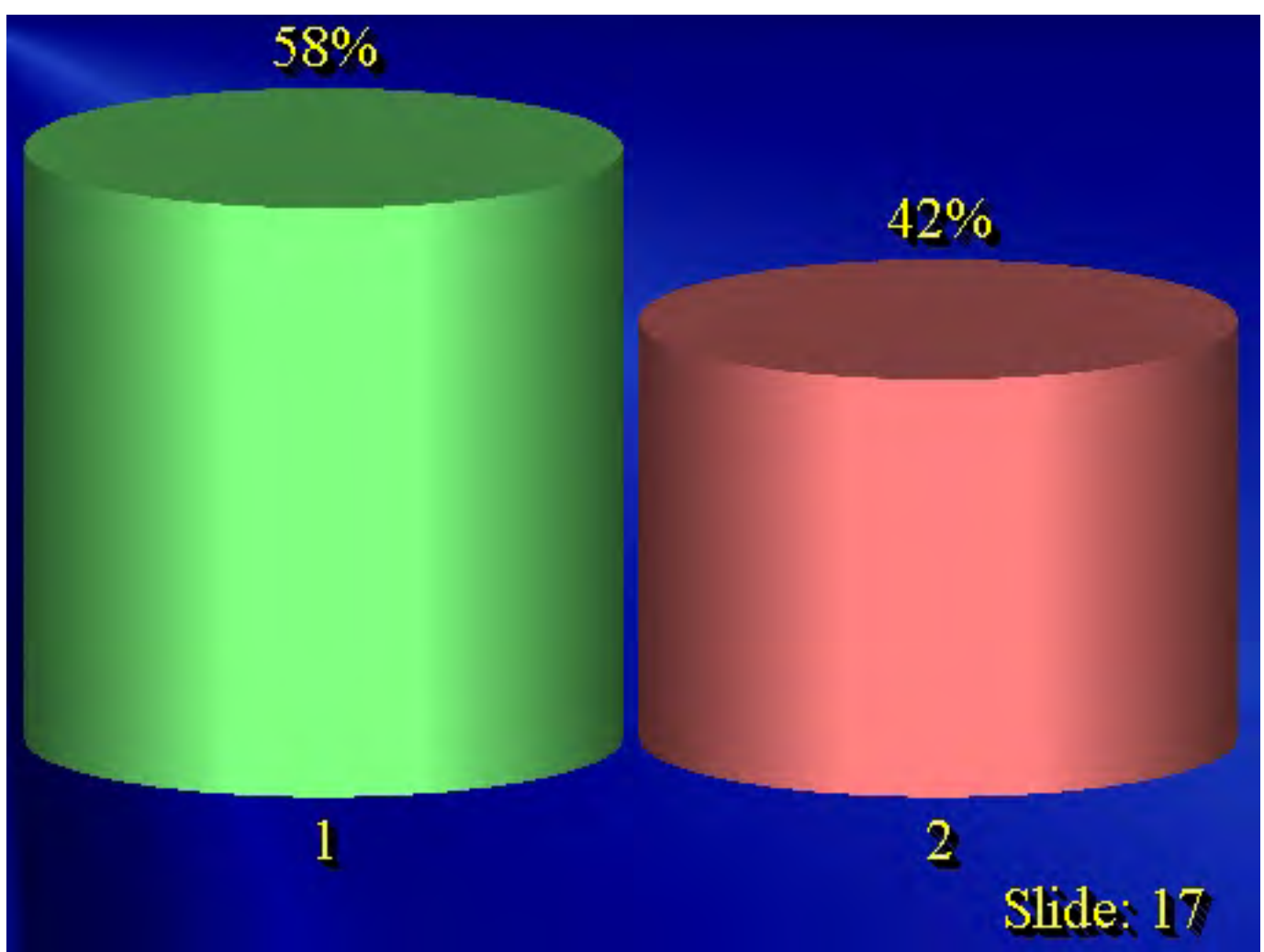
- 1 Demonstrates insight into public policy issues
- 2 Fully explores the implications for action

Slide: 17

H. How objective is the preferred criterion H statement for assessing all potential actions?

- 1 Not objective
- 2 Somewhat objective
- 3 Objective
- 4 No chance two people could see it differently

Slide: 18



I. The criterion of cost/benefit ratio, costs, and the number of people benefit of use are similar and best summarized as:

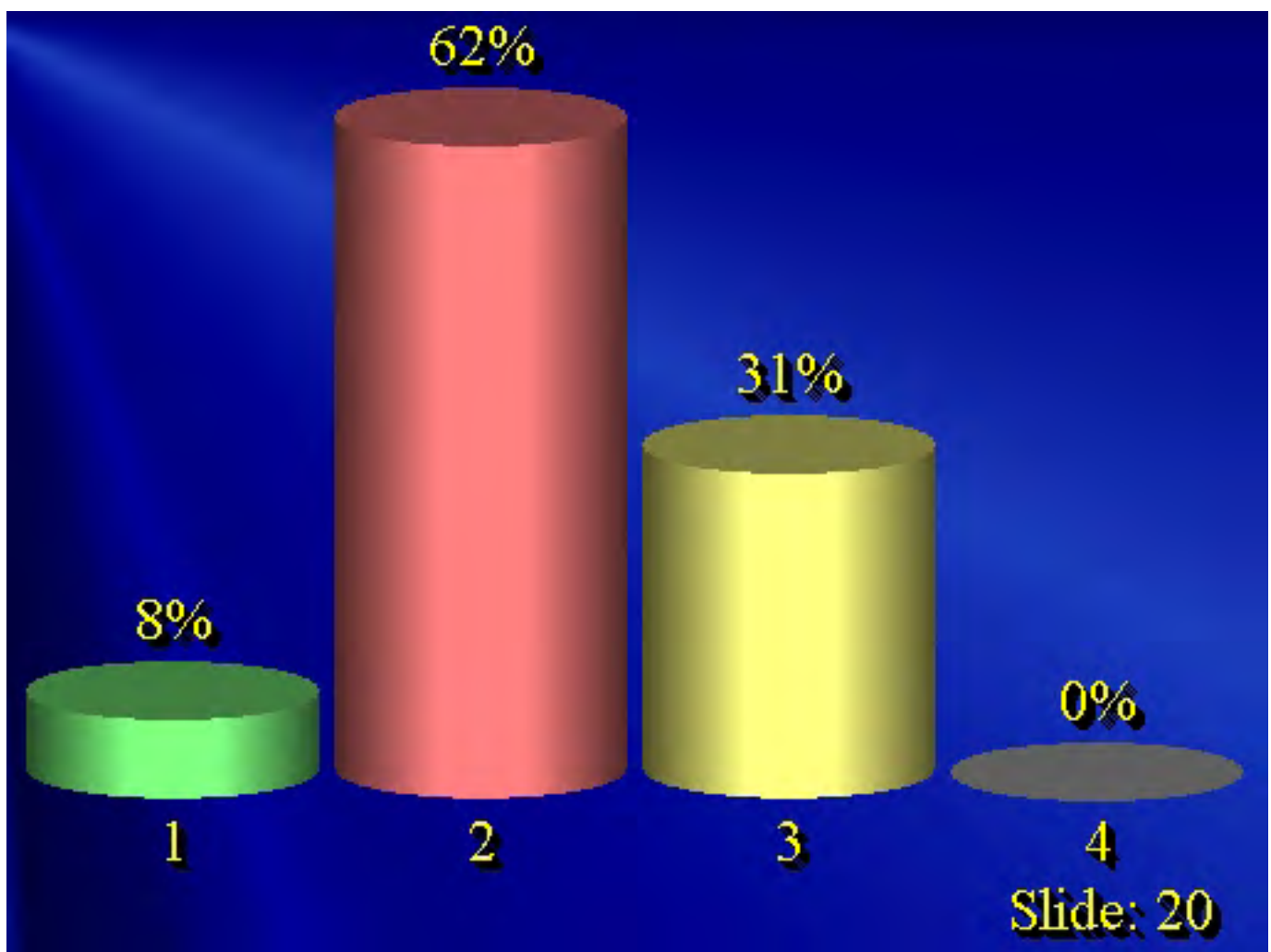
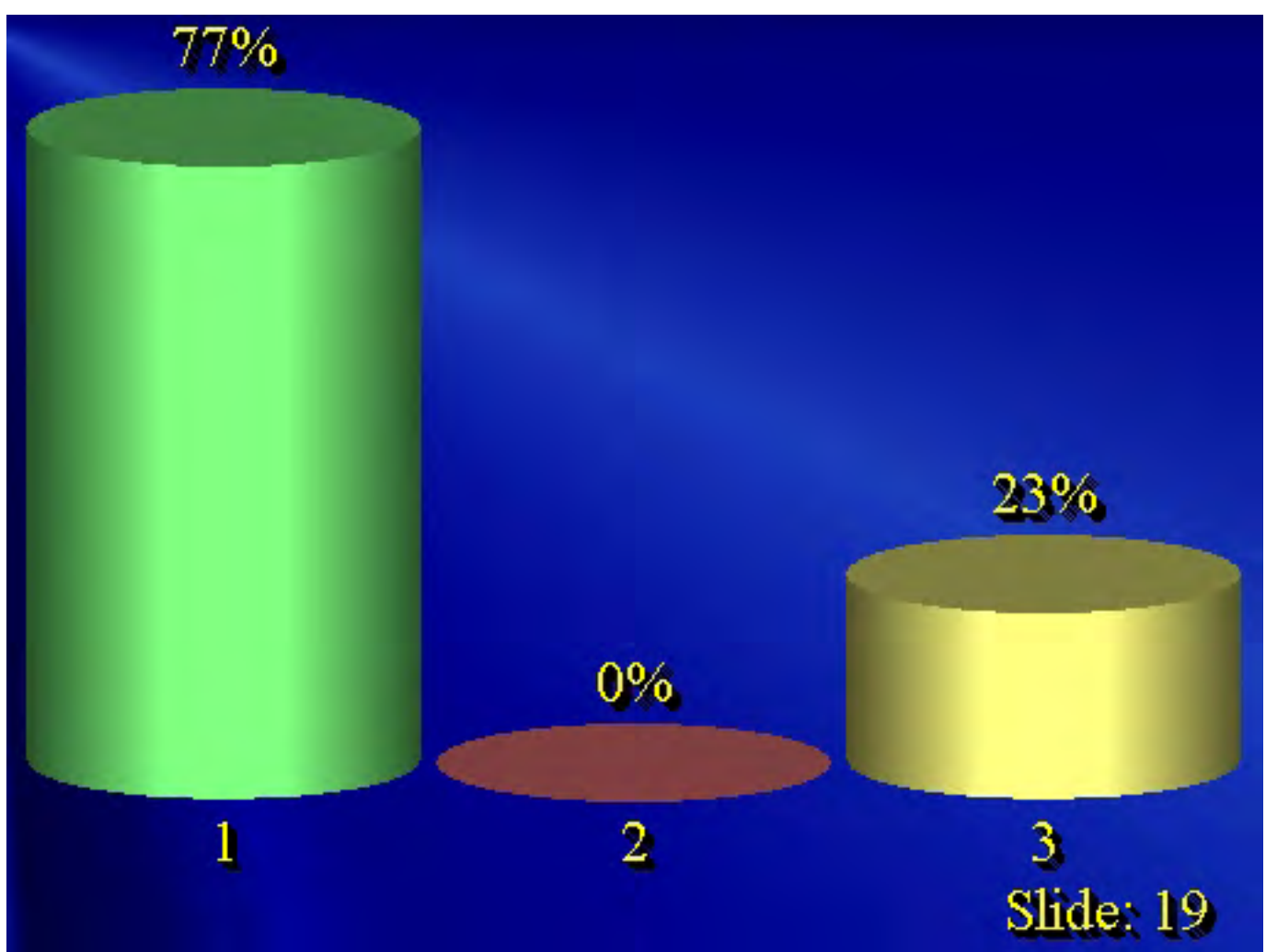
- 1 Provides cost effective improvement
- 2 Benefits many people
- 3 Demonstrates an appropriate level of resource investment

Slide: 19

I. How objective is the preferred criterion I statement for assessing all potential actions?

- 1 Not objective
- 2 Somewhat objective
- 3 Objective
- 4 No chance two people could see it differently

Slide: 20



Select 6 objective criterion.

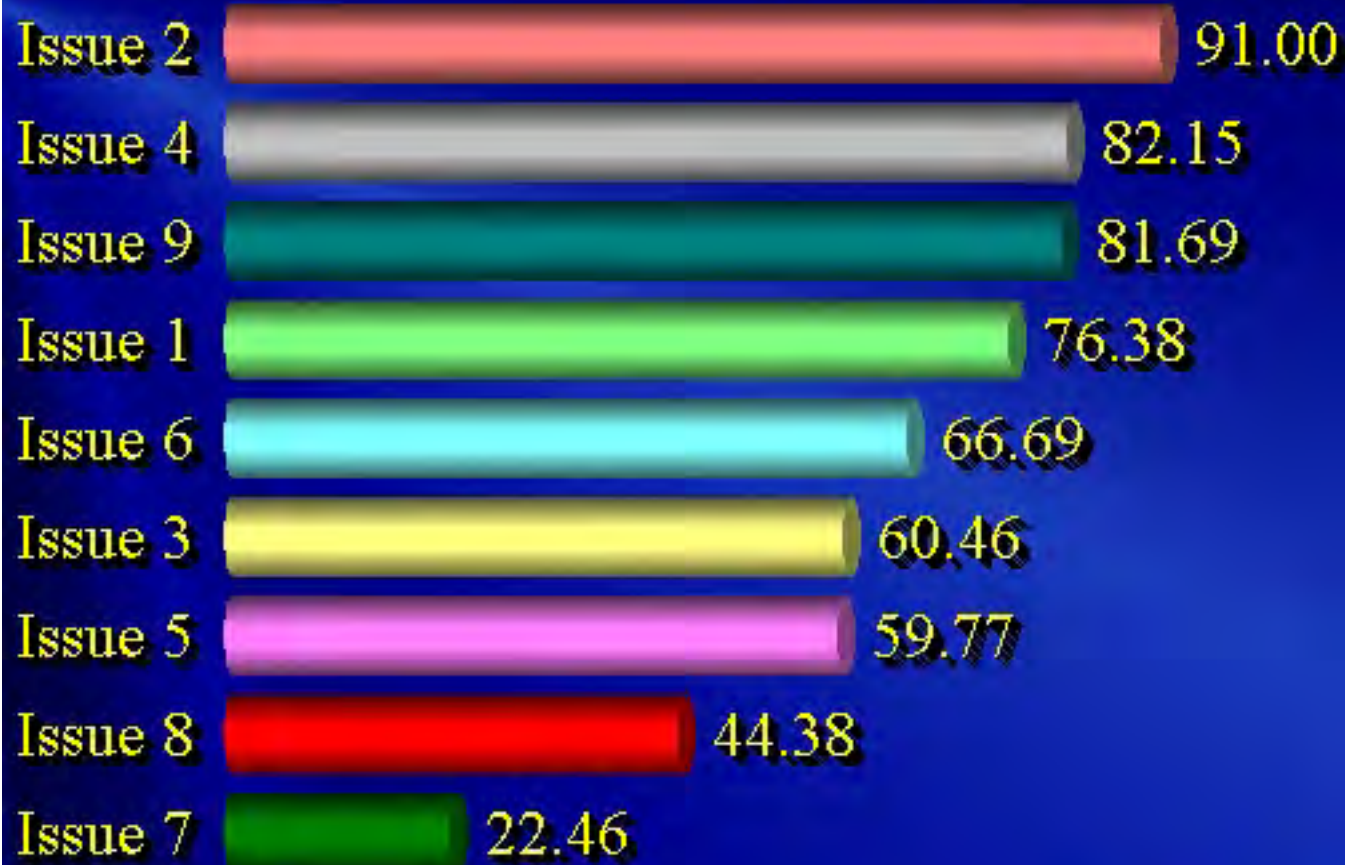
1. A - trip quality
2. B - safety
3. C - alternate modes
4. D - environmental
5. E - physical/ROW
6. F - operations
7. G - future economic
8. H - public policy
9. I - costs

Slide: 21

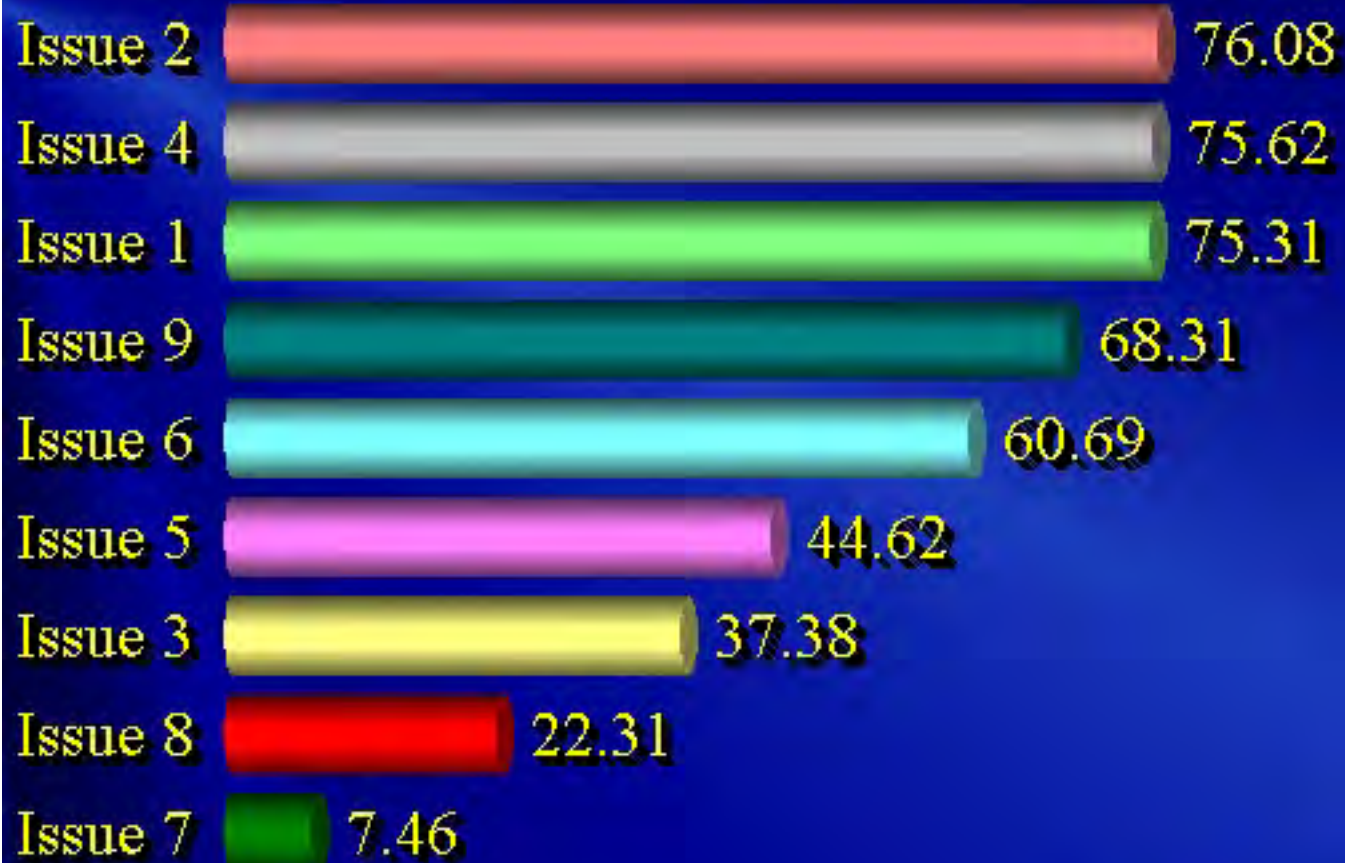
Select the top 5 objective criterion with best your first selection.

1. A - trip quality
2. B - safety
3. C - alternate modes
4. D - environmental
5. E - physical/ROW
6. F - operations
7. G - future economic
8. H - public policy
9. I - costs

Slide: 22



Slide: 21



Slide: 22

Select the top 3 objective criterion with the best your first selection.

1. A - trip quality
2. B - safety
3. C - alternate modes
4. D - environmental
5. E - physical/ROW
6. F - operations
7. G - future economic
8. H - public policy
9. I - costs



The I-80 Corridor Study Group has spent considerable time and effort over two regular monthly meetings in establishing objective criteria. These criteria will be used in a criterion alternative matrix (CAM) decision analysis. CAM decision analysis uses the following steps.

- Identity and specify objective criterion
- Weight each criterion to total 100%
- Score each potential action and assign a value of 1 (poor) to 10 (excellent) in meeting the criterion
- Multiply each action's criterion score by the criterion weight and add them together

During the February 5, 2009 meeting the Study Group members polled on the objectiveness of numerous potential criterions. This concluded with three rounds of voting for selecting the criteria and assigning an evaluation weighting. The three rounds of voting had the following structure.

Round 1. Study Group members were asked to select six preferred criterions. These were not ranked and each selection was given a 100% weighting. This counted how many members selected each of the criterions; an un-weighted vote.

Round 2. Study Group members were asked to select five criterions ranked in their order of preference with the highest first. Each first selection received a weight of 100% and the each second selection received a weight of 80% and so on with the fifth selection receiving a weight of 20%.

Round 3. Study Group members were asked to select three criterions ranked in their order of preference with the highest first. Each first selection received a weight of 100% and the each second selection received a weight of 97% and the third selection receiving a weight of 33%.

Voting in Round 1 provides the Study Group members the opportunity to review the potential criterions as a whole. Members were practicing the requirements of the polling equipment as well. Rounds 2 and 3, with the weighted ranking, assessed the group's collective value for each criterion. Further, reducing the choices from five to three provides additional assessment of individual values by forcing an increasingly critical critique of the potential criterion. Combining the weighted scores from rounds 2 and 3 provides a comprehensive evaluation of individual and collective values.

The following Table includes all the initial potential criteria. The weighted percentage in the final column reveal Future Economics and Public Policy combined for a relatively insignificant 4%. This is due to the forcing the vote to three criterions and the additions critique required. Based on the lacking potential for either criterion to significantly influence a strategy selection they are removed for the next iteration of analysis.

Criterion	Select Top 5	Select Top 3	Total Votes	Percentage
Trip Quality	75.31	33.00	108.31	14
Safety	76.80	90.75	167.55	22
Alternate Modes	37.38	24.75	62.13	8
Environment	75.62	49.50	125.12	16
Physical ROW	44.62	8.17	52.79	7
Operations	60.69	32.93	93.62	12
Future Economics	7.46	0	7.46	1
Public Policy	22.31	0	22.31	3
Costs	68.31	57.92	126.23	16
			765.52	100

The following two Tables provide choices. The first Table shows how Future Economics and Public Policy’s portion of the weighted voting is redistributed among the other criteria. The second Table removes the single digit percentage criteria of Alternative Modes and Physical/Right-of-Way. This Table shows how these criteria’s 15% weighted contribution is reallocated to the remaining five criteria. The choice becomes what is the value of Alternative Modes and Physical/Right-of-Way criteria versus what is their potential for influencing the CAM analysis.

Criterion	Select Top 5	Select Top 3	Total Votes	Percentage
Trip Quality	75.31	33.00	108.31	15
Safety	76.80	90.75	167.55	23
Alternate Modes	37.38	24.75	62.13	8
Environment	75.62	49.50	125.12	17
Physical ROW	44.62	8.17	52.79	7
Operations	60.69	32.93	93.62	13
Costs	68.31	57.92	126.23	17
			735.75	100

Criterion	Select Top 5	Select Top 3	Total Votes	Percentage
Trip Quality	75.31	33.00	108.31	17
Safety	76.80	90.75	167.55	27
Environment	75.62	49.50	125.12	20
Operations	60.69	32.93	93.62	15
Costs	68.31	57.92	126.23	20
			620.83	100

**I-80 Study Group
February 26, 2009
Five Objective Criteria Statements**

The criteria analysis was provided to the I-80 Study Group in an e-blast Tuesday February 24, 2009. This document augments that analysis and provides draft objective criteria statements.

The result of the query for the number of objective criterion to use in assessing potential strategies is to use the list of five. The following list is the objective criterion statement with their individual weighting. These draft statements include the comments and concerns raised during the February 5, 2009 meeting.

- Provides safe travel (27.0%)
- Provides a cost effective solution (20.3%)
- Coexist with the environment (20.2%)
- Provides reliable trip times (17.4%)
- Provides for expected operational needs (15.1%)

These criteria are used in the following manner. Potential Solution A is described. Then the following assessment is made.

“Rating from 1 to 10, with 10 being the best, does Potential Solution A provide safe travel?”

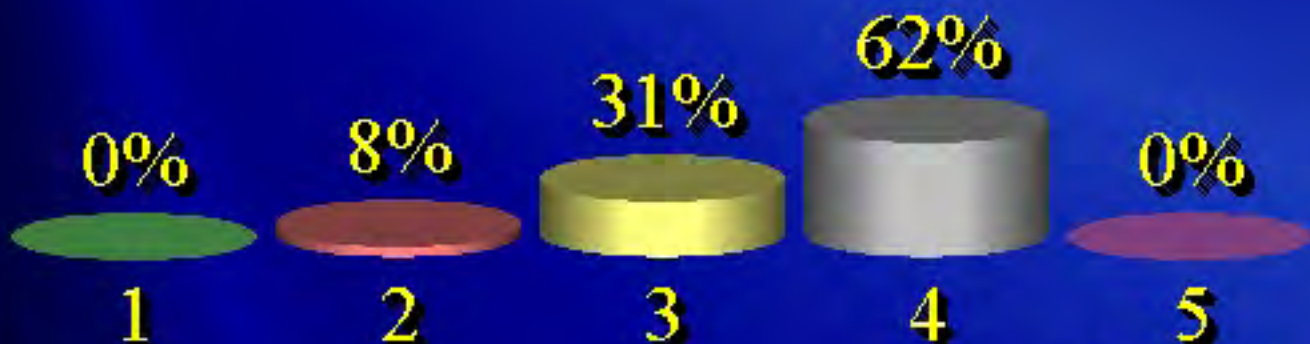
The question is repeated using all five criteria.

I-80 Corridor Study Group

Potential Solutions Opinion Polling

Operations improvements, such as minor intersection improvements, are desirable solutions.

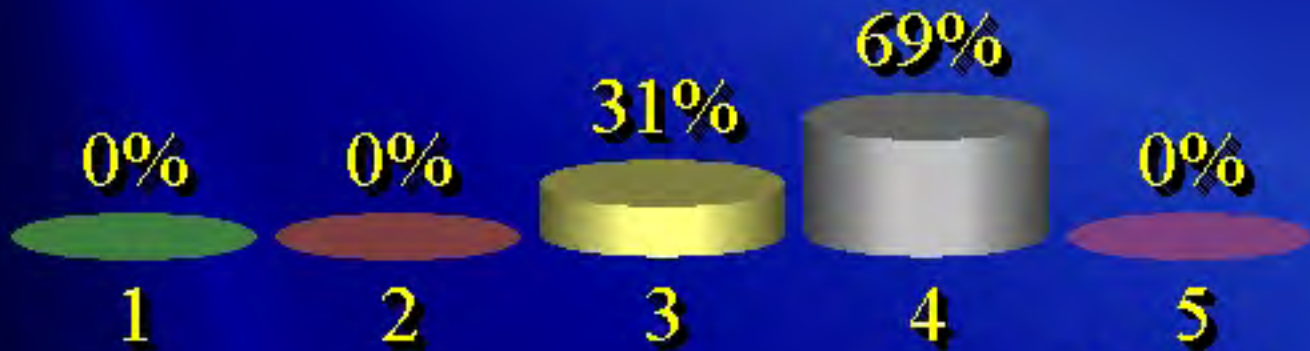
- 1 Strongly Disagree
- 2 Disagree
- 3 Agree
- 4 Strongly Agree
- 5 Not sure



Slide: 2

Operations improvements are reasonable solutions.

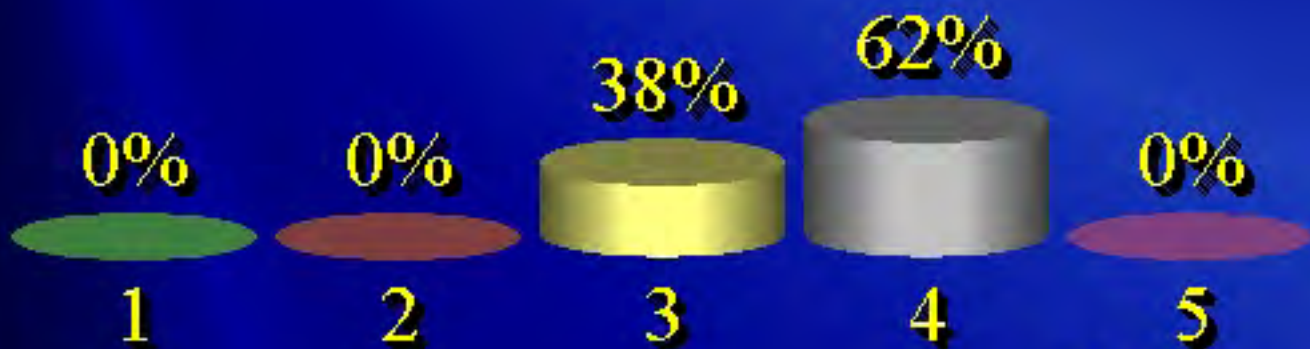
- 1 Strongly Disagree
- 2 Disagree
- 3 Agree
- 4 Strongly Agree
- 5 Not sure



Slide: 3

Operations improvements are acceptable solutions.

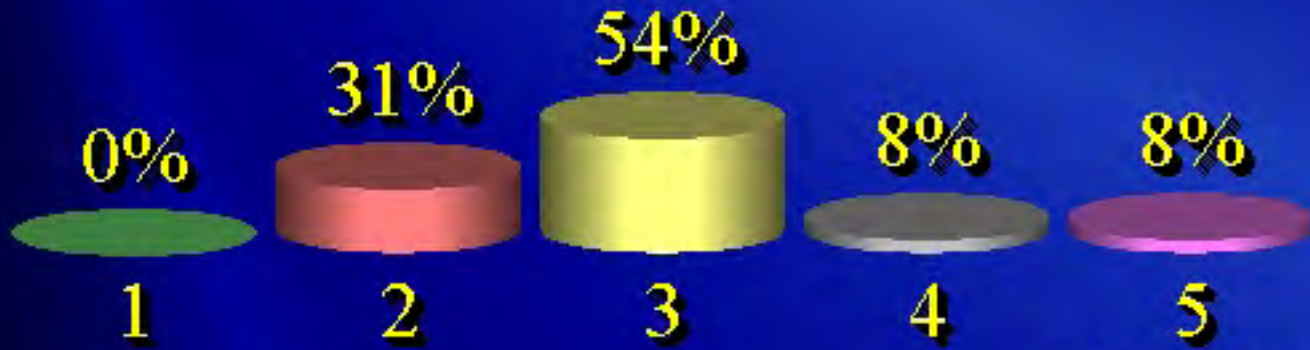
- 1 Strongly Disagree
- 2 Disagree
- 3 Agree
- 4 Strongly Agree
- 5 Not sure



Slide: 4

Operations improvements are useful long-term solutions.

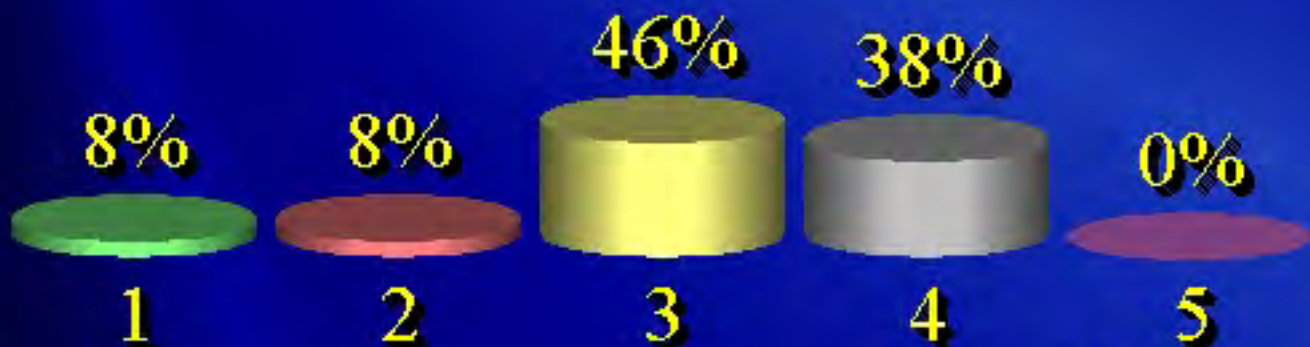
- 1 Strongly Disagree
- 2 Disagree
- 3 Agree
- 4 Strongly Agree
- 5 Not sure



Slide: 5

Transit service, such as an express shuttle service, are desirable solutions.

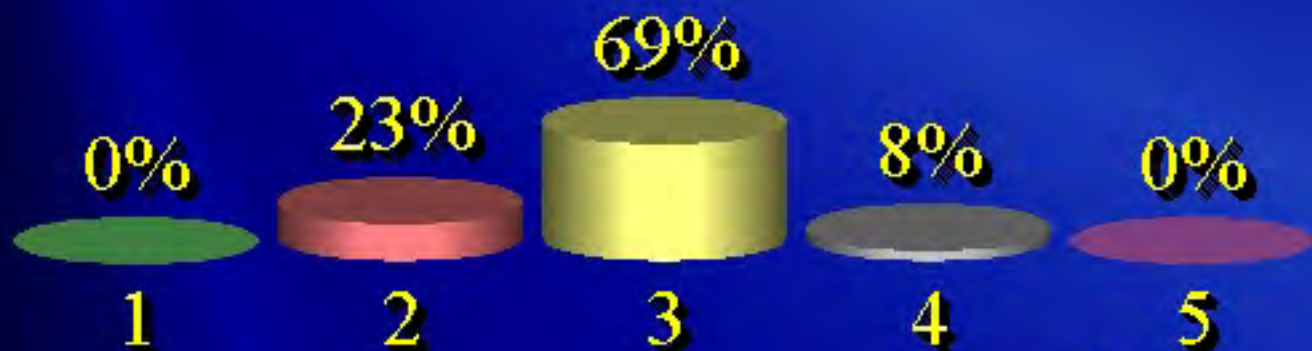
- 1 Strongly Disagree
- 2 Disagree
- 3 Agree
- 4 Strongly Agree
- 5 Not sure



Slide: 6

Transit services are acceptable solutions.

- 1 Strongly Disagree
- 2 Disagree
- 3 Agree
- 4 Strongly Agree
- 5 Not sure



Slide: 7

Transit services are useful long-term solutions.

- 1 Strongly Disagree
- 2 Disagree
- 3 Agree
- 4 Strongly Agree
- 5 Not sure



Slide: 8

Transit services are reasonable solutions.

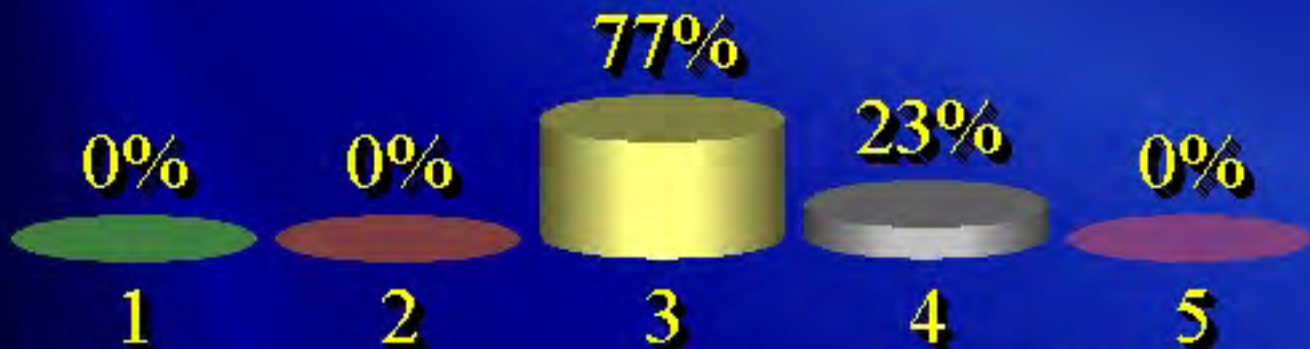
- 1 Strongly Disagree
- 2 Disagree
- 3 Agree
- 4 Strongly Agree
- 5 Not sure



Slide: 9

Intelligent transportation system, such as dynamic message signs, are desirable solutions.

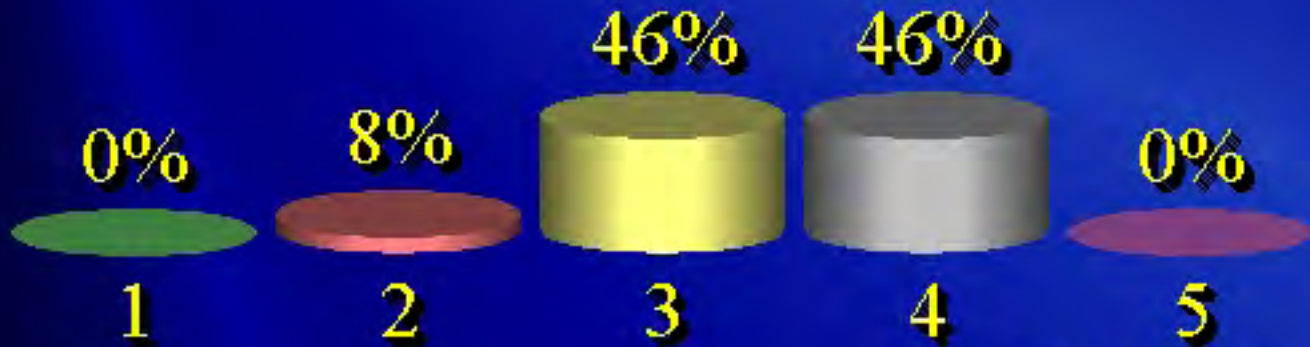
- 1 Strongly Disagree
- 2 Disagree
- 3 Agree
- 4 Strongly Agree
- 5 Not sure



Slide: 10

Intelligent transportation system improvements are reasonable solutions.

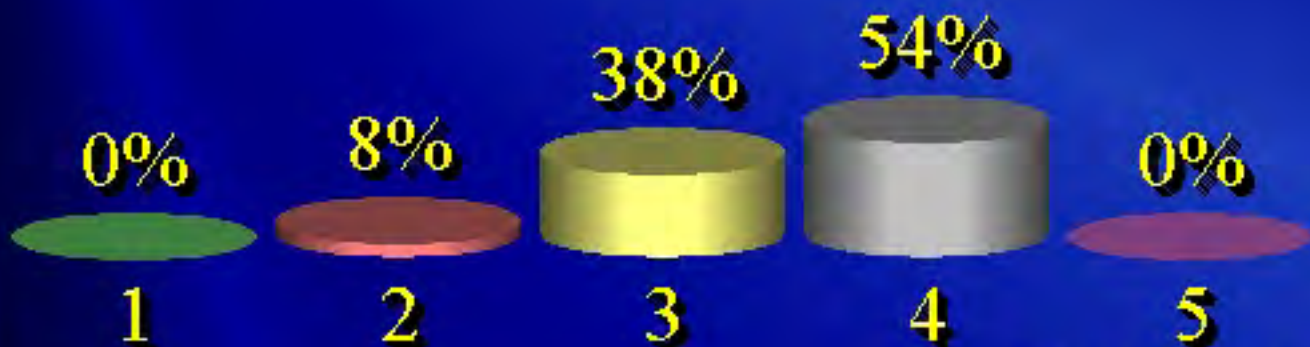
- 1 Strongly Disagree
- 2 Disagree
- 3 Agree
- 4 Strongly Agree
- 5 Not sure



Slide: 11

Intelligent transportation system improvements are acceptable solutions.

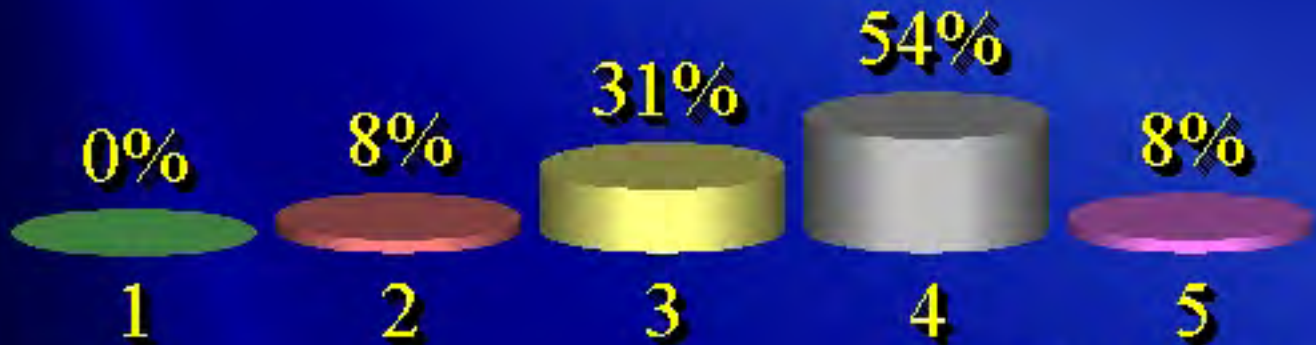
- 1 Strongly Disagree
- 2 Disagree
- 3 Agree
- 4 Strongly Agree
- 5 Not sure



Slide: 12

Intelligent transportation system improvements are useful long-term solutions.

- 1 Strongly Disagree
- 2 Disagree
- 3 Agree
- 4 Strongly Agree
- 5 Not sure



Slide: 13

Widening the freeway is a reasonable solution.

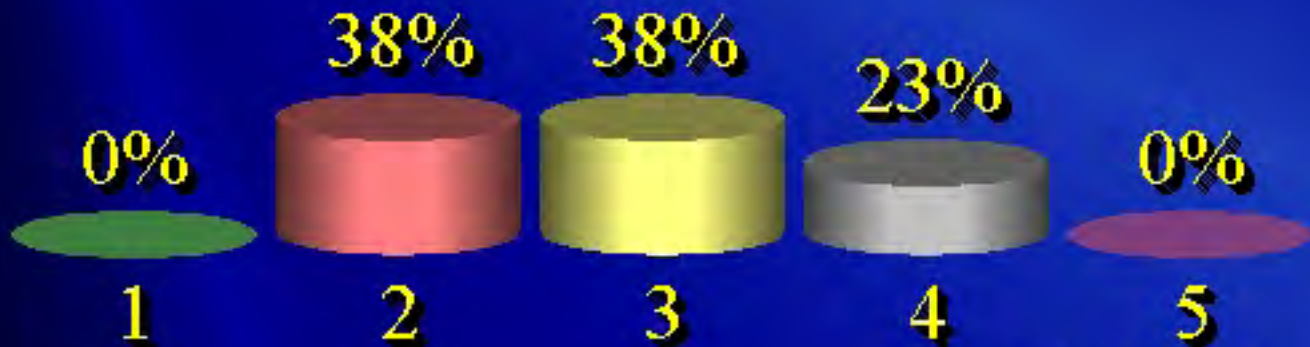
- 1 Strongly Disagree
- 2 Disagree
- 3 Agree
- 4 Strongly Agree
- 5 Not sure



Slide: 14

Widening the freeway is a useful long-term solution.

- 1 Strongly Disagree
- 2 Disagree
- 3 Agree
- 4 Strongly Agree
- 5 Not sure



Slide: 15

Widening the freeway is a desirable solution.

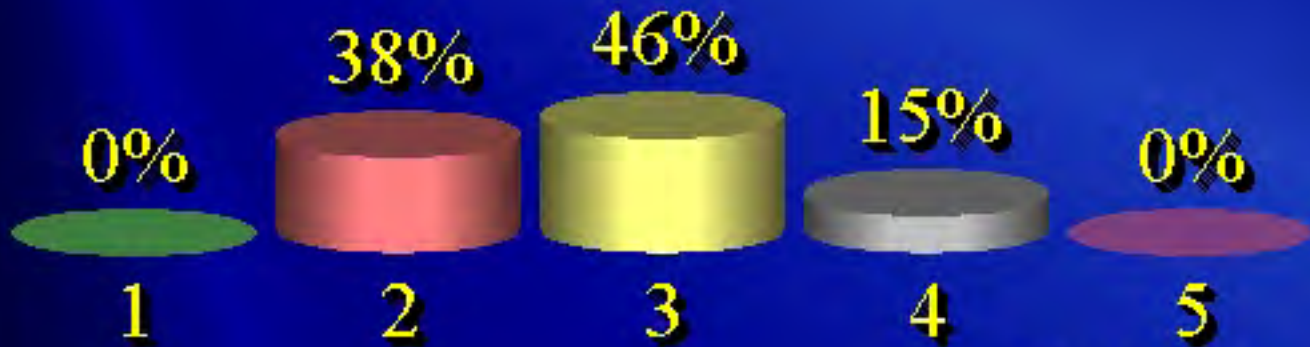
- 1 Strongly Disagree
- 2 Disagree
- 3 Agree
- 4 Strongly Agree
- 5 Not sure



Slide: 16

Widening the freeway is an acceptable solution.

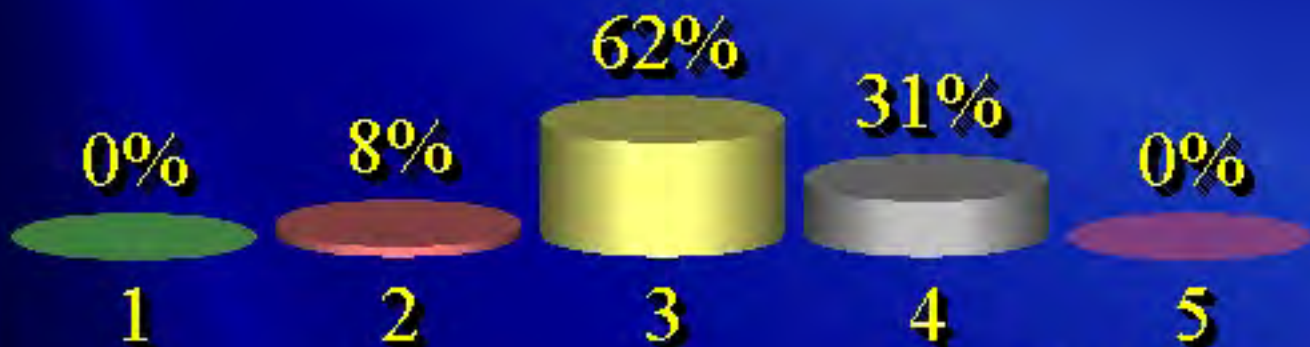
- 1 Strongly Disagree
- 2 Disagree
- 3 Agree
- 4 Strongly Agree
- 5 Not sure



Slide: 17

Safety improvements, which focus on emerging safety analysis tools, are desirable solutions.

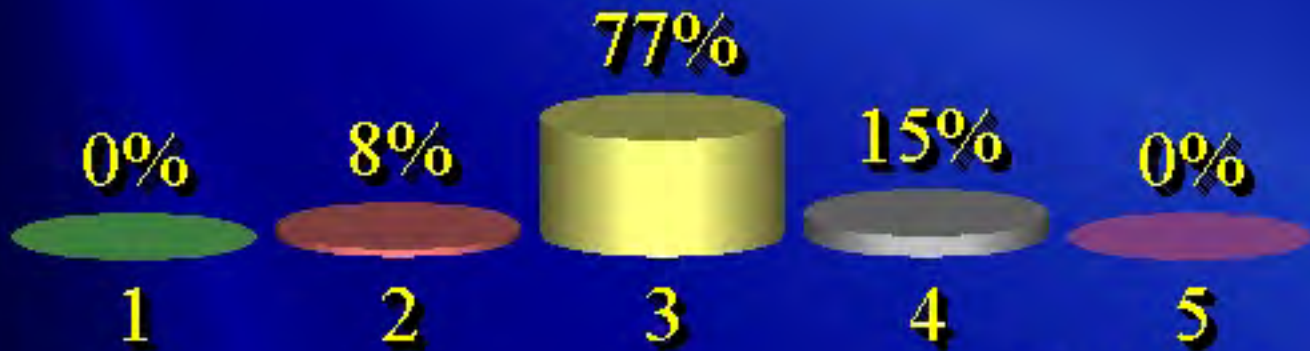
- 1 Strongly Disagree
- 2 Disagree
- 3 Agree
- 4 Strongly Agree
- 5 Not sure



Slide: 18

Safety improvements are useful long-term solutions.

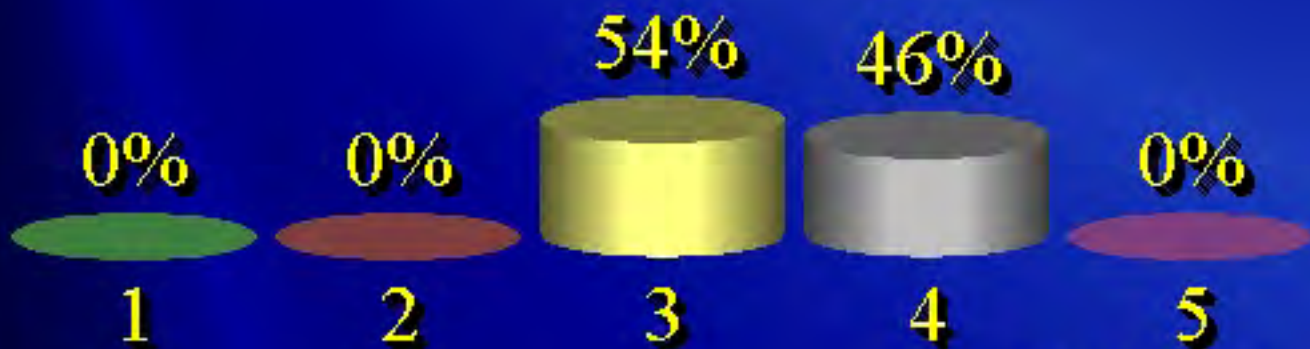
- 1 Strongly Disagree
- 2 Disagree
- 3 Agree
- 4 Strongly Agree
- 5 Not sure



Slide: 19

Safety improvements are acceptable solutions.

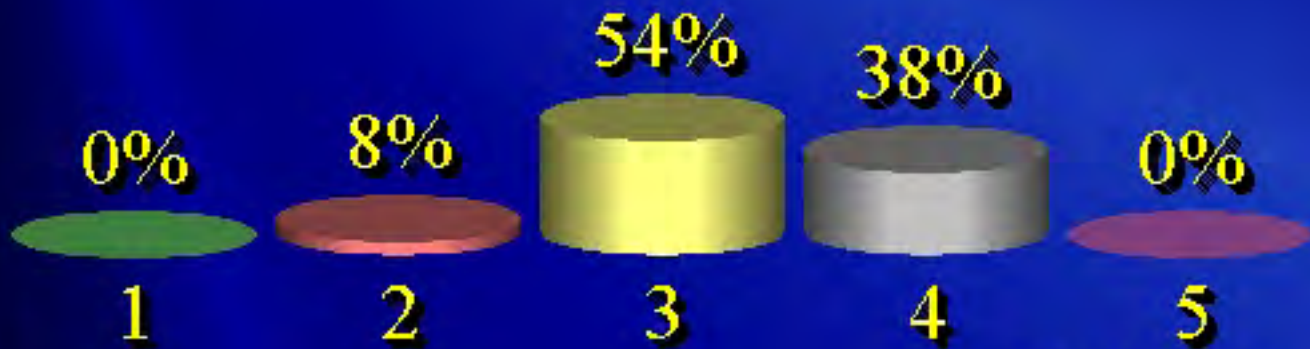
- 1 Strongly Disagree
- 2 Disagree
- 3 Agree
- 4 Strongly Agree
- 5 Not sure



Slide: 20

Safety improvements are reasonable solutions.

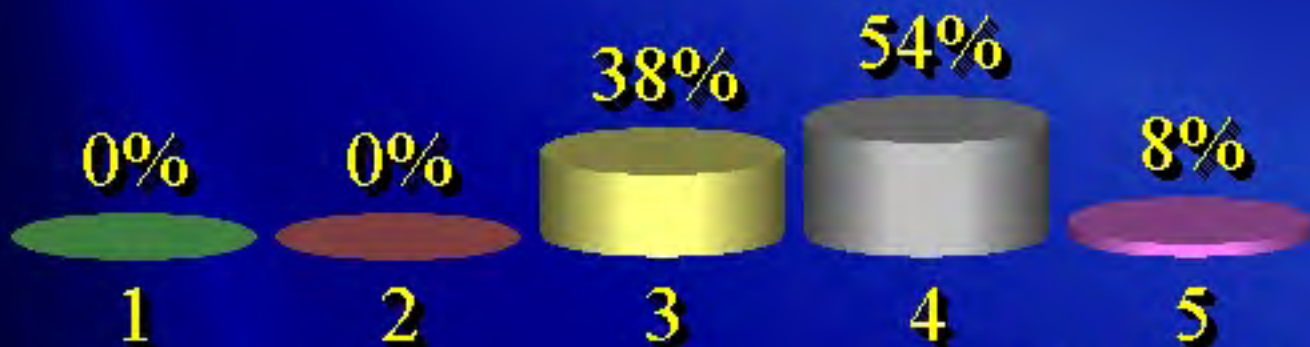
- 1 Strongly Disagree
- 2 Disagree
- 3 Agree
- 4 Strongly Agree
- 5 Not sure



Slide: 21

Improving connectivity is a desirable solution.

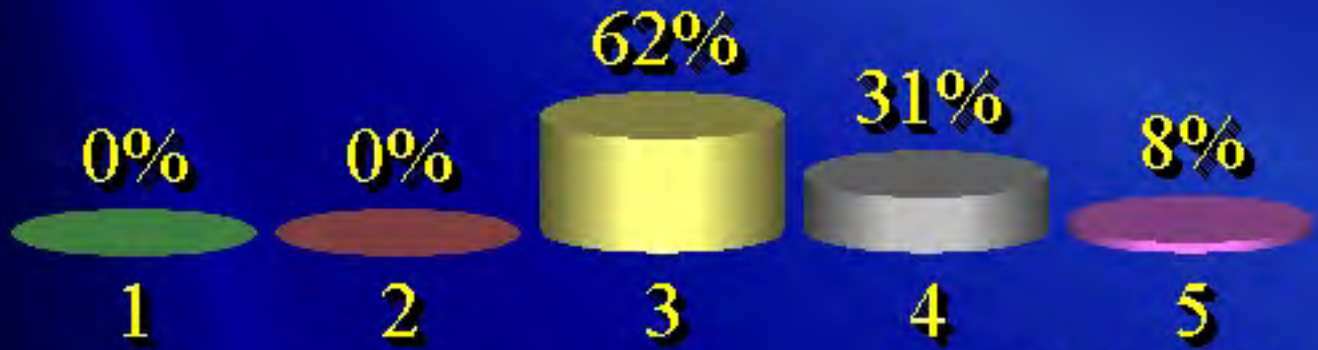
- 1 Strongly Disagree
- 2 Disagree
- 3 Agree
- 4 Strongly Agree
- 5 Not sure



Slide: 22

Improving connectivity is a reasonable solution.

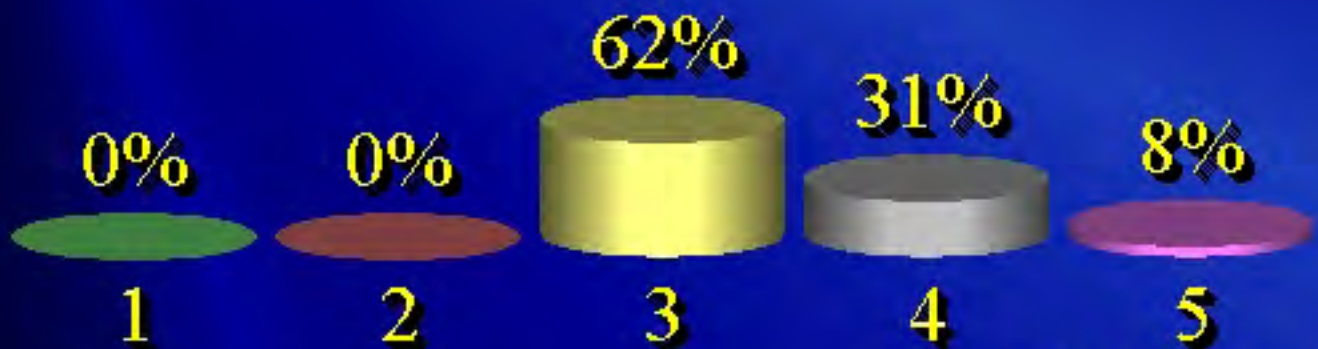
- 1 Strongly Disagree
- 2 Disagree
- 3 Agree
- 4 Strongly Agree
- 5 Not sure



Slide: 23

Improving connectivity is an acceptable solution.

- 1 Strongly Disagree
- 2 Disagree
- 3 Agree
- 4 Strongly Agree
- 5 Not sure



Slide: 24

Improving connectivity is a useful long-term solution.

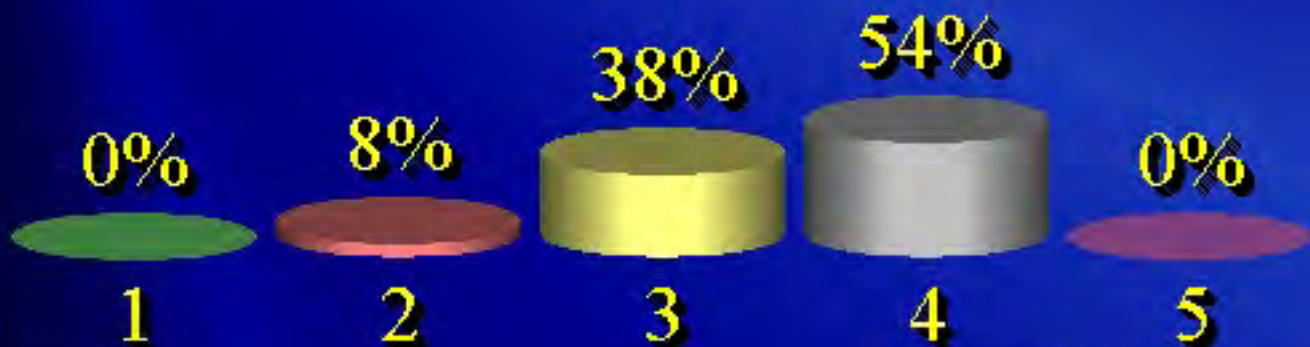
- 1 Strongly Disagree
- 2 Disagree
- 3 Agree
- 4 Strongly Agree
- 5 Not sure



Slide: 25

Travel demand management strategies, such as ride share and shifting work times, are desirable solutions.

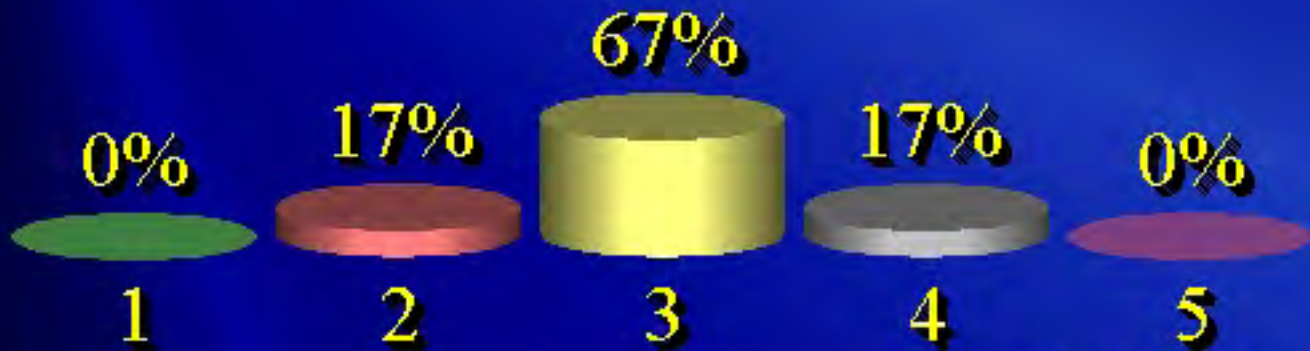
- 1 Strongly Disagree
- 2 Disagree
- 3 Agree
- 4 Strongly Agree
- 5 Not sure



Slide: 26

Travel demand management strategies
are acceptable solutions.

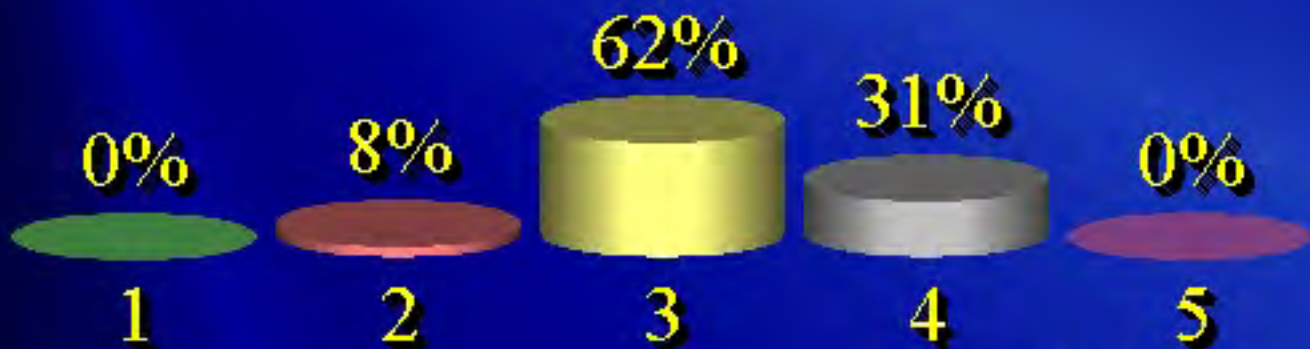
- 1 Strongly Disagree
- 2 Disagree
- 3 Agree
- 4 Strongly Agree
- 5 Not sure



Slide: 27

Travel demand management strategies
are useful long-term solutions.

- 1 Strongly Disagree
- 2 Disagree
- 3 Agree
- 4 Strongly Agree
- 5 Not sure



Slide: 28

Travel demand management strategies are reasonable solutions.

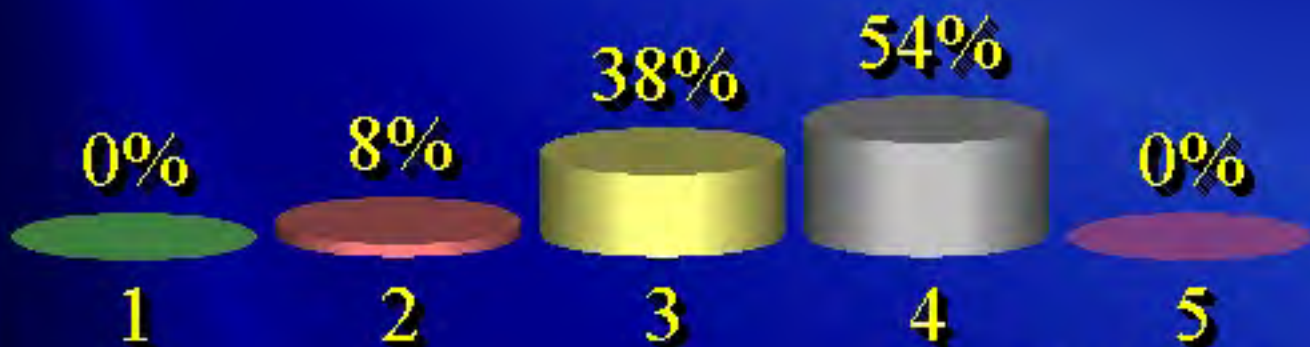
- 1 Strongly Disagree
- 2 Disagree
- 3 Agree
- 4 Strongly Agree
- 5 Not sure



Slide: 29

Interchange improvements, such as full replacement or modification, are desirable solutions.

- 1 Strongly Disagree
- 2 Disagree
- 3 Agree
- 4 Strongly Agree
- 5 Not sure



Slide: 30

Interchange improvements are useful long-term solutions.

- 1 Strongly Disagree
- 2 Disagree
- 3 Agree
- 4 Strongly Agree
- 5 Not sure



Slide: 31

Interchange improvements are acceptable solutions.

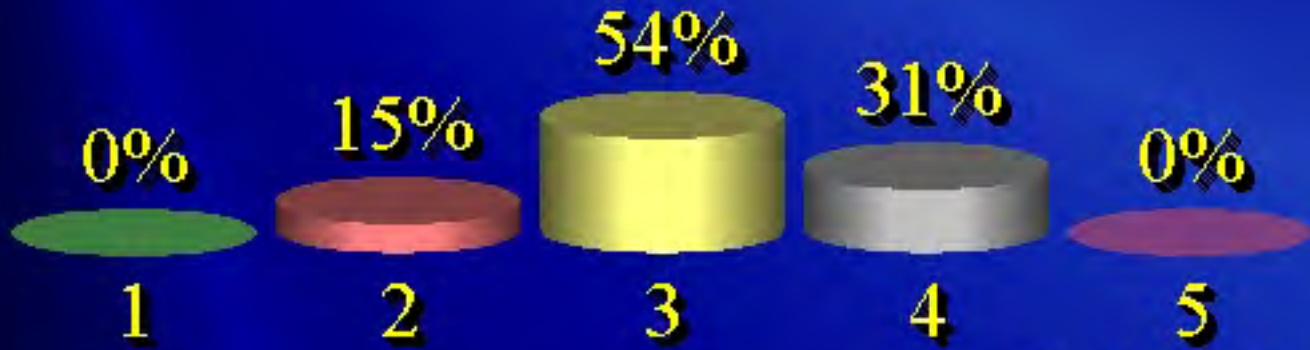
- 1 Strongly Disagree
- 2 Disagree
- 3 Agree
- 4 Strongly Agree
- 5 Not sure



Slide: 32

Interchange improvements are reasonable solutions.

- 1 Strongly Disagree
- 2 Disagree
- 3 Agree
- 4 Strongly Agree
- 5 Not sure



Slide: 33



I-80 Study Group Meeting March 5, 2009 “Draft Potential Solutions”

11:00 AM to 1:30 PM
PBS&J
555 Double Eagle Court, Suite 2000
Reno, NV 89521
828-1622

Attendees

Bill Glaser-NDOT	Don Morehouse-Washoe County
Leif Anderson-NDOT	David Potter-US Fish and Wildlife
Scott Sweeny-TRIC	Andrew Soderburg-FHWA
Mara Jones-SHIPO	Austin Osborne-Storey County
Jim Herman-City of Sparks	Tom Greco-RTC
Janet Phillips-Reno-Pyramid Bike	Gene Gardella
David VonSeggern-Sierra Club	Perry Gross-Facilitator

Meeting Flow Key:

Italicized text is a summary of spoken conversations.

Normal text is the written work of the Study Group with the inclusion of preliminary clarifying statements that are subject to Study Group review and approval.

The meeting began at 11:00 with a review of the agenda. Perry indicated the principle work for the meeting was review and poll the identified potential solutions package identified by the I-80 Corridor Study Support Team through the Technical Working Group’s Latent Capacity Analysis.

Introduction	Discussion	Perry/All	5
Table of Contents Matrix	Discussion	Perry/All	5
Decision Criterion Identification	Discussion	Perry/All	30
Latent Capacity Draft Results	Presentation	Perry/All	20
	Discussion		
	Polling		
Lunch			
Latent Capacity Draft Results	Presentation	Perry/All	45
	Discussion		
	Polling		
Next action steps	Discussion	Perry/All	10
Check in	Discussion	Perry/All	5
Adjourn			

The group suspended the discussion of the table of contents and moved directly into a brief discussion of the objective criterion established during the February 5, 2009 meeting. The criteria selected are:

- Provides safe travel (27.0%)
- Provides a cost effective solution (20.3%)
- Coexist with the environment (20.2%)
- Provides reliable trip times (17.4%)
- Provides for expected operational needs (15.1%)

Perry turned the attendees' attention to a series of documents organized around the room: "cut sheet" for all interchange intersections; a series of bulleted "packages" of potential solutions for consideration; and the criterion scaling. There were six copies of the cut sheet as this was a large document. The cut sheets contained detailed information about each interchange in terms of operations, safety, and connectivity. The bulleted lists for each potential solution attempted to summarize the extensive detailed information from the cut sheet evaluation and the latent capacity analysis operational evaluation. The attendees began reviewing the information and asking clarifying questions. This discussion revealed valuable insight for the I-80 Corridor Study Group and the following list of comments was collected from this exchange.

- We are doing the study in a fishbowl.
- We need to coordinate with California.
- We need to keep alternative modes in the mix.
- We were not given this information before the meeting.
- Is this a valid process?
- Would we not just agree with expert opinions?
- We may not agree with the timing.
- How do we mesh the RTC's 2040 RTP with the Study?
- We have two tools for deciding.
- What about alternate routes?
- What about a new roadway network?
- What about new interchanges?
 - No need was identified.
- How do we handle the issue of a developer bringing a proposal for changed land use?
 - The traffic study says what the impact will be.
- There is an agency disconnect on development issues.
- Can we use this study to speak to decision makers?
- Can additional interchanges be tested?
- We made need to disaggregate some items because of the wide difference in costs (see item G).

The attendees agreed that attempting to poll this information for the criterion alternative matrix now was not appropriate. Many expressed a desire to have the detailed information supporting these potential solutions. Perry suggested the group go to web-

based polling that would allow Study Group Members to complete their assessment at their convenience. This was agreed and the group adjourned for lunch at 12:10. During lunch, several Study Group Members suggested the group use the time after lunch to practice polling so they would better understand what this entails. An additional suggestion from the attendees was to poll the group on whether the Study should discuss or be involved with public policy. Perry organized the polling during lunch.

The Study Group reconvened at 12:40 with practice polling. The polling included examples from the three broad categories of potential solutions; operational, interchange intersection-focused, and freeway-focused. Each of the five criteria was applied to the example potential solutions packages. This included extensive discussion about the meaning of the criterion as they applied in the various types of potential solutions. Attendees asked each other clarifying questions. The polling results are attached to this meeting follow up.

The meeting concluded with Next Steps which reminded attendees of the March 19, 2009 public meeting from 4 to 7 pm. The meeting adjourned at 1:35 pm.

I-80 Corridor Study Latent Capacity Analysis Draft Recommendation Packages Addressing Identified Issues Polling

Is public policy an important product of this Study?

- 1 No
- 2 Not Sure
- 3 Maybe
- 4 Yes
- 5 Very Important



Recommendation G provides safe travel.

1 Recommendation does not meet this criterion.

2 Recommendation is below average for this criterion.

3 Recommendation is average for this criterion.

4 Recommendation is above average for this criterion.

5 Recommendation is superior for this criterion.



Recommendation G provides a cost effective solution.

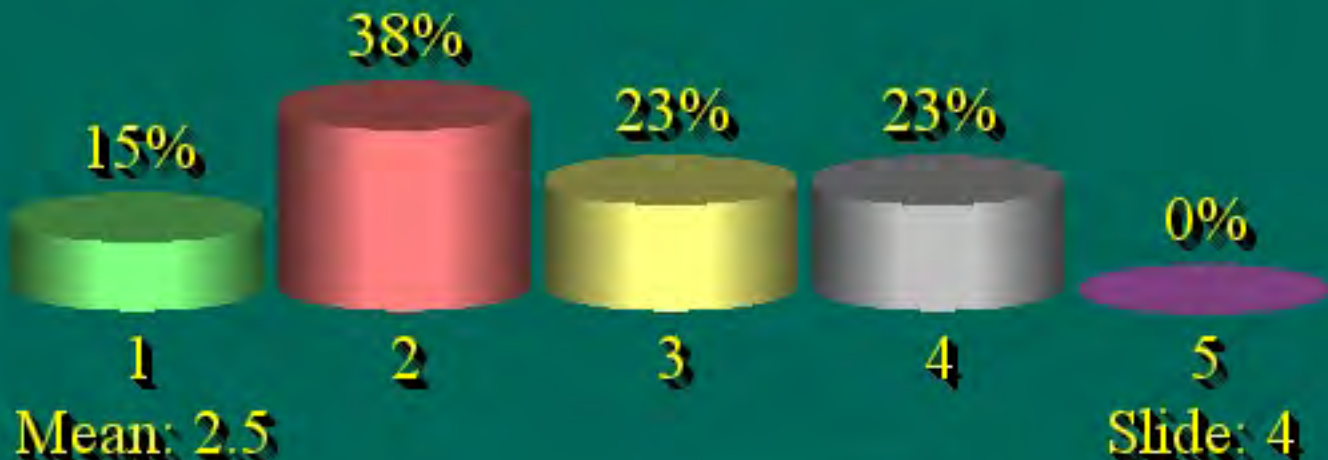
1 Recommendation does not meet this criterion.

2 Recommendation is below average for this criterion.

3 Recommendation is average for this criterion.

4 Recommendation is above average for this criterion.

5 Recommendation is superior for this criterion.



Recommendation G coexists with the environment.

1 Recommendation does not meet this criterion.

2 Recommendation is below average for this criterion.

3 Recommendation is average for this criterion.

4 Recommendation is above average for this criterion.

5 Recommendation is superior for this criterion.



Recommendation G provides reliable trip times.

1 Recommendation does not meet this criterion.

2 Recommendation is below average for this criterion.

3 Recommendation is average for this criterion.

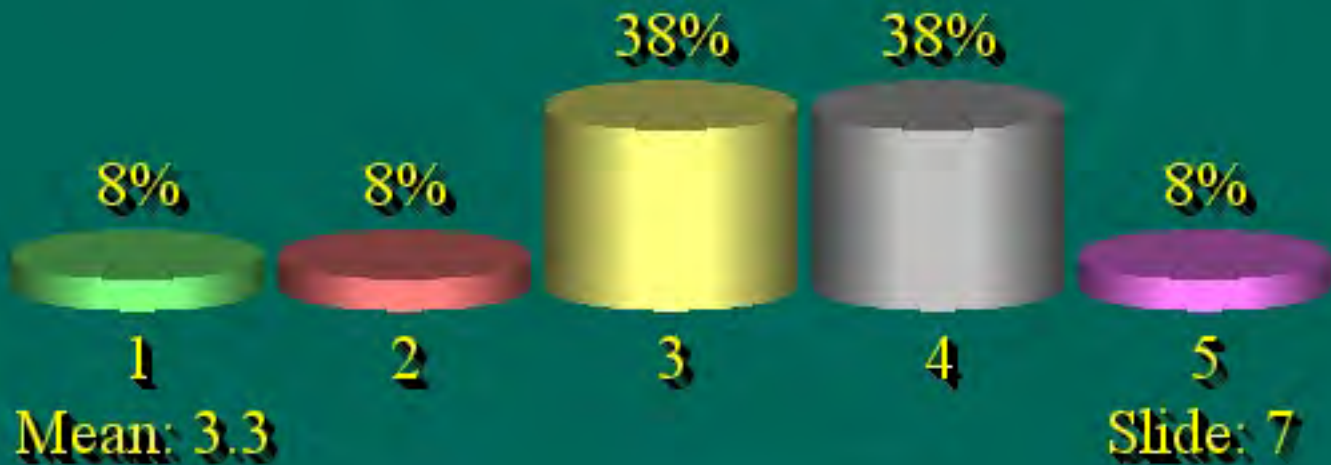
4 Recommendation is above average for this criterion.

5 Recommendation is superior for this criterion.



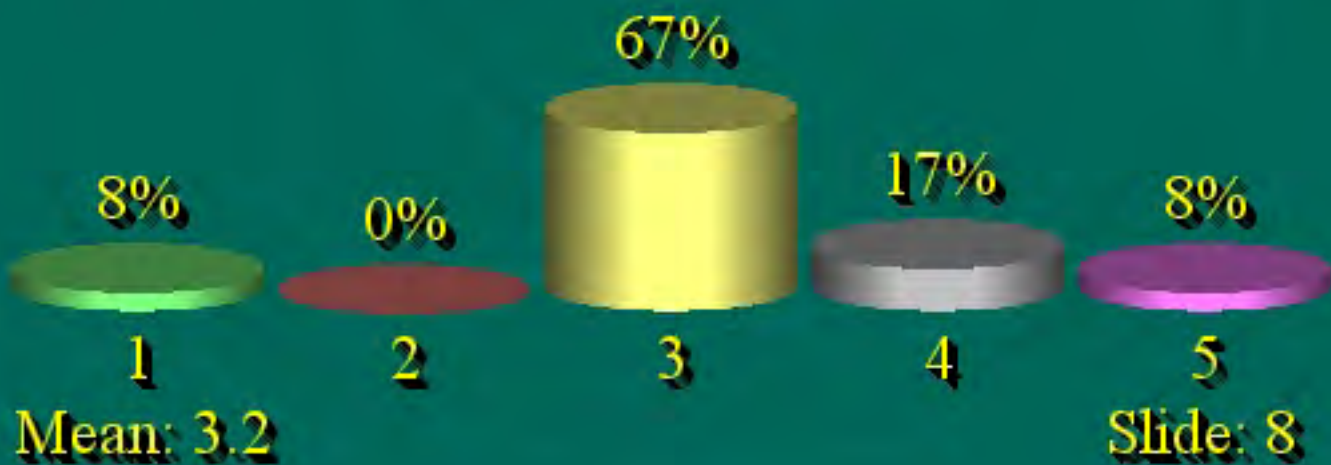
Recommendation G provides for expected operational needs.

- 1 Recommendation does not meet this criterion.
- 2 Recommendation is below average for this criterion.
- 3 Recommendation is average for this criterion.
- 4 Recommendation is above average for this criterion.
- 5 Recommendation is superior for this criterion.



Recommendation J provides safe travel.

- 1 Recommendation does not meet this criterion.
- 2 Recommendation is below average for this criterion.
- 3 Recommendation is average for this criterion.
- 4 Recommendation is above average for this criterion.
- 5 Recommendation is superior for this criterion.



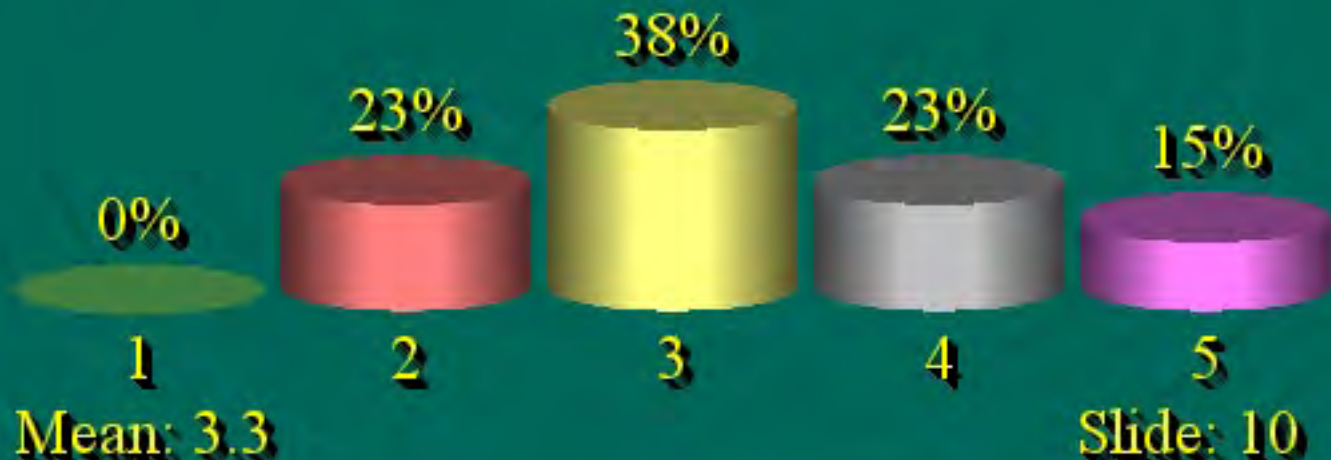
Recommendation J provides a cost effective solution.

- 1 Recommendation does not meet this criterion.
- 2 Recommendation is below average for this criterion.
- 3 Recommendation is average for this criterion.
- 4 Recommendation is above average for this criterion.
- 5 Recommendation is superior for this criterion.



Recommendation J coexists with the environment.

- 1 Recommendation does not meet this criterion.
- 2 Recommendation is below average for this criterion.
- 3 Recommendation is average for this criterion.
- 4 Recommendation is above average for this criterion.
- 5 Recommendation is superior for this criterion.



Recommendation J provides reliable trip times.

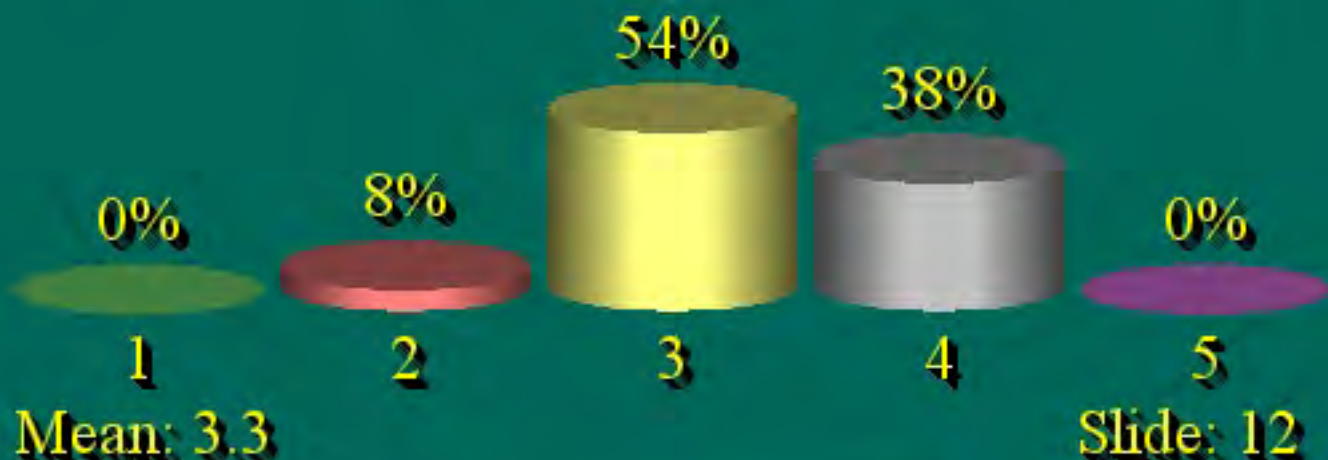
- 1 Recommendation does not meet this criterion.
- 2 Recommendation is below average for this criterion.
- 3 Recommendation is average for this criterion.
- 4 Recommendation is above average for this criterion.
- 5 Recommendation is superior for this criterion.



Slide: 11

Recommendation J provides for expected operational needs.

- 1 Recommendation does not meet this criterion.
- 2 Recommendation is below average for this criterion.
- 3 Recommendation is average for this criterion.
- 4 Recommendation is above average for this criterion.
- 5 Recommendation is superior for this criterion.



Slide: 12

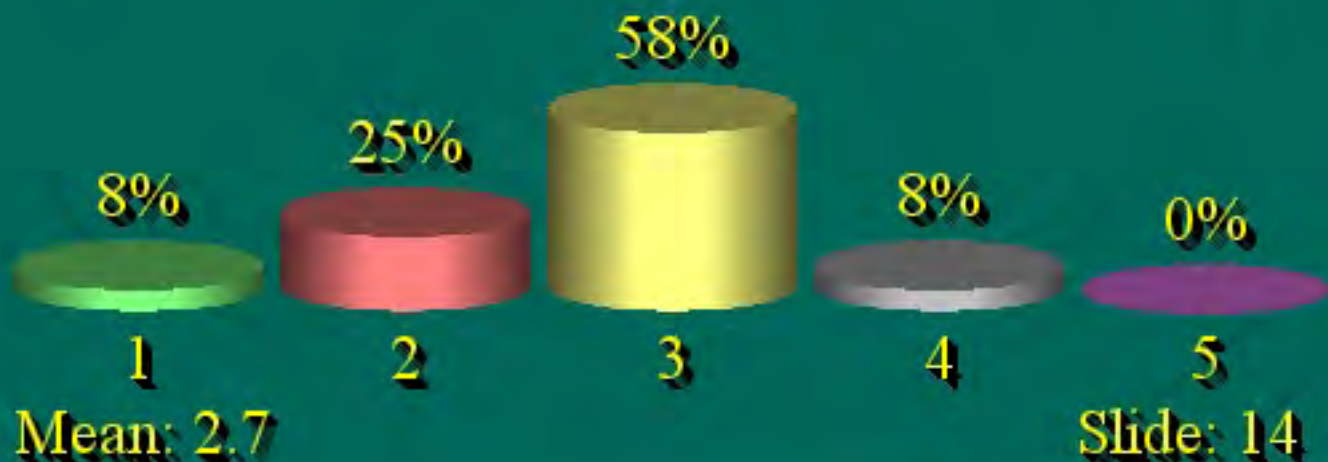
Recommendation P provides safe travel.

- 1 Recommendation does not meet this criterion.
- 2 Recommendation is below average for this criterion.
- 3 Recommendation is average for this criterion.
- 4 Recommendation is above average for this criterion.
- 5 Recommendation is superior for this criterion.



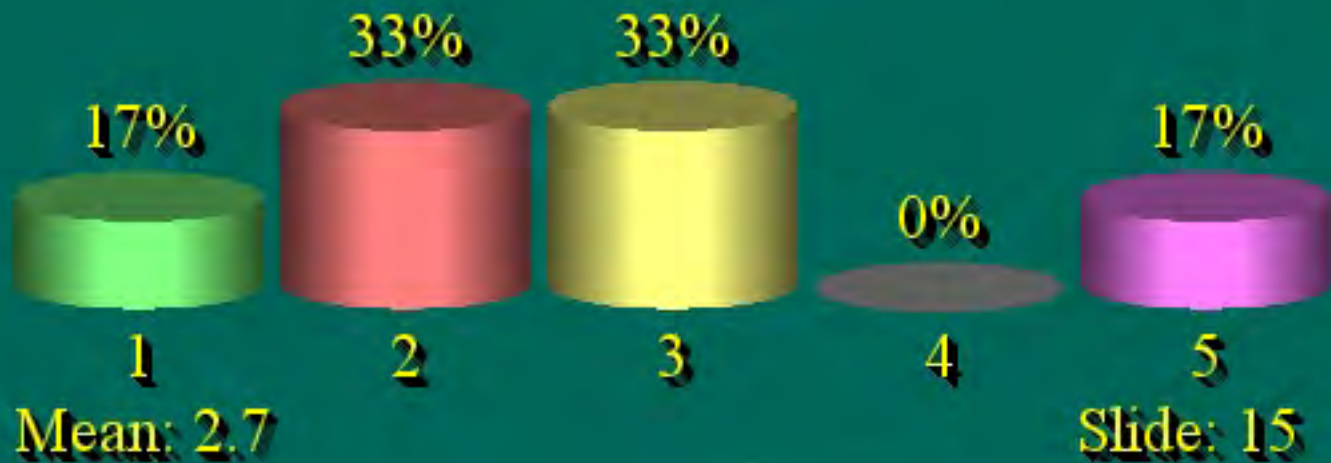
Recommendation P provides a cost effective solution.

- 1 Recommendation does not meet this criterion.
- 2 Recommendation is below average for this criterion.
- 3 Recommendation is average for this criterion.
- 4 Recommendation is above average for this criterion.
- 5 Recommendation is superior for this criterion.



Recommendation P coexists with the environment.

- 1 Recommendation does not meet this criterion.
- 2 Recommendation is below average for this criterion.
- 3 Recommendation is average for this criterion.
- 4 Recommendation is above average for this criterion.
- 5 Recommendation is superior for this criterion.



Recommendation P provides reliable trip times.

- 1 Recommendation does not meet this criterion.
- 2 Recommendation is below average for this criterion.
- 3 Recommendation is average for this criterion.
- 4 Recommendation is above average for this criterion.
- 5 Recommendation is superior for this criterion.



Recommendation P provides for expected operational needs.

1 Recommendation does not meet this criterion.

2 Recommendation is below average for this criterion.

3 Recommendation is average for this criterion.

4 Recommendation is above average for this criterion.

5 Recommendation is superior for this criterion.





I-80 Study Group Meeting April 2, 2009 “Implementation”

11:00 AM to 1:30 PM
PBS&J
555 Double Eagle Court, Suite 2000
Reno, NV 89521
828-1622

Attendees

Darrel Cruz-Reno-Washoe Tribe	Leif Anderson-NDOT
David VonSeggern-Sierra Club	Bill Glaser-NDOT
Roger Van Alyne-Washoe County	Hanna Visser-FHWA
Dean Haymore-Storey County	Perry Gross-Facilitator

Meeting Flow Key:

Italicized text is a summary of spoken conversations.

Normal text is the written work of the Study Group with the inclusion of preliminary clarifying statements that are subject to Study Group review and approval.

The meeting began at 11:05 with a review of the agenda. Perry indicated the principle work for the meeting was exploring how the group’s work could be implemented for the public and other stakeholders.

Introduction	Discussion	Perry/All	5
Review strategies	Discussion	Perry/All	25
Implementation	Discussion	Perry/All`	30
Lunch			30
Implementation	Discussion	Perry/All`	50
Next Steps	Discussion	Perry/All	10
Adjourn			

Perry explained that the review of strategies would be in the form of a go round session. Strategy review comments were organized around the following questions:

- “How do I feel about the strategies we are considering?”
- “How do these strategies affect me?”

Attendees answered each of these questions while generating a list of 61 statements. These statements have been broadly organized into six categories by the meeting facilitator after the meeting. These are listed in no particular order and are expected to reorganized based on Study Group feedback. These categories and statements reflect the

current status of the group's effort in developing consensus recommendations.

Changed Study Environment

- The study was going good and then installed
- The economy slumped then the planning numbers change
- TRI is growing but at a slower pace
- Model numbers have changed
- Things have changed
- The study had started at the end of an explosion
- Tahoe Reno Industrial moved more than Northern Pacific for shipping
- these studies latent capacity results account for changing conditions

Coordination and Procedures

- Storey County and the City of Fernley are a big part
- The employees are not the developer's 180,000 but 45,000
- Does RTP not seen as regional?
- RTC takes their information from local planning agencies
- Developers/salesman give numbers and we have to deal with the real values
- Storey County should engage in regional planning but won't
- There is a need to protect Storey County's interest

Completing the Corridor Study and Implementation

- worked on a process to determine when projects needed to go
- Yes we should go through regional planning
- RTC is MPO and need to agree for federal money
- We are beginning to get tangible strategies
- The strength of the study is information gathered to identify impacts
- study is a snapshot with trigger points
- we are considering good strategies
- we can improve existing interchanges
- things are starting to flow out of the study
- there is a need to tie to the flood project impacts
- we can mitigate widening with transit and other modes such as a tram
- study info "flesh on bones"
- TIP and STIP will update this with Wizard (cost estimating)
- take the information from the study and incorporated into the plan RTC's technical review committee
- The freight portion of the study identifies options
- we know what we need when
- it makes sense to have the plan with observable triggers accounted for in the plan
- study strategies need review and concurrence by technical working group
- what does NDOT need to move forward
- the study steering committee must review and approve strategies

- agency planning staff must monitor the study for RTC technical advisory committee
- and that gets results included in the RTC TIP

Planning to NEPA

- How do we link study results with NEPA
- Process products fit for planning to NEPA
- Typically we plan and then do need then requiring us to go back-did not get the right agencies involved
- New planning to meet the theory
- The study identifies environmental issues and transportation alternatives
- There are examples

General Information

- Regional planning media presentation at the beginning of the study
- Storey County's access the I 80 is in the Washoe County
- The previous US 50 Corridor Study had more community involvement
- the I 80 communities are interested in truck parking, noise, congestion
- Reno and Sparks warehousing is saturated moving warehousing to double TRI
- A redesign of Patrick interchange is ongoing by the developer
- NDOT is relatively new in corridor studies
- I 80 has pinch points to deal with

Ongoing Concerns/Opportunities

- Scared of 10 lanes
- Need bypass?
- work with the differences between the study and plan
- remember I 80 is not an RTC Rd.
- there are opportunities for fostering planning
- what are you willing to give up
- when people change directions change
- we included environment upfront with the economic modeling and a challenge to growth assumptions
- we can postpone improvements and see what happens with the need
- misaligned growth projections hurt
- results challenge existing twenty-year timing

The study group agreed to extend the go round session time through till lunch and complete it after lunch. The study group adjourned for lunch at 12; 05 and reconvened 12; 35. The group felt that their discussion had reached a conclusion at 12:50 and decided to move on to detailed discussion of implementation. Perry provided the following definitions:

- GOAL - the end toward which effort is directed

- MILESTONES - a significant point in development
- TASK - usually assigned piece of work often to be finished within a certain time

The Group identified and discussed what they felt were goals based upon this definition. This discussion of goals revealed that goals for the corridor study could be viewed in different timeframes. This is indicated in the final work product. The following goals were identified.

- NDOT goals for the study are needs and strategies
- implement principles of linking planning to NEPA
- establish management structure
- implementing study results with triggers plus next steps

The study group established two time horizons; end of this study and 10 years. The Study Group discussed milestones and tasks for achieving each of the identified goals. The following figure displays the results this discussion.

Now	End of Study	Intervening Time	10 years	Goals
Get buy off internal w/ TWG & Steering	Get buy off regional w/ cities & counties	Implement risk monitoring program through LCA	Reassess corridors	NDOT goals for the study are needs and strategies
	Conservation & transportation planning workshop	Implement workshop results	Establish process & monitor	implement principles of linking planning to NEPA
	Meet with RTC TAC	Establish process & monitor		establish management structure
	Meet with RTC TAC	Establish process & monitor		implementing study results with triggers plus next steps

With this information recorded, the meeting concluded with reminders about the upcoming Conservation and Transportation Planning Workshop on May 18 and 19 (Monday and Tuesday), 2009. Adjournment was at 1:35.



I-80 Study Group Meeting May 7, 2009 “Implementation Too”

11:00 AM to 12:00 PM
Teleconference

Attendees

Bill Glaser-NDOT
David VonSeggern-Sierra Club
Janet Phillips-Tahoe Pyramid Bike
Austin Osborne-Storey County
Andrew Soderburg-FHWA
Tom Greco-RTC

Mara Jones-SHIPO
Gene Gardella-Verdi TAC
Hanna Visser-FHWA
Kathleen Hale-PBS&J
Perry Gross-Facilitator

Meeting Flow Key:

Italicized text is a summary of spoken conversations.

Normal text is the quoted work of the Study Group with the inclusion of preliminary clarifying statements that are subject to Study Group review and approval.

The meeting began at 11:00 with a review of the agenda and introductions for attendees to establish who was in attendance. Perry indicated the principle work for the meeting was additional exploration of Study implementation.

Introduction	Discussion	Perry/All	11:00
Status	Discussion	Perry/All	11:05
Implementation	Discussion	Perry/All`	11:10
Reflections	Discussion	Perry/All`	11:45
Adjourn			12:00

The following items were introduced and discussed during the meeting introduction.

The Conservation and Transportation Planning Workshop on May 18 and 19, 2009.

The I-80 Corridor Study Public Informational on June 3, 2009.

Moving the normal monthly I-80 Corridor Study Group meeting from June 4th to June 11, 2009 (Perry to buy lunch).

The attendees then turned to a discussion about the Study goals generated during the April 2009 Study Group meeting. Specifically, the attendees concentrated on who, what, and when elements of these goals. While the attendees were able to generate several ideas, the overall discussion indicated more work was required to fully articulate these implementation elements. The following table represents the facilitator’s summary of the ideas expressed by the meeting attendees.

Goal/Task	Who	What	When
NDOT goals for the study are needs and strategies	<ul style="list-style-type: none"> Stakeholders Lead agency (NDOT) Specific person? 	<ul style="list-style-type: none"> Collect Data Validation Meta-regional model 	Regular meetings
	the concept or definition of region needs ongoing assessment	Compelling mission statement	
implement principles of linking planning to NEPA	<ul style="list-style-type: none"> Stakeholders Lead agency 	<ul style="list-style-type: none"> Rate of development anticipate regional planning (land use changes) reactive 	
establish management structure			
implementing study results with triggers plus next steps			

Some attendees want a broad compelling Study product. Others advocate for beginning with smaller successes and building on them. In other words, concentrating on the success of coordination within I-80 Corridor initially then use it as a model for broader use. An agreement among the attendees is that it is imperative that land use planning be brought into the process, what ever that may look like. The June 11, 2009 Study Group meeting will work to generate a compelling mission statement that attends to the needs of the I-80 Corridor Study implementation while advocating for a more regional approach.

Perry concluded the meeting with two reflective questions. Each is discussed below with attendee responses.

Thinking back about the Corridor Study, what were the two or three core values guiding this study?

“I valued the high level of mutual respect among the group.”

“I think one of our values might have been that we could do this so differently, some how. We didn’t exactly know how but that we could.”

“One core value is that we have different core values.”

“And I think we respected those (different core values), nobody had or got criticized for having an idea and putting it on the table and I think there was a pretty broad discussion about it and thoughtful comment which I think was really helpful.”

“Open-mindedness of the group, I think that everybody listened to each other...we maybe didn't have the same views, we didn't even change each others minds sometimes, but we did listen. And that, I think Perry, is because we had to listen to you.”

Looking back, what out of all the results of this study do you think was a predictable result?

“One is that I think we end up with the traditional approach to highway planning. It seems that alternative transportation got shoved aside...anyone agree...I would agree with that.”

“As someone who wanted to see, perhaps human rail transportation between Fernley and Reno I think that perhaps the idea of loading trucks on trains and hauling them over the summit down into Roseville and scatter down there. I don't think we explored those kinds of ideas as much as would have liked.”

“I think a predictable outcome was the...difficulty of communication between different agencies was as difficult as I thought it would be. That was not a surprise to me.”

“It seems we have pretty strong assumption that all the development that takes place along I-80 corridor will contribute to the I-80 traffic...and I know we discussed a little bit about the traffic on the Storey County and Washoe County side going in other directions but I think we would want to look a little more into the possibility of development that takes place in Sparks...contributing traffic to other corridors as traffic does not directly onto I-80 as other alternative routes are created.”

“I have one that was predictable and disappointing...pointing back to...the rail action. The Union Pacific Railroad is not part of the solution but part of the problem. I agree.”

“Another predictable thing is that we talked about the need to possibly change legislation on a state level and, for me, we weren't able to identify what that needs to be. I think that that was a predictable result...it was identified maybe the second meeting that in fact a model without that legislation was flawed.”

The attendees began to brainstorm ways to engage the UPRR. There was concurrence for federal Congressional leadership suggesting the UPRR engage in these types of processes. This effort might suffer from the proposed elimination of the Corridors of the Future program. The FHWA continues trying to get assistance from other federal agencies with the intention of improving the coordination situation in the future. This issue may be beyond assistance from Congress.



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