0:0:0.0 --> 0:0:7.440
Kuhn, Christopher
Alright, well looks like the folks joined in on the call have slowed down, so we'll go ahead and jump in.

0:0:7.610 --> 0:0:11.690
Kuhn, Christopher
Let me do a screen share and pull up the presentation and we'll get started.

0:0:33.240 --> 0:0:36.460
Kuhn, Christopher
Alright, so everybody able to see my screen with the presentation.

0:0:37.480 --> 0:0:37.710
Chad Anson
Yep.

0:0:38.750 --> 0:0:38.900
Zachary Carter
Yes.

0:0:39.150 --> 0:0:41.550
Kuhn, Christopher
OK, alright.

0:0:41.560 --> 0:0:43.930
Kuhn, Christopher
Well, thank you everybody very much for joining me.

0:0:44.60 --> 0:0:45.400
Kuhn, Christopher
My name is Chris Koon.

0:0:45.270 --> 0:0:46.150
23d091cd-b21b-4a8e-82bc-a78c0e5b47bc
I'm here, that's what.

0:0:45.480 --> 0:0:54.490
Kuhn, Christopher
I'm the project manager in charge of the IDE Widening project and this is our resource agency stakeholder outreach meeting.

0:0:55.200 --> 0:1:3.610
Kuhn, Christopher
So basically this is meant to be an introduction and kind of kick off meeting for our resource agency stakeholders involved in the project.

0:1:4.140 --> 0:1:23.400
Kuhn, Christopher
We will have multiple consultations and coordination with pertinent agencies as we move through our NEPA clearance process for the project, but the goal today was to get everybody introduced to the project, let you guys know what's going on and answer any questions you might have up front and hopefully address any comments.

0:1:24.610 --> 0:1:26.680
Kuhn, Christopher
Umm, so again my name is Chris Koon.

0:1:26.690 --> 0:1:31.200
Kuhn, Christopher
I'm the project manager in charge of the project for Nevada Department transportation.

0:1:32.10 --> 0:1:51.780
Kuhn, Christopher
Since we do have so many folks on the call, I'll skip over calling everybody out to introduce themselves, but if everybody could do me a favor and just leave a comment and the teams chat with your name, your role and what agency you're with, that would be greatly appreciated.

0:1:52.110 --> 0:2:3.610
Kuhn, Christopher
We do have to do some pretty detailed meeting minutes for these projects and so having that record of the comments with everybody's name and and agency is helpful in that and that way we know who holds here.

0:2:4.590 --> 0:2:8.720
Kuhn, Christopher
Umm, we do have some myself and dot project manager.

0:2:8.730 --> 0:2:12.500
Kuhn, Christopher
We have our consultant design team, project manager with us.

0:2:13.110 --> 0:2:19.300
Kuhn, Christopher
We have several folks from our end Dot environmental team with us as well as the consultant environmental team as well.

0:2:19.670 --> 0:2:32.120
Kuhn, Christopher
And so as we go through the presentation, if there are questions or comments that pop up, please just chime in and hopefully we have the right resources availability to answer any questions you might have.

0:2:32.910 --> 0:2:39.290
Kuhn, Christopher
Also, one last thing is that we will be recording this presentation just for everybody's information.

0:2:39.300 --> 0:2:43.940
Kuhn, Christopher
Again, it helps with putting together some thorough meeting minutes for our NEPA purposes.

0:2:46.430 --> 0:2:50.840
Kuhn, Christopher
So with that, just a brief agenda of what will be discussed in today.

0:2:50.850 --> 0:2:59.20
Kuhn, Christopher
So introductions kind of like I said, if everybody could just go into the chat and put your name and agency in there, it'd be greatly appreciated.

0:3:0.560 --> 0:3:11.790
Kuhn, Christopher
So we'll skip over that study area is one of the first times we'll we'll discuss and we'll talk about some of the traffic and safety needs that we've identified for the project corridor.

0:3:12.600 --> 0:3:23.690
Kuhn, Christopher
Some of the engineering concept development and evaluation that's been done to date on the project, we'll talk about some transit and rideshare considerations for the project corridor as well.

0:3:24.140 --> 0:3:33.910
Kuhn, Christopher
And then we'll get into the NEPA stuff, which is probably what most folks would be interested in today where we're at and where we're going with our NEPA studies.

0:3:34.200 --> 0:3:37.140
Kuhn, Christopher
And then schedule and next steps for the project.

0:3:41.460 --> 0:3:52.210
Kuhn, Christopher
Alright, so for the study area, basically what NDOT is proposing to do is widen Interstate 80 E of sparks, NV from a four to six lane facility.

0:3:52.580 --> 0:3:56.890
Kuhn, Christopher
So on your screen there you can see the project corridor highlighted in green.

0:3:57.700 --> 0:4:7.810
Kuhn, Christopher
The total length of the project is approximately 13 miles and goes from the visible levard interchange on the western extents over to USA Pkwy.

0:4:8.40 --> 0:4:9.730
Kuhn, Christopher
Interchange on the eastern extents.

0:4:10.830 --> 0:4:17.350
Kuhn, Christopher
It does include all the interchanges in between, and we'll talk about interchange improvements a little later in the presentation.

0:4:17.820 --> 0:4:35.50
Kuhn, Christopher
But just brief overview is that we're proposing to do some potential minor improvements to the visible levard and USA Pkwy interchanges, but likely looking at full reconstruction and potential reconfigurations on Lockwood, Mustang and Patrick within the project boundaries.

0:4:39.580 --> 0:4:44.290
Kuhn, Christopher
Alright, so the first thing I'm going to discuss on the project is basically the purpose in need.

0:4:44.880 --> 0:4:51.330
Kuhn, Christopher
So we're still in the development of the purpose and need of the project and it has not been finalized yet.

0:4:51.550 --> 0:4:54.710
Kuhn, Christopher
But there's two primary needs that we've identified today.

0:4:54.780 --> 0:4:58.350
Kuhn, Christopher
The first of which is regarding traffic issues through the corridor.

0:4:59.300 --> 0:5:2.170
Kuhn, Christopher
And so I'm gonna hit on several of those items on this slide.

0:5:3.90 --> 0:5:7.450
Kuhn, Christopher
Umm, the first thing I want to highlight is that this is a heavy truck traffic corridor.

0:5:7.580 --> 0:5:23.920
Kuhn, Christopher
So approximately 2020% of the overall traffic through the corridor is truck traffic and we have to take this into consideration and many elements of our design criteria as we go through the conceptual development and preliminary design on the project.

0:5:24.670 --> 0:5:29.240
Kuhn, Christopher
But one of the things I wanted to highlight for the group was truck parking.

0:5:29.910 --> 0:5:40.60
Kuhn, Christopher
So and that is currently looking at potentially implementing some new truck parking at the Mustang interchange and that would that would do a couple things.

0:5:40.70 --> 0:5:53.240
Kuhn, Christopher
First and foremost, it would be a benefit to our freight partners on that utilize this heavily trafficked corridor to allow a rest stop basically for truckers to utilize.

0:5:53.400 --> 0:6:31.880
Kuhn, Christopher

The second is that when there's inclement weather, Western Reno and there's either chain controls or even potential closures of I-80, Western Reno, we would be able to utilize dynamic message signs that are gonna be installed with the project to notify traffic of a closure or chain controls, and that would allow relatively small amount, but some trucks to pull off and utilizes the truck parking in order to not have to have them either Park on the highway or utilize exits throughout Reno sparks instead to find parking.

0:6:32.10 --> 0:6:35.130
Kuhn, Christopher
And so that's one of the benefits that we've identified there.

0:6:36.930 --> 0:6:38.80
Kuhn, Christopher
Uh, the Tahoe.

0:6:38.90 --> 0:6:44.230
Kuhn, Christopher
Reno Industrial Center, also known as Trick or Tri Center, it's a major.

0:6:46.730 --> 0:6:57.570
Kuhn, Christopher
Industrial Center, that's that's offering USA Parkway East of Sparks and it's been one of the biggest contributors to traffic growth through this corridor over the last ten years or so.

0:6:58.580 --> 0:6:58.920
Kuhn, Christopher
Uh.

0:6:59.240 --> 0:7:6.770
Kuhn, Christopher
Wanna point your attention to the AADT, which is an annual average daily traffic that's anticipated for 2050.

0:7:7.610 --> 0:7:21.360
Kuhn, Christopher
So from our most recent forecasting, we're anticipating 20,000 trips in each direction per day to and from trick and so a total of 40,000 trips per day through this corridor just for Tri Center.

0:7:22.90 --> 0:7:32.320
Kuhn, Christopher

And that is, you know, a substantial number given the fact that our current ADT through the corridor is approximately 50,000 vehicles per day.

0:7:32.750 --> 0:7:46.820
Kuhn, Christopher
So within the next 25 years or so, we anticipate that almost as much traffic as is currently going through the corridor on a given day, we'll be going just to and from trick through this corridor.

0:7:47.250 --> 0:8:15.940
Kuhn, Christopher
So again, one of the major contributors to traffic growth out of the last decade and we anticipate to that that to continue moving in the future, uh, on the right hand side of your screen, you'll see some of our existing versus forecast traffic volumes and right now and in our forecast, our peak travel volumes are doing the PM rush hour just east of Vista Blvd.

0:8:16.300 --> 0:8:30.660
Kuhn, Christopher
So currently we're seeing about 2800 vehicles per hour at the peak hour in the westbound lanes and we toothpaste that I'll go up to approximately 30% to 3600 vehicles per hour by 2050, uh.

0:8:30.670 --> 0:8:40.80
Kuhn, Christopher
So currently we have about 50,000 vehicles per day going through the corridor and we anticipate that that will go up to about 70,000 vehicles per day by 2050.

0:8:41.240 --> 0:8:47.260
Kuhn, Christopher
Umm, so pretty, pretty decent growth through the for the uh traffic volume that we anticipate going through the scooter.

0:8:48.750 --> 0:9:14.680
Kuhn, Christopher
If you look at the figures at the bottom of your screen, these are traffic diagrams and basically what they show is is mainline I-80 is represented by the blue line, and the diagonal black lines are the on ramp on ramps and off ramps at each of the interchanges, and so the first number that you'll see is the peak amp hours and then the second number in parentheses is the peak PM hours.

0:9:15.90 --> 0:9:19.760
Kuhn, Christopher
So again, if you look directly to the right of the Vista Blvd.

0:9:19.770 --> 0:9:20.420
Kuhn, Christopher
Interchange.

0:9:20.740 --> 0:9:32.270
Kuhn, Christopher
You can see our current peak volumes of 18 or 2800 vehicles per hour in the PM and then forecasts at about 3600 vehicles per hour in the PM on the bottom figure.

0:9:33.670 --> 0:9:49.280
Kuhn, Christopher
One thing that I did want to point out is that if you looked at the very right of both figures towards the USA Parkway, if you look at the eastbound direction, which is the bottom numbers, you'll see that there's a significant drop off in traffic volume in the eastbound traffic.

0:9:49.330 --> 0:10:1.730
Kuhn, Christopher
Once you get past, you will say Parkway, so in the peak amp hours in the current conditions you see about 17150 vehicles per hour before you USA Parkway and that drops down to 700 vehicles per hour.

0:10:1.740 --> 0:10:11.120
Kuhn, Christopher
After you say Parkway, uh, the difference for the PM is not quite a substantial, but you're still looking about a 500 vehicles per hour drop in the PM peak.

0:10:12.230 --> 0:10:12.500
Kuhn, Christopher
Umm.

0:10:12.510 --> 0:10:32.150
Kuhn, Christopher
If you look down at the forecast of volumes, it has a similar pattern where you're seeing a substantial drop at USA Parkway for the AM peak AM and PM peak hours and I wanted to bring this up because we have gotten some questions from the public as we've started our public outreach and the NEPA process on this project.

0:10:32.360 --> 0:10:45.400
Kuhn, Christopher
As to why we're not just Widening Interstate 80 all the way from sparks to Fernley, and the reason why is because the current and forecasted traffic volumes do not warrant Widening past USA Parkway.

0:10:45.770 --> 0:10:47.680
Kuhn, Christopher
So I just wanted to bring that to everybody's attention.

0:10:53.680 --> 0:10:54.200
Kuhn, Christopher
Umm.

0:10:54.260 --> 0:11:1.280
Kuhn, Christopher
So sticking on the purpose and need discussion, the second major identified need that we've identified for the project is safety.

0:11:2.610 --> 0:11:19.130
Kuhn, Christopher
And I first wanna start on this topic by basically tag tying it back into our previous discussion which was traffic, we've identified that safety and crashes are a significant contributor to operational issues through this corridor.

0:11:20.0 --> 0:11:30.80
Kuhn, Christopher
And the main reason that we've identified today is because of the umm, uh, substandard shoulders that exist through the corridor.

0:11:30.620 --> 0:11:43.870
Kuhn, Christopher
This is especially true, or the section between Lockwood or excuse me between Vista and the Mustang interchanges, which is what we call the Narrows, where we're extremely constrained by topography.

0:11:43.940 --> 0:11:50.270
Kuhn, Christopher
Union Pacific Railroad and the Truckee River and we have shoulders as narrow as four feet through a lot of the corridor.

0:11:51.440 --> 0:11:53.510
Kuhn, Christopher
This causes a couple issues.

0:11:53.700 --> 0:12:6.330
Kuhn, Christopher
The first of which is that when you have a crash, if the vehicles are operational, they're not able to necessarily exit the travel lanes because there's not enough of a shoulder for them to pull off fully.

0:12:6.680 --> 0:12:15.790
Kuhn, Christopher
And so you end up blocking a travel lane every time you have an incident, when the vehicles are are not able to continue to travel.

0:12:16.740 --> 0:12:34.600
Kuhn, Christopher
The other issue is for first responders not being able to utilize the shoulders to access the crash scenes, which means that they can't provide care and as timely a manner as would be ideal and also they can't clear the crash in a timely manner either.

0:12:34.850 --> 0:12:44.460
Kuhn, Christopher
So again, it's kind of a dual issue with the narrow shoulders not being able to get vehicles off the road and also first responders not being able to quickly access crash scenes.

0:12:46.450 --> 0:12:52.890
Kuhn, Christopher
So as part of our NEPA study, we have to look at crash data for the previous five year period.

0:12:53.120 --> 0:13:5.110
Kuhn, Christopher
So for our five year period between 2018 and 2022, there was 720 total crashes through the corridor and I'll have some more information on crash types and whatnot on the next slide.

0:13:6.910 --> 0:13:19.640
Kuhn, Christopher
About 10% of these were secondary crashes, which means that that it was a crash that followed a primary crash and was can likely be contributed to the primary crash.

0:13:21.310 --> 0:13:41.930
Kuhn, Christopher

We have identified that a lot of the crashes that do occur in this corridor actually occur at a lower speed than 65 mph, and so it's indicative that we probably have a lot of congestion and potentially issues from the operational side when you have a crash that causes backups, that leads to additional crashes.

0:13:43.920 --> 0:13:44.350
Kuhn, Christopher
Uh.

0:13:44.360 --> 0:13:48.860
Kuhn, Christopher
During that five year period, we did have 6 fatal crashes and with nine fatalities.

0:13:50.750 --> 0:14:0.790
Kuhn, Christopher
And I just wanted to point out that five of those crashes in eight of 80S did occur during clear conditions, and we'll talk more about conditions that were present during crashes on the next slide.

0:14:3.30 --> 0:14:16.180
Kuhn, Christopher
On the top right of your screen, the graph there first like to point out one thing, and that is that we have to analyze this code or as a couple different segments.

0:14:16.190 --> 0:14:20.220
Kuhn, Christopher
Basically, because of the classification of I-80 through the corridor.

0:14:20.850 --> 0:14:40.580
Kuhn, Christopher
So from Vista to Mustang Interchange, it's classified as an urban Interstate and from Mustang to USA Parkway is a rural rural Interstate facility and we have to classify it different because you're crash rates can vary greatly depending on whether it's an urban or a rural facility.

0:14:41.90 --> 0:14:53.0
Kuhn, Christopher
So if you look at that top row for Vista to Mustang, those check marks on injury type A, which is serious injury accidents, fatal accidents and fatalities.

0:14:53.500 --> 0:15:0.600
Kuhn, Christopher

What those checkmarks mean is that that section exceeds statewide averages for those three crash types.

0:15:1.440 --> 0:15:15.700
Kuhn, Christopher
And then if you look at down at the bottom row from Mustang to USA Parkway, we have total crashes, property damage only and injury crashes and this section exceeds the statewide average for those 3 categories.

0:15:16.700 --> 0:15:22.680
Kuhn, Christopher
So unfortunately for this entire corridor, we do exceed all six of those categories versus statewide averages.

0:15:27.890 --> 0:15:31.520
Kuhn, Christopher
So this slide lists some existing conditions.

0:15:31.610 --> 0:15:39.60
Kuhn, Christopher
Predominant crash types for the crashes that were cataloged for that five year study period.

0:15:39.340 --> 0:15:44.980
Kuhn, Christopher
And I'm not gonna go through each line one at a time, but I just want to point out a couple things.

0:15:45.830 --> 0:15:53.470
Kuhn, Christopher
First, again is that we had 720 total crashes during that five year period, 6 fatal crashes with nine fatalities.

0:15:55.470 --> 0:15:56.200
Kuhn, Christopher
Where?

0:15:56.410 --> 0:16:7.980
Kuhn, Christopher
Where I wanna focus on a couple predominant crash types and how or what type of improvements and on is potentially gonna implement what this project to hopefully reduce those crashes in the future.

0:16:9.240 --> 0:16:15.30
Kuhn, Christopher
The first one would be rear end crashes which we had over 250 during that five year period.

0:16:15.40 --> 0:16:16.970
Kuhn, Christopher
One fatal crash and one fatality.

0:16:17.510 --> 0:16:22.820
Kuhn, Christopher
So this accounts for over a third of the total crashes that occurred during that five year period.

0:16:23.770 --> 0:16:43.430
Kuhn, Christopher
Really, you know the improvements to be implemented to hopefully help reduce and the fixture future would be the operational improvements adding additional capacity so that you don't have as much congestion and as much slow down when you have a crash adding shoulder width so that you can get vehicles off the roadway and improve first responder response response time.

0:16:44.150 --> 0:16:55.660
Kuhn, Christopher
And then also we are looking at potentially implementing variable speed limit signs which would make it so that we can potentially lower the speed limit during high congestion period, so hopefully reduce.

0:16:57.640 --> 0:17:4.30
Kuhn, Christopher
Reduce the the speed during high congestion and reduce crashes.

0:17:6.370 --> 0:17:13.960
Kuhn, Christopher
Next one I'd like to point out is the head on crashes, so there's four head on crashes that resulted in two fatal crashes with five fatalities.

0:17:15.140 --> 0:17:24.370
Kuhn, Christopher
Uh, so that accounts for over half the fatalities that occurred during that five year period and the main improvements were proposing to implement with the project.

0:17:24.380 --> 0:17:26.590
Kuhn, Christopher
So hopefully reduce these move forward.

0:17:26.660 --> 0:17:40.870
Kuhn, Christopher
All would be a medium barrier rail to prevent crossovers and head on crashes and then also wrong way driver detection systems to warn people if they're going on an on ramp or off ramp in the wrong direction.

0:17:43.60 --> 0:17:55.190
Kuhn, Christopher
And then weather conditions are just wanted to highlight this briefly again, because the majority of the crashes that were serious crashes were in clear conditions.

0:17:55.480 --> 0:17:59.670
Kuhn, Christopher
And so five of the fatal crashes in eight fatalities were during clear conditions.

0:18:0.480 --> 0:18:12.360
Kuhn, Christopher
The vast, major way to crashes were in clear, unknown conditions and we just wanted to bring this up because we have gotten some public feedback regarding potential inclement weather conditions through this corridor.

0:18:13.120 --> 0:18:35.530
Kuhn, Christopher
Umm, we don't necessarily have the data that's supports that weather conditions are a significant contributor to crashes through the corridor, but we are still looking at implementing Rd weather information systems which would take real time measurements of atmospheric and road conditions so that we cannot respond accordingly on the end dot side.

0:18:40.660 --> 0:18:50.410
Kuhn, Christopher
Alright, so again, as far as the purpose and need of the project goes, we've identified 2 main needs for the project so far, which are safety and traffic improvement.

0:18:51.280 --> 0:18:53.730
Kuhn, Christopher
So the purpose of the project is to address those needs.

0:18:54.620 --> 0:19:6.280
Kuhn, Christopher
Umm on the right hand side there you can see three main design criteria that we identified at the inception of this need for process to to address those issues.

0:19:6.600 --> 0:19:14.910
Kuhn, Christopher
The first one is to add an additional capacity with one additional general purpose lane in each direction and to widen outside shoulder width.

0:19:15.740 --> 0:19:30.70
Kuhn, Christopher
We determined to set that at 12 feet at the at the outset of this NEPA and preliminary design effort, because that provides the the greatest safety and operations improvement for first responder response.

0:19:30.80 --> 0:19:36.790
Kuhn, Christopher
And then also being able to clear crashes off the travel lanes as well, and then also widened inside shoulders.

0:19:36.800 --> 0:19:47.520
Kuhn, Christopher
Well, so we looked at 4/6 and 10 foot inside shoulders and basically the difference in the figures on the left is a 6 foot inside shoulder versus 1010 foot inside shoulder.

0:19:49.420 --> 0:20:1.230
Kuhn, Christopher
Uh, some of the concept differences include the inside shoulder width, so again we looked at 4/6 and 10 and I'll highlight highlight that a bit more on the next slide and then the roadway elevation.

0:20:1.670 --> 0:20:18.600
Kuhn, Christopher
So the the figure on the left shows it pretty well, but basically and and it's current existing condition, Interstate 80 through this corridor has a split vertical profile, which means that the westbound lanes are elevated above the eastbound lanes.

0:20:19.320 --> 0:20:24.990
Kuhn, Christopher
And so we looked at either maintaining that, elevating the westbound lanes or elevating the eastbound lanes.

0:20:25.0 --> 0:20:26.820
Kuhn, Christopher
And I'll discuss that more on our next slide.

0:20:29.600 --> 0:20:43.300
Kuhn, Christopher
Some of the concept constraints that are common to all of the concepts that we evaluated and include cultural resources, the Truckee River Union, Pacific Railroad facilities and the topography.

0:20:44.660 --> 0:21:2.190
Kuhn, Christopher
So Truckee River and UPRR run directly South of I-80 for the majority of the corridor, and that pinches us right up against the slopes north of I-80, which are rather steep and tall as well, which has challenges for cut slopes.

0:21:2.400 --> 0:21:7.580
Kuhn, Christopher
And then we also have some significant rock outcroppings, which has challenges for constructability as well.

0:21:8.290 --> 0:21:19.530
Kuhn, Christopher
And then we have identified some some very valuable cultural resources through the corridor, which add additional physical well, I guess physical constraints to our concepts.

0:21:24.130 --> 0:21:41.110
Kuhn, Christopher
Alright, so our evaluation to date has identified a preferred concept that would have an insight shoulder width of 10 feet, three travel lanes in each direction, 12 feet each, and an outside shoulder of 12 feet.

0:21:41.900 --> 0:21:45.810
Kuhn, Christopher
So again, we evaluated 46 and 10 foot inside shoulders.

0:21:46.300 --> 0:21:55.710
Kuhn, Christopher
The evaluation team agreed that the 10 foot inside shoulder provided the best safety enhancement and the best operational improvement for the corridor.

0:21:56.900 --> 0:22:0.780
Kuhn, Christopher
So it was agreed that that would provide the the best improvement for the project.

0:22:2.510 --> 0:22:13.360
Kuhn, Christopher
For the roadway elevation, umm, the evaluation team agreed that it maintaining the existing roadway elevation provided the best alternative for the project.

0:22:13.430 --> 0:22:23.310
Kuhn, Christopher
Best alternative concept for the project and we have I we evaluated two other concepts for vertical profile as well uh.

0:22:23.500 --> 0:22:29.790
Kuhn, Christopher
The first one is actually pictured on the left there, which would be a raised westbound vertical profile.

0:22:30.280 --> 0:22:48.450
Kuhn, Christopher
So if you see the blue line that represents the existing roadway elevation, and if you look, we were evaluating whether raising the westbound profile by several feet to up to 15 feet would have any advantages to the project.

0:22:49.80 --> 0:23:5.580
Kuhn, Christopher
The main advantages that were identified is that it could potentially reduce the amount of cut slope that you have to do into those north of Jason slopes and also reduce the quantity of complex retaining walls which take longer to build and also cost more money.

0:23:6.820 --> 0:23:9.200
Kuhn, Christopher
And so that was one of the alternatives we looked at.

0:23:10.100 --> 0:23:19.780
Kuhn, Christopher
We also looked at what we call the common Crown alternative, which is where we would raise the eastbound lanes to be at the same elevation as the westbound lanes.

0:23:20.730 --> 0:23:28.340
Kuhn, Christopher

Umm, but both of those had some some drawbacks compared to maintaining the existing roadway elevation.

0:23:29.230 --> 0:23:35.810
Kuhn, Christopher
Uh, mainly in constructability phasing of the project and then also maintenance of traffic.

0:23:36.640 --> 0:23:52.370
Kuhn, Christopher
Umm, the and also the the goal of the raised westbound was to try and reduce the amount of complex costly walls and cut slope which ended up not penciling out as far as cost savings for the project.

0:23:53.330 --> 0:24:11.40
Kuhn, Christopher
So overall, maintaining the existing roadway elevation is it was determined to be the the best concept for the project because it has the least impacts and it also has the best phasing and maintenance of traffic possibilities moving forward.

0:24:16.840 --> 0:24:22.870
Kuhn, Christopher
Alright, we'll hit briefly on some of the conceptual level interchange modifications.

0:24:22.880 --> 0:24:38.470
Kuhn, Christopher
So again, all of this is in conceptual development, so all this is subject to change at this point in time, but we're looking at doing full reconstructions of the three main interchanges within the corridor, which are Lockwood, Mustang and Patrick.

0:24:39.20 --> 0:24:46.140
Kuhn, Christopher
And one thing to note is that we will be doing improvements to acceleration and deceleration lanes at all of these locations.

0:24:47.290 --> 0:24:53.250
Kuhn, Christopher
Umm, the first one I'll focus on is Lockwood, which is pictured in the top right of your screen.

0:24:54.40 --> 0:25:0.140
Kuhn, Christopher
So for Lockwood, we evaluated evaluated maintaining the existing loop ramp configuration.

0:25:1.640 --> 0:25:6.430
Kuhn, Christopher
A traditional diamond interchange and then also a modified diamond interchange as well.

0:25:7.260 --> 0:25:18.320
Kuhn, Christopher
Uh, you can see the existing configuration basically underneath the green and white line work and the green and white line work represents, you know, a conceptual level proposed configuration.

0:25:19.750 --> 0:25:41.630
Kuhn, Christopher
So through our conceptual development, it was identified that the traditional diamond and the modified diamond had some some drawbacks and constructability challenges, especially with the Union Pacific Railroad and the Granite construction pit directly adjacent to the interchange here.

0:25:42.30 --> 0:25:50.970
Kuhn, Christopher
And so it was determined that maintaining the existing configuration would provide the best improvement for the project and we will be improving.

0:25:50.980 --> 0:26:1.400
Kuhn, Christopher
Acceleration and deceleration will also be providing additional turn lane at the loop ramp to minimize any conflicts with vehicles turning left into the Granite pit.

0:26:3.10 --> 0:26:11.610
Kuhn, Christopher
Have and will also be improving site distance and the curve radius for Canyon Dr which is the drive that goes down to the Lockwood community.

0:26:11.920 --> 0:26:17.400
Kuhn, Christopher
But overall, right now the concept is to maintain the overall existing configuration.

0:26:20.660 --> 0:26:23.430
Kuhn, Christopher
Mustang similar to Lockwood.

0:26:24.220 --> 0:26:32.390
Kuhn, Christopher

The concept level proposal is to maintain the existing configuration with improvements to acceleration and deceleration.

0:26:32.830 --> 0:26:51.230
Kuhn, Christopher
One thing I would like to point out is that if you look at the top right and the bottom right of the Mustang figure, you'll see some conceptual level truck parking, and these are the locations where we're looking at providing some new truck parking to help aid our freight partners that utilize the corridor.

0:26:53.50 --> 0:26:54.140
Kuhn, Christopher
And then it, Patrick.

0:26:54.150 --> 0:27:3.660
Kuhn, Christopher
Finally, we looked at maintaining the existing configuration with improvements to the westbound on ramp or traditional diamond interchange.

0:27:4.230 --> 0:27:14.810
Kuhn, Christopher
There was evaluated that traditional diamond interchange had less constraints, since some of our other locations and would provide the greatest improvement to I-80.

0:27:15.90 --> 0:27:22.310
Kuhn, Christopher
And so for our concept level development, we are looking at moving forward with a traditional diamond interchange at this location.

0:27:30.220 --> 0:27:35.450
Kuhn, Christopher
Alright, I didn't want to hit on some current transit and rideshare considerations for the corridor.

0:27:36.680 --> 0:27:40.430
Kuhn, Christopher
Umm, the first of which is the existing RTC van pool system.

0:27:41.240 --> 0:28:2.570
Kuhn, Christopher
Basically what this is a program that's been implemented by Washoe RTC that allows folks to utilize an RTC vehicle and they can utilize that vehicle to carpool to and from work with

their coworkers and so highly successful program saved approximately 31,000 single occupant trips in August.

0:28:2.580 --> 0:28:20.300
Kuhn, Christopher
The 2023 and our I-80 corridor study, which was completed back in 2020, estimated that about 2500 rideshares go through this corridor every day to and from trick, so that would include potentially RTC, van pool and some of the private ridesharing programs as well.

0:28:21.430 --> 0:28:27.220
Kuhn, Christopher
Uh, there are private ride share programs that are available and encouraged by some metric employers.

0:28:27.350 --> 0:28:41.940
Kuhn, Christopher
This includes my right to work and some company specific incentive programs to try and incentivize employees to utilize ride sharing and the whole goal is to reduce the number of vehicles on the road, reduce congestion, and improve safety through corridor.

0:28:43.900 --> 0:28:55.10
Kuhn, Christopher
Uh, we did wanna point out that in Washoe RTC's 2050 RTP unfunded transit vision is to improve transit along the entire IID corridor.

0:28:55.20 --> 0:28:58.690
Kuhn, Christopher
I believe it's all the way from from Truckee to Fernley.

0:28:58.700 --> 0:29:13.190
Kuhn, Christopher
If I remember correctly, and that includes transit within the corridor, project corridor tune from Tall Reno Industrial Center, and then I did want to discuss and dot intercounty and regional travel study as well.

0:29:14.80 --> 0:29:37.570
Kuhn, Christopher
So this was completed by end DOT I believe in 2021 in partnership with other local entities and agencies and what the study looked at is how to improve transit to and within Tri Center, which again is one of the major contributors to traffic growth through this corridor over the last decade.

0:29:38.500 --> 0:29:49.360
Kuhn, Christopher
Uh, the main thing I wanted to highlight that came out of the study was a traffic Management Association that was previously being led by Washoe RTC.

0:29:49.370 --> 0:30:2.20
Kuhn, Christopher
I believe they're going through a change in in leadership on that now, but the goal of that association again is to improve transit to and within Tri Center.

0:30:2.510 --> 0:30:13.920
Kuhn, Christopher
So the reason I wanted to highlight that is because this was a separate study that was completed by end DOT with partnering agencies to directly look at transit, improving transit through this corridor.

0:30:13.980 --> 0:30:14.530
Kuhn, Christopher
Sure.

0:30:14.710 --> 0:30:28.450
Kuhn, Christopher
And those efforts are ongoing as part of our current NEPA study, we're focusing on improvements to ID itself because we have this separate study and separate efforts that are ongoing to improve transit through the corridor.

0:30:30.250 --> 0:30:33.800
Kuhn, Christopher
And then I didn't wanna hit on commuter rail real quick.

0:30:33.960 --> 0:30:39.760
Kuhn, Christopher
This is a comment that we did receive from the public, so I wanted to bring it to the attention of our resource agency folks.

0:30:41.10 --> 0:30:46.540
Kuhn, Christopher
We did receive some public comments on potentially implementing commuter rail through the corridor rather than do a Widening.

0:30:47.590 --> 0:31:10.60
Kuhn, Christopher

I won't go into all the details unless there are questions on it, then I'd be happy to provide some additional details, but NDOT is not proposing to implement commuter rail with this project, mainly because even if you were to implement commuter rail, the ridership evaluation doesn't show enough ridership to fix the traffic and safety issues on ID.

0:31:10.110 --> 0:31:18.30
Kuhn, Christopher
So even if you were to improve transit or implement the commuter rail through this corridor, we still need to move forward with the improvements to Interstate 80 itself.

0:31:22.670 --> 0:31:28.380
Kuhn, Christopher
All right on to some NEPA stuff, which is probably what most folks on the call are interested in.

0:31:28.910 --> 0:31:33.140
Kuhn, Christopher
So again, we are in Deep Bala and preliminary design on the project right now.

0:31:33.610 --> 0:31:37.230
Kuhn, Christopher
We kicked off NEPA in June of 2023.

0:31:37.850 --> 0:31:46.170
Kuhn, Christopher
Umm, I really didn't get into the the bulk of the NEPA study or really get kicked off their early until fall 2023.

0:31:46.270 --> 0:31:48.290
Kuhn, Christopher
So we're about 6-8 months in at this point.

0:31:49.50 --> 0:32:2.310
Kuhn, Christopher
Uh, we do anticipate that this will be an environmental assessment or EA level of clearance and we'll be confirming that with our FHWA counterparts as we go through our our consultations on the project.

0:32:3.490 --> 0:32:27.920
Kuhn, Christopher
Umm, today we have started the field surveys and technical studies on the project and in bold are some of the the major things to or I guess major aspects of our our NEPA and

general design on the project which includes avoidance of cultural areas, the Truckee River and Union Pacific Railroad facilities and we'll hit on some of these in the coming slides.

0:32:29.440 --> 0:32:39.0
Kuhn, Christopher
Uh, status right now is that we are anticipating the admin draft of our EA documents in June of this year, so several months out.

0:32:43.210 --> 0:32:50.560
Kuhn, Christopher
Alright, I'm gonna hit on some of the uh, larger disciplines for this project specifically.

0:32:50.570 --> 0:32:55.220
Kuhn, Christopher
As far as NEPA goes, and then we'll have a slide for general questions and whatnot.

0:32:55.230 --> 0:32:59.230
Kuhn, Christopher
On the other disciplines coming up, but let's start with biological.

0:32:59.620 --> 0:33:9.170
Kuhn, Christopher
So for habitat, this is a heavily disturbed corridor by the existing highway and then also commercial and industrial development as well.

0:33:10.140 --> 0:33:16.500
Kuhn, Christopher
So really our project concepts to date have maintained the existing horizontal alignment.

0:33:16.510 --> 0:33:30.980
Kuhn, Christopher
We're not proposing to do any significant alignment shifts through this corridor and so we'll be whole mainly holding edge of pavement on one side and Widening to another where we get out into wider areas and have more flexibility.

0:33:30.990 --> 0:33:37.920
Kuhn, Christopher
We may widen in both directions, but really center line overall is gonna remain similar to what it is today.

0:33:37.930 --> 0:33:43.260
Kuhn, Christopher
No major, no major horizontal shifts and again heavily disturbed in its current condition.

0:33:44.520 --> 0:34:1.490
Kuhn, Christopher
Uh, one of the main objectives that we set for this project when we first started NEPA back in June was avoiding direct and indirect impacts to Truckee River and excuse me, what discuss that on an upcoming water quality slide?

0:34:3.0 --> 0:34:3.330
Kuhn, Christopher
Uh.

0:34:3.340 --> 0:34:11.380
Kuhn, Christopher
For sagebrush and sage grouse habitat that is currently being evaluated, so our consultant team is working with our environmental team and not.

0:34:14.200 --> 0:34:14.650
Kuhn, Christopher
Excuse me.

0:34:15.330 --> 0:34:25.290
Kuhn, Christopher
And we'll also be completing consultations with the pertinent agencies to determine any impacts and whether any credits or debits might be needed for the project.

0:34:27.890 --> 0:34:30.110
Kuhn, Christopher
4 endangered and threatened species.

0:34:30.120 --> 0:34:32.120
Kuhn, Christopher
We do have several through the project corridor.

0:34:32.690 --> 0:34:37.980
Kuhn, Christopher
The lahan cutthroat trout, the QIWI northwestern pond turtle and monarch butterfly.

0:34:39.700 --> 0:34:41.290
Kuhn, Christopher
For the hand cut throat trout.

0:34:41.660 --> 0:34:54.130
Kuhn, Christopher
Really, our focused to minimize any impacts to them will be our water quality

improvements for the final build out and then also temporary pollution control during construction as well.

0:34:54.620 --> 0:34:57.370
Kuhn, Christopher
And this is similar to the queue.

0:34:58.360 --> 0:35:12.970
Kuhn, Christopher
Technically, the Kiwi is habitat is outside of our project limits, but since the Truckee River is their habitat and this project is directly adjacent to the Truckee River, we did want to include the queue in this conversation to make folks aware of it.

0:35:14.130 --> 0:35:16.540
Kuhn, Christopher
We also have the northwestern pond turtle.

0:35:16.870 --> 0:35:21.160
Kuhn, Christopher
We do not anticipate any significant impacts to the northwestern pond turtle.

0:35:21.910 --> 0:35:30.510
Kuhn, Christopher
My understanding is the most of their habitat is in the right Parian area adjacent to the river, and we do not anticipate any significant impacts to those areas at this time.

0:35:31.720 --> 0:35:33.790
Kuhn, Christopher
Uh monarch butterfly as well.

0:35:34.360 --> 0:35:51.540
Kuhn, Christopher
At this time, we don't anticipate any significant impacts though we we do anticipate having to do comply with our typical specifications and all other requirements to do any needed pre construction inspections to identify the potential for them to be present.

0:35:55.290 --> 0:36:4.800
Kuhn, Christopher
Some other protected and managed species include the ball and Golden Eagles, migratory birds, multiple state protected species and game species.

0:36:5.730 --> 0:36:15.580
Kuhn, Christopher

Uh, from my understanding to date, the main habitat identified for bald and Golden Eagles within this area is on private property outside of our anticipated impacts.

0:36:16.550 --> 0:36:21.920
Kuhn, Christopher
So we don't anticipate any significant impacts at this time for uh, well for.

0:36:21.930 --> 0:36:23.20
Kuhn, Christopher
So I'll I'll clarify that.

0:36:23.30 --> 0:36:25.0
Kuhn, Christopher
Multiple state protected species.

0:36:25.490 --> 0:36:44.490
Kuhn, Christopher
The majority of that was to our migratory birds, so they kind of both fall into the same category with migratory birds and say protected species, and those would be handled through our standard practices to do pre construction inspections to avoid impacts to those species, and then the game species.

0:36:44.500 --> 0:36:56.460
Kuhn, Christopher
The RE evaluation is ongoing to determine if any mitigation might be needed, such as wildlife fencing and again those those those studies and consultations are wrong.

0:36:57.910 --> 0:37:5.130
Kuhn, Christopher
We do anticipate doing our consultation coordination with US Fish and Wildlife service and evaded Department of Wildlife as well.

0:37:6.100 --> 0:37:12.690
Kuhn, Christopher
And Danny, did I miss anything that you wanted to bring up as far as biological resources goes?

0:37:13.970 --> 0:37:15.790
Danny Rakestraw
I know I think you nailed it pretty much.

0:37:16.190 --> 0:37:36.0
Danny Rakestraw

Like I said, like you said at the end, we'll be continuing our conversations with the with the Fish and Wildlife Service and then dial to further identify some of the potential impacts and mitigation that may be required, including formal consultation or at least informal, possibly formal consultation with a service.

0:37:36.10 --> 0:37:37.100
Danny Rakestraw
So thank you.

0:37:37.110 --> 0:37:37.390
Danny Rakestraw
Nailed it.

0:37:38.430 --> 0:37:39.500
Kuhn, Christopher
Alright, thank you Danny.

0:37:42.990 --> 0:37:52.660
Kuhn, Christopher
Alright, for cultural considerations, this is another one of our items that was identified as a a very high priority for our project.

0:37:52.670 --> 0:38:7.100
Kuhn, Christopher
When we initiate an EPA end DOT is conducting the section 106 cultural clearances and Native American consultation and our draft Section 106 report is in with the state Historic Preservation Office.

0:38:7.110 --> 0:38:21.210
Kuhn, Christopher
Now we have identified multiple avoidance areas throughout the project corridor and to date from our engineering concept development, we have not identified any anticipated impacts to those.

0:38:21.900 --> 0:38:28.840
Kuhn, Christopher
So our goal is to not have any impacts to those cultural avoidance areas so that no mitigation should be required.

0:38:33.70 --> 0:38:33.450
Kuhn, Christopher
All right.

0:38:33.460 --> 0:38:36.150
Kuhn, Christopher
On the water quality front, this is another one.

0:38:36.160 --> 0:38:44.630
Kuhn, Christopher
Again, that has been identified as extremely high priority for the project, both for this current phase and for our future phases as well.

0:38:44.840 --> 0:38:47.290
Kuhn, Christopher
And I'll hit on on both of those now.

0:38:47.300 --> 0:39:12.490
Kuhn, Christopher
So the short term and the long term umm for short term, that would really be in the construction realm and the first thing I wanna highlight is that in locations where we are directly adjacent to cultural avoidance areas or the Truckee River or other significant environmental resources, we are holding our southbound edge of pavement to avoid widening towards the Truckee River.

0:39:13.350 --> 0:39:18.460
Kuhn, Christopher
Umm, so that's been a priority that we set since the inception of this new process.

0:39:18.770 --> 0:39:26.810
Kuhn, Christopher
And today, our engineering concept development has widened to the North and all locations where we could potentially impact the Truckee River.

0:39:27.250 --> 0:39:40.360
Kuhn, Christopher
So at this time, we have not identified any direct impacts to Truckee River, also holding existing elevations to avoid significant earthwork activities provides benefits during construction as well.

0:39:40.610 --> 0:39:53.290
Kuhn, Christopher
As far as minimizing impacts to the Truckee River, Umm, as discussed previously, we did evaluate what we call the westbound raised elevation and the common crown concepts as well.

0:39:53.780 --> 0:40:3.390
Kuhn, Christopher
And both of those would require some pretty significant earthwork transfer within the roadway prism, which is closer to the Truckee River.

0:40:3.480 --> 0:40:18.570
Kuhn, Christopher
And so by maintaining the existing roadway split vertical profile and not bringing in addition a significant additional fail, we minimize our risk of having any significant discharges of sediment to the Truckee River.

0:40:19.810 --> 0:40:24.840
Kuhn, Christopher
And then finally would be the use of best management practices or be impeached during construction.

0:40:25.590 --> 0:40:48.520
Kuhn, Christopher
So this will be required of the contractor when they build the project and they'll have to comply with all of our standard specifications and any necessary permits as well on basically the goal of BMPS is to reduce direct discharges and reduce discharges of construction related pollutants to nearby water bodies during construction.

0:40:50.980 --> 0:41:6.430
Kuhn, Christopher
The next phase or long term phase would be our permanent facilities, which will basically come into play during our final design and then that ultimately the final build out of the project and this will include on site water quality treatment.

0:41:6.720 --> 0:41:51.130
Kuhn, Christopher
We are not at a design phase where I can give you all the details on our proposed water quality improvements at this time, but they may include ohm, a permanent BMP such as detention basins, retention basins, water quality vaults, low impact development measures and basically the whole goal of these improvements would be to reduce direct discharges to a JSON water bodies such as the Truckee River and also to minimize the amount of transportation related pollutants they get discharged to the Truckee River and then along with that we will have permanent slope erosion control treatments for all.

0:41:51.190 --> 0:41:54.150
Kuhn, Christopher
Of our our slopes in the project corridor as well.

0:41:57.850 --> 0:42:15.110
Kuhn, Christopher
Alright, so again we, I I just wanted to highlight some of the more substantial, uh, a technical study items for this project on your screen is a list of additional technical studies that we do anticipate being completed as part of our NEPA clearance efforts.

0:42:16.30 --> 0:42:32.470
Kuhn, Christopher
Umm, uh, I guess we can save questions to the end, but also if anybody has any questions on these ones right now on the slide, please feel free to speak up on mute and let us know and hopefully we have the the right resources to answer any questions.

0:42:32.480 --> 0:42:42.720
Kuhn, Christopher
Otherwise, I just want to make everybody aware that there's a lot more to the NEPA studies than the biological water quality and cultural stuff that we went through on the last several slides.

0:42:52.930 --> 0:42:55.420
Kuhn, Christopher
Alright, so for our project schedule.

0:42:57.220 --> 0:43:3.760
Kuhn, Christopher
Uh, all three phases that you see on your screen, there are in the NEPA and preliminary design phase.

0:43:4.580 --> 0:43:12.250
Kuhn, Christopher
So there's four major phases that we go through for project of the scale planning, Napa final design and construction.

0:43:12.800 --> 0:43:22.950
Kuhn, Christopher
We're in that second phase right now, so we did complete the IID corridor study back in 2020, which was part of the planning phase of the project.

0:43:23.80 --> 0:43:25.650
Kuhn, Christopher
And now we're on to NEPA.

0:43:25.860 --> 0:43:35.820
Kuhn, Christopher
And so we're wrapping up that first phase there and moving on to the second phase of NEPA, which is where we will prepare the draft environmental document during that phase.

0:43:35.830 --> 0:44:4.720
Kuhn, Christopher
While Dentify preferred alternative identify potential environmental impacts and associate mitigations identify right away impacts and potential project phasing further develop our design and conduct our public hearing and we do anticipate that kicking off basically now and going through fall of 2024 uh phase three or the final phase of this current NEPA phase of the project would be a environmental approval.

0:44:5.610 --> 0:44:12.350
Kuhn, Christopher
We will submit and secure resource agency permits approval from FHWA for our EA document.

0:44:13.280 --> 0:44:28.160
Kuhn, Christopher
Uh provide 30% level design for the preferred alternative and ultimately what completing this need of phase allows us to do is move on to the future project phases which would include final design and ultimately construction.

0:44:33.890 --> 0:44:36.820
Kuhn, Christopher
So how do I stay involved?

0:44:36.830 --> 0:44:44.220
Kuhn, Christopher
So I first wanna mention that again, this is meant as a kickoff introductory meeting to all of our resource agency partners on the project.

0:44:44.700 --> 0:44:57.320
Kuhn, Christopher
We do anticipate completing some pretty significant coordination and consultations with the pertinent resource agencies as we continue to move through our NEPA study.

0:44:58.370 --> 0:45:13.120
Kuhn, Christopher
But besides that, if there's any questions, interest, comments on the project on your screen are good resources to utilize in order to provide a feedback or reach out to get more information on the project.

0:45:13.830 --> 0:45:27.160
Kuhn, Christopher
So we do have a project website that is dedicated specifically to this web this project it's www.ideastnv.com and so that website will have the most up-to-date project information.

0:45:27.910 --> 0:45:36.680
Kuhn, Christopher
It'll have information on our upcoming public meetings, and then it also is where the virtual public comment period will take place.

0:45:37.190 --> 0:45:38.460
Kuhn, Christopher
Uh, so ohh.

0:45:38.530 --> 0:45:40.300
Kuhn, Christopher
On each side of our public meetings.

0:45:40.730 --> 0:45:43.360
Kuhn, Christopher
And so it's a great resource for any questions.

0:45:43.420 --> 0:45:48.320
Kuhn, Christopher
And also you can leave comments and find pertinent contact information on the website as well.

0:45:49.520 --> 0:46:3.130
Kuhn, Christopher
We do have our next in person public meetings scheduled for May 8th that is going to be at the story county Community Fire station on USA Parkway from 4:00 PM to 7:00 PM with presentation at 5:30.

0:46:3.960 --> 0:46:26.850
Kuhn, Christopher
Again, as we get closer to that May 8th date, we will provide updates on the IEP East and

v.com website with more specific details and then the virtual public comment period for that meeting will be from April 22nd to May 24th and that that will be posted on the website and can leave comments on there during that period.

0:46:27.960 --> 0:46:32.100
Kuhn, Christopher
And then finally, umm, always feel free to reach out to myself.

0:46:32.110 --> 0:46:35.200
Kuhn, Christopher
As in not project manager, my email is at the bottom of the screen there.

0:46:40.480 --> 0:46:40.820
Kuhn, Christopher
Alright.

0:46:40.830 --> 0:46:41.280
Kuhn, Christopher
And with that.

0:46:43.660 --> 0:46:48.560
Kuhn, Christopher
Uh, I'll open it up for just kind of open discussion questions, comments.

0:46:49.410 --> 0:46:49.820
Kuhn, Christopher
Umm.

0:46:50.300 --> 0:46:54.970
Kuhn, Christopher
And Adie, information you guys were looking for again just kind of open discussion at this time.

0:46:54.980 --> 0:46:58.270
Kuhn, Christopher
So, uh, anybody have any comments or questions?

0:47:12.930 --> 0:47:15.550
Kuhn, Christopher
Uh Connell, did you have a question?

0:47:15.940 --> 0:47:16.830
Dunning, Connell
I did. Yeah.

0:47:16.840 --> 0:47:17.350
Dunning, Connell
Thank you.

0:47:17.660 --> 0:47:22.30
Dunning, Connell
I'm just curious as a sorry about that after this meeting.

0:47:22.40 --> 0:47:28.390
Dunning, Connell
Are you seeking input from the agencies on the purpose and need in the range of alternatives or or you is that set?

0:47:28.400 --> 0:47:31.110
Dunning, Connell
I'm just just getting involved now, so I didn't know what did that.

0:47:31.120 --> 0:47:35.370
Dunning, Connell
Did you already seek input or is it because it's an EA versus an EIS?

0:47:35.380 --> 0:47:40.980
Dunning, Connell
There isn't a formal submission of the purpose and need and alternatives with the formal response back.

0:47:40.990 --> 0:47:42.220
Dunning, Connell
Is that how this process is going?

0:47:43.970 --> 0:47:49.660
Kuhn, Christopher
Uh, so this was meant as more of, like, a a kickoff meeting, you know, to introduce folks to the project.

0:47:49.530 --> 0:47:49.810
Dunning, Connell
Mm-hmm.

0:47:52.880 --> 0:47:53.130
Dunning, Connell
OK.

0:47:49.670 --> 0:47:59.380
Kuhn, Christopher
Our purpose and need is still in development and our admin draft is expected in a few months and so Andrea is Andrea on the call.

0:47:59.620 --> 0:47:59.840
Andrea Engelman
Yes.

0:47:59.390 --> 0:48:6.250
Kuhn, Christopher
Correct me if I'm wrong, but that's when we would receive comments on our purpose and need and the draft EA document, correct?

0:48:6.980 --> 0:48:7.490
Andrea Engelman
Correct.

0:48:7.500 --> 0:48:17.890
Andrea Engelman
So Connell as you mentioned, because this we are anticipating an EA and not in the EIS, we are not doing the more formalized process of the submission of the purpose and need statement.

0:48:18.0 --> 0:48:18.220
Dunning, Connell
OK.

0:48:18.200 --> 0:48:26.950
Andrea Engelman
However, we did our intent to study meeting in the fall and EPA was notified of that public comment period.

0:48:27.320 --> 0:48:40.990
Andrea Engelman
We're preparing to send out the notifications again for this second public comment period, which will, of course be invited to, and that will further the first public meeting was focused mostly on public input to the purpose and need.

0:48:41.0 --> 0:48:51.110
Andrea Engelman
The second meeting will be focused on alternatives will of course, solicit feedback on purpose and need and alternatives throughout this process.

0:48:51.620 --> 0:49:3.900
Andrea Engelman
And then as we develop our administrative draft EA for review, after we go through NPWA review, we will submit for our participating cooperating agencies as well.

0:49:3.910 --> 0:49:11.210
Andrea Engelman
Before we release the document to the public, so there will be multiple opportunities for you all to provide your input as well.

0:49:12.0 --> 0:49:12.450
Dunning, Connell
OK.

0:49:12.460 --> 0:49:12.900
Dunning, Connell
Thank you.

0:49:12.910 --> 0:49:18.930
Dunning, Connell
And then just one one comment, I didn't hear mention of for this particular project and he mentioned of.

0:49:20.860 --> 0:49:29.680
Dunning, Connell
Wildlife crossings or wildlife connectivity or consideration of opportunities to either maintain or limit wildlife.

0:49:30.270 --> 0:49:31.650
Dunning, Connell
Any wildlife collision?

0:49:31.930 --> 0:49:36.360
Dunning, Connell
It sounds like that's not really an issue with this particular project in terms of maintaining connectivity.

0:49:36.370 --> 0:49:41.670
Dunning, Connell
Or is there possibly a way to weave in consideration of wildlife movement?

0:49:44.240 --> 0:49:51.950
Kuhn, Christopher
So those evaluations are still ongoing is in terms of the need for wildlife fans or potential crossings.

0:49:52.220 --> 0:49:54.30
Kuhn, Christopher
And Danny, I'd Nova.

0:49:54.40 --> 0:49:55.180
Kuhn, Christopher
I saw you had your hand raised.

0:49:55.190 --> 0:50:1.260
Kuhn, Christopher
I don't know if you wanna chime in, but if you guys have any additional information to provide on that, please feel free free to jump in.

0:50:3.140 --> 0:50:3.620
Danny Rakestraw
No, go ahead.

0:50:3.720 --> 0:50:4.70
Simpson, Nova
Yeah.

0:50:4.460 --> 0:50:5.270
Simpson, Nova
Yeah, sure.

0:50:5.280 --> 0:50:10.550
Simpson, Nova
So we have been coordinating with our our state partners at Department of Wildlife.

0:50:10.880 --> 0:50:25.240
Simpson, Nova
We're working on a more detailed prioritization for the state, but this area did not have any areas identified from the Department of Wildlife as a concern at this time, but we are still reaching out to certain biologists with that.

0:50:26.390 --> 0:50:26.820
Dunning, Connell
OK.

0:50:27.120 --> 0:50:27.580
Dunning, Connell
Thank you.

0:50:28.250 --> 0:50:39.400
Simpson, Nova
Yeah, the I guess the other thing I should follow up is we are suggesting a revisit of all existing fencing primarily because we've had horses out on the Interstate from time to time.

0:50:39.850 --> 0:50:40.170
Dunning, Connell
Hmm.

0:50:39.670 --> 0:50:44.0
Simpson, Nova
And so that seems to be a bigger issue for us at this point from the safety perspective.

0:50:44.770 --> 0:50:45.50
Dunning, Connell
OK.

0:50:47.90 --> 0:50:47.490
Dunning, Connell
All right.

0:50:47.500 --> 0:50:47.890
Dunning, Connell
Thank you.

0:50:49.440 --> 0:50:49.670
Kuhn, Christopher
Yeah.

0:50:49.680 --> 0:50:50.10
Kuhn, Christopher
Thank you.

0:50:48.710 --> 0:50:50.110
Abdalla, Abdelmoez (FHWA)
And Donald, this is Dell.

0:50:50.830 --> 0:50:52.900
Abdalla, Abdelmoez (FHWA)
Uh, we are not.

0:50:53.190 --> 0:50:54.220
Abdalla, Abdelmoez (FHWA)
Hi, how are you doing?

0:50:54.230 --> 0:50:54.900
Abdalla, Abdelmoez (FHWA)
Nice to see you.

0:50:56.860 --> 0:51:0.650
Abdalla, Abdelmoez (FHWA)
I'm sorry I came late, but we're we're not following.

0:51:0.980 --> 0:51:3.700
Abdalla, Abdelmoez (FHWA)
Usually we don't follow section 139.

0:51:4.420 --> 0:51:25.290
Abdalla, Abdelmoez (FHWA)
Uh for the for in reviewing the years we use that for pretty much so far for the IS we didn't find the reason to enforce that or or get or get the state to to to use the same process as section 139.

0:51:33.740 --> 0:51:34.270
Dunning, Connell
I was on mute.

0:51:34.280 --> 0:51:34.810
Dunning, Connell
Thank you, Dale.

0:51:34.820 --> 0:51:35.870
Dunning, Connell
Thanks for clarifying that.

0:51:35.960 --> 0:51:36.440
Dunning, Connell
Appreciate it.

0:51:36.990 --> 0:51:37.550
Abdalla, Abdelmoez (FHWA)
You're welcome.

0:51:39.930 --> 0:51:40.60
Kuhn, Christopher
Yeah.

0:51:39.280 --> 0:51:44.320
Chad Anson
Chris, I think I saw something in the chat there about planned construction schedule, best case scenario.

0:51:46.470 --> 0:51:47.130
Kuhn, Christopher
OK.

0:51:49.400 --> 0:51:51.650
Kuhn, Christopher
Yeah, Nancy, thank you for the question.

0:51:52.560 --> 0:51:58.320
Kuhn, Christopher
So what I'll say for that is that this project has been identified as a high priority for the department.

0:51:59.220 --> 0:52:2.970
Kuhn, Christopher
The plan right now is to complete NEPA in 2025.

0:52:3.20 --> 0:52:20.100
Kuhn, Christopher
We anticipate moving directly to final design following that really we are gonna be completing a more in depth phasing analysis as we move through NEPA and preliminary design to determine if the project is gonna be delivered as a whole or potentially in phases.

0:52:20.530 --> 0:52:24.360
Kuhn, Christopher
And it's really gonna be funding that determines that.

0:52:24.480 --> 0:52:35.130
Kuhn, Christopher
And so I don't want to speculate too much except that we do plan on moving to final design and then construction and we don't plan on having any significant gaps between those phases.

0:52:38.320 --> 0:52:40.870
Kuhn, Christopher
Hopefully that answers your question as best I can.

0:52:51.670 --> 0:52:54.760
Kuhn, Christopher
Alright, so we have any other questions or comments.

0:53:2.380 --> 0:53:3.960
Chad Anson
Looks like Zachary Carter has one Chris.

0:53:6.750 --> 0:53:7.480
Kuhn, Christopher
Sure, go ahead, Zach.

0:53:8.300 --> 0:53:12.510
Zachary Carter
It Chris next to the presentation, I just want to make a statement.

0:53:12.520 --> 0:53:16.260
Zachary Carter
I've I've two points like statement that you know based on information provided state.

0:53:16.270 --> 0:53:17.930
Zachary Carter
There's no direct discharge into the Truckee.

0:53:19.410 --> 0:53:34.140
Zachary Carter
Yeah, it seems like there might not be a federal permit required through the Army Corps, but upon finalizing your designs for this project, if and not determines that there is a federal permanent license to authorize the discharge into waters of the US such as the Truckee and it's tributaries.

0:53:35.850 --> 0:53:40.220
Zachary Carter
Please reach out regarding Clean Water Act Section 401 certification from PDP.

0:53:41.210 --> 0:53:41.430
Kuhn, Christopher
OK.

0:53:42.570 --> 0:53:59.500
Zachary Carter
And then a follow up for a separate question is that you know Nancy and Danielle are on this call, but Truckee River flood Management Authority is planning a flood management project within the Truckee along Vista Narrows and I was wondering what level of coordination is currently going on?

0:53:59.900 --> 0:54:0.350
Zachary Carter
Umm.

0:54:1.160 --> 0:54:2.170
Zachary Carter
With respect to that project.

0:54:4.840 --> 0:54:8.930
Kuhn, Christopher
So we're aware of the Vista Narrows projects.

0:54:9.220 --> 0:54:11.770
Kuhn, Christopher
We haven't had direct coordination to date.

0:54:12.290 --> 0:54:14.880
Kuhn, Christopher
Uh, with the agency?

0:54:14.970 --> 0:54:31.810
Kuhn, Christopher
We don't anticipate any impacts to their project at this time, but again this was an introductory meeting for all of our resource agencies and but I welcome feedback during this meeting and also we will be continued coordination with all agencies, all pertinent and agencies moving forward.

0:54:33.990 --> 0:54:34.360
Zachary Carter
OK.

0:54:34.410 --> 0:54:34.770
Zachary Carter
Thank you.

0:54:50.850 --> 0:54:51.390
Kuhn, Christopher
Alright.

0:54:50.190 --> 0:54:57.600
Dunning, Connell
I had one, just one additional question, the is this corridor, did it fit into the statewide?

0:54:58.130 --> 0:55:0.520
Dunning, Connell
Forgive me just for catching up electrification plan.

0:55:0.530 --> 0:55:6.910
Dunning, Connell
Was this an electrification corridor and will there be infrastructure kind of at that truck pull out area or others?

0:55:7.130 --> 0:55:12.100
Dunning, Connell
Umm is this an opportunity to make sure there's some charging infrastructure?

0:55:12.350 --> 0:55:14.160
Dunning, Connell
Has that been considered?

0:55:16.460 --> 0:55:17.730
Kuhn, Christopher
Uh, it's a good question.

0:55:17.740 --> 0:55:23.530
Kuhn, Christopher
I'm preciate that I believe it is part of the electricity electrification corridor.

0:55:23.540 --> 0:55:24.0
Kuhn, Christopher
Excuse me.

0:55:34.710 --> 0:55:35.990
Dunning, Connell
Mm-hmm. Right.

0:55:25.710 --> 0:55:42.110
Kuhn, Christopher
And we haven't looked at any any charging stations today because it's mainly focused on, you know, mainline Interstate 80 improvements and the truck parking that might provide an opportunity as and we'll have to look into that.

0:55:42.120 --> 0:55:48.200
Kuhn, Christopher
You know, I mainly we have the Tesla trucks that are going to and from Tesla, which I assume they have the chart charging infrastructure there.

0:55:53.830 --> 0:55:54.70
Dunning, Connell
Right.

0:55:48.970 --> 0:55:55.80
Kuhn, Christopher
Umm, but yeah, we we're not looking at providing rest areas or anything like that as part of the project.

0:55:55.90 --> 0:56:3.680
Kuhn, Christopher
And so if we were to, it would be limited to the truck parking area and we would have to do an evaluation on the need and feasibility of that.

0:56:3.690 --> 0:56:5.10
Kuhn, Christopher
But I do appreciate you bringing that up.

0:56:7.40 --> 0:56:7.300
Dunning, Connell
Thanks.

0:56:18.960 --> 0:56:19.470
Henderson, Danielle
Chris.

0:56:19.110 --> 0:56:21.270
Chad Anson
Chris let's of Danielle.

0:56:19.520 --> 0:56:21.350
Henderson, Danielle
Uh oh.

0:56:22.180 --> 0:56:22.520
Henderson, Danielle
Oh.

0:56:21.280 --> 0:56:23.80
Chad Anson
Sorry, it's just gonna say mention Andrea, hand up.

0:56:23.660 --> 0:56:24.950
Henderson, Danielle
Ohh hey thanks.

0:56:25.800 --> 0:56:32.450
Henderson, Danielle
I just wanted to sort of make a quick comment on Zachary Carter's question.

0:56:32.820 --> 0:56:35.410
Henderson, Danielle
So we did coordinate.

0:56:35.420 --> 0:56:38.370
Henderson, Danielle
I don't know if it was formally, but we did coordinate.

0:56:38.380 --> 0:56:51.260
Henderson, Danielle
Our engineers spoke with NDOT about this project and our Vista Narrows floodplain terracing project and our approach to the design, which is at 65% right now.

0:56:51.590 --> 0:56:55.590
Henderson, Danielle
And we're in the beginning of the permitting process for that.

0:56:55.820 --> 0:57:10.660
Henderson, Danielle
We did take the approach to try to avoid any, you know, footprint impacts between our project and the, you know, tentative footprint of the end DOT project and the whole I-80 corridor.

0:57:10.810 --> 0:57:22.50
Henderson, Danielle
So our approach was to avoid any overlap or impacts and we look forward to talking with you, Chris, in the future maybe about details, just to make sure we're syncing up.

0:57:24.710 --> 0:57:25.20
Kuhn, Christopher
Yeah.

0:57:25.30 --> 0:57:26.820
Kuhn, Christopher
Thank you very much Daniel.

0:57:26.830 --> 0:57:33.510
Kuhn, Christopher
I appreciate the feedback on that and I apologize, I wasn't aware of coordination to date, so I apologize on that.

0:57:35.330 --> 0:57:35.550
Henderson, Danielle
It's.

0:57:34.110 --> 0:57:41.350
Kuhn, Christopher
Umm but yeah, that that was my understanding is that we did not anticipate any any conflicts or impacts from one project to the other.

0:57:41.720 --> 0:57:48.630
Kuhn, Christopher
And like you said, I look forward to continuing to coordinate that as we continue our concept development and engineering development on our project.

0:58:2.910 --> 0:58:3.480
Kuhn, Christopher
Alright.

0:58:3.490 --> 0:58:6.60
Kuhn, Christopher
Any other questions or comments?

0:58:14.930 --> 0:58:15.230
Kuhn, Christopher
OK.

0:58:17.470 --> 0:58:17.820
Kuhn, Christopher
All right.

0:58:17.830 --> 0:58:19.540
Kuhn, Christopher
Well, thank you so much everybody.

0:58:19.650 --> 0:58:24.390
Kuhn, Christopher
I do really appreciate everybody taking time at your afternoon to come join us.

0:58:24.470 --> 0:58:27.120
Kuhn, Christopher
And again, just wanna get everybody introduced to the project.

0:58:27.970 --> 0:58:41.460
Kuhn, Christopher
We have a lot of coordination and consultations upcoming over the next year or so to get through our NEPA process, and so we will be reaching out to to agencies and folks individually as we continue with that process.

0:58:43.60 --> 0:58:45.290
Kuhn, Christopher
But I really appreciate everybody's time today.

0:58:45.600 --> 0:58:57.190
Kuhn, Christopher
If you guys have any questions, comments, anything like that on the project, please feel free to reach out in any time and look forward to coordinating with everybody moving forward on the project.

0:58:57.590 --> 0:58:58.620
Kuhn, Christopher
So thank you everybody.

0:59:1.440 --> 0:59:1.980
Chad Anson
Thanks Chris.

0:59:2.640 --> 0:59:3.210
Andrea Engelman
Thanks Chris.

0:59:6.260 --> 0:59:6.600
Tannourji, Danielle
Thanks.

0:59:6.740 --> 0:59:7.880
Zachary Carter
And then thank you.

0:59:9.120 --> 0:59:9.420
Jeremy Smith, TMRPA
Thank you.

0:59:51.10 --> 0:59:51.390
Kuhn, Christopher
Alright.

0:59:51.600 --> 0:59:52.370
Kuhn, Christopher
Thanks Chad.

0:59:52.800 --> 0:59:53.420
Kuhn, Christopher
Thanks Andrew.

0:59:53.480 --> 0:59:54.130
Chad Anson
Thanks, Chris.

0:59:54.140 --> 0:59:54.590
Chad Anson
Good job, bud.

0:59:56.10 --> 0:59:56.850
Kuhn, Christopher
Appreciate it.

0:59:59.520 --> 1:0:0.100
Chad Anson
How's mom doing?

1:0:0.110 --> 1:0:0.250
Kuhn, Christopher
Yeah.

1:0:2.270 --> 1:0:2.960
Kuhn, Christopher
Good.

1:0:6.210 --> 1:0:6.940
Chad Anson
She done.

1:0:3.20 --> 1:0:7.890
Kuhn, Christopher
We're going on lots of walks trying to shake baby out.

1:0:7.940 --> 1:0:10.760
Kuhn, Christopher
Yeah, she's she's been done for.

1:0:10.930 --> 1:0:11.740
Kuhn, Christopher
For a while.

1:0:11.950 --> 1:0:15.410
Kuhn, Christopher
But yeah, just minute by minute at this point.

1:0:15.580 --> 1:0:17.270
Kuhn, Christopher
So yeah.

1:0:15.830 --> 1:0:18.400
Chad Anson
Go well once it comes.

1:0:18.410 --> 1:0:23.340
Chad Anson
If you need anything text anytime, whether work or just whatever you anything, just text or call.

1:0:23.610 --> 1:0:24.810
Chad Anson
So we'll take care of it for you.

1:0:25.760 --> 1:0:26.130
Kuhn, Christopher
Yeah.

1:0:26.140 --> 1:0:26.920
Kuhn, Christopher
Appreciate it.

1:0:27.950 --> 1:0:29.740
Kuhn, Christopher
I think you guys are pretty much on cruise control.

1:0:30.80 --> 1:0:34.200
Kuhn, Christopher
So, but yeah, as always, anything comes up.

1:0:34.210 --> 1:0:35.220
Kuhn, Christopher
Just give me a call.

1:0:35.230 --> 1:0:35.920
Kuhn, Christopher
Shoot me text.

1:0:35.930 --> 1:0:38.690
Kuhn, Christopher
That'll be the best way to let me know to jump on something.

1:0:39.20 --> 1:0:39.370
Chad Anson
OK.

1:0:39.380 --> 1:0:39.740
Chad Anson
Yeah.

1:0:39.750 --> 1:0:42.860
Chad Anson
If something comes up and you talk to Ilse, texting and say hey, let me know when it works for you.

1:0:42.870 --> 1:0:47.90
Chad Anson
So that way you can schedule it between diaper changes and new feedings and sleep so.

1:0:47.550 --> 1:0:49.130
Kuhn, Christopher
Yeah, sounds good.

1:0:49.390 --> 1:0:49.960
Chad Anson
Cool, man.

1:0:49.570 --> 1:0:50.20
Kuhn, Christopher
Alright.

1:0:50.330 --> 1:0:50.860
Kuhn, Christopher
Thanks, Chad.

1:0:50.460 --> 1:0:51.130
Chad Anson
Everybody take care.

1:0:50.870 --> 1:0:51.650
Kuhn, Christopher
Appreciate all the help.

1:0:51.140 --> 1:0:51.720
Chad Anson
Good job.

1:0:52.90 --> 1:0:52.800
Chad Anson
You bet anytime.

1:0:53.710 --> 1:0:53.870
Kuhn, Christopher
I.

I-80 East NEPA – Resource Agency Stakeholder Meeting

March 20, 2024 – 10:00 am – 11:30 am
Microsoft Teams

Meeting Minutes

1. Study Area

Chris noted NDOT is in NEPA process and started the initial process in June 2023 and anticipate NEPA clearance in Spring 2025.

Chris noted the project was along Interstate 80 (I-80) from Vista to USA Parkway. Also included in the NEPA evaluation were interchanges at Vista Boulevard, Lockwood (Including UPRR bridge), Mustang, Patrick, USA Parkway. It will be a 4-6 lane facility, the study area stretching approximately 13 miles.

2. Traffic Needs

Purpose and need are still being developed. Chris discussed one of the primary reasons (needs) for the project was due to traffic. Chris noted the following key bullet points:

- Freight – 20% of overall traffic
- Truck parking – 25-50 spots
    - Possible truck parking at Mustang interchange. This provides operational improvements on I80 as a whole including the Reno-Sparks area. During winter closures that occur near Verdi, trucks begin parking on I80. Through the use of Dynamic Message Boards, messages could be displayed to encourage trucks to park and wait. Parking would be available year-round.
- TRIC – 20,000 AADT each direction forecasted in 2050. AADT is annual average daily traffic.
- 2023 Maximum Peak Hour
    - Westbound 2,818 VPH (26,500 AADT)
    - Eastbound 2,390 (25,550 AADT)
- 2050 Maximum Peak Hour
    - Westbound 3,580 VPH (+27%) (33,880 AADT)
    - Eastbound 3,059 VPH (28%) (34,590 AADT)

Chris also noted each lane added can accommodate 1600-1800 vehicles per hour which means currently there is excess capacity, however in 2050 I80 will be at or near capacity, especially given the existing configuration of I80 and mountainous type terrain.

Chris did note the 1600-1800 vehicles per hour per lane does not apply when incidents or inclement weather are present.

Chris also noted that PM and eastbound traffic were significantly less than west and AM traffic, which is part of the reason current and forecasted traffic volumes do not warrant widening past USA Parkway.

3. Safety Needs (2018-2022 Crash Data)

   Chris discussed safety was another key factor to be addressed as part of the project (need). Chris talked about some of the reasons safety is a major contributor to the operational issues along the project. Some of the key safety issues identified in the project include:

   - One of the biggest issues is there being no shoulders. Nowhere to pull over, nowhere for safety vehicles to pull in to clear out an incident. This also prevents emergency responders from using the shoulders requiring a longer response time and hindering their ability to clear a crash.
   - 72 Secondary crashes (10%) (2018-2022)
     - Westbound 2,818 VPH (26,500 AADT)
     - Eastbound 2,390 (25,550 AADT)
   - 720 TOTAL CRASHES
   - Many of these crashes occurring at 65 mph or lower, indicative of congestion and issues from an operational perspective.
   - 6 fatal crashes – 9 fatalities
     - 5 fatal crashes (8 fatalities) occurred during clear conditions.

   Chris noted the project corridor is split into two different areas and categories when comparing to statewide average crash rates. From Vista to Mustang is urban and Mustang to USA is considered rural.

   The I80 urban section exceeds average statewide crash rates for Injury Type A, Fatal, and Fatalities. The rural section exceeds in Total Crashes, property damage only, and injury.

4. Crash Types, Weather Conditions, Lighting Conditions

   Chris presented and displayed existing crash data over the five-year period from 2018-2022. Some key statistics from that data include:

   - Dominant crash type is rear-ending (1/3 of total crashes). Over 250 rear-end crashes with one fatality.
     - Backups are likely the lead contributor to this.
     - Working to address this issue by adding a lane and providing additional capacity as well as potentially implementing variable speed limit signs to lower speed during high congestion.
   - Head on crashes are the other dominant crash type.
     - Wrong way driver detection at interchanges as possible mitigation.
     - Median barrier rail also throughout the corridor.

- Weather conditions contribute to crashes as well. 147 crashes were under non-clear conditions. Road weather information systems will be installed to alert the Department and drivers when road conditions may be degrading and also in need of snowplows.
- 50% if crashes occur at or below 65 mph.
- A significant number of crashes between 63-72 mph.
- There are significant number of crashes below 63 mph and between 0-9 mph showing the potential for secondary crashes.
- The speed limit was reduced in this area from 70 mph to 65 mph.
- Speed does not seem to be a major contributor to safety concerns in this corridor.

5. Concept Development

Chris discussed the concept development process the NEPA/design team has been going through for the project.

a. Project Purpose

It was identified that based on the traffic operations and safety needs the following items were primary needs to be included in the project's concept development:

- Additional lane in each direction
- Outside shoulder width (12 feet).
- Widened inside shoulder (4,6, & 10 ft).

b. Concept Differences

It was noted since there were some "must haves" in the concept development, potential alternatives included evaluating various inside shoulder widths and evaluating roadway profiles such as maintaining existing profile or altering the profiles to reduce project footprint or accommodate maintenance of traffic.

c. Concept constraints

Chris noted the project also had constraints that needed to be considered especially in the "Narrows" area which extends from Vista Boulevard to the Mustang interchange. These constraints include:

- Cultural – identified multiple significant cultural resources. No expected impacts.
- Truckee river – river runs adjacent to corridor, especially from Vista to Lockwood.
- UPRR – from Vista to Lockwood UPRR and Truckee run adjacent.
- Topography – steep slopes.

d. Roadway Section

Chris discussed that after the initial concept development a final roadway cross-section was decided upon which consists of:

- Inside shoulder – 10 feet
- Travel Lanes – three lanes, 12 feet each direction
- Outside shoulder – 12 feet

e. Roadway Elevation

It was then discuss that NDOT is currently evaluating the following alternatives based upon the recommended cross section. These profile alternatives include:

- Existing roadway elevation – Maintain both eastbound and westbound profiles.
- Raised westbound elevation. – Maintain existing eastbound profile but raise westbound profile to reduce north cuts and walls.
- Common Crown – Maintain existing westbound profile and raise eastbound to match the same elevation. Chris noted this alternative does have concerns with constructability and double handling of material and may be a less preferred option.

6. Interchange Modifications

Chris went on to note that Vista Boulevard and USA Parkway interchanges would be evaluated for ramp operations and modifications made as needed at the ramp terminals. In addition, the interchanges of Lockwood, Mustang, and Patrick were being evaluated for potential enhancements including the following:

- Lockwood
  - Conventional diamond
  - Enhancing current configuration
- Mustang
  - Enhancing the current configuration and providing additional truck parking.
- Patrick
  - Conventional diamond – may require new right-of-way.
  - Enhance existing configuration but improving westbound ramp.

Chris also noted NDOT would be removing and replacing all interchange bridges structures to provide standard 16.5’ vertical clearance.

7. NEPA Status

It was noted NEPA is required since there are capacity improvements along the Interstate system and NDOT will need to use federal funds. NDOT is currently conducting an

Environmental Assessment (EA) for the project which is a mid-level NEPA document. Chris presented some key updates and items the team is addressing including:

- Field surveys and technical studies (currently underway)
    - Community impacts, air quality, water quality, noise, etc. to evaluate potential impacts.
- Avoidance of key cultural areas
- Avoidance of Truckee River and UPRR
    - Reducing construction pollution discharges.
    - Threatened and endangered species especially in the Truckee River. This waterway also goes to Pyramid Lake.
    - High focus on water quality management.
- NDOT performing Native American Consultation.
    - Draft Section 106 submitted.

The current NEPA schedule was also presented. The team began NEPA work in fall of 2023 and are currently about 6-8 months into the process. The team is working to have an Administrative Draft to NDOT and FHWA in late June 2024 with the goal of having a Finding of No Significant Impact (FONSI) in early 2025. The Administrative Draft goes to public agencies prior to the public being able to review. Chris noted a public meeting will be held in May 2024 to identify the recommended alternative. The final public hearing will be in Fall 2024.

Biological Habitat

- Heavily disturbed area by currently highway/development
- Avoid direct impact to river; potential indirect impact.
- Sagebrush/Sage Grouse habitat being evaluated.

Chris noted we are not currently proposing to do any significant alignment shifts, only widening.

Endangered/Threatened Species

- Lanhontan Cutthroat Troute (fed threatened, state game)
    - Minimize impacts through water quality improvement and pollution control during construction.
- Cui-ui (fed threatened, state game)
    - Technically the habitat is outside the project limits, however the habitat is still within the Truckee River.
- Northwestern Pond Turtle (fed proposed threatened, state protected)
    - No significant impacts anticipated.
- Monarch Butterfly (fed candidate for listing)
- Bald/Golden Eagles

- Migratory Birds
- Multiple State Protected Species (mostly riparian)
- Game Species (Bighorn Sheep, Mule deer)

Consultation/Coordination

- US Fish and Wildlife Service (ESA Section 7)
- NV Department of Wildlife

Chris and Danny noted on-going consultation will continue with the Fish and Wildlife services and the Department of Wildlife.

Cultural Considerations

- NDOT conducting cultural clearance.
- Draft Section 106 is in with the State Historic Preservation Office.
- Native American Consultation
- Multiple Avoidance Areas

Water Quality

- Construction Activities (short-term)
    - Holding southbound edge of pavement to avoid widening towards Truckee in the canyon, especially in areas adjacent to cultural avoidance areas
    - Holding existing elevations to avoid significant earthwork activities.
    - Use of BMP's during construction to catch material and sediment.
- Permanent Facilities (long-term)
    - On-site water quality treatment
        - Basins, Vaults
    - Permanent slope erosion control treatment

Chris noted that permanent facilities are still being determined under the design phase, however maintaining the goal of reducing discharges and minimizing the amount of transportation related improvements. He also noted that there are various other technical studies that will be included in NEPA, including air quality, hazardous materials, energy resources and materials, floodplains and water resources, community impact/landuse/socioeconomics, environmental justice and equity analysis, traffic noise and vibration, visual resources, recreation resources, section 4(f), and indirect and cumulative impacts.

8. Current Transit and Rideshare Considerations

It was noted that some of the public comments received to date were related to transit. Several key transit facts identified include:

- Existing RTC Vanpool

    - Saved over 31,100 potential single occupant trips in August 2023.
- Private Ridesharing
    - My Ride to Work.
    - Company specific incentive programs.
- RTC has improving transit to and from TRIC in the 2050 RTP unfunded initiatives.
- In addition, NDOT conducted an Intercounty and Regional Travel Study which identified the need for a Traffic Management Association to be created for the TRIC area. RTC has begun working with the other counties (Storey and Lyon) on development.

Another key topic is comments related to commuter rail. Chris noted some key factors related to a previous RTC commuter rail evaluation:

- Significant challenges anticipated. Would have to use existing UPRR facilities or create new lines and stations.
- RTC did an evaluation several years ago regarding potential ridership and operating costs from Reno to TriCenter. Findings showed 2500 users per day in 2040.

9. Project Schedule

   The project schedule was discussed, and the key milestones presented included:

   - Alternatives Analysis and NEPA Studies: Sept 2023 – March 2024
   - Prepare Draft Environmental Document: March 2024 – Nov 2024
   - Environmental Approval: Dec 2024 – Feb 2025
   - Next Steps: Identify 30% design preferred alternatives, finalize NEPA technical studies, conduct Public Meeting #2, and prepare administrative draft.

10. How Do I Stay Involved? – As part of the meeting wrap up, Chris provided project contact information to provide questions and/or request more information.

    a. Project website: www.i80eastnv.com
    b. Virtual Public Comment Period – April 22nd to May 24th
    c. May 8 In-Person Public Meeting
        i. Storey County Community/Fire Station, 4:00 pm – 7:00 pm with presentation at 5:30.
    d. Send an email to ckuhn@dot.nv.gov

11. Comments – The following comments were received, and responses provided as noted:

    a. Connell Dunning – Is there a formal submittal of purpose and need and range of alternatives? Andrea - Anticipating EA not EIS so not a formalized process for submitting the purpose and need. The intent to study meeting was done in the fall and the EPA was notified of that comment period. The first meeting mostly focused on public input to the purpose and need. We are preparing to send out notifications again for this second public comment period to solicit feedback on purpose and need and alternatives. As we develop the administrative draft EA for review, we will submit it to our participating cooperating agencies as well. There will be multiple opportunities to provide feedback.

b. Connell – did not hear mention of wildlife crossing or fencing to avoid collisions and provide connectivity? Nova – This has been coordinating with NDOT/NDOW/USFWS. This area has no areas currently identified as an area of concern. Noval noted a revisit of the existing fencing. Primary concern right now is horses. Del – We are not following Section 139 for reviewing EA's. Only for EIS's.
c. Nancy Kang – what is the planned construction schedule, best case scenario? Chris – This project has been identified as high priority for the department. The plan right now is to complete NEPA in 2025. Following that, we will be moving into final design to determine if the project will be delivered as a whole or potentially in phases. After final design is construction, and we don't plan on having any significant gaps between those phases.
d. Zachary Carter – No direct discharge into the river. May not need formal corp license or permit. Please reach out for 401 NDEP permit. Truckee River Flood Management project within the Vistas. Chris noted we are aware of the Vista narrows project. No direct coordination as we don't anticipate any impacts. The meeting was intended to introduce the project and will continue coordination as required.
e. Connell – Is this corridor fit into the statewide electrification corridor. Will there be electrical at the truck parking area. Chris noted he believes it is. Have not currently looked at any charging stations. The team will look into it though. This would be only directed to the truck parking area.
f. Danielle Henderson – She noted engineers spoke to NDOT engineers about the terracing project. They did take the approach to avoid footprint impacts between the NDOT project and TRFMA Narrows Widening project. Chris noted he agrees not planned impacts between the projects.

12. Attendance

	NAME	**Organization**	**Phone Number**	**Email address**
X	Abdelmoez Abdalla	FHWA		abdelmoez.abdalla@dot.gov

	NAME	Organization	Phone Number	Email address
X	Alexa Cavaretta	CA Group		Alexa.cavaretta@c-agroup.com
X	Allison Hahn	Jacobs Environmental		
X	Amber Sosa	City of Sparks		asosa@cityofsparks.us
X	Andrea Engelman	CA Group	702-245-7692	Andrea.engelman@c-agroup.com
X	Betty Aleck	Pyramid Lake Paiute Tribe Historic Preservation		thpo@plpt.nsn.us
X	Chad Anson	CA Group	775-283-8394	Chad.anson@c-agroup.com
X	Charlie Webb	Jacobs Environmental		
X	Chase Whittemore	Argentum Partners (Panasonic)		chase@argentumnv.com
X	Chris Kuhn	NDOT PM		ckuhn@dot.nv.gov
X	Christoffer Sega	The Nature Conservacy		csega@tnc.org
X	Connell Dunning	US EPA Region 9		
X	Dale Keller	RTC		dkeller@rtcwashoe
X	Danielle Henderson	TRFMA		dhenderson@washoecounty.gov
X	Danielle Tannourji	HDR		
X	Danny Rakestraw	BEC Environmental		
X	David Young	Panasonic Energy		david.young1@us.panasonic.com
X	Dwayne Smith	Washoe County Engineering		desmith@washoecounty.gov
X	Jacob Pultz	Data Center Development		j.poltz@novva.com
X	Jared Kerney	Asia Union Electronic Chemicals		jared.kerney@auecc.com
X	Jason Wierzbicki	Storey County Public Works		jwierzbicki@storeycounty.org
X	Jeff Wilbrecht	RTC		jwilbrecht@rtcwashoe.com
X	Jennifer Schumacher	NDEP		jschumacher@ndep.nv.gov
X	Jeremy Loncar	Storey County Fire Protection District		
X	Jeremy Smith	TMPRA		
X	Jessica Goza-Tyner	NDOT Environmental		jgoza-tyner@dot.nv.gov
X	Jim Rundle	City of Sparks		
X	John Enlow	TMWA		
X	John Sande	Argentum Partners (Panasonic)		john@argentumnv.com
X	Jon Ericson	City of Sparks		jericson@cityofsparks.us
X	Jonathan Palma	BLM		jjpalma@blm.gov
X	Joshua Koski	Lieutenant NHP		jkoski@dps.state.nv.us

	NAME	Organization	Phone Number	Email address
X	Karin West	NDOT Environmental		kwest@dot.nv.gov
X	Kathleen Steele	Sagebrush Ecosystem Program Manager		
X	Kathy Canfield	Storey County Planning		kcanfield@storeycounty.org
X	Kerrie Koski	City of Reno Public Works		
X	Kevin Julian	Martin Harris		Kevin.julian@martinharris.com
X	Kevin Waskiewicz	Stericycle		Kevin.Waskiewicz@stericycle.com
X	Mary Taitano	NDOT Environmental		mtaitano@dot.nv.gov
X	Matt Willette	Storey County Sheriff		mwillette@storeycountynv.org
X	Michael Drinkwater	City of Sparks		mdrinkwater@cityofsparks.us
X	Mike Draper	Argentum Partners (Panasonic)		mike@argentumnv.com
X	Mitch Cowles	NDEP Water		mcowles@ndep.nv.gov
X	Nancy Kang	Redhorse Corporation		nancy.kang@redhorsecorp.com
X	Nova Simpson	NDOT		nsimpson@dot.nv.gov
X	Pedro Rodriguez	NDOT		prodriguez@dot.nv.gov
X	Russell Huddleston	US EPA Region 9		
X	Sandra Perrson	Asia Union Electronic Chemicals		sandra.persson@auecc.com
X	Shedra Rakestraw	BLM Carson City		srakestraw@blm.gov
X	Ting Liao	US EPA Region 9		
X	Victoria Tiscareno	NDOT Water		
X	Xuan Wang	RTC Washoe Planning		
X	Zachary Carter	NDEP Water		zcarter@ndep.nv.gov

I-80 East NEPA – Stakeholder Meeting

March 5, 2024 – 9:00 am – 10:00 am
Microsoft Teams

Meeting Minutes

1. Study Area

Chris noted NDOT is in NEPA process and started the initial process in June 2023 and anticipate NEPA clearance in Spring 2025.

Chris noted the project was along Interstate 80 (I-80) from Vista to USA Parkway. Also included in the NEPA evaluation were interchanges at Vista Boulevard, Lockwood (Including UPRR bridge), Mustang, Patrick, USA Parkway.

2. Traffic Needs

Chris discussed one of the primary reasons (needs) for the project was due to traffic. Chris noted the following key bullet points:

- Freight – 20% of overall traffic
- Truck parking – 25-50 spots
  - Possible truck parking at Mustang interchange. This provides operational improvements on I80 as a whole including the Reno-Sparks area. During winter closures that occur near Verdi, trucks begin parking on I80. Through the use of Dynamic Message Boards, messages could be displayed to encourage trucks to park and wait. Parking would be available year-round.
- TRIC – 20,000 AADT each direction forecasted in 2050. AADT is annual average daily traffic.
- 2023 Maximum Peak Hour
  - Westbound 2,818 VPH (26,500 AADT)
  - Eastbound 2,390 (25,550 AADT)
- 2050 Maximum Peak Hour
  - Westbound 3,580 VPH (+27%) (33,880 AADT)
  - Eastbound 3,059 VPH (28%) (34,590 AADT)

Chris also noted each lane added can accommodate 1600-1800 vehicles per hour which means currently there is excess capacity, however in 2050 I80 will be at or near capacity, especially given the existing configuration of I80 and mountainous type terrain.

Chris did note the 1600-1800 vehicles per hour per lane does not apply when incidents or inclement weather are present.

3. Safety Needs (2018-2022 Crash Data)

Chris discussed safety was another key factor to be addressed as part of the project (need). Chris talked about some of the reasons safety is a major contributor to the operational issues along the project. Some of the key safety issues identified in the project include:

- One of the biggest issues is there being no shoulders. Nowhere to pull over, nowhere for safety vehicles to pull in to clear out an incident. This also prevents emergency responders from using the shoulders requiring a longer response time and hindering their ability to clear a crash.
- 72 Secondary crashes (10%) (2018-2022)
    - Westbound 2,818 VPH (26,500 AADT)
    - Eastbound 2,390 (25,550 AADT)
- 720 TOTAL CRASHES
- 6 fatal crashes – 9 fatalities
    - 5 fatal crashes (8 fatalities) occurred during clear conditions.

Chris noted the project corridor is split into two different areas and categories when comparing to statewide average crash rates. From Vista to Mustang is urban and Mustang to USA is considered rural.

The I80 urban section exceeds average statewide crash rates for Injury Type A, Fatal, and Fatalities. The rural section exceeds in Total Crashes, property damage only, and injury.

4. Crash Types, Weather Conditions, Lighting Conditions

Chris presented and displayed existing crash data over the five-year period from 2018-2022. Some key statistics from that data include:

- Dominant crash type is rear-ending. Over 250 rear-end crashes with one fatality.
    - Backups are likely the lead contributor to this.
    - Working to address this issue by adding a lane and providing additional capacity.
- Head on crashes are the other dominant crash type.
    - Wrong way driver detection at interchanges as possible mitigation.
    - Median barrier rail also throughout the corridor.
- Weather conditions contribute to crashes as well. 147 crashes were under non-clear conditions. Road weather information systems will be installed to alert the Department and drivers when road conditions may be degrading and also in need of snowplows.
- 50% if crashes occur at or below 65 mph.
- A significant number of crashes between 63-72 mph.
- There are significant number of crashes below 63 mph and between 0-9 mph showing the potential for secondary crashes.
- The speed limit was reduced in this area from 70 mph to 65 mph.

- Speed does not seem to be a major contributor to safety concerns in this corridor.

5. Concept Development

   Chris discussed the concept development process the NEPA/design team has been going through for the project.

   a. Project Purpose

      It was identified that based on the traffic operations and safety needs the following items were primary needs to be included in the project's concept development:

      - Additional lane in each direction
      - Outside shoulder width (12 feet).
      - Widened inside shoulder.

   b. Concept Differences

      It was noted since there were some "must haves" in the concept development, potential alternatives included evaluating various inside shoulder widths and evaluating roadway profiles such as maintaining existing profile or altering the profiles to reduce project footprint or accommodate maintenance of traffic.

   c. Concept constraints

      Chris noted the project also had constraints that needed to be considered especially in the "Narrows" area which extends from Vista Boulevard to the Mustang interchange. These constraints include:

      - Cultural – identified multiple significant cultural resources. No expected impacts.
      - Truckee river – river runs adjacent to corridor, especially from Vista to Lockwood.
      - UPRR – from Vista to Lockwood UPRR and Truckee run adjacent.
      - Topography – steep slopes.

   d. Roadway Section

      Chris discussed that after the initial concept development a final roadway cross-section was decided upon which consists of:

      - Inside shoulder – 10 feet
      - Travel Lanes – three lanes, 12 feet each direction
      - Outside shoulder – 12 feet

   e. Roadway Elevation

It was then discuss that NDOT is currently evaluating the following alternatives based upon the recommended cross section. These profile alternatives include:

- Existing roadway elevation – Maintain both eastbound and westbound profiles.
- Raised westbound elevation. – Maintain existing eastbound profile but raise westbound profile to reduce north cuts and walls.
- Common Crown – Maintain existing westbound profile and raise eastbound to match the same elevation. Chris noted this alternative does have concerns with constructability and double handling of material and may be a less preferred option.

6. Interchange Modifications

Chris went on to note that Vista Boulevard and USA Parkway interchanges would be evaluated for ramp operations and modifications made as needed at the ramp terminals. In addition, the interchanges of Lockwood, Mustang, and Patrick were being evaluated for potential enhancements including the following:

- Lockwood
  - Conventional diamond
  - Enhancing current configuration
- Mustang
  - Enhancing the current configuration and providing additional truck parking.
- Patrick
  - Conventional diamond – may require new right-of-way.
  - Enhance existing configuration but improving westbound ramp.

Chris also noted NDOT would be removing and replacing all interchange bridges structures to provide standard 16.5’ vertical clearance.

7. NEPA Status

It was noted NEPA is required since there are capacity improvements along the Interstate system and NDOT will need to use federal funds. NDOT is currently conducting an Environmental Assessment (EA) for the project which is a mid-level NEPA document. Chris presented some key updates and items the team is addressing including:

- Field surveys and technical studies
  - Community impacts, air quality, water quality, noise, etc. to evaluate potential impacts.
- Avoidance of key cultural areas
- Avoidance of Truckee River and UPRR

    - Reducing construction pollution discharges.
    - Threatened and endangered species especially in the Truckee River. This waterway also goes to Pyramid Lake.
    - High focus on water quality management.
- NDOT performing Native American Consultation.
    - Draft Section 106 submitted.

The current NEPA schedule was also presented. The team is working to have an Administrative Draft to NDOT and FHWA in late June 2024 with the goal of having a Finding of No Significant Impact (FONSI) in early 2025. The Administrative Draft goes to public agencies prior to the public being able to review. Chris noted a public meeting will be held in May 2024 to identify the recommended alternative. The final public hearing will be in Fall 2024.

8. Current Transit and Rideshare Considerations
   It was noted that some of the public comments received to date were related to transit. Several key transit facts identified include:

- Existing RTC Vanpool
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The project schedule was discussed, and the key milestones presented included:

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10. Project Schedule and Funding

    Chris noted next phases of the project would be final design and construction. The project is a priority for NDOT. Project cost is anticipated to be around $500 million, which is a very significant cost for NDOT. Funding is one of the biggest risks for project implementation. The main funding sources of have not been identified to date however, NDOT has been pursuing grants. Another potential option may be phasing of the project to spread out the funding and get started. NDOT is working with other agencies to identify funding partnerships.

11. How Do I Stay Involved? – As part of the meeting wrap up, Chris provided project contact information to provide questions and/or request more information.

    a. Project website: www.i80eastnv.com
    b. May 2024 Public Meeting
        i. Identification of preferred alternatives
    c. Late Summer 2024 Public Hearing
        i. Administrative Draft Environmental Assessment
    d. Send an email to ckuhn@dot.nv.gov

12. Comments – The following comments were received, and responses provided as noted:

    a. Candace Stowell – Candace asked if a copy of the presentation could be provided. Chris noted he will provide it to her. Candace also asked if NDOT had any participation with the Pyramid Lake Tribe. Chris noted they were invited to this meeting and had accepted. Chris will follow up with them to provide an additional time and date to discuss the project with them. Candace noted she has been working with Trish Connor at the Pyramid Lake Tribe and she'll forward the information to her. Candace wanted to confirm no structural improvements were being made to or impacting the Truckee River. Chris verified no significant impacts were being made to the Truckee River. Candace also requested if she could receive information on the public meeting and Chad noted the team will add her to the Public Information Meeting postcard mailing list.

13. Attendance

	NAME	Organization	Email address
X	Candace Stowell	Reno Sparks Indian Colony	cstowell@rsic.org
X	Chad Anson	CA Group	chad.anson@c-agroup.com
X	Chris Kuhn	NDOT PM	ckuhn@dot.nv.gov

I-80 East NEPA – TRIC Stakeholder Meeting

February 22, 2024 – 10:00 am – 11:30 am
Microsoft Teams

Meeting Minutes

1. Study Area

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        i. Administrative Draft Environmental Assessment
    d. Send an email to ckuhn@dot.nv.gov

12. Comments – The following comments were received, and responses provided as noted:

    a. Chase Whittemore – Chase asked about what other agencies NDOT was working with on additional funding. Chris noted the primary agency was Washoe RTC. Chris noted other minor funding partnerships may be there with local agencies.

    b. Matt Willette – Matt asked would there be a complete closure, lane closures, other types of closures during construction? Chris noted maintenance of traffic during construction is a key priority. This is being evaluated during the initial phase right now until the contractor provides final plans for approval. NDOT is currently not planning major long-term closures. Depending on ripability of rock, blasting may be required which would require short-term closures. Also trying to minimize short-term closures of the freeway and potential short-term lane closures. Chris noted there is still a lot of work that will need to be done on that. Matt noted that during major incidents a lot of traffic uses local streets such as Peri Ranch Road. The bridges are not designed for larger trucks. Matt noted the project is much needed to safely conduct traffic stops. Chris noted coordination with emergency responders will continue.

    c. Chase Whittemore - How much confidence does NDOT have in the $500 million estimate. Chris noted it was a planning level estimate. As NDOT moves towards

30% design there will be a more refined cost. 30% design expected to be completed around end of 2024. The project will continue to be refined throughout the project.

13. Attendance

	NAME	Organization	Email address
X	Chad Anson	CA Group	chad.anson@c-agroup.com
X	Chase Whittemore	Argentum Partners (Panasonic)	chase@argentumnv.com
X	Chris Kuhn	NDOT PM	ckuhn@dot.nv.gov
X	David Young	Panasonic Energy	david.young1@us.panasonic.com
X	Jacob Pultz	Data Center Development	j.poltz@novva.com
X	Jared Kerney	Asia Union Electronic Chemicals	jared.kerney@auecc.com
X	John Sande	Argentum Partners (Panasonic)	john@argentumnv.com
X	Kathy Canfield	Storey County	kcanfield@storeycountynv.org
X	Mike Draper	Argentum Partners (Panasonic)	mike@argentumnv.com
X	Kevin Julian	Martin Harris	Kevin.julian@martinharris.com
X	Kevin Waskiewicz	Stericycle	Kevin.Waskiewicz@stericycle.com
X	Matt Willette	Storey County Sheriff	mwillette@storeycountynv.org
X	Sandra Perrson	Asia Union Electronic Chemicals	sandra.persson@auecc.com

<u>I-80 East NEPA – Washoe Tribe Coordination Meeting</u>

August 7, 2024 – 10:00 am – 11:30 am
Washoe Tribal Headquarter Offices

<u>Meeting Minutes</u>

General introductions were made amongst the group. See attendance list on the following page.

Chairman Smokey asked if this presentation had anything to do with current work along the corridor. Chris noted it did not and that those were separate operational and safety improvements constructed by NDOT.

Chris provided a general project description and reviewed the proposed improvements including providing an additional lane in each direction and shoulder widening.

Chris provided a NEPA update on schedule and progress to date. Noted project is an Environmental Assessment. Purpose and Need was presented noting traffic and safety concerns. It was noted that freight comprises 20% of the corridor traffic and an additional 30% of overall traffic in 2050 is expected to be utilizing the I-80 corridor. TRIC traffic will account for almost 20,000 vehicles per day in each direction in 2050. Chris discussed that a significant portion of traffic enters and exits I-80 at USA Parkway and that is the primary reason for USA Parkway being the eastern terminus for the project and in compliance with NEPA logical termini philosophy.

Chris mentioned that NDOT was evaluating the potential to provide additional truck parking. Operational issues related to shoulder restrictions were also reviewed. Safety data was also presented, and Chris noted that several statewide average crash rates were being exceeded within the corridor.

Chris discussed the various alternatives evaluated and why NDOT decided upon the proposed build alternative. Improvements at the various interchanges were also discussed and identified.

Transit and rideshare considerations were also reviewed. It was noted that RTC of Washoe County has evaluated commuter rail and is looking at re-evaluating in the near future. In addition, RTC has identified additional transit service to TRIC as part of their 2050 unfunded long-term plan. NDOT does support additional transit service, however, the additional lane is also needed regardless of any proposed transit service.

Chris noted that there were significant cultural areas identified as part of the project’s cultural evaluation and consultation. Chairman Smokey noted that the Washoe Tribe is very interested in the corridor since the Washoe Tribe frequently traveled along and utilized the corridor. He suggested that the tribe would recommend the use of a cultural monitor from one of the tribes during construction activities.

Chris discussed utilizing low impact measures to improve water quality leaving the roadway. Methods could include retention basins or vaults. It was noted that water quality is a project priority

Chris noted NDOT has been engaging in Section 106 consultations with all the tribes.

Attendance

NAME	Organization	Email address
Serrell Smokey	Washoe Tribe	Serrell.smokey@washoetribe.us
Joe Nady	Washoe Tribe	General.counsel@washoetribe.us
Chad Anson	CA Group	chad.anson@c-agroup.com
Chris Kuhn	NDOT PM	ckuhn@dot.nv.gov