Steering Committee Meeting

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| Meeting Location* | 3rd Floor Conference Room<br>1263 S. Stewart Street<br>Carson City, Nevada |
| Meeting Date and Time | December 7, 2011 1:30 pm – 3:30 pm |

*Meeting will be broadcast live via Net Meeting at the HDR office 7180 Pollock Drive, Las Vegas, NV.

***New website! www.ConnectingNevada.org***

AGENDA ITEMS

1 Introductions

2 Technical Memorandum No. 1-3 follow-up

3 Stakeholder meetings initial observations and findings

4 Travel Demand Model briefing

5 Schedule

6 Open Discussion

7 Meeting adjourned

Action items:

For questions or comments please contact Jason Van Havel (775-888-7119) or Tim Mueller (775-888-7351), NDOT Project Managers; or Brent Cain, HDR Project Manager at 602-522-7782.

*Steering Committee Meeting Notes*

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| *Attendees:* | *See sign-in (attached).* |
| *Conference call attendees:* | *Lolene Terry, HDR; Jason Gray, Strategic Solutions; Michael LaBianca, HDR; [PLEASE INCLUDE OTHERS – UNABLE TO CAPTURE NAMES ON CONFERENCE CALL]* |
| *Handouts:* | *Meeting Agenda* |

Tim Mueller, NDOT, began the meeting by providing a brief project introduction and overview of the November 2011 outreach activities. The Steering Committee (SC) members introduced themselves (see sign-in and Conference call attendees noted in heading).

Brent Cain, HDR, welcomed everyone Brent introduced Jason Gray, Strategic Solutions, who presented a PowerPoint: ***Connecting Nevada: Stakeholder Workshops, Process Overview and Preliminary Insights***. The presentation summarized the input received from the outreach activities. The information presented is summarized below:

### *Stakeholder Outreach - Purpose*

- Engage stakeholders in a discussion about Nevada's transportation future
- Inform about the project and process
- Solicit thoughts, concerns, and ideas
- Identify specific areas and issues to address
- Provide information on how to stay involved
- Begin a dialogue that endures through subsequent study processes

### *Stakeholder Involvement - Process*

- Stakeholder Database Development
- Stakeholder Workshops
- 1st Round (November 7-16, 2011) – get stakeholders involved and solicit input
- 2nd Round (June 2012) – validating input and presenting initial recommendations
- Stakeholder Workshops – 1st Round
- 6 Sessions in Las Vegas; 4 Sessions in Reno
- Rural Outreach in Elko, Ely, Winnemucca

- Invitations mailed describing purpose and logistics
- E-mail and telephone follow ups

### *Stakeholder Workshops – Attendance*

- Las Vegas Sessions – East Las Vegas Community Center; Reno Sessions – McKinley Arts & Culture Center and NDOT District II Office (video conf.)
- A combined total of 144 people representing 98 organizations participated
- Organizations included local, state, federal government agencies, energy and utilities, mining, gaming, developers, environmental groups, research institutes, trade associations, and chambers of commerce

### *Stakeholder Workshops - Format*

- Provide project background - PPT Presentation
- Break into working groups - Facilitators
- 5 discussion questions
    1. What improvements are needed to existing roads and transportation services in Nevada?
    2. What are the regional environmental and conservation issues that the plan must address?
    3. What are the biggest challenges facing mobility in the state; what are the biggest opportunities?
    4. From your perspective, what are the regional multi-modal and commercial transportation issues that the plan must address?
    5. When you look to 2050 and beyond, what are the growth, development, business, or other economic changes that you see occurring; how should the plan address these changes?
- Workshop Materials –
    - Base Map: General transportation system overview
    - Ownership Map: Land ownership by public/private distinctions
    - Bio Map: Areas of critical environmental concern and critical habitats
    - Functional Road Classification Map: Function of major highways and arterials
    - Airports Map: Airports by type and classification
    - Solar Energy Potential Map: Solar "hot spots" in Nevada
- Report key points back to larger group
- Conclude – 2 hrs. each session

## *PRELIMINARY INSIGHTS*

### *Preliminary Insights – Las Vegas Sessions*

- Transportation System Improvements
    - Emphasis on creating commuter light rail to link Southern Nevada communities
    - Focus on expanding commercial/freight rail capacity; anticipated inland port growth

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  - Explore creation of commuter and commercial/freight rail hubs – focus needs to be on rail

- Concern about connectivity to rural areas; enhance existing roadways and explore multi-modal options
  - Plan for expansion of military operations
  - Economic and population growth in NE area of state expected; already challenges relative to access
- Enhance mobility options for Las Vegas to Reno
  - Improvement needed to existing US 95 corridor for more capacity and expansion to accommodate other modes; particularly rail (high speed commuter and commercial)
- Clark County Freeways and Roadways
  - Dedicated truck lanes; more express lanes; better grade separations; evaluate use of HOV lanes
  - Insufficient ROW along existing corridors to meet current needs
  - Must alleviate urban congestion over time
  - Implement specific projects; complete 215 Beltway, updates to I-15, relieve I-15; create alternative route around downtown
- Accommodate Renewable Energy Development
  - Plan for Nevada as alternative energy exporter in 2050; evaluate utility scale developments and transportation needs;
  - Incorporate utility corridors into plan
- Enhance mobility between Las Vegas and Southern California
  - Immediate need for high speed rail option for business and tourism; line should continue to Northern Nevada over long term
  - Major potential for economic growth – commercial/freight rail is needed, I-15 unable to keep up
- Enhance mobility between Las Vegas and Phoenix
  - I-11 corridor study needed, plan for eventual route linking both cities and potentially continuing North – will help relieve I-15 and US 95
  - Major potential for economic growth – commercial/freight rail is needed; possible passenger light rail (dual corridor)
- Evaluate Yucca Mountain Impacts
  - Explore alternative uses for infrastructure if plans do not move forward; particularly rail opportunities
- Plan for Mining Growth

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        - Growth trends up in mining towns – particularly NE; more exploration occurring; I-80 improvements to accommodate exports
    - Incorporate Intelligent Transportation Systems (ITS)
        - Develop smart lanes guided by wire technology; evaluate application for rail systems
        - Monitor technology improvements and opportunities to free up capacity and allow for efficiency
    - Increase Funding for Transportation
        - Improvements impossible without additional investment in infrastructure, maintenance, technology, and planning
        - Evaluate opportunities to incorporate tolls
- Regional Conservation & Environmental Issues
    - Protection of Wildlife and Endangered Species
        - Anticipate impacts along major corridors; incorporate sensitive planning to preserve habitat; wildlife crossings
        - Major consideration of desert tortoise, big horn sheep, sage grouse
    - Water
        - Availability and quality of water are of critical concern; collaborate with local, state, federal entities to determine transportation impacts
    - Promote State Recreation & Cultural Resources
        - Incorporate supportive planning for eco-tourism; greater recreation and exploration of Nevada's natural areas
    - Air Quality
        - Evaluate planning impacts on air quality; semi-trucks and tractor trailers are big concerns – idling vehicles
        - Dust from unpaved or poorly maintained roads
        - Importation of air quality problems (i.e. Los Angeles); look to urban bypass opportunities
    - Multi-Modal & Conservation
        - Proactive planning to encourage environmentally friendly modes
        - Develop multi-modal corridors and hubs – seen as future of transportation system
    - Alternative Fuel & Electric Vehicles
        - Proactively plan for facilities that accommodate growth
        - Need for electric vehicle plug-in stations
    - Collaborative Planning

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  - Incorporate processes for more proactive planning concerning conservation and environmental issues; more interagency planning
  - Streamline the environmental planning process, to the extent possible (NEPA)
  - Encourage more design/build opportunities
  - Better urban planning – strong support for "Complete Streets"

- Mobility Challenges and Opportunities
  - Challenges
    - Distance and lack of infrastructure between major population centers within Nevada; rural access
    - Impacts on existing roadways due to heavy commercial truck travel – maintenance, cost, environmental, and safety issues
    - Lack of policy initiatives to support proactive, long range planning – including supportive funding
    - Terrain and topographical constraints
    - Infrastructure planning and delivery – historically behind development
    - Access to land & ROW– federal and private (PISTOL)
    - Environmental regulations and oversight (NEPA)
    - Limited availability and choice of multi-modal options and public transit; lack of rail, bike paths, trails, pedestrian accommodations
    - Airports and capacity, particularly commercial
  - Opportunities
    - Economic development and diversification initiatives
    - Multi-modal solutions –multi-modal corridors; freight off roadways with rail, passenger rail, aviation potential
    - Partnership development- evaluate transit solutions with private partners (financing, infrastructure, modes)
    - Communication and coordination with other agencies at local, state, federal level – economic development, energy, regional planning
    - Technology – ITS (+) leverage smart phones to improve communication with motorists (safety, traffic control, etc.)
    - Research and development at universities and community colleges; collaborative opportunities
    - Education and public awareness – culture shift
    - Moderated growth and changing demographics
    - Aviation– expand monorail to McCarran airport, passenger light rail links to outlying areas; position Ivanpah Airport as commercial/freight hub
    - Establish commercial hub outside Las Vegas Valley

- Growth & Development Trends

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- Las Vegas Strip and downtown corridor primary areas of employment growth, downtown redevelopment
- Southern Nevada will be a manufacturing/cargo hub; distribution centers
- Urban planning will focus on sustainable, transit-oriented communities that are more efficient and the allow for more multi-modal options; focus will be on infill rather than sprawl – more bike paths, pedestrian walkways and trails will emerge
- Transportation planning will include efficiencies - maximizing existing corridors, creating dual corridors, complete streets, and inter-modal stations and facilities
- Renewable energy development and transmission will dominate diversification discussions; CA and NV renewable standards on horizon – transportation system should accommodate power grid and transmission needs
- Technological advancements that impact transportation will develop at a fast clip; plan should contemplate proactive approach to monitoring emerging trends in technology

## Preliminary Insights – Reno Sessions

- Transportation System Improvements
  - Improve Regional Connectivity
    - Concerns about access and safety on major arterials– more passing lanes, turning lanes, rest stops, turn-out parking for trucks and RVs, and wider shoulders
    - Implement and complete specific regional projects to improve mobility and connectivity (examples: Pyramid Hwy – 395 connector, Carson Bypass, SR 228 to SR 892, SR 370 to US 50, USA Parkway)
  - Emphasis on Improving Connectivity to Neighboring States
    - E-W light rail corridor connecting San Francisco, Reno/Tahoe, and Salt Lake City and/or Colorado
    - Intermodal port from Reno to Stockton, CA - for business development
    - Extend SR 446 to California, SR 225 to Idaho
    - Create I-11 Corridor that extends from Las Vegas to Reno/Tahoe; potential multi-modal corridor
  - More efficiency in Planning/Phasing Projects
    - Current efforts focus on maintenance and congestion relief; important to think long term and systematically
    - Decentralize ownership and maintenance of some roads to local jurisdictions where possible; more time to “think big”
    - Compression of construction timelines, more on-time delivery
    - Expand Design-Build opportunities where possible
    - Evaluate speed limits, roundabouts, and signals to improve flow of traffic
  - Emphasis on Multi-Modal Improvements
    - Evaluate statewide passenger light rail network

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        - Capacity for freight and commerce rail lacking
        - Better bike and pedestrian connections – incorporate existing regional plans
        - Create multi-modal corridors
        - Public transit should include light rail options
    - Improve Communications with Motorists & Transit Users
        - Weather conditions and cell signal limitations as regional concerns – use phone apps to communicate traffic control emergencies, weather conditions, and safety information
        - Evaluate consistency of signage – lacking in certain areas
    - Expand Aviation Potential
        - Aviation as opportunity for multi-modal linkages; add transit to McCarran Loop
        - Expand aviation capacity – Stead Airport for commercial overflow from Reno/Tahoe
        - Position Reno/Tahoe as international aviation hub – they have footprint and will be needed if 2022 Olympic bid is successful
        - Silver Springs Airport as possible freight and commercial hub – possible access to highway and rail
- Regional Environmental & Conservation Issues
    - Protect Wilderness, Wildlife & Endangered Species
        - Collaborate with state wildlife and forestry officials to better plan for wildlife crossings, migration, and conservation
        - Safety of wild horses, protection of sage grouse, desert tortoise, and big horn sheep in Virginia Highlands
    - Address Invasive Species & Aesthetics
        - Freight trucks introduce invasive weeds, leads to visual obstruction and safety hazards
        - Enhance Adopt-A-Highway program to help with maintenance and clean up
        - Rural roads and waste dumping
        - Maintain scenic viewscapes; 2007 I-80 Landscaping/Aesthetics Plan
    - Water Quality and Availability
        - Evaluate water quality impacts in Truckee River corridor and Tahoe Basin; runoff a concern, impacts wetlands
        - No consensus on where the water will come from
    - Air Quality
        - Concerns about Washoe County and vehicle emissions standards; freight trucks and dust hazards
        - Rural areas and unpaved roads – evaluate potential for non-attainment over the long term transportation planning process

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- Collaborative Planning & Cooperation
  - Conservation and environmental concerns at the local level require more two-way communication
  - Qualify for regional conservation plans and initiatives
  - Improve communication with federal agencies; example -involve BLM early in the process of Resource Management Plan (RMP) development
- Vehicle Dependency and Clean Energy
  - Lack of infrastructure for non-auto traffic; HOV lanes can only do so much
  - Identify ways to bring more solar and geothermal energy use into transportation development process

- Mobility Challenges & Opportunities
  - Opportunities
    - Passenger light rail to be incorporated into public transit system – commuter rail from Fernley to Reno to Carson to Gardnerville/Minden
    - High Speed rail linking major metropolitan areas
    - Freight rail expansion, possibly through I-80 corridor optimization; manufacturing hubs will require more rail
    - Planning seen as key – more cooperation among Northern Nevada communities, less turfism
    - Revisit 2007 Blue Ribbon Task Force report and incorporate recommendations into plan
    - Reno awarded bronze medal for being bike friendly – promote and expand potential (example – create commuter and recreation bike routes with supportive facilities from Fernley to Reno to Carson); Tahoe to Pyramid Lake bikeway
    - Mobility Challenges & Opportunities (Cont…)
    - Maximize education and awareness potential of funding and revenue studies – VMT and tolls studies
    - HOV lanes – evaluate for effectiveness; expand where appropriate but consider usage levels
    - Northern Nevada proximity to neighboring states – fully realize potential
    - Carpooling, vanpooling, public transit system enhancement – underutilized
    - Public Private Partnerships- encourage more, evaluate cost sharing, seek specialists in rail financing
    - Coordination with renewable energy developers and utilities for shared corridors, possible cost sharing for ROW
    - Mobility Challenges & Opportunities (Cont…)
  - Challenges
    - Funding – inefficiency and limitations of existing sources; bring funding mechanisms in line with future needs

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  - Lack of sophisticated urban public transit system
  - Public awareness and need for culture shift
  - Distance between Northern Nevada communities; certain level of rural isolation
  - Congestion, maintenance and capacity needs outpace time and resources
  - Disconnections between land use planning and transportation planning – seen as fragmented and reactive
  - Lack of rail corridors, rail hubs and multi-modal corridors; ROW acquisition challenges

- Growth & Development Trends
  - Renewable Energy Development & Transmission – more domestic energy production and distributed power generation (wind, solar, and geothermal)
  - Mining Industry – changes in mining will impact rural areas; need to keep more mineral revenues in Nevada
  - Manufacturing/Warehousing & Distribution – expanding sectors with a lot of potential for future growth; collaborate with private sector to better understand transportation infrastructure needs over long term
  - Vehicle Efficiency & Technology– Qualify for revenue impacts; infrastructure needs such as plug-in stations; anticipate emerging technologies such as driverless cars; opportunities to communicate with advanced vehicle systems
  - 2022 Olympic Games – gaining a lot of momentum and should be fully understood from a transportation needs standpoint; greater collaboration with Olympic transportation task force
  - Aviation – Nevada as gateway to the pacific rim and possible international aviation hub over long term; aviation industry researching possibilities
  - Tourism & Recreation – Unique recreation resources support outdoor activities and eco-tourism expansion; linking communities through multi-modal opportunities imperative
  - Population and Demographics – Prepare for growth in older age groups and mobility needs, signage and visibility; new immigrant communities; need for reliable population numbers over long term
- NEXT STEPS
  - Detailed collaborative review of stakeholder workshop comments
  - Calibrate incidence of issues, concerns, and recommendations
  - Further aggregate comments into conceptually similar categories
  - Match comments to vision, goals, objectives of Connecting Nevada and begin to establish priorities
  - Compile narrative to give context and description of how the stakeholder workshop feedback will be applied to Connecting Nevada
  - Continue stakeholder engagement with website updates and electronic notifications

Following the presentation of material Jason asked if anyone had questions. Jason Van Havel, NDOT, discussed coordination with the State Rail Plan. Brent Cain mentioned that the study team held a

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conference call with the Rail team and that the two teams agreed to share information as each study advances, with a follow-up call to be scheduled once both projects are further along. A question was asked as to whether schools have been part of the outreach activities. Tim mentioned that the Universities had been invited to attend the stakeholder workshops and that an informal meeting with university students would be a good idea.

Brent provided an update on the travel demand model (TDM). A TDM architecture white paper has been submitted to NDOT for review. The team is modeling at the HPMS level, looking at the influence of surrounding states. Beyond Nevada and the surrounding counties, the model looks at the interstate system and captures activity at a high level. HDR has obtained the various MPOs models and is in the process of stitching them together. Jason Van Havel noted concern of having the resources within NDOT to maintain the model. Brent explained that HDR will be providing some training with the delivery of the model. Brent noted that the model will be a useful tool to evaluate changes in socioeconomic projections and network.

John Terry, NDOT noted that there is an HOV Plan for southern Nevada. He also noted that improvements in safety, especially for rural Nevada, are a priority.

Tim Mueller concluded the meeting and thanked everyone for their attendance and continued interest in the project.

For questions or comments please contact Jason Van Havel (775-888-7119) or Tim Mueller (775-888-7351), NDOT Project Managers; or Brent Cain, HDR Project Manager at 602-522-7782.

*Any exceptions, corrections, or additions of these notes should be forwarded to Brent Cain, HDR, in writing with five (5) days of receipt of this document.*

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Steering Committee as of September 19, 2011

***Time and Date: 1:30 pm – 3:30 pm*** ***December 7, 2011***

***Location(s):*** **NDOT 3rd Floor Conf. Room**
**1263 S. Stewart Street, Carson City** **and** ***HDR Las Vegas***
***7180 Pollock Drive, Lake Tahoe Conf Rm.***

**SIGN-IN SHEET & DISTRIBUTION LIST** (Please review this information at sign in and mark any corrections)

| Attended Meeting | Member Name | Contact Information | Representing |
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**X = Attended Meeting**

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| | Kent Steele<br>Project Scoping | 1263 S. Stewart Street<br>Carson City, NV 89712<br>775-888-7010<br>ksteele@dot.state.nv.us | NDOT |
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| | Jim Caviola<br>~~CA Group~~<br>Project Team | 2785 S. Rainbow Blvd<br>Las Vegas, NV 89146 | CA Group |

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