

CONNECTING NEVADA PHASE II

Planning Our Transportation Future



Stakeholder Workshops

Summary Report

February 13, 2012

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1. INTRODUCTION & BACKGROUND

The Nevada Department of Transportation (NDOT) launched Connecting Nevada to provide a comprehensive, statewide multi-modal planning effort with the goal of improving communication and coordination among partner agencies, geographic areas, and planning efforts. The intent of Connecting Nevada is to develop a framework that coordinates and integrates the results of various state, regional, and local planning efforts into a unified, cohesive vision. The Connecting Nevada Plan will guide decisions and investments in the future, establish policies and guidance for identification and preservation of transportation corridors, and recognize and encourage multi-modal opportunities. As a long-term plan for transportation corridor identification, Connecting Nevada will help us understand the impacts transportation has on economic development, community planning, infrastructure, and overall quality of life in Nevada's communities. As part of this effort, the consultant team designed a process whereby a broad cross-section of community stakeholders were given an opportunity to provide their unique thoughts, comments, and recommendations early in the planning process.

The focus of this memorandum is to summarize the purpose, process, and outcomes of a series of stakeholder workshops that were facilitated in Las Vegas, Reno, Elko, Ely, Tonopah and Winnemucca by the consultant team in partnership with NDOT representatives. The stakeholder workshops were predicated on the belief that Connecting Nevada, as Nevada's long range transportation plan, will benefit substantially from the combined knowledge, expertise, and involvement of community stakeholders who represent our state's business and industry interests, economic development strategies, and infrastructure and development needs. As subsequent sections of this report will illustrate, the stakeholder workshops represented an opportunity for recognized experts and leaders in their respective fields to engage in a dialogue about our state's transportation future by evaluating development patterns, trends, needs, and emerging issues that affect long range transportation planning in Nevada.

The stakeholder workshops summarized in this memorandum were held from November 2011 to January 2012, and are the first in a two-part series that will conclude when stakeholders reconvene in the summer 2012 to comment on the draft Connecting Nevada plan. The focus of the first series of workshops was to initiate awareness among key stakeholder groups, generate interest, and gather insights and recommendations to inform Connecting Nevada. By involving key stakeholder groups in collaborative ways and encouraging active participation in decision-making early in the process, NDOT is able to generate a sense of value and ownership of Connecting Nevada among stakeholders, an important element of planning processes that are sustainable and successful over the long term.

2. WORKSHOP PROCESS OVERVIEW

2.1 PLANNING & LOGISTICS

The consultant team began planning the stakeholder workshops months in advance of their scheduled facilitation. The process began with the development of a database of more than 500 community stakeholders representing a broad cross section of the community for the purpose of identifying groups, organizations, entities, and agency missions or interests that align with the goals and objectives of Connecting Nevada, and whose insights and recommendations were likely to add value to the plan. Every effort was made to update and include information in the database for stakeholders who participated during Phase I of Connecting Nevada. The database includes the names, organizations, contact information, and participation dispositions for all stakeholders invited to participate in the first series of Connecting Nevada workshops. All stakeholders were sent a formal letter from NDOT requesting their participation in one of several workshops planned throughout the state. Stakeholders were also sent follow-up e-mails and in certain instances, follow-up telephone calls were made to encourage attendance. The consultant team provided both a RSVP e-mail address and telephone number to stakeholders who wished to participate in the workshops. A copy of the stakeholder invitation letter can be found in the appendix of this report.

In total, fourteen stakeholder workshops were held from November 7, 2011 to January 5, 2012. Each stakeholder workshop session was scheduled for approximately two and half hours. The following is a breakdown of workshops by location:

- **Las Vegas Workshops:** A total of six stakeholder workshops were held in Las Vegas at the East Las Vegas Community Center from November 7-9, 2011.
- **Reno Workshops:** A total of four sessions were held in Reno from November 15-16, 2011, three at the McKinley Arts & Culture Center and one at the NDOT District II office. Videoconference and teleconference participation was possible during the Reno workshop held at the NDOT District II office.
- **Rural Workshops:** Additionally, a stakeholder workshop was held in Winnemucca at the Humbolt County Library on December 12, 2011, in Elko at the Elko County Library on December 13, 2011, in Ely at Great Basin College on December 14, 2011, and in Tonopah at the NDOT District office on January 5, 2012.

A morning and afternoon workshop was scheduled for each day that sessions were held in Las Vegas and Reno. More than 150 community stakeholders participated throughout the course of the workshops. Organizations from across Nevada representing local, state, and federal government agencies, energy and utilities, mining, gaming, developers, environmental groups, universities and research institutes, trade associations, and chambers of commerce were in attendance. A list of participating stakeholders for each of the three regions can be found in the appendix of this report.

Connecting Nevada Stakeholder Workshop Goals:

- *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*

2.2 FORMAT & SUPPORTING MATERIALS

The stakeholder workshops consisted of an introductory presentation followed by semi-structured group discussions and collaborations. An opening PowerPoint presentation of approximately 15 minutes was given at the start of each stakeholder workshop session. The presentation generally covered the overall goals and objectives for Connecting Nevada, planned data collection activities and technical studies, public and stakeholder involvement processes, timeline, and contact information for the consultant team and NDOT project managers. The presentation was followed by two hours of semi-structured group discussion and collaboration facilitated by a moderator. Prior to beginning the group discussions, the moderator called attention to supporting materials and handouts provided at each table that were intended to function as reference tools during stakeholder discussions. All stakeholders were encouraged to be open, honest, and as specific and detailed as possible with their comments, feedback, and suggestions.

The supporting materials provided to stakeholders consisted of several maps denoting specific areas of interest with respect to transportation planning and infrastructure, including:

- Base map with a general overview of Nevada's transportation system
- Ownership map showing land designated as publicly or privately owned
- Bio map showing areas of critical environmental concern and critical habitats
- Functional classification map showing the function of major highways and arterials
- Airports map showing all airports throughout Nevada
- Solar energy potential map showing solar energy "hot spots" in Nevada.

A copy of the maps provided can be found in the appendix of this report. Participants were encouraged to use the materials as much as needed and to draw on the maps to visually convey their ideas to the consultant team.

Participants were then segmented into table groups of 6-8 individuals. Each table was facilitated by a member of the Connecting Nevada consultant team who transcribed the comments, statements, and other insights or recommendations that surfaced during the group discussions on flip charts. The moderator advised stakeholders that comments, feedback, and suggestions transcribed to the flip charts would form the basis of the stakeholder involvement report and would be used as a reference guide for future Connecting Nevada planning activities and processes. This summary document is derived exclusively from the notes from these discussions.

The moderator facilitated the group discussions by providing 5 questions to generate thoughtful discussion among participating stakeholders:

- *What improvements are needed to existing road and transportation services in Nevada?*
- *What are the regional environmental and conservation issues that the plan must address?*
- *What are the biggest challenges and opportunities facing mobility in Nevada?*
- *From your perspective, what are the regional multi-modal and commercial transportation issues that the plan must address?*
- *When you look to 2050 and beyond, what are the growth, development, business, or other economic changes that you see occurring in Nevada? How should the plan address these changes?*



Approximately 10 minutes were allocated for discussion in response to each question. Once all questions were asked the moderator prompted each table captain to use their flip charts to summarize for the entire group the comments, suggestions, and feedback gathered during discussion and deliberation. After each table captain finished their respective summaries, stakeholders were given an opportunity to ask any questions or to contribute any additional insights before the workshop ended. A closing statement was given by NDOT project managers prior to the end of each workshop. During the closing statement, NDOT project managers briefly summarized some of the major outcomes and takeaways from the workshop, thanked stakeholders for their time, and directed their attention to the Connecting Nevada project website for further information, or to contact the consultant team or NDOT project managers with any future questions, comments, or suggestions.

3. INTERPRETATION OF EXECUTIVE & REGIONAL SUMMARIES

The stakeholder workshop sessions conducted in Las Vegas, Reno, and rural communities provided a rich set of qualitative data for the team to interpret and apply to Connecting Nevada. The feedback gathered from stakeholders addresses a wide variety of topics related to transportation infrastructure, planning, collaboration, mobility, connectivity, economic development, and environmental considerations. Sections 4-7 of this report contain executive and regional summaries of the comments, suggestions, and recommendations gathered during the stakeholder workshops. The executive summary is intended to provide high-level insights that describe general trends, which emerged during all of the stakeholder workshops, including discussion of common themes and trend variations between regions. The regional summaries are structured to provide insights specific to each region where the workshops were conducted. Following the regional summaries are incidence graphs that capture the frequency at which certain concepts were mentioned during the workshops. The incidence graphs correspond to a primary category composed of several sub categories. The sub categories and corresponding primary categories were created to group the individual comments, suggestions, and recommendations into conceptually similar topics for the purpose of identifying themes and trends to carry forward in the Connecting Nevada plan. Additionally, by grouping conceptually similar comments, suggestions, and recommendations, the consultant team is better equipped to identify priorities within each particular region that will help guide future planning activities and processes.

It is important to understand the limitations associated with the collection and interpretation of qualitative data. The most important limitation to consider is the opinions expressed by participants are their own and should not be extrapolated to represent the opinions of all stakeholder groups or even all stakeholders within a particular field, industry, or association. Additionally, the more than 160 stakeholders who participated in the workshops represent a broad cross section of interests and therefore have varying degrees of exposure to the nuances and technicalities of transportation planning. Therefore, not all of the feedback gathered from stakeholder workshops is actionable. However, in all instances it was apparent that participants expressed a genuine desire to contribute substantively to the Connecting Nevada process. Ultimately, the recommendations incorporated into Connecting Nevada will depend on a careful balance of needs, resources, and findings derived from the stakeholder input and additional forms of travel demand & socio economic analysis that will be performed by the consultant team in subsequent stages of Connecting Nevada.

It is also important to mention that the interpretation of individual comments and attempts to group them into conceptually similar categories is an inherently subjective exercise. It may be that under different circumstances or if interpreted by different reviewers, certain comments would have been ascribed to sub categories other than those in this report or that certain sub categories may have been allocated to an alternative primary category. Every attempt was made by the consultant team to review, understand, interpret and group the individual comments in ways that are appropriate, meaningful, and applicable to the overall goals and objectives of Connecting Nevada. Thus, the executive summary, regional summaries, and incidence graphs provided in this report represent our approach to identify

emergent trends, themes, and priority study areas relative to each unique region. The summaries and graphs serve to collectively direct the attention of the consultant team and NDOT project managers during subsequent Connecting Nevada planning processes and activities. The executive and regional summaries are not intended to function as a comprehensive diagnostic and, in fact, will not include every comment, suggestion, or recommendation gathered during the stakeholder workshops. For a more detailed illustration of responses, Section 8 of this report contains the full incidence outline of all comments, suggestions, and recommendations recorded during the stakeholder workshops.

4. EXECUTIVE SUMMARY

The following summary provides a high-level, executive overview of the general themes that emerged from the stakeholder workshops. All of the comments, suggestions, and feedback gathered during the stakeholder workshops in each of the three regions were categorized into 12 major topic areas. The 12 major categories were then further subdivided into focused subcategories for the purpose of identifying and calibrating the incidence of core themes and trends that can be carried forward during the planning process. Provided below is a brief introduction of the 12 major categories, including an overview of regional commonalities and variations in responses gathered within each category. It is important to note here that 3 major categories were ranked in the top three within each of the regions, with some variation in position: Environmental Topics, Improved Access, and Specific Improvement Plans. The remaining 9 categories achieved different rankings within each of the regions. However, given that this report is intended to summarize the responses of more than 160 stakeholders gathered over the course of 14 workshops, all 12 major categories in and of themselves function as major priority areas for consideration during future Connecting Nevada planning processes.

4.1 ENVIRONMENTAL TOPICS

Environmental topics prompted a great deal of discussion in each of the three regions during the stakeholder workshops, possibly due to the fact that one of the five workshop discussion questions specifically asked participants to identify regional environmental and conservation issues that Connecting Nevada must address. Las Vegas, Reno, and rural stakeholders all identified major environmental and conservation issues in the areas of water availability & quality, threatened and endangered species, and renewable energy. A great deal of emphasis was placed on understanding how water resources will support future population growth, determining how threatened and endangered species will be protected, how National Environmental Policy Act (NEPA) processes will limit certain transportation options, and how to better leverage and expand the role of renewable energy resources in transportation planning and economic development.

4.2 IMPROVED ACCESS

Improved access also ranked as a top three major topic in all of the regions. In Las Vegas, participants focused on the need for dedicated truck lanes and urban bypass routes for freight traffic. This was mentioned frequently in the context of expanding capacity for freight as Las Vegas attempts to position itself as a major distribution point for the movement of goods and services. Rural participants also cited dedicated truck lanes as a top priority

under this category. Bike and pedestrian networks were recommended frequently in both Reno and Las Vegas. Many participants felt that planning should focus on opportunities to encourage more walk-able communities by expanding sidewalks, pedestrian walkways, and bike routes. Reno participants also emphasized the need for corridor improvements such as shared transportation and utility corridors, multi-use corridors that incorporate transportation, utilities, communication infrastructure needs, and business and export corridors. Las Vegas and Reno participants both mentioned the importance of expanding airports and air transit, particularly with respect to expanding capacity to accommodate freight, and exploring multimodal transportation options to state airports.

4.3 SPECIFIC IMPROVEMENT PLANS

Specific Improvement Plans were mentioned frequently in each of the three regions. The most attention in Las Vegas under this category was given to improvements relating to existing roads and freeways, plans that directly address urban development, I-15 improvements, statewide linkages, and US 95 improvements. In Reno, participants also gave a lot of weight to improving existing roads and freeways, I-80 improvements, turnouts and passing lanes, and US 95 improvements. In the rural regions, specific roadway and freeway improvements were mentioned the most often, followed by the need for greater access to emergency services and first responders.

4.4 PARTNERSHIPS

In Las Vegas, Reno, and rural areas, participants spent a significant amount of time encouraging greater cooperation amongst NDOT and local, regional, and federal planning agencies, and encouraged a more proactive approach to future planning needs. Participants in Las Vegas stressed the importance of implementing more Public/Private Partnerships as a way to expand opportunities for sharing costs associated with transportation infrastructure and planning. In Reno, partnership discussions generally focused on the areas of working together to create education campaigns that encourage culture shifts in how people view and use various transportation options.

4.5 ECONOMIC DEVELOPMENT

A great deal of discussion focused on economic development and the role that our transportation system will play in supporting economic diversification, growth, and expansion in key sectors. All regions felt that major opportunities existed in the areas of renewable energy development, and felt that these sectors would have unique transportation needs in various areas of the state. In Las Vegas, economic development discussions also focused on the need to limit reliance on the tourism sector despite its anticipated growth, and establishing transportation policies that promote economic sustainability. In Reno, discussions focused on future economic opportunities, mineral expansion, and economic outlooks that emphasized expanding distribution sectors. The same trends were generally observed during the rural workshops.

4.6 TRANSIT MODES

During the Las Vegas workshops, transit mode discussions emphasized the importance of expanding multimodal opportunities whenever possible through the creation of shared corridors, planning for increases in freight traffic generated by the inland ports, and expansion of rail to enhance freight capacity. In Reno, freight rail was also mentioned

frequently in terms of additional needs, along with increased multimodal opportunities in the areas of light rail or other passenger rail options. In rural workshops, rail and expanded multimodal planning opportunities were also mentioned frequently.

4.7 REGIONAL CONNECTIONS

On the topic of in-state, regional connections, Las Vegas participants focused on improving options between Las Vegas and Reno, general connectivity considerations with respect to linking urban and rural areas, and specific connections between Las Vegas and outlying areas in Southern Nevada. In Reno, the input received was more specific to connections between Northern Nevada communities and challenges associated with the distance between urban and rural population centers. Reno participants also discussed, to a lesser extent, regional connections to Las Vegas, Elko, Carson, Fernley, and Minden. Rural participants generally focused on opportunities to connect Northern and Southern Nevada communities in addition to access issues between rural areas and major population centers.

4.8 FUNDING

Funding was mentioned often in the workshops for all regions as a major challenge affecting transportation planning and infrastructure needs. In all three regions, participants discussed varying implications and limitations associated with immediate and long term transportation funding shortages. Participants generally agreed that current funding mechanisms and formulas are woefully insufficient to support long term needs, often leading to reactive planning and a lack of predictability in project delivery. Participants offered various alternative revenue options to address funding shortages, including increased taxes, tollbooths, and a Vehicle Miles Traveled (VMT) tax system.

4.9 OUT-OF-STATE CONNECTIONS

Out-of-state connections were discussed at length during each of the regional sessions. Participants generally agreed that additional access between Nevada communities and major population centers in the Southwest United States are sorely needed. However, there was some variation by region in terms of the higher priority connections. In Las Vegas, significant connection opportunities focused on the areas of Southern California and Las Vegas (such as high speed rail or maglev options), the I-11 Arizona to Nevada connection, and Utah to Nevada connections by way of passenger and freight rail linkages. In Reno, the focus was on Northern California to Reno connections through freight and passenger rail options, and connections north to Utah and east to Colorado. There were no comments specifically addressing out-of-state connections during rural workshops.

4.10 RIGHT-OF-WAY & LAND AVAILABILITY

There was consensus among all regions that current availability and access to land limited transportation planning options. Participants in Las Vegas, Reno, and rural areas specifically identified the massive amount of federally owned land in Nevada as a limiting condition on Nevada's ability to proactively plan for transportation expansion. Participants felt that a high priority should be placed on developing land targets for acquisition through this process in order to better understand corridor options and limitations. Specific right-of-way comments addressed maximizing the potential of existing corridors, working to understand long-term eminent domain scenarios, and land restrictions as a result of the People's Initiative to Stop the Taking of Our Land (PISTOL). The general consensus was that there is not enough

existing right-of-way or private land to accommodate future needs and that working closely with local, regional, and federal agencies is imperative to better plan and predict land needs.

4.11 RURAL DEVELOPMENT

Rural development and access to rural areas garnered significant discussion during the workshops. There was limited regional variation with respect to the general belief that understanding rural needs, development patterns, economic expansion, access, and safety concerns should be a high priority during future planning processes. Many participants offered specific insights into existing rural concerns, and opportunities and strategies to address long term transportation planning and infrastructure needs.

4.12 TECHNOLOGY

Technology is another major topic area that there was a general consensus in each of regions. Participants in all regions agreed that NDOT should work diligently to stay abreast of technology trends and improvements that will have an impact on our transportation system. Of note, all regions identified Intelligent Transportation Systems (ITS) as a key area for expansion and further utilization. Participants also believe the use of electric vehicles and other forms of more efficient travel will grow and that their unique infrastructure needs should be well understood and applied to the long-term transportation planning process. Participants also felt that enhanced communication technology will play a significant role in transportation planning, such as the use of mobile devices and applications that improve safety, support trip planning, and increase awareness of transportation issues.

5. REGIONAL SUMMARY - LAS VEGAS WORKSHOPS

5.1 INCIDENCE SUMMARIES

5.1.1: Environmental Topics: Total Count: 153. Participants discussed concerns regarding the protection of wildlife and threatened or endangered species. Wildlife considerations included protection of the desert tortoise, big horn sheep and Nevada wetlands. Attendees expressed that as NDOT moves forward with transportation planning, it is vital that sensitive species and areas throughout the state are taken into great consideration. Attendees mentioned the water availability and water quality in Nevada 25 times. Recommendations to solve the water availability issues included developing low water use industries and exploring the creation of desalination of plants. Many participants encouraged an increase in Nevada's renewable energy generation, greater coordination between NDOT and expanding renewable energy sectors, and would like for NDOT to greater promote the state's parks and recreation sites. Participants also expressed the importance of working with state environmental and wildlife agencies to better harmonize wildlife migration and transportation planning. **National Environmental Policy Act (NEPA)** was mentioned very frequently in the context of environmental topics. Participants generally agreed that the protections it affords are important but that every effort should be made to further are a more seamless, timely NEPA process so that important planning efforts and projects can move forward without serious delay.

5.1.2: Improved Access: Total Count: 120. The top areas of focus were dedicated truck lanes & routes, airports & air transit, bike & pedestrian networks and infrastructure efficiency. In regards to dedicated truck lanes or routes, participants suggested that NDOT



find ways to allow trucks to bypass the main population centers or utilize lanes that are designated for trucks only, particularly with respect to freight vehicles. This would, in eyes of attendees, decrease congestion in the urban areas and also be more effective for delivery of goods. Airport and air transit considerations mentioned by participants were extending the monorail to McCarran Airport, making Ivanpah Airport active, considering air as an option for freight transportation and developing rural air transit. Of great interest to Las Vegas stakeholders were improvements upon the bike and pedestrian network within the state to help encourage higher usage rates of

these modes of transportation. Participants also expressed the importance of evaluating the efficiency of existing High Occupancy Vehicle (HOV) lanes and whether they are accomplishing their intended goals.

5.1.3: Specific Improvement Plans: Total Count: 88. In Las Vegas, specific improvement plans referenced existing highway, roadway, or arterial. I-15 and US 95 were the two highways mentioned the most by participants. I-15 improvements discussed were widening certain I-15 interchanges, completing corridor expansion projects, and increasing capacity. One suggestion was to create an urban bypass route from SR 593 or SR 594 to I 15 North of SR 169 (near Moapa). Also brought up frequently was the CC-215, the Boulder City bypass and I-11 corridor project. General improvements that participants are in favor of include maintaining or improving existing bridge conditions, balancing rural & urban access issues and separating commuter and freight traffic through specific improvement plans.

5.1.4: Partnerships: Total Count: 68. The chief concern was that moving forward, NDOT ensure that there is greater cooperation and coordination in planning and construction projects. Participants recommended regular outlets for information sharing, coordination of construction scheduling, multi-state coordination and working to coordinate with jurisdictions. Attendees discussed that furthering relationships between NDOT and private entities such as NV Energy and other utilities to create utility corridors for shared infrastructure and Right-of-Way will help further the state's future transportation goals. Suggestions were made that NDOT implement an education campaign to encourage the use of public transit and biking as an alternate means of transportation. This campaign would, the participants believe, help to shift the population's dependence on personal vehicles. Partnerships in the context of collaborative planning were also mentioned. Participants frequently mentioned the importance of "complete streets" planning, including working with local and regional entities to further their existing "complete streets" efforts. Participants also recommended partnering with local governments to incorporate their regional open space, trails, and walk able community plans going forward.

5.1.5: Economic Development: Total Count: 64. The majority of the economic development statements mentioned by stakeholders were about looking to Nevada's future as NDOT moves forward with transportation planning. Future economic outlooks included: (1) Las

Vegas will continue to be a premier global destination; (2) Nevada should capitalize on industries looking to leave California and other states; (3) increase in efficient and sustainable communities; and (4) look to industries that are driving change and that will drive investments, such as distribution centers. Economic opportunities as identified by attendees included: (1) expansion of Nevada based agriculture, (2) mining expansion, (3) mitigate boom/bust cycles through diversification and sustainable industries, and (4) look to wealth of natural resources in Nevada. Participants also felt it was important for NDOT to work with local and state economic development agencies to ensure that Nevada's transportation supports ongoing economic development strategies over the long term.

5.1.6: Transit Modes: Total Count: 61. Many discussed general multi-modal implementation, recommending that NDOT consider developing corridors with various transportation modes, or multi-modal corridors. Of great interest to participants was utilization of multimodal transportation to accommodate freight, particularly moving freight from truck to rail. When speaking about specific transit modes, the railway system was discussed the most often as many believe that expanding the railway network is a key opportunity to further the state's growth.



5.1.7: Regional Connections: Total Count: 49. Half of those comments centered on finding a transportation option that allowed for ease of transport between Reno and Las Vegas beyond the existing US 95, such as possibly establishing a light rail commuter corridor. Several attendees mentioned improved connectivity in Las Vegas with suggestions including a Henderson to Las Vegas light rail connection and improving Las Vegas' public transit system. Greater connectivity and improved capacity to downtown Las Vegas was also mentioned in the context of redevelopment and revitalization efforts that are gaining steam in the area.

5.1.8: Funding: Total Count: 45. A majority of the comments were queries regarding where the funding will come from for long-term projects, how to ensure that funds are correctly allocated moving forward and concern about the rising cost of fuel. Implementation of a Vehicle Miles Traveled (VMT) tax in place of the current gas tax and utilizing tollbooths throughout the state were both mentioned by participants as solutions to funding shortfalls.

5.1.9: Out-of-State Connections: Total Count: 39. Stakeholders felt that these connections can help Nevada's business growth, attract companies to the state, and provide more options for commuters and visitors from neighboring jurisdictions. Eighteen of the 39 comments discussed finding a Southern California to Nevada connection such as a high-speed rail or Maglev corridor. Though many were interested in a connection between Nevada and Southern California, no specific preference was voiced for high-speed rail vs. Maglev as the means of transportation. Thirteen of the 39 comments were regarding an Arizona to Nevada Connection, most often mentioned in the context of the I-11 corridor. Also mentioned multiple times were Utah (4), Canada (2) and Washington (2). Most participants felt that creating corridors to improve connections with neighboring jurisdictions

in the Southwest U.S. was important to accommodate future growth and expansion of key business and industry sectors.

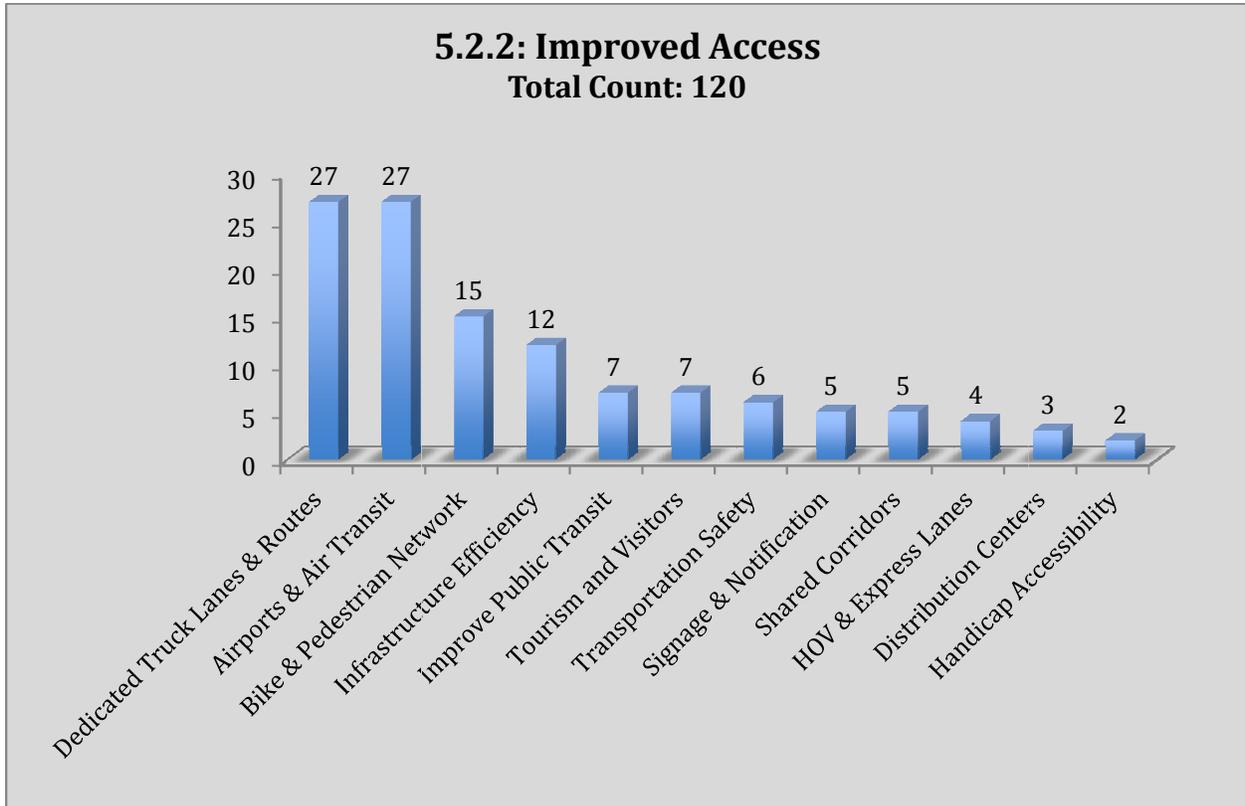
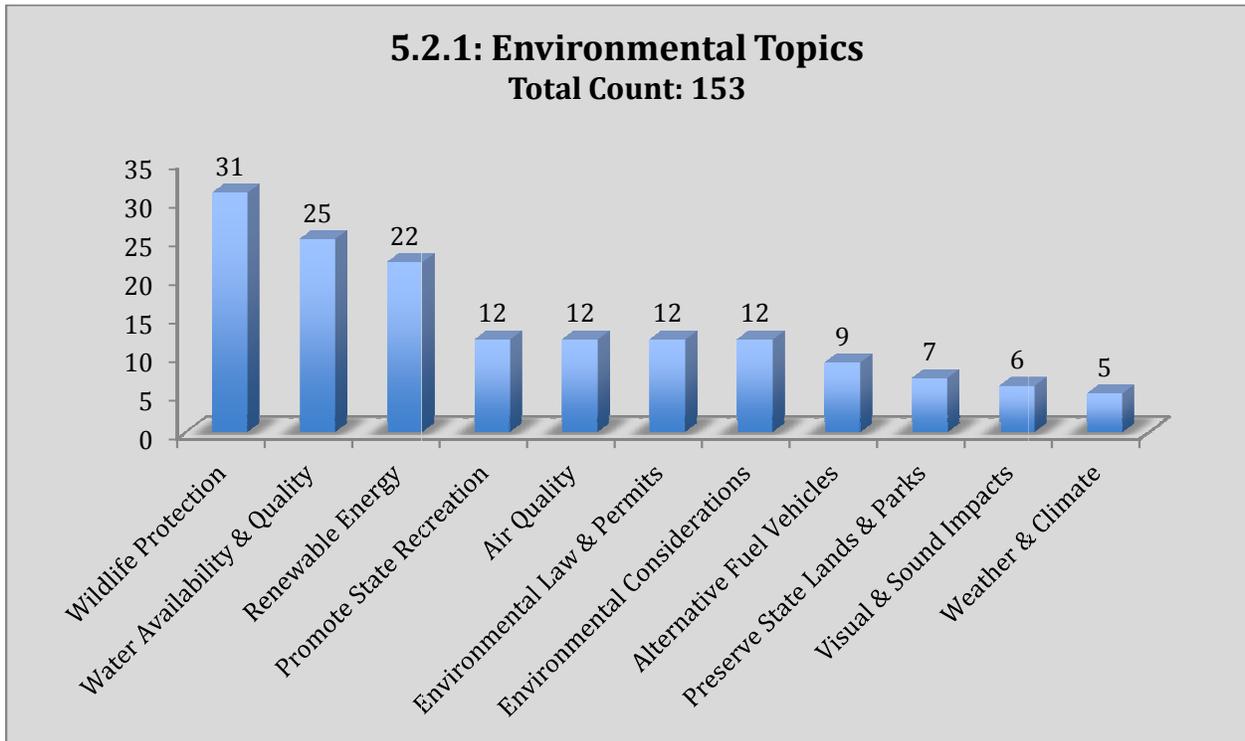
5.1.10: Right of Way and Land Availability: Total Count: 36. Of most interest was the availability of land considering the vast amount that is federally owned throughout the state of Nevada. Comments included: (1) difficulty obtaining needed land as a result of state eminent domain laws, (2) lack of private land in Las Vegas Valley, (3) environmentally sensitive lands around the valley which limit options, and (4) the need to respect Department of Defense ranges. Right of Way (ROW) discussions included: (1) lack of available ROW, (2) People's Initiative to Stop the Taking of Our Land (PISTOL) ROW acquisitions restrictions, (3) maximizing use of existing right of ways through multi-modal corridor identification, and (4) ROW for rail system.



5.1.11: Rural Development: Total Count: 24. Specific areas of focus were to expand public transit options in rural areas, develop Sheep Mountain Parkway and create an alternate route to Pahrump and Jean. Attendees believe NDOT needs to re-evaluate rural access to emergency services. The current level of access to emergency services in many rural areas was described as a safety issue since rural residents and businesses do not have quick access in times of need.

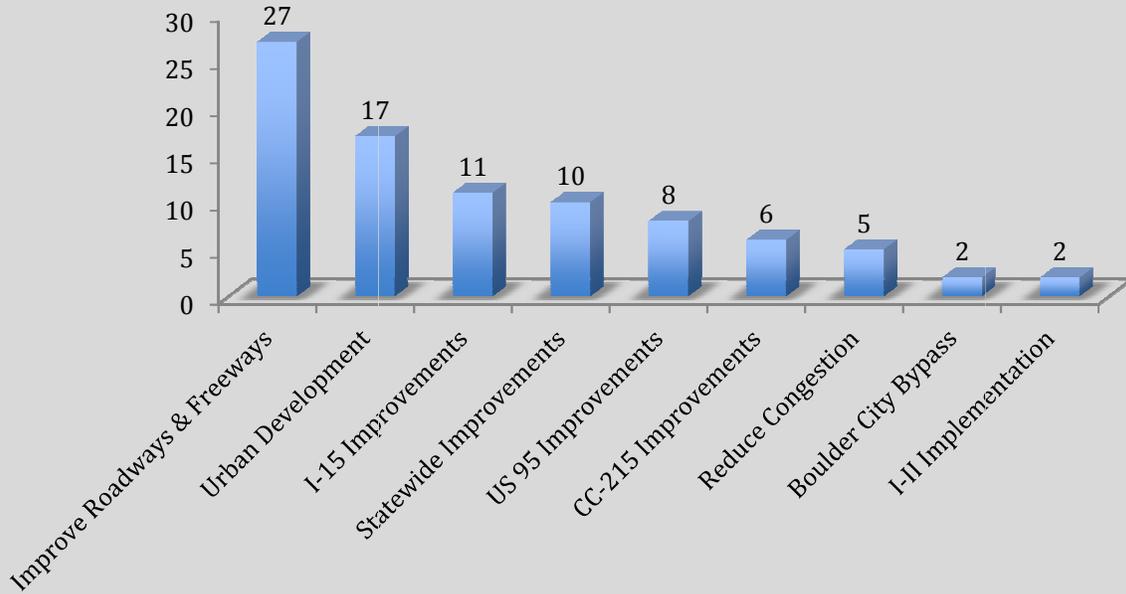
5.1.12: Technology: Total Count: 22. Technology comments included advanced technology, Intelligent Transportation Systems (ITS) and electric vehicles. Stakeholders are looking to technology for the future of Nevada and want to ensure that transportation development supports increased technology. NDOT considerations include adding electric vehicle recharging stations along corridors, electronic monitoring of commercial vehicles and the use of smart phones to educate drivers about transportation issues, such as accidents and weather conditions.

5.2 INCIDENCE GRAPHS



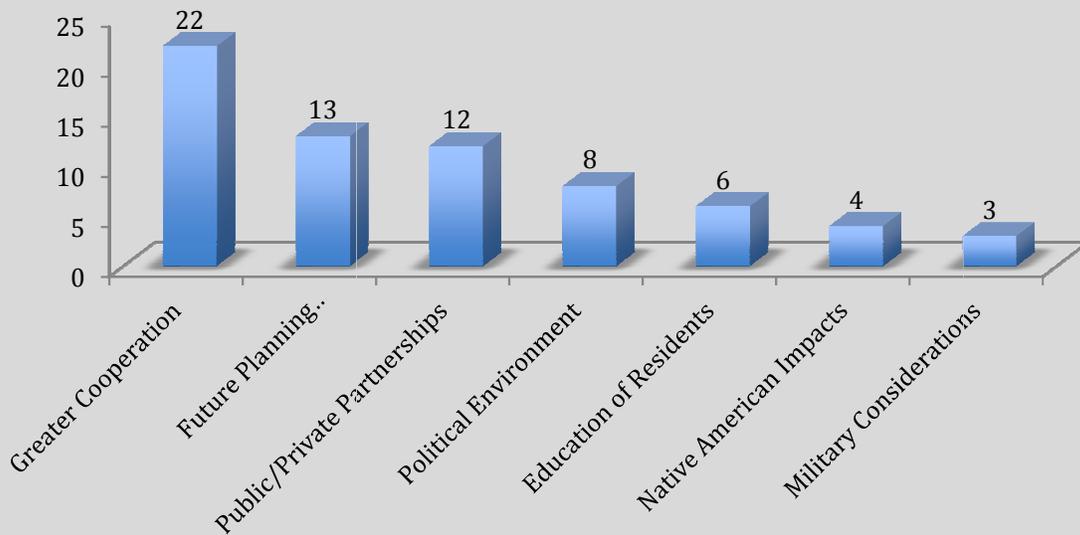
5.2.3: Specific Improvement Plans

Total Count: 88



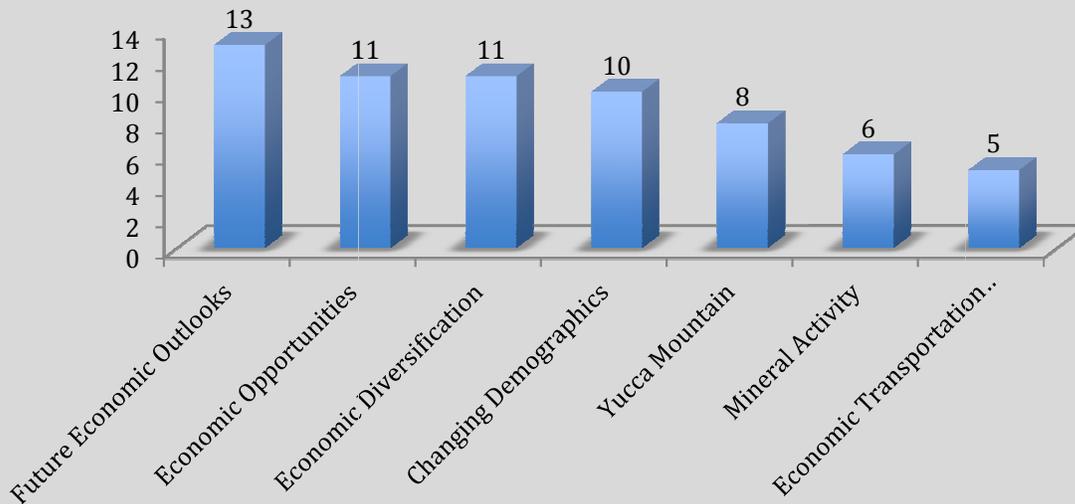
5.2.4: Partnerships

Total: 68



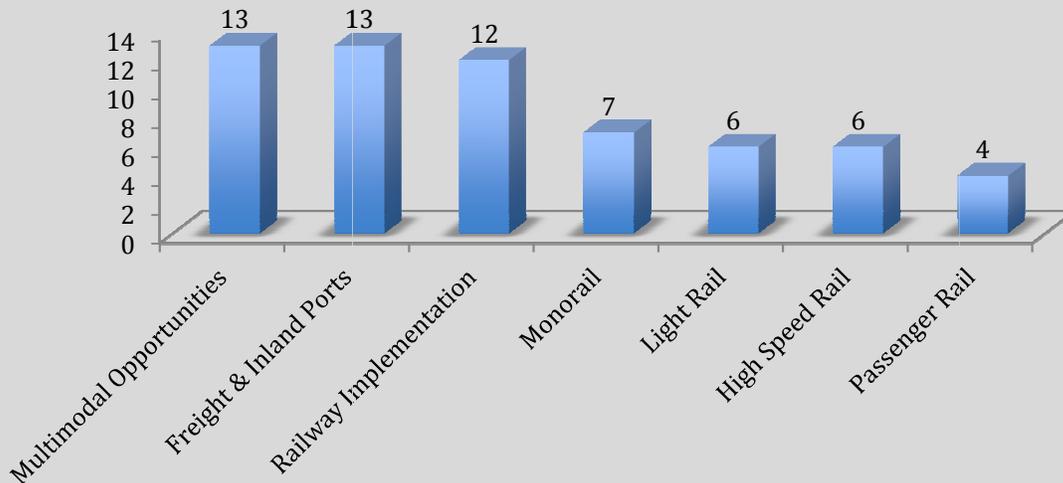
5.2.5: Economic Development

Total Count: 64



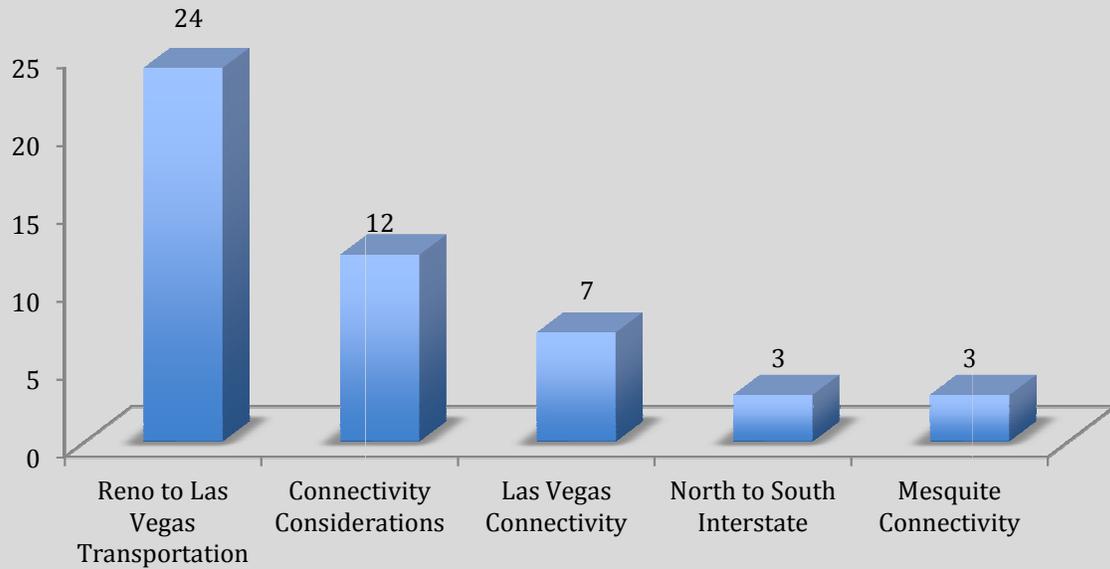
5.2.6: Transit Modes

Total Count: 61



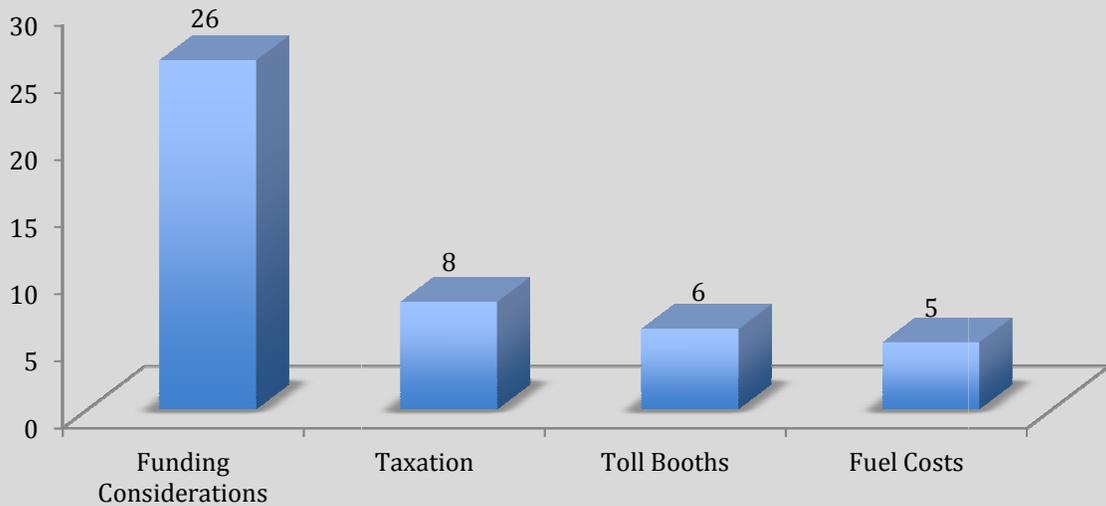
5.2.7: Regional Connections

Total Count: 49

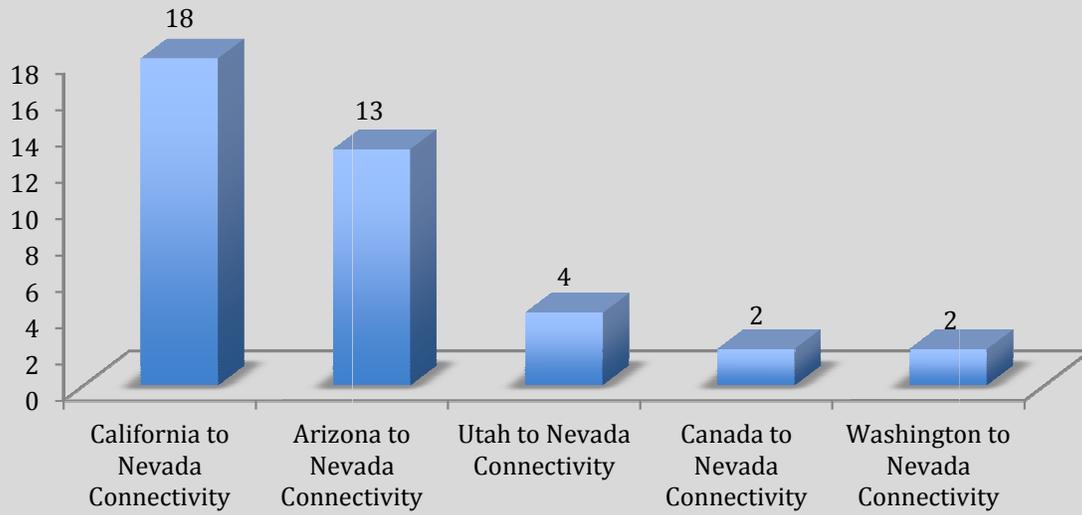


5.2.8: Funding

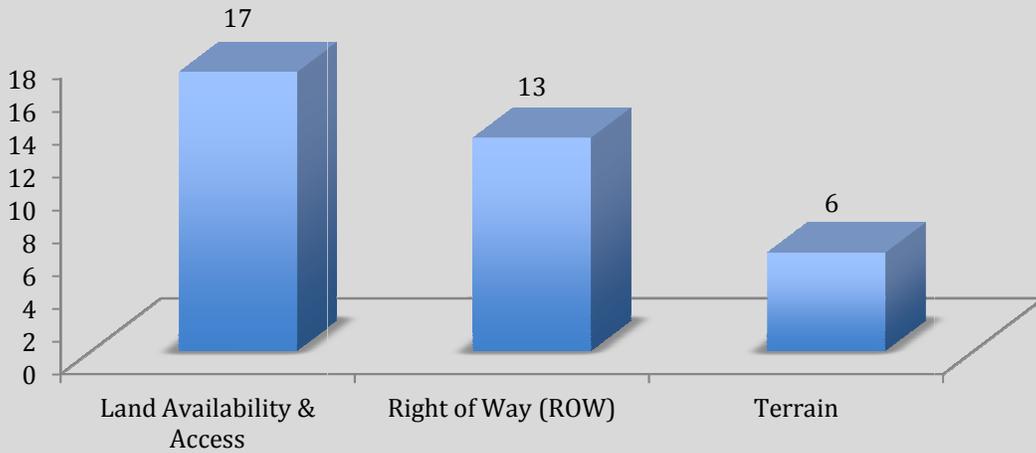
Total Count: 45



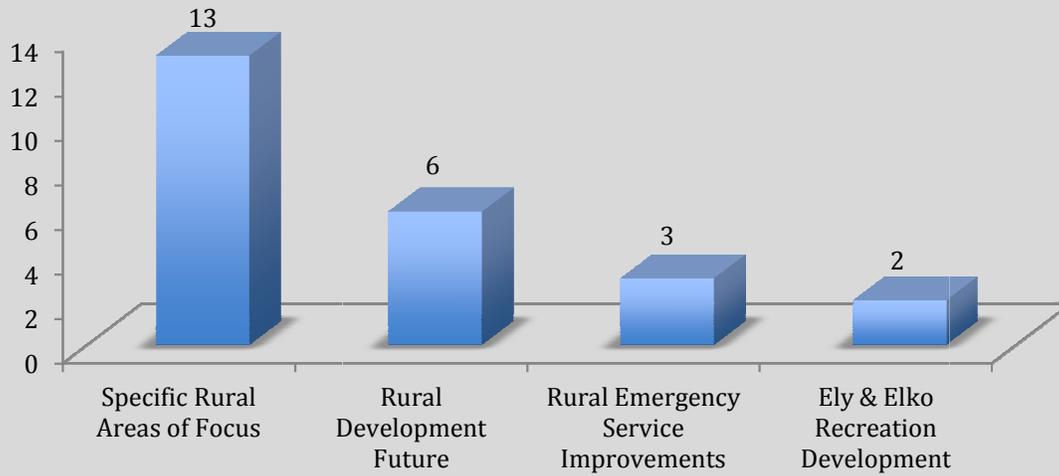
5.2.9: Out of State Connections Total Count: 39



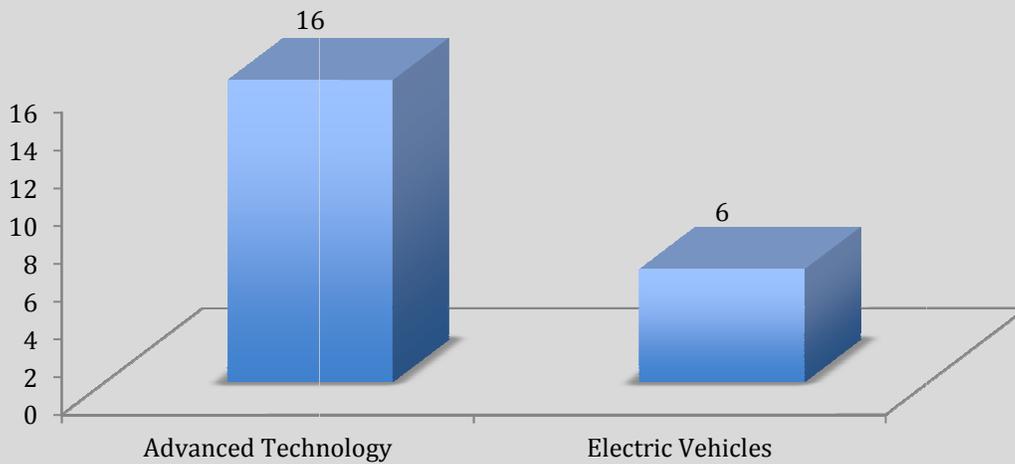
5.2.10: Right of Way & Land Availability Total Count: 36



5.2.11: Rural Development Total Count: 24



5.2.12: Technology Total Count: 22



6. REGIONAL SUMMARY - RENO WORKSHOPS

6.1 INCIDENCE SUMMARIES

6.1.1: Improved Access: Total Count: 121. The area of improved access mentioned the most was the bike and pedestrian network in Nevada. A desire for more continuous bike and pedestrian routes throughout the state were discussed in addition to more pathways, improving biking safety, developing incentives to utilize bikes and considering a bike rental system. Transportation corridors were also reviewed at length with participants saying they wanted NDOT to develop multi-use corridors, increase accessibility to business corridors and focus on shared needs. Airports and air transit in the state, improvements to the public transportation system and infrastructure efficiencies were also areas of great interest to Reno attendees.



6.1.2: Environmental Topics: Total Count: 81. Wildlife protection, threatened species and endangered species were mentioned 23 times. Specific wildlife to be considered were sage grouse, the desert tortoise and the wild horse. Renewable energy comments, of which there were 14, centered on ensuring the state pursues increased renewable energy endeavors in the future, particularly solar energy. Also mentioned many times were concerns regarding water quality & water availability (12 times), visual and noise impacts (11 times), general environmental concerns and considerations (10 times) and air quality (8 times).

6.1.3: Specific Improvement Plans: Total Count: 77. Comments regarding improvements to the general state of the existing roadways and freeways included: (1) wider shoulders, (2) current lack of rest stops, (3) upgrading infrastructure to accommodate heavy loads, (4) improved access of state routes in rural areas and (5) re-evaluate speed limits to see if there is an opportunity to increase them in certain areas. Turnouts and passing lanes were also discussed often at the Reno workshops with stakeholders believing it would help air quality and safety to have more turnouts and passing lanes throughout the state. Specific highways in need of improvements were I-80, US 95, US 50, US 395, SR228, SR892 and SR447. The need for an interstate connection between Las Vegas and Phoenix was mentioned frequently by participants. Several participants recommended connecting SR228 south from Elko to SR892; one stated that SR892 should be continued south to connect with SR379. Another was to extend SR445 northwest to the railroad heading west into California keeping in mind that the railroad traverses the Pyramid Lake Indian Reservation.

6.1.4: Partnerships: Total Count: 47. Participants felt strongly about the need to educate Nevada residents regarding the future of our transportation system. Participants recommended developing an education campaign and working to shift the culture of residents to reduce dependency on automobiles as the primary means of transportation and to encourage more awareness about transportation funding needs. Greater cooperation issues participants discussed were development of local & rural collaboration and stronger coordination between state, county & municipal governments.



6.1.5: Transit Modes: Total Count: 46. The transit mode comments made the most were in regards to railway implementation in Nevada including: rail traffic for goods and services, commercial rail, expanding and improving rail systems and exploring the idea of using rail as alternative to freight truck transport. General multi-modal opportunities discussed included an increase in transit options & connections such as a light rail commuter

system linking Northern Nevada communities, developing multi-modal hubs, and the use of shuttles for business travelers. Transit modes discussed at the Reno workshops were a light rail (9 times), freight & inland ports (6 times), passenger rail (4 times) and a high-speed rail (1 time).

6.1.6: Out-of-State Connections: Total Count: 40. Half of the comments were in regards to development of a California to Nevada connection. One recommendation was for an east to west route from Winnemucca to California and another was for a rail to be developed with connection to San Francisco. Several participants felt it was important to connect to Los Angeles by commercial rail so that Nevada does not miss out on economic opportunities between the two major hubs. Other connections discussed were Colorado, Utah, Canada, Mexico, Oregon, Arizona and Idaho.

6.1.7: Economic Development: Total Count: 36. Stakeholders felt the economic opportunities that NDOT should take into consideration included: (1) mining expansions in rural and eastern Nevada, (2) giving companies tax incentives to relocate to Nevada, (3) improving commercial & goods movement in the state by accommodating large distribution centers, (4) capitalizing on proximity to California, (5) considering a technology and research center in Northern Nevada, and (6) leveraging natural areas and open spaces as tourist opportunities. Increasing mineral activity in the state was mentioned 9 times and working to bring the 2022 Olympics to Nevada was noted 5 times. Participants who said they wanted to bring the Olympics to Nevada felt that it was a substantial economic opportunity for the state but transportation efficiencies would need to improve before it became a reality. Participants encouraged collaborations with Olympic planning committees to ensure Northern Nevada's transportation system can support the Olympic games.

6.1.8: Funding: Total Count: 32. The main concern voiced by attendees was that there is a lack of necessary funding for transportation in Nevada and it is important to find a solution to the funding shortage. Potential solutions included: raising car registration fees, charging heavier vehicles more to be on the roads since they cause more damage, charging a Vehicle Miles Traveled (VMT) tax and working with legislation to develop funding opportunities. The implementation of toll roads was also mentioned as a way to increase transportation funding for the state of Nevada.



6.1.9: Regional Connections: Total Count: 31. Connectivity considerations discussed included: (1) creating more access to rural areas and placing a higher priority on maintenance of roadways to rural areas, (2) public transit options from rural areas to urban areas, (3) developing a southeast Nevada connector, (4) distance between population centers is isolating for certain regions, and (5) interconnectivity with rural areas. Reno to Las Vegas transportation and Elko connectivity were each mentioned 5 times. Discussed 3 times each were Sparks to Fernley transportation & connectivity to Carson City.

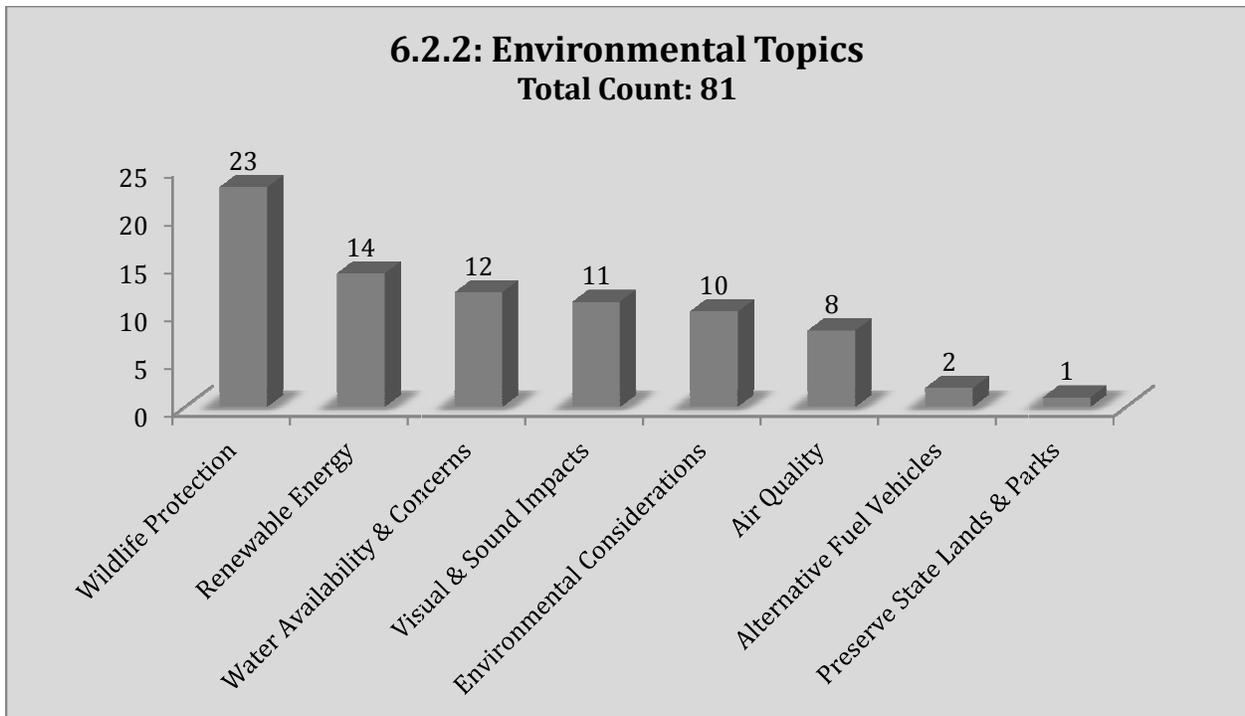
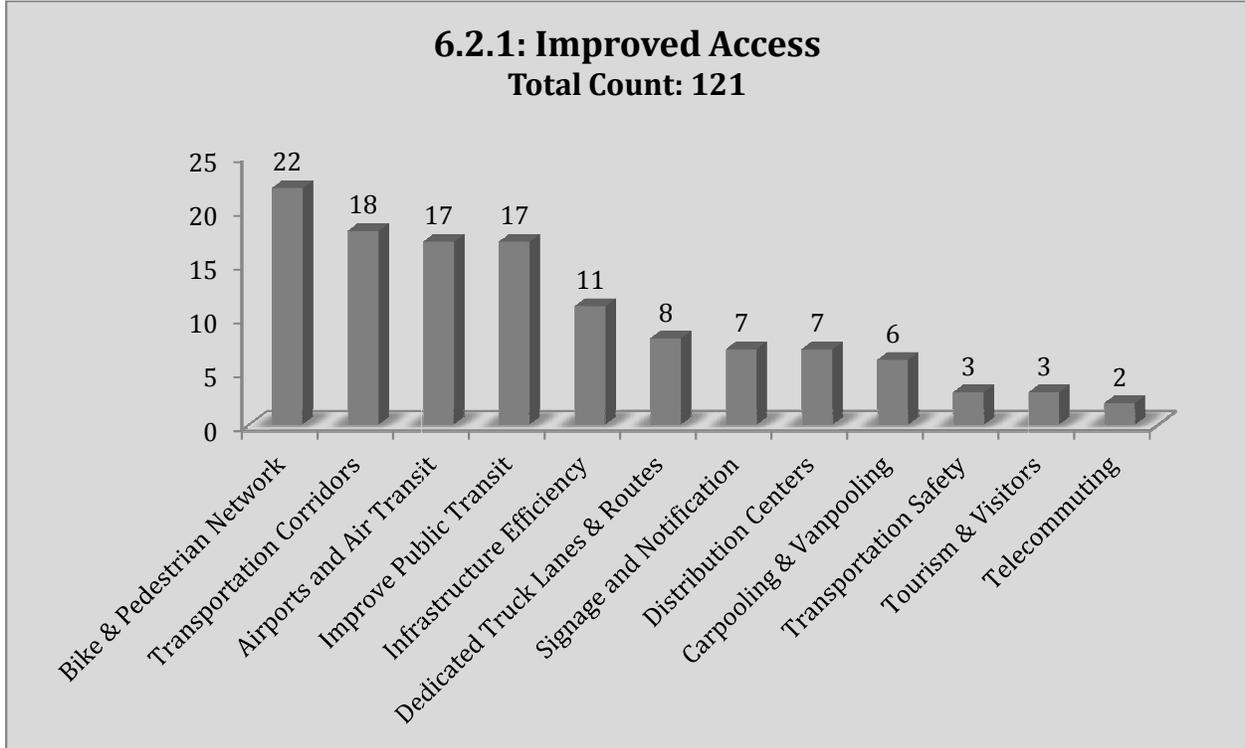
6.1.10: Technology: Total Count: 17. Technology advancements were mentioned as an area that NDOT should consider as transportation planning moves forward. Of the technology statements recorded, 11 were for advanced technology & Intelligent Transportation Systems (ITS). Several recommendations were made that NDOT increase the usage of smart phone applications to improve travel safety and efficiency in Nevada. Also discussed was the fact that in the future, human error may be taken out of commuting with the usage of driverless cars. Electric vehicle suggestions were developing plug-ins along highways & freeways and encouraging greater use of fuel-efficient vehicles.



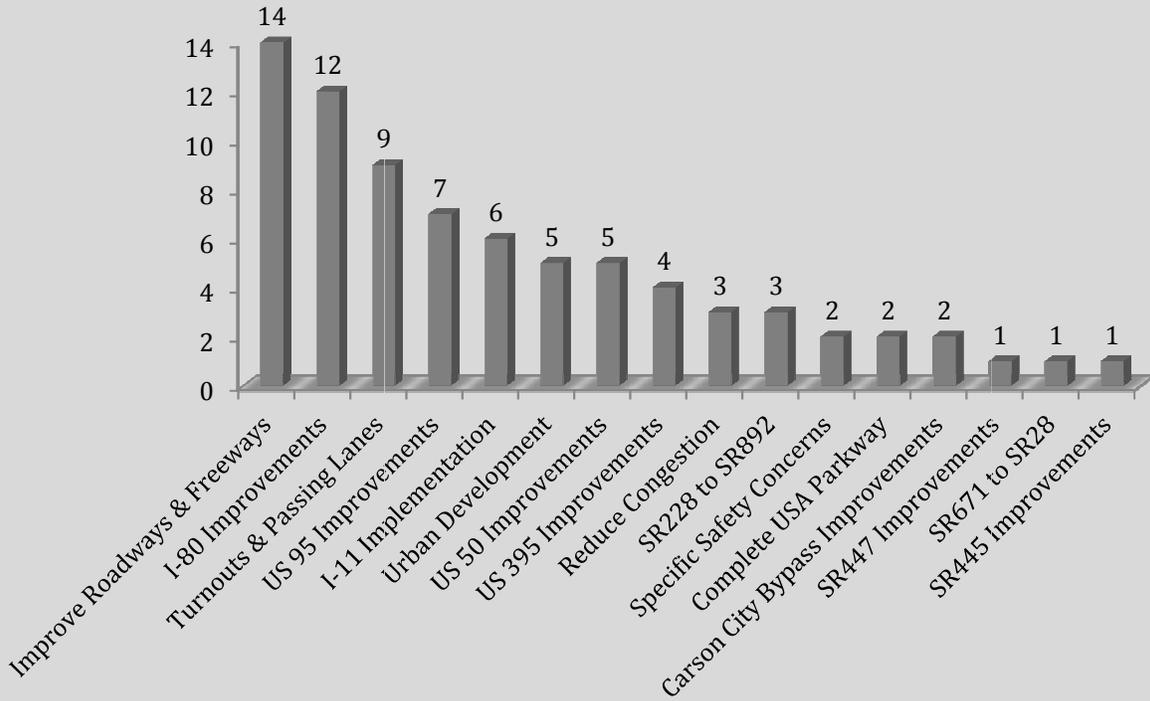
6.1.11: Right of Way and Land Availability: Total Count: 16. Statements from the stakeholders included: (1) harmonizing land use planning, (2) conveying ownership of some state routes to counties to relieve NDOT maintenance obligations, (3) availability of land assigned for improved transit options, (4) reviewing the public land available, (5) and eminent domain laws and their impact on the ability to grow & improve our transportation system.

6.1.12: Rural Development: Total Count: 6. Two attendees mentioned concerns regarding the fact that law enforcement has a difficult time turning around in certain rural areas due to the concrete center dividers in the roads. Attendees recommended looking to the impact on small towns when proceeding with transportation planning and keeping in mind that there are miles of highway generally not traveled in the rural areas of Nevada while other rural areas are considered to be very isolated and in need of greater access to urban areas.

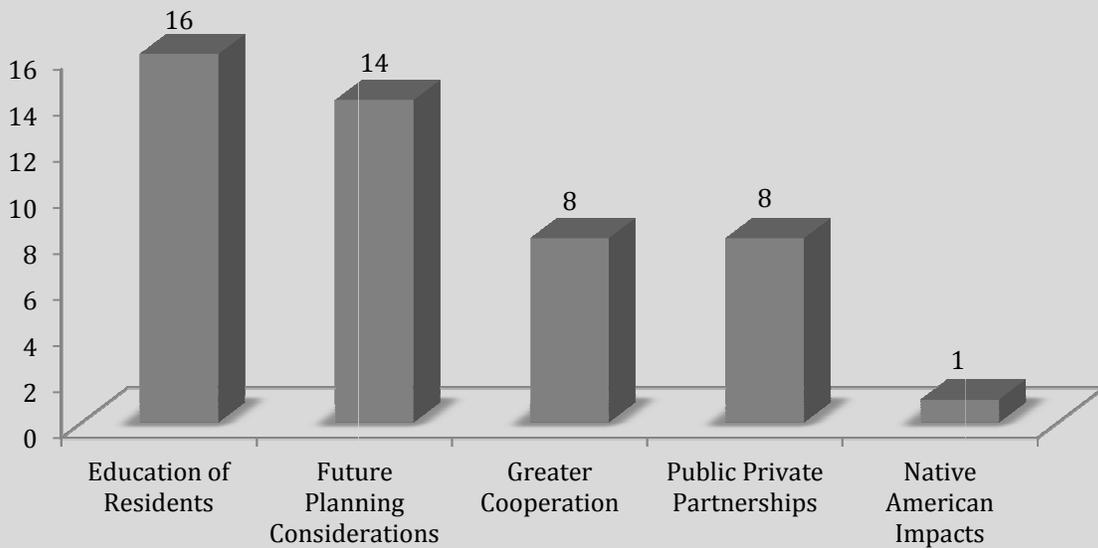
6.2 INCIDENCE GRAPHS



6.2.3: Specific Improvement Plans Total Count: 77

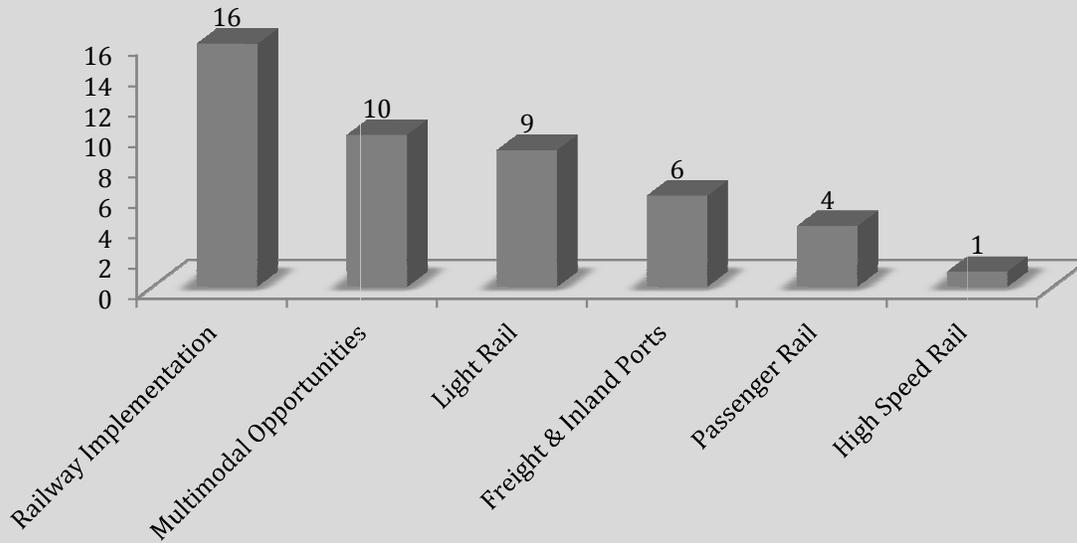


6.2.4: Partnerships Total Count: 47



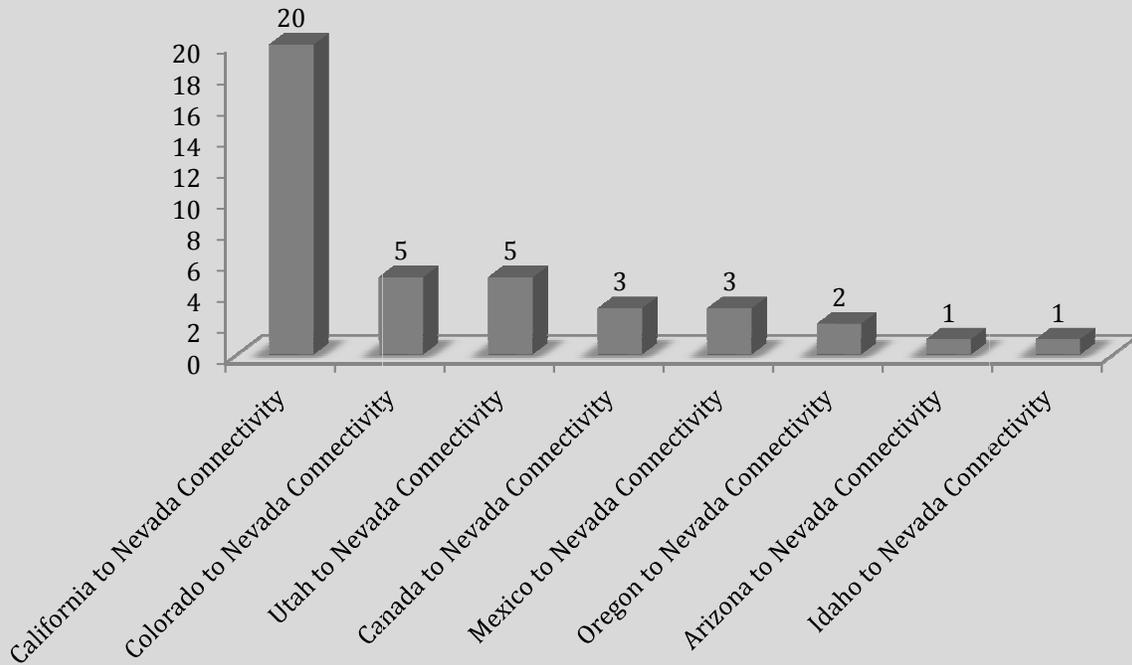
6.2.5: Transit Modes

Total Count: 46

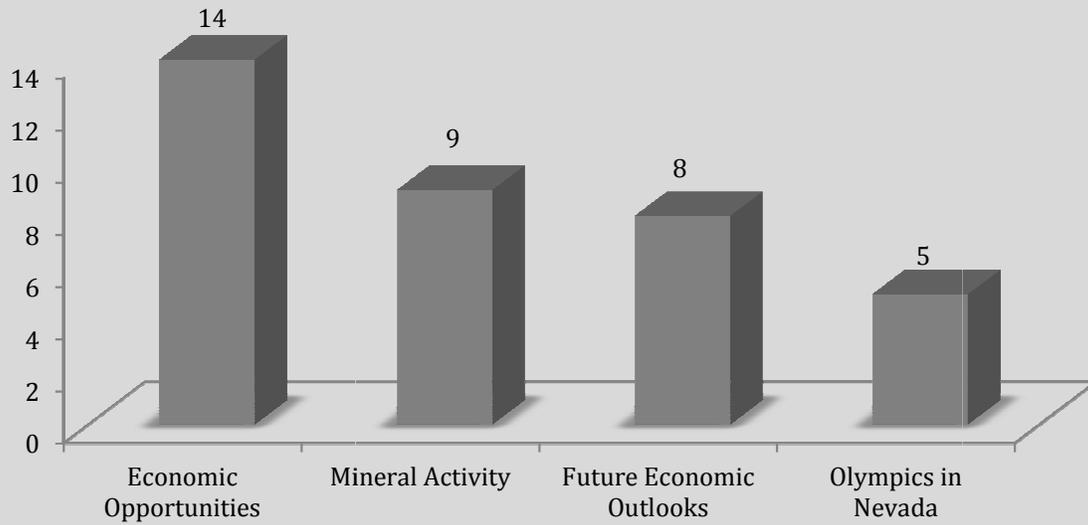


6.2.6: Out of State Connections

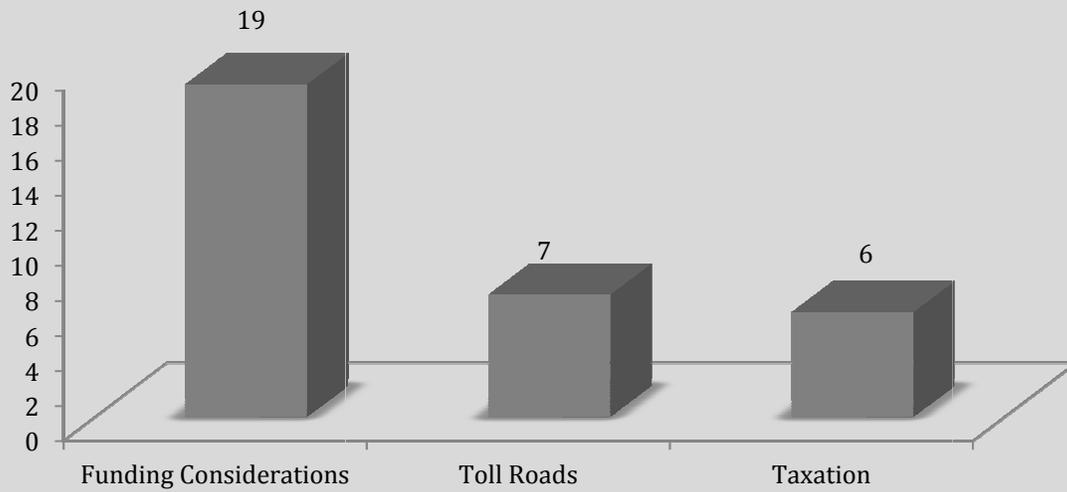
Total Count: 40



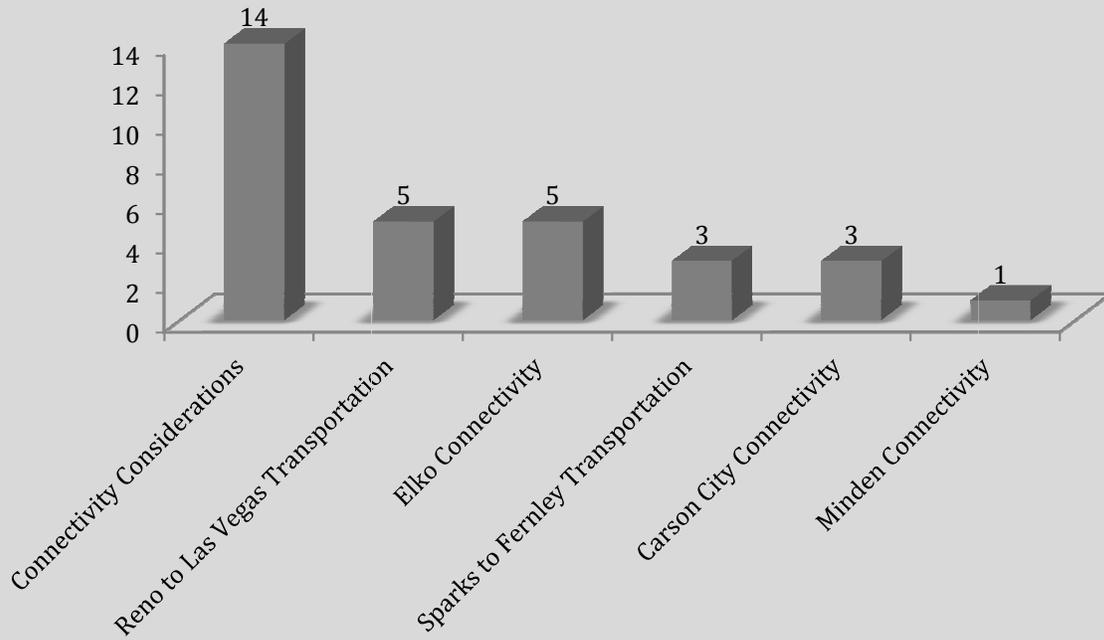
6.2.7: Economic Development Total Count: 36



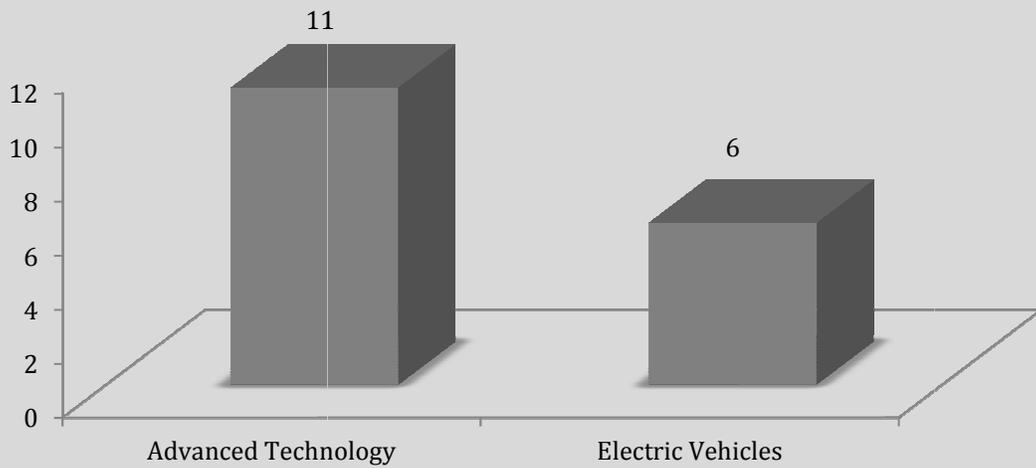
6.2.8: Funding Total Count: 32



6.2.9: Regional Connections Total Count: 31

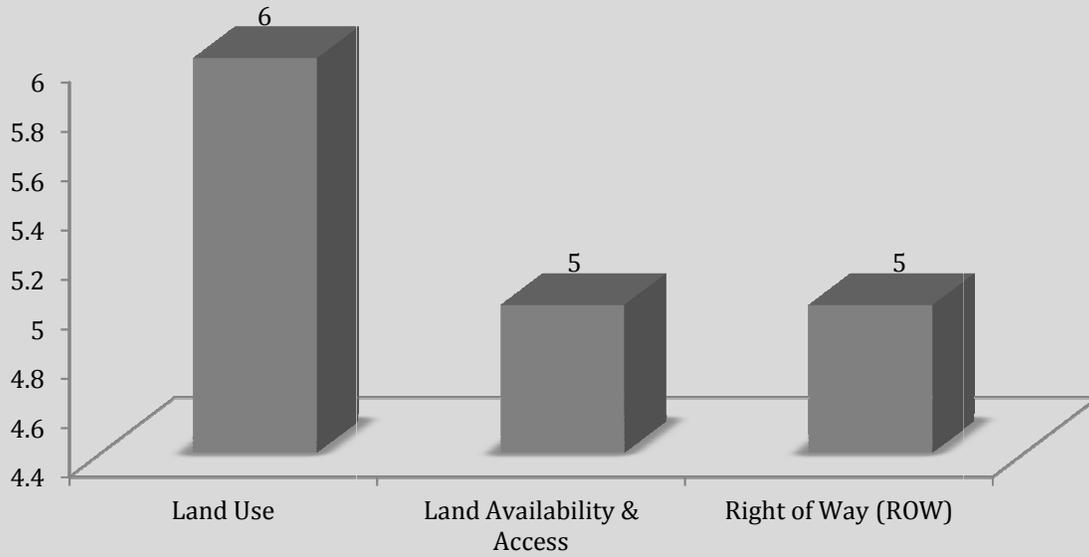


6.2.10: Technology Total Count: 17



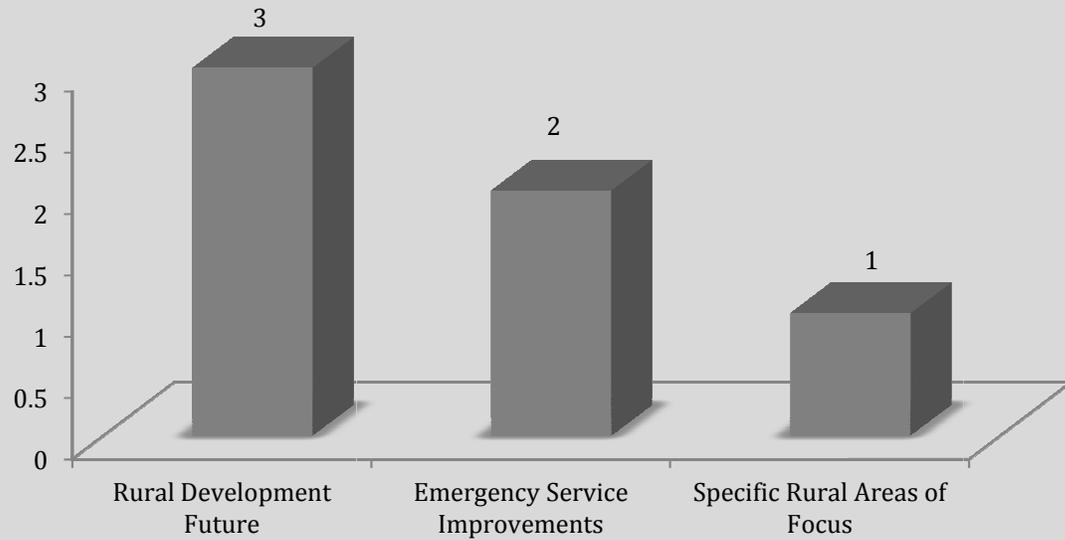
6.2.11: Right of Way & Land Availability

Total Count: 16



6.2.12: Rural Development

Total Count: 6



7. REGIONAL SUMMARY - RURAL WORKSHOPS

7.1 INCIDENCE SUMMARIES

7.1.1: Specific Improvement Plans: Total Count: 36. Many specific rural roadway improvements were discussed including: (1) improve Jungo Road to assist recreational access & to make it an all-weather road, (2) improve Gabbs Road & Yomba Road, (3) Grass Valley Road to Construction Way and (4) work to reduce accidents & congestion along Haskel/Bridge Street & Hansen/4th Street. Rural attendees talked about improvements to I-11 (6 times), US 93 (5 times), US 95 (3 times), I-80 (2 times), SR 318 (2 times), SR 140 (1 time), US-6 (1 time) and SR 376 (1 time).

7.1.2: Environmental Topics: Total Count: 36. Water availability was discussed 7 times with comments about water limitation, water litigation, additional sewer water site improvements and working to develop Elko's water resources (i.e. larger water mains). Rural stakeholders talked about protection of wildlife & threatened species 6 times with the majority of comments concerning the sage grouse. Environmental concerns to be considered as NDOT moves forward with transportation planning are: demystifying and simplifying the NEPA process, reducing the amount of fuel for fires in partnership with the Fire Safe Council, possible oil/gas reserves, and better recycling and re-use practices through "waste energy technology".

7.1.3: Improved Access: Total Count: 20. The greatest emphasis was placed on dedicated truck lanes & routes and transportation corridors. Attendees felt that the development of a truck corridor or lanes that separated auto traffic and commercial truck traffic would enhance Nevada's transportation safety, especially if distribution centers expand as they are expected to. Rural meeting participants want NDOT to consider utilizing a variety of shared utility corridors with water, energy, and telephone entities. It was stated that shared utility corridors are an example of collaborative planning that is likely to encourage economic development and help to defray infrastructure and maintenance costs. Airports and air transit were also an area of interest as attendees expressed a desire to develop more viable air service options in Nevada and improve the cargo/freight component of the state's air travel.



7.1.4: Partnerships: Total Count: 16. 10 of the 16 comments specifically addressed greater cooperation with NDOT in transportation planning. Rural stakeholders recommended increased interagency coordination & communication, working within NAFTA guidelines, better defining the roles of city & county in planning, and more coordination and data sharing between NDOT & BLM. Rural stakeholders suggested forming more partnerships with private companies, particularly energy and utilities, and also working more with the local tribes of Nevada. It was voiced at the meetings that NDOT should enhance communication with the residents of the state.

7.1.5: Transit Modes: Total Count: 14. Eight of the 14 transit mode comments were regarding railway implementation, 3 were about multi-modal opportunities, 2 were in regards to a passenger rail and 1 mentioned high speed rail connections. Railway implementation recommendations included: rebuilding along historical routes, exporting wood pellets & turbine via rail, delivering trash by rail and using rail in place of roadways where significant delays occur. Stakeholders mentioned that the multimodal opportunities in the state are currently limited and should be expanded; one suggestion was to consider a “land ferry” concept.



7.1.6: Economic Development: Total Count: 12. Rural stakeholders want NDOT to look to the future as they are planning the next steps for the state’s transportation. Some of the things to consider include: looking at how national & global issues affect Nevada, aging demographics of the state, planning for a sustainable future, and keeping in mind there are many unknowns that NDOT must be prepared to address. In addition to mentions of increased mineral activity in the state, rural stakeholders also said there are economic growth opportunities in the distribution of goods & services, healthcare, education telecommuting and a salt brine plant.

7.1.7: Regional Connections: Total Count: 11. Stakeholders suggested improving North to South connectivity, considering the distance between Nevada’s rural communities in planning and working to connect more roads in rural areas. Elko connectivity was specifically mentioned twice during the meetings with a reference to creating an “inverted triangle” from Elko to Reno to Las Vegas by rail. A direct connection was also requested between Winnemucca and Reno

7.1.8: Funding: Total Count: 8. The majority of stakeholders simply stated that funding was a concern for future transportation planning. Specific statements regarding funding were that maintenance costs were an issue, the population & tax base may present problems and that the rising fuel costs were a hurdle for the state to overcome.

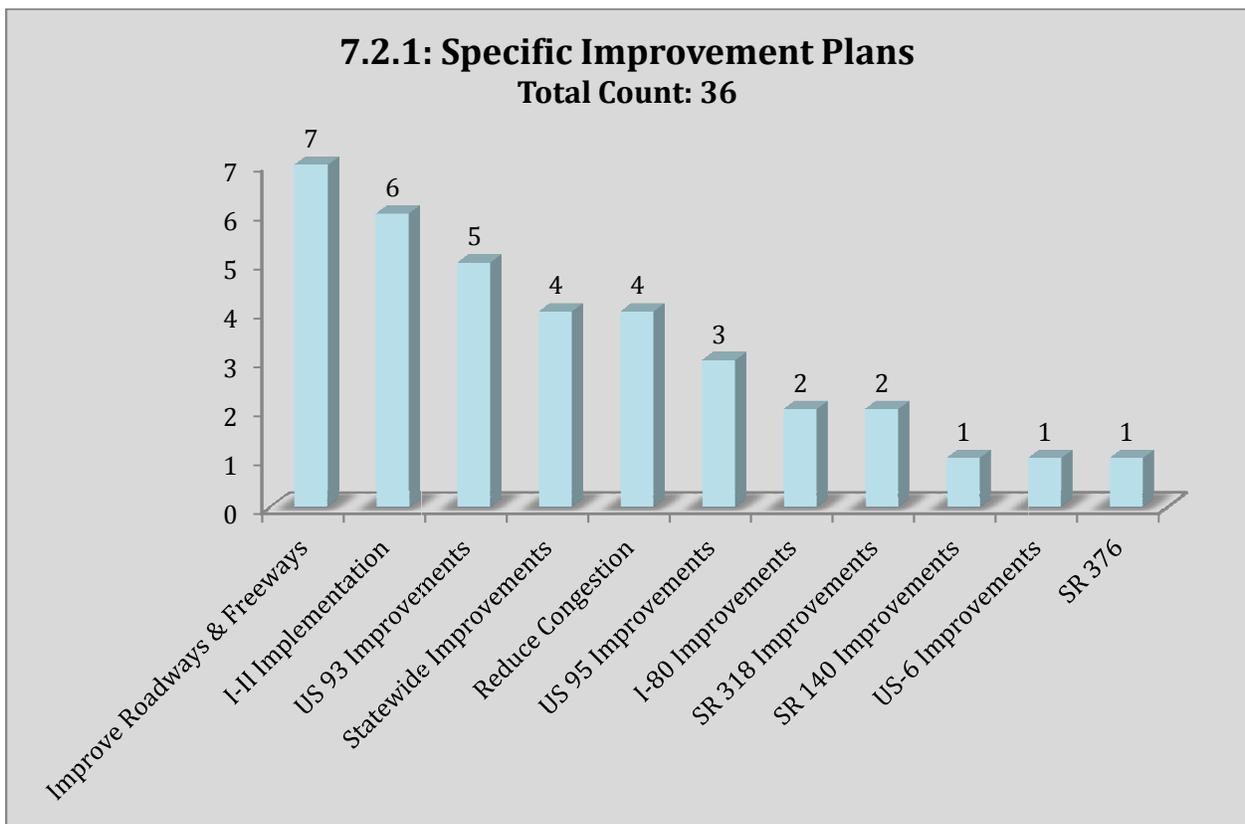
7.1.9: Technology: Total Count: 7. Stakeholders want NDOT to consider the technology that will affect transportation when planning for the coming years. Some of the areas of focus include: (1) electric cars, (2) fiber optics, and (3) driverless cars. NDOT should consider how technology can further the economy development of the state by means of fostering an “information highway”.

7.1.10: Right of Way and Land Availability: Total Count: 4. Availability of land comments included: land and space are an issue to consider, there are conflicting land use plans in the

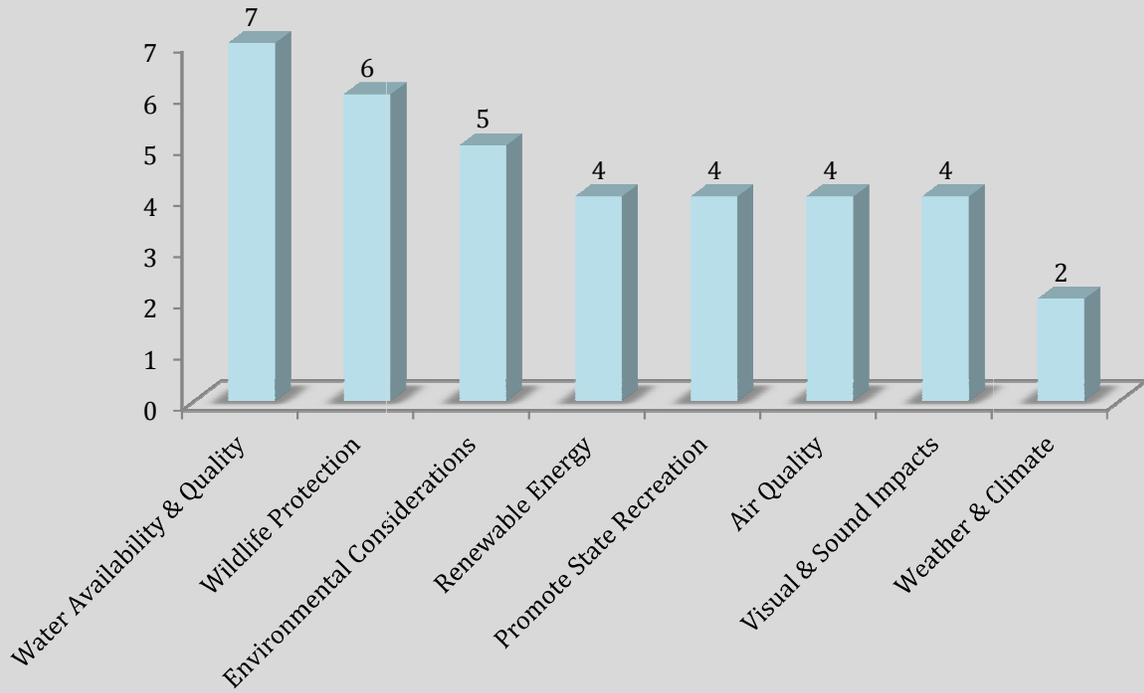
state, and that NDOT should be aware of a land sale with BLM to develop a 2,000 acre industrial park. A ROW comment was made that NDOT should look at securing more ROW that is required for certain projects, when possible, to plan for future capacity needs.

7.1.11: Rural Development: Total Count: 1. NDOT needs to consider the impact of how changes in the urban areas of the state and country will affect rural Nevada. How northeast Nevada defines itself will be important to the future of the rural development in the state. Additional comments regarding rural development are categorized mainly under Specific Improvement Plans, Regional Connections and Improved Access.

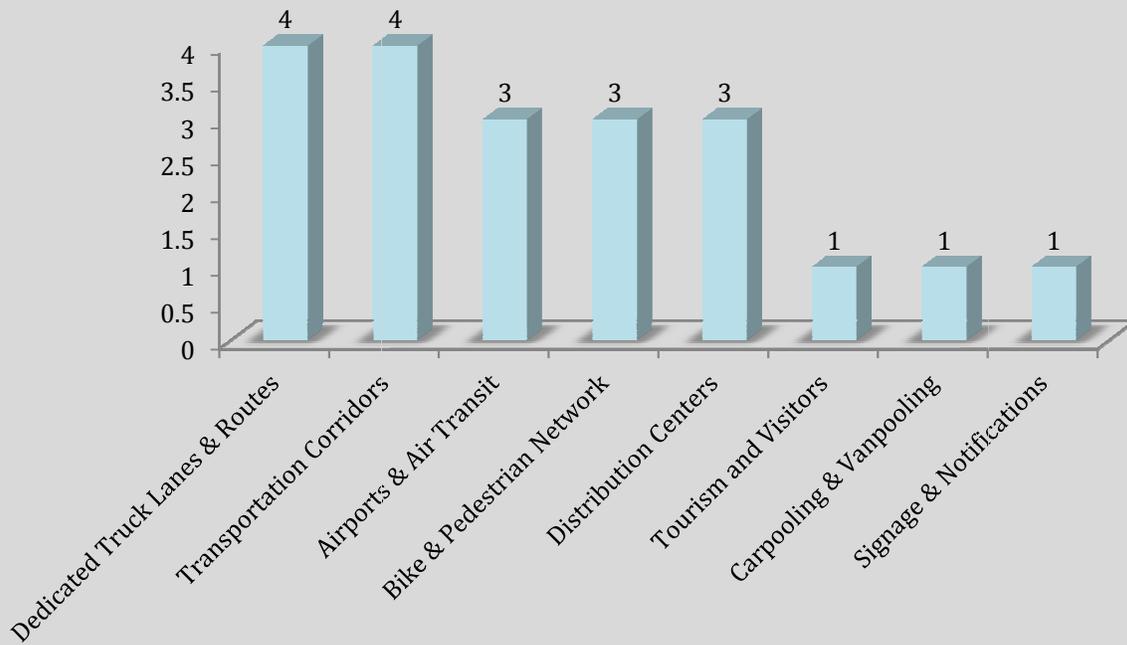
7.2 INCIDENCE GRAPHS



7.2.2: Environmental Topics Total Count: 36

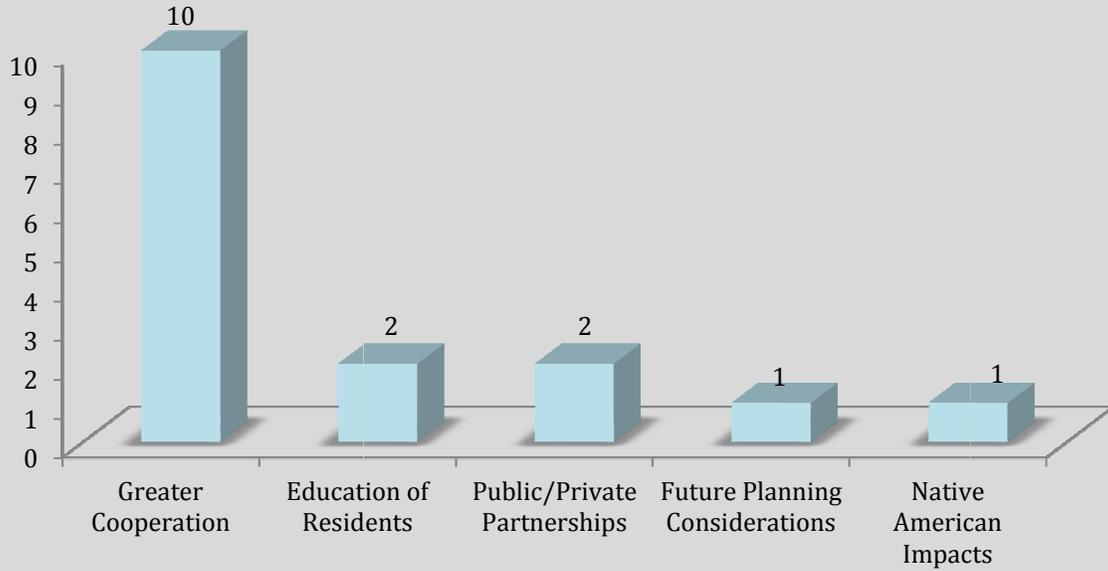


7.2.3: Improved Access Total Count: 20



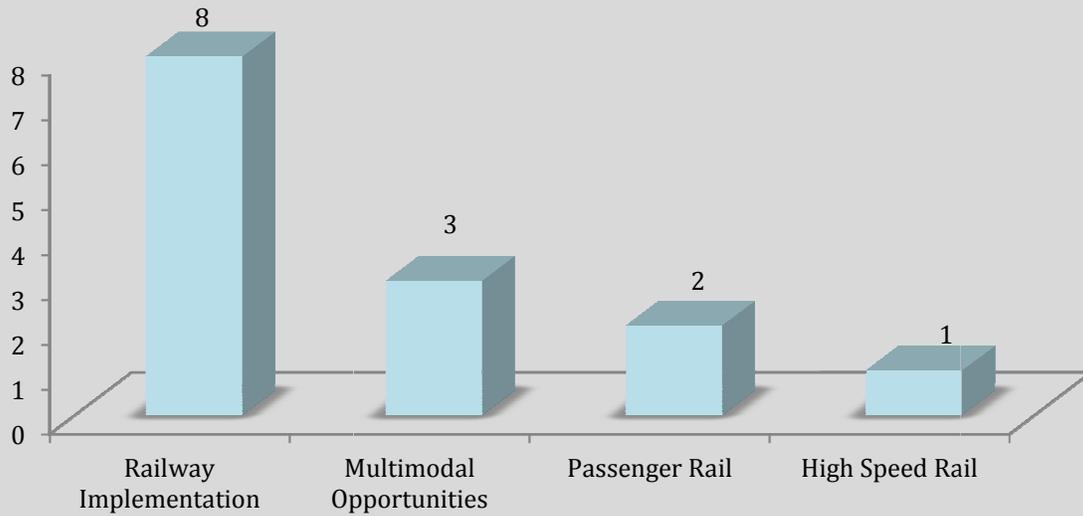
7.2.4: Partnerships

Total Count: 16



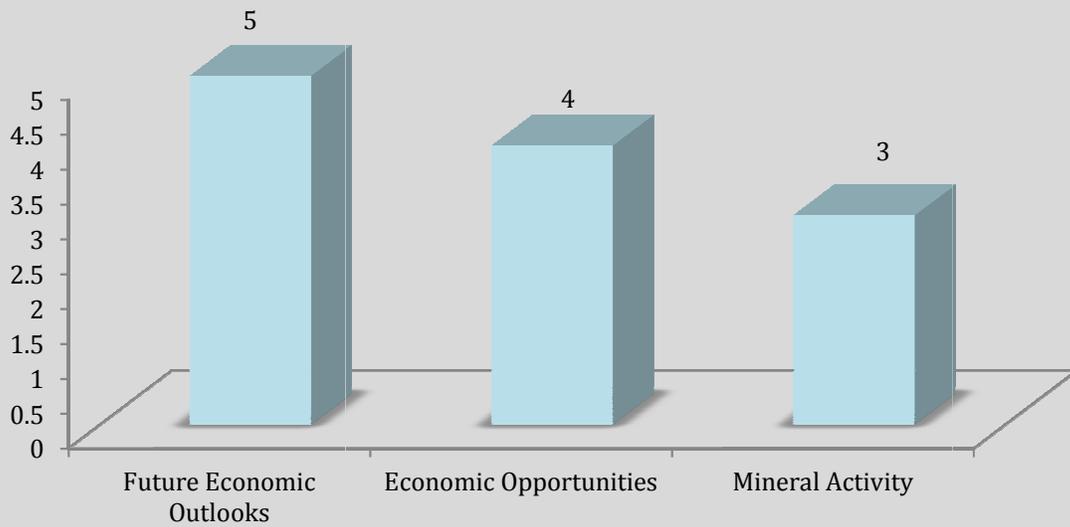
7.2.5: Transit Modes

Total Count: 14



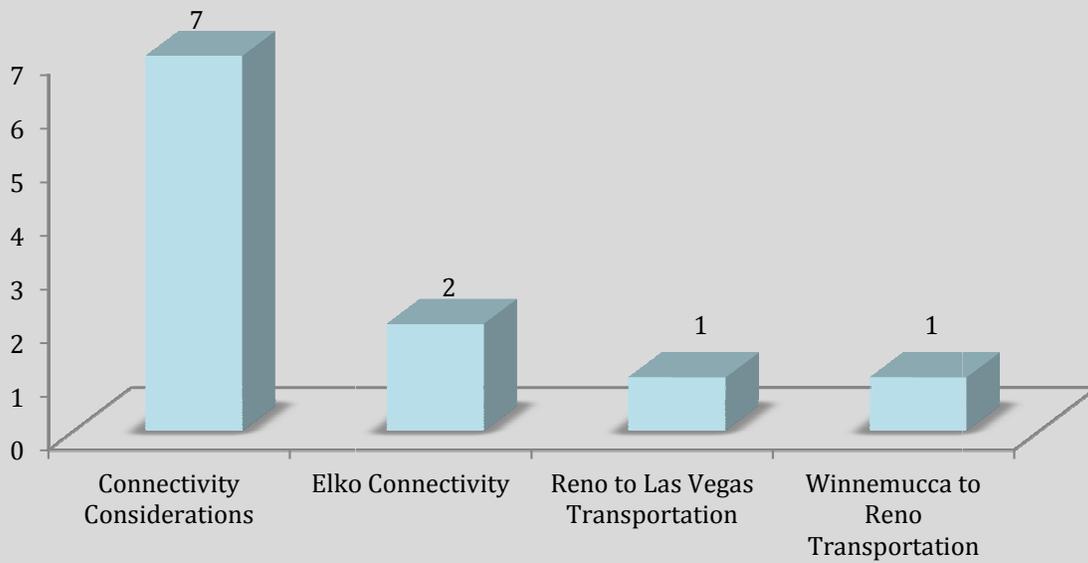
7.2.6: Economic Development

Total Count: 12

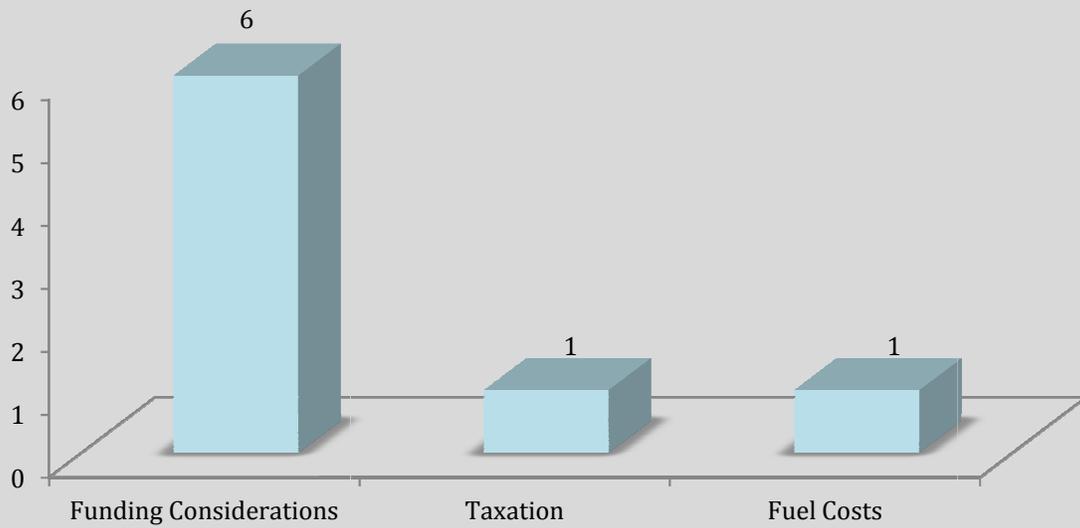


7.2.7: Regional Connections

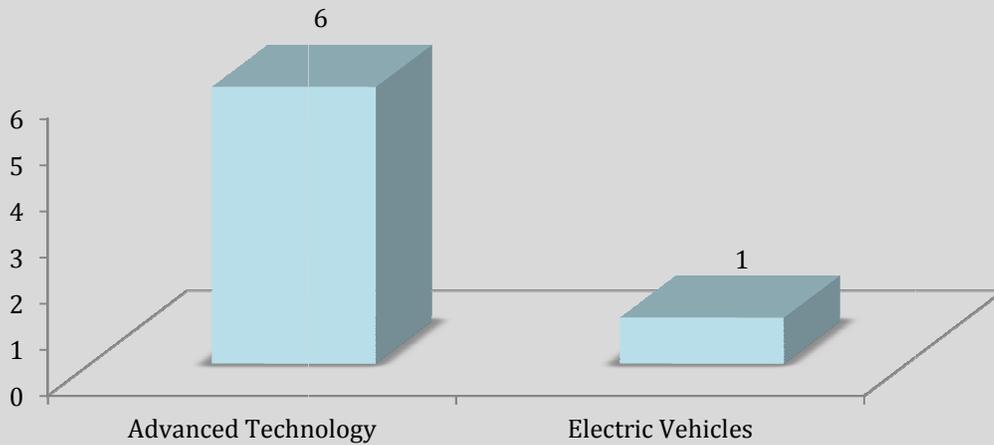
Total Count: 11



7.2.8: Funding
Total Count: 8

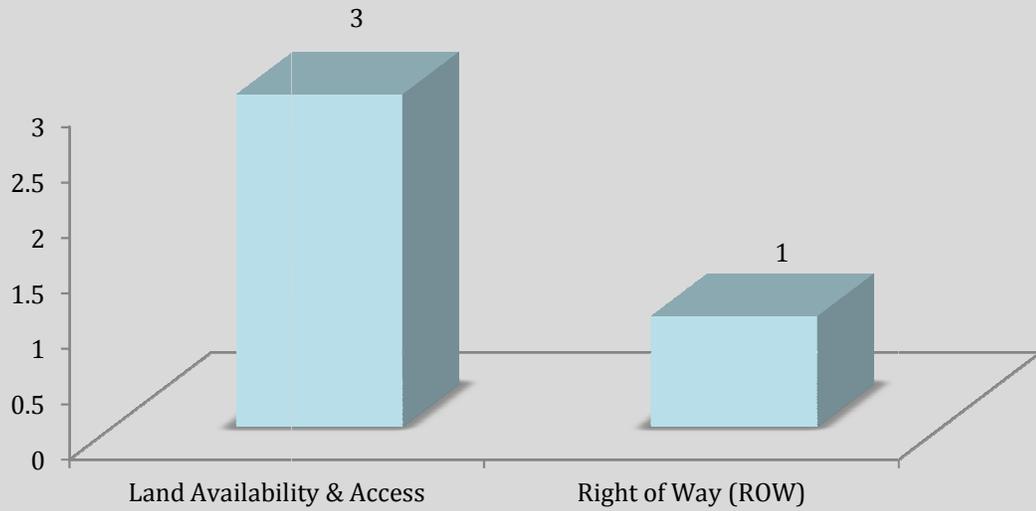


7.2.9: Technology
Total Count: 7



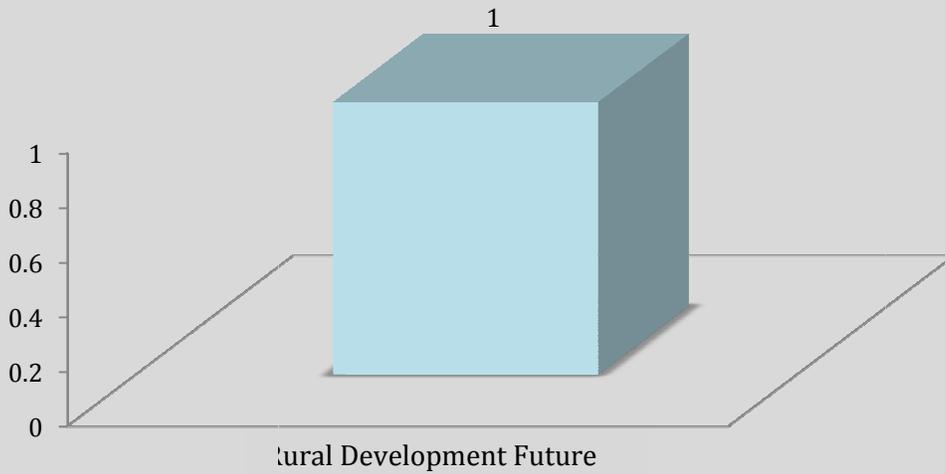
7.2.10: Right of Way & Land Availability

Total Count: 4



7.2.11: Rural Development

Total Count: 1



8. FULL INCIDENCE REPORTS

8.1 LAS VEGAS WORKSHOP INCIDENCE REPORT

Environmental Topics

Total Count: 153

a. **Wildlife Protection, Threatened and Endangered Species:** *Count: 31*

- Desert Tortoise
- Threatened and endangered species along corridors
- Critical habitat state
- Protecting sensitive life in area
- Big Horn Sheep overpass and road crossing
- Protect/consider migratory birds and their patterns
- Wildlife crossings
- Need to provide corridors for wildlife between various wildlife areas
- Ely area environmental concerns; protect fish, hunting, etc.
- Protection of plants
- Sage grass protection
- Wetland protection
- Endangered species, native species

b. **Water Availability & Concerns:** *Count: 25*

- Inefficient use of water
- Availability of water
- Water availability may restrict population growth to less than 500,000 in Las Vegas
- Improvements in desalination will provide water resources
- Water – coordination of major utility lines
- Water availability will limit growth
- Develop low water use industries like education
- Availability of water
- Continue decrease in water supply
- Find solutions to limited water supply (i.e. desalination)
- Water is a national limiter, review options (i.e. desalination, Eastern Nevada groundwater pipe to Las Vegas, communicate regionally about the issue)
- Water for “waste” (nuclear) trade
- Water quality is an ongoing and growing concerns, storm water runoff system (i.e. Las Vegas Wash)
- Building desalinization plants
- Look to Bureau of Reclamation facilities (canals, lake mead, water lines)
- Statewide flood control planning

c. **Renewable Energy:** *Count: 22*

- Nevada will develop into a renewable energy center
- Vibrant solar energy industry
- State will be more energy efficient
- Solar Environment–wind farms
- Increased energy efficiency affects all facets of life
- Solar energy opportunities

- Eastern corridor wind/GEO opportunities, need infrastructure (i.e. cell service)
 - Alternative energy sources in Nevada including geothermal
 - Development of solar resources
 - Truck traffic, geothermal (north), new roadways, transmission (t/w), fiber optics
 - In 50 years, Nevada is going to be an alternative energy exporter
 - Infrastructure needs to serve solar energy industry, consideration of renewables impact on roads/capacity/safety
 - Energy growth in central Nevada, all sources including nuclear and ancillary transportation needs
 - Rural Nevada should look to alternative energy expansion options
 - Wind generation (especially in Avery pass)
 - Need for more renewable and geothermal/wind energy
 - Solar energy
 - Wind farms
 - Solar generation in right of way offset needs/practicality (ex: NDOT)
 - Alternative Energy Sources to reduce impacts of transmission (alternative energy where is needed as opposed to grid system)
 - Geothermal resources
- d. **Promote State Recreation Locations & Cultural Resources:** *Count: 12*
- Great Basin/Ruby Mountains as attractions
 - Hunting in Northeast Nevada
 - Tule Springs National Monument
 - Lake Mead is a huge benefit to the state, Spring Mountain Area, bike/equestrian
 - Death Valley, Mt. Charleston draws/benefits
 - Promote exploring areas of Nevada
 - Focus transportation emphasis on seasonal areas
 - Partnership with Gaming, environmental site-seeing opportunities
 - Highlight non-gaming outdoor spaces
- e. **Air Quality:** *Count: 12*
- Semi-truck impact on air quality, stop them from idling on freeways
 - Dust challenge with constant activity
 - Impact of Los Angeles on air quality
 - Minimize pollutants
 - Urban pollution, urban core area must improve especially as it relates to health concerns
 - Great deal of Nevada's air quality problems are imported
 - Air quality concerns especially in urban areas due to congestion with cars and trucks
 - Bypass Las Vegas (population center) when transporting nuclear waste
- f. **Environmental Law and Permitting:** *Count: 12*
- Changing environmental laws
 - Environmental lawsuits
 - Ease federal environmental permitting
 - Streamline NEPA
 - Plan should be adaptive to deal with unknown NEPA requirements
 - Consider all uses during NEPA process
 - Environmental permitting cost and schedule delays
 - Environmental regulations
 - NEPA process

- Look to a streamlined environmental process
- g. **Environmental Concerns & Considerations:** *Count: 12*
 - Environmental impacts of new corridors
 - Nevada Natural Resources Severance Tax
 - Indian Springs area habitat concerns
 - Balance economic development/environmental conservation
 - Environmental regulation impacts development
 - Environmental focus
 - Safe transport for radioactive waste (environmental concerns)
 - Consider environmental concerns in infrastructure planning as early as possible
 - Front load projects with environmental planning, other states have greater requirements and Nevada needs to find a balance
 - Address environmental questions early in the process
 - Utility corridors have less impact on the environmental existing infrastructure, share benefits, water/power/gas
 - Concrete vs. asphalt, using more environmentally friendly product (which may also last longer)
- h. **Alternative Fuel Vehicles:** *Count: 9*
 - Alternate fuel for airplanes or vehicle transport
 - Infrastructure for alternative fuel
 - Infrastructure for alternative fuel vehicles
 - Alternative fuel vehicle stations needed
 - Energy/fossil fuel and other alternative fuels, infrastructure for fueling stations
 - Accommodate alternative fuel vehicles, provide necessary infrastructure
 - Electric vehicle stations will need to be added along transportation corridors
 - Alternative fuel sources
 - Provision for alternative fuel
- i. **Preserve State Lands & Parks:** *Count: 7*
 - Preserving the Red Rocks
 - Preserve state parks
 - Tahoe preservation
 - Central/Northern Nevada Recreation areas need preservation
 - Fossil preservation
 - Growth in visitation to state parks around Pioche
 - Take advantage of Nevada's outdoor resources, improve access to parks
- j. **Visual and Sound Impacts:** *Count 6*
 - Maintain character of scenic byways when adding new capacity
 - Sound walls
 - Minimize view shed impacts, preserve park skies
 - Noise issues
- k. **Weather and Climate:** *Count: 5*
 - Winter conditions in the north
 - Extreme conditions in north and south limit time to complete construction projects
 - Nevada weather great for construction and use
 - Can build for longer periods of time
 - Climate change impacts

Improved Access

Total Count: 120

a. **Dedicated Truck Lanes & Routes:** *Count: 27*

- Limit trucks to outside lanes on multi lane highways
- Truck bypass around Las Vegas
- Develop alternate truck route around Las Vegas, [avoid sensitive areas]
- Develop truck express lanes on I-15 and US 95
- Plan truck bypass around Las Vegas
- Truck only route, easier access to distribution center to handle longer trucks
- Bypass for trucks (i.e. Henderson to Apex)
- Commercial truck bypass – removing them from I-15
- Need for truck route in east Las Vegas area (Coyote Springs)
- Expand truck express lanes
- Truck passing lane
- Freight lanes to move around I-15
- Separate Highway for freight trucks bypass
- Dedicated truck lanes
- Truck rest areas
- More effective route for trucks (keep them off the I-15 core)
- Truck bypass around Las Vegas
- Commercial freeway – need to create bypass to avoid I-15
- There will be an alternate route system for trucks
- Eastern truck bypass around Las Vegas
- Convert existing HOV to truck express lanes
- Commercial Vehicle Bypass off of I-15 (whole route)
- Create 2 truck bypasses (one behind sunrise mountain, one through Jean to Reno)
- Improve enforcement of commercial vehicle requirements

b. **Airports and Air Transit:** *Count: 27*

- Need better air transit
- Improved aviation
- Monorail to McCarran Airport
- Improve Tonopah airport to respond to growth due to mining expansion
- Plan for future Ivanpah Airport to LV Strip transit
- Mass transit connected to airport
- Expand monorail to airport
- Save rural airports
- Need to extend monorail or other transit to McCarran Airport
- Limited air service choices
- Need aviation access to Elko
- Ivanpah airport as freight hub
- Air has inherent problems for economic development
- Consideration of freight traffic air quality, ex: truck generations in summer
- Extend monorail to McCarran Airport
- McCarran is at capacity due to air constraints, may be solved in time, possibly driving demand for rail/other solutions
- Ivanpah airport

- Ivanpah airport in operation
 - Expanding Ivanpah Airport for direct tourist market and cargo
 - Ivanpah Valley Airport for freight and international
 - Transit to McCarran Airport
 - Regional air to rural cities
 - Ivanpah airport—distribution and warehousing with rail access
 - New airport at state line will tax I-15 capacity (further congestion)
 - Bring monorail to airport
- c. **Bike & Pedestrian Network:** *Count: 15*
- Bike network in urban areas
 - Las Vegas Crosswalks (Pedestrian safety), flashing yellows to reduce speed at night
 - Develop bike network, widen shoulders of routes
 - Develop bicycle network
 - Focus on bicycle lending systems
 - Streets that restrict trucks, have narrow lanes and provide more space for pedestrians and bicycles
 - Bicycle improvement within Las Vegas
 - Bike trails to accommodate future personal mobility modes (ex: electric bicycle)
 - Improve transportation for bike and pedestrian
 - Accommodate non-motorized users (bikes/pedestrians)
 - Pedestrian Access
 - Greater use of bicycles
 - Improve local trail/bicycle network for commuters in Las Vegas [Las Vegas Valley Rim Trail]
 - Improve bike trails on Sahara
- d. **Infrastructure Efficiency:** *Count: 12*
- Use transportation infrastructure more efficiently (shared corridors, complete streets)
 - Focus on maintaining infrastructure investment (balance needs vs. new development).
 - Develop cargo hubs
 - International port of entry would increase efficiency
 - Intermodal station (connecting all forms) – above grade – having one stop shops for services as well
 - Make transit convenient for commuters and getting us where we want to go
 - Transportation corridor to accommodate power grid
 - Mass transit consider hubs, future activity centers/economic development
 - Major hubs for freight (I-80 to I-15)
 - Corridors that transmit goods/energy/people
 - Manufacturing in the middle of the state, need access to workforce
 - Desperate need to improve infrastructure
- e. **Improve Public Transit:** *Count: 7*
- Need for transit system is there, Nevada is efficient but needs more funding
 - Enhancing bus stops – easier ticket purchasing and tracking schedules
 - RTC & Park and Ride dedicated lanes for rapid transit
 - More accessible public transit
 - Lack of bus pullouts in urban areas is an increasing concern over time
 - Trolleys or buses connecting communities (i.e. Summerlin and Henderson)
 - Improve bus access and on-time schedule

- f. **Tourism and Visitors:** *Count: 7*
 - Tourism is untapped rural opportunity, need to expand US 95, improve access and increasing camping in the area
 - Ease of transportation for visitors (hybrid/elect infrastructure)
 - Nevada’s tourism base serves as an excellent venue to showcase new technologies
 - Tourism to Carson, travel, industrial sites
 - How to accommodate large numbers of tourists
 - Rural Nevada should look to eco-tourism
 - Eco-tourism
- g. **Transportation Safety:** *Count: 6*
 - Ensure safety of rail vehicles
 - Need to maintain existing roads in a safe and usable condition
 - Public safety – focus on pedestrian safety
 - Need to keep hazardous material transport out of populated areas
 - Provide safety transportation options for seniors—seniors are a growing segment of population
 - Commercial truck safety
- h. **Signage & Notification:** *Count: 5*
 - Consistency in signage, differing interchange designs
 - Better accident notification on reader boards, need a regional focus, let California passengers know about activity in Nevada as they approach
 - Improve signage for tourists
 - International signage
 - Message signs help with construction communication
- i. **Transmission and Transportation Corridors:** *Count: 5*
 - Transmission lines are more impactful than power generation sites
 - Transmission lines, how can NV Energy build lines and who will pay for land agreements
 - Combine transmission and transportation corridors
 - Include power and communications along transportation corridors
 - Power transmission corridors
- j. **HOV & Express Lanes:** *Count: 4*
 - HOV lane usage
 - Use of express lanes
 - Expand HOV network
 - Analysis of car pool lanes being more effective as a general lane
- k. **Distribution Centers:** *Count: 3*
 - Better coordination and planning regarding transportation and large distribution centers
 - Focus distribution center at service areas – such as grocery stores, dry-cleaning etc. (errands that can keep people off the road)
 - More road access near distribution centers
- l. **Handicap Accessibility:** *Count: 2*
 - Greater Access for seniors/those with disabilities, make options available (i.e. Hoover Dam Bridge has ADA walking)
 - Improve para-transit service to make Las Vegas attractive to older people

Specific Improvement Plans

Total Count: 88

a. Improvements to Existing Roadways and Freeways: Count: 27

- Need to maintain or improve existing bridge conditions
- Develop Eastern beltway
- Ramp metering – locate in congested areas only (strategically located)
- Exit ramps are also convenient for carpool lanes
- Better Nevada road system
- Separate types of traffic
- Build on 2011 highway improvements
- Rest stops and communication availability
- Balance rural and urban issues (conservative land banking mitigation impacts rural lifestyles)
- One-way roads in downtown areas
- Maintain existing roadways in a good state of repair
- Install longer lasting pavement section
- Skewed intersections are a safety concern especially with tourists (crossing distances)
- Deteriorating roadways due to truck impacts
- Control animals on highways
- Lack of truck stops
- Roads located on BLM land
- Connect streets and provide grade separations over freeways
- Build up of roads (over time) results in sharp shoulders (safety concerns)
- Connect streets and provide grade separations over freeways
- Complete streets

b. Urban Development: Count: 17

- Rural growth has been flat, very little increase between 2000 and 2010, look to urban development
- Complete trail system and bridges in urban areas
- Better road systems and bridges in neighborhoods—better connectivity
- Leave Desert Inn as a major arterial, but can have better connectivity on Sahara
- Add trails
- Right of Way on Las Vegas Blvd, bypass for accidents so that they do not back up traffic.
- Better Urban Planning (complete streets)
- Highway capacity
- Time required to travel
- Move to complete streets in urban areas
- Expand freeway network in Las Vegas
- Transit system on Sahara
- Tropicana/Koval - Intersection design (crosswalks)
- Create second CC-215 style freeway further outside of the city for ease of getting around
- Alternative route around downtown Las Vegas
- Complete local street network in Las Vegas

c. I-15 Improvements: Count: 11

- Updates need to be made to I-15
 - Prioritize improvements, focus on I-15
 - Widen I-15 Interchanges
 - I-15 pinch through Las Vegas
 - Virgin River Gorge (constraint) I-15
 - Enhancement to I-15 is not efficient
 - Improve I-15 in Las Vegas, improve current operational deficiencies
 - Round off I-15 areas
 - Backup and changes in I-15 and CC-215, need redundancy
 - US 95 to I-15 Connector is a bad idea
 - Create possible urban bypass route from SR 593 or SR 594 to I 15 North of SR 169 (near Moapa). Route can continue North on I-15
- d. **Statewide Improvements:** *Count: 10*
- Build USA Parkway
 - SR159- look at as a recreation corridor, not a connection to Pahrump (I-60 to CC-215 alternative route to relieve 159)
 - I-93 to Jackpot, currently there are no shoulders on the highway which creates a safety problem without services nearby (extend Ely to Jackpot with shoulders)
 - US 50/I-80 interchange, Silver Springs freight hub
 - I-80 as a growth corridor, Private ownership/railroad ownership (historical)
 - Improve US 93 and SR 318 to improve access to Ely
 - Improve SR-160 to Pahrump
 - Complete Carson City freeway
 - Improve Lake Tahoe roadways
 - Connect Jean railroad from Jean through Clark County, traveling north to Reno along western Nevada/California border (will facilitate manufacturing distribution in nearby mining hot spots along the route)
- e. **US 95 Improvements:** *Count: 8*
- CC215/US 95 Interchange
 - Grade separations (especially 95)
 - I-95 reductions unacceptable, need to maintain the same number of lanes the entire stretch
 - I-95 is a huge constraint
 - Round off I-95 areas
 - US 95 to I-15 Connector is a bad idea
 - More rest stops along I-95
 - More passing lanes and turnouts along I-95 to Reno
- f. **CC-215 Improvements:** *Count: 6*
- Complete work on CC-215 Beltway
 - Complete North 5th link between downtown and CC-215
 - CC-215/US 95 Interchange
 - Finish CC-215
 - Round off CC-215 areas
 - Backup and changes in I-15 and CC-215, need redundancy
- g. **Reduce Roadway and Freeway Congestion:** *Count: 5*
- Increase capacity (wider roads and smaller cars)
 - Expand existing roads (additional utilities contained within)
 - Congestion in urban Las Vegas could be helped with grade separations

- Constraints getting in and out of the state
 - Cannot build out of congestion
- h. **Boulder City Bypass:** *Count: 2*
- Boulder City bypass
 - Build Boulder City bypass
- i. **I-II Improvements:** *Count: 2*
- Expanded interstate system, including I-11
 - Mesquite/Vegas connection, I-11

Partnerships <i>Total Count: 68</i>

- a. **Greater Cooperation:** *Count: 22*
- Annual gathering for information sharing
 - Coordination of Construction (Greater communication), Scheduling (multiple shifts, fewer concurrent projects)
 - Coordination of infrastructure needs, to avoid repeated tear ups
 - Better sharing of information between NDOT and other entities
 - Cost of investment requires federal involvement and participation
 - Need regional cooperation from Arizona and Utah, ex: I-15 Mobility Alliance
 - Communication between agencies
 - Coordination with jurisdictions
 - BLM partnerships with other growing communities
 - Communication with agencies and coordination of services
 - Coordinate interests (local and state), look at each region's focus and work together (city/county/state)
 - Become more progressive with BLM relations
 - Coordination between NDOT and local governments, example: current Sahara construction conflicting with NDOT freeway work
 - Multi-State cooperation
 - Local government environmental policy, need a statewide policy with local government coordination
 - State and federal environmental understanding
 - Work with environmental groups to make them part of the team
 - Regional cooperation
 - Coordination between agencies plan for/coordinate growth
 - Utilities challenge coordinating constantly with shutdowns/construction closures
 - Improved coordination between Nevada Development Authorities throughout state
 - Scheduling of infrastructure projects needs to be coordinated
- b. **Future Planning Concerns and Considerations:** *Count: 13*
- Plan needs to address homeland security and hazmat transport issues
 - Emphasize land use planning that will support transit usage
 - Operation and maintenance set up with a multi state effort
 - Evaluate opportunity for alternative mode of transportation (cars getting smaller)
 - Move NDOT headquarters to Southern Nevada
 - Lack of a champion to carry vision
 - Lack of planning up until now

- Nevada is unprepared for the upward boom if/when Nevada recovers from the recession, focused only on improving current forms of infrastructure
 - Road planning falls behind development
 - Identify and remove bottlenecks
 - Putting pressure on State government for implementation
 - Need paradigm change with regard to how we think about transportation—otherwise change won't occur
- c. **Public Private Partnerships:** *Count: 12*
- Local improvements in partnerships
 - Partnership with Union Pacific Railroad
 - Look at public private partnerships, leases, etc.
 - Develop Union Pacific partnership for ROW
 - Public Private Partnerships for bus transportation through smaller communities
 - Public Private Partnership (PPP) with land ownership and surrounding areas
 - Look to large employers and government partners (i.e. Nellis) to provide transit solutions/help solve transit funding challenges
 - Right of way partnerships
 - Encourage relationships with NV Energy and Valley Electric
 - Lack of necessary partnership with Union Pacific
 - Private property owner-partnership hindering
- d. **Political Environment:** *Count: 8*
- Nevada is not unified politically
 - State laws impede long range planning
 - Elected official buy-in
 - Need for more effective laws/legislation
 - NDOT/Agencies need to educate process/politicians on issues
- e. **Education and Culture Shift of Residents:** *Count: 6*
- Education campaign – teaching people how to think about getting around
 - Education campaign especially for younger generations about getting out of their cars and personal responsibility, needs to start in the school system
 - Culture shift: If NDOT states there is no more road capacity, those driving cars may choose alternate modes of transportation.
 - Education campaign – park and ride and better coordination of bus schedules
 - Encourage telecommuting for work or school
 - Shift population's need for personal vehicles
- j. **Native American Impacts:** *Count: 4*
- Cultural properties/issues
 - Native American impacts of development
- k. **Military Considerations:** *Count: 3*
- Central Nevada constrained by military air space needs
 - Location of Nellis Air Force Base too close, need to push out
 - Preserve military airspace for national security and the economy
 - Expansion at Creech Air Force Base
 - Creech AFB needs improvements to meet developing needs (spaghetti bowl)

Economic Development

Total Count: 64

- a. **Future Economic Outlooks:** *Count: 13*
- Nevada should capitalize on industries looking to leave California and other states
 - Las Vegas will be a regional business center with convenient air and rail service
 - Las Vegas will be a premier global destination
 - Nevada will be a leader in private sector space transportation
 - 30 to 40 new resorts in Las Vegas extending to Jean
 - Gaming experience will be different to keep ahead of competition
 - The LV Strip will be a transit mall without private vehicles
 - Increase in sufficient and sustainable communities
 - Look at land use models (i.e. livable cities) to model future communities after
 - Economic benefit sharing regionally
 - Focus on business model for future of Nevada – then build a system to make that a success. If we want to attract suppliers and other vendors for our local business needs – we need to accommodate their needs and attract those businesses to come here, which can happen through transportation improvements.
 - Attracting business with residential “total community”
 - Look to industries that are driving change and will drive investments
- b. **Economic Opportunities:** *Count: 11*
- California’s economic problems and deteriorating business climate (NV can capitalize on this)
 - Nevada based agriculture
 - Nevada is free range
 - Consider impacts associated with bypassing small communities
 - Tap regional/big population markets
 - Look to wealth of resources in Nevada to address infrastructure needs
 - Invest in permanent infrastructures (homes), temporary trailers do not contribute to permanent infrastructure needs of communities
 - Mitigate boom/bust with sustainable industries
 - Dumont Sand Dunes in California are access through Nevada
 - Connect Nevada’s two colleges with transportation option
- c. **Economic Diversification:** *Count: 11*
- Need to diversify from gaming
 - Unbalanced economic base, bring back to balance. Focus on manufacturing.
 - Expand movie industry in Nevada
 - Economy can be diversified
 - Government’s economic diversification efforts
 - Education system improvements to attract economic diversification
 - Policy flexibility for Economic Diversification and Public Private Partnerships
 - Economic diversification can help to stabilize
 - Find balance between economic development and conservation
 - More diversified economy
 - Diversification will increase density development
- d. **Changing Demographics and Population:** *Count: 10*
- Increased population and tourism causes a shift in demographics, language barriers
 - Increased density, integrated living and mass transportation
 - Population growth impacts on density, i.e. growth in Reno
 - Nevada will be more ethnically diverse
 - Population decrease, possibly due to proliferation of gaming

- Headway times are a concern, time between vehicles with increased population
 - Strip saturated with Pedestrian traffic – sidewalk access also diminishing – especially with hotel build-outs
 - Port of entry facilities need to keep up with growth
 - Nevada will have a more educated workforce
 - In 50 years, personal vehicles will be too much for everyone to afford
- e. **Yucca Mountain: Count: 8**
- Accommodate special uses (weight/cargo)
 - Explore alternative uses for Yucca Mountain
 - How can Nevada capitalize on the existing investment?
 - Consider Yucca Mountain infrastructure investment, railroad opportunities (see Yucca EIS, economic benefits of Yucca rail corridor)
 - Transportation planning for Yucca Mountain, anticipate and start planning
 - Capitalize on Yucca Mountain investment
 - Plan should address Yucca Mountain impacts
- f. **Mineral Activity: Count: 6**
- Growth in mining towns
 - Increase in mining activities
 - Opening mines in Yerington and Esmeralda
 - I-80 needs improvement for purposes of exporting
 - Tonopah mining (Goldfield etc.)
 - Increased mining in the Northeast (i.e. Elko)
- g. **Economic Impact of Improved Transportation: Count: 5**
- Better transportation can improve economic situation in rural communities
 - Better region transport can assist Las Vegas economic recovery
 - Better region transport can assist Reno economic recovery
 - Reductions in travel times leads to a better economy
 - Impacts of future growth and development boom on the environment

Transit Modes <i>Total Count: 61</i>
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- a. **Multi-Modal Opportunities: Count: 13**
- Develop multimodal transportation corridors
 - Goods movement between modes of transportation/coordination constraints
 - Re-establish abandoned rail corridors, develop new corridors
 - Subway system – near population center – being pushed away from the strip
 - Multi-modal corridors
 - Develop multimodal and multi faceted corridors to include transmissions, communication, interstate pipelines etc.
 - Planning in the future needs to be multimodal
 - I-11 needs to be a full multi-modal corridor
 - Complete streets to accommodate multiple modes
 - Greater reliance on transit bus, bus rapid transit, streetcar, light rail etc.
 - Alternative modes of transportation is a quality of life issue that attracts business/industry employees to relocate to Nevada
 - High capacity multimodal transit
 - Seamless connections to activity centers (bus/train etc.)

- b. **Freight and Inland Ports:** *Count: 13*
 - Improve rail – truck freight transport, inland ports
 - Truck to rail connection
 - Move freight from truck to rail
 - Maximize use of rail for freight movement, develop inland ports
 - Develop inland ports
 - Transport more cargo on trains as opposed to trucks, develop inland ports
 - Move freight off roads with rail transport
 - Improve freight on rail, develop inland ports
 - Move freight from rail to trucks further inland
 - Cargo rail to relieve congestion
 - Strong rail system for freight and commuter
 - Freight transport
 - Interstate (avoiding Los Angeles) for North to South freight
 - Move truck to rail – develop inland multimodal facilities
- c. **Railway Implementation:** *Count: 12*
 - Focus needs to be on rail
 - Dual rail line (to accommodate freight/commuters)
 - Implementation of rail
 - Rail transportation to remove the idling of big trucks and cars, better connectivity will reduce pollution
 - Historic rail lines (i.e. Indian Springs or mining sites)
 - There will be less short haul flights between cities; rail could serve as alternate mode
 - More use of rail, need inner ports with Union Pacific and State Highways for both long and short travel
 - Growth in rail lines
 - Rail for transporting goods and services. Need to address safety concerns.
 - Develop regional rail
 - Dual rail line by purpose as opposed to shared line, i.e. commuters vs. freight
 - McCarran is at capacity due to air constraints, may be solved in time, possibly driving demand for rail/other solutions
- d. **Monorail:** *Count: 7*
 - Bring monorail to downtown Las Vegas, connect to hotels, increase convenience
 - Integrate Desert Xpress with monorail
 - Monorail
 - Expand monorail with regional public transit
 - Improve monorail
 - Increased destinations for monorail
 - Make the monorail work
- e. **Light Rail:** *Count: 6*
 - Light Rail Train options throughout valley
 - Develop higher order transit in Las Vegas [light rail]
 - Light rail in urban areas
 - Light rail
 - Subway or comparable light rail in the Southern Nevada area
 - Light rail train
- f. **High Speed Rail:** *Count: 6*

- Develop regional high speed rail between major population centers
 - High speed rail extending beyond Victorville (needs to reach coastal population to be successful)
 - Maglev
 - Develop High Speed rail connections to major population centers in southwest
 - HSR/Maglev between urban centers
 - Desert Xpress
- g. **Passenger Rail: Count: 4**
- Passenger rail access
 - Passenger rail to community neighborhoods
 - Commuter rail is a major investment
 - Put money into a commuter rail

Regional Connections

Total Count: 49

- a. **Reno to Las Vegas Transportation: Count: 24**
- Improve the Las Vegas to Reno corridor
 - Rail Line from Vegas to Reno
 - Needs improved transportation corridor between the two locations, this could induce growth along the corridor
 - Improve US 95 from Las Vegas to Reno
 - Extend Maglev to Reno
 - Las Vegas to Reno rail
 - Las Vegas to Reno rail and roadway, passing lanes
 - Develop rail from Las Vegas to Reno – rather than highway
 - Bus and light rail from Las Vegas to Reno
 - No interstate system connecting 2 largest cities
 - Lack of good infrastructure between Las Vegas and Reno
 - Las Vegas and Reno need to be connected by rail
 - Expressway connecting Las Vegas to Reno
 - Look at junctions/hubs along route for economic development
 - US 95 to Reno, 2 lanes interstate facility, truck/climbing lanes, rest stops, traveler services including call boxes/expanded cell service
 - High Speed Rail (HSR) from Vegas to Reno to reduce air congestion
 - Reno/Carson City to Las Vegas—95 Improvements
 - No adequate routes to Reno from Vegas
- b. **Connectivity Considerations: Count: 12**
- Need connections to central Nevada for economic development
 - Consider how far away population centers will be in the future
 - Inner connectivity among rural and urban areas
 - Connections (transit) from Laughlin/Boulder City
 - Pahrump/Shoshone area connection, improve connection, continue improvements to Las Vegas
 - Ely to Caliente rail connection
 - Light rail to Boulder City (fast, speedy way to move people)
 - Improve connectivity from Las Vegas to national parks [Death Valley, Great Basin]

- Construct Boulder City Bypass
 - Develop regional high speed rail between major population centers
 - Improve access to outdoor recreation facilities throughout Nevada
 - Access to Reno and Carson City via rail
 - Pahrump to Jean rail line
- c. **Las Vegas Connectivity:** *Count: 7*
- Better access from North Las Vegas to Center of Town – other than I-15
 - Improved public transit in Las Vegas
 - Improve transit to Las Vegas
 - Connecting Henderson/Summerlin and other areas, also connect business centers i.e. downtown LV and the LV strip
 - Connect Henderson and Las Vegas
 - Alternative mode connections from Las Vegas to Henderson
 - Plan for light rail from different main areas (Henderson to downtown) similar to the Hong Kong system
- d. **North to South Interstate:** *Count: 3*
- Need to improve north south roadway network, along US 95 and US 93
 - North to South Interstate
 - North south interstate along US 95 and US 93
- e. **Mesquite Connectivity:** *Count: 3*
- Light Rail Train from Mesquite to Las Vegas
 - High Speed Train Las Vegas to Mesquite (look beyond Utah)
 - Connections (transit) from Mesquite

<p>Funding <i>Total Count: 45</i></p>
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- a. **Funding Considerations:** *Count: 26*
- Development to provide funds for conservation
 - Money/funding inequities
 - Need to address legislative changes to allow money to invested in freeway maintenance
 - Public Private Partnerships funding
 - Change revenue streams to fund new infrastructure
 - Funding needed especially with reduction in fuel tax revenue
 - Increasing utility costs
 - Negative image of public investment infrastructure
 - Government needs to contemplate long term projects with large dollar investments
 - Lack of adequate funding
 - Misallocation of funding
 - Funding staying ahead of the curve
 - Funding structure and sources, fairness with future funding
 - Resource and state investment
 - Cost of infrastructure
 - Lack of financial resources to purchase needed land/houses in specific areas
 - BLM land costs
- b. **Taxation:** *Count: 8*
- Vehicle Miles Traveled tax will replace gas tax

- Look at changes in tax structure to increase funding for infrastructure
 - Changes in funding (decreasing fuel tax)
 - Look at alternative funding methods beyond fuel tax
 - Funding for infrastructure needs tied to gas tax, resulting in reduced funding
 - Different tax structure (i.e. Vehicle Miles Traveled VMT)
 - Tax structure and mechanisms
 - Favorable tax environment for land purchasing
- c. **Toll Booths:** *Count: 6*
- Toll roads to increase availability of funding
 - Tolling to manage lanes
 - Tolls on I-15 and CC-215
- d. **Fuel Costs:** *Count: 5*
- Fuel costs will rise and push travelers from air to rail
 - Gas Prices
 - Fuel price impact on growth
 - Cost of fuel implications on growth
 - Cost of fuel will increase, availability will decrease

Out of State Connections

Total Count: 39

- a. **California to Nevada Connection:** *Count: 18*
- Rail connection to southern California
 - Rail link to Los Angeles
 - High Speed Rail to Los Angeles
 - High speed rail to southern California
 - High speed rail to California
 - Freight from Los Angeles to Reno is needed
 - Coordinated hub facilities necessary to attract businesses, connect with Los Angeles
 - Improve regional rail [LV to Southern California, San Francisco to Reno]
 - High Speed Rail from Reno to Los Angeles
 - Southern California High Speed Rail (HSR), preferably Maglev
 - Improve connectivity from Las Vegas to Southern California and Reno to Northern California to enhance economic growth
 - Expansion of I-15 to California border, encourage California to expand as well, Mobility Alliance.
 - Los Angeles to Las Vegas Transportation, assist growth through better transportation
- b. **Arizona to Nevada Connection:** *Count: 13*
- Phoenix to Las Vegas connection
 - I-11 Phoenix to Las Vegas
 - Assist growth between the two states through better transportation
 - Improve corridor from Phoenix to Las Vegas to induce economic growth
 - Develop industry between the two states
 - I-11 Connection from Phoenix to Las Vegas
 - Develop I-11 corridor from Arizona to Las Vegas
 - I-11 Phoenix to Las Vegas
 - Connection to Tucson
 - Coordinated hub facilities necessary to attract businesses, connect with Arizona

- a. **Utah to Nevada Connection:** *Count: 4*
 - Passenger rail from Salt Lake City of Las Vegas
 - Coordinated hub facilities necessary to attract businesses, connect with Utah
 - Improve regional rail [LV to Salt Lake.]
 - High Speed Rail from Las Vegas to Salt Lake City
- b. **Canada to Nevada Connection:** *Count: 2*
 - Reno to Canada
 - Develop I-11 corridor from Reno to Canada
- c. **Washington to Nevada Connection:** *Count: 2*
 - Reno to Seattle
 - Connection to Washington

Right of Way & Land Availability
Total Count: 36

- a. **Land Availability & Access:** *Count: 17*
 - Extensive wide open spaces
 - Extensive government owned vacant land
 - Federal lands will be converted to private lands
 - Federal, difficult process
 - Land ownership
 - Difficulty obtaining needed land as a result of eminent domain
 - Need to respect Department of Defense ranges
 - Lack of development opportunities for infrastructure investments
 - BLM to sell off more land in the future
 - Lack of private land in Las Vegas Valley
 - Greater demand to protect resources may constrain use of federal lands, need to identify early where constraints may occur
 - Reserve land now for corridors
 - Land use planning that promotes in-fill over expansion
 - Environmentally sensitive lands around valley hindering options
 - Historical sites impact development
 - Private property ownership in conjunction with Government, connectivity issue
- b. **Right of Way (ROW):** *Count: 13*
 - Maximize use of existing ROWs
 - Preserve sufficient right of way for all uses
 - Public Private Partnerships that leverage solar development in road ROW
 - Mining claim exceptions during ROW process
 - ROW for rail system
 - Insufficient right of way along existing transportation corridors to meet needs
 - Lack of available Right of Way (ROW)
 - PISTOL ROW acquisition restrictions
 - Reduce location of right of way easements and alignments
 - Use other right of way's – sharing–utility corridors also for transportation
 - Increase capacity with current right of way – double decker the freeway
 - Look at current right of way and see if they can be used for intermodal transportation moving forward
 - Insufficient right of way along existing transportation corridors to meet needs

- c. **Terrain:** *Count: 6*
- Terrain/hillside and how transportation corridors are impacted
 - Difficult terrain
 - Accessible terrain
 - Mountainous terrain
 - Topographical constraints
 - Topographical constraints with regards to implementing a high speed rail

Rural Development
Total Count: 24

- a. **Specific Rural Areas of Focus:** *Count: 13*
- Bus system needs to be expanded to rural areas
 - Develop alternate route to Pahrump and Jean
 - Without personal transportation cannot get in/out of rural areas
 - Transit in rural areas
 - Minor fixes to improve routes in rural areas
 - Winter visitors lack good roads in rural areas
 - Lincoln County: Toquop and Coyote Springs
 - Develop Sheep Mountain Parkway
 - Pahrump tunnel
 - Pahrump improvements i.e. medians
 - Indian Springs/Tonopah bases growing will lead to greater transportation needs
 - Coyote Springs and other large developments will grow once economy improves
 - Develop in areas such as Tonopah, limited by roadway/freight capacity and lack of rail
 - Lack of passing lanes on rural roads
- b. **Rural Development Future:** *Count: 6*
- Nevada will be more rural
 - Eastern part of Nevada is growing due to increased mining and outdoor recreation activities
 - Sustainability of small towns (built around highway system)
 - Growth of rural bedroom communities
 - Locate where the next large growth area will be in rural Nevada
 - Focus more on needs of more rural communities
- c. **Rural Emergency Service Improvements:** *Count: 3*
- Lack of services in rural areas (safety)
 - EMS emergency services for rural areas
 - Emergency Services improvements in communications—make living in remote sparsely populated areas easier—there are still zones without coverage
- d. **Ely & Elko Recreation Development:** *Count: 2*
- Ely/Elko recreation area increases
 - Northeast (i.e. Elko) attractions, more development will result in more cross state traffic

Technology
Total Count: 22

- a. **Advanced Technology & Intelligent Transportation Systems (ITS):** *Count: 16*
- Electronic monitoring of commercial vehicles
 - Programmable pod system – build tracks – to remove driver from vehicles
 - Systems to maximize infrastructure investments–ITS (Intelligent Transportation Systems)
 - ITS
 - ITS with smart cars
 - Improve sound walls using newer technologies (keep visual impact in mid)
 - Develop higher order mass transit in Las Vegas
 - Department of Defense’s presence will decline as new technology replaces boots on the ground and pilots in the air
 - Technological improvements to help congestion
 - Better performance of new technologies to serve transportation needs.
 - Use of smart phones and other technology to educate bus riders about arrival times and schedules
 - Develop Smart Lanes, guide smart lanes by wire technology
 - Improve ITS
 - ITS to better operate existing roadway network
 - Technology with rail system
 - Technology changes to free capacity on roads for tourism/commerce resulting in greater freight traffic
- b. **Electric Vehicles:** *Count: 6*
- Include electric recharge stations in planning
 - Electric vehicle repair and maintenance needs
 - Promote electric vehicle infrastructure
 - Robot and electric vehicles
 - Futuristic vehicles
 - Electric vehicle recharge on roads

8.2 RENO WORKSHOP COMMENTS

Improved Access
Total Count: 121

- a. **Bike & Pedestrian Network:** *Count: 22*
- Bikes, embrace that mode of transportation and include in all forms
 - Look at bike lock up at bike stations – potentially a Germany style bike rental set-up, would require retraining culture
 - Something specific for motorcycles – unique needs involved with planning
 - Better bike and pedestrian connections, currently it is discontinuous
 - Lack of safe bike routes, especially since new law requires 3 foot separation between vehicle and bike
 - Need for better bike network

- More bike paths and pedestrian walkways are needed; generally need to be more bike and pedestrian friendly. Reno is bronze level on bike friendly measures and wants to improve to gold
 - Improve land use planning to support bike, pedestrian transit
 - Create bicycle commuter/recreation routes from Fernley to Reno, Reno to Carson City
 - Improve land use planning to support bike, pedestrian transit
 - Bike lanes and pedestrian lanes – complete streets/ these should be the priority rather than roads.
 - Different modal split – less car and more pedestrian and bike focus – even kayak commuter is starting to pop up
 - Biking safety on local roads (i.e. Plum street)
 - Improve bike network and education
 - Incentives to use bikes
 - Tahoe to Pyramid Lake bikeway
 - Balance truck traffic vs. bike, pedestrian, auto
 - Improve bike network and education
 - Offer incentives to use bike/walking
 - Increase bike/pedestrian traffic, make the streets more bike friendly and pedestrian friendly
 - Promote bike/pedestrian friendly development for the future
 - Small rural communities do not have pedestrian facilities
- b. **Transportation Corridors:** *Count: 18*
- Create multi use corridors that include transportation, utilities etc.
 - Create multi-use corridor (include transmission)
 - More multi-use corridors that merge transportation, utilities, etc. to maximize right-of-way
 - Utility corridors
 - Plan within existing corridors as much as possible to maximize available right-of-way
 - Accessibility to business corridors
 - Plans needs to address major corridors
 - Dedicated corridors with land acquisitions that can't be changed – improve regional coordination and planning
 - Multi-use corridors i.e. pipelines
 - Utility corridors
 - Corridors will accommodate varied uses [transportation, power, communications etc.]
 - Accumulation of export corridors
 - Land use/transportation corridor with growth (ex: Sparks)
 - Work within existing corridors as much as possible to create nearby/off road trails
 - Respond to increase in freight from west coast to points east
 - Corridor was defined but not zoned
 - Shared corridors – multimodal – open transportation
 - Focus on shared needs within corridors
- c. **Airports and Air Transit:** *Count: 17*
- Improve regional airport network for freight movement
 - Add transit on McCarran Loop
 - Look to expanded aviation for opportunities to expand multi-modal linkages
 - Expand aviation capacity, especially for commerce; ex: Stead Airport for commercial overflow from Reno/Tahoe Airport and Ivanpah for McCarran Airport

- Positive [improve safety] and negative aspects degrade access] of relocating Reno – Tahoe airport
 - Position Reno/Tahoe area as international aviation hub – they have the footprint and this will be needed if successful on 2022 Olympic bid
 - Silver Springs Airport – huge opportunity to develop and potential for freight and commercial hub. Intermodal has access to highway and rail. Declare the land for it NOW
 - Aviation capacity for commerce—STEAD airport
 - Ivanpah expansion, multimodal connections through the airport as the capacity of McCarran is full
 - Relocate Reno/Tahoe airport
 - Add transit on McCarran loop
 - More air traffic to smaller airports
 - Nevada as air gateway to the Pacific Rim
 - Airport will likely never get moved due to air quality
 - Flight efficient – travel to Elko
 - Move airport out of Truckee meadows
 - Improve air travel to Elko
- d. **Improve Public Transit:** *Count: 17*
- Bus service – other types of transit in lieu of cars and monitor economy for shifts
 - Improve stations and make more efficient roads for bus use
 - Timeliness of alternative public transportation
 - Bus service difficult for live/work and play
 - Handicap and youth can't drive – so they need accessibility to public transportation.
 - Incentives to use public transportation
 - Offer incentives to use transit
 - More need for bus transit
 - Promote bus usage through education program
 - Bus transportation bigger factor
 - Buses in Las Vegas – light rail without the rail. Bus stops here, look really urban
 - Keep buses affordable and managing perception
 - Promote bus usage through education program
 - Park and Ride (incentivize participation)
 - Increase ridership of buses through better transit connectivity
 - Education campaign/outreach for bus schedules. Ability to market transit options
 - Need to increase public transit ridership and make the current system more connected
- e. **Infrastructure Efficiency:** *Count: 11*
- Inadequate freight rail infrastructure and inadequate ground freight infrastructure
 - Improved port access – making it cost efficient – also can help with diversification
 - Existing infrastructure needs to be retrofitted
 - Infrastructure not adequate to address traffic/freight vehicles, utilities are imposing on lanes
 - Lack of infrastructure for non auto
 - Lack of infrastructure for non-auto traffic
 - Road widening is inadequate to accommodate freight development
 - Maintaining and upgrading infrastructure will be a challenge – accommodating heavier loads in the future

- Improve access management to balance mobility around or through towns
 - Existing access management issues on some state routes
 - Better access management planning, existing access management issues on some state routes
- f. **Dedicated Truck Lanes & Routes:** *Count: 8*
- Truck bypass routes
 - Focus truck traffic on specific routes
 - Truck traffic though Boulder City [need to complete bypass]
 - More dedicated lanes for commercial traffic
 - East Truckee River Canyon corridor [freight route]
 - Truck traffic US 50 to I-80 [Fernley impacts]
 - Commercial dedicated lane—multi state travel
 - Impacts of major highways running through downtowns [need for truck bypasses]
- g. **Signage and Notification:** *Count: 7*
- Need to improve communication with facility users and with the public in regards to emergencies, weather conditions, general transportation issues that affect traffic
 - Information signage – need clarification of services out there – we assume everyone knows where they are going
 - Improve communication with transit users, emergency announcements, weather etc.
 - Consistency of signage, understanding safety, rail crossings
 - Improved signage promoting the community. – including electronic reader boards with information
 - Better road condition information (web cams)
 - Entryways to communities – we need better signage for exciting areas of town. Great way to promote community and tourism
- h. **Distribution Centers:** *Count: 7*
- Warehousing and distribution are expanding sectors – UPS hub at Spring Creek
 - Regional warehousing is an industry with a lot of potential and that is growing
 - Northern Nevada will be a key warehousing/distribution center
 - Warehousing: distribution
 - Northern Nevada will be a warehousing/distributing center leader
 - Inland distribution
 - Regional warehousing industry
- i. **Carpooling & Vanpooling:** *Count: 6*
- Car pooling incentive
 - Adjusting start and end work shifts to better accommodate car polling – incentivize private sector to make this happen
 - Incentivize participation in Vanpools
 - Better carpool/vanpool facilities currently underutilized
 - More carpool and vanpool facilities are needed, currently these systems are underutilized but should be more popular in the future
 - HOV Lanes
- j. **Transportation Safety:** *Count: 3*
- Safety [need to add shoulders, rumble strips to some rural highways]
 - ATVs areas (public/non public lands) are a public safety concern (fire/species)
 - A challenge is limited signal reception in rural and outlying areas; safety concern
- k. **Tourism and Visitors:** *Count: 3*

- Trends – economic development and visitor base – what visitors expect versus what we have. When looking at urban connectivity what do they want and make it happen. Should we make it really expensive to park a car?
- Outdoor activities and eco tourism are opportunities – link this to multimodal transportation planning
- Lake Tahoe – people want to preserve – but how do you preserve but still allow public access. How to maintain as a tourist destination.

I. **Telecommuting:** *Count: 2*

- Increase in telecommuting
- Telecommuting increases in Nevada

Environmental Topics

Total Count: 81

a. **Wildlife Protection, Threatened and Endangered Species:** *Count: 23*

- Protect wildlife
- Protect/create wildlife crossings
- Sage Grouse
- Wildlife crossing – migration
- Desert Tortoise
- Wild horse – balance safety and environment
- All wildlife – including wild horses, endangered species –look at mitigation corridors – especially in the Sierra front
- Road barriers for wildlife. More under and over passes to avoid death traps
- Sage grouse
- Desert tortoise
- No communication with wildlife agencies, do a better job at this, litigation, wildlife conservation
- Sage grouse, agencies need to be aware, concern with conservations efforts-need to plan
- Wild horse safety
- Wildlife habitat corridors, overpasses
- Effective wildlife fencing and crossings, maintaining concerns with jurisdictions
- Wilderness areas protected by geography/topography
- Wildlife crossings-migration
- Sensitive species conflict with I-80 (i.e. mule deer, bears)
- Wildlife movement
- Wild horse concerns in the Reno area
- Big Horns recently re-introduced to the Virginia Highlands, future concern for conflict
- Impacts on wildlife, sage grouse
- Impacts on wildlife

b. **Renewable Energy:** *Count: 14*

- Expand use of solar power use in transportation industry [potential use for deicing]
- Green energy is wholly inefficient – very regional
- More use of renewable energy
- More distributed power generation
- More domestic energy production
- Expanded use of renewable energy and renewable energy generation/manufacturing

- Growth in renewable energy (wind, solar and geothermal) – there are challenges with transmission lines. How do we locate them without hurting open space. We should be able to find routes because we have so much open space
 - More renewable energy opportunities
 - More use of renewable energy
 - Expand use of solar power in transportation
 - Expansion of renewable industries
 - Address transportation plan for energy? Reduce green house gases and how much will it save. Promote that number to help change mindsets – maybe develop some momentum with that as well
 - Solar project in rural area
 - Clean Energy Park/Industrial Park
- c. **Water Availability & Concerns:** *Count: 12*
- Water quality in Truckee river corridor
 - Maintain water quality and do not alter flows with Truckee Meadow flood project
 - Lake Tahoe water quality
 - Fisheries – tied to water quality
 - Water quality
 - Water Quality
 - Water availability – where will the water come from?
 - Water availability
 - Water quality (ex: Tahoe Basin), impacts to wetlands, runoff, salt application (unique tree population susceptible)
 - Availability of water
 - Availability of water
 - Water access and infrastructure
- d. **Visual and Sound Impacts:** *Count: 11*
- Highway is a vehicle for weeds. Weeds are a problem. Trucks have a tendency to bring in noxious weeds.
 - Scenic and viewscapes
 - Lighting and noise control – dark sky lighting
 - Sound mitigation
 - Litter maintenance – highway 50 is a mess. There are many private companies out there willing to help and assist but NDOT has to give permission and that delays the progress.
 - Weed management, need to do a better job of managing invasive species on roadways
 - Adopt a highway is poorly managed
 - Sound mitigation
 - View shed is a concern (ex: 395 view shed impacts)
 - Rural roads are areas for dumping waste, vandalizing
 - Need aesthetic improvements along transportation corridors
- e. **Environmental Concerns & Considerations:** *Count: 10*
- Conservation issues can be local issues
 - Increase awareness/educate about conserving reservation lands
 - Regional conservation plans
 - Involve BLM early as they update their Resource Management Plans (RMP)
 - Incorporate strategies in Regional Conservation Plans
 - Balance need to widen roadway with environmental impacts to footprint

- More opportunities for sustainability construction, recycling and repurposing waste materials for public works projects
 - Sustainable construction with recyclable materials
 - NDOT should have better communication processes with state wildlife agencies, especially as it relates to conservation initiatives and heading off potential for litigation
 - More local/rural collaboration on environmental and conservation concerns related to transportation infrastructure
 - ATVs areas (public/non public lands) are causing environmental degradation
- f. **Air Quality:** *Count: 8*
- Maintain air quality
 - Air quality – federal standards. A challenge is Washoe county transportation conformity for Carbon Dioxide and motor vehicle emissions budget. It's an agreed upon plan, but everyone has the “not in backyard” approach
 - Air quality is a big issue, some rural areas with unpaved roads are in danger of violating air quality standards
 - Air Quality- non attainment, air quality is a rising issue
 - Maintain air quality
 - Truck dust generation
 - Roadside development creates dust hazards (ex: Service Station (Hawthorne), quad recreational areas
 - Truck traffic/diesel fuel causing air pollution
- g. **Alternative Fuel Vehicles:** *Count: 2*
- Fuels infrastructure (fossil versus alternative)
 - Lack of alternate fuel refueling stations
- h. **Preserve State Lands & Parks:** *Count: 1*
- Cultural sites (Nevada site steward organization) preservation of numerous sites

Specific Improvement Plans

Total Count: 77

- a. **Improvements to Existing Roadways and Freeways:** *Count: 14*
- Wider shoulders
 - Need to improve access off of state routes in rural areas
 - Pursue “complete streets” approach to planning
 - Access Management – collector roads and frontage roads can be better designed
 - Appropriate rest stops across highway system. Pro active approach to getting them to stop (similar to CA)
 - Need to maintain existing pavement and bridge structures
 - Truck traffic in Carson City is a total mess – Lowe’s access especially. Freeway needs to finish and help with connectivity
 - Maintaining/upgrading infrastructure to accommodate heavy loads
 - Lack of rest stops
 - Mixed ideas about roundabouts, agreement that they can be too small
 - Convert low volume signals to roundabouts
 - Relook at speed limits – maybe there is an opportunity to increase them in areas that have a tendency to be sluggish
 - Need better access getting on and off the highway without slowing down traffic, improve without adding additional lights

- Convert signals to roundabouts
- b. **I-80 Improvements:** *Count: 12*
- Improve freight capability along I-80
 - Improve I-80 interchange ramps
 - Improve I-80 interchange ramps
 - Improve freeway (I-80) ramps for trucks
 - Lack of truck rest/parking areas along I-80
 - Improve I-80 ramps for improved truck flow
 - Lack of rest stops on I-80 – possible commercial opportunity
 - I-80 to Fernley – exit 50 to 80 connections (need access)
 - Timing on road widening improvements lagging – example I-80
 - Timing on road widening improvements lagging (I-80)
 - I-80 truck parking needs improvement/commercial accommodations (truck idling is an Air Quality issue)
 - The 2007 I-80 Landscaping and Aesthetics Plan should be implemented – this will help tourism
- c. **Turnouts & Passing Lanes:** *Count: 9*
- Passing lanes (ex: Hawthorne, Fallon)
 - Passing lanes on rural roads
 - Interchanges/more passing lanes especially with rural areas and Northern Nevada to Las Vegas
 - More passing lanes
 - More turnout and passing lanes for safety reasons
 - Turn pockets
 - Turn out parking on major highways and interstates for commercial trucks; idling commercial trucks is a safety and air quality issue
 - Unsafe turnouts, short, unpaved
 - Greater turnouts, pullouts to accommodate RVs, trucks, etc.
- d. **US 95 Improvements:** *Count: 7*
- Highway 95--2 lanes should be multi lane – issue for both safety and truck access
 - Turning Lanes (I-95)
 - No alternative route around Walker Lake (95), an accident closes the access all together
 - Lack of shoulder for non motorized vehicles i.e. Hawthorne (95)
 - 95 Corridor defense industry/agglomeration opportunities
 - Concerns with safety rail/95
 - 95 (Fallon) rail crossing isn't adequate to accommodate freight volume, signal is not always functioning
- e. **I-11 Improvements:** *Count: 6*
- Construct I-11
 - I-11 Corridor to improve commercial traffic transportation
 - How can we get I 11 to expand
 - I-11 planning should not stop in Las Vegas it should continue to Reno
 - I-11
 - I-11 development – better north and southern access
- f. **Urban Development:** *Count: 5*
- Urban sprawl – encourage in-fill
 - Urban sprawl – leadership and planners can curtail it

- Clustered communities – easier to connect towns etc.
 - Federal government control – population stays clustered which avoids sprawl and makes connectivity easier
 - To offset urban sprawl, encourage infill
- g. **US 50 Improvements:** *Count: 5*
- Connect SR 379 to US 50
 - SR 379 up to US 50
 - Improve US50 Fallon to Carson City
 - Bike route along Highway 50 is not adequate width
 - Connect SR 655 southern tip to US 50 between Carson City and Silver Springs (near Dayton State Park)
- h. **US 395 Improvements:** *Count: 4*
- Complete Pyramid Highway – US 395 Connector
 - Pyramid Highway–US 395 Connector
 - Need right of way access with interchanges – 395 through Douglas needs additional capacity
 - Connect US 395 east to SR 445
- i. **Reduce Roadway and Freeway Congestion:** *Count: 3*
- Hawthorne traffic, mining traffic, increased % traffic, pedestrian safety
 - Congestion mitigation helped by access management (i.e. better design of frontage roads)
 - Interstate congestion
- j. **SR228 to SR892:** *Count: 3*
- Connect SR228 to SR 892
 - SR 228 to SR 892
 - Connect SR 228 south from Elko to SR 892, continue SR 892 connection south to SR 379
- k. **Specific Safety Concerns:** *Count: 2*
- Address safety concern on Virginia Street across from UNR stadium
 - Safety fixes to Virginia Street at UNR Stadium
- l. **Complete USA Parkway:** *Count: 2*
- Complete USA Parkway
 - Complete USA Parkway
- m. **Carson City Bypass Improvements:** *Count: 2*
- Complete Carson Bypass
 - Carson City Bypass
- n. **SR447 Improvements:** *Count: 1*
- Improve SR 447
- o. **SR671 to SR28:** *Count: 1*
- Connect SR 671 southern tip to SR 28 eastern tip
- p. **SR445 Improvements:** *Count: 1*
- Extend SR 445 north west to railroad heading west into California (railroad traverses Pyramid Lake Indian Reservation)

Partnerships <i>Total Count: 47</i>

- a. **Education and Culture Shift of Residents:** *Count: 16*

- Overdependence on auto
 - Citizens are transit dependent
 - Culture shift must occur in the state
 - How do we get people out of cars, conduct survey about culture shift possibility
 - Control options/public awareness and changing mindset
 - Education campaign
 - Disincentives to keep personal vehicle
 - Education campaign on local business hubs – economic engine driver
 - Culture shift and education with younger generations
 - Improved/enhanced education to help assist with workforce development
 - Public education on benefits of public transit
 - Move away from single occupant vehicles
 - Too much vehicle dependency is eating up resources
 - Move from single occupancy vehicles
 - Need to better educate the public on the benefits of public transportation
 - Encourage programs that get children walking and biking to school more often – this will decrease unnecessary congestion and improve public health.
- b. **Future Planning Concerns and Considerations:** *Count: 14*
- Need to build for the long term not just the immediate congestion
 - Once project starts need to have a specific end date – example being the Carson City freeway/bridge
 - Overall planning process can be improved, especially when it comes to systematic planning. NDOT can be more proactive and less reactive
 - Overall planning switch from reactive to proactive, systematic evaluation of planning
 - Development needs should be more closely integrated into transportation planning
 - Compression of construction timelines, extended period reduced speeds, safety concern, hazards
 - Culture shift for NDOT in regards to planning. Help regions and help make a reality if this planning process comes to fruition
 - Stop leap frog development
 - 2007 blue ribbon task for ideas need to be implemented
 - Uncertainty with regard to planning vs. the change we can expect, need to consider scenarios
 - Transportation planning currently seems to stop after the status quo
 - Harmonize transportation planning with local land use planning
 - Centralized planning and control – start with state and local governments working together
 - Involve BLM early in the planning process, preferably when they update their resource management plan [RMP]
- c. **Greater Cooperation:** *Count: 8*
- NDOT should decentralize and transfer some ownership and maintenance of roads to local entities where possible, this will allow NDOT to “think bigger”
 - NDOT should pass some of the maintenance of roads to local entities so that NDOT can focus on the whole picture
 - Stronger coordination between State/County/Municipal government, increase efficiency of actions
 - Regional coordination between local government entities [example Storey County developing Tahoe Reno industrial park and its effects on Washoe County]

- Cooperation with local government – local needs taken into consideration. NDOT does well generally – but they need to be encouraged to continue
 - Individual entity concerns versus overall state concerns. Local hindering state improvements – we need to think about the “greater good”
 - Local/rural collaboration
 - Northern Nevada needs a more regional focus. We don’t act as a group – everyone is on its own. Can’t compete as a state with surrounding states or on a national basis. Approach planning from an economic development perspective
- d. **Public Private Partnerships:** *Count: 8*
- No Greyhound service to Carson – Greyhound claims not enough people that there is a lack of ridership – creation of a PPP to help generate and stimulate a market
 - PPP – encouraging more of them – share in costs
 - Partnerships with utilities for mobile phone especially in rural
 - PPP for better air service
 - Integration with PPP
 - Improved power distribution grid
 - Explore PPP – to identify alternatives in service
 - Accommodate public private partnerships in the plan
- e. **Native American Impacts:** *Count: 1*
- Native American cultural resources

Transit Modes <i>Total Count: 46</i>
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- a. **Railway Implementation:** *Count: 16*
- Rail traffic for goods and services
 - Commercial rail
 - Expand and improve union pacific with sparks terminal
 - Intra and interstate rail from rail station. How to get them from rail onto a bus. Interconnectivity between modes
 - Commercial rail
 - Alternative to truck is rail
 - Manufacturers usually like rail access – preferred by EDawn
 - Improve and expand rail systems. Remove heavy loads from highways which causes most damage to the roads
 - Improve railroad infrastructure
 - Regional rail connectivity centers
 - Look at European models (i.e Whales and London) – can get anywhere by train
 - Rail and road user service. Limitations expansion and growth with limited options only Union Pacific. Hurts economic development because Union Pacific controls access and there is no other alternative. We would need service stations and more commercial options to avoid putting more trucks on road
 - Rail corridor on 80 – focus on freight – ability to add and enhance for passenger rail
 - I80 and rail system next to 80 – we should optimize
 - Move rail yard out to Fernley, how to fund this move
 - Lack of rail hubs
- b. **Multi-Modal Opportunities:** *Count: 10*
- Increase in transit options and connections

- Need to develop multimodal facilities (non-motorized amenities)
 - More modes
 - Increased shuttle use for tourism/resorts
 - Develop multimodal interstate routes
 - Multi-modal hubs
 - Look into multi-modal facilities in Elko
 - Jet shuttles for business travelers. Something we are seeing already popping up. Commuter business travelers have access to smaller planes and can bypass security at airports. Maybe the future holds some version of this
 - Alternatives to get out of the Tahoe basin, such as trams from Tahoe out to the lower valley floors, such as the bottom of Kingsbury grade or SR431 (Reno). These systems in the future would be used for tourism and commuter traffic.
 - Look at opportunities to incorporate multi-modal hubs
- c. **Light Rail:** *Count: 9*
- Light rail for people across the state
 - Need for LRT [transit] in urban areas
 - Look at opportunities for urban light rail transit
 - Urban light rail
 - Rail system – light rail
 - Need for light rail train in urban areas
 - Reno/Sparks area light rail train or streetcar option
 - Light rail corridor(s) should be identified between Las Vegas and the surrounding communities
 - Light rail corridor identified that connects Gardnerville/Minden with Reno. This would aid commuters to have another option than the private automobile
- d. **Freight and Inland Ports:** *Count: 6*
- Rail and truck thru town – making it more efficient – potentially bypassing town
 - Develop inland port [train to truck]
 - Inland port (train to truck)
 - Improve rail infrastructure for freight
 - Inland hub port opposed to accommodate distribution
 - Improve commercial/freight rail system (on I-80 remove trucks from the road)
- e. **Passenger Rail:** *Count: 4*
- Passenger rail
 - Future commuter rail to Reno, Fernley, Carson
 - Create a regional passenger rail network
 - Create a regional passenger rail system
- f. **High Speed Rail:** *Count: 1*
- High speed rail – inner city and to outlying areas as well

Out of State Connections

Total Count: 40

- a. **California to Nevada Connection:** *Count: 20*
- Extend SR 446 to California
 - New east to west route from Winnemucca to California
 - Extend SR 446 to California
 - Develop new E-W route from Winnemucca to California
 - Light rail to San Francisco

- Pass from California into Nevada – improve to avoid shut down. When there is bad weather, all commerce stops with truck traffic
 - Sacramento to Reno connectivity
 - Intermodal port to off load in Reno and then continue on to Stockton, CA (competitive location for business diversification)
 - Rail from San Francisco Bay Area to Reno
 - Rail corridor from CA to CO that passes through NV – connect intermountain west with rail corridor.
 - Rail from Las Vegas to So Cal, SF
 - Light rail (CA to Reno to Fernley and possibly out to San Francisco)
 - More direct rail road to Southern CA
 - Develop multi-modal interstate routes to connect intermountain west: high speed rail to Sacramento
 - Los Angeles ports – unless capacity is expanded we will miss opportunities; need to think about transferring commercial trucking capacity to commercial rail.
 - Ports in Los Angeles, increase capacity so that Nevada does not miss opportunities
 - No California to Reno rail access, need better multi-modal transportation to Reno
 - Rail from Las Vegas to Los Angeles (commuter)
 - High speed rail incorporating Sacramento (inter-state collaboration)
 - High speed rail with northern States to Reno area (great people mover)
- b. **Colorado to Nevada Connection:** *Count: 5*
- Rail corridor from CA to CO that passes through NV – connect intermountain west with rail corridor.
 - Rail from Reno to Salt Lake
 - Develop multi-modal interstate routes to connect intermountain west: high speed rail to Colorado
 - High speed rail incorporating Colorado (inter-state collaboration)
 - High speed rail with northern States to Reno area (great people mover)
- c. **Utah to Nevada Connection:** *Count: 5*
- Tie I-70 in Utah to US 50 for a new major e-w interstate route
 - Develop multi-modal interstate routes to connect intermountain west: high speed rail to Salt Lake City
 - Increase passenger rail from Reno to Salt Lake City
 - High speed rail incorporating Salt Lake City (inter-state collaboration)
 - High speed rail with northern States to Reno area (great people mover)
- d. **Canada to Nevada Connection:** *Count: 3*
- I-11 corridor could be expanded in the future North to Canada
 - I-11 corridor could North to Canada
 - I-11 possible rail directly through Nevada to Canada
- e. **Mexico to Nevada Connection:** *Count: 3*
- I-11 corridor could be expanded in the future South to Mexico
 - I-11 corridor South to Mexico
 - I-11 possible rail directly through Nevada to Mexico
- f. **Oregon to Nevada Connection:** *Count: 2*
- Improve US 95 to Oregon
 - High speed rail with northern States to Reno area (great people mover)
- g. **Arizona to Nevada Connection:** *Count: 1*
- I-11 (interstate highway connecting Las Vegas and Phoenix; possible rail too.)
- h. **Idaho to Nevada Connection:** *Count: 1*

- Improve SR 225 to Idaho

Economic Development

Total Count: 36

a. **Economic Opportunities:** *Count: 14*

- Look at leveraging knowledge base of Silicon Valley retirees who are moving to Reno/Tahoe area – technology investors, technology clusters
- Silicon retirees, tech investors, tech center in Nevada
- Proximity to California
- Proximity with 5 bordering states. Should be able to capture commerce and tourism
- Huge economic development opportunities
- Commercial goods passing through. Need to create economic development opportunities, don't want to be a bridge state any longer, as we only get the negative impacts of that
- Improved commercial and goods movement – also remove idling trucks
- Losing economic development issues because trucking does not have direct access to Reno
- Rely too much on outlying, regional states for business development. We are simply a bridge state
- Give large companies a tax incentive to relocate to Nevada
- Need to improve education system to make Nevada more attractive to businesses who may be looking to relocate
- Recruit larger companies with better tax incentives
- Assist in economic development efforts with focus on exportation
- Diversify economy – include rural communities

b. **Mineral Activity:** *Count: 9*

- Mining will continue to grow as an industry but the resources are not infinite, need to further diversify the Northern Nevada economic base
- Changes in mining will impact rural areas [could be positive or negative]
- Need to look at keeping more mineral revenues in Nevada as mining grows and expands
- Generate mining activity in the state
- Elko diversification in the mining industry
- Reno area population growth (look at mining opportunities)
- Keep mineral resource revenues in Nevada
- Gold mining in mid state
- Better access for mining

c. **Future Economic Outlooks:** *Count: 8*

- Many estimates put economic recovery in Nevada around 2037, need to understand that in terms of transportation planning
- Changes in the demographics of Nevada
- Aging population has unique needs (signage, inability to drive, need for medical facilities) develop greater medical facilities in rural communities
- Nevada is the fastest growing economic exporter

- Opportunity for jurisdictions to catch up since economic development has slowed/stopped
 - Changing demographics due to an aging population, they prefer a different lifestyle, support public transit and pedestrian facilities
 - Extend state population forecasts out 50 years
 - Transit planning helps spur economic diversification efforts – if we act more unified with a regional focus we can accomplish lot more
- d. **Olympics to Nevada:** *Count: 5*
- Olympic Committee – transportation infrastructure is an issue that will impact successful attempts to get 2022 Olympics in Reno/Tahoe
 - Olympic Committee—transportation needs, prioritize these needs
 - Olympics to Nevada
 - 2022 Olympics are big economic opportunity but transportation infrastructure improvements and transit opportunities are badly needed
 - Northern Nevada will host the Olympics in 2022 or beyond

<p>Funding <i>Total Count: 32</i></p>
--

- a. **Funding Considerations:** *Count: 19*
- Lack of adequate funding
 - Transportation funding
 - Funding is an impediment
 - Funding or the lack thereof. Need a solution. Gas tax is a diminishing return
 - Funding and political challenges impact our transportation system
 - Political challenges in funding
 - Choosing road access based on cheapest options. It's the path of least resistance – but a major issue
 - Revitalization of transportation construction. Nevada Division of Forestry – seed bank etc. (look into what other resources are out there)
 - Funding sources for highway maintenance and alternative transportation funding
 - No dedicated funding, lack of matching funds for federal grants,
 - Funding, NDOT suffering with reduced funding, counties greatly impacted due to lack of federal funding
 - Lack of funding
 - Federal money available but stringent requirements to receive those dollars. There may be a match at a local level – need to work on federal resources
 - Increase car registration for funding options – also works as a deterrent to driving personal vehicles
 - There are limitations on how financial resources can be used, there are opportunities to free up resources with some legislative changes for road improvements
 - Funding – weight and distance rates. Heavier vehicles cause more damage and should have to pay more
 - Lack of funding, unable to “flex” funding to support transit, lack of political support
 - Address funding of infrastructure outside of gas tax
 - Identify funding sources
- b. **Toll Roads:** *Count: 7*
- Additional funding sources for highway system – potentially toll roads
 - Toll roads for funding

- Toll roads – deterrent so smaller free roads become more congested.
 - Toll roads as new funding source
 - Toll roads as a new funding source
 - Funding alternative – i.e. toll roads. East coast uses them everywhere
 - Toll roads as a result of losing gas tax base
- c. **Taxation:** *Count: 6*
- Dependence on gas tax
 - Rail tax should possibly go to local governments
 - Gas tax stagnant (reduction in effect)
 - Ban against gas tax for maintenance
 - Losing gas tax base – alternative funding, possibly VMT
 - Decreased gas tax, look at funding differently

Regional Connections

Total Count: 31

- a. **Connectivity Considerations:** *Count: 14*
- No public transit available in rural areas or from rural areas to urban areas
 - Is bus utilization from Reno to Carson City effective? Is there an indicator as to need?
 - Lack of urban transit
 - Cell signals in rural areas are an issue for safety, people are more reliant on phones
 - Need transit that connects communities
 - Southeast Nevada connector
 - Tie I-70 to US50 as an east west route
 - Distances between population centers (regions are isolated and unaware of the concerns of other regions)
 - Great distances between major population areas
 - Reno/Sparks metro transit is currently inadequate
 - Create more direct [thereby shorter] routes
 - Interconnectivity with rural areas (area experiencing greatest slow down)
 - Create shorter routes
 - Rural transit connecting to urban areas
- b. **Reno to Las Vegas Transportation:** *Count: 5*
- High speed train from Reno to Las Vegas or other major retro areas
 - Passenger rail from Reno to Las Vegas
 - Need to improve US 95 between Las Vegas and Reno, this could serve as a catalyst for growth
 - Reliable way to get to Las Vegas, Reno and Elko and back
 - A high speed train from Reno to Las Vegas is needed; this could be expanded to other major metropolitan areas in the southwest and intermountain west
- c. **Elko Connectivity:** *Count: 5*
- Need access to Elko
 - Elko to Las Vegas connectivity
 - Elko – have to have vehicle to get there
 - Reliable way to get to Las Vegas, Reno and Elko and back
 - Elko to Ely to Las Vegas – anything down the middle of the state – shortest point possible

- d. **Sparks to Fernley Transportation:** *Count: 3*
 - Develop alternate route between Sparks and Fernley
 - Alternative route between Sparks and Fernley
 - Reno/Sparks rail moved to Fernley
- e. **Carson City Connectivity:** *Count: 3*
 - Improve US 50 Fallon to Carson City
 - Tahoe transit doesn't stop in Carson
 - A high speed train from Reno to Carson City is needed
- f. **Minden Connectivity:** *Count: 1*
 - Bypass around Minden

Technology
Total Count: 17

- a. **Advanced Technology & Intelligent Transportation Systems (ITS):** *Count: 11*
 - Technology – improve use of phone apps that allow for traffic control notices, weather conditions, etc.
 - Technology, phone applications
 - Cars will be smarter and can drive themselves
 - Smart phones will improve travel efficiency
 - Increase use of internet based remote meeting software will reduce business travel
 - Increase use of internet will reduce commuter travel [telecommute]
 - Emerging technologies will take shape – such as driverless cars, long range transportation planning should anticipate these changes
 - Cars that drive themselves
 - More driverless cars in the future, takes human error out of commuting
 - IT/Adjacent to Highway – we can educate people about what can be found in towns through the use of apps
 - GPS devices send trucks through Virginia City – which the roads cannot accommodate them. Work with Google maps and Tom Toms to say no truck access.
- b. **Electric Vehicles:** *Count: 6*
 - Develop fuel stations for electric and natural gas cars
 - Need to look at opportunities to provide electric vehicle plug-in stations
 - Electric Vehicle Plug Ins along highways/freeways
 - More electric vehicles, CNG, LNG
 - More electric vehicles
 - More efficient vehicles, electric

Right of Way & Land Availability
Total Count: 16

- a. **Land Use:** *Count: 6*
 - Land use – local versus state – zoning. Once corridor is established, need to hold on to it – do not allow commuters to dictate change. Hold the land open.
 - Land use planning to allow pedestrian and bike transportation
 - Better coordinate land mobility among rural communities
 - Federal lands – who does their transportation planning there and how can we better partner with BLM and Forest service?
 - Harmonize land use planning

- Statewide regional sharing of land use plans assisting with transportation efforts
- b. **Land Availability & Access:** *Count: 5*
 - Available federal land is an opportunity for improved transportation infrastructure and commercial development
 - Land assigned for improved transit options
 - Eminent domain laws could significantly impact the ability to grow and improve transportation
 - Amount of public land available – easier to develop road with open spaces as compared to building them in urban areas
 - Since public lands can't be owned by private start working better with BLM
- c. **Right of Way (ROW):** *Count: 5*
 - PISTOL ROW will impact ability to build infrastructure
 - Future right of way – getting designation NOW. Identify and preserve that designation. Less money in construction when it is planned in advance
 - Right of way for multimodal – challenge is PISTOL
 - Existing easements (jurisdiction/responsibility)
 - Better regional coordination for access roads i.e. east McCarran – southwest expansion – see duplication
 - State owned right of way – dry lake

Rural Development
Total Count: 6

- a. **Rural Development Future:** *Count: 3*
 - Impacts to small towns
 - Truck stops in rural areas – short power technologies
 - Miles of highway generally not traveled except in the urban area
- b. **Emergency Service Improvements:** *Count: 2*
 - Law enforcement has problems with concrete center dividers, need more segmentation to allow for turning around. This is an access, safety, and maintenance issue
 - Law enforcement access issue with cement dividers
- c. **Specific Rural Areas of Focus:** *Count: 1*
 - Retirement community in Yerington, potential growth implications (freight needs of growth)

8.3 RURAL WORKSHOP COMMENTS

Specific Improvement Plans
Total Count: 36

- a. **Improvements to Existing Roadways and Freeways:** *Count: 7*
 - Haskel/Bridge St. and Hansen/4th Street have Safety, Accident, Traffic flow and congestion concerns
 - Grass Valley Road (RR crossing) to Construction Way, ultimately hope to connect this up to Exit 176 this is in the Winnemucca Master plan
 - Improve Winnemucca to Gerlach Road (Jungo Road) to be an all-weather road users include landfill (proposed), mining, tourists and farming)
 - Improve Jungo Road to improve recreational access

- How can Reinhart Road be improved to increase traffic?
 - Jungo Road users Sandman Mine and Hay Trucks
 - Some potential roads needing improvements would be Gabbs Road, Yomba Road
- b. **I-11 Improvements: Count: 6**
- Proposed I-11
 - I-11 Alignment Support along with a Western connection of Jungo Road to I-80
 - I-11 Corridor Alignment along with developing the 500kV transmission line
 - Look to have the I-11 corridor run through the eastern side of the state
 - I-11
 - I-11
- c. **US 93 Improvements: Count: 5**
- Passing lanes along US 95 and US 93
 - Developing North/South Connections US 93
 - Systematic passing lanes (US 93), prioritize through the use of the NHS
 - US 93 crossing paving correction
 - Look to improve US 93
- d. **Statewide Improvements: Count: 4**
- Improve Nevada's Rest Areas
 - Passing Lanes
 - Develop new rest areas (component of SHSP/tired drivers)
 - Create a system of alternate routes/detours when an accident occurs
- e. **Reduce Roadway and Freeway Congestion: Count: 4**
- Mobility changes
 - Mobility changes
 - Capacity improvements in Las Vegas
 - Winnemucca Blvd. carries a large amount of traffic after it leaves I-80
- f. **US 95 Improvements: Count: 3**
- US 95 several approx. six intersections need improvements within 10 miles of downtown
 - Passing lanes along US 95
 - There is a proposal to Re-route US 95 due to gold exploration in Goldfield
- g. **I-80 Improvements: Count: 2**
- Need an EB I-80 exit sign to say Boise
 - I-11 Alignment Support along with a Western connection of Jungo Road to I-80
- h. **SR 318 Improvements: Count: 2**
- Systematic passing lanes (SR 318), prioritize through the use of the NHS
 - SR 318 possibly use as "Silver State Challenge Route" which annually contributes \$400,000 to the local economy. Work this as a scenic byway type of project
- i. **SR 140 Improvements: Count: 1**
- SR 140 State of Oregon has increased the legal length of semis from 61 to 65 feet- need shoulder improvements and passing lanes near Thousand Springs.
- j. **US 6 Improvements: Count: 1**
- US 6 improvements
- k. **SR 376: Count: 1**
- Upgrade some of the SR's including SR 376

Environmental Topics

Total Count: 36

- a. **Water Availability & Concerns:** *Count: 7*
 - Additional sewer water site improvements
 - Clean water act-storm water improvements
 - Water limitation/litigation
 - Elko has enough water rights for future development they are not even to ½ of their capacity- some of the outlining areas have some litigation regarding water rights. To ensure future development could need improvements to their water system i.e. larger water mains.
 - Water preservation; Southern Nevada Water Authority
 - In Tonopah, water is a limiting factor for development, it is piped in from 20 miles away (Belmont)
 - Need sufficient water for future mineral activity
- b. **Wildlife Protection, Threatened and Endangered Species:** *Count: 6*
 - Sage Grouse
 - Look to mitigate wildlife by continuing to construct/enhance corridor crossings
 - Work with NDOW with the Sage Grouse (2015)
 - Sage Grouse (2015 determination)
 - Wetland/Riparian Mitigation
 - Look to have safe distances to see where animals need to cross the road
- c. **Environmental Concerns & Considerations:** *Count: 5*
 - Recycling looking at Waste Energy Technology
 - Reduce amount of fuel for fires working with the Fire Safe Council (previous partnership in the Osino area)
 - Possible oil/gas reserves (13,000' deep)
 - NEPA concerns need to be addressed
 - Demystify the NEPA Process
- d. **Renewable Energy:** *Count: 4*
 - Energy Transmission
 - Renewable energy/Alt. Energy (Solar, wind, geothermal)
 - Renewable resources can be an economic boom
 - Geothermal deposits in Fish Lake and Big Smokey Valleys, Darrell's
- e. **Promote State Recreation Locations & Cultural Resources:** *Count: 4*
 - Cultural/historical tourism
 - Cultural change
 - Cultural awareness
 - Cultural concerns need to be addressed
- f. **Air Quality:** *Count: 4*
 - How can we do a better job mitigating the dust that results after a wildfire
 - Dust storms both natural and man-made are concerns
 - Reduce dust hazard can do this by graveling
 - Coal fired power plants Air Quality
- g. **Visual and Sound Impacts:** *Count: 4*
 - Railroad weed abatement/noxious weeds
 - Mitigate noxious weeds (railroad)
 - Vision

- Vision
- h. **Weather and Climate:** *Count: 2*
 - Climate changes will likely impact transportation systems
 - Winter driving conditions

Improved Access

Total Count: 20

- a. **Dedicated Truck Lanes & Routes:** *Count: 4*
 - Possibly seek a truck corridor separated from auto traffic would enhance the safety concerns if Yucca Mountain ever gets built
 - Truck Parking along NDOT roads
 - Safe passing of triple semis
 - ID Truck parking locations
- b. **Transportation Corridors:** *Count: 4*
 - How can transportation corridors be better utilized to include (water, electrical etc.)
 - Look at the potential of a Trans TX type of corridor
 - ID energy corridors/transmission may need additional infrastructure roads/access etc.
 - Coordinate utilities inside corridors
- c. **Airports and Air Transit:** *Count: 3*
 - Air service not viable
 - Airport industrial development
 - Airport improve the air cargo/freight component and passenger interface
- d. **Bike & Pedestrian Network:** *Count: 3*
 - Connectivity of bike lanes/shared-use path only real need might be a N/S connection Bloody Shines Trail to Winnemucca Mountain
 - Bike routes ID
 - Work to improve Bicycling tourism, possibly develop a separated shared-use path off US 50
- e. **Distribution Centers:** *Count: 3*
 - Continue to promote the area as a shipping hub
 - Warehousing/Manufacturing
 - Warehouse complexes i.e. Fernley
- f. **Tourism and Visitors:** *Count: 1*
 - Eco Tourism
- g. **Carpooling & Vanpooling:** *Count: 1*
 - Carpool parking areas (Osino, Spring Creek)
- h. **Signage & Notifications:** *Count: 1*
 - Simplify the language we use and more specifically standardize it

Partnerships

Total Count: 16

- a. **Greater Cooperation:** *Count: 10*
 - NAFTA
 - NEPA
 - Interagency coordination

- Interagency coordination (improve communication)
 - Define the roles of city, county and others
 - Winter Ops I-80 Coalition
 - BLM in Elko will be updating their Resource Management Plan in 2014
 - More coordination between NDOT and BLM
 - Communication
 - Data sharing back and forth with BLM this will lead to better informed decision making
- b. **Education and Culture Shift of Residents:** *Count: 2*
- Communication with public
 - People/Education
- c. **Public Private Partnerships:** *Count: 2*
- NV Energy
 - Forming new partnerships
- d. **Future Planning Concerns and Considerations:** *Count: 1*
- White Pine/Lincoln County Land Act—look at ways to improve and make consistent the ties to planning
- e. **Native American Impacts:** *Count: 1*
- Be aware of cultural sites work a lot with the Tribes

Transit Modes

Total Count: 14

- a. **Railway Implementation:** *Count: 8*
- The trash for the landfill will be 100% delivered via rail
 - Short Line Rail: grade separations
 - Exporting wood pellets, turbine via rail
 - Possibly do a TIGER grant application jointly with Elko estimated rail improvement cost \$60-\$80 million range
 - Rail
 - Rail-grade separated analysis, timeline, environment, priorities
 - Re-build rail along historical routes
 - Rail System development use rail in place of roadways if a significant delay occurs
- b. **Multi-Modal Opportunities:** *Count: 3*
- Land Ferry concept
 - Modal choices are limited
 - Opportunities for multimodal, time is now
- c. **Passenger Rail:** *Count: 2*
- Increasing the reliability of Train service (current delay avg. 2 hrs.)
 - Late trains
- d. **High Speed Rail:** *Count: 1*
- HSR moving people and goods

Economic Development

Total Count: 12

- a. **Future Economic Outlooks:** *Count: 5*
- Economic turbulence, global issues and how those impact the US continuing on with this idea how does NV react to issues in DC?

- Sustainability (curbing sprawl), promote infill
 - The unknowns (similar to the 1900 to 1940 era)
 - Demographics—the aging of America and declining birth rate
 - How will the US and Nevada redefine/recreate itself?
- b. **Economic Opportunities:** *Count: 4*
- Delivering goods/services
 - Healthcare, important issue; number of quality doctors, specialists, using technology to diagnose health problems, internet medicine
 - Education telecommuting
 - Proposed salt brine plant \$700 million project
- c. **Mineral Activity:** *Count: 3*
- Mining Processing how do we keep the processing here in Nevada?
 - There is a proposal to construct a new gold mine, but sufficient water is not available
 - Upgrade mining routes, levitation cars

Regional Connections

Total Count: 11

- a. **Connectivity Considerations:** *Count: 7*
- Distances between Rural NV communities
 - Connections of roads; S. of Eureka, Jiggs, Mountain City
 - Look at ways to promote the CA Trails Historical Complex connections Hunter to Carlin, Hunter to Elko and Hastings Cutoff area to S. Fork State Park
 - Micro/Macro regional issues
 - Caliente connection
 - Improve North/South Connectivity
 - Work to improve North/South Connectivity
- b. **Elko Connectivity:** *Count: 2*
- Connectivity look at ways to create the inverted triangle from Elko to Reno to Las Vegas for Rail
 - Spring Creek a 2nd means of access currently 25% of the Elko county population resides there and 18,000 travel the road into Elko everyday
- c. **Reno to Las Vegas Transportation:** *Count: 1*
- Connectivity look at ways to create the inverted triangle from Elko to Reno to Las Vegas for Rail
- d. **Winnemucca to Reno Transportation:** *Count: 1*
- Winnemucca to Reno

Funding

Total Count: 8

- a. **Funding Considerations:** *Count: 6*
- Funding
 - Maintenance costs are issues/concerns
 - Funding woes
 - Funding
 - Funding
 - Money is an issue

- b. **Taxation:** *Count: 1*
 - Population and tax base are issues/concerns
- c. **Fuel Costs:** *Count: 1*
 - Rising fuel costs

Technology
Total Count: 7

- a. **Advanced Technology & Intelligent Transportation Systems (ITS):** *Count: 6*
 - Look to foster the information highway how can the availability of fiber optics help foster economic development? Look at the best way to utilize this tool.
 - Technology
 - Consider the future of technology
 - Tech Commute—driverless cars
 - Fiber optics
- b. **Electric Vehicles:** *Count: 1*
 - Technology (electric cars)

Right of Way & Land Availability
Total Count: 4

- a. **Land Availability & Access:** *Count: 3*
 - Land/Space
 - Conflicting Land Use plans
 - Will be conducting a land sale with BLM to develop a 2,000 acre industrial park
- b. **Right of Way (ROW):** *Count: 1*
 - Look at securing a wider ROW if 200' is required what about acquiring 300'?

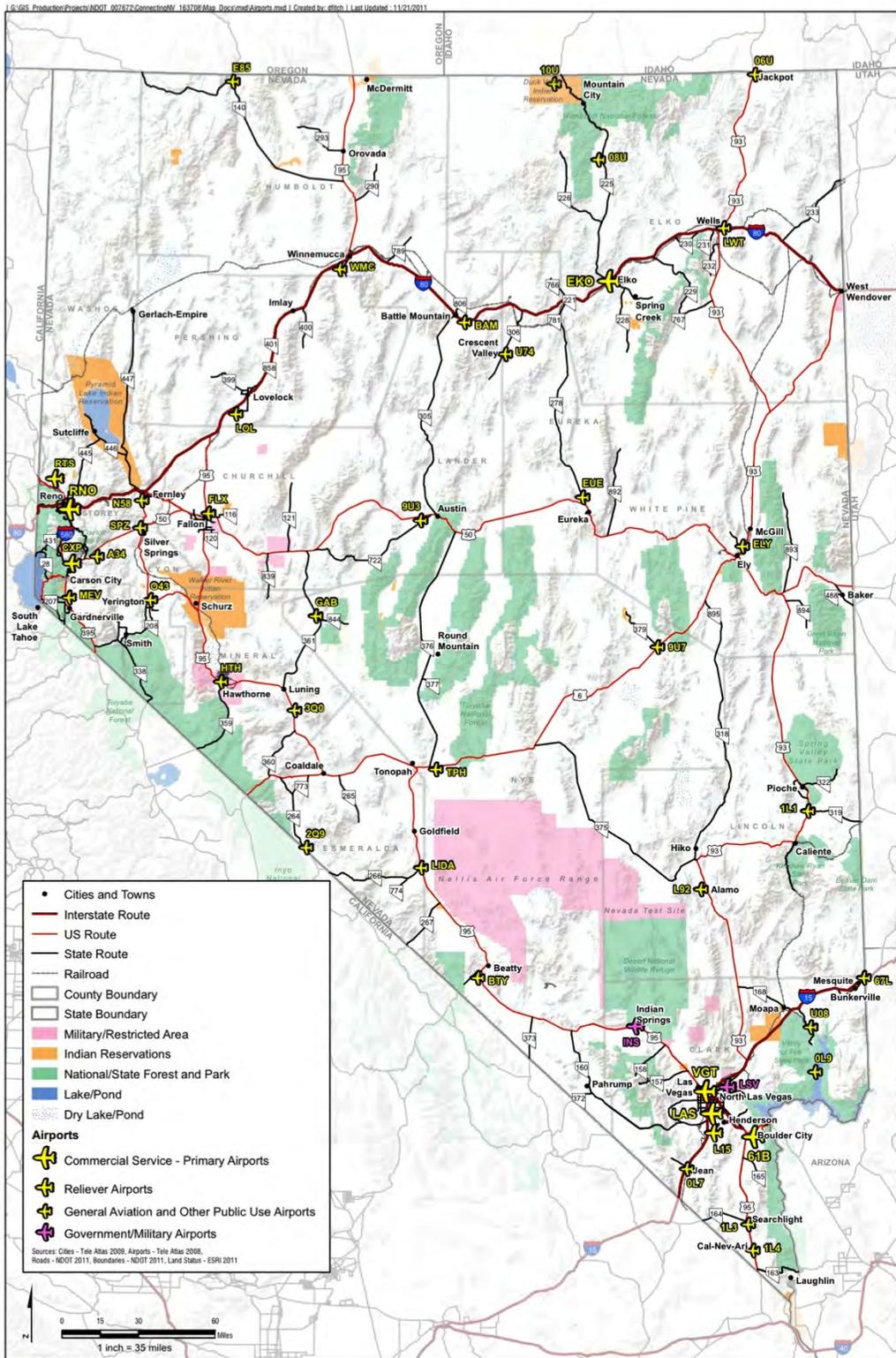
Rural Development
Total Count: 1

- a. **Rural Development Future:** *Count: 1*
 - How big of an impact will changes in the urban areas of the state/country be felt in Rural Nevada? Look at the changes that have happened in Austin, TX over the last five years. People are looking to travel less. How will NE Nevada define itself?

Out of State Connections
Total Count: 0

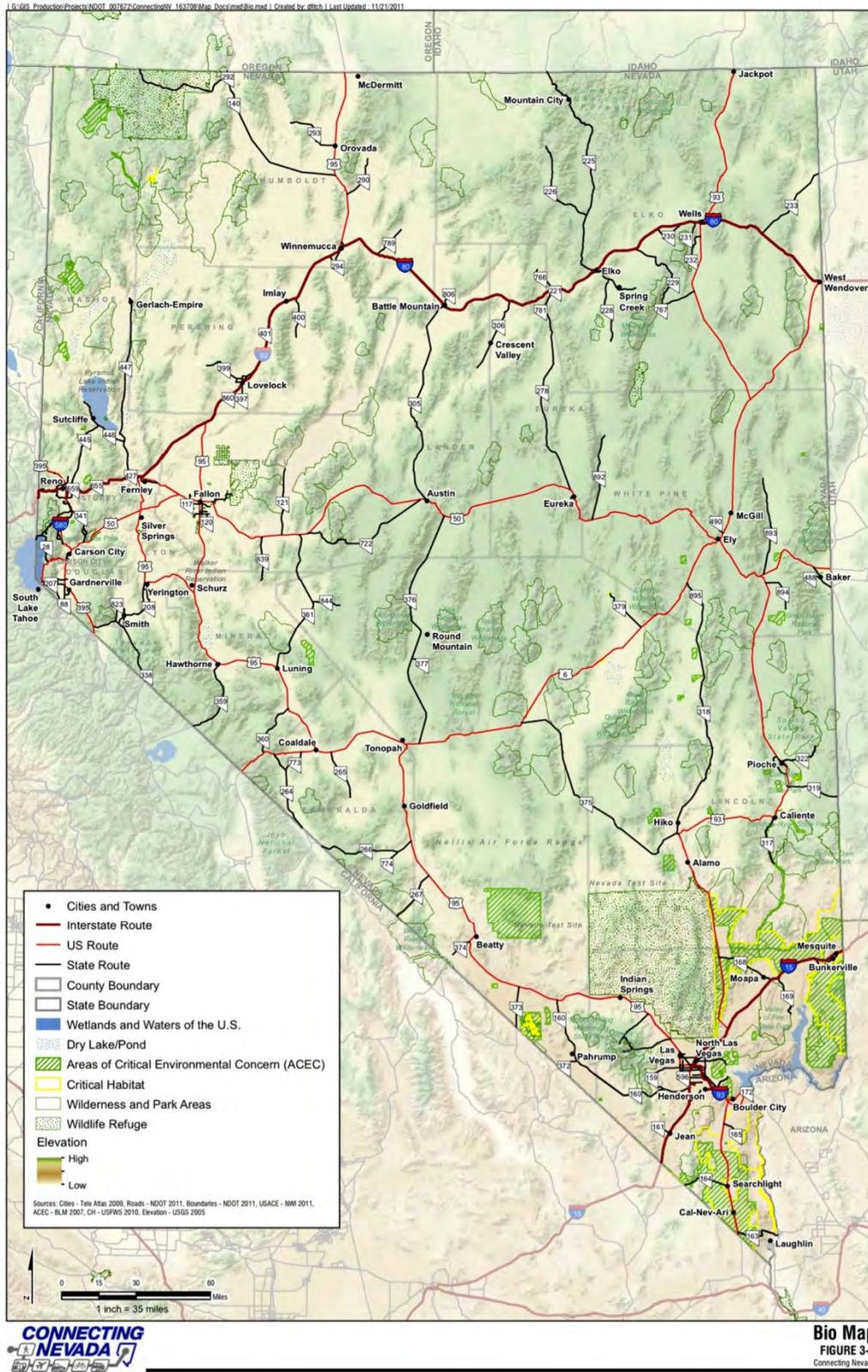
9. EXHIBITS

9.1.1: Airports Map:

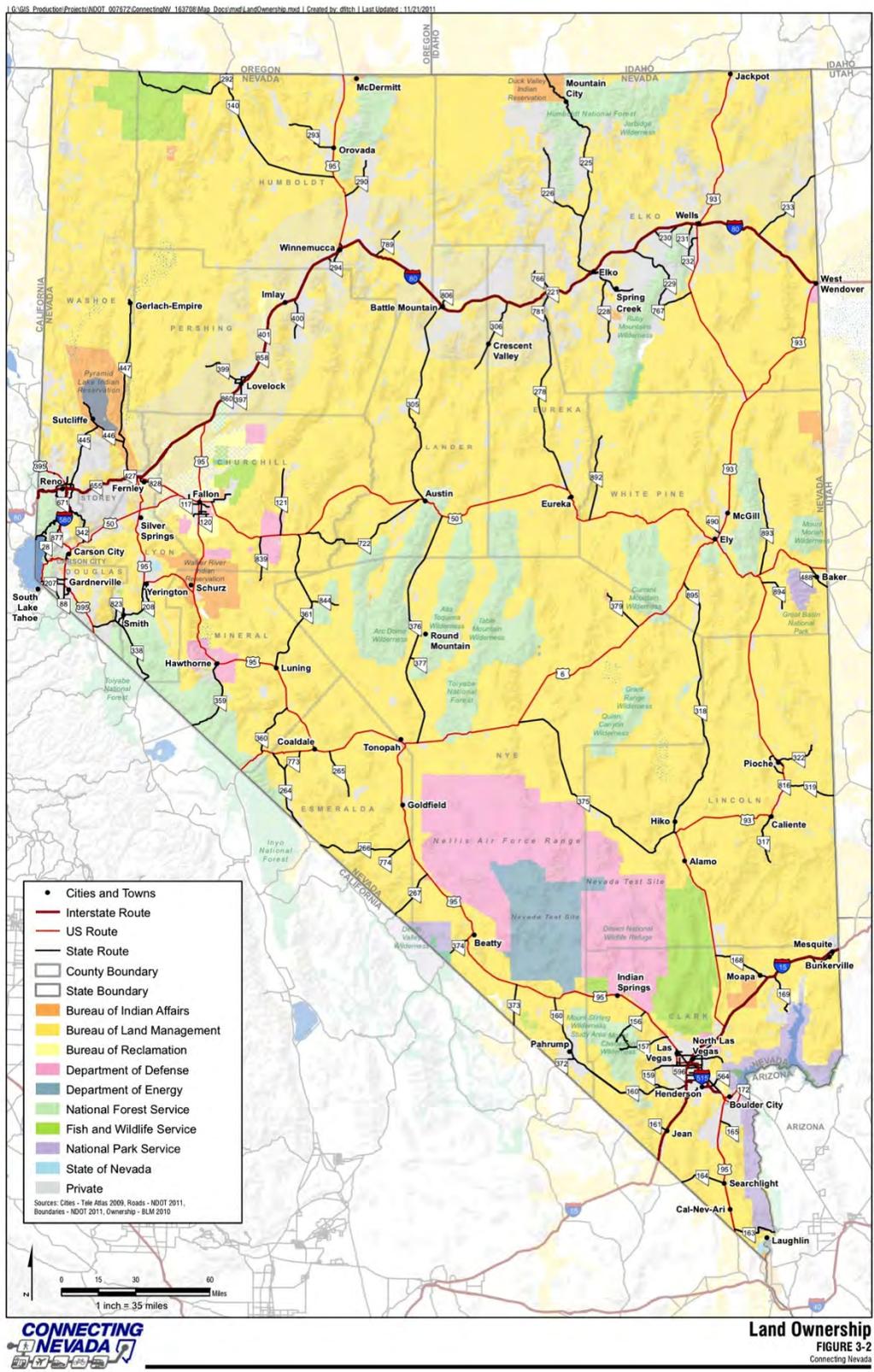


Airports
FIGURE 3-5
Connecting Nevada

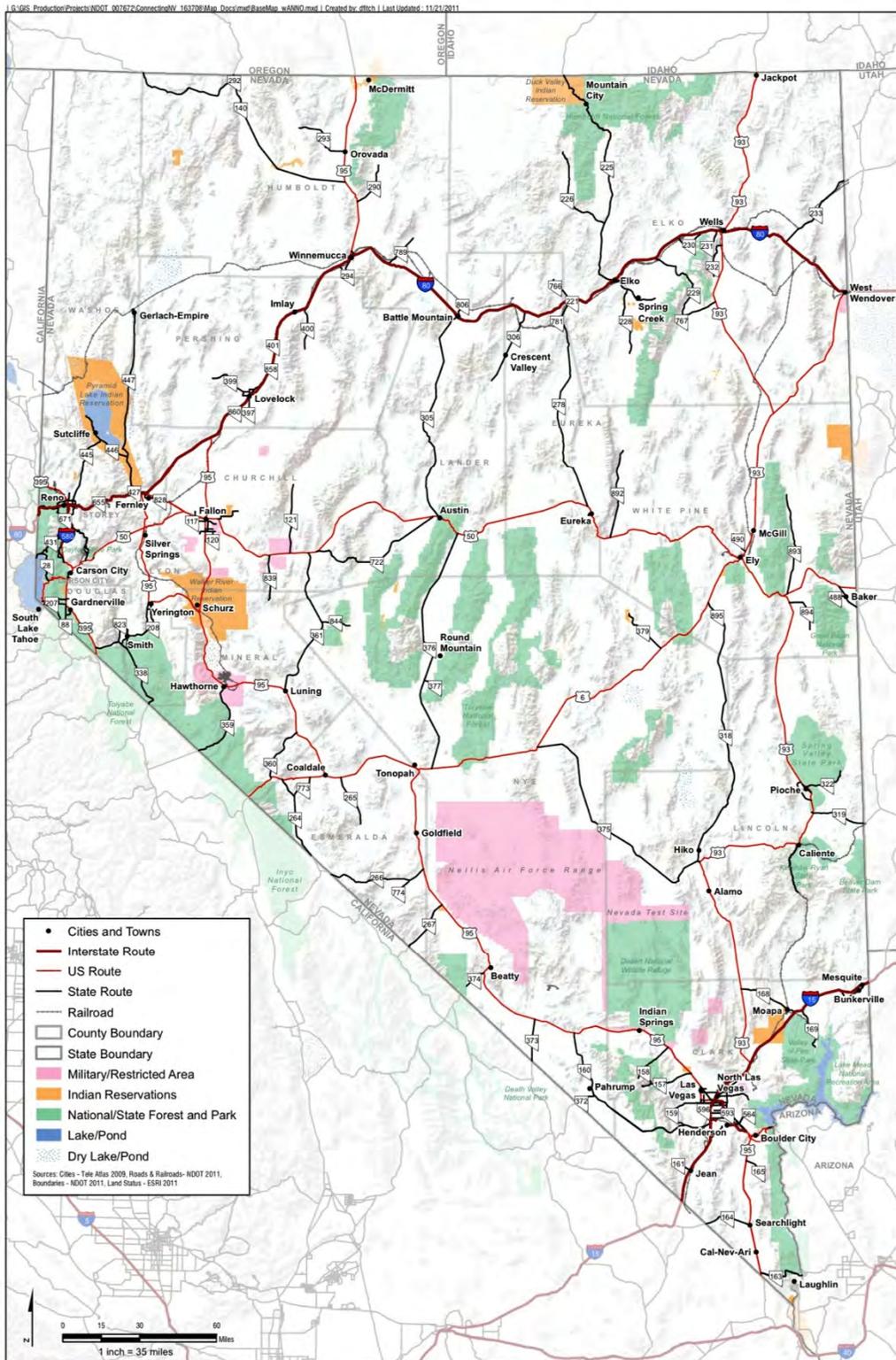
9.1.2: Bio Map:



9.1.3: Land Ownership Map:

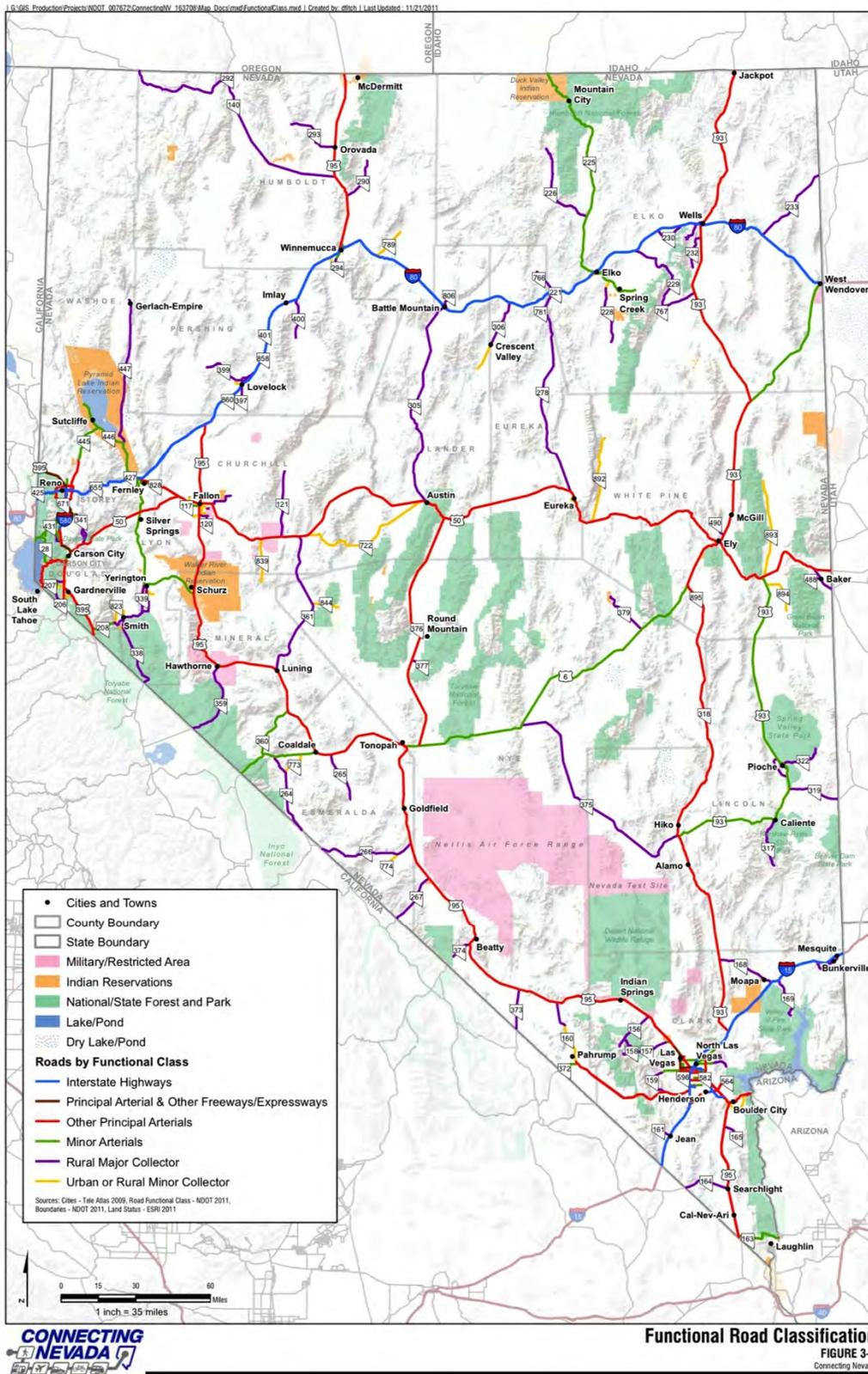


9.1.4: Base Map:

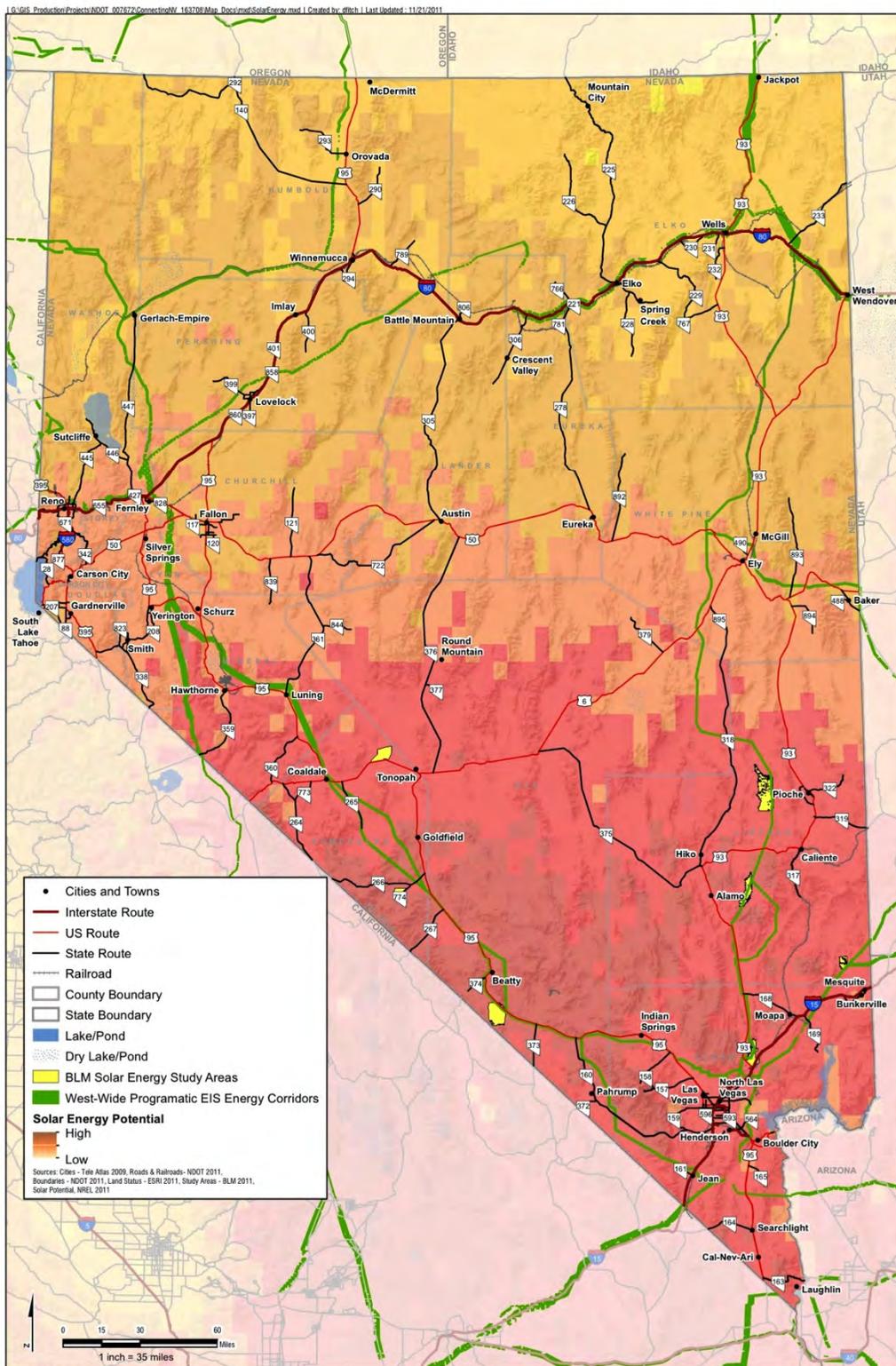


Base Map
FIGURE 3-1
Connecting Nevada

9.1.5: Functional Class Map:

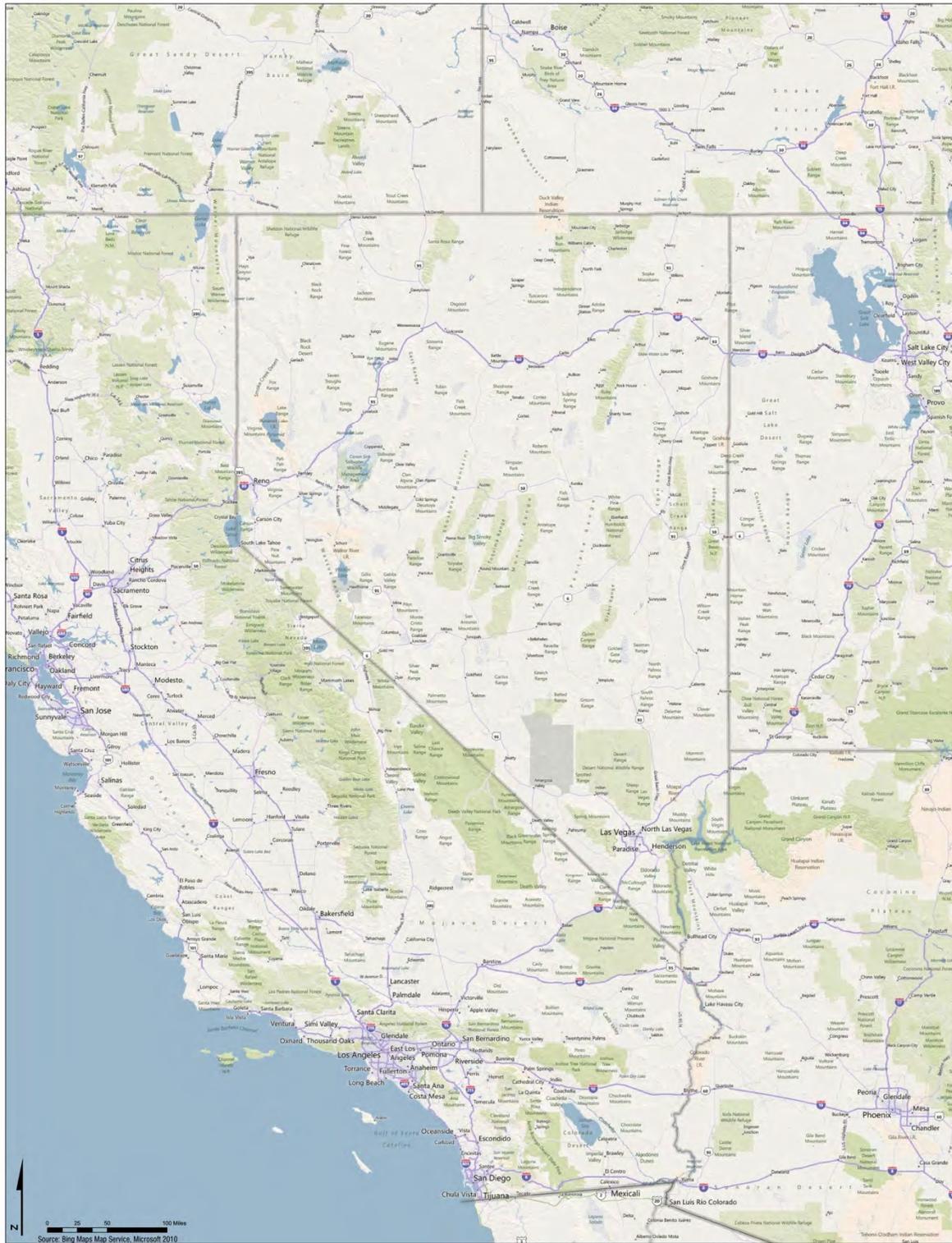


9.1.6: Solar Energy Map:



Solar Energy Potential
FIGURE 3-6
Connecting Nevada

9.1.7: Regional Map:



9.2 INVITATION



October 13, 2011

Dear Community Partner:

The Nevada Department of Transportation (NDOT) recently launched Phase II of Connecting Nevada, an initiative to address the future of Nevada's transportation system. Connecting Nevada is a statewide, multimodal plan to chart Nevada's transportation future in ways that respect our state's unique geographic areas, provide for new and emerging opportunities, encourage economic growth, and promote responsible development.

As a valued community stakeholder, it is important that your organization weighs in on the Connecting Nevada plan. Stakeholder input is critical to ensuring the plan considers how transportation will impact overall quality of life in Nevada's communities.

It is my hope that you will join us for one of a series of stakeholder workshops that NDOT will be hosting to gather stakeholder input. The stakeholder workshops will be comprised of representatives from local, state, and federal government agencies, business and industry, trade associations, environmental groups, economic development and tourism entities, and other community groups whose knowledge and expertise are needed to create a sustainable and successful Connecting Nevada plan.

Enclosed is a schedule of stakeholder workshops that will be held for Connecting Nevada. Please be advised that one session will include the ability to teleconference for stakeholders who are unable to attend any of the sessions in person. However, attendance for the teleconference is limited so RSVP at your earliest convenience to book your spot.

Please call (702) 880-8452 or e-mail ahoeland@strategicsolutionsnv.com to RSVP for one of the Connecting Nevada stakeholder workshops. The RSVP deadline is Thursday, November 3rd for the Las Vegas dates and Thursday, November 10th for the Reno dates. If you have any questions or need additional information, we are happy to assist you. On behalf of the Nevada Department of Transportation, I wish to thank you in advance for your willingness to be a part of this process.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jason Van Havel".

Jason Van Havel
Assistant Chief, Transportation/Multimodal Planning
Nevada Department of Transportation



Connecting Nevada Stakeholder Workshops

**East Las Vegas Community Center
250 N. Eastern Avenue
Las Vegas, NV 89101**

Monday, November 7th from 9:00 a.m. to 11:30 a.m.
Monday, November 7th from 1:00 p.m. to 3:30 p.m.

Tuesday, November 8th from 9:00 a.m. to 11:30 a.m.
Tuesday, November 8th from 1:00 p.m. to 3:30 p.m.

Wednesday, November 9th from 9:00 a.m. to 11:30 a.m.
Wednesday, November 9th from 1:00 p.m. to 3:30 p.m.

**McKinley Arts & Cultural Center
925 Riverside Drive
Reno, NV 89503**

Tuesday, November 15th from 9:00 a.m. to 11:30 a.m.
Tuesday, November 15th from 1:00 p.m. to 3:30 p.m.

Wednesday, November 16th from 9:00 a.m. to 11:30 a.m.

**Nevada Department of Transportation
District 2 Conference Room
310 Galletti Way
Sparks, NV 89431**

Wednesday, November 16th from 1:00 p.m. to 3:30 p.m.

******This meeting will be available for video conference to outlying NDOT offices******

9.3 LAS VEGAS STAKEHOLDER ATTENDANCE LIST

<i>Organization/Agency</i>	<i>First Name</i>	<i>Last Name</i>	<i>Position</i>
American Magline Group	Neil	Cummings	President
AT&T	David	Chestnut	
Bureau of Land Management Nevada State Office	Mike	Dwyer	
Bureau of Land Management Nevada State Office	Wendy	Seley	
Bureau of Land Management, Southern Nevada	Cheryl	Cote	Realty Specialist
Bureau of Land Management, Southern Nevada	John	Manzano	
Caesars Entertainment	Karlos	LaSane	
California-Nevada Super Speed Train Commission (Maglev)	Richann	Bender	Executive Director
City of Henderson	Sean	Robertson	Principal Planner, Community Development
City of Henderson	Thomas E.	Wolch	Transportation Program Coordinator
City of Las Vegas	Flinn	Fagg	Planning Director
City of Las Vegas	Randy	Fultz	Public Works Engineering Planning
City of Las Vegas	Jeremy	Leavitt	Public Works
City of Mesquite	Lance	Newlin	
City of North Las Vegas	Vicki	Adams	Planner, Community Services and Development Department
City of North Las Vegas	Eric	Hawkins	Public Works
City of North Las Vegas	Dr. Qiong	Liu	Director of Public Works
Clark County	Joanna	Wadsworth	
Clark County Comprehensive Planning	Kevin	Smedley	Principal Planner
Clark County Department of Air Quality and Environmental Management	Dawn	Leaper	Senior Planner

Clark County Planning	Lebene	Aidam-Ohene	Assistant Planning Manager
Clark County Public Works	Troy	Ota	Senior Civil Engineer
Clark County Regional Flood Control District	Gale	Fraser	General Manager/Chief Engineer
Clark County, Department of Aviation	Tucker	Field	Management Analyst II, Planning Office
Cox Communications	Nick	Muscari	Planner III
Cox Communications	Gene	Siegel	
Cox Communications	Doney	Villareal	Planner
Desert Cab Co.	Sandy	Shaver	Administrator/Director
Desert Research Institute (DRI)	Greg	Bortolin	Director of Communications and Government Affairs
Esmeralda County	Dominic	Pappalardo	Highway Commission Vice-Chair
Esmeralda County	Ed	Mueller	
Federal Highway Administration (FHWA) Nevada Division	Sue	Klekar	Division Administrator
Focus Property Group	Chris	Dingle	
Henderson Chamber of Commerce	Dianna	Fyke	Government Affairs Director
Henderson Police Department	Eric	Denison	Lieutenant
Henderson Police Department	Patrick	Moers	Captain
Howard Hughes Corporation	Chris	Anderson	Manager Engineering Support Services
Las Vegas Arts District Neighborhood Association	Richard	Geyer	President
Las Vegas Chamber of Commerce	Paul	Moradkhan	Government Affairs Department
Las Vegas Metropolitan Police Department	AJ	Delap	
Las Vegas Metropolitan Police Department	Brian	O'Callaghan	
Las Vegas Valley Water District (LVVWD)	Jordan	Bunker	
Las Vegas Valley Water District (LVVWD) / Southern Nevada	Joseph	Freeman	

Water Authority (SNWA)			
Lincoln County	Paul	Donohue	Commissioner
Lincoln County Fire Department	Rick	Stever	Emergency Manager
Marnell Carraro	David	Simard	President
Marnell Companies	Mitch	Trageton	Senior Vice President of Architecture
Mesquite Fire Department	John	Higley	Fire Chief
MWH Global	Charles	Kajkowski	
Nellis Air Force Base (AFB)	Tod	Oppenborn	NEPA Manager
Nevada Army National Guard	Brian	Hunsaker	Captain
Nevada Conservation League	Scot	Rutledge	Executive Director
Nevada Department of Transportation (NDOT)	Angelica	Beltran	
Nevada Department of Transportation (NDOT)	Ruth	Borrelli	Right of Way
Nevada Department of Transportation (NDOT)	Tony	Letizia	Transportation/Multimodal Planning
Nevada Department of Transportation (NDOT)	Mary	Martini	District I
Nevada Department of Transportation (NDOT)	Melvin	McCallum	Transportation & Multimodal Planning Division (South)
Nevada Department of Transportation (NDOT)	Tim	Mueller	Transportation/Multimodal Planning
Nevada Department of Transportation (NDOT)	Sondra	Rosenberg	Federal Programs
Nevada Department of Transportation (NDOT)	Paul	Saucedo	Right of Way
Nevada Highway Patrol	Kevin	Tice	Deputy Chief
Nevada Mining Association	Dylan	Shaver	Director of Public Affairs
Nevada Subcontractors Association	Cindy	Creighton	Executive Director
North Las Vegas Police Department	Randy	Salyer	Traffic Division
NV Energy	Rinly	Moolakatt	

NV Energy	Priscilla	Raudenbush	
NV Energy	Mark	Shank	
Nye County	Darrell	Lacy	
Outside Las Vegas Foundation	Mauricia	Baca	Executive Director
Progressive Leadership Alliance of Nevada (PLAN)	Michael	Ginsburg	Southern Nevada Director
Progressive Leadership Alliance of Nevada (PLAN)	Howard	Watts	
Regional Transportation Commission of Southern Nevada (RTC)	Philip	Banea	Planning Department
Regional Transportation Commission of Southern Nevada (RTC)	Mike	Gainor	
Regional Transportation Commission of Southern Nevada (RTC)	Martyn	James	Director of Planning Services
Republic Services	Bob	Coyle	Vice President of Government Affairs
Sierra Club	Jane	Feldman	Chapter Secretary
Southern Nevada Transit Coalition	Michelle	Vestal	Administrative Manager
SouthWest Action Network (SWAN)	JD	Allen	Vice President
Southwest Gas Corporation	Tom	Cardin	
Southwest Gas Corporation	James	Dufault	
Southwest Gas Corporation	Telma	Lopez	Local Government Affairs & State Regulatory Affairs
Spectrum Surveying and Engineering	Samantha	Johnston	
Spectrum Surveying and Engineering	Nathan	Jones	
The Smith Center for the Performing Arts	Paul	Beard	Vice President & COO
U.S. Bureau of Reclamation, Lower Colorado Regional Office	Faye	Streier	National Environmental Policy Act Coordinator
U.S. Fish and Wildlife, Pacific Southwest Region	Kevin	DesRoberts	Deputy Project Leader
U.S. Green Building Council, Nevada Chapter	Guy	Amato	Executive Director

Valley Electric Association, Inc.	James	Caple	
Valley Electric Association, Inc.	John	Dodge	
Wynn Resorts	Stacie	Michaels	Associate General Counsel
	Cash	Jaszczak	
	Gary	Johnson	
	Randy	Robison	

9.4 RENO STAKEHOLDER ATTENDANCE LIST

Organization/Agency	First Name	Last Name	Position
Bureau of Land Management Nevada State Office	Mary	Figarelle	
Carson City Chamber of Commerce	Ronni	Hannaman	Executive Director
CC Communications/ Churchill County Communications	James	Nugent	
City of Elko	Jeremy	Draper	Civil Engineer
Douglas County	Jeff	Foltz	
Douglas County	Dirk	Goering	Associate Planner
Douglas County Police Department	Ron	Pierini	Sheriff
Economic Development Authority of Western Nevada	Stan	Thomas	Vice President of Business Development
Environmental Protection Agency (EPA)	Karina	O'Connor	
EP Minerals, LLC	Mike	Ingram	Director of Supply Chain
EP Minerals, LLC	Mark	Osiek	Logistics Manager
Greyhound Bus	Ruth Ann	Costa	
Hub Group	Chris	Dombrowski	AVP, Sales
Hub Group	Darcy	Silverstein	
Mineral County	Eric	Hamrey	Road Foreman

Mineral County	Mike	Trujillo	Public Works Director
Nevada Association of Counties	Jeffrey	Fontaine	
Nevada Association of Counties	Wes	Henderson	
Nevada Commission on Tourism	Christian	Passink	
Nevada Department of Transportation (NDOT)	Natalie	Caffaratti	Principal Engineer - Project Scoping
Nevada Department of Transportation (NDOT)	Jennifer	Cooper	Transportation/Multimodal Planning
Nevada Department of Transportation (NDOT)	Steve	Jackson	Roadway Systems
Nevada Division of Forestry	John	Christopherson	Natural Resource Program Manager
Nevada Petroleum Marketers Association	Peter	Krueger	State Executive
Nevada State Office of Energy	Pete	Konesky	Energy Program Manager
Nevada Wilderness Project	John	Tull	Conservation Director
NV Energy	Mike	Cunningham	
NV Energy	Mike	Pidlypchak	Street and Highway Coordinator
NV Energy	Gina	Townsell	
Paiute Pipeline Company	Kurtis	Carlson	Transmission Engineer
Pyramid Lake Paiute Tribe	Scott	Cavey	
Pyramid Lake Paiute Tribe	Johnnie	Garcia	Transportation Planner
Regional Transportation Commission of Washoe County (RTC)	Patrice	Echola	Land Use / Transportation Planner
REMSA	Melissa	Krall	Director of Outreach
Reno-Tahoe Airport Authority	Lisa	Butterfield	Airport Planner
Reno/Sparks Chamber of Commerce	Tray	Abney	Director of Government Relations
Renown Rehabilitation Hospital	Leo	Horishny	
Sierra Club, Toiyabe Chapter	Tina	Nappe	

Southwest Gas Corporation	Chris	Anderson	Engineering Supervisor
Southwest Gas Corporation	Larry	Gibson	Engineer, R&D
Southwest Gas Corporation	Shane	Thacker	
Spring Creek Property Owners Association	Mary	Winter	President and General Manager
Stantec Consulting Services Inc	Cynthia	Albright	Senior Associate, Planning Manager
State Historic Preservation Office	Rebecca	Palmer	Deputy Historic Preservation Officer
Storey County	Austin	Osborne	Storey County Senior Planner, Community Development Department
Tahoe Pyramid Bikeway	Janet	Phillips	President
Tahoe Transportation District	Carl	Hasty	District Manager
Truckee Meadows Regional Planning Agency	Sienna	Reid	Senior Planner
Truckee Meadows Water Authority	Jack	Byrom	
Truckee River Flood Management Authority	Jay	Aldean	Executive Director
U.S. Department of Veteran Affairs	Robert	Underwood	
Walker River Paiute Tribe	Billie Rose	Brown	
Washoe County Health District	Daniel	Inouye	Air Quality Management Division

9.5 RURAL STAKEHOLDER ATTENDANCE LIST

<i>Organization/Agency</i>	<i>First Name</i>	<i>Last Name</i>	<i>Position</i>
Bureau of Land Management	Brenda	Linnell	
Bureau of Land Management	Stephanie	Trujillo	
Bureau of Land Management, Tuscarora Field Office	Steven	Craddock	
Bureau of Land Management, Wells Office	Gerald	Dixon	
Bureau of Land Management, Wells Office	Joey James	Giustino	

City of Elko	Delmo	Andreozzi	Assistant City Manager
City of Winnemucca	Steve	West	
Humboldt County	Bill	Diest	
Nevada Department of Transportation (NDOT)	Randy	Hesterlee	District III
Nevada Department of Transportation (NDOT)	Kevin	Lee	NDOT District III
Nevada Department of Transportation (NDOT)	Dave	Lindeman	NDOT District III
Nevada Division of State Lands, Land Use Planning Agency	Skip	Canfield	State Lands
Northern Nevada Railway	Nathan	Robertson	
Spring Creek Property Owners Association	Mary	Winter	President and General Manager
White Pine County	Jim	Garza	Economic Development