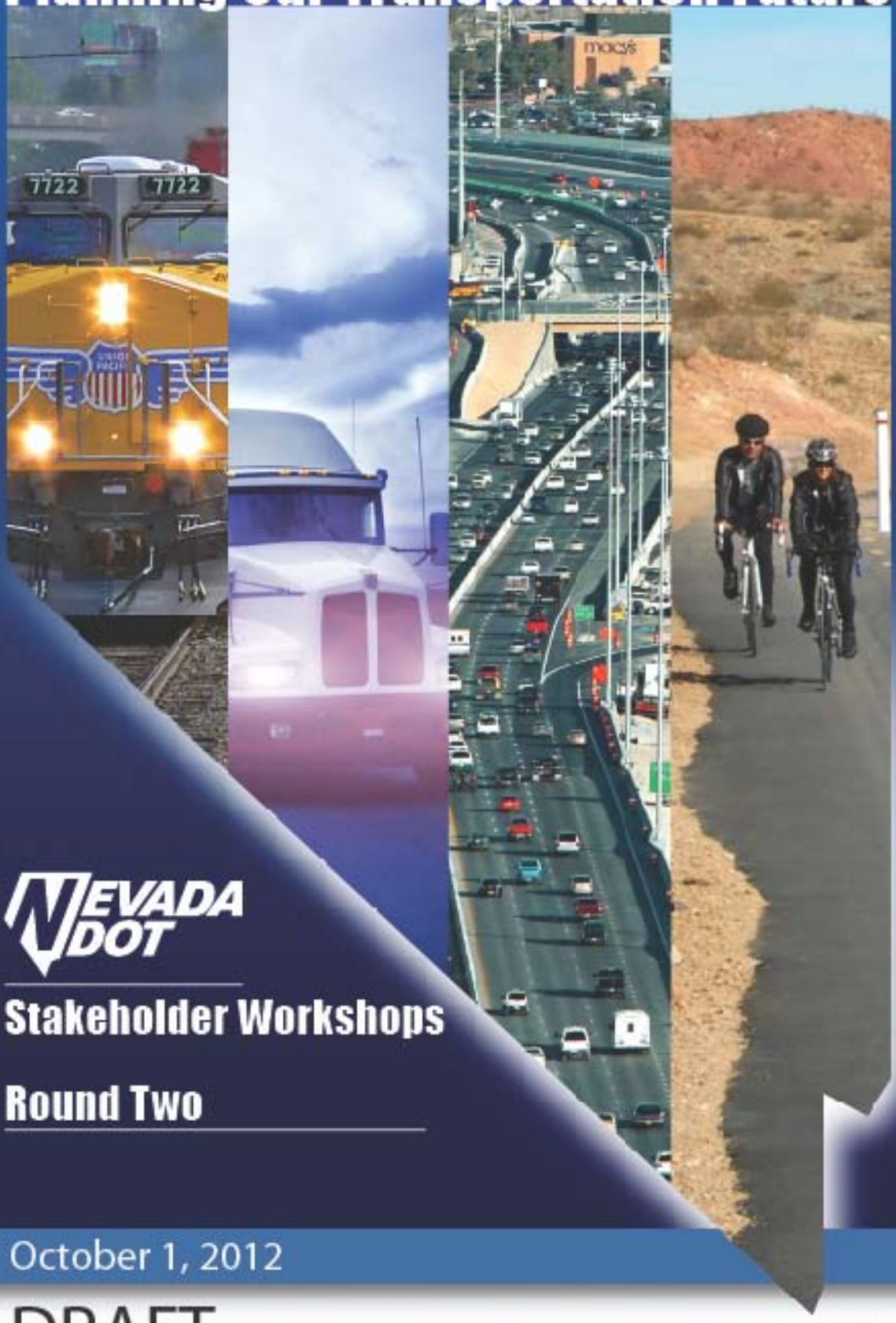
CONNECTING NEVADA PHASE II
Planning Our Transportation Future



NEVADA DOT

Stakeholder Workshops

Round Two

October 1, 2012

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1. INTRODUCTION AND 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 was given an opportunity to provide their unique thoughts, comments, and recommendations.

The focus of this report is to summarize the purpose, process, and outcomes of the second series of stakeholder meetings that were facilitated in Las Vegas, Reno, Elko, Ely, Tonopah, and Winnemucca by the consultant team in partnership with NDOT representatives. The stakeholder meetings 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, resource management, multimodal interests, economic development strategies, and infrastructure and development needs. As subsequent sections of this report will illustrate, the stakeholder meetings represented a second opportunity for recognized experts and leaders in their respective fields to engage in a dialogue about our state's transportation future.

The stakeholder meetings summarized in this memorandum were held in August and September 2012. The focus of the second series of meetings was to provide an opportunity for stakeholders to discuss development of the Connecting Nevada plan. Discussions included:

- Planned and committed roadway projects and traffic forecasts
- Population and employment projections through the project's 2060 planning horizon
- Transportation corridor deficiencies
- Future roadway network and proposed transportation corridors

2. MEETING PROCESS OVERVIEW

2.1 PLANNING AND LOGISTICS

The consultant team began planning the stakeholder meetings months in advance of their scheduled facilitation. The process began by further developing the database used in the first round of stakeholder meetings. The database grew from approximately 500 community stakeholders to roughly 800. These community stakeholders represent 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. A review of database entries was executed to account for staff turnover since the stakeholder workshops held in late 2011 and early 2012.

The database includes the names, organizations, contact information, and participation dispositions for all stakeholders invited to participate in the second series of Connecting Nevada meetings. All stakeholders were sent a formal letter from NDOT requesting their participation in one of several meetings 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. A copy of the stakeholder invitation letter can be found in the appendix of this report.

In total, six stakeholder meetings were held from August 22, 2012 to September 18, 2012. The Las Vegas and Reno stakeholder meeting sessions were scheduled for three hours. The rural meetings were scheduled in two hour intervals. All meetings were conducted in an open house format allowing representatives to attend at their convenience, for any amount of time, during the two or three hours scheduled for each meeting. The following is a breakdown of meetings by location:

- Las Vegas Meetings: Two stakeholder meetings were held in Las Vegas at the Winchester Cultural Center on August 22 and 23, 2012.
    - 33 stakeholders attended the August 22 meeting.
    - 34 stakeholders attended the August 23 meeting.

- Reno Meetings: Two stakeholder meetings were held in Reno at the McKinley Arts and Cultural Center on August 29 and 30, 2012.
    - 28 stakeholders attended the August 29 meeting.
    - 24 stakeholders attended the August 30 meeting.

- Rural Meetings: Stakeholder meetings were held in Winnemucca at the Humboldt County Library on September 17, 2012, in Elko at the Elko County Library on September 17, 2012, in Ely at Great Basin College on September 18, 2012, and in Tonopah at the NDOT District office on September 18, 2012.
    - 4 stakeholders attended the September 17 meeting at Humboldt County Library
    - 2 stakeholders attended the September 17 meeting at Elko County Library
    - 7 stakeholders attended the September 18 meeting at Ely Great Basin College
    - 3 stakeholders attended the September 18 meeting at NDOT's district office in Tonopah

A morning and afternoon open house meeting was offered in Las Vegas and Reno to allow more flexibility for stakeholders' schedules. More than 135 community stakeholders participated throughout the second series of meetings. Organizations from across Nevada representing local, state, and federal government agencies, utilities, homebuilder

associations, tourism commissions, research institutes, chambers of commerce, and representatives of the Nevada State Legislature were in attendance. A list of participating stakeholders for each of the three regions can be found in the appendix of this report.

2.2 FORMAT AND SUPPORTING MATERIALS

The second series of Connecting Nevada meetings were facilitated in an open house format. Each meeting contained a brief, fifteen minute presentation at the top of each hour during the course of three hours, with opportunities to examine exhibits and present questions and comments to project team members in between. In contrast to the first set of Stakeholder Meetings, questions were not posed to attendees at this second series of meeting. Discussions and comments summarized herein reflect attendees' responses to the materials presented. That a topic was not discussed does not reflect a lack of interest in it. Project team members in attendance represented NDOT, HDR, C.A. Group, and Strategic Solutions. During the open house format, stakeholders were also given the opportunity to peruse a Web-based mapping tool created to demonstrate various transportation planning scenarios. Additionally, stakeholders had the chance to review a table of proposed transportation improvements, and to record their feedback, comments, and suggestions on flip charts placed at various workstations.

The supporting materials provided to the stakeholders during the meetings included:

- Suitability Model
- Statewide Travel Demand Model
- "What We Heard"
- Web Map information and sources
- Draft Improvements Plan
- Major roadway and transit projects
- 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 all materials provided can be found in the appendix of this report.

3. EXECUTIVE SUMMARY

The following summary provides a high-level, executive overview of the general themes that emerged from the second series of stakeholder meetings. All of the comments, suggestions, and feedback gathered during the stakeholder meetings 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. The top five ranking categories, when combining the comments from the meetings held in Las Vegas, Reno, and rural locations, were Improved Access, Specific Improvement Plans, Transit Modes, Environmental Topics, and Rural Development.

3.1 IMPROVED ACCESS

Over the course of all meetings held, improved access issues were discussed the most (28 times). Transportation safety, bike and pedestrian networks, airports, and air transit were of utmost interest to attendees in the three regions. Stakeholders in both Las Vegas and Reno expressed the need for an increase in Nevada's bicycle paths and networks. These stakeholders provided specific locations at which they felt enhanced access for bicycles would benefit Nevada's transportation future. Safety was a major concern for those who attended in Las Vegas and the rural locations. In addition to general suggestions to approve the state's overall transportation safety, specific recommendations were made to enact Jason's Law for trucking, set lower speed limits in urban areas, and enhance roadway shoulders for law enforcement use.

3.2 SPECIFIC IMPROVEMENT PLANS

Specific improvement plans also garnered a great deal of attention at the second round of stakeholder meetings. Attendees in Reno advocated improvements to the I-80, US 50, US 395, and US 95. Rural meeting stakeholders felt there was a great need for improvements to US 93, and Las Vegas stakeholders called for I-15 changes. General comments were also made among participants such as reducing the bottlenecks occurring at the convergence of multiple freeways and expanding Lake Tahoe transit.

3.3 TRANSIT MODES

All three regions focused attention on the various transit modes that NDOT should explore when considering the state's transportation future. With regard to transit, the most stakeholder remarks were about implementing a railway in Nevada. Attendees in Las Vegas view rail as an opportunity to diversify the economy and become a larger player in the overall global economy. Rural attendees look upon rail as an alternative mode for Nevada with a great deal of potential and Reno stakeholders feel it is a cost effective option for the state.

3.4 ENVIRONMENTAL TOPICS

Environmental topics were discussed the most of any topic at the rural meetings and ranked third in Las Vegas (Reno only commented on environmental topics once). Rural stakeholders proposed various wildlife crossings and suggested additional signage to alert motorists about potential wildlife. Comments in Las Vegas centered on general concerns and considerations with two stakeholders asking for a review of the state's waste transportation plans for the future.

3.5 RURAL DEVELOPMENT

Rural development comments from all regions fell into two topic areas: specific rural areas of focus and future development.

Specific rural areas of focus cited were adding a Pahrump to Jean roadway link, finding a safe alternative for diverting truck traffic on SR 160, and considering the need for public transportation to Virginia City. Rural development discussions included the necessity for transportation connections between Indian reservations and reviewing the proposed developments in Elko and Spring Creek.

3.6 PARTNERSHIPS

Regarding partnerships, future planning concerns and considerations made up a majority of the comments from all three regions. Las Vegas attendees urged for stronger awareness and involvement in addition to facilitating transportation mini-sessions to discuss future needs. Reno stakeholders hoped that the initiatives outlined by NDOT in the Map 21 handout find their way into the final Connecting Nevada Plan. Those who attended the rural meetings advocated for a solid connection between how projects are determined and the criteria for making project decisions.

3.7 ECONOMIC DEVELOPMENT

Attendees in Las Vegas placed importance on economic development in Nevada's transportation planning. Participants in Las Vegas stressed the need to incorporate rail planning in ways that respond to capacity needs arising from inland port growth. Population was an area of focus with questions regarding how NDOT developed the population numbers presented at the meeting and concerns that the population growth will lead to water constraints in the valley.

3.8 TECHNOLOGY

Technology was mentioned four times in Reno, and was not brought up in either the Las Vegas or rural meetings. Reno stakeholders urged NDOT to look to the future and forecast the technology for travel. Also mentioned were addressing future technology ideas in transportation, reviewing cost effective transportation options, and making infrastructure improvements to add electric vehicle recharging stations throughout the state.

3.9 FUNDING

Funding considerations were discussed in both Las Vegas and Reno. Las Vegas attendees asked that NDOT have a more flexible, unconstrained plan for pursuing additional federal money. Reno attendees requested a focus on the true needs of the state when allocating transportation funding, and asked whether air quality funding could be made available for electric vehicle infrastructure.

3.10 REGIONAL CONNECTIONS.

Two statements were made that fall into the topic area of regional connections. Both comments were made in Reno, one of which was that it is not necessary to build a new Winnemucca Ranch Road from California state line to the Spring Mountain Town Center. The second comment was that it might be more feasible to develop the Pyramid Highway than the new East Truckee Canyon/Spanish Springs Connector.

3.11 OUT-OF-STATE CONNECTIONS.

Out-of-state connections were only mentioned once during the meetings (in Reno). The one comment made was that NDOT should coordinate with counties in California on developing a California to Susanville access.

3.12 RIGHT-OF-WAY AND LAND AVAILABILITY.

Issues of right-of-way and land availability were not discussed at any of the meetings held.

4. REGIONAL SUMMARY - LAS VEGAS MEETINGS

4.1 INCIDENCE SUMMARIES

4.1.1: Transit Modes: ***Total Count: 12.*** Various transit mode discussions occurred at the Las Vegas meetings. The majority centered on freight and inland port suggestions including: (1) add an inland port facility, (2) integrate freight, (3) develop a framework for freight, and (4) use freight rail to service low level waste. Also discussed was the implementation of a rail network in Nevada as a way to diversify the economy and allow the state to become a player in the global economy.

4.1.2: Improved Access: ***Total Count: 11***. Improved access was mentioned ten times during the Las Vegas meetings. Transportation safety was of utmost concern to attendees who recommended setting speed limits at 55 miles per hour in urban areas and providing better shoulders for law enforcement safety. Another safety item discussed was adding improved airport signage for visitors so that there is greater understanding of what to do when emergency vehicles are passing through the airport terminal. In regard to bike and pedestrian networks in the state, it was recommended that bike lanes be added along I-80 from Vista Boulevard to Lockwood (approximately 3 miles).

4.1.3: Environmental Topics: ***Total Count: 5.*** Topics relating to the environment were mentioned five times, one of which was the concern that population growth may be constrained by water availability in the Las Vegas Valley. Other environmental concerns and considerations were: (1) incorporate the Nevada National Security Site Environmental Impact Study, (2) develop a transportation corridor for low level nuclear waste, (3) work on a plan to get waste to and from Nevada, and (4) protect against the Department of Energy's proposal to continue the current volume or raise the volume of waste shipments through Pahrump.

4.1.4: Economic Development: ***Total Count: 4***. Economic development was discussed four times during the meetings. One attendee stated that there should be a greater understanding of population changes in Nevada and that the state must forecast for the uncertainty of population fluctuations. Another attendee at a Las Vegas meeting requested that NDOT explain how the population numbers presented in the meeting handouts were estimated.

4.1.5: Rural Development: ***Total Count: 4***. Specific rural development areas were mentioned four times during the meetings held in Las Vegas. As a safety improvement, it was suggested that the narrow winding roads from Goodsprings to Sandy Valley be improved. Other requests were for SR 160 to Sandy Valley to be transitioned to a paved road, to add a Pahrump to Jean roadway link, and to use SR 160 to divert truck traffic in Nye County to get to the Nevada Yucca site.

4.1.6: Specific Improvement Plans: ***Total Count: 3***. Continuing a third lane to the Las Vegas Motor Speedway to accommodate events was one of three comments made regarding specific improvement plans. Also discussed were adding CNIMP to the list of specific projects and creating a Las Vegas Eastside bypass from I-15 to I-15 (Lamb Boulevard).

4.1.7: Partnerships: ***Total Count: 3***. The future planning concerns and considerations explored during the Las Vegas meetings were: (1) holding transportation discussion sessions to talk about future needs and processes, (2) enhancing awareness, and (3) increasing partner involvement as the project moves forward.

4.1.8: Funding: ***Total Count: 1***. The singular funding comment made was that Nevada should have a more flexible, unconstrained plan for pursuing additional federal money.

5. REGIONAL SUMMARY - RENO MEETINGS

5.1 INCIDENCE SUMMARIES

5.1.1: Improved Access: ***Total Count: 14***. The topic discussed the most during the Reno meetings was improved access. Primarily, suggestions concerned the bike and pedestrian network within the state, a bike route connecting Reno and Washoe Valley, bicycle access on Centennial Lane, and a path on US 395 along the old alignment. Also mentioned was increasing air travel between Reno and Carson City, reviewing locations of fuel stations throughout the state for emergency responders, increasing truck parking capacities east of Sparks, and using the pipeline/power corridors north of Reno as transportation corridors.

5.1.2: Specific Improvement Plans: ***Total Count: 13.*** Specific improvement plans garnered a great deal of attention at the Reno meetings. Improvements explored included: continue or expand Lake Tahoe transit, address the major issue on the I-80 regarding truck stop areas, develop a secondary connector from Pyramid Highway to US 395, and review the Fernley southwest Connector (95A to I-80). Another issue requested was that NDOT work to address the bottleneck that occurs at the intersection of 427, 95A, and 50A.

5.1.3: Rural Development: ***Total Count:*** **4.** Adding Indian Reservation boundaries was one of the comments made about rural development in Nevada. The need for transportation connections between Indian reservations was also an issue expressed. A request was made for Virginia City to be added to the maps used by NDOT at the meetings and also for greater consideration of public transportation to Virginia City.

5.1.4: Technology: *Total Count:* 4. Four times during the Reno meetings, discussions regarding technology took place. The comments regarding technology were: (1) what will be the technology for travel in 50 years, (2) how do we address future ideas, (3) look to cost effective transportation future options (i.e., rail), and (4) electric vehicle charging station infrastructure improvements.

5.1.5: Funding: *Total Count:* 2. Funding was talked about twice during the Reno meetings. The first question was whether air quality funding could be made available for electric vehicle infrastructure. The second was a request to ensure that NDOT focuses transportation dollars on real needs.

5.1.6: Regional Connections: ***Total Count*: 2.** A connectivity consideration mentioned at the meetings was that it would be more feasible to have a Pyramid Highway connector rather than the East Truckee Canyon/Spanish Springs Connector. Also discussed was that there is no need to build a new Winnemucca Ranch Road from the California state line to Spring Mountain Town Center.

5.1.7: Transit Modes: ***Total Count:*** **2.** Both comments made in relation to transit modes were about railway implementation. The two comments were: (1) add rail for freight from north to south and also east to west as a way to reduce the traffic on the freeways, and (2) rail may be a cost effective future transportation option.

5.1.8: Environmental Topics: ***Total Count: 1***. During the Reno meetings, a concern was discussed that there are no longer homes at the Spring Mountain Town Center since the Nature Conservancy owns it.

5.1.9: Out-of-State Connections: ***Total Count:*** **1.** One attendee suggested that NDOT coordinate with counties in California on the idea of having a California to Susanville connection with the I-80.

5.1.10: Partnerships: ***Total Count: 1***. The comment explored regarding partnerships was to ensure that the handout (Map 21) initiatives find their way into the Connecting Nevada Plan.

6. REGIONAL SUMMARY - RURAL MEETINGS

6.1 INCIDENCE SUMMARIES

6.1.1: Environmental Topics: ***Total Count: 5***. The main topic of discussion at the rural meetings was environmental concerns. Wildlife crossing were proposed at various locations including Murray Summit, Antelope, Conners, Robinson, and Pinto. A concern was discussed that when Cummings Lake opens back up to the public it will begin to generate more traffic from fishermen and possibly endanger the wildlife of the area. Safety of wildlife on the roadways was brought up with a suggestion to put additional signage on the roads to alert motorists about potential wildlife.

6.1.2: Improved Access: ***Total Count: 4***. Transportation safety was an important topic of discussion in the rural meetings. General comments were made requesting overall focus on safety and also ensuring that there are more ties to the Federal Highway Administration's Strategic Highway Safety Plan. In order to improve safety in wind prone areas, a stakeholder advocated for wind diversion technology. Also discussed was the potential to enact Jason's Law for truck parking, a statute that increases safety and improves conditions at truck parking facilities.

6.1.3: Partnerships: ***Total Count: 4***. Partnerships were mentioned four times during the rural meetings. One comment was a request that there be stronger local collaboration with ties to land use. Future planning concerns and considerations included: (1) making a solid connection between how projects are determined, (2) showing criteria for choosing projects, and (3) listing possible projects by geographic area.

6.1.4: Specific Improvement Plans: ***Total Count: 3***. The specific improvement plans stakeholders talked about at the rural meetings all centered around improvements to US 93. The improvements suggested were shoulder widening, truck climbing lanes, and turnouts.

6.1.5: Transit Modes: ***Total Count: 3***. Transit modes, specifically rail implementation, were discussed three times. One stakeholder proposed using rail for developments in the area. Others mentioned that rail could serve as Nevada's interstate and that there was a great deal of potential for rail in the state.

6.1.6: Rural Development: ***Total Count: 2***. The future of rural development in Nevada was the topic of discussion twice during the rural meetings. The first suggestion was to look into the proposed development in Spring Creek that would be adding 1,000 homes. The second was to consider the Elko master plan, available on the city's Web site.

7. FULL INCIDENCE REPORTS

7.1 LAS VEGAS WORKSHOP INCIDENCE REPORT

Transit Modes
Total Count: 12

a. **Freight and Inland Ports**: *Count: 6*
   - Add a port facility, inland
   - Framework for freight, incorporated with FHWA (used published data)
   - Integrate freight
   - Inland freight, how do we integrate, diversify economy, global economy
   - Inputs from freight—how to update?
   - Freight rail to service low level waste route

b. **Railway Implementation**: *Count: 4*
   - Rail issue, how do we integrate, diversify economy, global economy
   - State rail plan, identify funding, coordinate in regard to integration
   - Rail versus truck, how should this be considered?
   - Rail inter-commuter somewhere near Ivanpah

c. **Multi-Modal Opportunities**: *Count: 2*
   - Multi/intermodal, rail/truck/people/goods
   - Add California- Nevada Interstate Maglev Project (CNIMP) to list (as specific project), state commission passed NOI

Improved Access
Total Count: 11

a. **Transportation Safety**: *Count: 5*
   - Speed limits set at 55 in urban areas as a safety issue
   - Accidents high at I-15 and Sahara-Strip / I-15 and Charleston
   - Safety right turn I-15 north bound to Sahara east bound
   - Shoulders for law enforcement safety
   - Better airport signage for those visiting out of town so that unfamiliar drivers understand emergency vehicle courtesies (move to right for law enforcement vehicles, educate on how to avoid emergency vehicles).

b. **Airports and Air Transit**: *Count: 3*
   - New airport/traffic impacts
   - Look at future activity, new airport to be added
   - Add proposed Ivanpah Airport to airport map

c. **Bike and Pedestrian Network**: *Count: 2*
   - Create a non-motorized path or bike lanes along Interstate 80 from Vista Blvd to Lockwood (approx. 3 miles). Currently, there is no way to travel through the I-80 corridor in this reach except on the freeway, which is not safe or appealing for bicycles. With the increasing commercial-industrial development in Mustang and Patrick, most notably Apple, there may be some employees who would commute by bike the 10 miles from Reno/Sparks. An I-80 corridor trail was previously included in NDOT's Landscape and Aesthetic Corridor Plan (2005). Public willingness to travel by

bike, when there is a safe route to do so, was vividly demonstrated by the non-motorized day at I-580 Galena Bridge.
    - Rush to Washoe I-580 Bike/Run/Walk event

d. **Dedicated Truck Lanes and Routes**: *Count: 1*
    - Develop truck traffic routes to divert traffic from rural roads (SR160 use for trucks to get to Nevada Yucca site)

Environmental Topics
Total Count: 5

a. **Environmental Concerns and Considerations**: *Count: 4*
    - Add Nevada National Security Site (NNSS) Environmental Impact Study (EIS), Department of Energy
    - Caliente to Nevada National Security Site (NNSS) transportation corridor for low level nuclear waste (Nye county to send letter)
    - Nevada Waste Site- plan any vision to get waste getting to/from Nevada
    - Protect against the DOE's potential plan to continue the current volume (or raise the volume) of waste shipment travel along the NV-160 route through Pahrump. Develop a way for the DOE and Nye County to work together to find mutually agreeable measures that enhance the safety of the shipments and minimize the impacts that additional shipments would bring.

b. **Water Availability and Concerns**: *Count: 1*
    - Population may be constrained by water in Las Vegas Valley

Economic Development
Total Count: 4

a. **Changing Demographics and Population**: *Count: 3*
    - Public understanding of population, need to forecast for uncertainty of population
    - Population may be constrained by water in Las Vegas Valley
    - Population- describe how it was developed in the report

b. **Future Economic Outlooks**: *Count: 1*
    - Assumptions on employment—support effort (all)

Rural Development
Total Count: 4

a. **Specific Rural Areas of Focus**: *Count: 4*
    - Goodsprings to Sandy Valley narrow winding road is a safety issue, fatalities
    - 160 to Sandy Valley, would be nice if it were paved
    - Add Pahrump to Jean roadway link (Nye County)
    - SR 160 used to divert truck traffic in Nye County to get to Nevada Yucca site (an issue of rural road safety)

Specific Improvement Plans
Total Count: 2

a. **Improvements to Existing Roadways and Freeways**: *Count: 1*
    - Continue third lane to Speedway to accommodate events at Speedway

b. **I-15 Improvements**: *Count:* 1
   - Las Vegas Eastside bypass, I-15 to I-15, Lamb Boulevard

Partnerships
Total Count: 3

a. **Future Planning Concerns and Considerations**: *Count: 3*
   - Transportation mini session to discuss future needs, process for future updates/adding elements
   - Strong awareness
   - Should be a lot more involved, presentation how/why/what is available?

Funding
Total Count: 1

a. **Funding Considerations**: *Count: 1*
   - Comply with federal money, not a constrained plan

Out of State Connections
Total Count: 0

This topic area was not discussed during the second series of Las Vegas Stakeholder Meetings.

Regional Connections
Total Count: 0

This topic area was not discussed during the second series of Las Vegas Stakeholder Meetings.

Right of Way and Land Availability
Total Count: 0

This topic area was not discussed during the second series of Las Vegas Stakeholder Meetings.

Technology
Total Count: 0

This topic area was not discussed during the second series of Las Vegas Stakeholder Meetings.

7.2 RENO WORKSHOP COMMENTS

Improved Access
Total Count: 14

a. **Bike and Pedestrian Network**: *Count: 6*
   - Bike route connection of Reno to Washoe Valley, new opportunities for alternative transportation modes in Pleasant Valley—bikes etc.—make a divided road with two lanes in each direction, and US 50 Dayton bike/shared use path
   - Bicycle access on Centerville Lane (SR 756)
   - Bike plan at Douglas County (coming soon)- trail info in GIS for Douglas County

- Bicycle path on US395 along old alignment (Pleasant Valley)

b. **Airports and Air Transit**: *Count: 3*
   - Add aviation to Connecting Nevada needs list
   - NAS Falcon and Creech AFB (Airport Map)
   - Transit--Reno Airport to Carson City

c. **Transportation Corridors**: *Count: 2*
   - Pipeline/power corridors north of Reno may provide transportation corridors
   - Add utility/fiber as part of corridors

d. **Infrastructure Efficiency**: *Count: 2*
   - Angle in parking at Washoe City—NDOT did study
   - Location of fuel stations throughout the state for emergency responders in the event of emergencies

e. **Dedicated Truck Lanes and Routes**: *Count: 1*
   - Increase truck parking capacities east of Sparks

Specific Improvement Plans
Total Count: 13

a. **Improvements to Existing Roadways and Freeways**: *Count: 3*
   - Pyramid Highway, congestion/air quality issues as development is continuing, projects still taking place out there
   - Corridor plan starting in October, Minden/Gardnerville, landscaping/zoning/traffic is a large concern (particularly truck traffic thru Gardnerville)
   - Continue/expand Lake Tahoe transit

b. **I-80 Improvements**: *Count: 3*
   - Major issues on the I-80 regarding truck stop areas
   - Parallel route option US50A to Nevada Pacific Highway (relieve existing 50A to I-80 through Fernley)
   - Fernley southwest Connector—95A to I-80 (southwest side of Fernley)

c. **US 50 Improvements**: *Count: 3*
   - US50 Dayton bike/shared use path
   - US50 at Zephyr Cove, parking, Whittle Drive signal, crosswalks for schools, necessary to consider doing a road safety audit
   - Parallel route option US50A to Nevada Pacific Highway (relieve existing 50A to I-80 through Fernley)

d. **US 395 Improvements**: *Count: 2*
   - Secondary connector from Pyramid Highway to 395 (near TMCC)
   - US395 bicycle path along old alignment (Pleasant Valley)

e. **US 95 Improvements**: *Count: 1*
   - Fernley southwest Connector—95A to I-80 (southwest side of Fernley)

f. **Reduce Roadway and Freeway Congestion**: *Count: 1*
   - Bottleneck at 427/95A/50A intersection

Rural Development
Total Count: 4

a. **Rural Development Future**: *Count: 2*
   - Add Indian Reservation boundaries

- Need for transportation connections between reservations

b. **Specific Rural Areas of Focus**: *Count: 2*
   - Add Virginia City to maps
   - Consider need for public transportation to Virginia City

Technology
Total Count: 4

a. **Advanced Technology and Intelligent Transportation Systems (ITS)**: *Count: 3*
   - Looking out 50 years, what is technology for travel?
   - How do we address future ideas?
   - Look to cost effective transportation future options, rail may be more cost effective.

b. **Electric Vehicles**: *Count: 1*
   - Electric vehicle charging station infrastructure improvements

Funding
Total Count: 2

a. **Funding Considerations**: *Count: 2*
   - Focus transportation dollars on real needs
   - Can Air Quality funding be made available for electric vehicle infrastructure? (Map 21 also an option)

Regional Connections
Total Count: 2

a. **Connectivity Considerations**: *Count: 2*
   - Not needed to build new Winnemucca Ranch Road from California state line to Spring Mountain Town Center
   - May be more feasible to do Pyramid Highway than the new East Truckee Canyon/Spanish Springs Connector

Transit Modes
Total Count: 2

a. **Railway Implementation**: *Count: 2*
   - Add rail for freight North to South and East to West. Freight hubs in Nevada would help to reduce traffic on freeways
   - Rail may be a cost effective future transportation option.

Environmental Topics
Total Count: 1

a. **Environmental Concerns and Considerations**: *Count: 1*
   - Nature Conservancy owns Spring Mountain Town Center, no longer homes

Out of State Connections
Total Count: 1

a. **California to Nevada Connection**: *Count: 1*
    - California – Susanville access to I-80, coordinate with counties in California on this idea

Partnerships
Total Count: 1

a. **Future Planning Concerns and Considerations**: *Count: 1*
    - Ensure Map 21 initiatives find their way into the plan

Economic Development
Total Count: 0

This topic area was not discussed during the second series of Reno Stakeholder Meetings.

Right of Way and Land Availability
Total Count: 0

This topic area was not discussed during the second series of Reno Stakeholder Meetings.

7.3 RURAL WORKSHOP COMMENTS

Environmental Topics
Total Count: 5

a. **Environmental Concerns and Considerations**: *Count: 3*
    - Possible locations to consider wildlife crossing
        i. Murray Summit
        ii. Antelope
        iii. Conners
        iv. Robinson
        v. Pinto
    - Possibly look to channel wildlife under roadways
    - When Cummings Lake comes back on-line it will generate more traffic and once again become a destination for fishermen
b. **Wildlife Protection, Threatened and Endangered Species**: *Count: 2*
    - Put more signage on roads to alert motorists about potential wildlife
    - Extend the 55 MPH zone out to Cave Lake (3.5 miles)

Improved Access
Total Count: 4

a. **Transportation Safety**: *Count: 4*
    - Safety

- Ensure ties to the Strategic Highway Safety Plan through the Federal Highway Administration
- Enact Jason's Law on truck parking (increases safety and improves conditions at truck parking facilities)
- Wind diversion technology may be of help in wind prone areas

Partnerships
Total Count: 4

a. **Future Planning Concerns and Considerations**: *Count: 3*
   - Need to make a solid connection between how projects are determined
   - How can we show criteria
   - Possibly list projects by geographical area (this will allow people to locate the projects easier)

b. **Greater Cooperation**: *Count: 1*
   - Have ties to land use, strong local collaboration

Specific Improvement Plans
Total Count: 3

a. **US 93 Improvements***: Count: 3*
   - Shoulder widening
   - Truck climbing lanes
   - Turnouts

Transit Modes
Total Count: 3

a. **Railway Implementation**: *Count: 3*
   - Railroad could be our interstate
   - Lots of potential for railroad
   - Working to use rail on developments in the area

Rural Development
Total Count: 2

a. **Rural Development Future**: *Count: 2*
   - There is a proposed development in Spring Creek (1,000 homes)
   - Elko has a master plan (can be viewed at www.elkocity.com/commdev/FINAL%202011%20Master%20Plan%20with%20links.pdf)

Economic Development
Total Count: 0

This topic area was not discussed during the second series of rural Stakeholder Meetings.

Funding
Total Count: 0

This topic area was not discussed during the second series of rural Stakeholder Meetings

Out of State Connections
Total Count: 0

This topic area was not discussed during the second series of rural Stakeholder Meetings.

Regional Connections
Total Count: 0

This topic area was not discussed during the second series of rural Stakeholder Meetings.

Right of Way and Land Availability
Total Count: 0

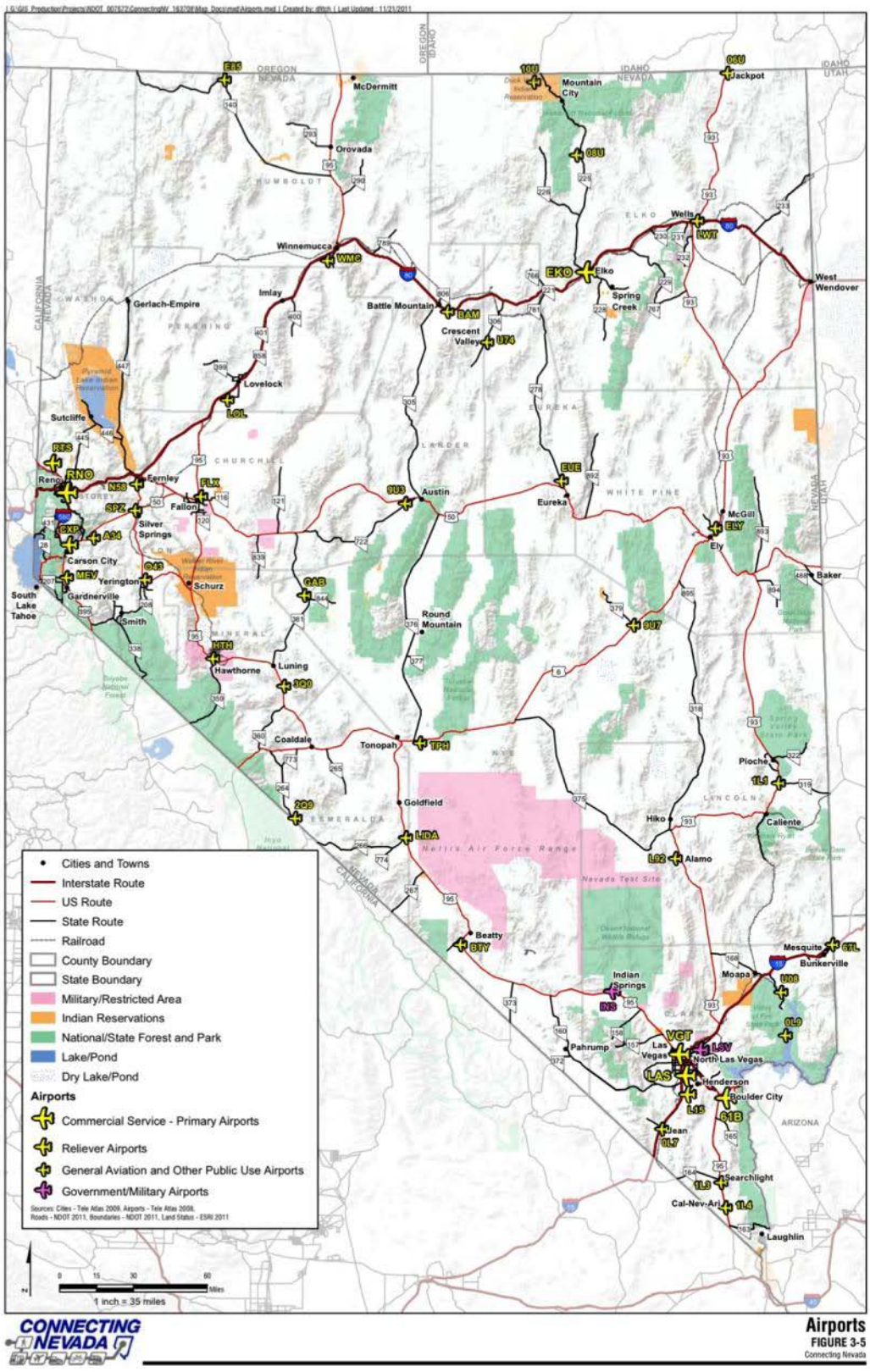
This topic area was not discussed during the second series of rural Stakeholder Meetings.

Technology
Total Count: 0

This topic area was not discussed during the second series of rural Stakeholder Meetings.

8. EXHIBITS and HANDOUTS

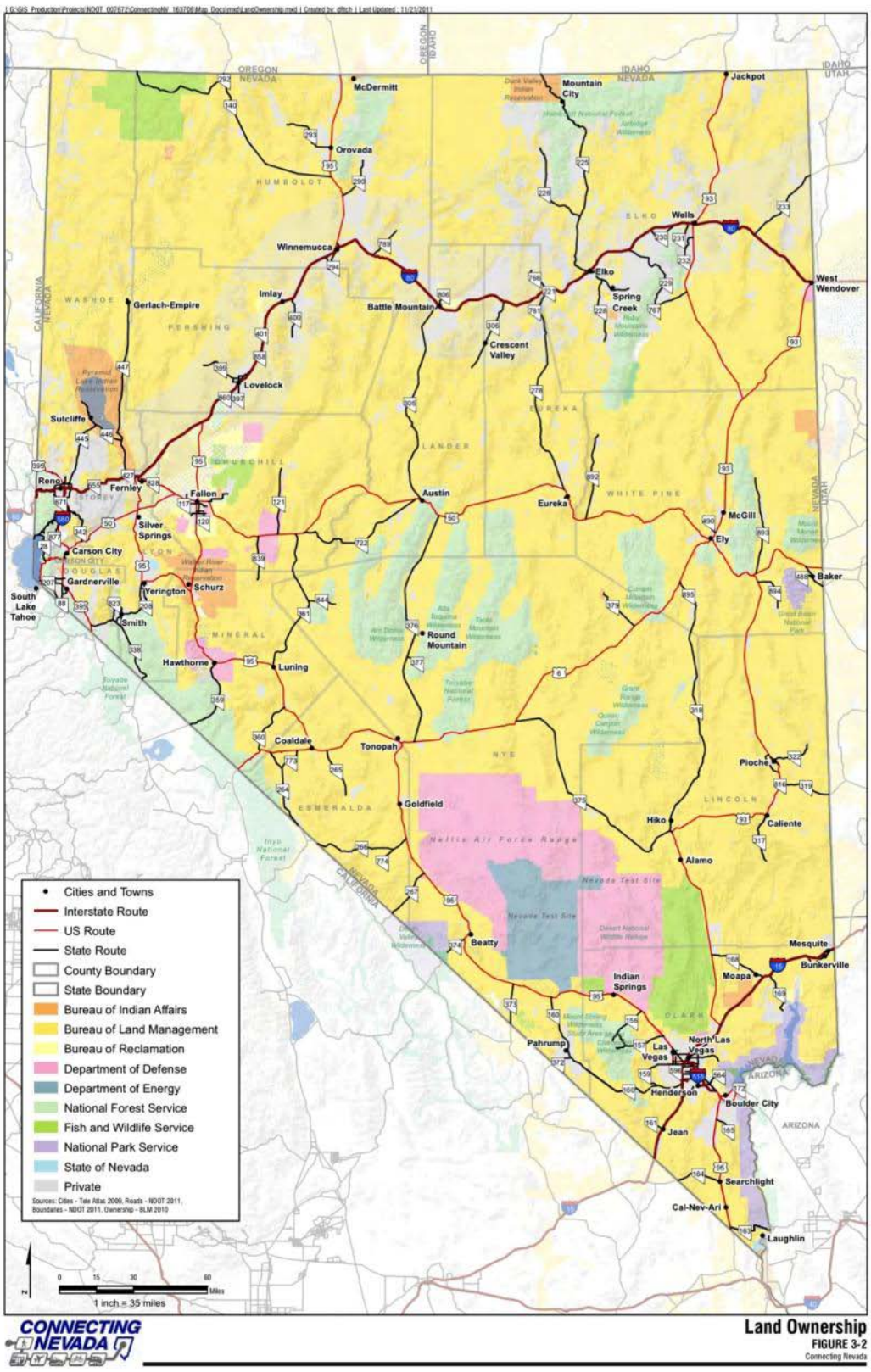
8.1.1: Airports Map:



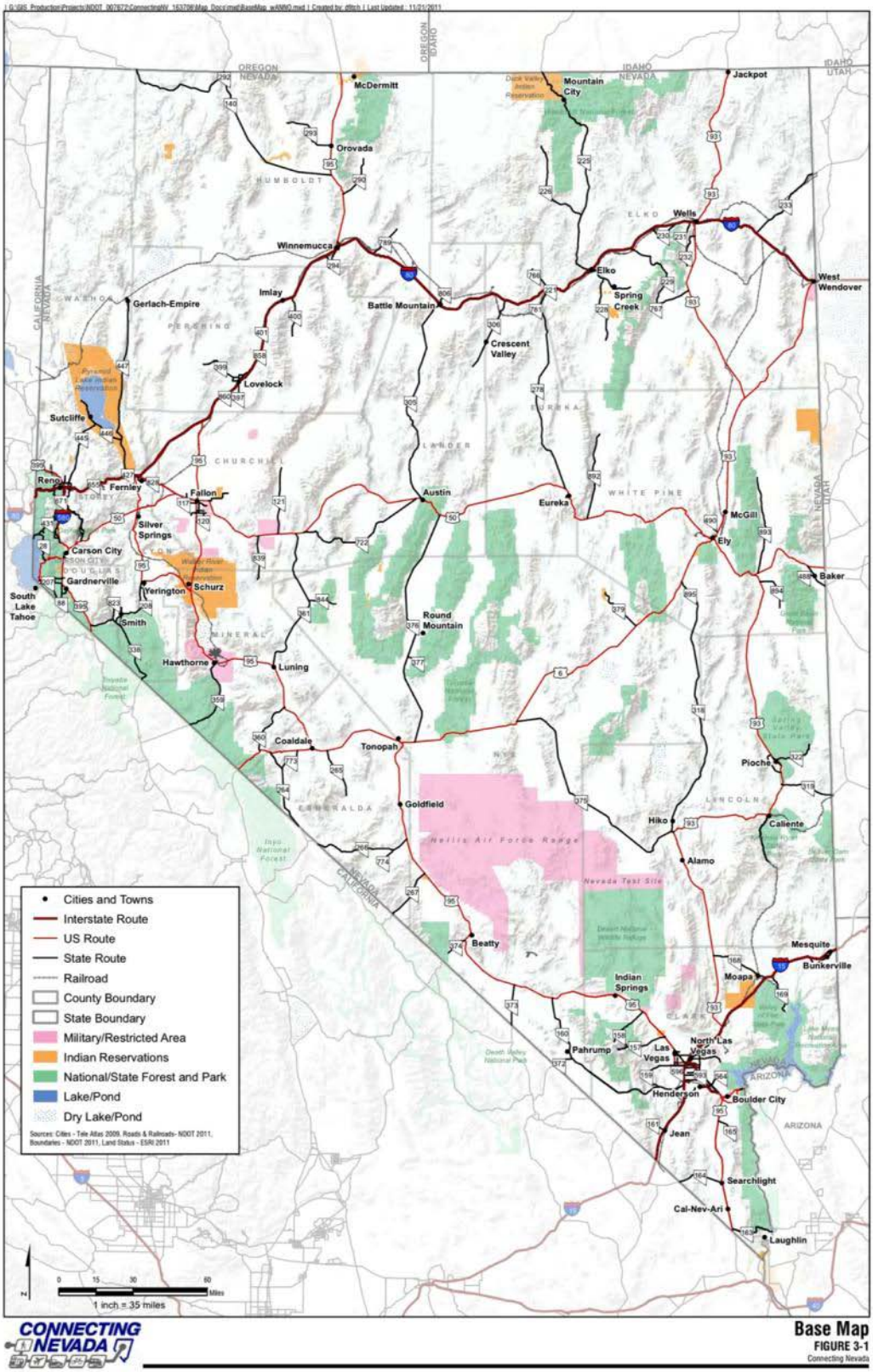
8.1.2: Bio Map:


McDermitt
Mountain City
Jackpot
Orovada
Wells
Winnemucca
Elko
West Wendover
Spring Creek
Gerlach-Empire
Imlay
Battle Mountain
Crescent Valley
Lovelock
Sutcliffe
Reno
Fernley
Fallon
Austin
Eureka
McGill
Ely
Silver Springs
Carson City
Gardnerville
Yerington
Schurz
Baker
South Lake Tahoe
Smith
Round Mountain
Hawthorne
Luning
Coaldale
Tonopah
Pioche
Goldfield
Hiko
Caliente
Alamo
Beatty
Mesquite
Bunkerville
Moapa
Indian Springs
Pahrump
North Las Vegas
Las Vegas
Henderson
Boulder City
Jean
Searchlight
Cal-Nev-Ari
Laughlin
Cities and Towns
Interstate Route
US Route
State Route
County Boundary
State Boundary
Wetlands and Waters of the U.S.
Dry Lake/Pond
Areas of Critical Environmental Concern (ACEC)
Critical Habitat
Wilderness and Park Areas
Wildlife Refuge
Elevation
High
Low
1 inch = 35 miles
CONNECTING NEVADA
Bio Map
FIGURE 3-3
Connecting Nevada

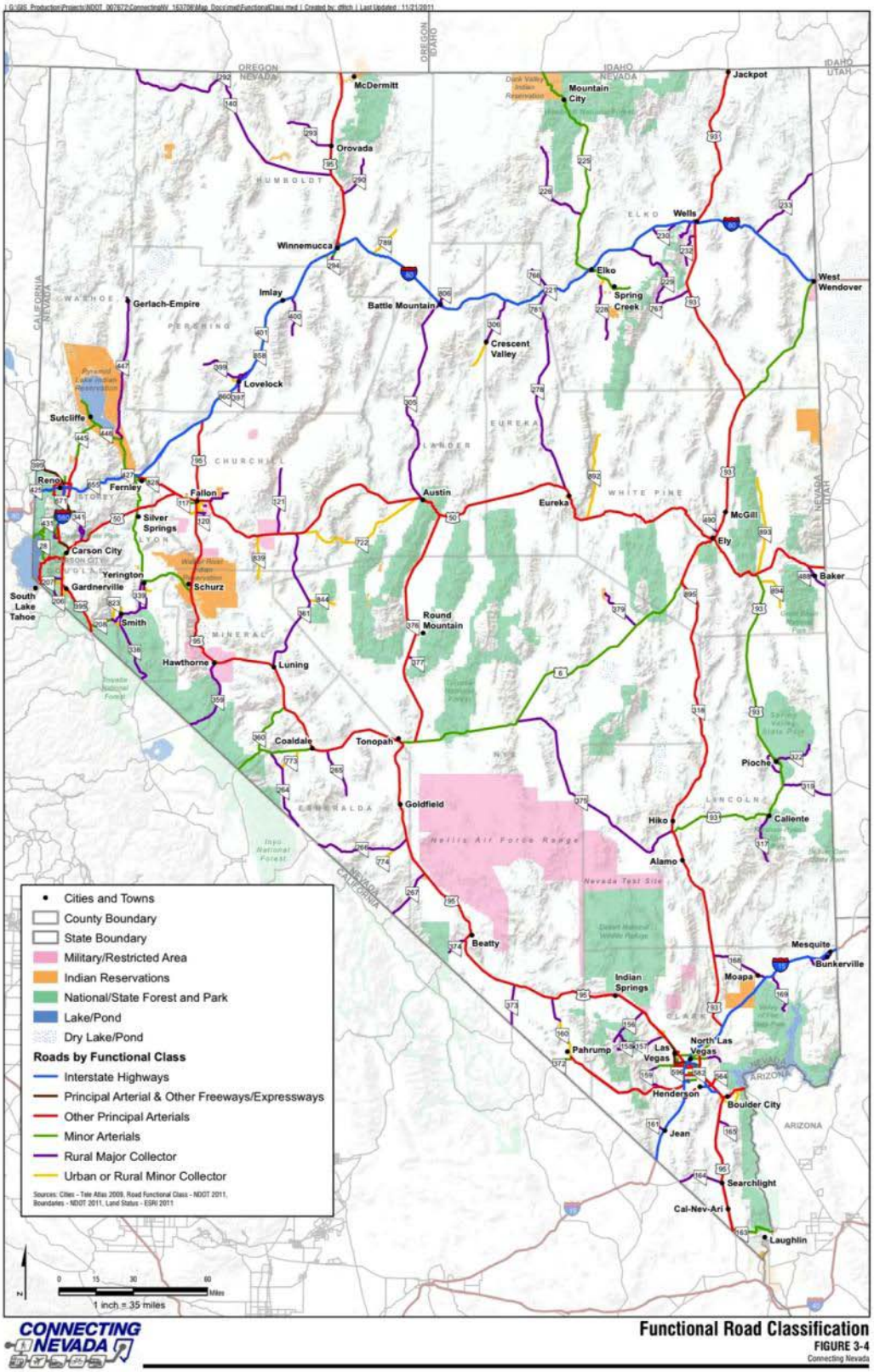
8.1.3: Land Ownership Map:



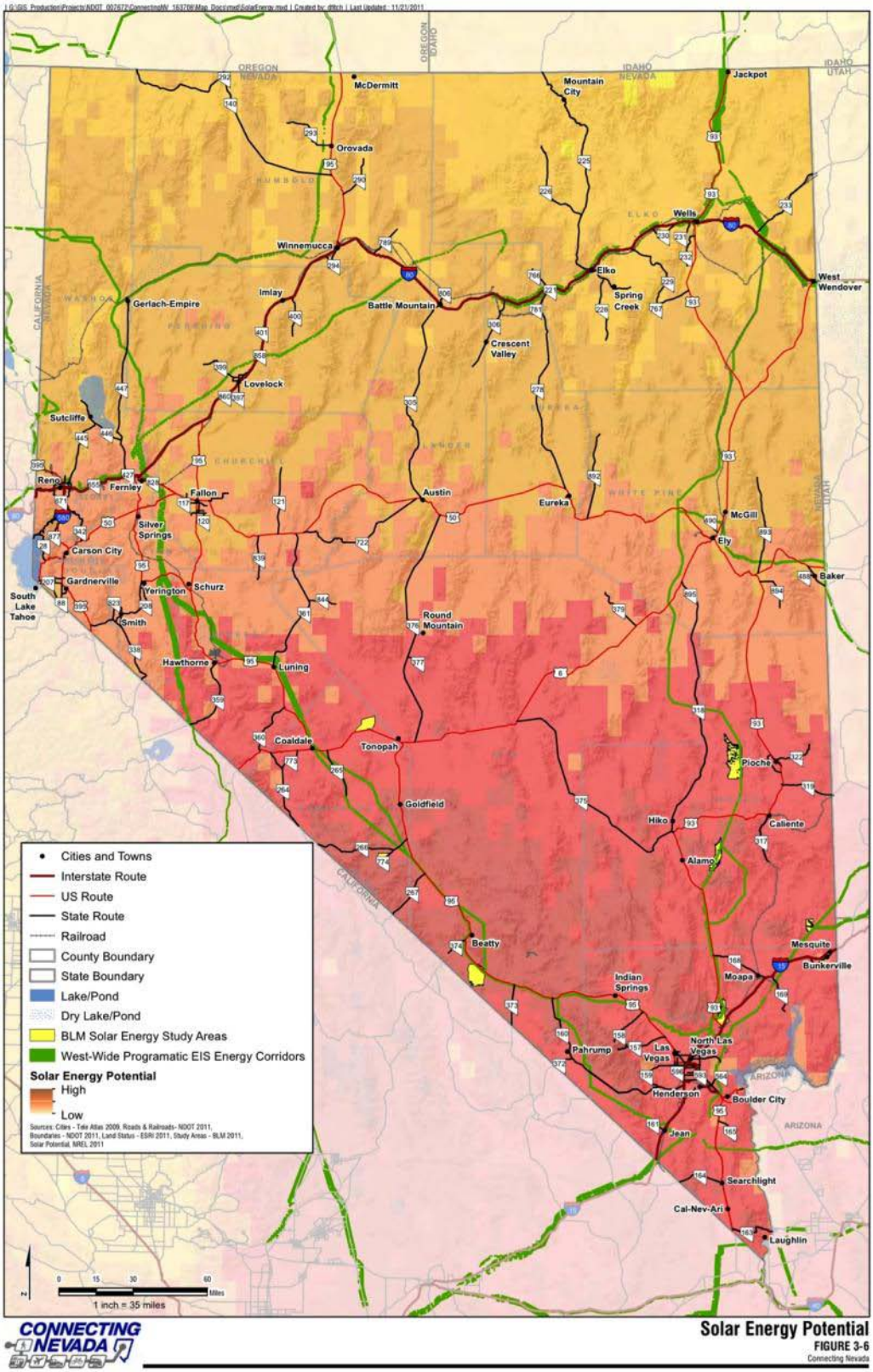
8.1.4: Base Map:


McDermitt
Mountain City
Jackpot
Orovada
Winnemucca
Wells
Elko
West Wendover
Spring Creek
Gerlach-Empire
Imlay
Battle Mountain
Crescent Valley
Lovelock
Sutcliffe
Reno
Fernley
Fallon
Austin
Eureka
McGill
Ely
Silver Springs
Carson City
Gardnerville
Yerington
Schurz
Baker
South Lake Tahoe
Smith
Round Mountain
Hawthorne
Luning
Coaldale
Tonopah
Pioche
Goldfield
Hiko
Caliente
Alamo
Beatty
Mesquite
Bunkerville
Indian Springs
Moapa
Pahrump
Las Vegas
North Las Vegas
Henderson
Boulder City
Jean
Searchlight
Cal-Nev-Ari
Laughlin
Cities and Towns
Interstate Route
US Route
State Route
Railroad
County Boundary
State Boundary
Military/Restricted Area
Indian Reservations
National/State Forest and Park
Lake/Pond
Dry Lake/Pond
1 inch = 35 miles
CONNECTING NEVADA
Base Map
FIGURE 3-1

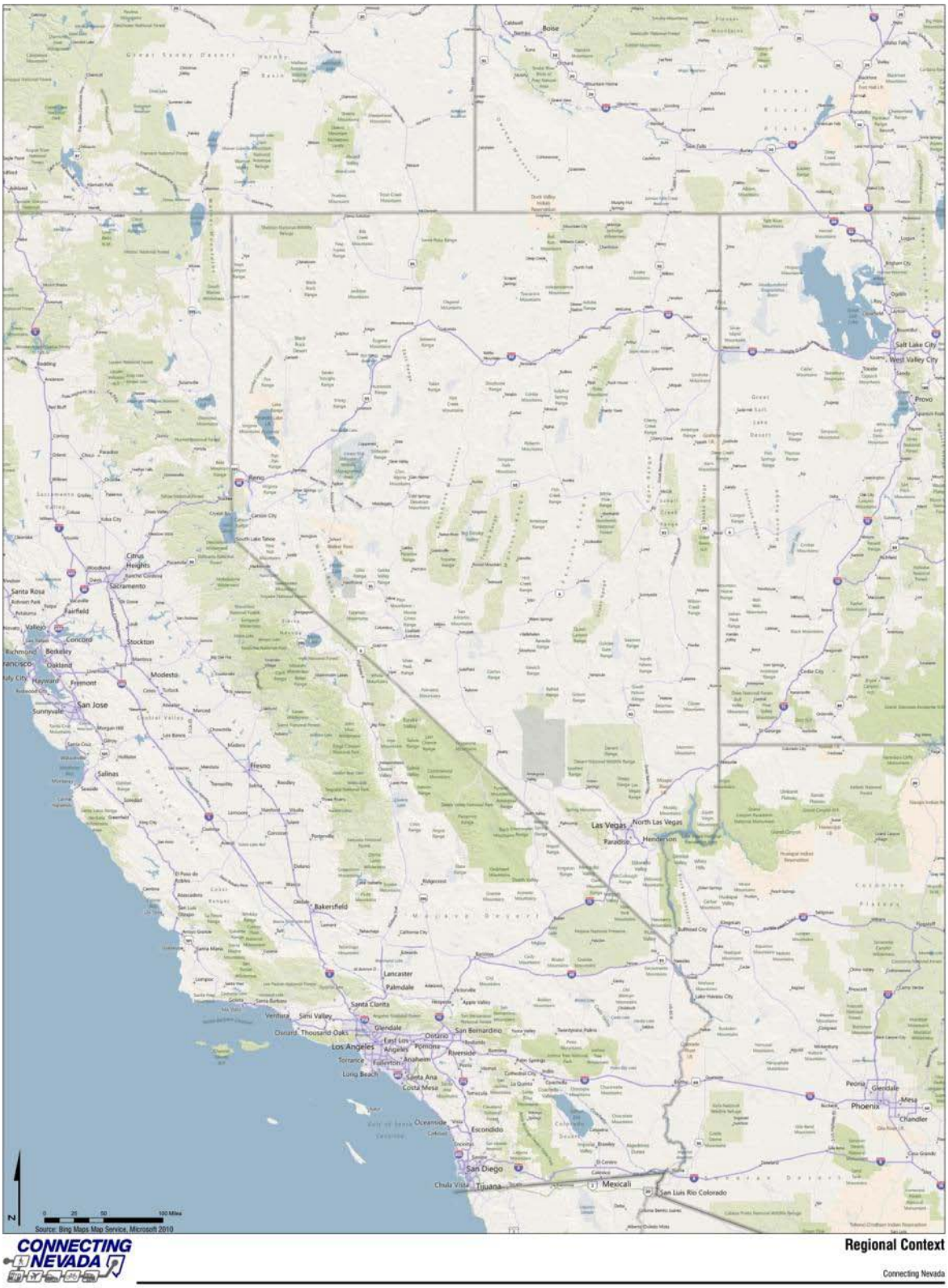
8.1.5: Functional Class Map:



8.1.6: Solar Energy Map:



8.1.7: Regional Map:



8.1.8: Suitability Model

CONNECTING NEVADA

NEVADA DOT

Suitability Model

What is it?

Analysis that allows the consideration of various factors to determine the appropriateness of an action.

What goes into it?

Slope

- up to 12 percent—considered fully developable
- up to 24 percent—partially constrained
- slopes above 24 percent—considered not developable

Source: U.S. Geological Survey (2005)

Land ownership

- Nevada encompasses nearly 71 million acres
- over 60 million acres (approximately 87 percent) are under federal administration
- only about 13 percent of Nevada's land is in private ownership, less than any other state

Source: Bureau of Land Management (2010)

Environmental Constraints

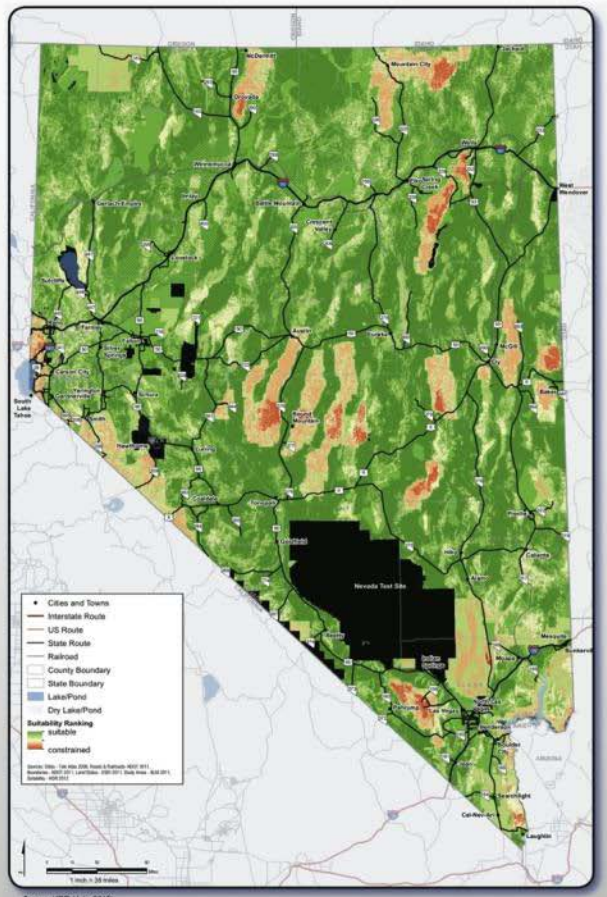
Factors considered as environmental constraints include:

- wetlands and Waters of the U.S.
- areas of critical environmental concern
- critical habitat
- wilderness and park areas
- wildlife refuge
- national/state forest and park
- cultural resources

Source: Areas of Critical Environmental Concern, Bureau of Land Management (2007); Critical Habitat, U.S. United States Fish and Wildlife Service (2010); Elevation, U.S. Geological Survey (2005)

How we apply it?

When looking at the percent of truck traffic overlayed on a map of slope–we can intuitively see where climbing or passing lanes may be needed.



Source: HDR (July, 2012)

AUGUST 2012

8.1.9: Statewide Travel Demand Model

CONNECTING NEVADA

NEVADA DOT

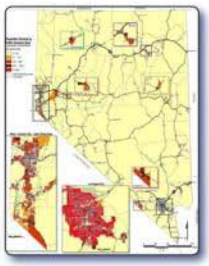
Statewide Travel Demand Model

What is it?

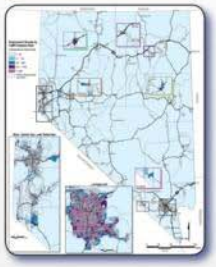
Tool for predicting future transportation infrastructure needs.

What goes into it?

- **Population projections**
  - 2030 growth scenarios
  - 2060 growth scenarios
  - MPO
  - Rural Nevada



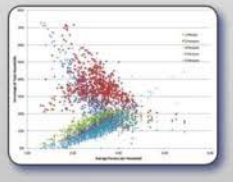
- **Employment projections**
  - casino/hotel
  - office
  - industrial
  - mining
  - retail



- **Commodity Flow Forecasts**
  - FHWA's Freight Analysis Framework

- **MPO and NDOT Road Network**
  - DOT road characteristics
  - CAMPO
  - Tahoe MPO
  - RTC Washoe
  - RTC of Southern Nevada

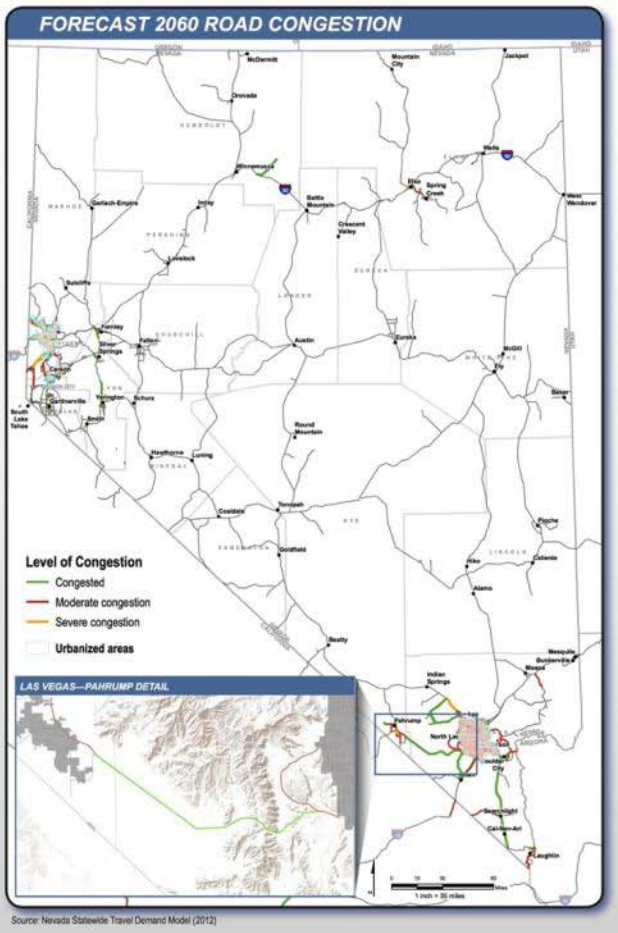
- **Socioeconomic Models**
  - American Community Survey
  - Census 2010
  - RTC of Southern Nevada Regional Travel Demand Model



How we apply it?

Network Alternative

- Analyze traffic growth in key corridors
- Evaluate improved regional connections

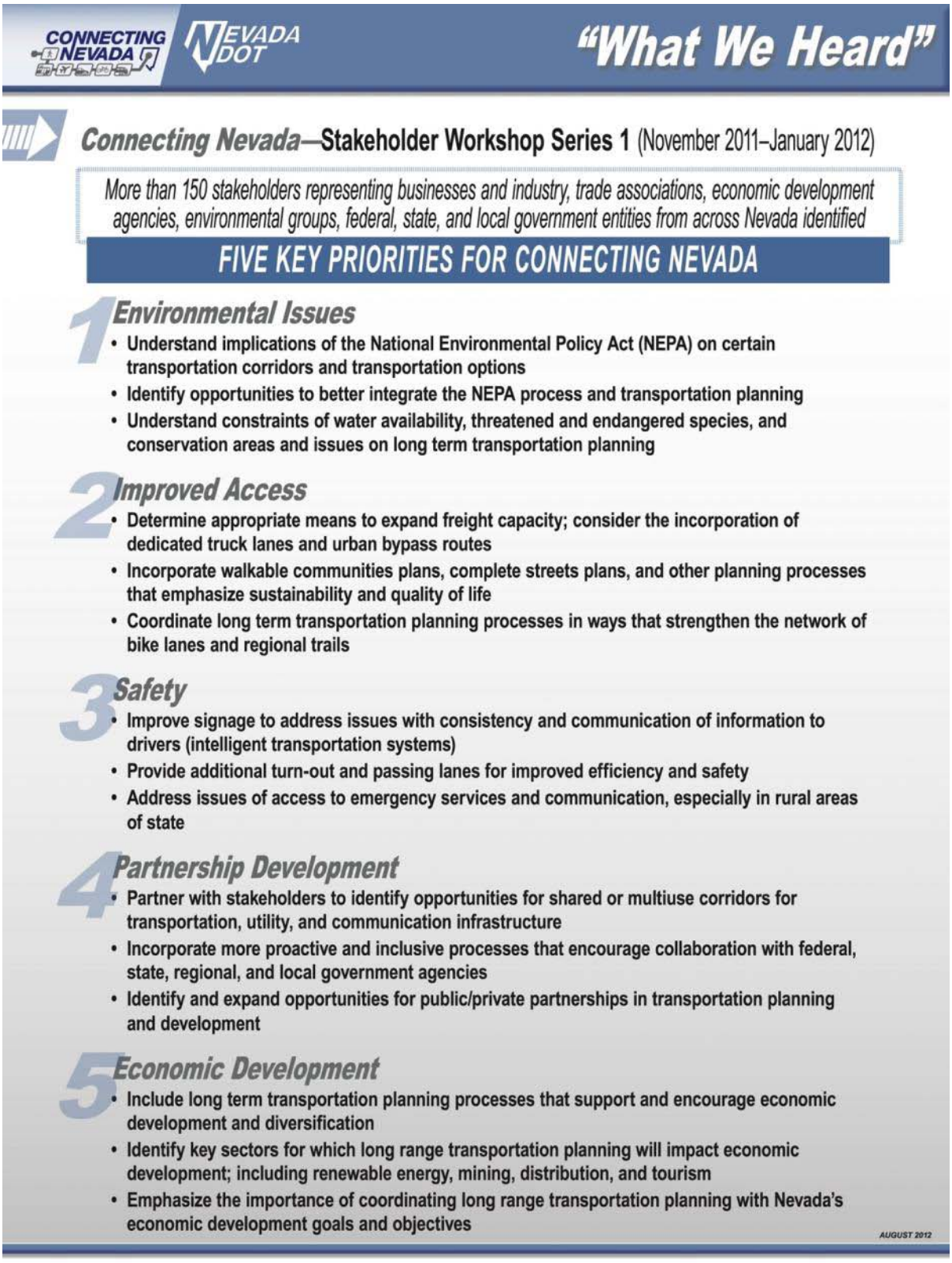


Source: Nevada Statewide Travel Demand Model (2012)

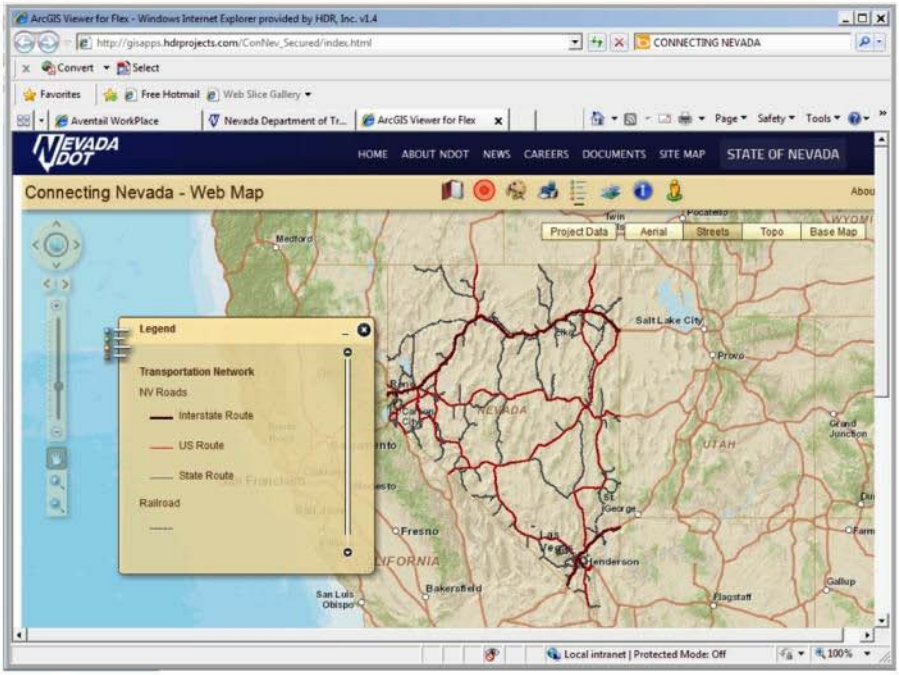
The Las Vegas—Pahrump detail map is a key roadway corridor in southern Nevada. Planners using the Statewide Traffic Demand Model are able to forecast roadway congestion between Las Vegas and Pahrump and predict future infrastructure needs between the two areas.

AUGUST 2012

8.1.10: "What We Heard"



8.1.11: Web Map Information and Sources



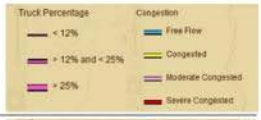
The Connecting Nevada web map may be found at http://gisapps.hdrprojects.com/ConNev_Secured/index.html

(Username: connevUsers Password: hdr@320)

The Connecting Nevada web map brings together various data layers that were developed in support of the Connecting Nevada project.

Web Map Data Layer

2060 Truck Percentage and **2060 Traffic Congestion** are both outputs of the Nevada Statewide Travel Demand Model (HDR, 2012).



The **Airports** layer is from Tele Atlas, 2009. Tele Atlas is a private firm that provides digital data for a broad range of interests.

The **Transportation Network** layer is from Nevada Department of Transportation's Highway Performance Monitoring System [2011].

The **Existing Transportation Functional Classification** layer has been classified with information from the Nevada Department of Transportation's Highway Performance Monitoring System [2011].

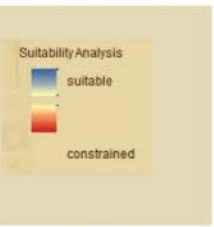
The **Slope Percent** layer was generated from U.S. Geological Survey Digital Elevation Model data (2009).

The **Biological Constraints** layer consists of several different data sources:
Areas of Critical Environmental Concern, Bureau of Land Management (2007);
Critical Habitat, United States Fish and Wildlife Service (2010);
Wilderness Areas, US National Atlas and USGS (2010);
Wildlife Refuges, US Fish and Wildlife Service (2011);
Forests and Parks, Tele Atlas and ESRI (2010);
Bodies of Water, USGS, EPA, and ESRI (2010).

The **Base mapping options** (Aerial, Streets, Topo) are ESRI Web Map Services (WMS), Additional information may be found at: http://www.esri.com/software/arcgis/arcgis-online-map-and-geoservices/map-services).

The **Greater sage-grouse habitat layer** is from the Nevada Department of Wildlife's Greater Sage-grouse Habitat Categorization Map; an analysis tool that incorporates the best available data into a statewide prioritization of Greater sage-grouse (sage-grouse) habitat.

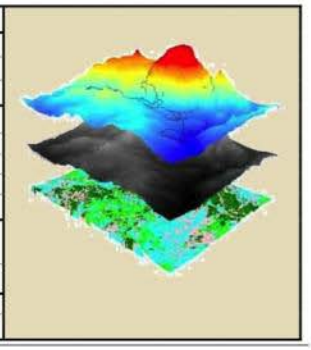
The **Suitability Analysis** layer looks at several layers and develops suitability based on combined effect of these layers. Values range from "suitable" (blue) to "constrained" (red). The layers used and their weighting and category scores is shown below.



Suitability Analysis

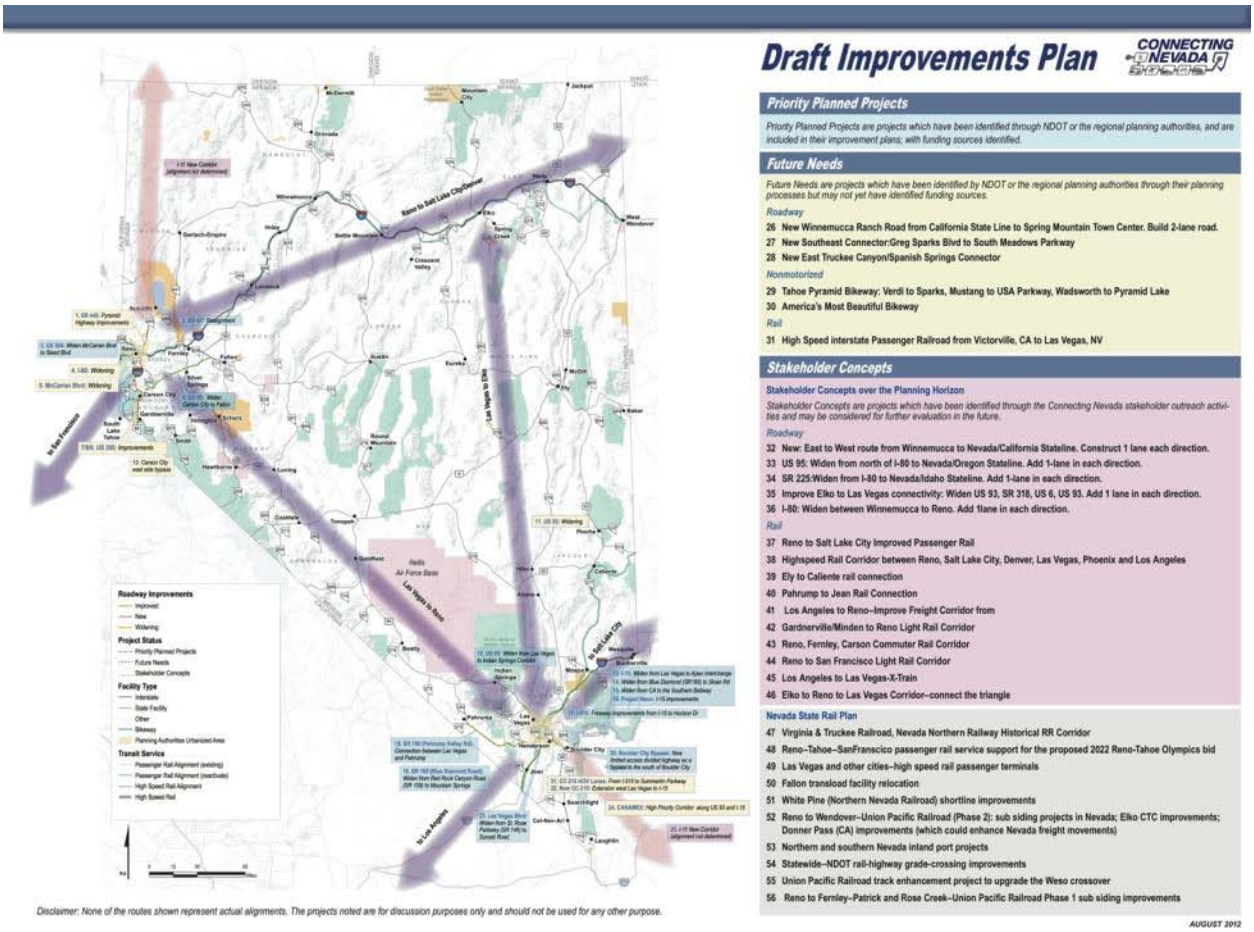
This method assigns weighting to each criteria (data layer), and scores to each category of that criteria. The resultant scores are then combined into one layer. This layer shows the suitability for development based on the sum of the assigned values. The suitability scale is relative, and ranges from suitable to constrained. This technique allows users to consider several constraints in concert – and may be used as another tool to help in evaluating corridors. The size of values can be easily adjusted to test sensitivity to a particular resource.

Criteria (weighting)	Categories	Score
Slope (0.25)	<12% unconstrained	10
	12 – 24% constrained	7
	>24% not developable.	1
Land Ownership (0.125)	Bureau of Land Management, State of Nevada	10
	Bureau of Reclamation, Private	7
	Bureau of Indian Affairs, Department of Energy, Fish and Wildlife Service	4
	Forest Service, National Park Service	2
	Department of Defense	Restricted
Environmental Constraints (0.5)	Wetlands and Waters of the U.S., Dry Lake/Pond, Wilderness Areas, Wildlife Refuge	2
	Areas of Critical, Environmental Concern (ACEC), Critical Habitat	1
Parks (0.125)	National Park, State Forest	2
	State and County Parks	1



For more information and project contacts please check the study website at www.ConnectingNevada.org

8.1.12: Draft Improvement Plan



8.1.13: Major Roadway and Transit Projects

Current and Future Roadway Improvement Projects (DRAFT)

Project ID	Mapping	Callout on Map	MAP Description	Description	Cost	Timeframe	Source	Influence Area
Priority Planned								
1	Yes	Yes	I-15: Widen from Las Vegas to Mesquite Corridor	I-15: Widen from from Craig Road (SR 573) to Speedway Boulevard to Apex Interchange. 4 lane to 6 lane	$145 - 172 million	Final design: 2013; Construction: 2016	NV STIP 2012-2015	Las Vegas to Mesquite Corridor
2	No	Yes	Project Neon: I-15 Improvements	Project Neon: I-15 Desert Inn Road- HOV Direct Connctor from US 95 to I-15. I-15 widening improvements from Spaghetti Bowl to south of Sahara. Add/Drop Lanes at Oakey/Wyoming. New Access to Alta.	$466 - $486 Million	Final design: 2013; Construction: TBD	NV STIP 2012-2015	Downtown Las Vegas
3	Yes	Yes	US 395: Widen McCarran Blvd to Stead Blvd	US 395 (Washoe Limit): Widen McCarran Blvd to Stead Blvd. Interchange improvements, bridge widening, signage and drainage improvements	$80 - $100 million	Final design and construction: TDN	Quarterly Report for Major Projects for Quarter Ending March 31, 2014	Northern Reno, Washoe County
4	NO	Yes	SR 160 (Blue Diamond Road): Widen from Red Rock Canyon Road (SR 159) to Mountain Springs	SR 160 (Blue Diamond Road): Widen from Red Rock Canyon Road (SR 159) to Mountain Springs. 2 lane to 4 lane.	$95 million	FY 2013	NV STIP 2012-2015	Recreational areas, SW Clark County
5	Yes	Yes	US 50: Widen Carson City to Fallon	US 50: Widen from Salmon Rd west of US 395 to .49 US 50 (Veterans Memorial Highway). Add 1 lane in each direction	Not known	FY 2015	Carson Area Metropolitan Planning Organization 2030 RTP, Sept 2009; US 50 East Corridor Study, November 2009 and Connecting Nevada Phase II Stakeholder Workshops Summary., Feb 2012	Carson City to Silver Springs Corridor
6	Yes	Yes	US 95: Widen from Las Vegas to Indian Springs Corridor	US 95: Widen from Ann Road to Kyle Canyon Rd (Phase 2). Three general purpose and 1 HOV lane. U.S. 95/CC 215 Northern Beltway upstrs interchange (Phase 3). Construct service interchange at Kyle Canyon (Phase 5)	$157.8-172.8 million	Phase 2: Thru 2028, phase 3: Thru 2026, phase 5: thru 2018	Quarterly Report for Major Projects for Quarter Ending March 31, 2012; US 95 Northwest Corridor Improvement Project, NDOT, 2011	Las Vegas to Indian Springs Corridor
7	No	Yes	SR 427 Realignment	New road from int of SR 427/Old US 40 for approximately 5 mile. Realign roadway (Wadsworth Limit)	$12.2 million	FY 2015	Annual Work Program, Washoe, 2012	Wadsworth, Pyramid Lake Indian Reservation
8	No	Yes	Las Vegas Boulevard: Widen from St. Rose Parkway (SR 146) to Sunset Road	Las Vegas Boulevard (parallel to I-15): Widen from St. Rose Parkway (SR 146) to Sunset Road. 4 lane to 6 lane.	$35.5 - $37.5 million	Final design complete, construction package 2 complete, 2 TBD	Quarterly Report for Major Projects for Quarter Ending March 31, 2012	Downtown Las Vegas
9	Yes	Yes	I-15: Widen from Blue Diamond (SR160) to Sloan Road	I-15: Widen from Blue Diamond (SR160) to Tropicana Avenue then extend to Sloan Road. Construct one lane in each direction in the median area.	$21.5 - $23 million (Phase 1B) $418.9 - $443.5 million (Phase 3)	Environmental complete, Construction TBD	Quarterly Report for Major Projects for Quarter Ending March 31, 2012	Las Vegas Area
10	Yes	Yes	I-15: Widen from CA State Line to the Southern Beltway	I-15: Widen from CA State Line to the Southern Beltway. 4 lane to 6 lane	$85 million	FY 2015-21	Annual Work Program, Clark, 2013-21	Southern Clark County
11	Yes	Yes	Boulder City Bypass: New limited access divided highway as a bypass to the south of Boulder City	US 93 / US 95 Boulder City Bypass: New 4 lane limited access divided highway as a bypass to the south of Boulder City for US 93 traffic (Phase 2)	$352 - $850 million	Construction Package 1: Mid 2014, Final design and construction: TDN	Quarterly Report for Major Projects for Quarter Ending March 31, 2012	Boulder City
12	Yes	Yes	US 395 Carson City Freeway	I-15 395 Carson City Freeway, Phase 2B: Construct 3 miles of 4 lane access controlled Freeway, complete Snyder Bridge, construct interchanges at Fairview Dr and south Carson St. Improve drainage	$137-$190 million	Final design: underway, Construction: TBD	Quarterly Report for Major Projects for Quarter Ending March 31, 2012	Carson City
13	Yes	Yes	SR 160 (Pahrump Valley Rd): Connection between Las Vegas and Pahrump	SR 160 (Pahrump Valley Rd): Widen from Calvada Blvd to the NV/CL county line. 2 lane to 5 lane	$36.3 million	FY 2012-21	Annual Work Program, Nye, 2012-21	Southern Clark County
14	No	Yes	I-515: Freeway Improvements from I-15 to Horizon Drive	I-515: Freeway Improvements from I-15 to Horizon Drive. Improve operational efficiency, capacity and safety. New interchanges, realign, Bonanza Road overcrossing of Las Vegas Boulevard	278 to $385 million	Final design and construction: TDN	Quarterly Report for Major Projects for Quarter Ending March 31, 2012	Las Vegas Area
Future Needs								
15	No	Yes	Carson City east side bypass	New road. South of Pinenut Rd to the Carson City Freeway. Build 20 miles of new 4 lane road (East side bypass)	$268 million	FY 2012-21	Annual Work Program, Douglas, 2012-21	Gardnerville, Douglas County
16	Yes	Yes	SR 445 Pyramid Highway Improvements	SR 445 Pyramid Highway Improvements: A) from Calle De La Plata south to Disc Drive, convert the arterial to a 6 lane freeway with frontage roads as needed. Build a new 4 lane freeway from the Disc area west to US395, tie in with a system interchange. Extend Disc Drive east from Pyramid to Vista as a 4 lane arterial	$550M - $670M	Construction: TBD	Quarterly Report for Major Projects for Quarter Ending March 31, 2015	Sparks, Washoe County
17	No	Yes	US 93 widening	US 93 widening: I-15 to Lincoln County line. Widen from 2 to 4 lane divided highway.	Not available	Assumed by 2060	APEX to Mesquite and Moapa Valley Corridor Study, Jan 2011	Northern Clark County
18	Yes	Yes	CC 215 HOV Lanes	CC 215 HOV Lanes: from I-515 to Summerlin Parkway. Add 1 lane each direction.	Not available	Assumed by 2060	Southern Nevada HOV Plan, June 2007	Las Vegas Area
19	No	Yes	New CC 215 extension west Las Vegas to I-15	New: Connect I-15 to CC 215 near Town Center Drive Interchange on the West side of Las Vegas	Not available	Assumed by 2060	RTC, West Valley North-South Critical Facilities Study	Las Vegas Area
20	Yes	Yes	CANAMEX High Priority Corridor from Nogales, AZ through NV, UT, ID, MT to Canadian border. The corridor will follow I-19, I-10, US 93 and I-15	CANAMEX High Priority Corridor from Nogales, AZ through NV, UT, ID, MT to Canadian border. The corridor will follow I-19, I-10, US 93 and I-15	Not available	Assumed by 2060	http://canamex.org/CanaMex/ISA.asp	AZ, NV, UT, ID and MT
21	Yes	Yes	US 395 improvements (note: shown on map as one segment)	US 395: Build 4 lane freeway from from Mullin Lane to Plymouth Dr, 6 lane arterial from SR 88 Woodfords Rd to Muller Ln. Truck climbing lane from from Mica Dr to N. Sunridge Dr.	$275 million	FY 2012-21	Annual work program,Douglas, 2012-21	Douglas County Limit
22				US 395 widening within Washoe limit. Ultimate number of lanes vary from 6 lane to 10 lane	Not determined (multiple Phases)	By 2040 and beyond	Annual work program, Washoe RTP 2011	Washoe County Limit
23	Yes	Yes	I-80 widening within Reno, Sparks, Truckee limit	I-80 widening within Reno, Sparks, Truckee limit. Ultimate number of lanes vary from 6 lane to 10 lane. Interchange improvements	1.08 - 1.13 billion (multiple Phases)	By 2040 and beyond	Washoe RTP 2011	Washoe County Limit
24	No	Yes	US 395: New connection to new Carson Freeway	US 395: Improve from Jacks Valley Rd to Douglas/Carson City County line. Frontage road, bike lanes, sidewalks, grade separation, interchange	$215 million	FY 2012-21	Annual work program,Carson, 2012-21	Carson Area MPO
25	No	no	New Winnemucca Ranch Road from California State Line to Spring Mountain Town Center. Construct 2 lane road.	New Winnemucca Ranch Road from California State Line to Spring Mountain Town Center. Construct 2 lane road.	$57.1 million	FY2019-30	Washoe RTP, May 2011	Washoe County Limit
26	No	no	New Southeast Connector-Greg Sparks Blvd to South Meadows Parkway	New Southeast Connector- 4-6 lane high access control major arterial from Greg Sparks Blvd to South Meadows Parkway, to Double Diamond. This road will establish a new regional network link from Sparks to southeast Reno	$170 million	FY2013-18	Washoe RTP, May 2011	Washoe County Limit
27	No	no	New East Truckee Canyon/Spanish Springs Connector	New East Truckee Canyon/Spanish Springs Connector- 4-6 Lane freeway connecting the east end of Sparks with east I-80 at about the Patrick Interchange	$625 million	FY 2019-2030	Washoe RTP, May 2011	Washoe County Limit
28	No	Yes	McCarran Blvd: Widening	McCarran Blvd: Widen the entire stretch from 6 thru 8 lane	Not available, multiple phases	FY 2040 Buildout	Washoe RTP, May 2011	Washoe County Limit
29	No	Yes	New: USA Parkway from Comstock Valley to Ramsey Valley (I-80 to US 50)	New: USA Parkway from Comstock Valley to Ramsey Valley (I-80 to US 50)	Not Available	Assumed by 2060	Connecting Nevada Phase II Stakeholder Workshops Summary., Feb 2012	Storey County
30	No	Yes	New: Lazy 5 Parkway from Sun Valley Blvd to Wingfield Hills Rd	New: Lazy 5 Parkway from Sun Valley Blvd to Wingfield Hills Rd. 4 lane road	Not available, multiple phases	FY 2030 Buildout	Washoe RTP, May 2011	Washoe County Limit
Stakeholder Concepts								
31	No	No	New: East to West route from Winnemucca to Nevada/California Stateline. Construct 2 lane each direction.	New: East to West route from Winnemucca to Nevada/California Stateline. Construct 2 lane each direction.	Cost estimate and implementation timeline are yet to be determined or not known. It was assumed these roadways will be constructed and operational by 2060		Connecting Nevada Phase II Stakeholder Workshops Summary., Feb 2012	Washoe County Limit
32	No	No	US 95: Widen from north of I-80 to Nevada/Oregon Stateline. Add 1 lane in each direction.	US 95: Widen from north of I-80 to Nevada/Oregon Stateline. Add 1 lane in each direction.			Connecting Nevada Phase II Stakeholder Workshops Summary., Feb 2012	Northern Nevada
33	No	No	SR 225 Widen from I-80 to Nevada/Idaho Stateline. Add 1 lane in each direction	SR 225 Widen from I-80 to Nevada/Idaho Stateline. Add 1 lane in each direction.			Connecting Nevada Phase II Stakeholder Workshops Summary., Feb 2012	Northern Nevada
34	No	No	Improve Elko to Las Vegas connectivity: Widen US 93, SR 318, US 6, US 50. Add 1 lane in each direction.	Improve Elko to Las Vegas connectivity: Widen US 93, SR 318, US 6, US 50. Add 1 lane in each direction.			Connecting Nevada Phase II Stakeholder Workshops Summary., Feb 2012	Elko to Las Vegas connectivity
35	No	No	I-80: Widen between Winnemucca to Reno. Add 1 lane in each direction.	I-80: Widen between Winnemucca to Reno. Add 1 lane in each direction.			Connecting Nevada Phase II Stakeholder Workshops Summary., Feb 2012	Washoe County Limit
36	No	No	I-11 New Corridor- Connecting Phoenix, Las Vegas and travel further north beyond Oregon/Washington	I-11 New Corridor: Connecting Phoenix, Las Vegas and travel further north beyond Oregon/Washington			MAG I-11 Corridor Workshop, May 2011	AZ, NV, OR, WA

Connecting Nevada — Current and Future Transit and Nonmotorized Projects (DRAFT) — Stakeholder Outreach

TRANSIT

Project ID	MAP?	Callout on Map	Description	Category	Source
Planned and Committed					
			None		
Planned					
37	yes	Yes	High Speed interstate Passenger Railroad from Victorville, CA to Las Vegas, NV	Interstate Rail	DesertXpress Rail Project [now known as Xpress West], Feb 2011
Stakeholder Workshop and other ideas					
38		Yes	CANada-MEXico Corridor which includes US93, I-515, I-15 and the Union Pacific	Freight Rail	Nevada Statewide Intermodal Goods Movement Study, May 2000
39	No	Yes	Highspeed Rail Corridor between Reno, Salt Lake City, Denver, Las Vegas, Phoenix and Los Angeles	Interstate Rail	Nevada State Rail Plan, 2012, Western Highspeed Rail Alliance Vision, numerous stakeholders mentioned this as a key connection also with stops in Elko, Mesquite etc, also look at various technologies, high speed, maglev
40	No	Yes	Ely to Caliente rail connection	Freight Rail	Connecting Nevada Phase II Stakeholder Workshops Summary, Feb 2012
41	No	Yes	Pahrump to Jean Rail Connection	Freight Rail	Connecting Nevada Phase II Stakeholder Workshops Summary, Feb 2012
42	No	Yes	Los Angeles to Reno--Improve Freight Corridor from	Freight Rail	Connecting Nevada Phase II Stakeholder Workshops Summary, Feb 2012
43	No	Yes	Gardnerville/Minden to Reno Light Rail Corridor	High Capacity Transit	Connecting Nevada Phase II Stakeholder Workshops Summary, Feb 2012
44	No	Yes	Reno, Fernley, Carson Commuter Rail Corridor	Commuter Rail	Connecting Nevada Phase II Stakeholder Workshops Summary, Feb 2012
45	No	Yes	Reno to San Francisco Light Rail Corridor	High Capacity Transit	Connecting Nevada Phase II Stakeholder Workshops Summary, Feb 2012
46	Yes	Yes	Reno to Salt Lake City Improved Passenger Rail	Interstate Rail	Connecting Nevada Phase II Stakeholder Workshops Summary, Feb 2012
47	No	Yes	Elko to Reno to Las Vegas Corridor-- connect the triangle	Interstate Rail	Connecting Nevada Phase II Stakeholder Workshops Summary, Feb 2012
Nevada State Rail Plan					
48	No	No	Virginia & Truckee Railroad, Nevada Northern Railway Historical RR Corridor	Tourist Rail	Nevada State Rail Plan, 2012
49	Yes	Yes	Los Angeles and Las Vegas--X-Train conventional passenger rail service between ,	Interstate Rail	Nevada State Rail Plan, 2012
50	No	Yes	Reno-Tahoe-SanFranscico-passenger rail service support for the proposed 2022 Reno-Tahoe Olympics bid	Interstate Rail	Nevada State Rail Plan, 2012
51	No	No	Las Vegas and other cities--high speed rail passenger terminals	Interstate Rail	Nevada State Rail Plan, 2012
52	No	Yes	Fallon transload facility relocation	Freight Rail	Nevada State Rail Plan, 2012
53	No	Yes	White Pine (Northern Nevada Railroad) shortline improvements	Freight Rail	Nevada State Rail Plan, 2012
54	No	No	Reno to Wendover--Union Pacific Railroad Phase 2 projects, including: sub siding projects in Nevada(construct Oreanna; construct Valery; and extend Massie); Elko CTC improvements; Donner Pass improvements in California (which could enhance Nevada freight movements)	Freight Rail	Nevada State Rail Plan, 2012
55	No	No	Northern and southern Nevada inland port projects	Freight Rail	Nevada State Rail Plan, 2012
56	No	No	Statewide--NDOT rail-highway grade-crossing improvements	Freight Rail	Nevada State Rail Plan, 2012
57	No	No	Union Pacific Railroad track enhancement project to upgrade the Weso crossover	Freight Rail	Nevada State Rail Plan, 2012
58	No	No	Reno to Fernley--Patrick and Rose Creek--Union Pacific Railroad Phase 1 sub siding improvements	Freight Rail	Nevada State Rail Plan, 2012

MULTIMODAL

Project ID	MAP?	Caption	Description	Category	Source
Planned and Committed					
			None		
Planned					
59	No	Yes	Tahoe Pyramid Bikeway: Verdi to Sparks, continue from Mustang to USA Parkway and finally to Pyramid Lake through Wadsworth.	Bike route/ multi-modal	Tahoe-Pyramid Bikeway , http://www.tpbikeway.org/index.php
60	No	Yes	America's Most Beautiful Bikeway: Proposed Bike Trail along US 50 and SR 28, eastern shore of Lake Tahoe between Stateline and Incline Village	Bike route/ multi-modal	Tahoe Transportation District http://tahoetransportation.org/projects-and-planning/projects-map

August 17, 2012

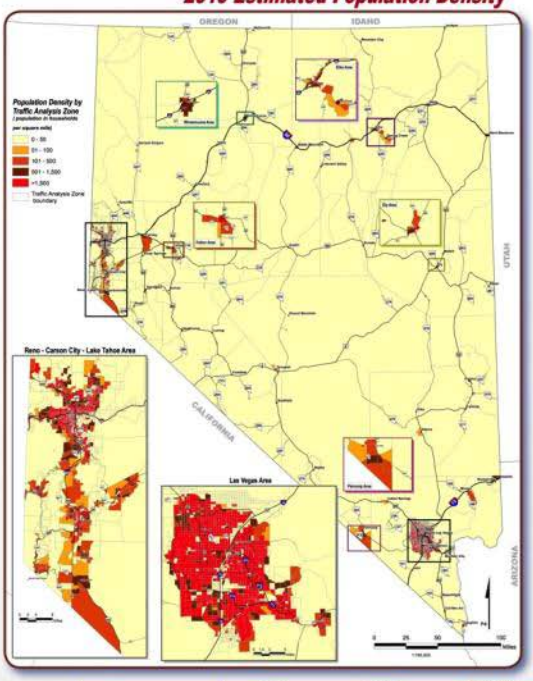
8.1.14: Socioeconomic Projections (Population)

CONNECTING NEVADA | NEVADA DOT

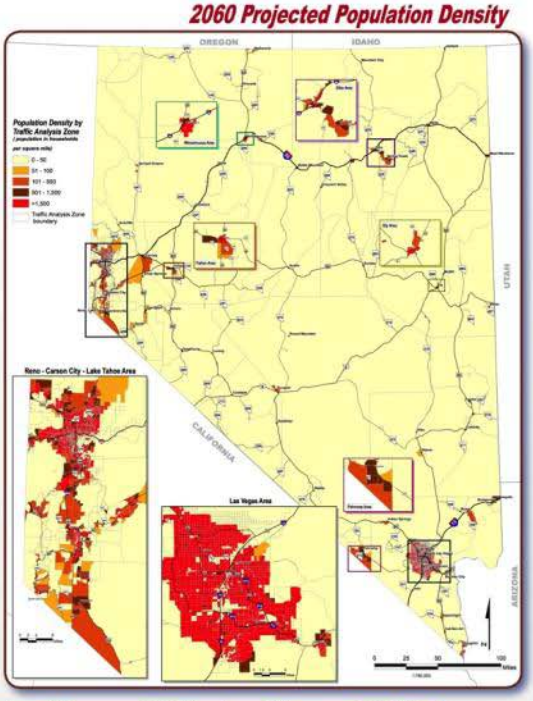
Socioeconomic Projections

Population

2010 Estimated Population Density



2060 Projected Population Density



County	2010 Population	2020 Population	CAGR* (%) 2010–2020	2030 Population	CAGR (%) 2020–2030	2060 Population	CAGR (%) 2030–2060
Carson City NV	51,600	54,000	0.46	56,200	0.40	68,600	0.67
Churchill NV	24,500	27,000	0.98	29,400	0.86	38,700	0.92
Clark NV	1,929,300	2,401,900	2.22	2,668,000	1.06	4,288,100	1.59
Douglas NV	46,800	49,600	0.58	52,400	0.55	64,100	0.67
Elko NV	46,700	52,700	1.22	58,600	1.07	82,200	1.13
Esmeralda NV	905	920	0.16	930	0.11	1,000	0.24
Eureka NV	2,000	2,300	1.41	2,600	1.23	3,900	1.36
Humboldt NV	16,300	20,300	2.22	24,300	1.81	44,100	2.01
Lander NV	5,800	5,900	0.17	6,100	0.33	6,600	0.26
Lincoln NV	5,100	5,700	1.12	6,300	1.01	8,500	1.00
Lyon NV	51,600	59,400	1.42	67,100	1.23	100,600	1.36
Mineral NV	4,700	5,200	1.02	5,700	0.92	7,600	0.96
Nye NV	43,500	48,200	1.03	53,000	0.95	71,400	1.00
Pershing NV	5,100	5,300	0.39	5,500	0.37	6,300	0.45
Storey NV	4,000	4,400	0.96	4,700	0.66	6,100	0.87
Washoe NV	416,100	474,100	1.31	536,500	1.24	860,800	1.59
White Pine NV	8,800	9,700	0.98	10,600	0.89	14,000	0.93
State of Nevada	2,662,805	3,226,620	1.94	3,587,930	1.07	5,672,600	1.54

State	2010 Population	2020 Population	CAGR (%) 2010–2020	2030 Population	CAGR (%) 2020–2030	2060 Population	CAGR (%) 2030–2060
Arizona	6,391,900	7,661,800	1.83	8,931,700	1.55	14,190,100	1.56
California	37,253,400	40,670,000	0.88	44,127,000	0.82	54,785,800	0.72
Colorado	5,029,200	6,021,700	1.82	7,014,200	1.54	11,553,300	1.68
Idaho	1,567,600	1,768,600	1.21	1,969,600	1.08	2,774,000	1.15
Montana	989,400	1,017,200	0.28	1,044,900	0.27	1,134,000	0.27
New Mexico	2,059,200	2,462,000	1.8	2,864,800	1.53	4,701,000	1.66
Oregon	3,831,100	4,359,600	1.3	4,888,000	1.15	7,077,800	1.24
Utah	2,763,900	3,575,900	2.61	4,387,800	2.07	6,840,200	1.49
Washington	6,724,500	7,439,400	1.02	8,154,200	0.92	10,888,300	0.97
Wyoming	563,600	616,200	0.9	668,800	0.82	864,600	0.86

* Compund Annual Growth Rate

Socioeconomic projections were derived from various sources for the purpose of understanding future regional travel demand –in no case should they be construed as official projections of population or employment.

Sources: Arizona, ADOT Statewide Travel Demand Model (May, 2012) through 2050; California, Department of Finance (2012) through 2050; Colorado, Colorado Dept. of Local Affairs (2012) through 2036; Idaho, U.S. Census (2005) through 2030; Nevada (rural areas), Nevada State Demographer (2011), HDR (July, 2012); New Mexico, U.S. Census (2005) through 2030; Oregon, Oregon Office of Economic Analysis (2004) through 2030; Utah, UT Governor's Office of Planning and Budget (2011) through 2060; Washington, State Office of Financial Management (2011) through 2030; Wyoming, WY Department of Administration and Analysis (2011) through 2030. All forecasts beyond state projection horizons, HDR (2012).

AUGUST 2012

8.1.15: Socioeconomic Projections (Employment)

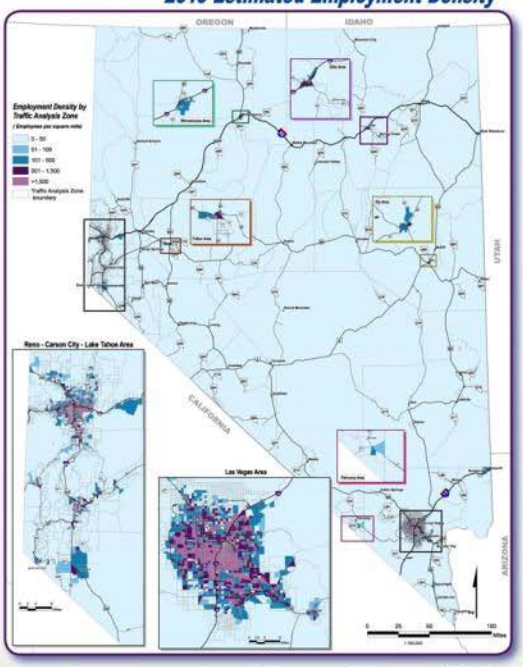
CONNECTING NEVADA

NEVADA DOT

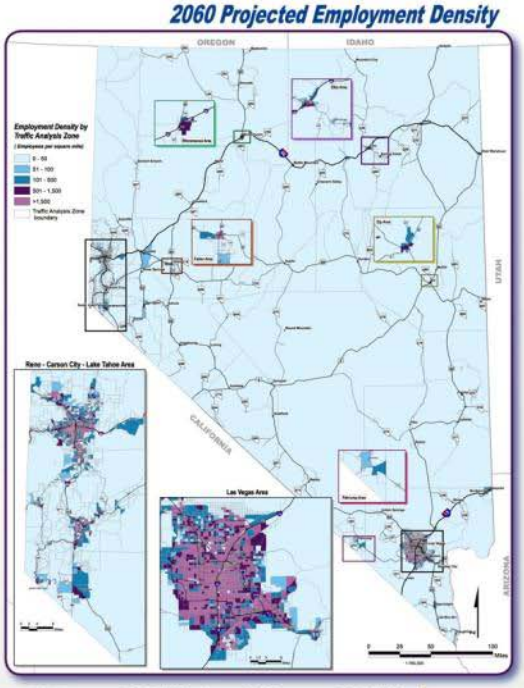
Socioeconomic Projections

Employment

2010 Estimated Employment Density



2060 Projected Employment Density



County	2010 Employment	2020 Employment	CAGR* (%) 2010–2020	2030 Employment	CAGR (%) 2020–2030	2060 Employment	CAGR (%) 2030–2060
Carson City NV	24,800	28,100	1.26	33,200	1.68	44,700	1.00
Churchill NV	7,500	8,300	1.02	9,000	0.81	11,900	0.94
Clark NV	811,900	983,600	1.94	1,149,100	1.57	1,984,400	1.84
Douglas NV	17,000	18,200	0.68	19,400	0.64	22,600	0.51
Elko NV	19,600	22,100	1.21	24,600	1.08	34,500	1.13
Esmeralda NV	618	628	0.16	600	-0.46	700	0.52
Eureka NV	3,500	4,000	1.34	4,600	1.41	6,800	1.31
Humboldt NV	6,900	8,700	2.35	10,300	1.70	18,700	2.01
Lander NV	2,000	2,000	0	2,100	0.49	2,300	0.30
Lincoln NV	1,400	1,500	0.69	1,700	1.26	2,300	1.01
Lyon NV	11,900	13,200	1.04	14,700	1.08	22,000	1.35
Mineral NV	1,500	1,700	1.26	1,800	0.57	2,500	1.10
Nye NV	8,400	9,300	1.02	10,200	0.93	13,800	1.01
Pershing NV	1,200	1,200	0	1,300	0.80	1,400	0.25
Storey NV	2,600	2,800	0.74	3,100	1.02	3,900	0.77
Washoe NV	184,700	220,200	1.77	261,300	1.73	436,800	1.73
White Pine NV	3,500	3,900	1.09	4,200	0.74	5,600	0.96
State of Nevada	1,109,018	1,329,428	1.83	1,551,200	1.55	2,614,900	1.76

State	2010 Employment	2020 Employment	CAGR (%) 2010–2020	2030 Employment	CAGR (%) 2020–2030	2060 Employment	CAGR (%) 2030–2060
Arizona	2,377,000	2,999,300	2.35	3,629,000	1.92	6,689,900	2.06
California	14,163,000	15,606,600	0.98	16,845,000	0.77	20,635,100	0.68
Colorado	2,203,800	2,563,900	1.52	2,986,400	1.54	4,919,000	1.68
Idaho	543,400	681,900	2.30	759,400	1.08	1,069,500	1.15
Montana	419,200	428,700	0.22	440,400	0.27	477,900	0.27
New Mexico	781,700	930,600	1.76	1,082,900	1.53	1,777,000	1.66
Oregon	1,395,100	1,816,600	2.68	2,038,800	1.16	2,960,800	1.25
Utah	1,019,300	1,469,500	3.73	1,798,000	2.04	2,782,400	1.47
Washington	2,808,700	3,103,800	1.00	3,402,000	0.92	4,542,700	0.97
Wyoming	271,200	291,300	0.72	316,100	0.82	408,700	0.86

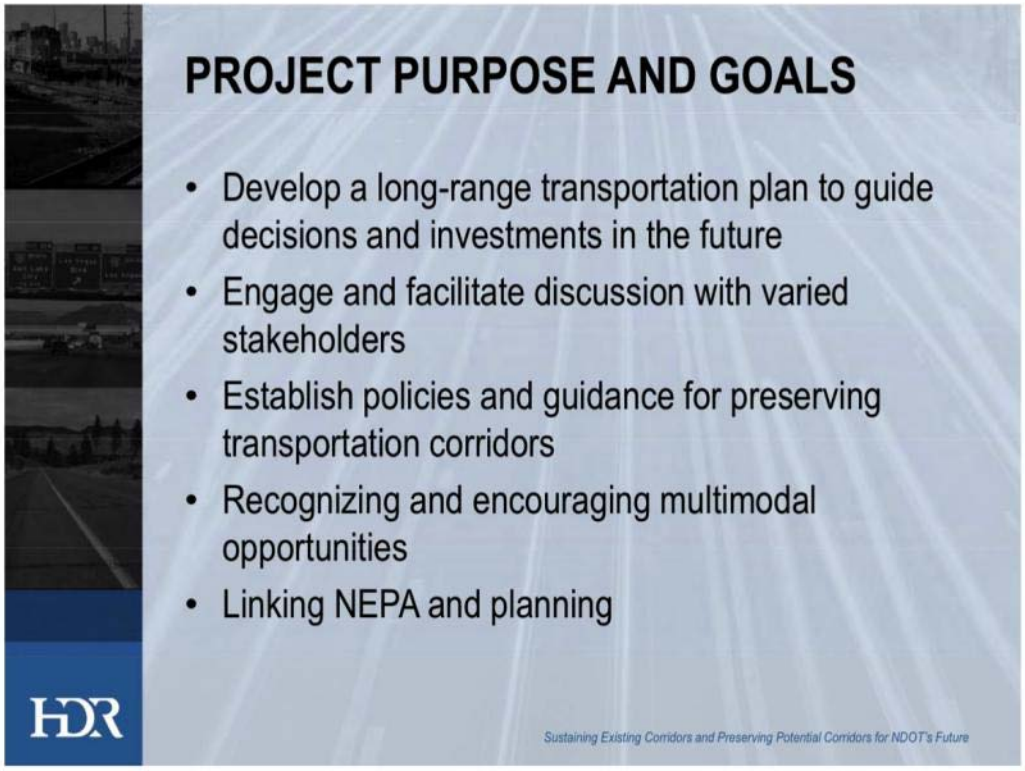
* Compund Annual Growth Rate

Socioeconomic projections were derived from various sources for the purpose of understanding future regional travel demand –in no case should they be construed as official projections of population or employment.

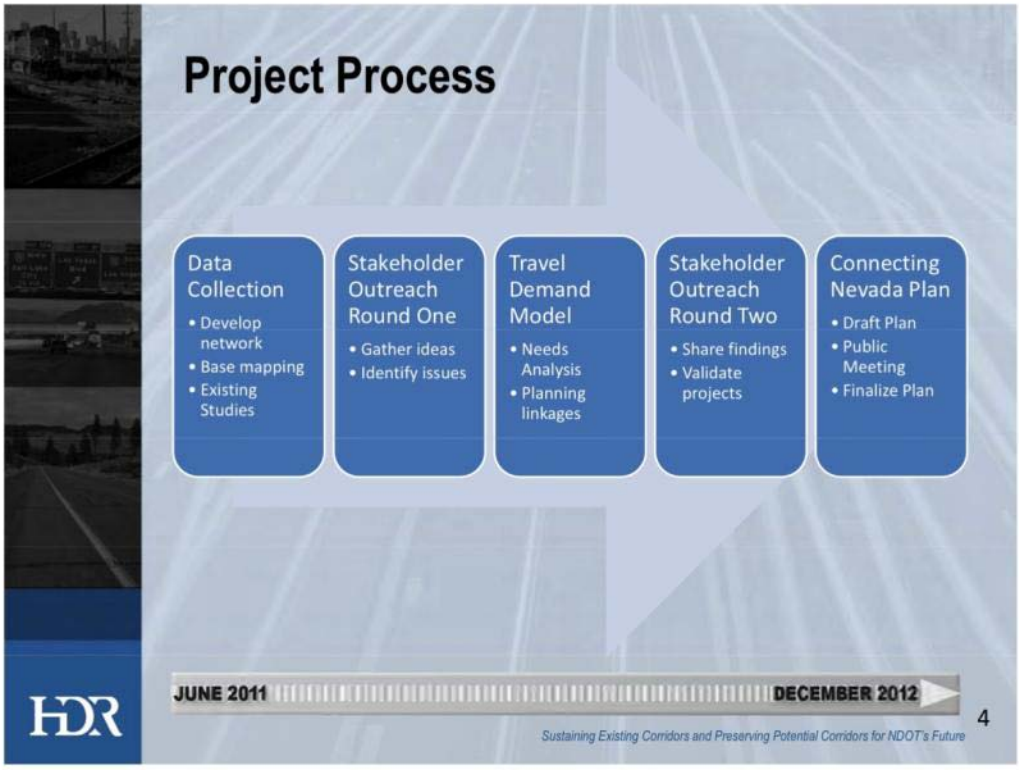
Sources: Arizona, ADOT Statewide Travel Demand Model (May, 2012) through 2050; California, Department of Finance (2012) through 2050; Colorado, Colorado Dept. of Local Affairs (2012) through 2030; Idaho, U.S. Census (2005) through 2030; Nevada (rural areas), Nevada State Demographer (2011), HDR (July, 2012); New Mexico, U.S. Census (2005) through 2030; Oregon, Oregon Office of Economic Analysis (2004) through 2030; Utah, UT Governor's Office of Planning and Budget (2011) through 2060; Washington, State Office of Financial Management (2011) through 2030; Wyoming, WY Department of Administration and Analysis (2011) through 2030. All forecasts beyond state projection horizons, HDR (2012).

AUGUST 2012

8.2 STAKEHOLDER PRESENTATION SLIDES




Building On Phase 1
Structure
Process
Policy
Tools / Resources
Tools
• G.I.S.
• Cost Wizard
• R/W Cost Estimates (IRWIN)
• Statewide Trans. Made
• Prioritization
Resources
• Funding
• Staff
• Advocacy
Sustaining Existing Corridors and Preserving Potential Corridors for NDOT's Future


Project Process
Data Collection
• Develop network
• Base mapping
• Existing Studies
Stakeholder Outreach Round One
• Gather ideas
• Identify issues
Travel Demand Model
• Needs Analysis
• Planning linkages
Stakeholder Outreach Round Two
• Share findings
• Validate projects
Connecting Nevada Plan
• Draft Plan
• Public Meeting
• Finalize Plan
JUNE 2011
DECEMBER 2012
4
Sustaining Existing Corridors and Preserving Potential Corridors for NDOT's Future

Guidance provided by

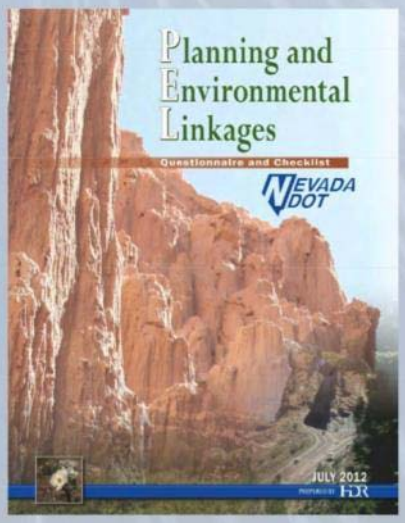
- Technical Advisory Committee
  - Department staff; representatives of the Metropolitan Planning Organizations (MPOs); non-NDOT representatives from each NDOT Districts; and others as designated by the Department
- Steering Committee
  - consists of Department and high priority agency representatives who will oversee Phase II
- Stakeholders like you!

HDR

Sustaining Existing Corridors and Preserving Potential Corridors for NDOT's Future

Tools being developed include

- Policy guidance, such as planning and environmental linkages
  - integrating planning and environmental requirements

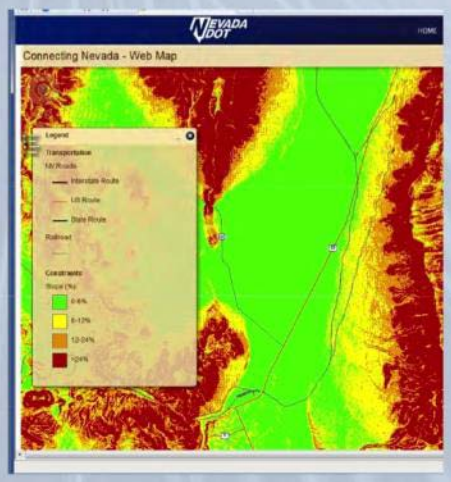


HDR

6

GIS Suitability Analysis

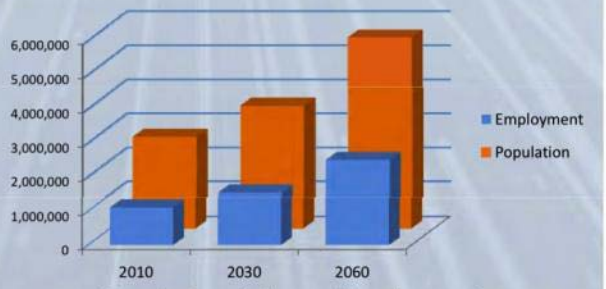
- Constraints analysis to identify suitable land for development
- Run what-if scenarios to identify future transportation corridors



HDR

Socioeconomic Forecasts

- Compile population and employment projections through 2060



Nevada Population and Employment

Nevada	2010	2030	2060
Population	2,663,000	3,588,000	5,673,000
Employment	1,109,000	1,551,000	2,614,000

Source: HDR, 2012

HDR

Sustaining Existing Corridors and Preserving Potential Corridors for NDOT's Future

Web Mapping

- Web mapping tool to share data with stakeholders
- QC and review alternatives over the web from your desktop browser
- Easy to use tool, similar to Google maps

Transit propensity

- Transit propensity analyses identify geographical areas that have the potential to support transit use

Standout Urban Areas	Standout Rural Areas	
•Las Vegas	•Battle Mountain	•Fallon
•Carson City	•Elko/Spring Creek	•Gardnerville Ranchos / Indian Hills
•Reno	•Ely/McGill	•Pahrump

10

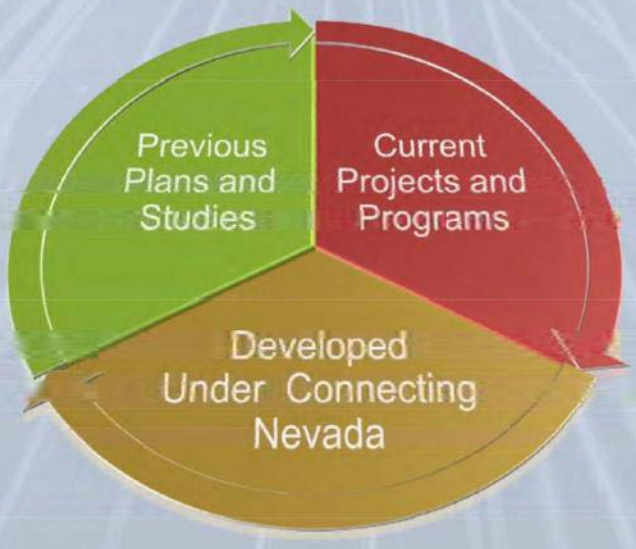
Travel Demand Model

- Statewide travel demand model, looks beyond borders at influence of neighboring states
- Analyze traffic growth in key corridors
- Evaluate improved regional connections

2010 Roadway Capacity

11

Identify Transportation Needs



12


How to Get Additional Information
• Visit Connecting Nevada website at
http://www.connectingnevada.org/
• Project contacts:
Jason Van Havel
NDOT Project Manager
1263 South Stewart Street
Carson City, Nevada 89712
(775) 888-7119
jvanhavel@dot.state.nv.us
Tim Mueller
NDOT Project Manager
1263 South Stewart Street
Carson City, Nevada 89712
(775) 888-7351
tmueller@dot.state.nv.us
Lolene Terry
Consultant Project Manager
HDR Engineering, Inc.
7180 Pollock Drive, Suite 200
Las Vegas, NV 89119
(702) 938-6002
lolene.terry@hdrinc.com
HDR
13
Sustaining Existing Corridors and Preserving Potential Corridors for NDOT's Future

9.0 INVITATION

!

August 7, 2012

Dear Community Partner:

The Nevada Department of Transportation (NDOT) is developing the Connecting Nevada Plan, an initiative to address the future of Nevada's transportation system. Connecting Nevada is a long range, statewide multimodal plan to chart Nevada's transportation future.

It is my hope that you will join us for additional stakeholder meetings that will help provide valuable input to our final policy recommendations and planning tools that create the Connecting Nevada Plan. Since our last round of stakeholder meetings, the Connecting Nevada Plan has progressed in many important ways. Community stakeholders attending the stakeholder meetings will have an opportunity to discuss the following with NDOT staff and Connecting Nevada consultants:

- **Planned and committed roadway projects and traffic forecasts**
- **Population and employment projections through the project's 2060 planning horizon**
- **Identified transportation corridor deficiencies**
- **Future roadway network and proposed transportation corridors**

NDOT is extending this invitation to community stakeholders like yourself, whose input and guidance are needed to create a sustainable and successful Connecting Nevada Plan. During the stakeholder meetings you will have the opportunity to meet with NDOT staff and Connecting Nevada consultants. I encourage you to join in this opportunity to learn about the future of transportation in Nevada, and to share your ideas, questions, or comments with our team.

The stakeholder meetings will be facilitated in an open house format, allowing you to attend at your convenience, for any amount of time, during the three hours scheduled for each meeting. Enclosed is a schedule for the stakeholder meetings. Please call (702) 880-8452 or e-mail jgray@strategicsolutionsnv.com if you have any questions or need additional information. For more information about Connecting Nevada, please visit our project website www.connectingnevada.org. On behalf of NDOT, I thank you in advance for your willingness to be a part of this process.

Sincerely,

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

Connecting Nevada Stakeholder Meetings

LAS VEGAS:

Wednesday, August 22nd
9:00 a.m. – 12:00 p.m.

Thursday, August 23rd
2:00 p.m. – 5:00 p.m.

Winchester Cultural Center
3130 McLeod Drive
Las Vegas, NV 89121

RENO:

Wednesday, August 29th
9:00 a.m. – 12:00 p.m.

Thursday, August 30th
2:00 p.m. – 5:00 p.m.

McKinley Arts & Culture Center
925 Riverside Drive
Reno, NV 89503

WINNEMUCCA:
Monday, September 17th
10:00 a.m. -12:00 p.m.

Humboldt County Library
85 East Fifth Street
Winnemucca, NV 89445
(Please park on the side of the library)

ELKO:
Monday, September 17th
4:00 - 6:00 p.m.

Elko County Library
720 Court Street
Elko, NV 89801

ELY:
Tuesday, September 18th
10:00 a.m. - 12:00 p.m.

Great Basin College, Room #107
2115 Bobcat Drive
Ely, NV 89301

TONOPAH:

Tuesday, September 18th
4:00-6:00 p.m.

NDOT District I Conference Room
805 Erie Lane
Tonopah, NV 89049

10.0 LAS VEGAS STAKEHOLDER ATTENDANCE LIST

Organization/Agency	*First Name*	*Last Name*	*Position*
American Magline Group	Neil	Cummings	President
California-Nevada Super Speed Train Commission (Maglev)	Richann	Bender	Executive Director
Clark County, Department of Aviation	Tucker	Field	Management Analyst II, Planning Office
Las Vegas Monorail	Pete	McCann	
Las Vegas Monorail	Ingrid	Reisman	
Las Vegas Motor Speedway	David	Stetzer	
Southern Nevada Transit Coalition	Michelle	Vestal	Administrative Manager
Southern Nevada Transit Coalition-Silver Riders	Debbie	Dauenhauer	Executive Director
United States Postal Service (USPS)	Angie	Martin	
UNLV Transportation Research Center	Erin	Breen	Director, Safe Community Partnership Program
Nevada Legislature	Hon. Allison	Copening	State Senator
Nevada Legislature	Hon. Mark	Manendo	State Senator
Aggregate Industries	Todd	Miller	
Focus Property Group	Chris	Dingell	
Las Vegas Chamber of Commerce	Brian	McAnallen	Vice President of Government Affairs
Southern Nevada Homebuilders Association	Nat	Hodgson	Executive Director/CEO
Southern Nevada Homebuilders Association	Joe	Pantuso	
Urban Chamber of Commerce	Hannah	Brown	
Las Vegas Valley Water District (LVVWD) / Southern Nevada Water Authority (SNWA)	Ayoub	Ayoub	
Las Vegas Valley Water District (LVVWD) / Southern Nevada Water Authority (SNWA)	Larry	Tamashiro	

Organization/Agency	*First Name*	*Last Name*	*Position*
NV Energy	Maria	Iglesias	
NV Energy	Priscilla	Raudenbush	Customer Development
Southwest Gas Corporation	Keith	Brown	
Southwest Gas Corporation	Telma	Lopez	Local Government Affairs and State Regulatory Affairs
Valley Electric Association, Inc.	James	Caple	
Valley Electric Association, Inc.	John	Dodge	
Las Vegas Convention and Visitors Authority (LVCVA)	Brig	Lawson	Director of Business Partnerships
Friends of Nevada Wilderness / Red Rock Audobon Society	John	Hiatt	Board Member
SouthWest Action Network (SWAN)	JD	Allen	Vice President
City of Henderson	Santana	Garcia	
City of Henderson	John	Penuelas	
City of Henderson	Brett	Seekatz	
City of Henderson- SNRPC	Jason	Rogers	
City of Las Vegas	Randy	Fultz	Public Works Engineering Planning
City of Las Vegas	Ydoleena	Yturralde	
City of Las Vegas	Peter	Lowenstein	
City of Mesquite	Richard	Secrist	
City of North Las Vegas	Randy	DeVaul	
City of North Las Vegas	Eric	Hawkins	Public Works
City of North Las Vegas	Cliff	Moss	
Clark County	Paul	Doerr	
Clark County Department of Air Quality and Environmental Management	Dennis	Ransel	

Organization/Agency	*First Name*	*Last Name*	*Position*
Clark County Fire Department	Ed	Kaminski	
Clark County Public Works	Joanna	Wadsworth	
Clark County Regional Flood Control District	Gale	Fraser	General Manager/Chief Engineer
Clark County Water Reclamation District	Adam	Werner	
Henderson Police Department	Eric	Denison	Lieutenant
Nye County	David	Fanning	Director Public Works
Nye County	Cash	Jaszczak	
Nye County	Darrell	Lacy	
White Pine County	Jim	Garza	Economic Development
Bureau of Land Management, Southern Nevada	Dorothy Jean	Dickey	
Bureau of Land Management, Southern Nevada	Catrina	Williams	
Bureau of Reclamation	Dana	Anat	
Nellis Air Force Base (AFB)	William	Cadwallader	
Nellis Air Force Base (AFB)	Victor	Rodriguez	
Nevada Department of Transportation (NDOT)	Angelica	Beltran	
Nevada Department of Transportation (NDOT)	Cleveland	Dudley	Transportation Planner
Nevada Department of Transportation (NDOT)	John	Terry	Project Management
Nevada Highway Patrol	Charles	Haycox	
U.S. Fish and Wildlife, Pacific Southwest Region	Kevin	DesRoberts	Deputy Project Leader

11.0 RENO STAKEHOLDER ATTENDANCE LIST

Organization/Agency	*First Name*	*Last Name*	*Position*
Greyhound Lines	Rod	Rogers	
Muscle Powered	Donna	Inversin	
Nevada Motor Transport Association / NV Trucking Association	Paul	Enos	CEO
Nevada Petroleum Marketers Association	Peter	Krueger	State Executive
Northern Transport	Inmar	Alkadiri	
Northern Transport	Will	Clugston	
Reno-Tahoe Airport Authority	Lisa	Butterfield	Airport Planner
Reno-Tahoe Airport Authority	Dean	Schultz	Chief Operating Officer
EP Minerals, LLC	Mark	Osiek	Logistics Manager
Nevada Manufacturers Association	Ray	Bacon	Executive Director
NV Energy	Linda	Bissett	
NV Energy	Toni	Powell	
Paiute Pipeline Company	Jesus	Martinez	
Southwest Gas Corporation	Keith	Brown	
Southwest Gas Corporation	Greg	Davis	
Southwest Gas Corporation	Jamie	Haas	
Truckee Meadows Water Authority	Steve	Volk	
Nevada Commission on Tourism	Claudia	Vecchio	Executive Director
Churchill County	Eleanor	Lockwood	Planning Director
Churchill County Road Department	Patti	Lingenfelter	
City of Fallon	Jim	Souba	

Organization/Agency	*First Name*	*Last Name*	*Position*
City of Fernley	Cody	Black	
City of Sparks	Armando	Ornelas	
Douglas County	Jeff	Foltz	Public Works
Douglas County	Dirk	Goering	Community Development - Planning Division
NCSI	Sue	Meador	
Nevada Commission on Terrorism	Christian	Passuck	
Northern Nevada Counter Terrorism	Robert	Dorsey	
Regional Transportation Commission of Washoe County (RTC)	Patrice	Echola	Land Use / Transportation Planner
Storey County	Tad	Fletcher	
Storey County	Dean	Haymore	Director, Community Development
Tahoe Fire Department	Eric	Guevin	
Tahoe Regional Planning Agency	John	Hester	
Town of Gardnerville	Tom	Dallaire	
Truckee River Flood Management Authority	Jay	Aldean	Deputy Director
Truckee-North Tahoe Transportation Management Association (TNT-TMA)	Jaime	Wright	
Washoe County	Chad	Giesinger	
Washoe County Air Quality	Yann	Ling-Barnes	
Washoe County Health- Air Quality	Leo	Horishny	
Washoe County Health- Air Quality	Daniel	Inouye	
Washoe County Health- Air Quality	Craig	Petersen	
Federal Highway Administration (FHWA) Nevada Division	Leah	Sirmin	
Nevada Department of Transportation (NDOT)	Caitlin	Bell	

Organization/Agency	*First Name*	*Last Name*	*Position*
Nevada Department of Transportation (NDOT)	Julie	Duewel	
Nevada Department of Transportation (NDOT)	Lisa	Schettler	Principal Operations ITS Engineer
Nevada State Demographer	Jeff	Hardcastle	State Demographer
Nevada State Office of Energy	Pete	Konesky	Energy Program Manager
Fallon Paiute-Shoshone Tribe	Herman	Dixon	
Pyramid Lake Paiute Tribe	Scott	Cavey	Tribal Planner
Reno Sparks Indian Colony	Tom	Purkey	
Nevada State Legislature	Hon. Don	Gustavson	State Senator

12.0 RURAL STAKEHOLDER ATTENDANCE LIST

Organization/Agency	*First Name*	*Last Name*	*Position*
Railroad Foundation	Steve	Leith	
White Pine Tourism and Recreation	Lorraine	Clark	
Ely Times	Lukas	Eggen	
City of Elko	Delmo	Andreozzi	Assistant City Manager
City of Winnemucca	Steve	West	City Manager/Engineer
City of Winnemucca	Dian	Putnam	
Ely City Council	Rom	Dicianno	City Councilman
Pershing County Police Department	Richard	Machado	Sheriff
White Pine County	Bill	Miller	Road Superintendent
Nevada Department of Transportation (NDOT)	David	Lindeman	Assistant District Engineer
Nevada Department of Transportation (NDOT)	Kal	Boni	
Nevada Department of Wildlife (NDOW)	Curt	Baugkman	
Nevada Highway Patrol	Michael	Gamberg	
Nevada Highway Patrol	Roy	Baughman	
Nevada Highway Patrol	Gabor	Visnovits	
Nevada Highway Patrol	Susan	Aller	