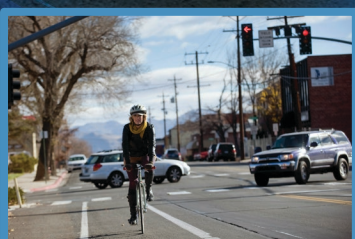


DRAFT

Planning Case, Vision and Goals

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ONE NEVADA

TRANSPORTATION PLAN



Prepared For:



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BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

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Acronyms and Abbreviations

EJ	environmental justice
MPO	metropolitan planning organization
NDOT	Nevada Department of Transportation
STTAC	Statewide Transportation Technical Advisory Committee
TAC	Technical Advisory Committee

1.0 Introduction

The Nevada Department of Transportation (NDOT) is developing the One Nevada Transportation Plan (Plan) – an update to the states federally required Long Range Transportation Plan. The Plan will be a performance-based transportation plan that identifies needs and strategically supports decision-making for future investments that will improve Nevada’s multimodal transportation system. It will include an overarching vision that defines agency and system goals, objectives, and performance measures that reflect input from Department leadership, Nevada’s stakeholders and planning partners, as well as, the general public. It is intended to be a living document that is a part of a continuous process of planning, implementation, operation, and preservation of Nevada’s transportation system that will evolve over time to reflect and be responsive to future changes in needs, resources, and priorities.

This plan will be one plan, one vision for Nevada’s Transportation needs. It should be consistent with the message of the Unified Transportation Investment Plan Preview, the Moving Nevada Forward: A Plan for Excellence in Economic Development 2012-2014 published by the Governor’s Office of Economic Development, and other statewide and regional transportation and related plans.

1.1 Planning Process Overview

The work consists of planning, stakeholder coordination, public engagement, internal facilitation within NDOT, development of existing and future conditions, incorporation of performance measures and developing interactive tools. Being a statewide plan, the study limits encompass the entire state, including both metropolitan and rural areas. Close collaboration with the state’s metropolitan planning organizations (MPOs) and other transportation partners will be paramount to achieve the vision of a unified plan.

Development of the One Nevada Transportation Plan is a multi-phase process.

- Phase 1 focuses on identifying a Vision for the study as well as supporting NDOT in updating their Department Vision and Goals.
- Phase 2 analyzes and summarizes statewide trends and develops a range of forecasts to which plan recommendations will be responsive.
- Phase 3 builds on the work of the previous phases and incorporates performance-based planning principles to develop a living Long Range Transportation Plan and supporting tools that meet federal long range transportation planning requirements.

1.2 Document Purpose

This Planning Case describes statewide long range transportation planning requirements, the intended benefits of the One Nevada Transportation Plan and outlines the plan’s vision and goals. It is important for proponents and participants to fully understand the need for statewide long range transportation planning and the opportunities this process presents for improving both mobility and decision-making. The Planning Case provides a foundation and clear vision for study recommendations to respond to and ensures the One Nevada Transportation Plan is a successful statewide investment.

2.0 Legislative Framework

A key requirement behind statewide long range transportation planning is rooted in federal legislation. Long range transportation plans have been utilized for many years, however, previous efforts have been focused at the policy-level with minimal emphasis on decision-making processes and project prioritization. Emphasized in MAP-21 and further solidified under the FAST Act, statewide long range transportation planning has been given enhanced importance and plays a larger role in informing transportation investment decisions.

2.1 MAP-21 Performance-based Requirements

The Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law in 2012, funding surface transportation programs for fiscal year 2013 and 2014 totaling \$105 billion. MAP-21 recognized the importance of statewide planning in establishing a “cooperative, continuous and comprehensive framework” for making statewide investment choices in a collaborative manner. MAP-21 made important modifications to the statewide planning process. Key modifications included the establishment of a performance-based process to support transportation planning decisions and support defined goals, development of corresponding performance targets and the incorporation of other statewide performance-based processes.

States are required to coordinate with Metropolitan Planning Organizations (MPOs) to select performance targets in urbanized areas and the state will select performance targets in coordination with local transportation providers for non-urbanized areas. These targets are in the areas of Interstate System and National Highway System (NHS) pavement condition and performance, NHS bridge condition, fatalities and serious injuries, traffic congestion, on-road mobile source emissions and Interstate System freight movement.

A description of these performance measures and targets should be included in the statewide long range plan. In addition, the long-range plan should include a report on the performance of the system towards these goals to track overall progress towards targets and goals.

2.2 FAST Act Requirements

The Fixing America’s Surface Transportation Act (FAST Act) established \$305 billion in surface transportation funding for the five-year period of 2016 to 2020. In most instances, the FAST Act continued all of the statewide planning requirements outlined in MAP-21. However, where MAP-21 encouraged a performance-based approach to statewide transportation planning, the FAST Act made this a requirement of long range statewide transportation plans.

In addition, the FAST Act identified other considerations. These include:

- A focus on improvements to system resiliency and reliability
- Reductions on stormwater impacts
- Enhancements to travel and tourism
- Intercity buses and their role in reducing congestion, pollution and energy consumption
- Approaches that preserve and enhance intercity bus systems

These considerations are in addition to those in MAP-21 focused on preservation and the efficient use of the existing transportation system.

2.3 Legislative Reporting Requirements

Nevada Assembly Bill 595 passed in 2007 requires NDOT to develop a performance management plan to measure performance. More specifically, this bill requires the following elements:

- Annual report on performance measures and general project information
- Benefit-Cost analysis annual reports for capacity projects over \$25 million
- Annual report on projects funded through the Las Vegas Convention and Visitors Authority funding
- Report on General Project information for the Blue-Ribbon Task Force projects and major highway projects (quarterly)

NDOT’s Performance Management does not incorporate long range transportation planning requirements, however, there is significant overlap among the goals, measures and reporting requirements of federal legislation.

NDOT has established fifteen performance measures to track and report performance of Department divisions and programs. These measures are reported in the performance management “dashboard” which is submitted to the Nevada legislature and posted online. The 15 performance measures are outlined in Table 2.1 below.

Table 2.1: NDOT Performance Management Report Performance Measures

Reduce work place accidents	Reduce and maintain traffic congestion	Emergency management, security, and continuity of operations
Provide employee training	Streamline project delivery, bidding to construction	Reduce fatal and serious injury crashes
Improve employee satisfaction	Maintain state highway pavement	Project delivery, schedule and estimate for bid advertisement
Streamline agreement process	Maintain NDOT fleet	Maintain state bridges
Improve customer and public outreach	Maintain NDOT facilities	Streamline permitting process

2.4 Consistency Assessment

NDOT’s most recent long range transportation plan, *Statewide Transportation Plan – Moving Nevada Through 2028*, was published in 2008. This predates the performance-based long range planning requirements of MAP-21 and the FAST Act and is solely a policy document. Furthermore, NDOT has also published the Long-Range Element of the Transportation System of Projects (TSP). The Long-Range Element identifies planned construction projects within the state. However, this list of projects is simply a list of potential transportation projects and does not incorporate performance goals, measures or targets to provide for informed decisions. NDOT does not comply with federal statewide long range planning requirements. The One Nevada Transportation Plan is intended to ensure compliance.

3.0 LRTP Opportunities

Federal legislation sets out the need to incorporate a performance-based approach to statewide long range transportation planning with the ultimate goal of improving decision-making through better information. Previous NDOT long range transportation plans predate the requirements listed above and are not compliant. Therefore, the One Nevada Transportation Plan update process entails a significant change. With this change comes the opportunity to improve transportation planning in Nevada.

By incorporating a performance-based approach to transportation planning, NDOT can achieve several benefits. These benefits include:

- *Maximized Investments:* By developing performance targets and tracking progress, transportation decisions become more focused and informed. Projects can be more effectively prioritized towards set goals to ensure a program-wide approach to planning. Furthermore, tools that illustrate the potential impact decisions have on performance take decision-making to a higher level of effectiveness, maximizing investment potential.
- *Stakeholder and Public Support:* Incorporating a performance-based approach to project prioritization and selection provides a methodical and supported foundation by which projects are advanced. When the overall process is transparent and shared with stakeholders and the public, confidence is increased and decisions are better understood and supported.
- *Better Match of Projects with Goals:* This informed approach to decision-making coupled with supportive tools allow for transportation administrators to run various project and funding scenarios across the entire program. Trade-offs between investments are better understood, as well as, their impact on the Department’s overall goals.
- *Alignment with Other Plans:* As mentioned above, statewide planning should be done in a “cooperative” framework. By working with the state’s MPOs and other transportation providers, NDOT can ensure alignment among the various agency’s plans, goals and performance. This collaboration improves Nevada’s ability to achieve transportation and economic development goals.

These are just a few of the beneficial opportunities a performance-based approach to long range planning can capture and are key elements of the Plan. With this understanding, a draft Vision Statement and plan Goals have been developed for the One Nevada Transportation Plan.

3.1 One Nevada Transportation Plan Vision Statement

With the input of partner agencies and other stakeholders, NDOT has developed a singular vision for the Plan. The vision outlines the opportunity afforded by the Plan and provides guidance to Plan participants. The vision informs decisions to ensure progress towards a finite outcome and is based on a clear vision of a desired future. The vision statement is concise yet broad in its scope.

Figure 3.2: Draft One Nevada Transportation Plan Vision Statement

The vision of the [One Nevada](#) Transportation Plan is a safe and connected multi-modal transportation system that links Nevadans and supports the state’s economic vitality. The plan balances the need to preserve existing investments with strategic increases in mobility while embracing Nevada’s natural resources, attractions and emerging technologies. The ongoing plan process will be collaborative, unified, adaptive and transparent.

3.2 One Nevada Transportation Plan Goals

NDOT has also developed a range of Plan goals with the input of partner agencies and other stakeholders. Goals are broad statements that depict a desired end state. Goals are measurable targets that collectively help achieve the vision.

Recognizing the importance of aligning the goals of the Plan with the long-range plans of the state’s four MPOs, NDOT analyzed the goals identified in their respective Regional Transportation Plans. The study team also compared these goals with the NDOT’s draft agency goals. Table 3.1 below lists the major focus areas of each agency’s long range goals as well as NDOT’s agency-wide goals. Those goals that are identified in three or more plans are shown in red and those identified in two are shown in yellow. Other goals are shown in white.

Table 3.1: MPO and NDOT Agency Goal Areas

Long Range Planning Goals	CAMPO	RTC SNV	RTC Washoe	TRPA	NDOT Agency
Improve Safety	●	●	●	●	●
Sustainability and Preservation	●	●	●		●
Increase Mobility / Reduce Congestion	●	●			
Increase Reliability	●				
Multi-Modal	●	●	●	●	
Economic Vitality	●	●		●	
Integrated Transportation System	●				
Integrate Land Use			●		
Healthy Communities		●	●		
Connectivity		●	●	●	
Equity / Environmental Justice			●		
Freight Movement		●	●		
Strategic Investment			●		
Quality of Life		●		●	
Transparent Planning		●			●
Protect Natural Resources		●		●	●
Address Emerging Technologies		●			

Table 3.1 provides valuable insight into the collective goals of the state’s largest transportation agencies. With this information in hand, NDOT developed the following draft One Nevada Transportation Plan Goals:

1. **Safety** - Continuously improve and promote safety on our transportation system
2. **Infrastructure Condition** – Maintain the state’s transportation assets to preserve investments
3. **System Reliability** – Make strategic investments that enhance mobility opportunities and transportation expectations
4. **Economic Vitality** – Improve the contribution of the transportation system to Nevada’s economic competitiveness through a supportive and innovative transportation framework
5. **Sustainability** – Provide a transportation network that is environmentally and financially sustainable.
6. **Multi-Modal Enhancement** – Enhance opportunities for all modes of transportation through better connections and supportive infrastructure.

It is noted that the term “framework” encapsulates both the transportation system itself as well as the planning process and strategic decision-making that occurs.

3.3 Refinement Process

The Vision Statement and Plan Goals above are draft and subject to change. NDOT intends to use these as starting points. These draft elements will be shared with the public through a robust process to ensure they reflect Nevadan's preferences. The Vision Statement and Plan Goals will not be considered final until the end of the Plan process.