



Transportation Planning Advisory Committee (TPAC)

January 22, 2020 9:00 a.m.

Meeting Locations

NDOT
Conference Room #145
600 S. Grand Central Parkway
Las Vegas, Nevada

NDOT
3rd Floor Conference Room # 302
1263 S. Stewart Street
Carson City, Nevada

Meeting Agenda

The TPAC is intended to advise, solicit input, and interact with NDOT's Planning management team and staff on issues that affect transportation planning in Nevada. This advisement/interaction may include: review, comment, and making recommendations on NDOT planning studies, plans, and guidance as well as special duties such as, serving as the Steering Committee for the One Nevada Transportation Plan (One NV Plan). An additional purpose of the committee is to help NDOT with its public outreach efforts by providing valued input into the transportation planning and decision-making processes.

- 1. Recap of FHWA Truck Parking Workshops (Bill Thompson) – 15 minutes-** Between 2018-2019, two Truck Parking Workshops were conducted via a NDOT and FHWA partnership, these workshops provided an opportunity for NDOT to engage with public and private sector partners on potential shared solutions to improve truck parking in Southern and Northern Nevada. Staff provide a comparison of the workshops to show the differences of truck parking needs.
- 2. Proposed TPAC Logo, future newsletter and newsletter name (Tim Mueller)- 10 minutes-** We are looking at ways to help the TPAC to be branded and to have communication occur between meetings. Staff will discuss and ask for input on a proposed logo, future newsletter content and name for the newsletter.
- 3. Draft Transportation Alternatives Program (TAP) Scoring Criteria Opportunity for Input (Scott Bohemier)- 40 minutes-** Staff will briefly discuss the TAP. Staff will then request input into the following topics:
 - The preferred scoring criteria to achieve a fair and quantifiable project judging format;
 - Scoring criteria to ensure projects follow the One NV Plan goals;

- Ways to establish scoring criteria and evaluation categories that are in the best interest of NDOT's goal of a better multimodal transportation system;
- Ways to develop a consistent scoring program to be used in future calls for projects.

4. Member Updates/Discussion

5. Future Agenda Items Discussion

6. Adjournment

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Nevada Department of Transportation (NDOT)

To: Transportation Planning Advisory Committee (TPAC)

From: NDOT Planning

Date: January 22, 2020

Re: Agenda Item #1 FHWA Truck Parking Workshop

Background:

A Truck Parking Workshop was conducted in Southern and Northern Nevada via a NDOT and FHWA partnership, that provided an opportunity for NDOT to engage with public and private sector partners on the following potential shared solutions:

- Sharing Current Truck Parking Initiatives
- Truck Parking Basics
- USDOT Initiatives (FHWA, FMCSA, MARAD)
- Truck Parking Activities in Northern & Southern Nevada
- National Level Truck Parking Needs
- Identifying Truck Parking Needs in Nevada
- Delivering Truck Parking Solutions
- Examples from other States
- Potential Solutions
- Add Capacity
- Apply Technology
- Address Funding Needs
- Encourage Local Government Involvement
- Discuss solutions that would work for Nevada
- Assembling an Action Plan

Actions: None, NDOT is providing this update for informational purposes only

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Nevada Department of Transportation (NDOT)

To: Transportation Planning Advisory Committee (TPAC)
From: NDOT Planning
Date: January 22, 2020
Re: Agenda Item #2 Discussion of TPAC Logo, future Newsletter content and Newsletter name

Background: NDOT staff wants to discuss a few different methods to improve and create dialogue between member agencies. Ultimately creating a stronger more vibrant TPAC. These ideas are discussed below.

- 1) Staff has developed a draft TPAC logo but wanted to ask for input prior to using it on the TPAC website, agendas etc. It is shown below for discussion and reference only.



- 2) Another possible way to do this is to co-author a newsletter with members. This would provide a benefit of having both TPAC members and NDOT working together on issues.

It is important to have both members and NDOT united in terms of issues and ideas that are discussed and agreed on at meetings. It might make sense to utilize a newsletter format that provides a recap of current trains of thoughts and to showcase any type of synergy that results i.e. Nevada Electric Highway, One Nevada Transportation Plan and others.

- 3) Name the Newsletter staff would like to brainstorm with the TPAC in naming the newsletter. A few options will be included to begin the discussion.

Actions: NDOT is asking that the TPAC discuss and if appropriate recommend the following:

Provide input and make recommendations on the three items that are discussed above.

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Nevada Department of Transportation (NDOT)

To: Transportation Planning Advisory Committee (TPAC)
From: NDOT Planning
Date: January 22, 2020
Re: Agenda Item #3 Draft TAP Scoring Criteria Opportunity for Input

Background: The **Transportation Alternatives Program** (TAP) is administered by the U.S. Federal Highway Administration (FHWA) and helps states fund a variety of activities related to improving transportation assets. Some eligible activities eligible for TAP funding are:

1. Provision of facilities for pedestrians and bicycles.
2. Provision of safety and educational activities for pedestrians and bicyclists.
3. Acquisition of scenic easements and scenic or historic sites (including historic battlefields).
4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
5. Landscaping and other scenic beautification.
6. Historic preservation.
7. Rehabilitation and operation of historic transportation buildings, structures, or facilities.
8. Preservation of abandoned railway corridors.
9. Archaeological planning and research.
10. Environmental mitigation.
11. Address water pollution due to highway runoff
13. Reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
14. Establishment of transportation museums.

NDOT is evaluating the TAP Scoring Criteria and would like to ask for your valuable input as a part of our planning process. The scoring criteria is designed to encourage reliable scoring of applications. We are evaluating to see if improving our scoring system from the current 5 question yes or no format would be useful. Below are a couple of examples used by other entities when scoring competitive monies:

Example A: Is an in depth set of questions (10 to 15) using a 9-point scale (1 = poor to 9 = excellent). This scoring scale will use whole numbers (no decimals) and it is expected that scoring a 1 or a 9 will be rare.

Example B: Is a 10 to 15 question criteria with weighted scoring
Attached, you will find the current NDOT scoring criteria, Option A being the 9-point example and Option B being the “weighted” example.

Actions: The NDOT Active Transportation section is asking that the TPAC discuss and recommend the following:

- The preferred scoring criteria to achieve a fair and quantifiable project judging format;

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- Scoring criteria to ensure projects follow the One NV Plan goals;
- Ways to establish scoring criteria and evaluation categories that are in the best interest of NDOT's goal of a better multimodal transportation system;
- Ways to develop a consistent scoring program to be used in future calls for projects.

Scoring Criteria for Pedestrian & Bicycle / Non-Motorized Transportation Projects:

Scoring Criteria	Points Possible	Score
Enhance Safety		
Provides a shared use path or enhanced separation from motorized vehicles	9	
Provides safe crossing at railroad, roadway or waterway	5	
Eliminates or mitigates roadway hazards (drainage system, pavement edge drop, etc.)	5	
Project is in a high pedestrian and/or bike crash area (Three or more incidents in last five years; "Area" is defined as an intersection or corridor segment not exceeding a quarter mile in length)	5	
Maximize Transportation Investment / Network Connectivity Improvement		
Closes gap between two existing facilities or extends existing facility	3	
Project will include installation of bike/ped counting device	3	
Increases access to school, or existing activity center such as parks, library, transit station, park and ride, etc.	3	
Enhances wayfinding; i.e. signage or systems used to convey location and directions to non-motorized transportation users	3	
Improve State & Regional Economy		
Provides better access to employment locations	3	
Supports tourism activities	3	
Expand Recreational Opportunities, Enhance Quality of Life, and Improve Public Health		
Provides access to public lands (land owned by a government entity) and/or is located on or connects to a Scenic Byway	2	
Project is located in defined downtown or "Main Street" area (preserves or enhances downtown character)	2	
Project is located in a county with a high obesity rate according to Overweight and Obese Population in Colorado map in Appendix D. (See #9 of application for project location.) <ul style="list-style-type: none"> • <u>2 Points</u>: Project is located in county in the Highest Quartile (64.6-79.4%) • <u>1 Point</u>: Project is located in county in Third Quartile (57.2-64.5%) (Zero points awarded if outside these thresholds.)	2	

Provide Transportation Equity		
<p>Project is located in a county with a median household income below \$50,000 according to Median Household Income map in Appendix D. (See #9 of application for project location.)</p> <ul style="list-style-type: none"> • <u>2 Points:</u> Project is located in county with a median household income of < \$40,000. • <u>1 Point:</u> Project is located in county with a median household income of \$40,000 to \$50,000. <p>(Zero points awarded if outside these thresholds.)</p>	2	
<p>Project is located in an area that contains a high minority, or non-white population, according to the Non-White Population map in Appendix D. (See #9 and #10 of application for project location.)</p> <ul style="list-style-type: none"> • <u>2 Points:</u> Project is located in an area with a non-white population of 76% and greater. • <u>1 Point:</u> Project is located in an area with a non-white population of 51 – 75%. <p>(Zero points awarded if outside these thresholds.)</p>	2	
<p>Project is located in a county where a high share of the population is age 65 years and older, according to map in Appendix D. (See #9 of application for project location.)</p> <ul style="list-style-type: none"> • <u>2 Points:</u> Project is located in a county with > 20% of population 65 years and older. • <u>1 Point:</u> Project is located in a county with 15 to 20% of population 65 years and older. <p>(Zero points awarded if outside these thresholds.)</p>	2	
<p>This project would bring an existing facility within CDOT Right of Way into compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.).</p>	2	
Project Readiness		
<p>Applicant has worked with CDOT Region on developing an acceptable implementation schedule and project budget. (See #20 of application, Attachment F)</p>	10	
<p>Risk Assessment complete with CDOT Local Agency Coordinator</p> <ul style="list-style-type: none"> • <u>10 Points:</u> Project is low risk • <u>5 Points:</u> Project is medium risk • <u>0 Points:</u> Project is high risk 	10	
Integration With Plans, Initiatives, and Documented Community Support		
<p>Project is defined in a regional plan. (See #14 of application)</p>	10	
<p>Project is in a local plan. (See #15 of application)</p>	8	
<p>Project has documented community financial support of 20% or more of the total project cost. (See #16 and #17 of application)</p>	6	
Total:	100	

APPENDIX B: PROJECT EVALUATION CRITERIA

The MPO will evaluate and score applications using the following selection criteria and relative weighting (maximum of 100 points):

Regional Significance & Planning Document Consistency	
A project can match more than one criteria and can earn a maximum score of 20 points.	
Criteria	Project Score
Project is identified within the MPO Long Range Transportation Plan, Bicycle & Pedestrian Plan, and/or Regional Greenways Plan.*	4
Project is identified in applicant's local comprehensive plans or capital improvement program	4
Project supports the Regional Plan for Sustainable Development's livability principles.	4
Project is sponsored by two or more partner agencies.	4
Project spans multiple jurisdictions.	4

Project Readiness	
Points are awarded to a project in each of the categories below. A project can earn a maximum score of 20 points in all three categories below.	
Local Match	Project Score
Project has verified local matching funds, above the 20% of total project cost minimum, to be applied to the TAP funds.	4
Project has verified local matching funds meeting the minimum 20% of total project cost to be applied to the TAP funds.	2
Engineering	Project Score
Preliminary Engineering (Phase I) is underway or complete.	4
Phase II Engineering is underway or complete	4
Environmental Process	Project Score
Environmental process is complete or not applicable.	4
Right-of-Way Acquisition	Project Score
Right-of-Way acquisition will need to use TAP funds	0
Right-of-Way acquisition (if needed) will be funded with local funds	2
Right-of-Way is complete or not required for applicant's proposed project	4

Demand	
A project can match more than one criteria and can earn a maximum score of 20 points.	
Criteria	Project Score
Project within area of significant employment centers/commercial centers.	2
Project is within a mile of a school.	3
Is the project within 1/4 mile of a school?	4
Is the project within 1/2 mile of a park?	2
Is the project within 1/2 mile of a transit stop?	3
Project provides aesthetics and scenic value or supports placemaking.	2
Project mitigates or eliminates physical barriers and supports active transportation	2
Is there a shown path (goat path), pre-existing facility, high volume of cyclists or pedestrians along a roadway, or documented community request?	2

Connectivity	
A project can match more than one criteria and can earn a maximum score of 25 points.	
Criteria	Project Score
Project connects existing on-street bicycle facility, shared use paths, and/or sidewalks	10
Project addresses identified gaps / missing links within the regional active transportation network	6
Improves access to public transit and facilities adjacent to a current fixed route	4
Project is proposed to be developed and implemented with another project	1
Project is an extension of a completed project	1
Project completes a previously ITEP and/or TAP funded project	2
Project connects to a previously awarded ITEP / TAP funded project	1

Additional Considerations	
A project can match more than one criteria and can earn a maximum score of 15 points.	
Criteria	Project Score
Project is located within or adjacent to Census geography that represents concentrations of minority and/or low-income populations (Title VI and Environmental Justice considerations).	5
Project addresses a documented safety concern or site specific crash problem	5
Project is part of a Context Sensitive Solutions (CSS) engagement process with the public involvement	1
Project can demonstrate GHG emission reduction or other air quality benefits	1
Project preserves or restores environmentally sensitive lands or cultural areas	1
Project includes elements that use renewable energy or green technologies	1
Project removes a threat to an historic resource or facility	1

Note: Please note that the above listed project evaluation criteria will be discussed at the April 19th, 2018 MPO Technical Committee meeting for recommendation and the May 3rd, 2018 MPO Policy Committee meeting for adoption. Any modifications to the project evaluation criteria that result from the upcoming MPO Technical Committee and MPO Policy Committee meetings will be reflected in the application and notice of changes in the evaluation criteria will be posted to the MPO website and distributed through our mailing list.

*Hyperlinks to the above mentioned regional transportation planning documents are provided below:

- [Bicycle & Pedestrian Plan for the Rockford Metropolitan Area](#)
- [Greenways: A Green Infrastructure Plan for Boone and Winnebago Counties and the regional Greenways map](#)
- [Title VI and Environmental Justice Considerations](#)
- [Transportation for Tomorrow \(2040\): A Long Range Transportation Plan for the Rockford Region](#)
- [Regional Plan for Sustainable Development](#)