



TPAC Meeting Agenda

January 27, 2021 9:00 a.m.

Per Governor Sisolak's March 22, 2020 emergency directive, in-person public attendance is no longer required at the regular meeting of the Transportation Planning Advisory Committee (TPAC) meeting on Wednesday, January 27, 2021 at 9:00 A.M. Governor Sisolak's March 22, 2020 emergency directive suspends the requirement that there must be a physical location designated for meetings.

If you would like to attend to watch and listen to the meeting please follow these instructions:

From a CHROME web browser:

To join, select from the following options:

1) Web Browser

2) Joining via a mobile device?

a) Open this link : <https://primetime.bluejeans.com/a2m/live-event/jzjypseg>

b) Download the app if you don't have it already.

c) Enter event ID : jzjypseg

3) Phone

Dial one of the following numbers, enter the participant PIN followed by # to confirm:

+1 (415) 466-7000 (US)

PIN 6685480 #

+1 (760) 699-0393 (US)

PIN 6327762417 #



TPAC Meeting Agenda

January 27, 2021 9:00 a.m.

Purpose

The TPAC is intended to advise, solicit input, and interact with the Nevada Department of Transportation (NDOT) 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. 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.

Agenda Items

1. Discussion and opportunity to be involved with the development of the Nevada Statewide Comprehensive Outdoor Recreation Plan (SCORP) (Colin Robertson) 20 minutes
2. Update, Discussion, and Opportunity for Involvement in the Development of the One Nevada Transportation Plan (Kevin Verre) 20 minutes
3. Statewide Active Transportation Plan Scope; Review, Discussion, and Interaction (Scott Bohemier) 20 minutes
4. Upcoming Legislative Discussion (All)
5. Member Updates/Discussion
6. Future Agenda Items Discussion
7. Adjournment

Please email comments prior to 5 p.m. on January 25, 2021 to tmueller@dot.nv.gov

MEMORANDUM
DISCUSSION DRAFT

To: Transportation Planning Advisory Committee (TPAC)
From: Nevada Division of Outdoor Recreation (NDOR)
Date: January 27, 2021
Re: Agenda Item #1 Discussion and Opportunity to be Involved with the Development of the Nevada Statewide Comprehensive Outdoor Recreation Plan (SCORP)

Background:

Colin Robertson, Administrator of the NDOR, will join us again and provide an overview of the Nevada SCORP and the 2021 initiative to revise the document, including opportunities for public and TPAC engagement. This is the first of future strategic opportunities for collaboration and engagement between NDOR and TPAC that was mentioned during his presentation in October 2020.

A survey requesting input into the development of the SCORP is being developed and will be sent to TPAC members. It is requested that TPAC members forward this survey to their contacts with the goal being to get as much input as possible to be considered with the SCORP Update.

Actions:

For information and discussion/interaction

MEMORANDUM

Nevada Department of Transportation (NDOT)

To: Transportation Planning Advisory Committee (TPAC)
From: NDOT Planning
Date: January 27, 2021
Subject: Agenda Item #2 Update, Discussion, and Opportunity for Involvement in the Development of the One Nevada Transportation Plan

Background:

The purpose of this agenda item is to provide a status update on the progress of the One Nevada Transportation Plan. Specifically, this item will show and discuss our Preliminary Guidelines for Transportation Planning Studies and processes that are designed to help locals and MPO's get projects off the ground.

In addition to the above discussion, staff is providing a draft copy of the document and spreadsheet for your review and comment. Please provide comments by February 12, 2021 to tmueller@dot.nv.gov.

Action:

Comments on the Draft Preliminary Guidelines for Transportation Planning Studies and discussion regarding the update of the One Nevada Transportation Plan.

One Nevada Transportation Plan

Preliminary Guidelines for Transportation Planning Studies

Prepared For: NDOT Planning Division

Prepared By: Cambridge Systematics

Date: Revised January 14, 2021

1.0 One Nevada Transportation Plan Project Prioritization

The Nevada Department of Transportation (NDOT) developed the One Nevada Transportation Plan in 2018 to provide guidance to NDOT and its partners—including metropolitan planning organizations (MPOs), regional transportation commissions (RTCs), local governments, and modal transportation providers—for planning, developing, operating, and maintaining Nevada’s multimodal transportation system. This collaborative and adaptable plan will help guide transportation investments across the state for the next 20 years.

1.1 Aligning Goals and Performance Objectives

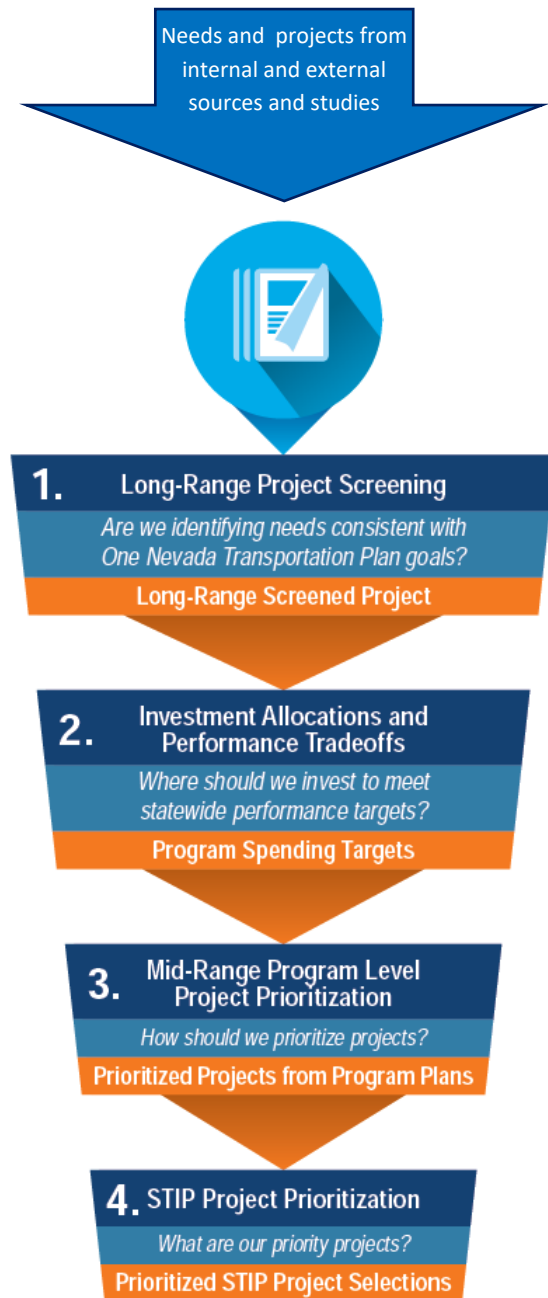
Recent federal surface transportation legislation establishes a performance and outcome-based federal aid program for state departments of transportation. MAP-21 and the FAST Act direct states to invest resources in projects that will collectively make progress toward achieving national transportation goals.

NDOT’s statewide transportation planning process advances needs, projects, strategies, and services that advance national planning goals and factors. The One Nevada Transportation Plan establishes a framework and action plan to link statewide and regional performance-based planning activities and provides a direct link between statewide/agency plans, national goals, and planning factors.

1.2 Positioning Needs and Projects for Funding Consideration

The One Nevada Transportation Plan approach is built on national standards and guidance for performance management, while also recognizing that NDOT faces unique challenges and must accommodate current and future business practices, roles and responsibilities, data management maturity, and staff resources at the agency. Figure 1.1 illustrates the vision for performance and prioritization processes at NDOT. The following subsections summarize key processes and actions across this framework.

Figure 1-1. Performance and Prioritization Processes



Source: One Nevada Transportation Plan

1.2.1 Aligning Goals

Through this process, statewide goals are established and performance targets and measures are reported. As statewide modal and program area plans are developed, goals and measures will be integrated with the plan goals. Aligning goals and performance objectives across NDOT will provide a common framework for decision making. This linkage helps ensure that project-level decisions and

performance value assessments are consistent and that NDOT is driving towards meeting established transportation goals.

1.2.2 Allocating Resources

NDOT is leading efforts to determine the overall investment levels that Nevada would need to make in each major program area in order to meet performance targets. These allocations are based on statewide priorities while considering expected performance impacts and examining tradeoffs between different spending scenarios. Due to limited transportation funding, NDOT must make choices and evaluate the tradeoffs between spending in one area or another. Program-level performance allocations draw a direct link between overall spending, statewide priorities, and performance outcomes. This information tells NDOT, decision-makers, and the public what level of future performance can be achieved with available funding scenarios.

1.2.3 Prioritizing Projects

NDOT strives to maximize the impacts or benefits of investments, given limited resources. Prioritizing transportation projects is a collaborative and coordinated process that involves public input and consultation with local and regional governments and stakeholders. It is based on data and analysis of needs and issues. NDOT is working to unify and integrate project recommendations by employing a data-driven process known as Multi-Objective Decision Analysis (MODA). The MODA process was chosen by NDOT due to the Department's need for making decisions on complex projects involving multiple criteria and multiple stakeholders who may be deeply affected from the outcomes of the decisions. The process allows individuals to consider and weight factors and trade-offs while evaluating each alternative.

This approach gathers data on the expected benefits of transportation projects—in terms of key factors linked to the One Nevada Transportation Plan goals, and prioritizes projects that lead to the greatest overall benefits, while at the same time considering cost. By following this process, NDOT is equipped with the information to advance projects that best serve Nevada's residents and help meet statewide goals and performance targets.

2.0 Information Needed to Advance Planning Study Recommendations

2.1 Introduction

In order for NDOT to evaluate study recommendations and assign appropriate resources for advancing them, basic information about each recommendation is needed along with a shapefile of the project location. A study recommendation may be a project, follow-on study, NEPA documentation, or other action that will require resources to implement. This section outlines the information needed and provides guidance and examples for submitting it.

The Study Recommendation Entry Form shown in Table 2.1 will be used to capture the required information that is needed to evaluate the recommendation against other recommendations. The remainder of this section provides guidance and examples for completing Table 2.1.

The first set of inputs describes the planning study process that was followed, and key characteristics of the study recommendations. Next, each study recommendation needs to demonstrate, quantitatively if available, how the recommendation supports and advances the One Nevada Transportation Plan goals. GIS shapefiles of the recommended projects must be submitted along with Table 2.1.

Note: If a set of projects being recommended require additional study or NEPA documentation, group them together into a single study or NEPA project—in this case the “recommendation” is the study or NEPA documentation. Other project recommendations that may fall outside of a follow-up study or NEPA document may be described independently.

Table 2-1. Study Recommendation Entry Form	
Requirement	Input
Overview of Study Process	
Study Name, Date and Description	Include a brief statement indicating the study purpose and geographic extent.
Planning Assessment	Briefly describe how study recommendations were arrived upon including how needs were identified, and the assessment process followed for identifying and evaluating the recommendations (alternatives analysis, selection criteria, etc.).
Stakeholder Support	Briefly describe the stakeholder and/or public involvement that demonstrates sufficient support for study recommendations.
GIS Shapefile	Attach GIS shapefile(s) for all study recommendations.
Data (Optional Input)	Indicate the data used to identify needs and assess the recommendations. Please list the most relevant data, and include the source.
Information Needed for each Recommendation	
Project Title	Include a name or title for the recommendation
Project Limits	Enter the limits and attach a GIS shapefile
Project Description	Enter a brief project description
Lead Agency	Enter the lead agency for implementing the project
Primary Project Type	From a pull-down list select one: <ul style="list-style-type: none"> ▪ Betterments ▪ Active Transportation ▪ Structure Preservation ▪ Pavement Preservation ▪ Environmental ▪ Operations ▪ Mobility ▪ Safety ▪ Freight Services ▪ Study/ Planning ▪ TDM ▪ Transit

Additional Project Type(s)	From a pull-down list select all other project types that apply: <ul style="list-style-type: none"> ▪ Betterments ▪ Active Transportation ▪ Structure Preservation ▪ Pavement Preservation ▪ Environmental ▪ Operations ▪ Mobility ▪ Safety ▪ Freight Services ▪ Study/ Planning ▪ TDM ▪ Transit
Planning-Level Cost	Estimate for the project concept, based on like projects, current unit costs, and land use considerations.
Project Readiness	Assessment of project stage, any prerequisite studies or needs (e.g., NEPA).
Enhance Safety*	Demonstrate how the project addresses safety problems in the study area.
Preserve Infrastructure*	Demonstrate how the project will address deficient infrastructure.
Optimize Mobility*	Demonstrate how the project will improve mobility.
Transform Economies*	Describe how the project will support local or regional employment.
Foster Sustainability*	Describe how the project will improve environmental, social, or economic sustainability.
Connect Communities*	Describe how the project will support opportunity, livability, and quality of life.

* One NV Plan Goal

2.2 Instructions for Completing the Study Recommendation Entry Form

Below are instructions for completing the Study Recommendation Entry Form followed by several example entries. Not all studies will include the same data and analysis, therefore the Form entries will vary. If they are shown to support the One Nevada Transportation Plan goals, recommendations backed with data and analysis may advance to design and construction faster than recommendations that require additional study or scoping.

2.2.1 Overview of Study Process

Please provide a brief overview of the study elements listed below that support advancing any of the recommendations coming out of this study.

- » Study Name and Description: Include a brief statement indicating the study purpose and geographic extent.
 - Example entry: Nevada Truck Parking Implementation Plan. The purpose is to identify deficiencies in truck parking across the state, and recommend a prioritized set of solutions.

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- Example entry: Mt. Rose Highway Corridor Study. The purpose of this study is to define future transportation needs along the SR 431, from I-580 to SR 28, reduce traffic delay, provide feasible solutions, and improve safety.
 - » Data: Indicate the data used to identify needs and assess the recommendations.
 - Example entry: AADT, AADTT, INRIX (travel time reliability), statewide travel demand model, crash data, vehicle counts.
 - » Planning Assessment: Briefly describe how study recommendations were arrived upon and the assessment process followed for identifying and evaluating the recommendations (alternatives analysis, selection criteria, etc.).
 - Example entry: Developed 5 alternative solutions and selected the preferred alternative based on estimated reduction in crash rate, travel time improvement, emission reduction, and access improvement
 - Example entry: Identified a range of solutions and prioritized them based on.....
 - » Stakeholder Support: Briefly describe the stakeholder and/or public involvement that demonstrates sufficient support for study recommendations.
 - Example entry: Conducted two public meetings, 3 stakeholder workshops, 2 council briefings, and 8 interviews. Reached approximately 60 stakeholders.
 - » GIS Shapefile: Attach GIS shapefile(s) for all study recommendations.

2.2.2 Overview of each Study Recommendation

For each Study Recommendation provide a brief statement that describes each of the below characteristics.

- » Project Title: Include a name or title for the recommendation
 - Example entry: Via Inspirada Trail
- » Project Limits: Enter the limits and attach a GIS shapefile
 - Example entry: At Via Inspirada Trail From Bicentennial Pkwy To Executive Airport/Volunteer of 1.2 mile Distance
- » Project Description: Enter a brief project description
 - Example entry: Construct trail
- » Lead Agency: Enter the lead agency for implementing the project
 - Example entry: City of Henderson
- » Primary Project Type: From a pull-down list select one
 - Example entry: Active Transportation
- » Additional Project Type(s): From a pull-down list select all other project types that apply
 - Example entry: Active Transportation
- » Planning-Level Cost: Estimate the cost of the project concept(s) using NDOT Project Estimation Wizard whenever applicable and possible, or use cost data from similar projects.

- Example entry: \$6,789,000 (derived from DOT Project Estimation Wizard)
 - Example entry: \$6,000,000 (derived from similar projects)
 - Example entry: Not available
- » Project Readiness: Assessment of next project implementation stage, any prerequisite studies or needs (e.g., NEPA).
- Example entry: NEPA documentation
 - Example entry: Project scoping
 - Example entry: Preliminary design

2.2.3 Alignment with One Nevada Transportation Plan Goals

Each recommendation should align with the One Nevada Transportation Plan goals. Not every recommendation will align with every goal, but to the degree possible demonstrate how each recommendation supports and advances the applicable One Nevada Transportation Plan goals listed below.

Enhance Safety

One Nevada Transportation Plan Goal: Continuously improve and promote safety on our transportation system for all modes.

Entry Form Line Item: Demonstrate how the project addresses safety problems in the study area.

Evaluation Considerations: If and when applicable, consider assessing how this recommendation will:

- » Reduce traffic fatalities and serious injuries on all public roads through engineering, education, enforcement, and emergency response strategies.
- » Reduce fatalities and serious injuries involving pedestrians, bicyclists, motorcyclists, and other vulnerable road users.
- » Expand partnerships with safety advocates around the state to identify and implement safety improvement strategies and investments.
- » Support automated and connected vehicle technology advancements that improve safety.
- » Improve incident management and emergency response capabilities.

Example Criteria/Data: The following quantitative measures could be considered during project development and could be communicated to demonstrate the project's support of the One Nevada goals. Where potential data sources have been identified they have been included, but other sources may also be considered. Note: these measures are included as examples only and may not be required for the analysis.

- » Identify whether the project is located at or near:
 - High crash location, which could be measured by:
 - Number of crashes by type (e.g., bicycle, pedestrian, car, truck)
 - Crash rate (e.g., per VMT, per AADT) by type
 - Crossing hazard (number, severity, type)
 - Geometric deficiency
- » If available, demonstrate how the project will reduce crashes, which could be measured by:
 - Project's contribution to reduction of injuries/fatalities/serious injuries

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- Estimated Crash Reduction Factor (see <https://safety.fhwa.dot.gov/tools/crf/> for more information)

» If no analysis for this goal was conducted, please indicate in the Study Recommendation Entry Form

Preserve Infrastructure

One Nevada Transportation Plan Goal: Maintain the state's transportation assets to preserve investments.

Entry Form Line Item: Demonstrate how the project will address deficient infrastructure.

Evaluation Considerations: If and when applicable, consider assessing how this recommendation will:

- » Maintain transportation infrastructure assets (including highway pavement, bridges, buildings, intelligent transportation systems (ITS), roadway equipment, storm drains and culverts, geohazard sites, tunnels, traffic signals, sidewalks, bike paths, and walls) in a good condition in all areas of the state.
- » Improve snow and ice removal performance and other routine maintenance.

Example criteria/data: The following quantitative measures could be considered during project development and could be communicated to demonstrate the project's support of the One Nevada goals. Where potential data sources have been identified they have been included, but other sources may also be considered. Note that these measures are included as examples only and may not be required for the analysis.

- » Determine whether the project limits include deficient infrastructure, which could be measured by:
 - Pavement condition (e.g. International Roughness Index) by traffic volume (e.g., VMT, AADT)
 - Existing Present Serviceability Index (PSI) by road category
 - National Bridge Inventory score (0-9)
- » If available, demonstrate how the project will improve deficient infrastructure, which could be measured by:
 - Bridge risk reduction with the project
 - Reduction in structural deficiency
 - Improvement in Present Serviceability Index (PSI)
 - Improvement to functional obsolescence bridge deck area
 - Bridge years added
- » If no analysis for this goal was conducted, please indicate in the Study Recommendation Entry Form

Optimize Mobility

One Nevada Transportation Plan Goal: Make strategic investments that enhance mobility opportunities, better connections, and transportation reliability expectations.

Entry Form Line Item: Demonstrate how the project will improve mobility.

Evaluation Considerations: If and when applicable, consider assessing how this recommendation will:

- » Improve the short-term and long-term reliability of the transportation system through improved system management and operations.
- » Expand multimodal options for moving people, including walking, bicycling, and transit.
- » Improve connectivity between all modes of Nevada’s transportation system, including highways, rail, transit, and airports.
- » Expand use of emerging technologies to improve the management and operation of the transportation system, including considering the implications of autonomous, connected, and alternatively fueled vehicles when designing and operating the transportation system.
- » Minimize impacts to travelers, such as shifting road and bridge maintenance and improvement work in congested areas to times when fewer vehicles are on the roads.
- » Minimize growth in future delay through targeted investments and strategies for addressing bottlenecks, incidents, special events, and other sources of recurring and non-recurring delay.

Example criteria/data: The following quantitative measures could be considered during project development and could be communicated to demonstrate the project’s support of the One Nevada goals. Where potential data sources have been identified they have been included, but other sources may also be considered. Note that these measures are included as examples only and may not be required for the analysis.

- » Determine whether the project limits include areas of poor mobility, which could be measured by:
 - Travel Time Reliability (all vehicles)
 - Truck Travel Time Reliability
 - Maximum V/C within nearest 300 feet (NDOT Statewide TDM - GIS)
- » If available, determine whether the project will result in an improvement in mobility:
 - Travel Time Reliability (all vehicles) improvement
 - Truck Travel Time Reliability improvement
 - Anticipated reduction in VMT per capita
- » If no analysis for this goal was conducted, please indicate in the Study Recommendation Entry Form

Transform Economies

One Nevada Transportation Plan Goal: Improve the contribution of the transportation system to Nevada’s economic competitiveness through a supportive and innovative transportation framework.

Entry Form Line Item: Describe how the project will support local or regional employment.

Evaluation Considerations: If and when applicable, consider assessing how this recommendation will:

- » Strengthen partnerships between NDOT and state and regional economic development agencies.
- » Promote state and regional economic development goals by aligning transportation and economic development goals, strategies, and investments.
- » Continue to position Nevada as a leader in emerging transportation technologies.
- » Provide reliable and accessible transportation options to get people to work and customers and supplies to businesses.

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- » Support strategic investments and operational improvements that facilitate multimodal freight movement.
 - » Provide efficient, seamless, and reliable access to attractions for residents and visitors.
 - » Manage highway access to balance mobility and economic development considerations.

Example criteria/data: The following quantitative measures could be considered during project development and could be communicated to demonstrate the project's support of the One Nevada goals. Where potential data sources have been identified they have been included, but other sources may also be considered. Note that these measures are included as examples only and may not be required for the analysis.

- » Determine whether the project is located in or near employment centers, opportunity zones, or areas of projected employment growth.
- » Determine whether the project is located on a critical freight corridor in an area with poor truck travel time reliability.
- » Demonstrate how project benefits a high growth area or Opportunity Zone.
- » If no analysis for this goal was conducted, please indicate in the Study Recommendation Entry Form

Foster Sustainability

One Nevada Transportation Plan Goal: Develop a transportation network that reduces emissions while being environmentally, historically, culturally, and financially sustainable.

Entry Form Line Item: Describe how the project will improve environmental, social, or economic sustainability.

Evaluation Considerations: If and when applicable, consider assessing how this recommendation will:

- » Enhance the performance of the transportation system while protecting and enhancing the natural environment.
- » Provide access to and support alternative energy options along designated corridors.
- » Secure sustainable and reliable funding to support the preservation, management, and expansion of Nevada's transportation system.
- » Promote fiscal responsibility and financial sustainability of state-funded investments.

Example criteria/data: The following quantitative measures could be considered during project development and could be communicated to demonstrate the project's support of the One Nevada goals. Where potential data sources have been identified they have been included, but other sources may also be considered. Note that these measures are included as examples only and may not be required for the analysis.

- » Determine whether the project will improve environmental, social, or economic sustainability:
 - Avoidance of threatened or endangered species, cultural resources, wilderness areas, parks
 - Presence of non-attainment zone in project area (EPA)
 - High percentage of transportation disadvantaged groups
 - Environmental, cultural, historical risk - proximity to MS-4 area, 303d listing, watch/risk sites, AQ impairment, EJ communities, NHP sites

- Flood risk
 - Rock hazard risk
 - Vehicles available in household (Census)
 - Located within sensitive area, (-1 to 6 scale) (CHAT Habitat Layer)
- » If no analysis for this goal was conducted, please indicate in the Study Recommendation Entry Form

Connect Communities

One Nevada Transportation Plan Goal: Enhance opportunity, livability, and quality of life through better connections, increased transportation choice, and supportive infrastructure for all modes.

Entry Form Line Item: Describe how the project will support opportunity, livability, and quality of life.

Evaluation Considerations: If and when applicable, consider assessing how this recommendation will:

- » Coordinate transportation services across the public and private sectors to deliver programs and services effectively and responsively.
- » Ensure integrated and seamless multimodal transportation choices locally and regionally.
- » Strengthen and modernize transportation systems through investments in new technologies.
- » Provide accessibility to all users of the transportation system.
- » Foster inclusive, long-term relationships with regional and local planning partners to ensure transportation is coordinated with regional and community visions.

Example criteria/data: The following quantitative measures could be considered during project development and could be communicated to demonstrate the project's support of the One Nevada goals. Where potential data sources have been identified they have been included, but other sources may also be considered. Note that these measures are included as examples only and may not be required for the analysis.

- » Determine whether the project will support opportunity, livability, and quality of life:
 - Proximity of park and ride facilities, local transit hubs, mobility service hubs
 - Proximity to NDOT Historic Markers (NDOT GIS Layer)
 - Proximity of multi-modal and intermodal hubs (Intermodal Facilities - GIS)
 - Number of community destinations within X miles (e.g., state parks, national parks, ski resorts, higher education, K-12 schools, healthcare facilities)
- » If no analysis for this goal was conducted, please indicate in the Study Recommendation Entry Form

Overview

This spreadsheet is a reporting form to gather project recommendation(s) from planning studies. Fill out all User Entry fields on the Project Overview tab and at least one Recommendation tab. Create duplicate Recommendation tabs as needed. Pay special attention to the items required for submission before sending.

Study Recommendation Entry Form Version 1.0, released 11/14/2020.

Item	User Entry	Explanation
Study Name	DRAFT	Study name should match planning documents.
Date		Date study completed.
Description		Brief statement (one to two sentences) indicating the study purpose and geographic extent.
Planning assessment		Briefly describe how study recommendations were arrived upon including how needs were identified, and the assessment process followed for identifying and evaluating the recommendations (alternatives analysis, selection criteria, etc.).
Stakeholder Support		Briefly describe the stakeholder and/or public involvement that demonstrates sufficient support for study recommendations.
GIS shapefile name(s)		GIS Shapefiles must be submitted along with this form for all study recommendations.
Data (Optional Entry)		Indicate the data used to identify needs and assess the recommendations. Please list the most relevant data, and include the source.

The following items are required for submission

- 1) Completed form
- 2) GIS shapefile(s) for study recommendations
- 3) Relevant documents

Submit completed forms to Tim Mueller at NDOT:

tmueller@dot.nv.gov