

AGENDA

NEVADA DEPARTMENT OF TRANSPORTATION (NDOT)

STATEWIDE TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (STTAC)

MEETING

August 4, 2014
10:00 a.m.

Meeting Location(s)
NDOT Headquarters
Third Floor Conference Room
1263 S. Stewart Street
Carson City, Nevada

NDOT/RTC
Conference Room #127
600 S. Grand Central Parkway
Las Vegas, Nevada

NDOT District III
District Conference Room
1951 Idaho Street
Elko, Nevada

NOTIFICATION. The STTAC reserves the right to take items out of order, combine two or more agenda items for consideration, may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.

Regular STTAC Meeting

1. **(For Possible Action) Call to order and determination of quorum for the Regular STTAC meeting**
2. **Public Comment**
The STTAC is prohibited by law from taking immediate action on or discussing issues raised by the public that are not listed on this Agenda. Members of the public are allowed a maximum of three minutes to discuss an issue.

At this time any citizen in the audience may address the STTAC on any matter within the jurisdiction of the STTAC. No vote can be taken on a matter not listed on the posted agenda; however, the STTAC can direct that the matter be placed on a future agenda.

Each citizen must be recognized by the Chairman before speaking. The citizen is then to approach the microphone to state his or her name, and to spell the last name for the record. The Chairman may limit remarks to less than three minutes' duration, if such remarks are disruptive to the meeting or not within the STTAC's jurisdiction.

The Nevada Department of Transportation keeps the official record of all proceedings of the meeting. In order to maintain a complete and accurate record, copies of documents used during presentations must be submitted to the Recording Secretary.

The Nevada Statewide Transportation Technical Advisory Committee appreciates the time citizens devote to be involved in this important process.

3. **(For Possible Action) Approval of the June 9, 2014 STTAC meeting minutes**
4. **Update on Nevada BLM Activities (Leo Drumm)**
Staff will be on hand to discuss BLM activities in Nevada including travel and transportation and the new BLM Recreation Strategy "Connecting with Communities."
5. **NDOT Planning**
 - a. **Discussion on Amendments, Adjustments to the FY 2014-2017 Statewide Transportation Improvement Program (STIP) document and the development of the FY 2014 - 2023 Transportation System Projects document (Jason Van Havel)**
Throughout the year the Transportation/Multimodal Planning Division amends and/or adjusts the Statewide Transportation Improvement Program (STIP) document to reflect project changes across the state. Development of the Transportation System Projects document, which includes the STIP for the next fiscal year (FY 2015), begins in January and culminates with the draft document being presented annually to the State Transportation Board.
 - b. **Update on Generating Renewal, Opportunity and Work (GROW) America Transportation Bill (Jason Van Havel)**
The GROW America Transportation Bill is intended to provide increased and stable funding for our nation's highways, bridges, transit and rail systems. It is also designed to prevent the Trust Fund from insolvency for four years and to increase investments to meet national economic goals.
 - c. **Update on NDOT Freight Plan (Bill Thompson)**
NDOT will move forward to develop a freight plan that shall set forth policy involving freight movements in the state and set priorities and strategies to enhance freight service in the state that benefits the public and serves as the basis for federal and state investments within Nevada.
 - d. **Update of the NDOT Transportation Alternatives Program (TAP) (Tim Mueller)**
Staff will provide an update on the current status of the Nevada TAP.
6. **(For Possible Action) Future Agenda Item Discussion**
Discussion of items to be placed on future agendas.
7. **Public Comment**
The STTAC is prohibited by law from taking immediate action on or discussing issues raised by the public that are not listed on this Agenda. Members of the public are allowed a maximum of three minutes to discuss an issue within the jurisdiction of the STTAC as described in Item 2 above.
8. **(For Possible Action) Adjournment of Regular STTAC meeting**

NOTE: Reasonable efforts will be made to assist and accommodate physically handicapped persons desiring to attend the meeting. Requests for auxiliary aids or services to assist individuals with disabilities or limited English proficiency must be made

with as much advance notice as possible to Tim Mueller, NDOT Planning Division at (775) 888-7351 or email tmueller@dot.state.nv.us.

Posting: This notice has been posted on/or before 9:00 a.m. on or before the third working day before the meeting at the following locations:

Carson City Library	Elko County Courthouse	Clark County Library
RTC of Southern Nevada	Washoe County Library	Washoe County RTC
TRPA	NDOT District I Office	NDOT District III Office
NDOT District III Office	NDOT Headquarters	www.nevadadot.com

Copies of the FY 2014-2023 Transportation System Projects-STIP Document are available for inspection and copying at the Headquarters Planning Administration and NDOT District Offices listed below:

Nevada Department of Transportation
Planning Administration Office
1263 S. Stewart St., Room 206
Carson City, NV 89712

NDOT District I Office
123 East Washington Avenue
Las Vegas, NV 89101

NDOT District II Office
310 Galletti Way
Sparks, NV 89431

NDOT District III Office
1951 Idaho Street
Elko, NV 89801

Note: **BOLD type** signifies the title of each agenda item. Discussion information is provided for additional clarification and/or background on each agenda item.

The STTAC website is available at
http://www.nevadadot.com/About_NDOT/NDOT_Divisions/Planning/STTAC.aspx

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STATEWIDE TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

Physical Meeting Location: NDOT Headquarters Third Floor Conference Room 1263 So. Stewart Street Carson City, Nevada	Video-Conference Site #1: NDOT /RTC Conference Room #127 600 S. Grand Central Pkwy. Las Vegas, Nevada	Video-Conference Site #2: NDOT District III District Conference Room 1951 Idaho Street Elko, Nevada
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June 9, 2014
10:00 a.m.

MINUTES

Members in Attendance:

Steve Bunnell, City of Reno	Amy Cummings, Washoe RTC
Jon Ericson, City of Sparks	Keith Norberg, TMPO
Wes Henderson, NV League of Cities & Municipalities	Dan Doenges, CAMPO
Greg McDermott, City of Las Vegas (video-conf/Dist I)	Sig Jaunarajs, NDEP
Martyn James, RTC of So. Nevada (video-conf/Dist I)	Clara Lawson, Washoe County
Scott Jarvis, City of Henderson (video-conf/Dist I)	Christine Leach, FHWA
David Bowers, City of Las Vegas (video-conf/Dist I)	Blake Clark, NV Division of State Parks
Dale Daffern, City of North Las Vegas (video-conf/Dist I)	Leo Drumm, BLM
Irene Lam, Clark County (video-conf/Dist I)	Dagny Stapleton, NACO
Christian Passink, NV Dept. of Tourism/Cultural Affairs	Julie Ernstein, SHPO

NDOT Attendees:

Tim Mueller, Program Development	Paula Morton, Planning Administration
Rebecca Kapuler, Program Development	Coy Peacock, Program Development
Sondra Rosenberg, Federal Programs (video-conf/Dist I)	Melvin McCallum (video-conf/Dist I)
Jason Van Havel, Ass't Chief Program Development	Ish Garza, Traffic Operations
Michelle Gardner, Transit Manager	Pat Torvinen, Transit
Melissa Chandler, Transit	Kevin Verre, Federal Programs

Others in Attendance:

Scott Hall, Nevada Bicycle Coalition	Matthew Cramer, Reno Bike Project
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STTAC MEETING -

Item 1: Call to Order and Determination of Quorum*

Chairman Wes Henderson called the STTAC meeting to order at 10:03 a.m. It was determined that a quorum was present.

Item 2: Public Comment

Scott Hall of the Nevada Bicycle Coalition commented that there has been great success in getting more people out riding bikes, i.e. the month of May, with cyclists breaking records in participation. Mr. Hall introduced Matthew Cramer of the Reno Bike Project who will be taking over for him after he moves to Hawaii. Mr. Cramer thanked Scott Hall for his support and service and announced an upcoming event, *Positively 4th Street*, on East 4th Street in Reno, Saturday, June 14, 10:00 a.m. to 8:00 p.m. The event

includes a Better Block Demonstration to transform the neighborhood overnight and change the street configuration to include a two-way bike lane.

Tim Mueller requested introductions of all members in Carson City and Las Vegas.

Item 3: Approval of the April 7, 2014 STTAC Meeting Minutes*

Steve Bunnell made a motion to approve the April 7, 2014 STTAC meeting minutes. Clara Lawson seconded the motion. A vote was taken and the motion carried unanimously.

Item 4: Principles and Practices for Establishing Speed Zones (Ish Garza)

Ish Garza, Assistant Chief of NDOT Traffic Operations provided a PowerPoint presentation, *Speed Zoning an Introduction to a Fuzzy Gray Issue*. Mr. Garza stated that it is a fuzzy gray issue because there is no single “right” answer in setting appropriate speed limits or conducting enforcement activities, because policy makers in different communities may legitimately disagree on the priority given to the factors – safety, travel time, enforcement expenditures, and community concerns – that affect decisions about speed limits. The primary focus of speed management must remain on safety. Mr. Garza discussed the reasons for raising/lowering speed limits, the concept of the 85th percentile operating speed and why it’s important, types of speed zones, speed zoning considerations, the speed distribution curve, speed zoning concepts, establishing the speed zone, treatment of adverse safety conditions, USLIMITS, treatments for consideration and clarity. For additional information the website is: safety.fhwa.dot.gov/USLIMITS/. The presentation concluded.

Item 5: NDOT Planning

Item 5a: Discussion on Amendments, Adjustments to the FY 2014-2017 Statewide Transportation Improvement Program (STIP) document and the development of the FY 2014-2023 Transportation System Projects document (Jason Van Havel)

Jason Van Havel of NDOT Program Development discussed the amendments and modifications to the FY 2014-2017 STIP document and highlighted specific projects with pertinent information, per Attachment A – list of amendments and Attachment B – list of administrative modifications.

At the November 13, 2013 State Transportation Board of Directors Meeting, the FY 2014-2017 STIP was accepted as a part of the FY 2014-2023 Transportation Systems Projects (TSP). The report concluded.

Item 5b: TIGER Grants Overview (Sondra Rosenberg)

Sondra Rosenberg of NDOT Federal Programs provided a PowerPoint overview of the TIGER (Transportation Investment Generating Economic Recovery) Program. Sondra explained that it was initiated as part of the American Recovery and Reinvestment Act (ARRA) in 2009 and has been funded every year since then. The 2014 round included several applications submitted from Nevada which totaled \$153M in requests with \$600M available nationwide, with a minimum of \$10M (\$1M in rural areas), a maximum of \$200M, and TIFIA subsidy of up to \$210M. The required match is 20% (0% in rural areas) non-federal funds (local public or private) and competitive applications have a much higher match (average 50%). The obligation deadline is June 30, 2016 with funds expended by September 30, 2021. Martyn James commented for the record that the 2009 award was for the Sahara Avenue BRT project. Sondra explained the eligibility of projects, primary criteria, secondary criteria, project readiness and the selection process. Additional information may be obtained on the website: www.dot.gov/tiger. The overview concluded. Discussion followed.

Item 5c: Nevada Transit Update (Michelle Gardner)

Michelle Gardner, NDOT Transit Manager provided a PowerPoint update of the NDOT Rural Transit Program. Michelle explained that the NDOT Transit Section's main goal is to offer mobility to those in need and provide transit service for work, medical appointments, shopping, entertainment, etc. The American Public Transportation Association estimates that for every dollar invested in transit, it generates four dollars to the local economy. NDOT administers approximately \$8.2M annually in federal transit administration grant funding in rural areas of the state. They have purchased over 500 vehicles since the program began in the mid-70's and provide over 1.5 million rides annually. Michelle explained the FTA funding program to construct park-and-ride stations and bus shelters, and to purchase vehicles, radios, fareboxes and garage equipment. Michelle listed the subrecipients receiving operating funds and vehicles statewide and announced the funding of the upcoming service from Las Vegas to Reno beginning June 22. The update concluded.

Item 5d: Update on PLANS and eSTIP (Rebecca Kapuler)

Rebecca Kapuler of NDOT Program Development provided an update on the PLANS (Planning And Needs System) project. Phase I included creating electronic forms i.e., PIF (Project Initiation Form) which has been active since last December/January. The form is for those requesting transportation funding by completing the online form on the website which then goes into a data base where it is tracked, evaluated and ranked by NDOT. Phase II is the e-STIP which will enable electronic submittal for MPO's TIPS. Hopefully e-STIP will go before the State Transportation Board for approval in July. This will also allow for some internal systems to be analyzed for inputs into the STIP and Work Program. The final phase of the project will be implementing connection with NDOT's Financial Management Division. Rebecca stated that their goal is to have the creation of a 2016 e-STIP. The update concluded.

Item 5e: Update of the NDOT Transportation Alternatives Program (TAP) (Tim Mueller)

Tim Mueller of NDOT Program Development provided an update of the Transportation Alternatives Program (TAP). Tim commented that within MAP-21, which dictates the amount of funds from TAP that are provided to the largest urbanized areas of over 250,000. Tim requested that the larger MPOs present their specific updates. Martyn James of the RTC of Southern Nevada commented that they receive a sub-allocation of \$1.6M per year under MAP-21. Martyn explained their process in past years but this year they elected to develop a five-year program which is slightly different. Amy Cummings of the Washoe RTC acknowledged that the RTC Board selected projects for TAP funding last year (flood districts, Truckee River Path projects, County sidewalk project near a school, and the City of Reno had a bike project at Idlewild Park) which are still working through the LPA agreement process. Tim Mueller commented that the website www.nevadadot.com/tap, includes information and the scores for the FY 2015 Call for Statewide Projects. The TAP Scoring Committee met on May 8 and ranked projects. Funding is contingent upon the next transportation bill in terms of continuing resolutions. Applicants will be contacted in the order of ranking as funding allows. The update concluded. Discussion followed.

Item 6: Future Agenda Item Discussion

The next STTAC meeting is scheduled for Monday, August 4, 2014. Tim encouraged STTAC members to submit suggestions to him for future meetings.

- Motorcycle Safety
- DBE presentation
- MAP-21 funding (as a standing agenda item)

Jason Van Havel commented that he had had a discussion with Tim Mueller regarding the scope of the STTAC group, to evaluate the intent of the group and core duties for everyone's advantage. This could be agendized for a future meeting.

Item 7: Public Comment

Amy Cummings distributed fliers on upcoming events in Reno; the *Sun Valley Boulevard Corridor Study Workshop* on June 23 and June 26 at 6:00 p.m. and *Positively 4th Street* which includes historic tours of 4th Street, a bus tour, bike tour and walking tour on Saturday, June 14th.

Coy Peacock questioned another Reno event, *Dump the Pump*, on June 19th which he understood to be free rides from Reno to Carson City. Amy Cummings stated that she will check into the free rides.

Item 8: Adjournment of Regular STTAC Meeting*

Chairman Wes Henderson adjourned the meeting at 11:10 a.m.

/pm

**NEVADA STATEWIDE TRANSPORTATION TECHNICAL ADVISORY COMMITTEE
REQUEST FOR COMMITTEE ACTION**

Agenda Item # 4

Meeting Date: August 4, 2014
To: Statewide Transportation Technical Advisory Committee
From: Leo Drumm
Subject: Update on Nevada BLM Activities

**Type of
Action
Required:** Discussion Only

Discussion:
Staff will be on hand to discuss BLM activities in Nevada including travel and transportation management and the new BLM Recreation Strategy "Connecting with Communities."

Staff will be on hand to answer any questions that the Committee may have.

Action Requested:
Discussion only

**NEVADA STATEWIDE TRANSPORTATION TECHNICAL ADVISORY COMMITTEE
REQUEST FOR COMMITTEE ACTION**

Agenda Item # 5a

Meeting Date: August 4, 2014

To: Statewide Transportation Technical Advisory Committee

From: Jason Van Havel, NDOT Transportation/Multimodal
Planning Division

Subject: Discussion on Amendments, Adjustments to the FY 2014-2017 Statewide
Transportation Improvement Program (STIP) document and the
development of the FY 2014 - 2023 Transportation System Projects
document

**Type of
Action
Required:** Discussion Only

Discussion:

Throughout the year the Transportation/Multimodal Planning Division amends and/or adjusts the Statewide Transportation Improvement Program (STIP) document to reflect project changes across the state. Development of the Transportation System Projects document, which includes the STIP for the next fiscal year (FY 2015), begins in January and culminates with the draft document being presented annually to the State Transportation Board.

The goal of this agenda item is to update the STTAC on the status of this year's document, and discuss the development of the next fiscal year's document.

Staff will be on hand to answer any questions that the Committee may have.

Action Requested:
Discussion only

**NEVADA STATEWIDE TRANSPORTATION TECHNICAL ADVISORY COMMITTEE
REQUEST FOR COMMITTEE ACTION**

Agenda Item # 5b

Meeting Date: August 4, 2014
To: Statewide Transportation Technical Advisory Committee
From: Jason Van Havel, NDOT Transportation/Multimodal
Planning Division
Subject: Update on Generating Renewal, Opportunity and Work (GROW America
Act)

**Type of
Action
Required:** Discussion Only

Discussion:
An update of the proposed GROW transportation bill will be provided. The GROW America Bill is intended to provide increased and stable funding for our Nation's highways, bridges, transit and rail systems. It is also designed to prevent the Trust Fund from insolvency for four years and to increase investments to meet national economic goals.

Staff will be on hand to answer any questions that the Committee may have.

Action Requested:
Discussion only



The GROW AMERICA Act

Transportation is a critical engine of the Nation's economy. Investments in the national transportation network over the country's history, and especially the last half-century, have been instrumental in developing the world's largest economy and most mobile society. However, before the end of this summer the Highway Trust Fund – which funds a significant portion of the of the construction and repair of our surface transportation system – will be insolvent and just a few weeks later the authorities that establish our surface transportation programs will expire. Without action, many States and communities may be forced to slow or stop work on critical transportation projects that our Nation depends upon to move people, energy, and freight every day, putting jobs at risk and slowing investment in our future.

The **Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America Act**, or **GROW AMERICA Act**, is a \$302 billion, four year transportation reauthorization proposal that provides increased and stable funding for our Nation's highways, bridges, transit, and rail systems. The Administration's proposal is funded by supplementing current revenues with \$150 billion in one-time transition revenue from pro-growth business tax reform. This will prevent Trust Fund insolvency for four years and increase investments to meet national economic goals.

The **GROW AMERICA Act** will provide States and local governments with the certainty needed to effectively plan and start construction on projects that will support millions of good paying jobs over the next several years. It will also enable more transformative transportation projects that will improve the Nation's global competitiveness and mobility in communities across the country.

The GROW AMERICA Act will increase transportation investment to support the needs of our Nation's communities. The **GROW AMERICA Act** will provide critical investments to fix our decaying roads and crumbling bridges and ensure the safety of our transportation systems. Sixty five percent of America's major roads are rated in less than good condition, while one in four bridges require significant repair or cannot handle today's traffic and 45 percent of Americans do not have access to transit. These programs will help communities keep pace with our expanding economy, our growing population, and the traveling needs of the public.

Specifically, the **GROW AMERICA Act** will provide –

- *\$199 billion to invest in our nation's highway system and road safety.* The proposal will increase the amount of highway funds by an average of about 22 percent above FY 2014 enacted levels, emphasizing "Fix-it-First" policies and reforms that prioritize investments for much needed repairs and improvements to the safety of our roads and transit services, with particular attention to

investments in rural and tribal areas. The proposal would also provide more than \$7 billion for the National Highway Traffic Safety Administration and Federal Motor Carrier Safety Administration to improve safety for all users of our highways and roads, providing a benefit of \$21 for every Federal dollar used for infrastructure-related safety investments.

- *\$72 billion to invest in transit systems and expand transportation options.* The proposal increases average transit spending by nearly 70 percent above FY 2014 enacted levels, which will enable the expansion of new projects that improve connectivity (e.g., light rail, street cars, bus rapid transit, etc.) in suburbs, fast-growing cities, small towns, and rural communities, while still maintaining existing transit systems. The **GROW AMERICA Act** proposes a powerful, \$5.1 billion increase in investments to address public transit’s maintenance backlog to reduce bus and rail system breakdowns; create more reliable service; and stop delays that make it harder for all commuters to get to work. The proposal also includes the innovative Rapid Growth Area Transit Program, which would provide \$2 billion over four years to fast growing communities for bus rapid transit and other multimodal solutions to get ahead of the challenges caused by rapid growth.
- *Tools and resources to encourage regional coordination and local decision making.* The proposal includes policy reforms to incentivize improved regional coordination by Metropolitan Planning Organizations (MPOs), which are local communities’ main voice in transportation planning. The **GROW AMERICA Act** also strengthens local decision making in allocating Federal funding so that local communities can better realize their vision for improved mobility. High-performing large MPOs will be granted control of a larger portion of funds under two federal transportation programs – the Surface Transportation Program (STP) and the Transportation Alternatives Program (TAP) – and these MPOs will also receive funds through a set aside under the new Fixing and Accelerating Surface Transportation (FAST) program.

The GROW AMERICA Act will expand economic growth, and create jobs and new opportunities for Americans. The President is dedicated to enhancing opportunity for all Americans and US businesses by investing in transportation projects that better connect communities to centers of employment, education, and other critical services. The **GROW AMERICA Act** will –

- *Support ladders of opportunity to the middle class.* Today, 45 percent of Americans lack access to public transportation, limiting the options of many Americans to jobs, education and other necessities. The **GROW AMERICA Act** will provide improved access to safer and less expensive transportation options for millions of Americans in part by investing \$72 billion in public transportation and expanding transportation options for millions of Americans. This proposal includes \$2 billion for an innovative Rapid Growth Area Transit Program to provide new bus rapid transit and other multimodal solutions for rapidly growing regions. The **GROW AMERICA Act** includes \$245 million for workforce development to enhance the size, diversity, and skills of our Nation’s construction and transportation workforce through collaborative partnerships with the U.S. Department of Labor, States, and non-governmental organizations.
- *Provide \$10 billion for a multi-modal freight program that strengthens America’s exports and trade.* The U.S. transportation system moves more than 52 million tons worth nearly \$46 billion

each day, or almost 40 tons of freight per person per year, and freight tonnage is expected to increase 62 percent by 2040. The **GROW AMERICA** Act will help improve the operation of our transportation system to move freight while making critical investments to accommodate this future growth in part through providing \$10 billion over four year to establish a new multimodal freight grant program to fund innovative rail, highway, and port projects that will improve the efficient movement of goods across the country. The **GROW AMERICA** Act will also give shippers and transportation providers a real seat at the table for making investment decisions and incentivizes States to collaborate and establish long term freight strategic plans.

- *Provide \$19 billion in dedicated funding for rail programs.* The proposal also includes nearly \$5 of billion annually for high performance and passenger rail programs with a focus on improving the connections between key regional city pairs and high traffic corridors throughout the country.

The GROW AMERICA Act will provide more bang-for-the-buck through innovative project finance and delivery improvements. In a time of tight fiscal and budgetary constraints, the President’s proposal includes a number of measures to ensure that the American public is getting most out of Federal transportation infrastructure investments that lead to better outcomes for all Americans.

The **GROW AMERICA Act** will -

- *Utilize competitive funding to spur innovation.* The proposal will provide \$5 billion over four years - an increase of more than 100 percent - for the highly successfully TIGER competitive grant program and \$4 billion embedded in the highway and transit requests for a competitive grant program called Fixing and Accelerating Surface Transportation (or "FAST"). Modeled after the Department of Education’s Race to the Top program, FAST will award States, Tribes, and MPOs that adopt bold, innovative strategies and best practices in transportation that would have long-term impact on all projects across the transportation programs.
- *Improve project delivery and the Federal permitting and regulatory review process.* The **GROW AMERICA** Act will build on recent efforts to expedite project approval timelines while delivering better outcomes for communities and the environment. The proposal expands on a series of successful efforts by the Administration to expedite high priority projects and identify best practices to guide future efforts without undermining bedrock environmental laws or public engagement. Not only will important projects break ground faster, but the increased level of transparency and accountability will lead to delivering better environmental outcomes, as the proposal will improve interagency coordination by advancing concurrent, rather than sequential, project reviews and will improve transparency of project reviews and timelines through online “dashboards.” It will also increase flexibility for recipients to use Federal transportation funds to support environmental reviews, and help to integrate overlapping requirements.
- *Incentivize cost effective investments.* The proposal will strengthen the performance incentives to maintain safety and conditions of good repair, and expand research and technology activities in order to improve the productivity of our transportation systems, thereby increasing taxpayer return on investment.

- *Provide \$4 billion to attract private investment in transportation infrastructure.* The Transportation Infrastructure Finance and Innovation Act (TIFIA) program leverages Federal dollars by facilitating private participation in transportation projects and encouraging innovative financing mechanisms that help advance projects more quickly. The **GROW AMERICA** Act calls for \$4 billion in funding over four years, which is estimated to support \$40 billion in loans. The GROW America Act will strengthen the Railroad Rehabilitation and Improvement Financing (RRIF) financing Program by reducing the cost of obtaining a loan, making RRIF more accessible to short line and regional railroads. The proposal will raise the cap of Private Activity Bonds (PABs) to \$19 billion, making room for more projects considering a public-private partnership approach to be able to take advantage of this cost-saving tool.

The Administration proposes to fund the GROW AMERICA Act through a pro-growth, business tax reform, without adding to the deficit. The President's Budget outlined a proposal to dedicate \$150 billion in one-time transition revenue from pro-growth business tax reform to address the funding crisis facing surface transportation programs and increase infrastructure investment. This amount is sufficient to not only fill the current funding gap in the Highway Trust Fund, but increase surface transportation investment over current authorized levels by nearly \$90 billion over the next four years. When taking into account existing funding for surface transportation, this plan will result in a total of \$302 billion being invested over four years putting people back to work modernizing our transportation infrastructure. The Administration believes that a comprehensive approach to reforming our business taxes can help create jobs and spur investment, while ensuring a fairer and more equitable tax system that eliminates current loopholes that reward companies for moving profits overseas and allow them to avoid paying their fair share. The Administration is putting forward this pro-growth financing plan to encourage bipartisan efforts to support a visionary infrastructure plan, but is open to all ideas for how to achieve this important objective, and will work closely with Members of Congress of both parties on a solution that will invest in more job creating transportation projects.

**NEVADA STATEWIDE TRANSPORTATION TECHNICAL ADVISORY COMMITTEE
REQUEST FOR COMMITTEE ACTION**

Agenda Item # 5c

Meeting Date: August 4, 2014
To: Statewide Transportation Technical Advisory Committee
From: Bill Thompson, NDOT Transportation/Multimodal
Planning Division
Subject: Update on NDOT Freight Plan
**Type of
Action
Required:** Discussion Only

Discussion:
NDOT will move forward to develop a freight plan that shall set forth policy involving freight in the state, setting priorities and strategies to enhance freight service in the state that benefits the public, and to serve as the basis for federal and state investments within Nevada.

Staff will be on hand to answer any questions that the Committee may have.

Action Requested:
Discussion only

**NEVADA STATEWIDE TRANSPORTATION TECHNICAL ADVISORY COMMITTEE
REQUEST FOR COMMITTEE ACTION**

Agenda Item # 5d

Meeting Date: August 4, 2014
To: Statewide Transportation Technical Advisory Committee
From: Tim Mueller, NDOT Transportation/Multimodal
Planning Division
Subject: Update of the NDOT Transportation Alternatives Program

**Type of
Action
Required:** Discussion Only

Discussion:
Staff will provide an update on the current status of the Nevada TAP.

Staff will be on hand to answer any questions that the Committee may have.

Action Requested:
Discussion only