



Technical Advisory Committee Meeting

Meeting Location 3rd Floor Conference Room
1263 S. Stewart Street
Carson City, Nevada

Meeting Date and Time August 13, 2012 1:30 pm – 3:30 pm

www.ConnectingNevada.org

AGENDA ITEMS

- 1) Introductions

- 2) Project tasks update

- 3) Stakeholder outreach

- 4) Stakeholder materials
 - a) Presentation boards
 - b) Web map

- 5) Draft improvement plan

- 6) Open Discussion

- 7) Meeting adjourned

Action items:

For questions or comments please contact Jason Van Havel (775-888-7119) or Tim Mueller (775-888-7351), NDOT Project Managers; or Brent Cain, HDR Project Manager at 602-522-7782.



Technical Advisory Committee Meeting Notes

Meeting Location NDOT, 3rd Floor Conference Room
1263 S. Stewart Street
Carson City, Nevada

Meeting Date and Time August 13, 2012 1:30 pm – 3:30 pm

Attendees: See sign-in (attached).

Conference call attendees: Keith Norberg, Tahoe Metropolitan Planning Commission; Ryan Arnold, Las Vegas Convention and Visitors Authority, Michael Gorton, Faisal Chowdhury, HDR; Jason Gray, Strategic Solutions;

Handouts: Meeting Agenda; Draft Current and Future Roadway Improvement Projects; Draft Current and Future Transit Projects

Action Items: TAC members please provide any comments on the draft Current and Future Roadway Improvement Projects and Current and Future Transit Projects to HDR no later than Thursday, August 16, 2012, for consideration at upcoming Stakeholder workshops.

Tim Mueller, NDOT, began the meeting by asking for introductions and providing a brief overview of upcoming stakeholder activities. Lolene Terry, HDR, was introduced as the project manager. Lolene is taking over for Brent Cain, whom Lolene noted had taken a position as Deputy State Engineer for the Arizona Department of Transportation.

Key topics of discussion are summarized below:

Project tasks update

Michael LaBianca, HDR, provided an update on the following items:

- Socioeconomic projections revised with input from the TAC following the June 2012 TAC meeting.
- Planning and environmental linkages process is now complete, and the final document may be found on the project website (www.ConnectingNevada.org).
- The transit propensity white paper was updated with input from the TAC following the June 2012 TAC meeting. This white paper will be sent to NDOT for review.
- The travel demand model (tdm) has been updated based on changes to the 2060 model network and revisions to the socioeconomic data noted previously. Some of the corridors (outside of the MPOs) are showing congestion based on the socioeconomic projections for the 2060 planning horizon.

A question was asked whether the tdm was land based or inflation of existing values. Michael explained that the model is “inflated” using MPOs growth patterns through their respective planning horizons and then expanding them based upon exhibited growth rates (growth essentially continues in those areas where growth is forecast by respective planning agencies) to the project planning horizon. Each traffic analysis zone was reviewed and modified if need by establishing residential density limits (based on established residential areas) and growth caps.

- Suitability model has been prepared incorporating the data collected as part of the data collection phase of work.

Planning for stakeholder meetings

Jason Gray, Strategic Solutions, provided an overview of the preparation activities for the August stakeholder meetings. Seven hundred and seventy-five invitations were mailed. One hundred and sixty stakeholders attended the first round of stakeholder outreach. There will be additional email notifications and call downs to achieve similar results for this round. The format of the event will be an open house with information stations.

Stakeholder materials and Presentation boards

An overview of the presentation materials was provided showing how the materials developed to date would be presented to stakeholders.

Web map

The web map was introduced. This internet-based mapping tool will allow the user to review much of the data collected to date using a Geographic Information System (GIS) web map viewer. Michael walked through a brief orientation of the web map and functionality.

It was noted that UPLAN, Utah Department of Transportation's data portal is looking to expand to cover the western states (the state has applied, or is in the process of applying for, a DOT technical grant to assist in this effort, and NDOT is a supporting agency). This information would provide a good foundation for NDOT's participation in this developing, regional data effort. Although beyond the scope of this project – the idea of a data base of past planning efforts has been discussed as useful for a number of purposes, not the least of which is supporting the planning and environmental linkages initiative.

The Connecting Nevada project should consider including the recently developed Greater Sage-grouse Habitat Categorization Map, a statewide prioritization of Greater sage-grouse (sage-grouse) habitat. This information will be important in assessing future corridors, especially if the designation of the species is changed under the U.S. Endangered Species Act.

Draft improvement plan

The draft Current and Future Roadway Improvement Projects and Current and Future Transit Projects lists were reviewed. Changes in definition and classification (described at the end of these notes) will result in changes to how and which of these projects are listed. Those projects that were identified by stakeholders, but not yet further delineated, defined, or justified through detailed study should be noted differently than those projects which have gone through planning process, have received environmental clearance, or are funded.

A question was asked as to the "date" of data represented. This initiated a discussion regarding what constitutes a planned project? Based on the ensuing discussion, the project status definitions for use in presenting the improvement projects are noted at the end of these meeting notes.

There was also discussion as to what should be the cut-off for projects. If they are under construction should they be shown? General consensus was that if a project is under construction – it should not be shown on the Connecting Nevada improvements map.

Based on the ensuing discussion, the cut-off for projects presented to the stakeholders will be clearly defined at the end of these meeting notes.

It was noted that the Carson Area Freeway is not listed in the Current and Future Roadway Improvement Projects. This project will be added to the list of planned projects.

Meeting adjourned at approximately 3pm.

Explanation of improvements to be shown on map (and in accompanying tables).

Characterization of Improvements

Projects will be considered for inclusion if they fulfill the objectives of Connecting Nevada, that is, they are regionally significant, provide enhanced capacity, and/or provide improved regional connectivity.

Priority Planned Projects

(Connecting Nevada definition) *Priority Planned Projects* are projects which have been identified through NDOT or the regional planning authorities, and are included in their improvement plans; with funding sources identified within the current revenue sources available.

- Projects that have a specific corridor identified will be shown on the map as “priority planned projects” if they are identified in NDOT’s Short Range Element¹, Long Range Element², or the MPO’s fiscally-constrained Regional Transportation Plan,.
- Projects that do not have a specific corridor identified, and are identified in the MPO’s fiscally-constrained Regional Transportation Plan will not be shown on the map, but described in a sidebar list as “priority planned projects”.

Future Needs

(Connecting Nevada definition) *Future Needs* are projects which have been identified through NDOT or the regional planning authorities through their planning processes but may not yet have identified funding sources.

- Projects that have a specific corridor (i.e., the project is on an existing road, or the specific alignment has been delineated by NDOT and or an MPO) have environmental clearance through detailed corridor evaluation, or are identified in the MPO’s unconstrained Regional Transportation Plan will be shown on the map as “future needs”.
- Projects that do not have a specific corridor identified, are identified in the MPO’s unconstrained Regional Transportation Plan, or described in an existing plan or study will not be shown on the map, but described in a sidebar list as “future needs”.

Stakeholder Concepts over the Planning Horizon

Stakeholder Concepts are projects which have been identified through the Connecting Nevada stakeholder outreach activities and may be considered for further evaluation in the future.

- Stakeholder Concepts will be described in a sidebar list as “stakeholder concepts”.

In some instances, notably with projects such as the Western High Speed Rail Alliance, broad bands representing future regionally connectivity (and modal type) will be shown on the map – with the emphasis on the connections and not the “route”.

Any exceptions, corrections, or additions of these notes should be forwarded to Lolene Terry, HDR, in writing with five (5) days of receipt of this document.

For questions or comments please contact Jason Van Havel (775-888-7119) or Tim Mueller (775-888-7351), NDOT Project Managers; or Lolene Terry, HDR Project Manager at 702-938-6002.

¹ NDOT’s Short Range Element consists of projects scheduled for the second and third years.

² Projects NDOT plans on working on, when funding is identified in the fourth through tenth years.