Multimodal Transportation Planning Priorities

STATE OF NEVADA DEPARTMENT OF TRANSPORTATION
What is the Role of Transportation Planning?
The Role of Planning in a 21st Century State Department of Transportation (TRB NCHRP #798)

1. Aligning DOT and Statewide Goals, Priorities, and Performance
2. Agency Visioning and Goal Setting
3. Identifying Performance Outcomes
4. Defining State, Regional, and Local Roles
5. Internally Integrated Planning
6. Externally Integrated Planning
7. Revenue and Financial Planning
8. Investment Strategy Resource Allocation
9. Linking Performance Measures to Outcomes
FAST Act

First long-term authorization act in a decade

Result of bipartisan cooperation and compromise

Provides 5 years of funding certainty for infrastructure planning and investment

Authorizes $305 Billion (multimodal) over FY 2016-2020

$226.3 B for highways over five years (FY 2016-2020)
  ◦ $225.2 B in contract authority
  ◦ $1.1 B from the General Fund

New freight formula and expands freight network

New discretionary program for nationally significant freight and highway projects
$305 B (all modes) over FY2016-2020

<table>
<thead>
<tr>
<th>Program</th>
<th>5-Year Funding (billions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Highway Administration</td>
<td>$ 226.3</td>
</tr>
<tr>
<td>Federal Transit Administration</td>
<td>61.1</td>
</tr>
<tr>
<td>Federal Motor Carrier Safety Administration</td>
<td>3.2</td>
</tr>
<tr>
<td>Pipeline and Hazardous Materials Administration</td>
<td>0.4</td>
</tr>
<tr>
<td>National Highway Traffic Safety Administration</td>
<td>4.7</td>
</tr>
<tr>
<td>Federal Railroad Administration</td>
<td>10.3</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>305.0</strong></td>
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</tbody>
</table>
Distribution of Federal Highway Program Funds under FAST Act

$207.4 B (92%) of Highway Funds Apportioned to States over 5 years
Growth Varies by Program

<table>
<thead>
<tr>
<th>Program</th>
<th>Avg. Annual Funding (millions)</th>
<th>Change from FY 2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Highway Performance Program</td>
<td>$ 23,280</td>
<td>+6.3%</td>
</tr>
<tr>
<td>Surface Transportation Block Grant Program</td>
<td>11,654</td>
<td>+15.6</td>
</tr>
<tr>
<td><strong>Transportation Alternatives Set-aside</strong></td>
<td>[760]</td>
<td>+3.3</td>
</tr>
<tr>
<td><strong>Recreational Trails Program Set-aside</strong></td>
<td>[84]</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>Surface Transportation Block Grant Program (net of TA &amp; Rec Trails)</strong></td>
<td>[10,809]</td>
<td>+7.3</td>
</tr>
<tr>
<td>Congestion Mitigation &amp; Air Quality Improvement</td>
<td>2,405</td>
<td>+6.1</td>
</tr>
<tr>
<td>Highway Safety Improvement Program</td>
<td>2,317</td>
<td>+5.7</td>
</tr>
<tr>
<td>Railway-Highway Crossings Program</td>
<td>235</td>
<td>+6.8</td>
</tr>
<tr>
<td>Metropolitan Planning</td>
<td>343</td>
<td>+9.5</td>
</tr>
</tbody>
</table>
| National Highway Freight Program                                        | 1,249                         | **NEW** +100.0
Highway contract authority grows each year

Highway Authorizations from Trust Fund (billions)

- FY 2015: $41.0
- FY 2016: $43.1
- FY 2017: $44.0
- FY 2018: $45.0
- FY 2019: $46.0
- FY 2020: $47.1
<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Apportionment</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 2015</td>
<td>$350,472,546</td>
</tr>
<tr>
<td>FY 2016</td>
<td>$368,332,024</td>
</tr>
<tr>
<td>FY 2017</td>
<td>$375,938,098</td>
</tr>
<tr>
<td>FY 2018</td>
<td>$384,062,585</td>
</tr>
<tr>
<td>FY 2019</td>
<td>$392,731,061</td>
</tr>
<tr>
<td>FY 2020</td>
<td>$402,136,745</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$1,923,200,513</strong></td>
</tr>
<tr>
<td><strong>Average</strong></td>
<td><strong>$384,640,103</strong></td>
</tr>
</tbody>
</table>
Statewide Planning and Metropolitan Planning are two separate federal programs

**FY 2018** $8 million+ for Statewide Planning

**FY 2017** $3 million+ total FHWA funds for 4 Nevada MPOs/RTCs

- RTC/SNV $2 million+
- RTC/WC $750 thousand+
- CAMPO $275 thousand+
- Tahoe MPO $250 thousand+
SPR Funding

Funded by contract authority from the Highway Account of the Highway Trust Fund. Funds are subject to the overall Federal-aid obligation limitation.

The FAST Act continues funding for statewide and nonmetropolitan planning as part of a 2 percent set-aside for planning and research activities from each State’s apportionments of five core programs:

- National Highway Performance Program [23 U.S.C. 119],
- Surface Transportation Block Grant Program (STBG) [23 U.S.C. 133],
- Highway Safety Improvement Program [23 U.S.C. 148],
- Congestion Mitigation and Air Quality Improvement Program [23 U.S.C. 149], and

Of the funds that are set aside, a minimum of 25% must be used for research purposes, unless the State certifies that more than 75% of the funds are needed for statewide and metropolitan planning and the Secretary accepts such certification.
SPR Program Purpose

The statewide planning process establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions throughout the State and is administered jointly by the Federal Highway Administration and the Federal Transit Administration.

- Federal reliance on the statewide transportation planning process as the primary mechanism for cooperative transportation decision making throughout the State.
- Coordination of statewide planning with metropolitan planning
- Emphasis on fiscal constraint and public involvement in the development of the Statewide Transportation Improvement Program (STIP).
- Emphasis on involving and considering the concerns of Tribal governments in planning.
- State development of statewide transportation plans and programs.
- Plan and program shall be developed in consultation with affected local officials with responsibility for transportation in non-metropolitan areas, but this process will not be reviewed or approved by the Secretary.
NDOT SPR Major Program Areas

1. Planning Administration
2. Roadway Systems
3. Traffic Information
4. Performance Analysis
5. Multimodal Planning
6. STIP Program Management
7. Corridor and Network Planning
8. Planning Partnerships
9. Location Services
Strategic Planning for the State Transportation System

A. Multimodal System Planning
B. Planning Partnerships and Coordination
C. System Performance and Analysis
D. Planning Data and Applications
   A. Roadway Systems Program
   B. Traffic Information Program
E. Management and Administration
F. System Safety Planning
Continuing Programs

- State Long Range Plan (One Nevada) -- Increased Funding
- Bicycle and Pedestrian Planning
- Freight Planning -- Increased Funding
- County and Tribal Consultation
- Multistate Corridor Coordination and Planning
- In-State Corridor Planning
- STIP Program Management
- Increase Funding for Performance Planning to meet FHWA/FTA new regulations
Additional Planning Activities and Focus

1. Alternative Fuel Corridor Planning
2. Emerging Technologies and Innovation
3. Complete Street Guidance/Planning
4. State Public Transportation Planning
5. Federal Agencies Coordination
6. MPO/RTCs Consultation/Coordination
7. State Rail Plan update
Multimodal System Planning

1. Statewide Long Range Planning
   1. ONE Nevada Planning
   2. Critical Corridors Planning

2. Statewide Public Transportation Planning
   1. Planning for Statewide Transit Needs
   2. Northern Nevada Public Transportation Study

3. Aviation System Planning

4. Freight System Planning

5. Bicycle and Pedestrian Planning

6. State Rail Planning
National Highway Freight Program | NEW

$1.2 B / year (average), apportioned to States by formula

Eligible activities include construction, operational improvements, freight planning and performance measures

Highway focus, but ≤10% for rail/port/intermodal projects

States required to have freight plans to obligate NHFP funds (beginning December 4, 2017)
MPO and State DOT Planning Cooperation

- Reno/Sparks “Spaghetti Bowl” interchange
- Northern Nevada Traffic Study
- Northern Nevada Public Transportation Planning
- Completion of Carson City Highway Bypass
- Complete Streets Improvements to Carson Boulevard North and South
- Revitalization of Downtown Carson City
- Southern Nevada Traffic Study
- Boulder City Highway Multimodal Study
- Relinquishment of State Highway segments (Fremont experience)
Corridor Planning

Multi-State Corridor Planning
In-State Corridor Planning
Complete Streets Planning
Multimodal Corridor Planning
Corridor Planning Projects

1. Boulder Highway Multimodal Corridor Planning
2. Northern Nevada Traffic Study
3. Eastern Corridor Las Vegas Corridor Study
4. US 395 South Corridor (Carson Freeway to CA state line)
5. Other Corridor Studies to be prioritized – Under Development