



**NOTICE OF MEETING OF THE  
CARSON AREA METROPOLITAN PLANNING  
ORGANIZATION (CAMPO)**

**Day:** Wednesday  
**Date:** December 13, 2017  
**Time:** Beginning at 4:30 pm  
**Location:** Community Center, Sierra Room, 851 East William Street, Carson City, Nevada

**AGENDA**

**AGENDA NOTES:** The Carson Area Metropolitan Planning Organization (CAMPO) is pleased to make reasonable accommodations for members of the public who are disabled and wish to attend the meeting. If special arrangements for the meeting are necessary, please notify Carson Area Metropolitan Planning Organization staff in writing at 3505 Butti Way, Carson City, Nevada, 89701, or Comments@CarsonAreaMPO.com, or call Lucia Maloney at (775) 887-2355 at least 24 hours in advance.

For more information or for copies of the supporting material regarding any of the items listed on the agenda, please contact Lucia Maloney, Transportation Manager, at (775) 887-2355. Additionally, the agenda with all supporting material is posted on the CAMPO website at [www.carson.org/agendas](http://www.carson.org/agendas), or is available upon request at 3505 Butti Way, Carson City, Nevada, 89701.

**1. ROLL CALL AND DETERMINATION OF A QUORUM**

**2. AGENDA MANAGEMENT NOTICE:** The Chair may take items on the agenda out of order; combine two or more agenda items for consideration; and/or remove an item from the agenda or delay discussion relating to an item on the agenda at any time.

**3. DISCLOSURES:** Any member of the CAMPO Board may inform the Chair of his or her intent to make a disclosure of a conflict of interest on any item appearing on the agenda or on any matter relating to the CAMPO's official business. Such disclosures may also be made at such time the specific agenda item is introduced.

**4. PUBLIC COMMENT:** Members of the public who wish to address the CAMPO Board may approach the podium and speak on any matter relevant to or within the authority of CAMPO. Comments are limited to three minutes per person per topic. If your item requires extended discussion, please request the Chair to calendar the matter for a future CAMPO meeting. No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an Agenda as an item upon which action may be taken.

**5. APPROVAL OF MINUTES:**

**5.A (For Possible Action) November 27, 2017 Draft Minutes**

## **6. PUBLIC MEETING ITEM(S):**

**6.A (For Possible Action)** 2040 Regional Transportation Plan (RTP) amendments to incorporate Fixing America's Surface Transportation (FAST) Act Safety Performance Targets required by the Code of Federal Regulations.

**Staff Summary:** Safety performance targets have been set in accordance with the FAST Act. The FAST Act also requires MPOs to integrate the safety performance targets into their RTP.

**6.B (For Possible Action)** To formally approve a revised distribution and schedule of Surface Transportation Program Block Grant (STBG) funds between the three member agencies of the Carson Area Metropolitan Planning Organization (CAMPO).

**Staff Summary:** The Nevada Department of Transportation (NDOT) has agreed to set-aside CAMPO's proportional share of STBG funds for use by Carson City, Douglas County, and Lyon County in eligible areas located within the CAMPO Boundary. The CAMPO Board formalized the distribution and scheduling of funds to member agencies in December 2016. To avoid STBG funding from reverting to NDOT, it is important that CAMPO members coordinate and identify eligible projects that are ready for design and construction. Lyon County has requested that Carson City exchange its 2020 STBG allocation with Lyon County's 2018 allocation.

## **7. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS (Non-Action Items):**

**7.A** Future Agenda Items

**8. BOARD COMMENTS (Information only):** Status reports and comments from the members of the CAMPO Board.

**9. PUBLIC COMMENT:** Members of the public who wish to address the CAMPO Board may approach the podium and speak on any matter relevant to or within the authority of CAMPO. Comments are limited to three minutes per person per topic. If your item requires extended discussion, please request the Chair to calendar the matter for a future CAMPO meeting. No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an Agenda as an item upon which action may be taken.

**10. The Next Meeting is Tentatively Scheduled:** 4:30 p.m., Wednesday, January 10, 2018, at the Sierra Room - Community Center, 851 East William Street.

## **11. ADJOURNMENT: For Possible Action**

This agenda has been posted at the following locations on Thursday, December 7, 2017, before 5:00 p.m.:

City Hall, 201 North Carson Street

Carson City Library, 900 North Roop Street

Community Center, Sierra Room, 851 East William Street

Carson City Public Works, 3505 Butti Way

Carson City Planning Division, 108 E. Proctor Street

Douglas County Executive Offices, 1594 Esmeralda Avenue, Minden

Lyon County Manager's Office, 27 South Main Street, Yerington

Nevada Department of Transportation, 1263 S. Stewart Street, Carson City

City Website: [www.carson.org/agendas](http://www.carson.org/agendas)

State Website: <https://notice.nv.gov>

**CARSON AREA METROPOLITAN PLANNING ORGANIZATION**

**Minutes of the November 27, 2017 Meeting**

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**DRAFT**

A regular meeting of the Carson Area Metropolitan Planning Organization was scheduled for 4:30 p.m. on Monday, November 27, 2017 in the Community Center Sierra Room, 851 East William Street, Carson City, Nevada.

**PRESENT:** Chairperson Mark Kimbrough  
Vice Chairperson Brad Bonkowski  
Member Lori Bagwell  
Member Jon Erb  
Member Jim Smolenski  
Ex-Officio Member Kevin Verre

**STAFF:** Darren Schulz, Public Works Department Director  
Lucia Maloney, Transportation Manager  
Dirk Goering, Senior Transportation Planner  
Graham Dollarhide, Transit Coordinator  
Hailey Lang, Transportation Planner  
Cortney Bloomer, Bicycle and Pedestrian Coordinator  
Jason Link, Chief Financial Officer  
Dan Yu, Deputy District Attorney  
Kathleen King, Chief Deputy Clerk

**NOTE:** A recording of these proceedings, the CAMPO's agenda materials, and any written comments or documentation provided to the Clerk, during the meeting, are part of the public record. These materials are available for review, in the Clerk's Office, during regular business hours.

- 1. CALL TO ORDER AND DETERMINATION OF A QUORUM (4:34:09)** - Chairperson Kimbrough called the meeting to order at 4:34 p.m. Ms. King called the roll; a quorum was present. Members Hastings and Zenteno were absent.
- 2. AGENDA MANAGEMENT NOTICE (4:34:33)** - Chairperson Kimbrough entertained modifications to the agenda; however, none were forthcoming.
- 3. DISCLOSURES (4:34:44)** - Chairperson Kimbrough entertained disclosures; however, none were forthcoming.
- 4. PUBLIC COMMENT (4:34:50)** - Chairperson Kimbrough entertained public comment; however, none was forthcoming.
- 5. ACTION ON APPROVAL OF MINUTES - October 11, 2017 (4:35:02)** - Chairperson Kimbrough introduced this item, and entertained a motion. **Vice Chairperson Bonkowski moved to approve the minutes, as presented. Member Smolenski seconded the motion. Motion carried 5-0.**

**CARSON AREA METROPOLITAN PLANNING ORGANIZATION**

**Minutes of the November 27, 2017 Meeting**

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**DRAFT**

**6. PUBLIC MEETING ITEMS:**

**6(A) INFORMATION ONLY REGARDING AN OVERVIEW OF CAMPO'S DATA COLLECTION PROCEDURES AND SUMMARIES FOR WALKING, BIKING, AND DRIVING (4:35:25)** - Chairperson Kimbrough introduced this item, and Ms. Maloney provided an overview of the report. Ms. Lang presented that portion of the report relative to pedestrians and bicycle data, and responded to questions of clarification. Chairperson Kimbrough suggested developing a press release, "using data from other communities that are kind of equal to Carson about how the number of bikes or pedestrians comes in percentage; ... drawing a picture ... to show that this is a biking public and that they're using the downtown and that this is just a small ... picture of what's going on. That picture would really ... show ... people in the community that this is a success." Ms. Maloney commended the suggestion and commented on the trends that can be portrayed over time. Ms. Lang and Ms. Maloney responded to additional questions of clarification, and discussion ensued. Chairperson Kimbrough entertained additional questions or comments of the CAMPO members and of the public; however, none were forthcoming.

**6(B) INFORMATION ONLY ON JUMP AROUND CARSON ("JAC") TRANSIT DATA AND ITS RELATION TO PERFORMANCE-BASED PLANNING AND THE NATIONAL TRANSIT DATABASE (4:50:23)** - Chairperson Kimbrough introduced this item. Mr. Dollarhide reviewed the agenda materials, and responded to questions of clarification. Chairperson Kimbrough entertained questions or comments of the CAMPO members and of the public; none were forthcoming.

**7. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS; FUTURE AGENDA ITEMS (4:53:35)** - Chairperson Kimbrough introduced this item, and Ms. Maloney reviewed the tentative agenda for the December meeting.

**8. CAMPO MEMBER COMMENTS (4:55:48)** - Chairperson Kimbrough entertained CAMPO member comments; however, none were forthcoming.

**9. PUBLIC COMMENT (4:55:53)** - Chairperson Kimbrough entertained public comment; however, none was forthcoming.

**10. THE NEXT MEETING IS TENTATIVELY SCHEDULED for 4:30 p.m. on Wednesday, December 13, 2017 in the Community Center Sierra Room, 851 East William Street (4:56:02)** - Chairperson Kimbrough read this information into the record.

**11. ACTION ON ADJOURNMENT (4:56:17)** - A motion was made, seconded, and carried to adjourn the meeting at 4:56 p.m.

The Minutes of the November 27, 2017 Carson Area Metropolitan Planning Organization are so approved this \_\_\_\_\_ day of December, 2017.

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MARK KIMBROUGH, Chair



## STAFF REPORT

**Report To:** The Carson Area Metropolitan Planning Organization (CAMPO)

**Meeting Date:** December 13, 2017

**Staff Contact:** Hailey Lang, Transportation Planner

**Agenda Title:** (For Possible Action) 2040 Regional Transportation Plan (RTP) amendments to incorporate Fixing America's Surface Transportation (FAST) Act Safety Performance Targets required by the Code of Federal Regulations.

**Staff Summary:** Safety performance targets have been set in accordance with the FAST Act. The FAST Act also requires MPOs to integrate the safety performance targets into their RTP.

**Agenda Action:** Formal Action/Motion

**Time Requested:** 10 minutes

### **Proposed Motion**

Move to approve the 2040 Regional Transportation Plan (RTP) amendments to Incorporate Fixing America's Surface Transportation (FAST) Act Safety Performance Targets as required by the Code of Federal Regulations.

### **Background/Issues & Analysis**

The U.S. Department of Transportation (U.S. DOT) Federal Highway Administration (FHWA) [Safety Performance Measure \(PM\) Final Rule](#) establishes safety performance measure requirements for the purpose of assessing fatalities and serious injuries on all public roads. The five performance measures, based on five-year rolling averages, within the Safety PM Final Rule include:

1. Number of Fatalities
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

Data for the fatality-related measures are taken from the Fatality Analysis Reporting System (FARS) and data for the serious injury-related measures are taken from the State motor vehicle crash database. Vehicle Miles Traveled (VMT) are derived from the methodology Highway Performance Monitoring System (HPMS).

**Target-Setting Process-**The Safety PM Final Rule establishes the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to establish and report safety targets along with the process FHWA will use to assess progress toward targets. MPOs shall establish their performance targets for each of the measures not later than 180 days after the State submits its annual Highway Safety Improvement Program (HSIP) report in which the State's annual targets are

established and reported. The State HSIP report was submitted on August 31, therefore MPOs must establish targets no later than February 27 of each year.

**CAMPO Requirements for Safety Target-Setting**-MPOs may choose between programming projects in support of all the State targets, establishing specific numeric targets for all of the performance measures (number or rate), or establishing specific numeric targets for one or more individual measures and supporting the State target on other measures. NDOT has decided to adopt a statewide target of a minus one reduction for each of the five required performance measures. Using five years' fatality and serious injury crash data, staff has analyzed alternative trend lines to evaluate potential CAMPO targets. A 0.5% reduction has been selected as the annual target for each of the five required performance measures. Staff selected a target of a 0.5% reduction based on the CAMPO jurisdiction.

FHWA requirements for MPOs that choose to establish their own HSIP targets are as follows:

1. Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State
2. Estimate vehicles miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets
3. Coordinate with the State and include the safety performance measures and the MPO's safety targets for those measures in the RTP
4. Integrate performance measures and targets into planning documents
5. Include a description in the Transportation Improvement Program (TIP) of the anticipated effect of the TIP toward achieving targets in the RTP, linking investment priorities in the TIP to those safety targets

This amendment updates five safety performance measures that will be tracked on an annual basis. The five safety performance targets have been integrated into the RTP as an appendix, and minor text modifications to the RTP have been included.

**Applicable Statute, Code, Policy, Rule or Regulation**

23 U.S.C. 134(h)(2)(C)

**Financial Information**

Is there a fiscal impact?  Yes  No

If yes, account name/number: 245-3028-431-12-01 Unified Planning Work Program (UPWP), Task 1.6 Implementation of MAPO-21/FAST Act & Performance Measures.

Is it currently budgeted?  Yes  No

Explanation of Fiscal Impact: CAMPO has a defined task in the UPWP to carry out functions regarding safety performance measures. The budget for this task is \$35,000.

**Alternatives**

- Not approve the proposed RTP amendments
- Approve the RTP amendments with modification
- Request stall to present alternative target

**Supporting Material**

- RTP Amendment
  - Pages ii and 9

**Board Action Taken:**

Motion: \_\_\_\_\_

1) \_\_\_\_\_

2) \_\_\_\_\_

Aye/Nay

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_  
(Vote Recorded By)

# 2040 Regional Transportation Plan

Approved August 16, 2016

Amended December 13, 2017



*This report was funded in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The views and opinions of the Carson Area Metropolitan Planning Organization expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.*

# **Excerpt from Executive Summary**

Due to a statewide concern for insufficient transportation funds, Assembly Bill 191 has required all counties in Nevada to place a question on the November 2016 ballot asking the voters whether to index the motor vehicle fuel revenue tax to a specified inflation rate, except Washoe County, which already has fuel revenue indexing. If voters turn down the fuel revenue indexing, local decisions makers will continue to have difficult choices to make regarding the prioritization of capital improvement projects and maintenance projects. More information is provided in Chapter 3 *Funding*.

As all three-member agencies struggle to allocate funding resources, pavement management strategies are being used to maintain roadway pavement conditions at the lowest cost. All three agencies are in the process of developing or actively maintaining pavement management software. The software maintains an inventory of roadway conditions and schedules major and minor maintenance treatments to maximize the life span and condition of roadways. While this software is extremely useful to local agencies, the software does have a limitation. As the software aims to maintain roadway conditions, roadways that are no longer cost effective to maintain receive lower priority than new or recently constructed roadways. As a result, a balanced approach between maintaining better roads longer and repairing unsafe roadways must be achieved. More information is provided in Chapter 4 *Transportation System*.

The current transportation act, Fixing America's Surface Transportation Act, requires metropolitan planning organizations (MPOs) to establish a performance based planning approach. CAMPO has adopted the following thirteen objectives to support long-range and short-range investment decision making:

- **Reduce the number of transportation system fatalities**
- **Reduce the number of transportation system serious injuries**
- **Reduce the rate of transportation system fatalities**
- **Reduce the rate of transportation system serious injuries**
- **Improve the pavement condition of roadways in the CAMPO boundary**
- **Reduce the amount of roadways in poor or very poor condition**
- **Have no structurally deficient bridge decks in the CAMPO boundary**
- **Increase the number of ADA compliant transportation facilities**
- **Improve transit system efficiencies and accessibilities**
- **Maintain or improve travel times**
- **Improve travel times on major truck routes during peak hours**
- **Foster quality of life in the CAMPO boundary by increasing transportation choices and access to transportation services for all users**
- **Accommodate additional modes of transportation on existing transportation facilities**

In compliance with federal regulations and to enhance regional planning efforts, CAMPO in coordination with the Nevada Department of Transportation and Nevada's three other MPOs, have established performance measures to track progress towards the plan's objectives. The introduction of measures into CAMPO's regional transportation plan will establish a baseline of information for future measures and will allow for the future evaluation of investment into the transportation system. CAMPO will work with NDOT to establish the required targets needed to meet performance measure objectives and federal requirements. **CAMPO's 2040 Regional Transportation Plan has been amended to incorporate required safety targets. Appendix A documents targets and supporting material.**



## **Excerpt from Chapter 2**

## Chapter 2: Goals, Objectives, and Performance Measures

This chapter contains adopted goals, objectives, and performance measures for this transportation plan. The purpose of these goals, objectives, and performance measures are to help guide and evaluate investment into the Carson Area transportation network. Public comment, previous goals from CAMPO's 2035 Regional Transportation Plan, and new federal legislation were leading factors in the development of the goals, objectives, and performance measures below:

### Goals

- **Increase the safety of the transportation system for all users**
- **Maintain a sustainable regional transportation system**
- **Increase the mobility and reliability of the transportation system for all users**
- **Maintain and develop a multi-modal transportation system that supports economic vitality**
- **Provide an integrated transportation system**

### Objectives and Performance Measures

Initiated with the previous transportation bill, MAP-21, and continued with the FAST Act, federal law now requires MPOs to establish and track performance measures. Commonly referred to as performance based planning and programming, the established performance measures are intended to help assess the effectiveness of investment into the transportation network. The objectives and performance measures in this plan support one of the plan's five goals. Additionally, the objectives and performance measures have been developed through coordination with state and regional planning partners to allow for statewide consistency and comparison.

In addition to the establishment of performance measures, this plan provides baseline figures for future evaluation. The carefully selected objectives and performance measures were chosen based on data that is consistent and readily available. The objectives for this plan are believed to be realistic and measurable.

The Safety Performance Management Final Rule adds Part 490 to title 23 of the Code of Federal Regulations to implement performance management requirements including specific safety performance measures for the purpose of the Highway Safety Improvement Program (HSIP). Together, these regulations will improve data, foster transparency and accountability, and allow Federal investments in safety improvements. The Nevada Department of Transportation (NDOT) first established their statewide targets on August 31, 2017. MPO's are required to establish their targets each year within 180 days of establishment of NDOT's targets. CAMPO's 2040 Regional Transportation Plan has been amended to incorporate required safety targets. Appendix A documents targets and supporting materials.



12/13/2017



CARSON AREA  
METROPOLITAN  
ORGANIZATION

APPENDIX A: 2040 REGIONAL  
TRANSPORTATION PLAN SAFETY TARGET  
SETTING

Supporting Material

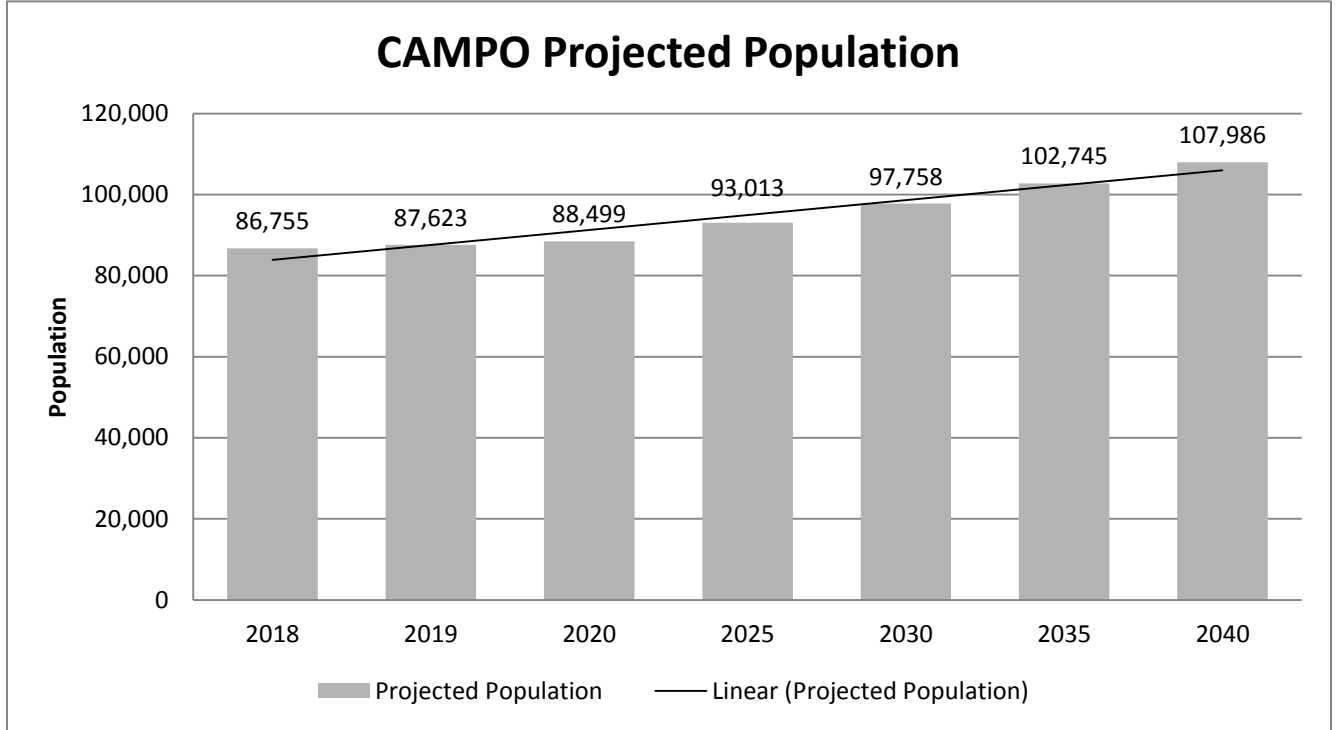
## PURPOSE

Federal Highway Administration (FHWA) defines Transportation Performance Management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. Safety Performance Management is part of the overall TPM program. The Safety Performance Measure (PM) Final Rule establishes five safety performance measure requirements as five-year rolling averages to include:

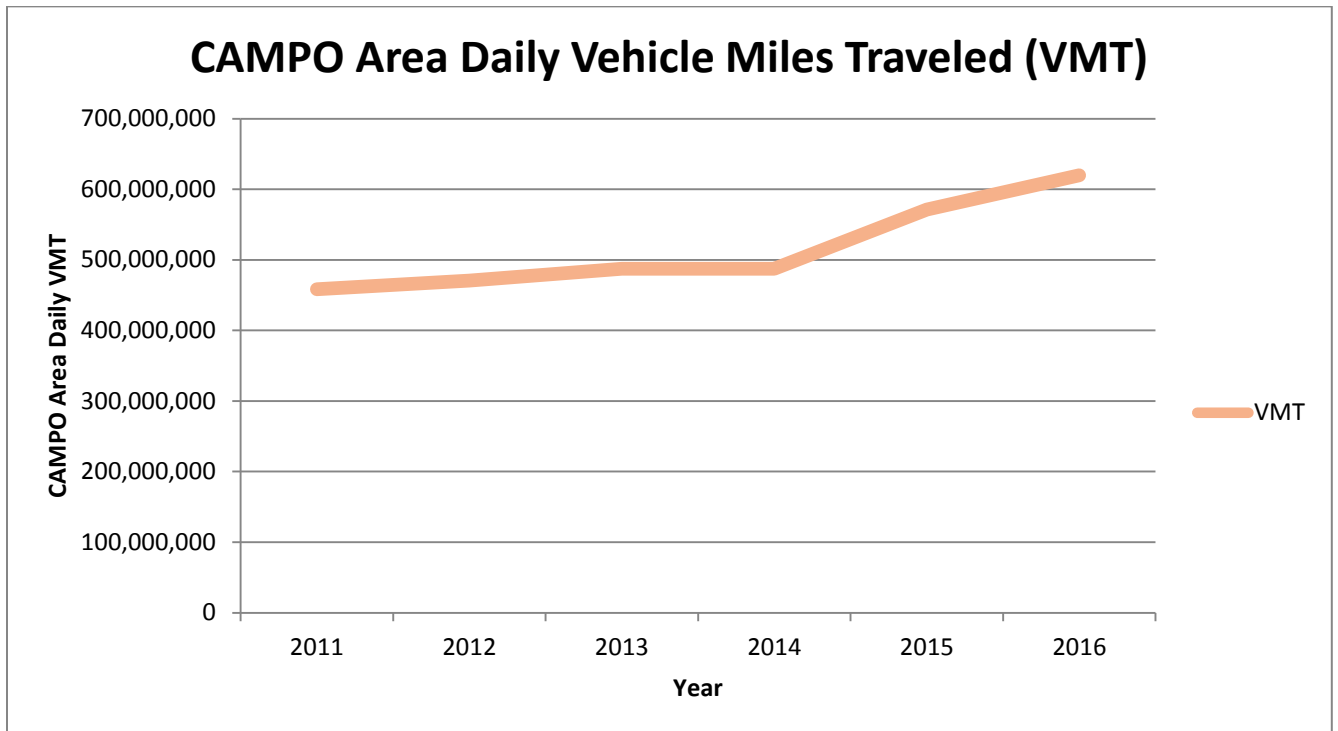
1. Number of Fatalities
  - a. The total number of persons suffering fatal injuries in a motor vehicle crash
2. Rate of Fatalities per 100 million Vehicles Miles Traveled (VMT)
  - a. The ratio of total number of fatalities to the number of VMT
3. Number of Serious Injuries
  - a. The total number of persons suffering at least one serious injury in a motor vehicle crash
4. Rate of Serious Injuries per 100 million VMT
  - a. The ratio of total number of serious injuries to the number of VMT
5. Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries
  - a. The combined total number of non-motorized fatalities and serious injuries involving a motor vehicle

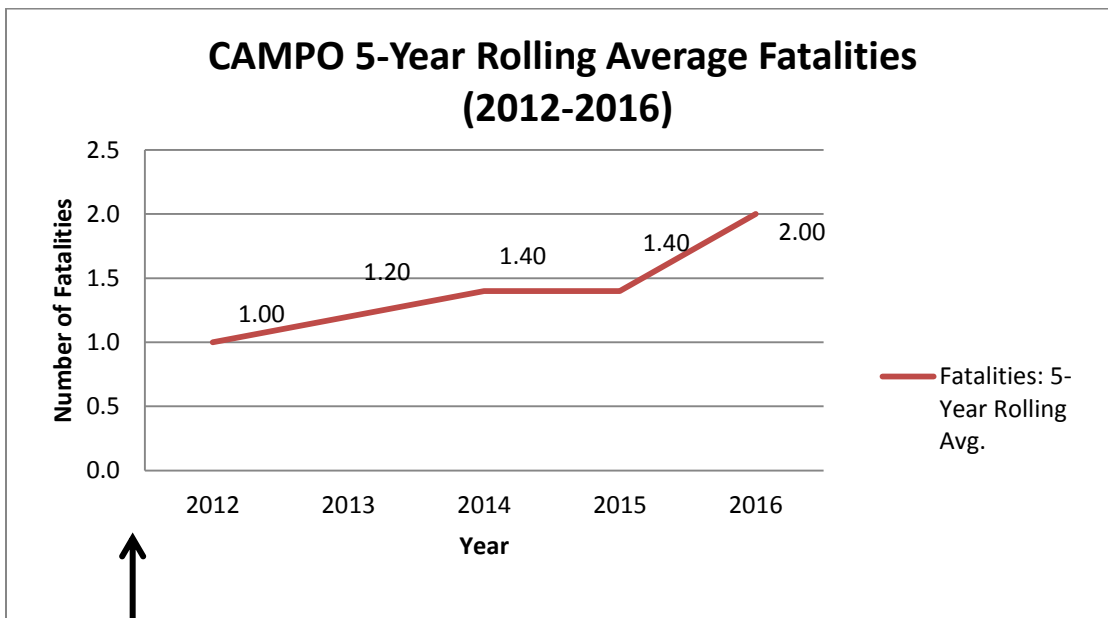
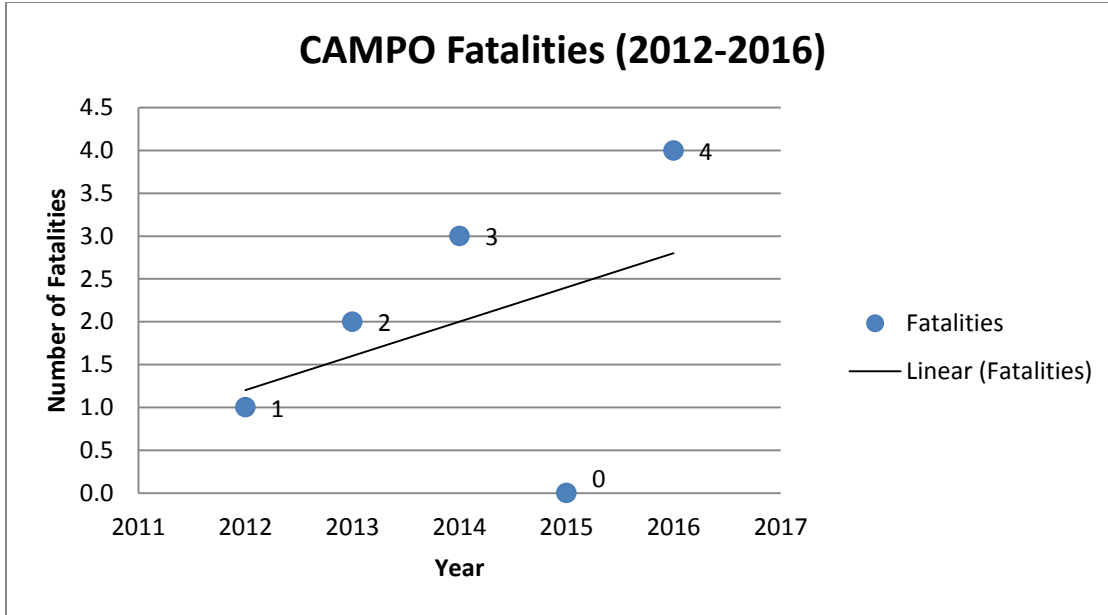
In addition to tracking the above safety measures, MPO's are required to either set their own targets specific to their planning area or agree to support the adopted statewide target. Regional Transportation Plans (RTPs) are required to include safety performance measures and targets and Transportation Improvement Programs (TIPs) must include a description of how the TIP contributes to achieving the performance targets in the RTP on or after May 27, 2018.

BASELINE DATA



Source: 2014 Nevada State Demographer, Estimates and Projections



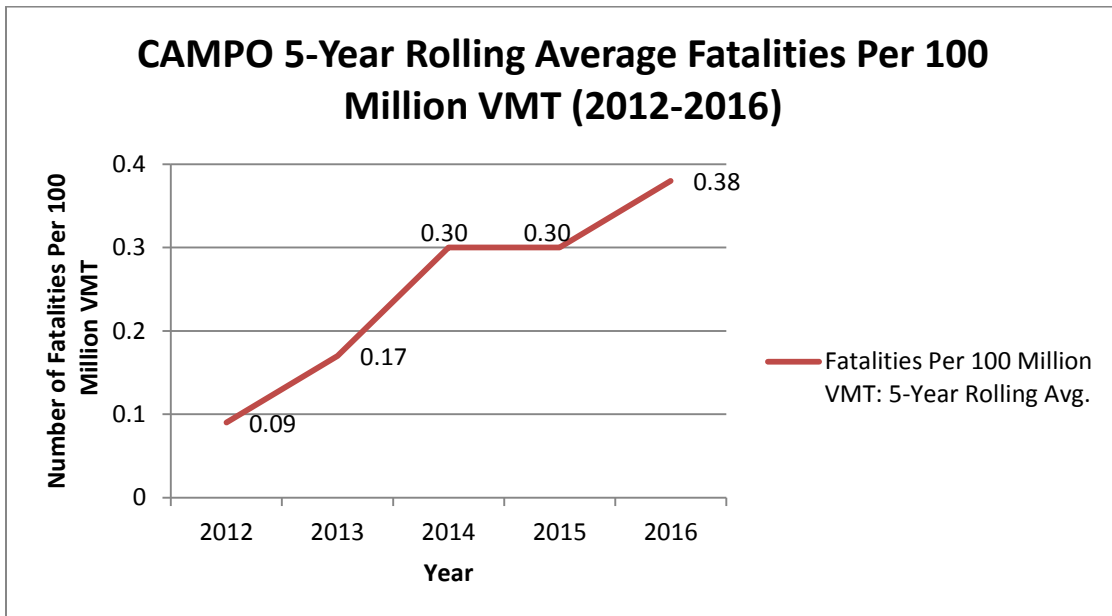
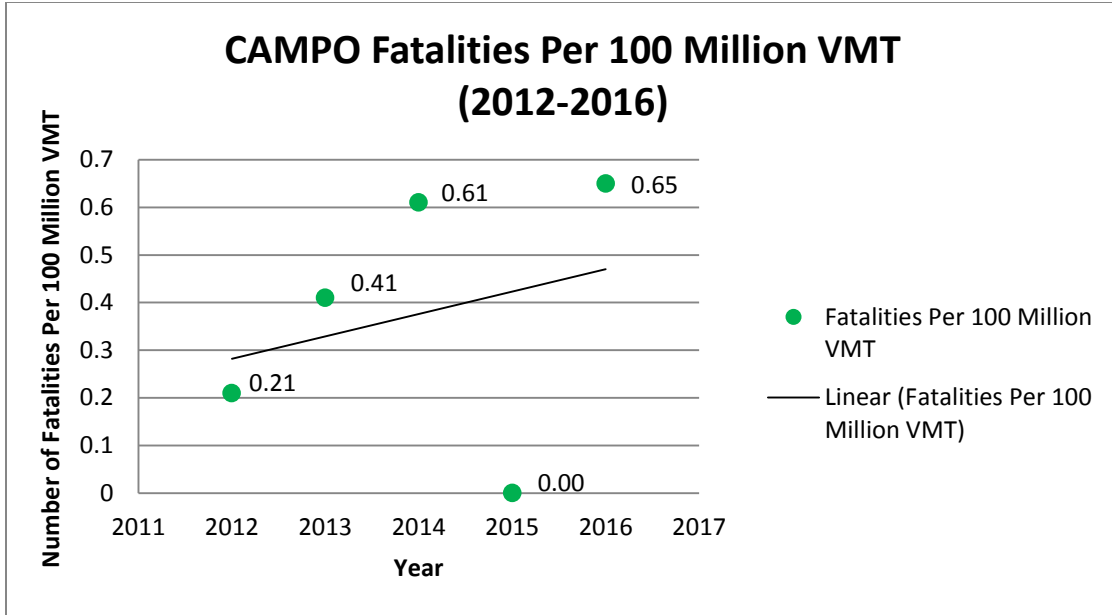


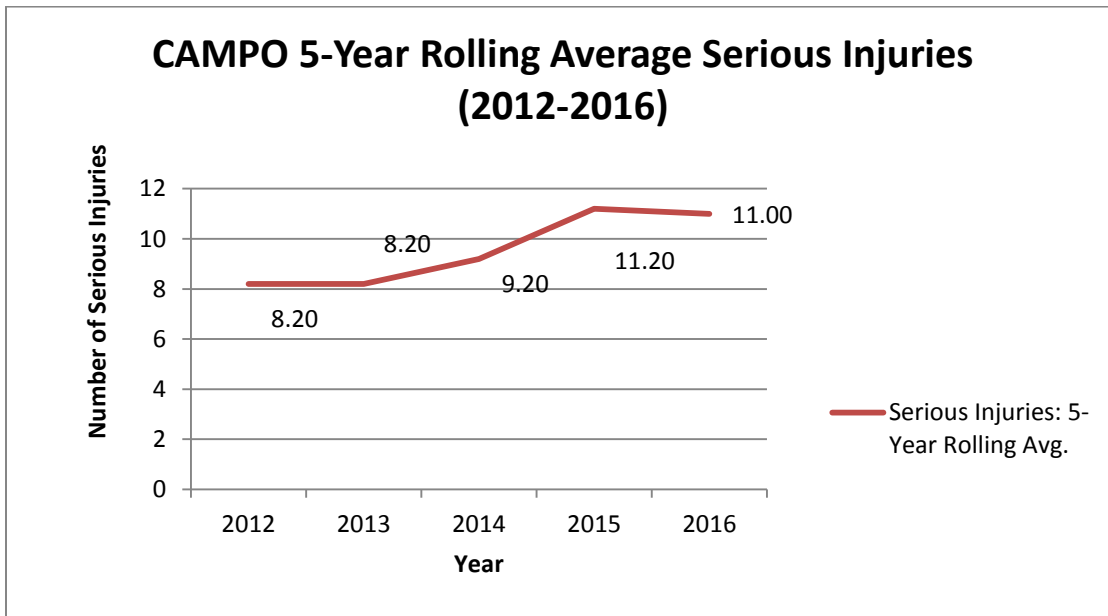
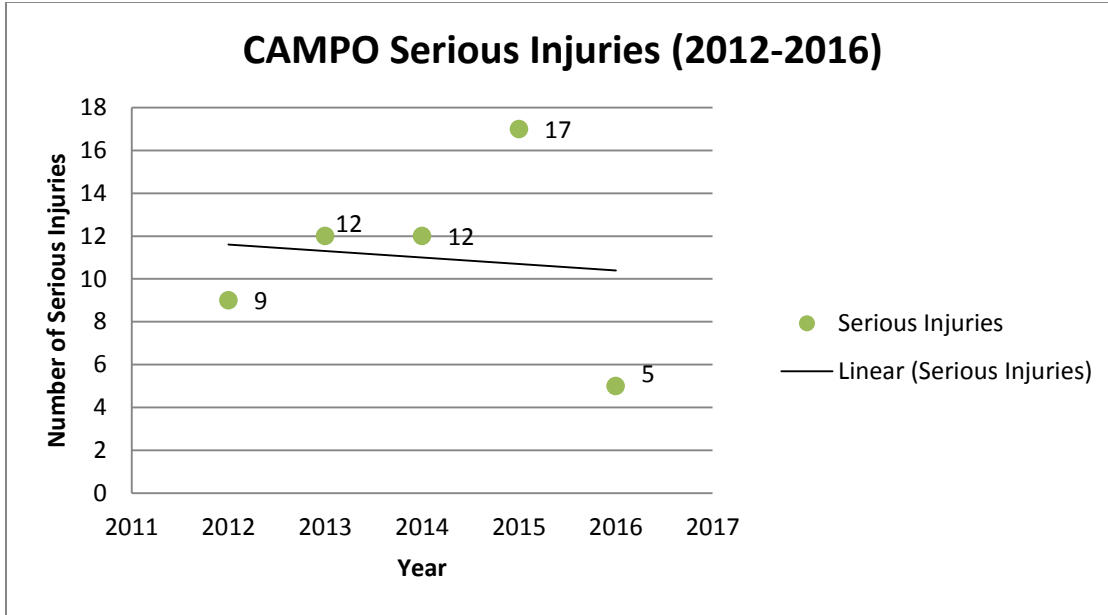
To calculate 5-Year Rolling Average for 2017:

- Add up number of fatalities for 2013-2017
  - $2+3+0+4+3.20=12.20$
- Divide sum of 2013-2017 by 5
  - $12.20/5=2.44$

Year	# of Fatalities	5-Yr Rolling Avg. Fatalities
2012	1.00	1.00 (2008-2012)
2013	2.00	1.20 (2009-2013)
2014	3.00	1.40 (2010-2014)
2015	0.00	1.40 (2011-2015)
2016	4.00	2.00 (2012-2016)
2017*	3.20	2.44 (2013-2017)
2018*	3.60	2.76 (2014-2018)

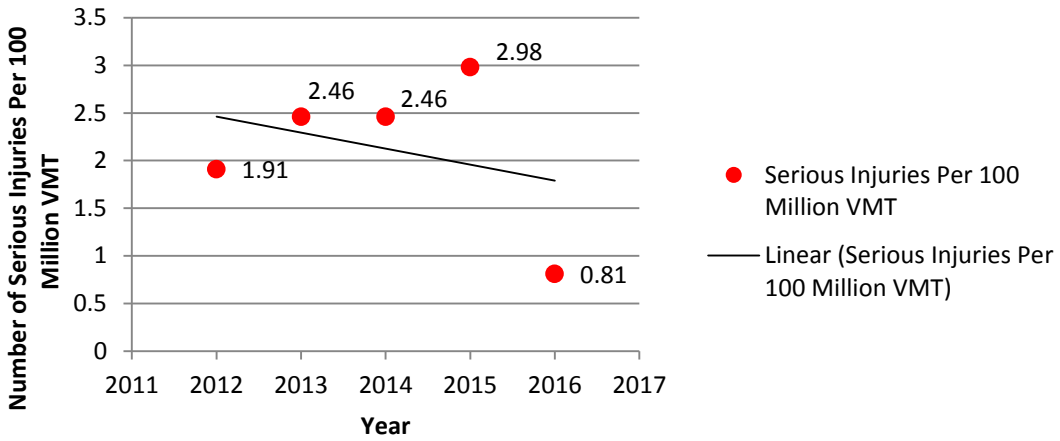
\*Years 2017 and 2018 are projections based on above formula



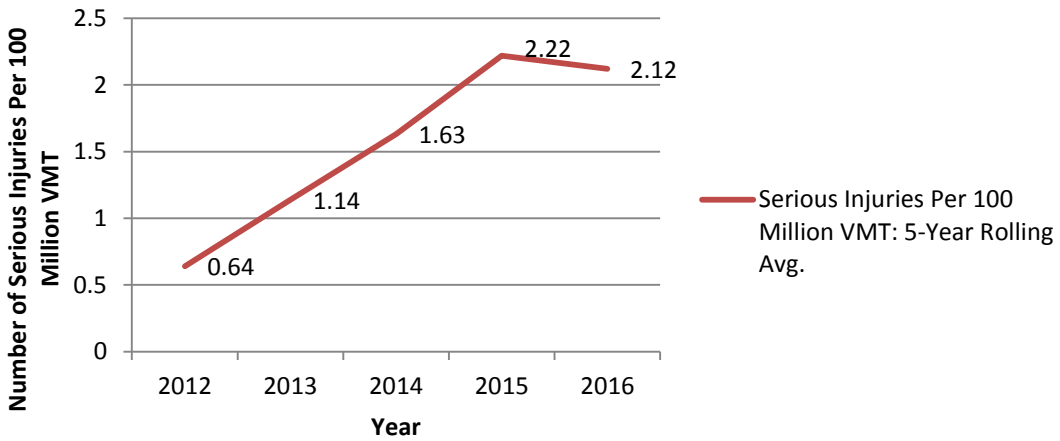


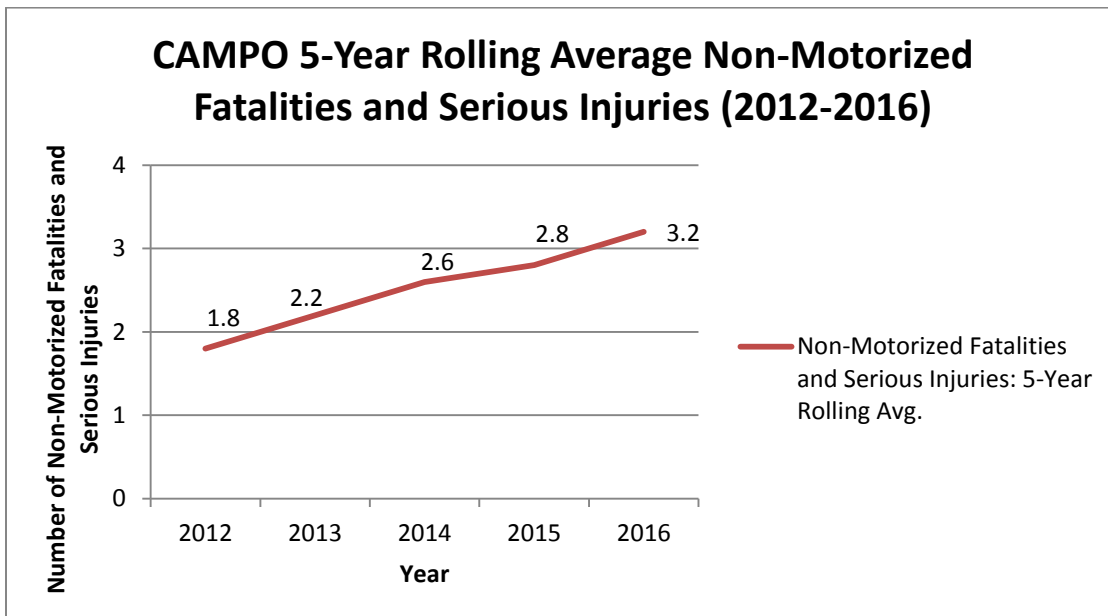
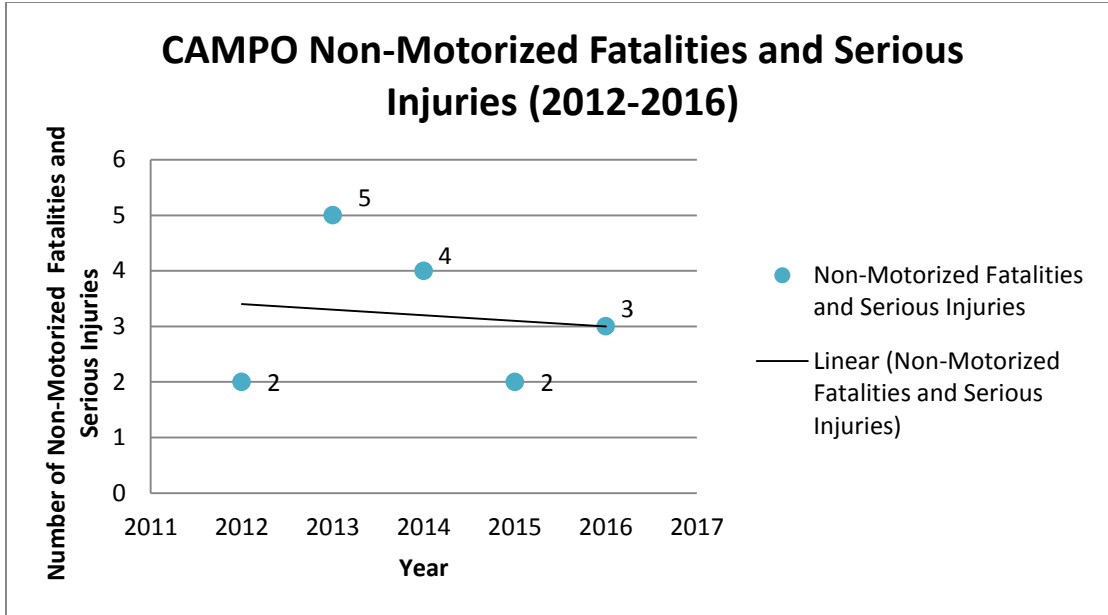
Year	Number of Serious Injuries	5-Yr Rolling Avg. Serious Injuries
2012	9.0	8.2 (2008-2012)
2013	12.0	8.2 (2009-2013)
2014	12.0	9.2 (2010-2014)
2015	17.0	11.2 (2011-2015)
2016	5.0	11.0 (2012-2016)
2017	10.1	11.2 (2013-2017)
2018	9.8	10.7 (2014-2018)

### CAMPO Serious Injuries Per 100 Million VMT (2012-2016)



### CAMPO 5-Year Rolling Average Serious Injuries Per 100 Million VMT (2012-2016)



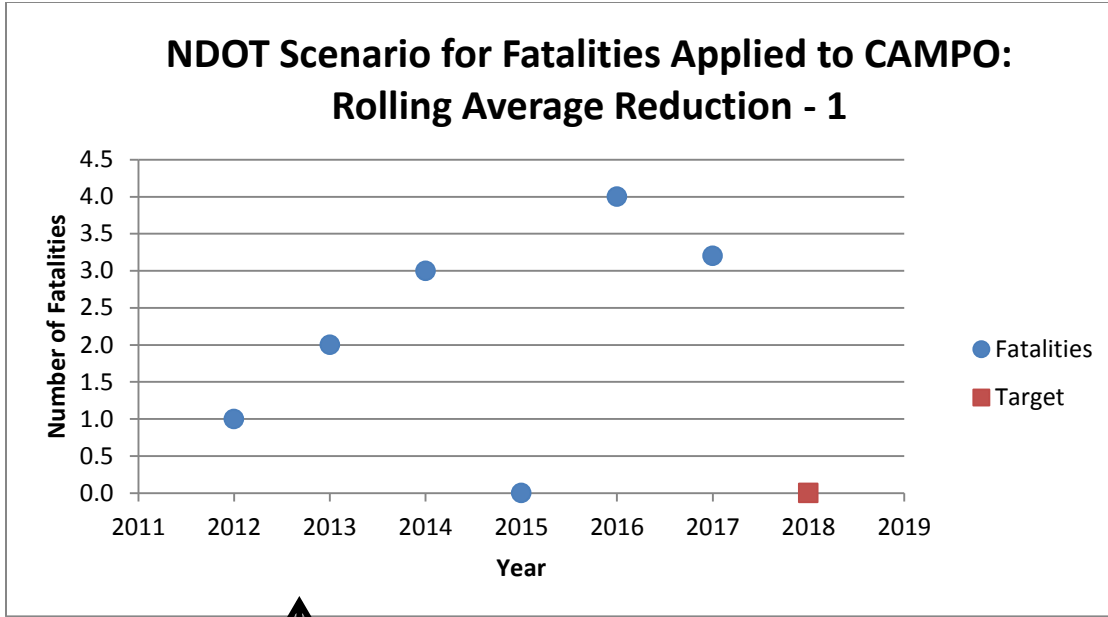


Year	Number of Non-Motorized Fatalities and Serious Injuries	5-Yr Rolling Avg. Non-Motorized Fatalities and Serious Injuries
2012	2.0	1.8 (2008-2012)
2013	5.0	2.2 (2009-2013)
2014	4.0	2.6 (2010-2014)
2015	2.0	2.8 (2011-2015)
2016	3.0	3.2 (2012-2016)
2017	2.9	3.3 (2013-2017)
2018	2.8	2.9 (2014-2018)

## NEVADA DEPARTMENT OF TRANSPORTATION (NDOT) TARGETS

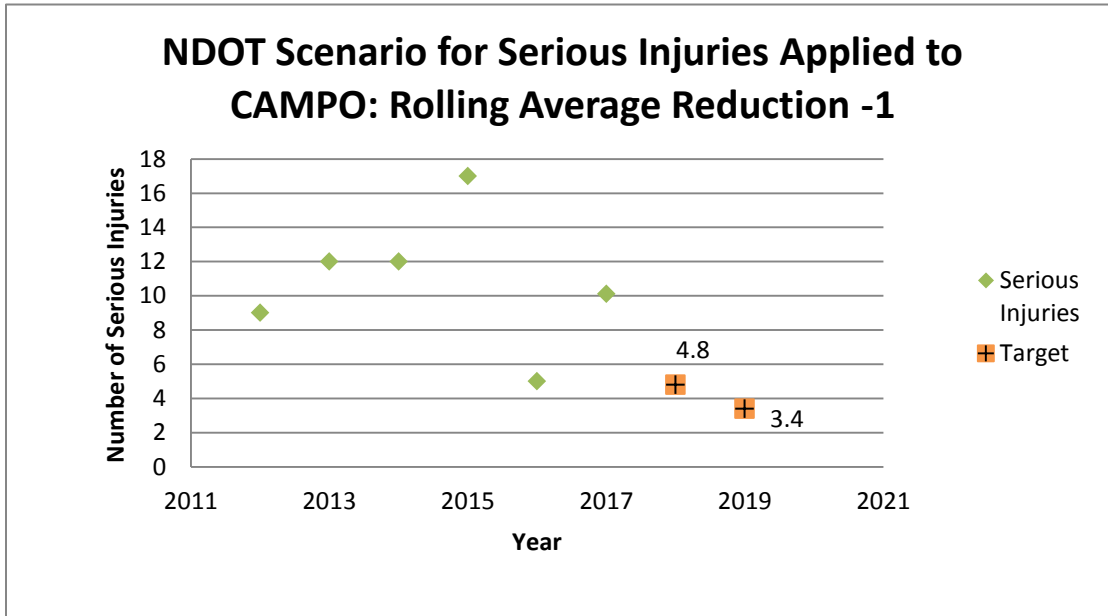
NDOT Safety Targets			
Performance Measure (5-Year Rolling Average)	2016 5-Year Rolling Average	Desired Target	Change
<i>Number of Fatalities</i>	295	294	-1
<i>Rate of Fatalities Per 100 Million VMT</i>	1.243	1.242	-1
<i>Number of Serious Injuries</i>	1,356	1,355	-1
<i>Rate of Serious Injuries Per 100 Million VMT</i>	4.681	4.680	-1
<i>Number of Non-Motorized Fatalities and Serious Injuries</i>	326	324	-1

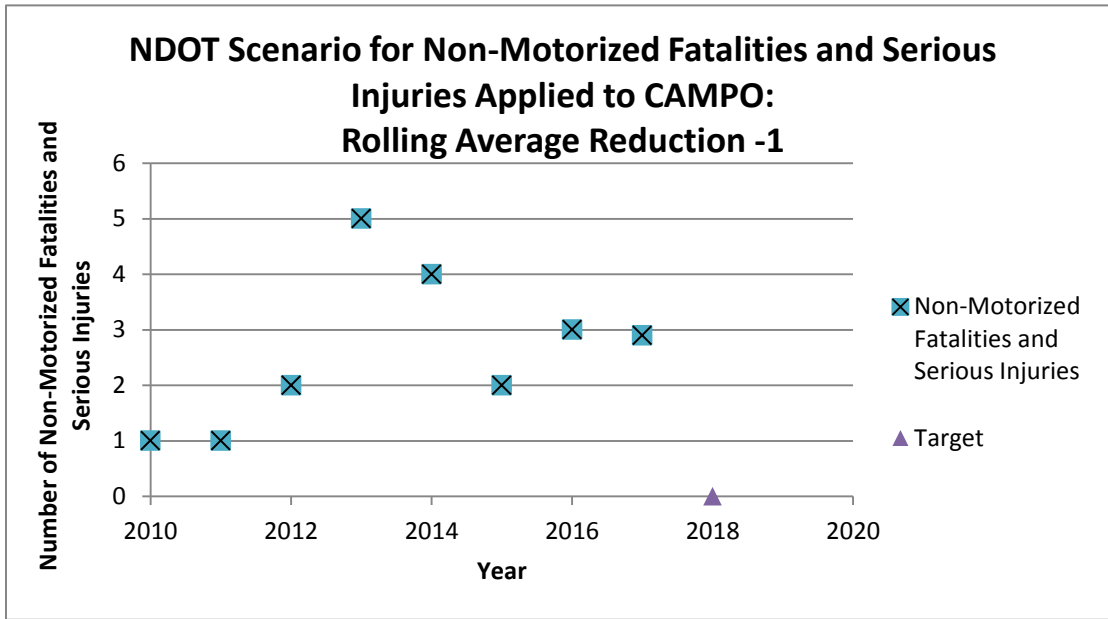
The Nevada Department of Transportation (NDOT) adopted an overall statewide target of a rolling average reduction -1 on August 31, 2017. Due to CAMPO's population size and occurrences of fatalities and serious injuries, staff selected the method of a rolling average reduction of -.50%. Other trends that were considered were rolling average reductions of -.75%, -1%, and -2%.



To calculate Rolling Average Reduction minus 1:

- Use projected rolling average for 2014-2018=2.76
- Your projected rolling average would be  $2.76 - 1 = 1.76$
- Use projected rolling average to calculate the target fatalities
  - $1.76 * 5 = 8.80$  (Sum of 2014-2017 fatalities)
  - $8.80 - 10.20 = -1.40$  (Target Fatalities)





## CAMPO ADOPTED SAFETY PM TARGETS (2017):

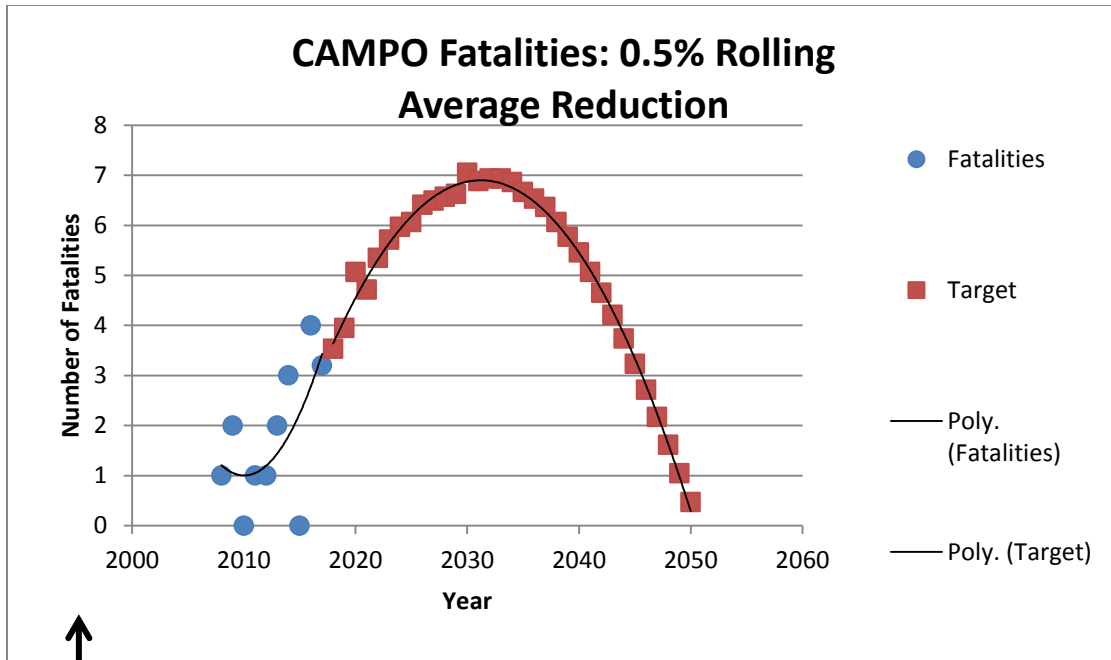
Number of Fatalities: 0.5% Average Reduction

Rate of Fatalities Per 100 Million VMT: 0.5% Average Reduction

Number of Serious Injuries: 0.5% Average Reduction

Rate of Serious Injuries Per 100 Million VMT: 0.5% Average Reduction

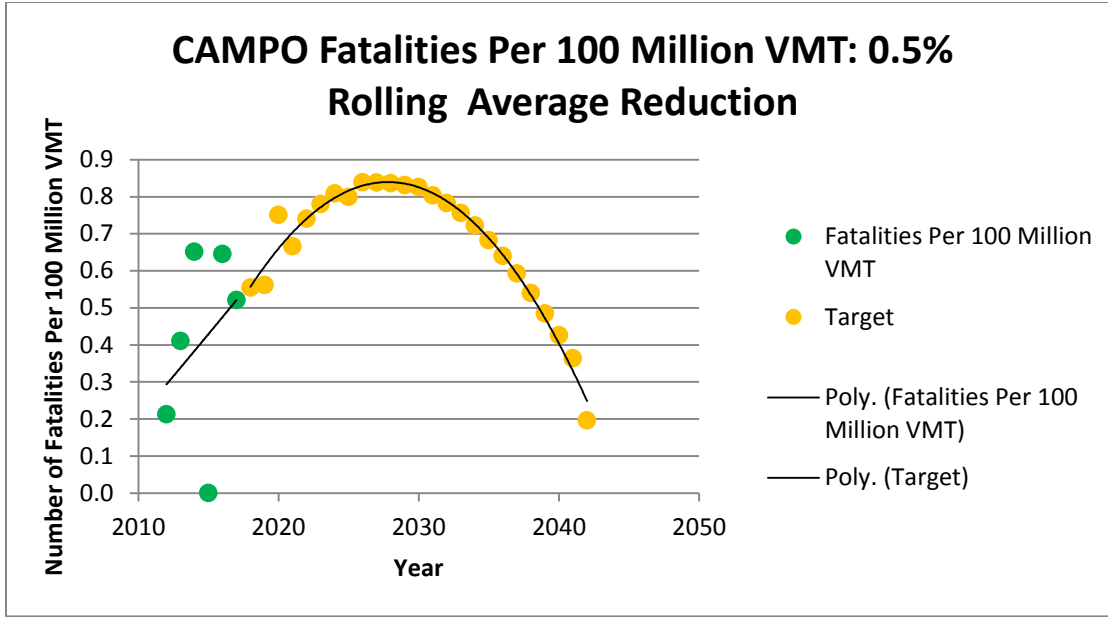
Number of Non-Motorized Fatalities and Serious Injuries: 0.5% Average  
Reduction



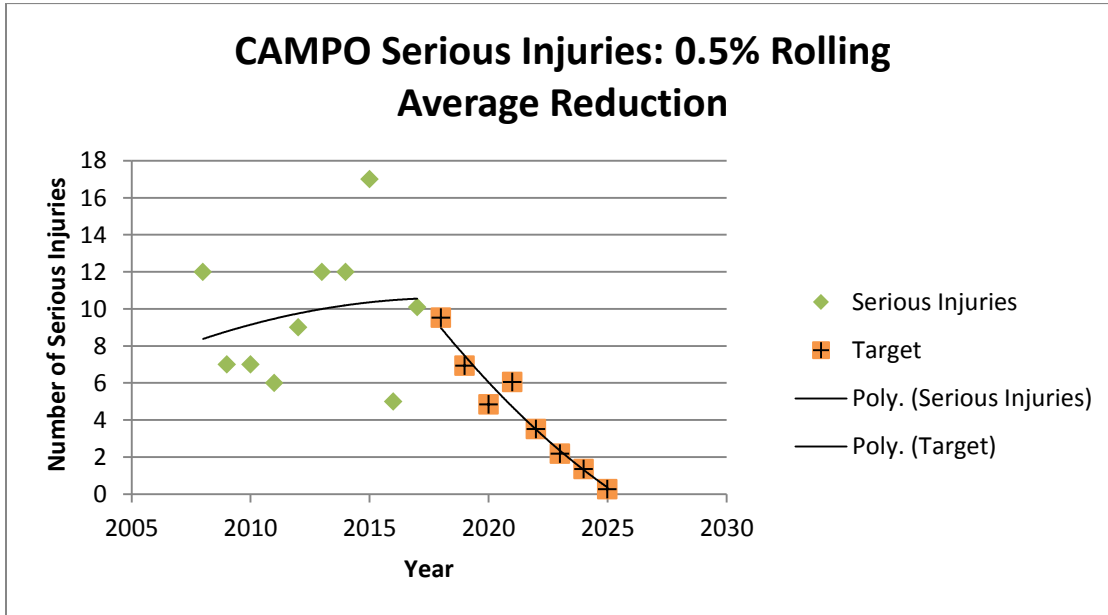
To calculate projected fatalities with .50% decrease for 2018:

- Use rolling average for 2014-2018 to calculate Projected Rolling Average
  - Projected Rolling Average\*(100%-.5%)=Projected Target Rolling Average
- Use projected rolling average to calculate the target fatalities
  - Projected Target Rolling Average\*5-Sum of 2014-2017 fatalities=Target Fatalities

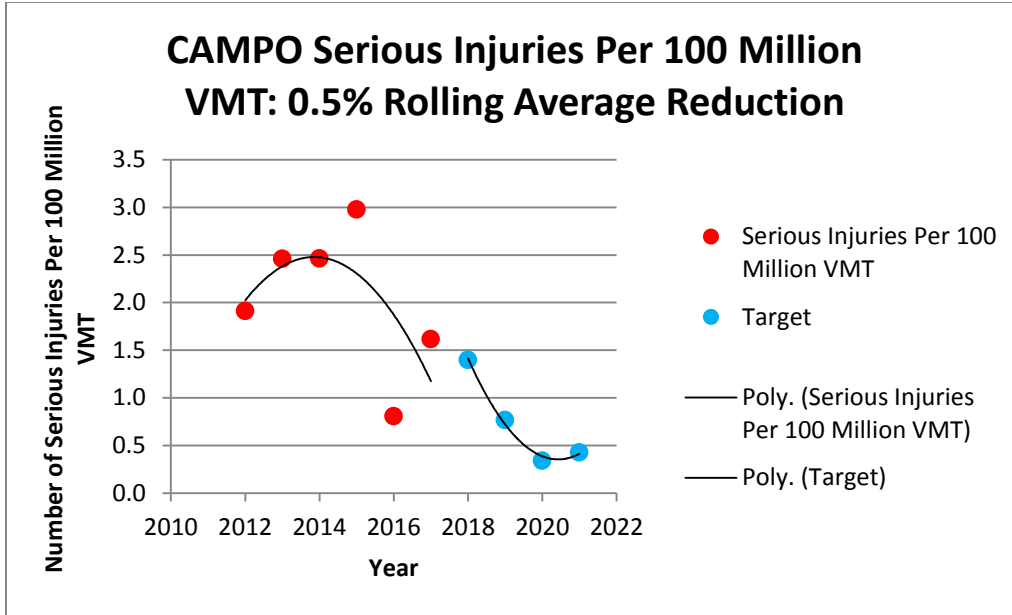
Year	Target Fatalities	Difference	Increase or Decrease (%)
2018	3.5		
2019	4.0	0.4	11.9
2020	5.1	1.1	28.3
2021	4.7	-0.4	-7.0
2022	5.4	0.6	13.5
2023	5.7	0.4	6.9
2024	6.0	0.3	4.4
2025	6.1	0.1	1.6
2026	6.4	0.4	5.7
2027	6.5	0.1	1.3
2028	6.6	0.1	1.2
2029	6.6	0.1	0.9
2030	7.1	0.4	6.3
2031	6.9	-0.2	-2.3
2032	6.9	0.1	0.7
2033	6.9	0.0	0.0
2034	6.9	-0.1	-1.1
2035	6.7	-0.2	-2.9
2036	6.5	-0.1	-2.0
2037	6.4	-0.2	-2.5
2038	6.1	-0.3	-4.7
2039	5.8	-0.3	-4.8
2040	5.5	-0.3	-5.5
2041	5.1	-0.4	-7.0
2042	4.7	-0.4	-8.3
2043	4.2	-0.4	-9.4
2044	3.7	-0.5	-11.2
2045	3.2	-0.5	-13.5
2046	2.7	-0.5	-16.1
2047	2.2	-0.5	-20.0
2048	1.6	-0.6	-25.7
2049	1.0	-0.6	-35.2
2050	0.5	-0.6	-54.8



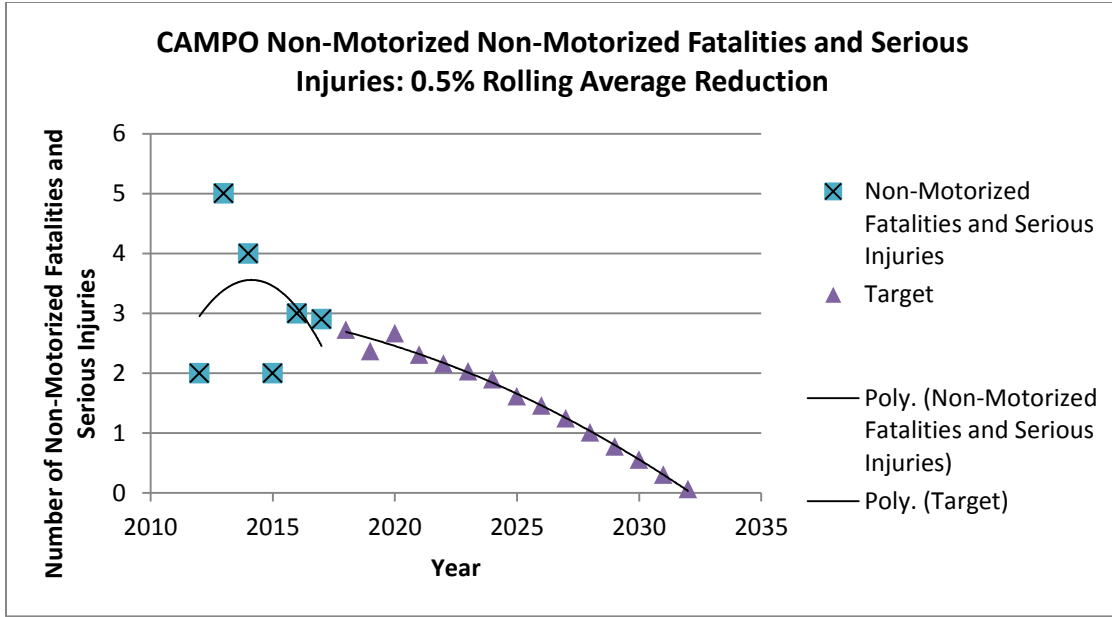
Year	Target Fatalities Per 100 Million VMT	Difference	Increase or Decrease (%)
2018	0.6		
2019	0.6	0.0	1.2
2020	0.8	0.2	33.8
2021	0.7	-0.1	-11.2
2022	0.7	0.1	11.1
2023	0.8	0.0	5.4
2024	0.8	0.0	3.7
2025	0.8	0.0	-1.2
2026	0.8	0.0	5.0
2027	0.8	0.0	-0.1
2028	0.8	0.0	-0.3
2029	0.8	0.0	-0.6
2030	0.8	0.0	-0.6
2031	0.8	0.0	-2.7
2032	0.8	0.0	-2.6
2033	0.8	0.0	-3.5
2034	0.7	0.0	-4.4
2035	0.7	0.0	-5.5
2036	0.6	0.0	-6.1
2037	0.6	-0.1	-7.5
2038	0.5	-0.1	-8.8
2039	0.5	-0.1	-10.3
2040	0.4	-0.1	-12.1
2041	0.4	-0.1	-14.6
2042	0.2	-0.2	-46.0



Year	Target Serious Injuries	Difference	Increase or Decrease (%)
2018	3.5		
2019	3.9	0.4	11.2
2020	5.0	1.1	27.4
2021	4.5	-0.4	-8.5
2022	5.1	0.6	12.2
2023	5.4	0.3	5.4
2024	5.5	0.1	2.5
2025	5.5	0.0	-0.6



Year	Target Serious Injuries Per 100 Million VMT	Difference	Increase or Decrease (%)
2018	1.4		
2019	0.8	-0.6	-45.2
2020	0.3	-0.4	-55.7
2021	0.4	0.1	26.0



Year	Target Non-Motorized Fatalities and Serious Injuries	Difference	Increase or Decrease (%)
2018	2.7		
2019	2.4	-0.4	-13.2
2020	2.7	0.3	12.7
2021	2.3	-0.4	-13.5
2022	2.2	-0.2	-6.4
2023	2.0	-0.1	-6.0
2024	1.9	-0.1	-6.6
2025	1.6	-0.3	-14.8
2026	1.5	-0.2	-9.6
2027	1.2	-0.2	-14.7
2028	1.0	-0.2	-18.8
2029	0.8	-0.2	-23.5
2030	0.6	-0.2	-28.0
2031	0.3	-0.3	-45.0



## STAFF REPORT

**Report To:** The Carson Area Metropolitan Planning Organization

**Meeting Date:** December 13, 2017

**Staff Contact:** Lucia Maloney, Transportation Manager

**Agenda Title: (For Possible Action)** To formally approve a revised distribution and schedule of Surface Transportation Program Block Grant (STBG) funds between the three member agencies of the Carson Area Metropolitan Planning Organization (CAMPO).

**Staff Summary:** The Nevada Department of Transportation (NDOT) has agreed to set-aside CAMPO's proportional share of STBG funds for use by Carson City, Douglas County, and Lyon County in eligible areas located within the CAMPO Boundary. The CAMPO Board formalized the distribution and scheduling of funds to member agencies in December 2016. To avoid STBG funding from reverting to NDOT, it is important that CAMPO members coordinate and identify eligible projects that are ready for design and construction. Lyon County has requested that Carson City exchange its 2020 STBG allocation with Lyon County's 2018 allocation.

**Agenda Action:** Formal Action/Motion

**Time Requested:** 15 minutes

### **Proposed Motion**

Move to approve the revised distribution and schedule of Surface Transportation Program Block Grant (STBG) funds between the three member agencies of the Carson Area Metropolitan Planning Organization as recommended by staff.

**Background/Issues & Analysis** – Per an agreement between NDOT and CAMPO, an annual allocation of STBG funds, of approximately \$1,023,000, will be available to CAMPO's member agencies. The STBG funds allocated to CAMPO must be obligated within three years and unspent funds cannot have a carrying balance of two consecutive years. The interlocal agreement is a four year agreement with an annual allocation of approximately \$1,023,000.

CAMPO staff met with the three member agencies to develop a distribution method that would be fair and effective prior to CAMPO approval of the original distribution schedule. The method developed for distribution of STBG funds is proportional to a member agency's Urban Area population located within the CAMPO Boundary. Based on the 2010 Census, Carson City has been allocated 70.6%, Douglas County 13.5%, and Lyon County 15.9%. To allow member agencies the flexibility to fund larger projects and to avoid smaller annual funding allocations, the four years of funding was allocated and approved by CAMPO in December 2016 by the following schedule: Lyon County will receive 100% of their four year share in 2018. Douglas County will receive 100% of their four year share in 2019. Carson City will have access to the remainder of the funding over the course of the agreement.

To avoid STBG funding from reverting to NDOT, it is important that CAMPO members coordinate and identify eligible projects that are ready for design and construction. Lyon County has requested that Carson City exchange its 2020 STBG allocation with Lyon County's 2018 allocation.

Funds can be used to preserve and improve the conditions and performance of a public road that is located on the Federal-aid highway system. The Federal-aid highway system typically includes the major roadways within a region. Local roads are not eligible for STBG funds. STBG funds can only be used within an urban area delineated by NDOT's Functional Classification Maps. Carson City has the capacity, expertise, and project need to utilize the 2018 funds in exchange for its 2020 funds. Staff therefore recommends CAMPO approval of a revised distribution and schedule of STBG funds between the three CAMPO member agencies as shown in the table below.

	2017	2018	2019	2020
Carson City	\$1,023,000	\$1,023,000	\$470,580	\$372,372
Douglas County	\$0	\$0	\$552,420	\$0
Lyon County	\$0	\$0	\$0	\$650,628

**Applicable Statute, Code, Policy, Rule or Regulation - 23 U.S.C. 133**

**Financial Information**

Is there a fiscal impact?  Yes  No

If yes, account name/number: N/A, See explanation below.

Is it currently budgeted?  Yes  No

Explanation of Fiscal Impact: There is no fiscal impact to CAMPO, but Carson City will be responsible for a 5% local match. The STBG funds will remain with NDOT and the three local municipalities will seek reimbursement for eligible transportation projects through a separate interlocal agreement between NDOT and the respective municipality.

**Alternatives** - N/A

**Supporting Material** - N/A

**Board Action Taken:**

Motion: \_\_\_\_\_

1) \_\_\_\_\_

Aye/Nay

2) \_\_\_\_\_

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(Vote Recorded By)