



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

Day: Wednesday
Date: February 14, 2018
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, 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) January 10, 2018 Draft Minutes

6. PUBLIC MEETING ITEM(S):

6.A (For Possible Action) Prioritize Transportation Alternatives Program (TAP) grant submitted within the CAMPO Planning Area.

Staff Summary: CAMPO is able to prioritize TAP applications within the metropolitan planning area for Nevada Department of Transportation (NDOT) consideration. Applications will be accepted by NDOT until February 26th.

6.B (For Possible Action) Approval of an Amendment to the 2040 Regional Transportation Plan (RTP) with incorporated Fixing America's Surface Transportation (FAST) Act Safety Performance Targets.

Staff Summary: Safety performance targets have been set and approved by the Carson Area Planning Organization (CAMPO) Commission at the December 13, 2017 meeting. As required by CAMPO's Public Participation Plan, CAMPO staff opened a 30-day public comment period for residents to view the proposed RTP amendment.

6.C (For Possible Action) To approve the submittal of a request to the Nevada Department of Transportation (NDOT) to classify North Lompa Lane, between U.S. 50 and Butti Way, as a Minor Collector Roadway.

Staff Summary: The Federal Highway Administration (FHWA) has established guidelines for state, regional, and local jurisdictions to follow in classifying roadways. As it pertains to CAMPO and the member agencies, proposals for classifications are to be initiated by the metropolitan planning organization and submitted to NDOT. Once submitted, NDOT will review the proposal and submit a final proposal to FHWA for approval.

6.D (Information Only) Information on CAMPO's Annual Obligation Report (AOR) document.

Staff Summary: Per federal regulations, staff has prepared an Annual Obligation Report. The report identifies projects listed in CAMPO's Transportation Improvement Program (TIP) for which federal funds were obligated during the 2017 Federal Fiscal Year.

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, March 14, 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, February 8, 2017, before 5:00 p.m.:

City Hall, 201 North Carson 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

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

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A regular meeting of the Carson Area Metropolitan Planning Organization was scheduled for 4:30 p.m. on Wednesday, January 10, 2018 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 Randy Gaa
Member Bob Hastings
Member Chas Macquarie

STAFF: Darren Schulz, Public Works Department Director
Lucia Maloney, Transportation Manager
Graham Dollarhide, Transit Coordinator
Cortney Bloomer, Bicycle and Pedestrian Coordinator
Dan Yu, Deputy District Attorney
Tamar Warren, 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 (4:31:27)** - Chairperson Kimbrough called the meeting to order at 4:31 p.m. Ms. Warren called the roll; a quorum was present.
2. **AGENDA MANAGEMENT NOTICE (4:31:56)** - Chairperson Kimbrough entertained modifications to the agenda; however, none were forthcoming.
3. **DISCLOSURES (4:32:00)** - Chairperson Kimbrough entertained disclosures; however, none were forthcoming.
4. **PUBLIC COMMENT (4:32:14)** - Chairperson Kimbrough entertained public comment; however, none was forthcoming.
5. **ACTION ON APPROVAL OF MINUTES - December 13, 2017 (4:32:33)** - Chairperson Kimbrough introduced this item, and entertained suggested revisions or a motion. **Vice Chairperson Bonkowski moved to approve the minutes, as presented. Member Bagwell seconded the motion. Motion carried 7-0.** (4:50:53) In response to a question, Chairperson Kimbrough advised of having been given direction by Deputy Attorney General George Taylor that "even if you weren't at the meeting, you could approve minutes." In response to a question, Mr. Yu advised of no requirement, under the Nevada Open Meeting law, to abstain from voting on the minutes. Member Macquarie advised that he would abstain as he had not been present at the December meeting.

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6. PUBLIC MEETING ITEMS:

6(A) INFORMATION ON TRANSIT SURVEYS CONDUCTED OCTOBER 30 THROUGH NOVEMBER 4, 2017, ON THE FIXED-ROUTE AND PARATRANSIT BUSES, AS PART OF THE UNIFIED PLANNING WORK PROGRAM (4:32:57) - Chairperson Kimbrough introduced this item. Mr. Dollarhide reviewed the agenda materials, and responded to questions of clarification. Member Gaa commended staff's efforts and encouraged continued use of surveys and data collection. Mr. Dollarhide responded to additional questions, and Chairperson Kimbrough entertained public comment. When no public comment was forthcoming, Chairperson Kimbrough thanked Mr. Dollarhide for his presentation.

6(B) PRESENTATION TO INFORM CAMPO OF A RECENT APPLICATION TO THE WALKABILITY ACTION INSTITUTE (4:41:35) - Chairperson Kimbrough introduced this item. Ms. Bloomer reviewed the agenda materials, and responded to questions of clarification. Vice Chairperson Bonkowski offered to donate the funding for one person to attend the institute, if donations could be solicited for other staff persons to attend. Ms. Maloney expressed appreciation for the generous offer, but explained that only 19 persons were accepted to the institute. "... it wasn't necessarily a funding issue ..." A brief discussion followed. Chairperson Kimbrough entertained additional questions or comments of the CAMPO members and of the public; however, none were forthcoming.

7. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS; FUTURE AGENDA ITEMS (4:49:14) - Chairperson Kimbrough introduced this item, and Ms. Maloney reviewed the tentative agenda for the February CAMPO meeting.

8. CAMPO MEMBER COMMENTS (4:52:15) Chairperson Kimbrough introduced Members Gaa and Macquarie, and thanked them for their willingness to serve. Chairperson Kimbrough entertained CAMPO member comments. Member Macquarie announced a National Association of City Transportation Officials ("NACTO") webinar scheduled for January 16th, and suggested that Transportation Division staff may be interested. Ms. Maloney advised that she would look into it and thanked Member Macquarie. Chairperson Kimbrough entertained additional CAMPO member comments; however, none were forthcoming.

9. PUBLIC COMMENT (4:53:26) - Chairperson Kimbrough entertained public comment; however, none was forthcoming.

10. THE NEXT MEETING IS TENTATIVELY SCHEDULED FOR 4:30 P.M. ON WEDNESDAY, FEBRUARY 14, 2018 IN THE COMMUNITY CENTER SIERRA ROOM, 851 EAST WILLIAM STREET (4:53:33) - Chairperson Kimbrough read this information into the record.

11. ACTION ON ADJOURNMENT (4:53:42) - A motion was made to adjourn the meeting at 4:53 p.m.

The Minutes of the January 10, 2018 Carson Area Metropolitan Planning Organization are so approved this _____ day of February, 2018.

MARK KIMBROUGH, Chair



STAFF REPORT

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

Meeting Date: February 14, 2018

Staff Contact: Hailey Lang, Transportation Planner

Agenda Title: (For Possible Action) Prioritize Transportation Alternatives Program (TAP) grant submitted within the CAMPO Planning Area.

Staff Summary: CAMPO is able to prioritize TAP applications within the metropolitan planning area for Nevada Department of Transportation (NDOT) consideration. Applications will be accepted by NDOT until February 26th.

Agenda Action: Formal Action/Motion

Time Requested: 5 minutes

Proposed Motion

Move to prioritize of Transportation Alternatives Programs (TAP) grants submitted within the CAMPO Planning Area.

Background/Issues & Analysis

Call for Projects opened on November 28, 2017. CAMPO staff has spoken with Carson City, Douglas County, Lyon County, and NDOT and one application is being submitted within the CAMPO area:

Application Name: Carson City Freeway Multi-Use Path Project

This application is requesting \$1.6 million in TAP funding to design and construct a multi-use path along I-580 from Colorado Street to the Edmonds Sports Complex. This project will expand on an existing network of multi-use paths that improve regional connectivity and accessibility for non-motorized users. The path is identified in the City's Unified Pathways Master Plan, the City's Master Plan, and CAMPO's 2040 Regional Transportation Plan.

Applicable Statute, Code, Policy, Rule or Regulation

N/A

Financial Information

Is there a fiscal impact? Yes No

If yes, account name/number:

Is it currently budgeted? Yes No

Explanation of Fiscal Impact:

Alternatives

N/A

Supporting Material

- Project Map
- Carson City TAP Application Letters of Support

Board Action Taken:

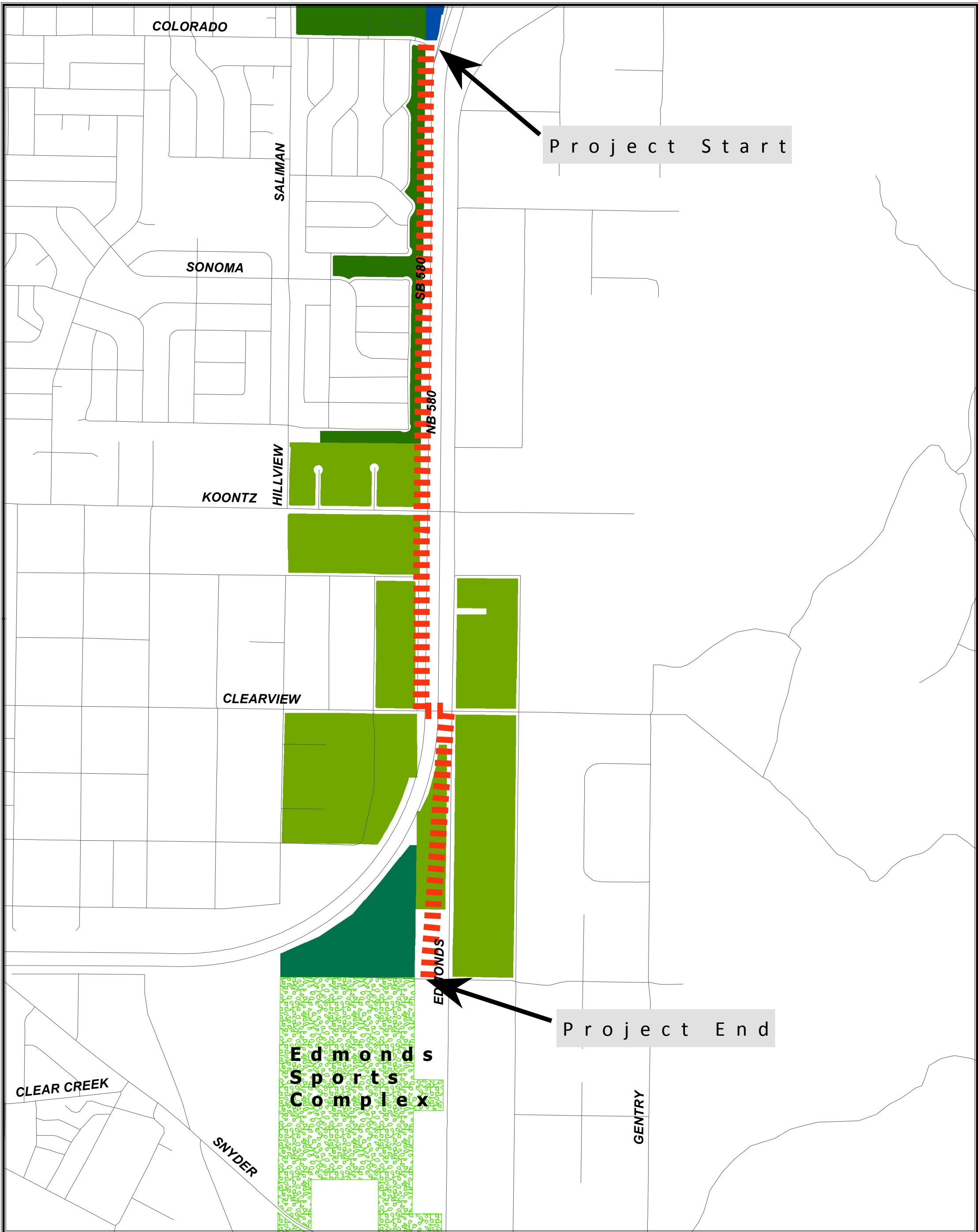
Motion: _____

1) _____

2) _____








Aye/Nay

(Vote Recorded By)



Carson City Freeway Corridor Multi-Use Path

Legend

-  Proposed Project
-  Community / Regional Commercial
-  Parks & Recreation
-  Streets
-  Low Density Residential
-  Medium Density Residential
-  Edmonds Sports Complex



Muscle Powered
PO Box 2402
Carson City, NV 89702

January 3, 2018

Lewis Lem, Ph.D
Nevada Department of Transportation
1263 S. Stewart St., Room 205
Carson City, NV 89712



Dear Dr. Lem,

I am writing in support of Carson City's application for the Transportation Alternatives Program (TAP) grant for the Carson City Freeway Multi-Use Path project. This project will extend the multi-use path from Colorado St all the way to the Pete Livermore Sports Complex off Edmonds St. This extension will provide a well-connected and much needed addition to the path, providing the opportunity for residents to use alternative forms of transportation to access retail and professional services, as well as a safe route for families to get to the Sports Complex and other locals to which this path would provide access.

As a nonprofit that advocates for bicycle and pedestrian friendly infrastructure, Muscle Powered fully supports the city's efforts to build a well-connected pathway system that encourages eco-friendly alternative forms of transportation. This extension to the Freeway Multi-use Path will also benefit the community by improving the health of those who use it. The many benefits of this project will enhance the overall quality of life in Carson City.

It is with the greatest enthusiasm that Muscle Powered supports this effort and encourages the Nevada Department of Transportation to award the TAP grant funds to Carson City for the purpose of building the extension to the Freeway Multi-Use Path project.

If you have any questions, please do not hesitate to contact me at your convenience.

Sincerely,

A handwritten signature in black ink, appearing to read "Randy Gaa", with a horizontal line extending to the right.

Randy Gaa
Secretary, Muscle Powered
randygaa@musclepowered.org



CARSON CITY, NEVADA CONSOLIDATED MUNICIPALITY AND STATE CAPITAL

Lewis Lem, Ph.D
Nevada Department of Transportation
1263 S. Stewart Street, Room 205
Carson City, NV 89712

December 28, 2017

Dear Mr. Lem:

I am writing in support of Carson City, Nevada's application for Transportation Alternatives Program (TAP) grant funding for the Carson City Freeway Corridor Multi-Use Path project, which will provide critical connections for residents and visitors and leverage state and local funding that has already been invested into the northern section of the path, from Northridge Drive to Colorado Street (currently in design and construction). The extension of this path from Colorado Street south to the Pete Livermore (Edmonds) Sports Complex will close a significant gap in both the transportation and recreation networks. The heavily utilized Pete Livermore (Edmonds) Sports Complex has a variety of amenities including 4 youth softball fields, 10 soccer fields, a BMX track, and a mini park. The continuation of the trail system is essential to effectively connecting the south end of Carson City with the surrounding area, thereby expanding the City's safe and reliable alternative transportation network.

The Carson City Freeway Corridor Multi-Use Path project is supported by the 2006 Carson City Master Plan and the 2006 Carson City Parks and Recreation Master Plan. Please accept this letter of support for TAP grant funding for this project. This financial assistance will help complete this regionally significant and exceptional trail project.

If you have any questions, please do not hesitate to contact me at 775.283.7345 or via email at jbudge@carson.org. I appreciate your time and consideration of this worthwhile community project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jennifer Budge".

Jennifer Budge, CPRP
PARKS AND RECREATION DIRECTOR





January 29, 2018

Lewis Lem, Ph.D
Nevada Department of Transportation
1263 S. Stewart Street, Room 205
Carson City, NV 89712

Dear Mr. Lem:

I am writing in support of Carson City, Nevada's application for Transportation Alternatives Program (TAP) grant funding for the Carson City Freeway Corridor Multi-Use Path project, which will provide critical connections for residents and visitors and leverage state and local funding that has already been invested into the northern section of the path, from Northridge Drive to Colorado Street (currently in design and construction). The extension of this path from Colorado Street south to the Pete Livermore (Edmonds) Sports Complex will close a significant gap in both the transportation and recreation networks. The heavily utilized Pete Livermore (Edmonds) Sports Complex has a variety of amenities including 4 youth softball fields, 10 soccer fields, a BMX track, and a mini park. The continuation of the trail system is essential to effectively connecting the south end of Carson City with the surrounding area, thereby expanding the City's safe and reliable alternative transportation network.

The Carson City Freeway Corridor Multi-Use Path project is supported by the 2006 Carson City Master Plan and the 2006 Carson City Parks and Recreation Master Plan. Please accept this letter of support for TAP grant funding for this project. This financial assistance will help complete this regionally significant and exceptional trail project.

If you have any questions, please do not hesitate to contact my office at your convenience.

Sincerely,

Michael Drews

Carson City Youth Sports Association
Governor's Field Co-Ordinator



STAFF REPORT

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

Meeting Date: February 14, 2018

Staff Contact: Hailey Lang, Transportation Planner

Agenda Title: (For Possible Action) Approval of an Amendment to the 2040 Regional Transportation Plan (RTP) with incorporated Fixing America's Surface Transportation (FAST) Act Safety Performance Targets.

Staff Summary: Safety performance targets have been set and approved by the Carson Area Planning Organization (CAMPO) Commission at the December 13, 2017 meeting. As required by CAMPO's Public Participation Plan, CAMPO staff opened a 30-day public comment period for residents to view the proposed RTP amendment.

Agenda Action: Formal Action/Motion

Time Requested: 5 minutes

Proposed Motion

Move to approve an Amendment to the 2040 Regional Transportation Plan (RTP) with incorporated Fixing America's Surface Transportation (FAST) Act Safety Performance Targets.

Previous Action

CAMPO set and approved the safety targets at the December 13, 2017 meeting.

Background/Issues & Analysis

Per CAMPO's Public Participation Plan, an amendment to the RTP must have a 30-day public comment period for residents to review any changes or updates. No comments have been received.

Financial Information

Is there a fiscal impact? Yes No

If yes, account name/number:

Is it currently budgeted? Yes No

Explanation of Fiscal Impact:

Alternatives

N/A

Supporting Material

[-CAMPO December 13, 2017 Meeting Agenda Item 6A](#)

-RTP Amendment

-RTP Appendix A

Board Action Taken:

Motion: _____

- 1) _____
- 2) _____

Aye/Nay

(Vote Recorded By)

2040 Regional Transportation Plan

Approved August 16, 2016

Amended February 14, 2018



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.



2/6/2018



CARSON AREA
METROPOLITAN
ORGANIZATION

APPENDIX A: 2040 REGIONAL
TRANSPORTATION PLAN SAFETY TARGET
SETTING

Supporting Material

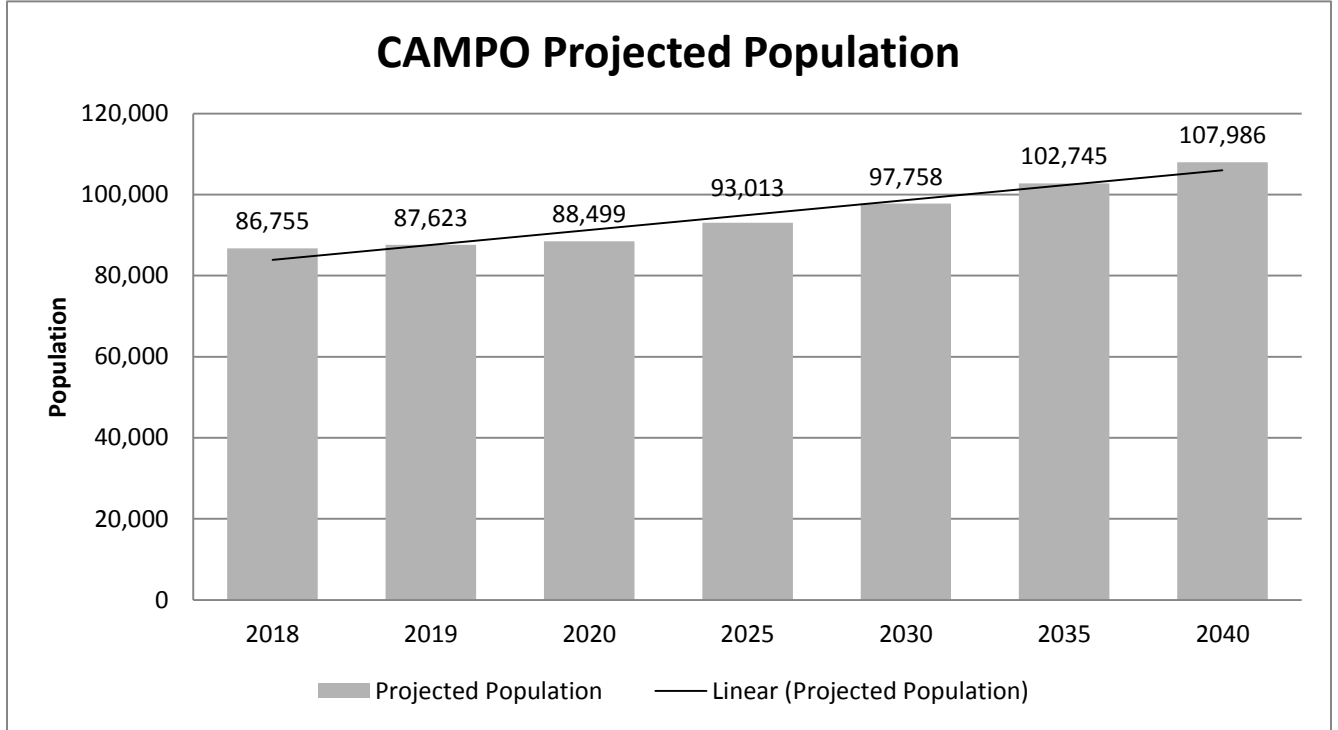
PURPOSE

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:

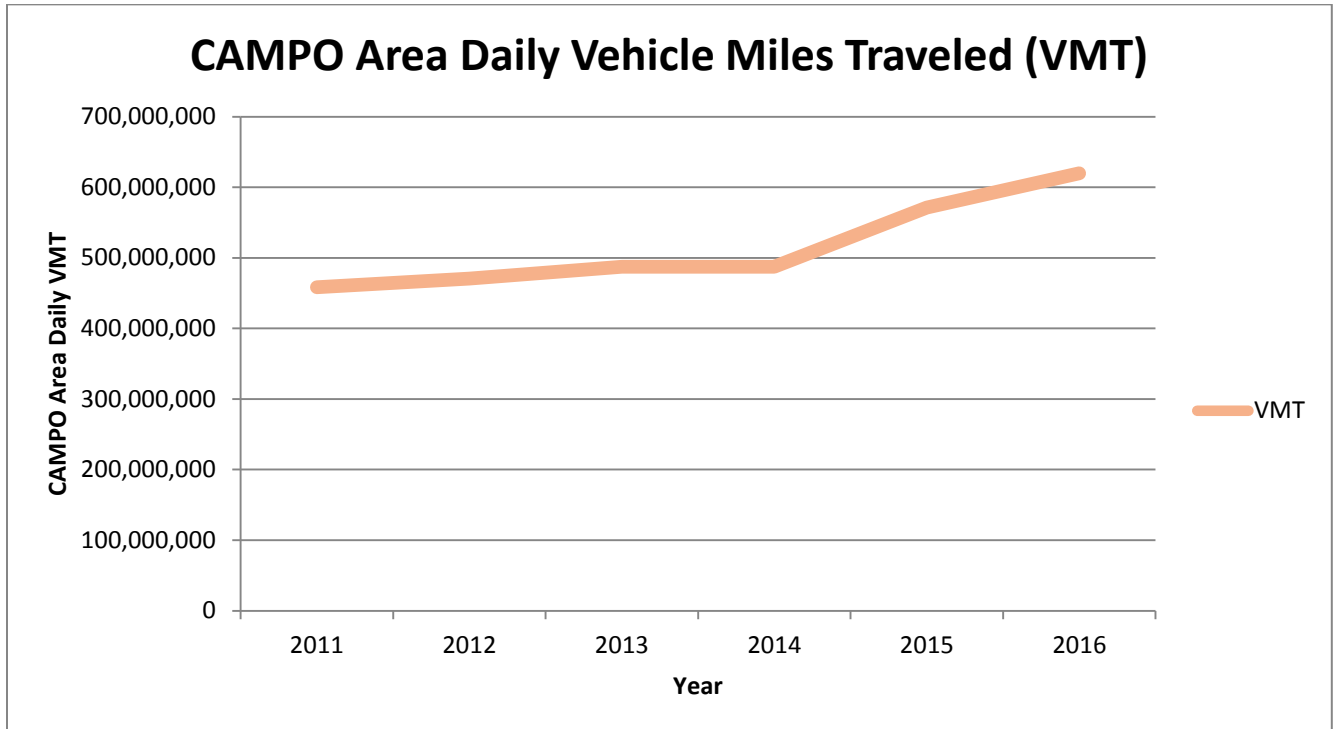
1. Number of Fatalities
 - a. The total number of persons suffering fatal injuries in a motor vehicle crash
2. Rate of Fatalities per 100 million Vehicles Miles Traveled (VMT)
 - a. The ratio of total number of fatalities to the number of VMT
3. Number of Serious Injuries
 - a. The total number of persons 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

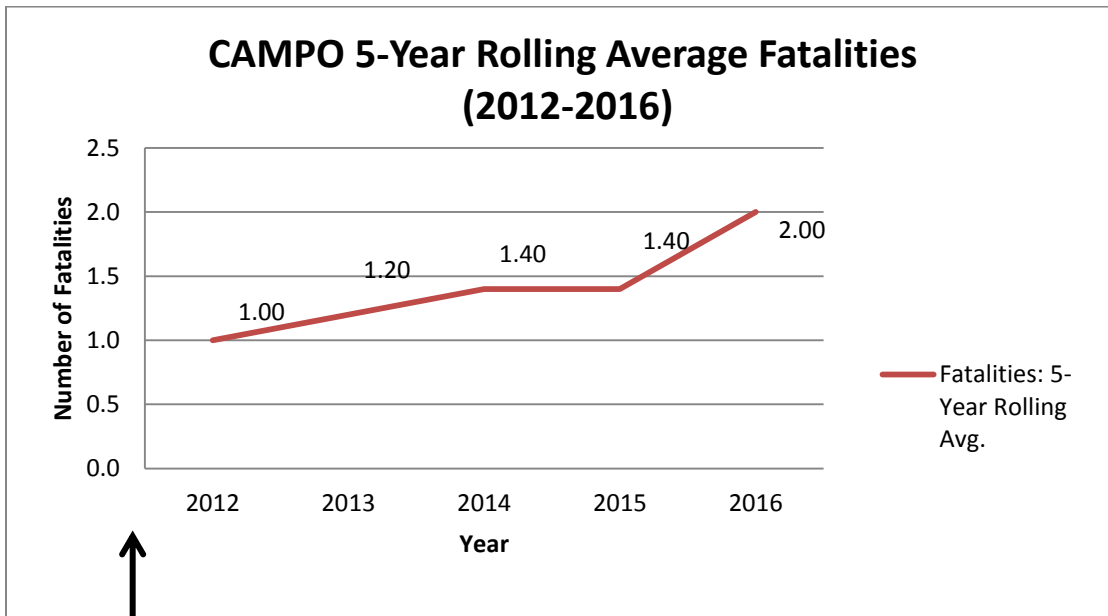
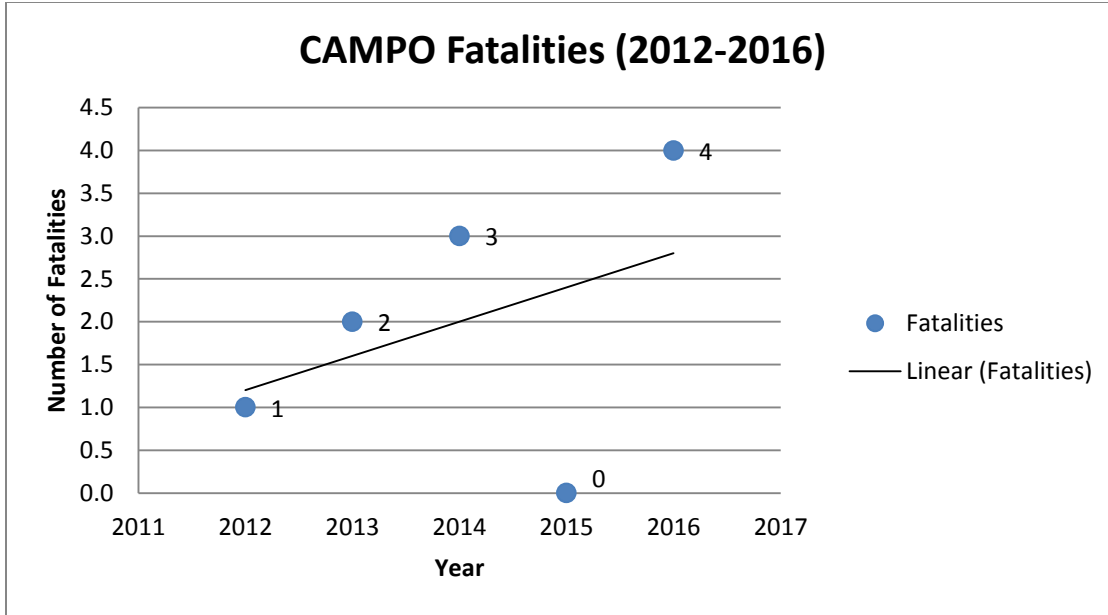
In addition to tracking the above safety measures, MPO's are required to either set their own targets specific to their planning area or agree to support the adopted statewide target. Regional Transportation Plans (RTPs) are required to include safety performance measures and targets and Transportation 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



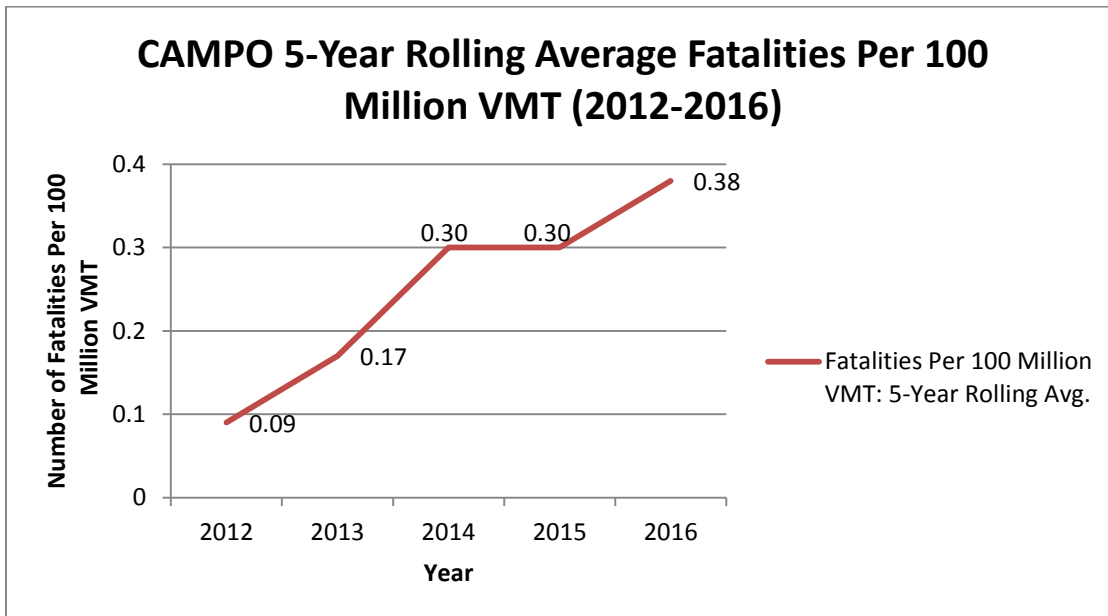
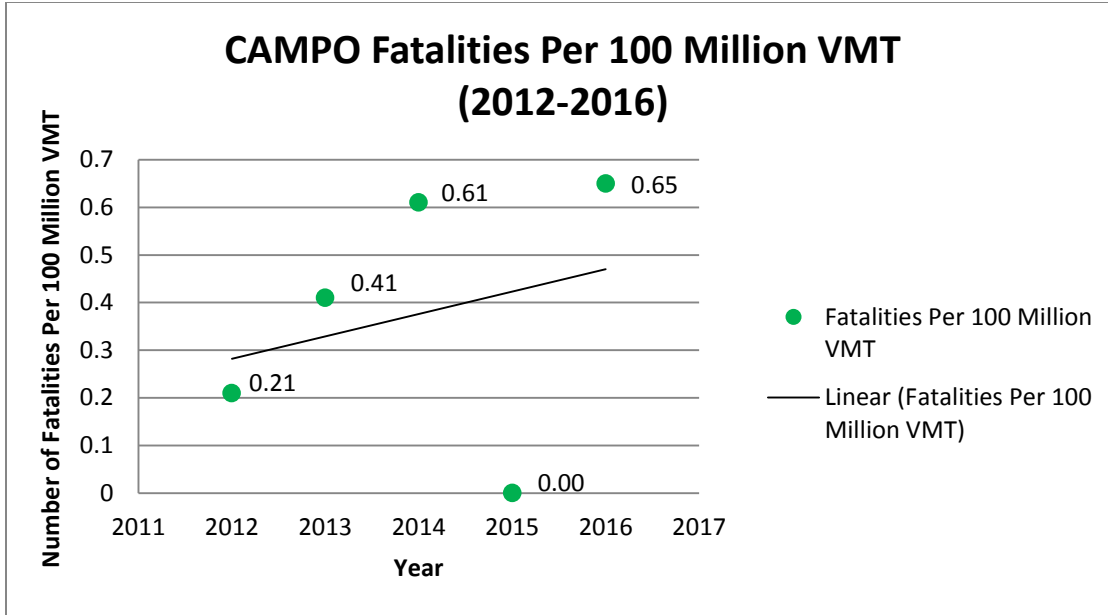


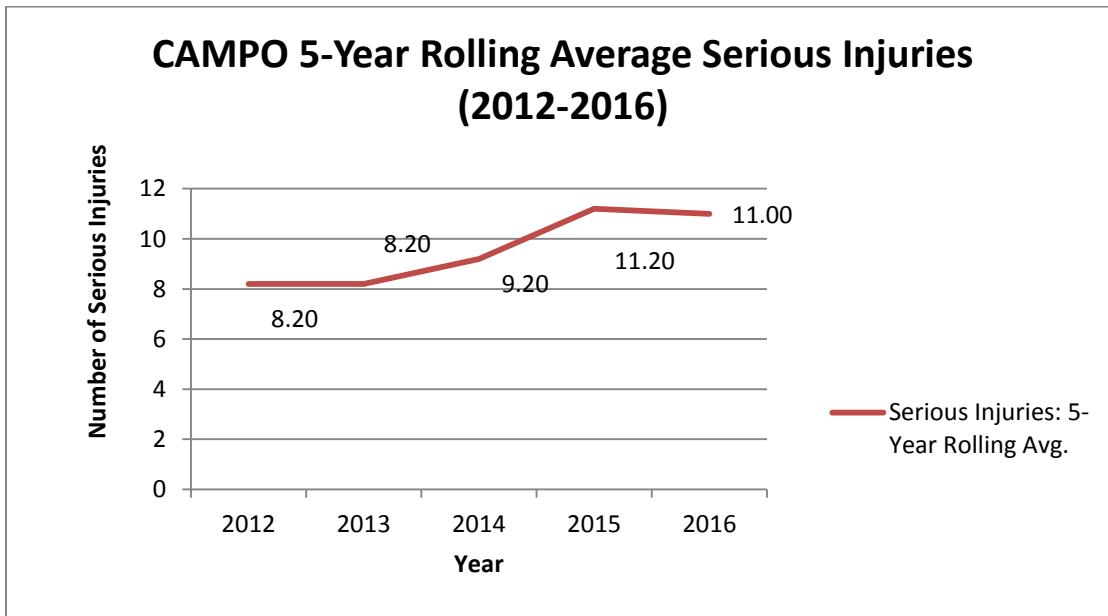
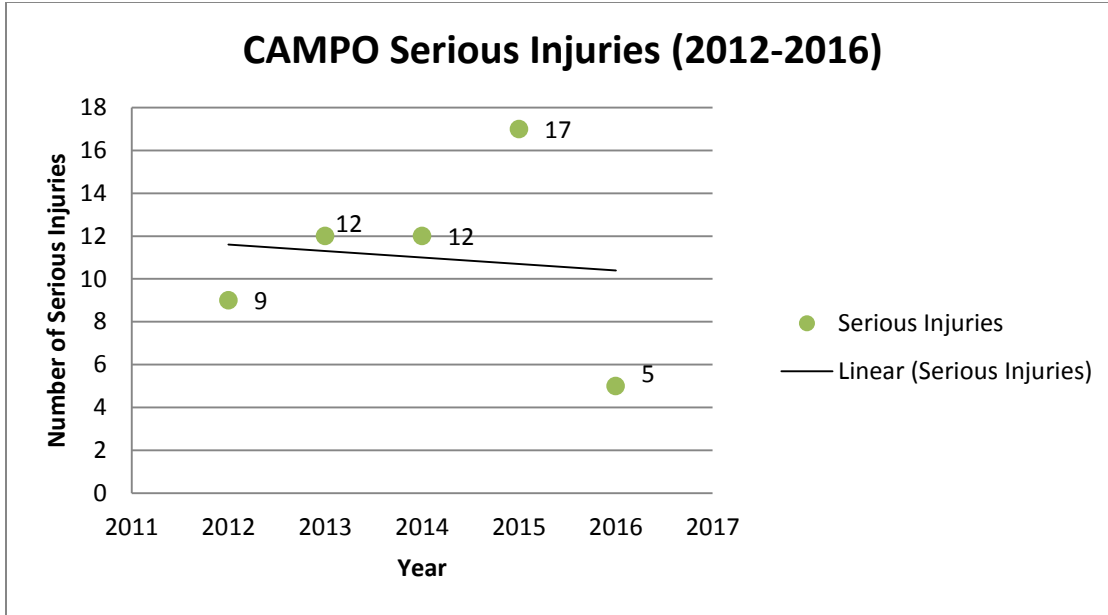
To calculate 5-Year Rolling Average for 2017:

- 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)

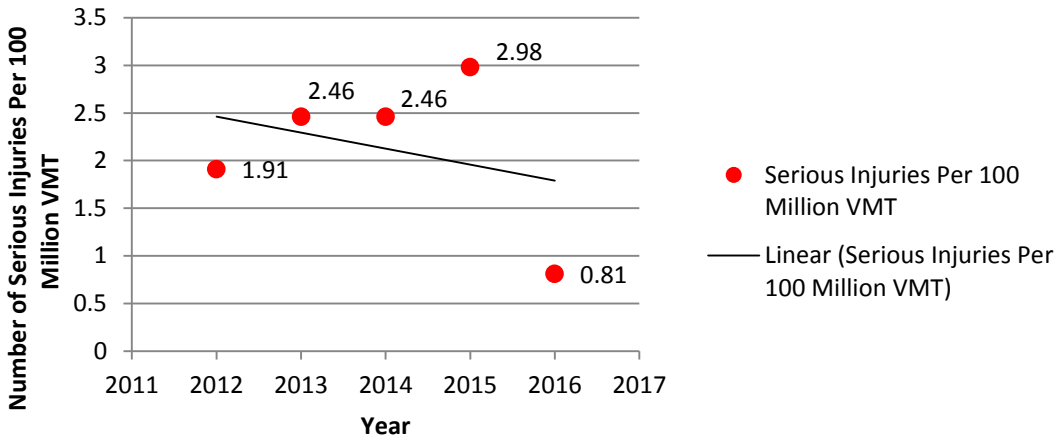
*Years 2017 and 2018 are projections based on above formula



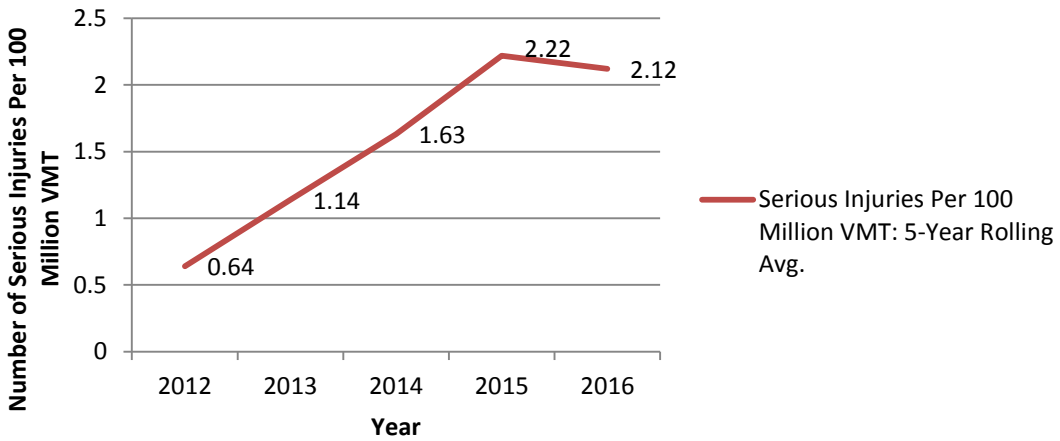


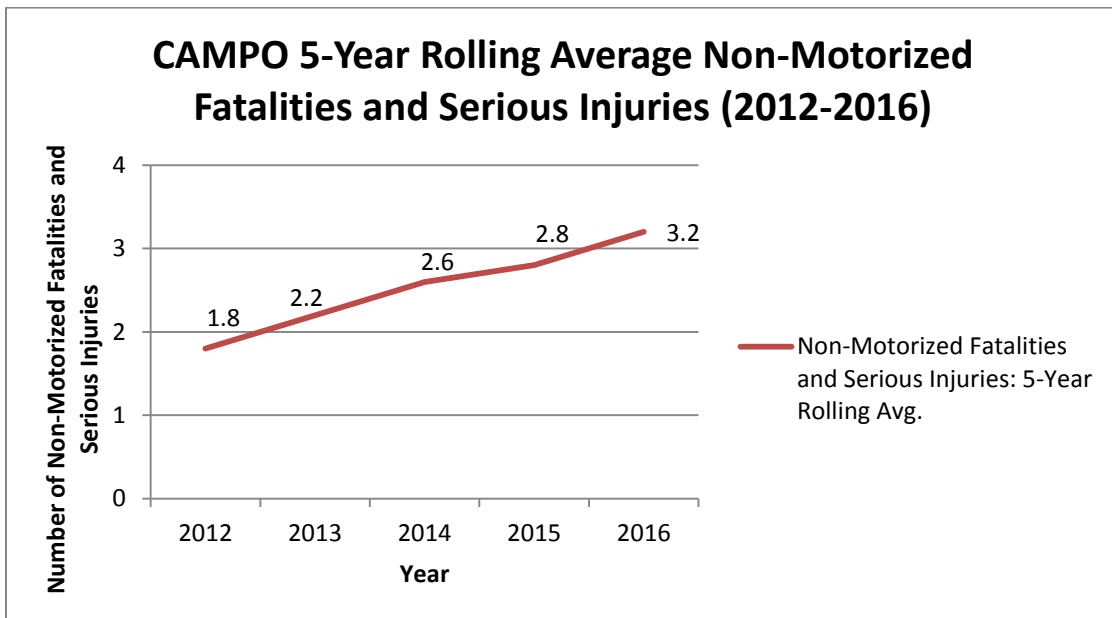
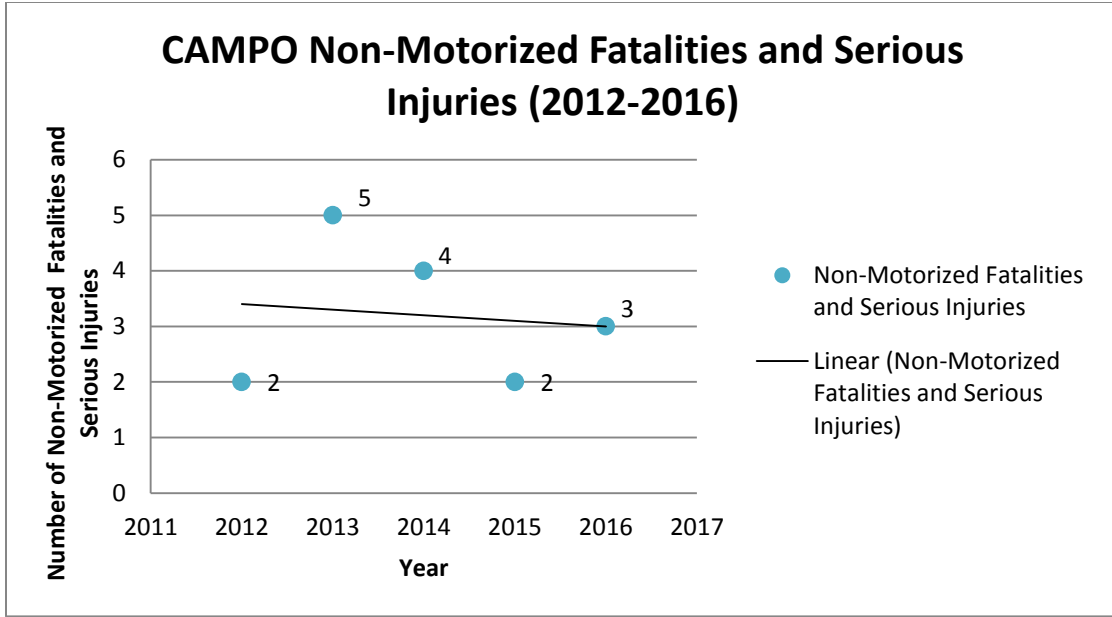
Year	Number of Serious Injuries	5-Yr Rolling Avg. Serious Injuries
2012	9.0	8.2 (2008-2012)
2013	12.0	8.2 (2009-2013)
2014	12.0	9.2 (2010-2014)
2015	17.0	11.2 (2011-2015)
2016	5.0	11.0 (2012-2016)
2017	10.1	11.2 (2013-2017)
2018	9.8	10.7 (2014-2018)

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



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



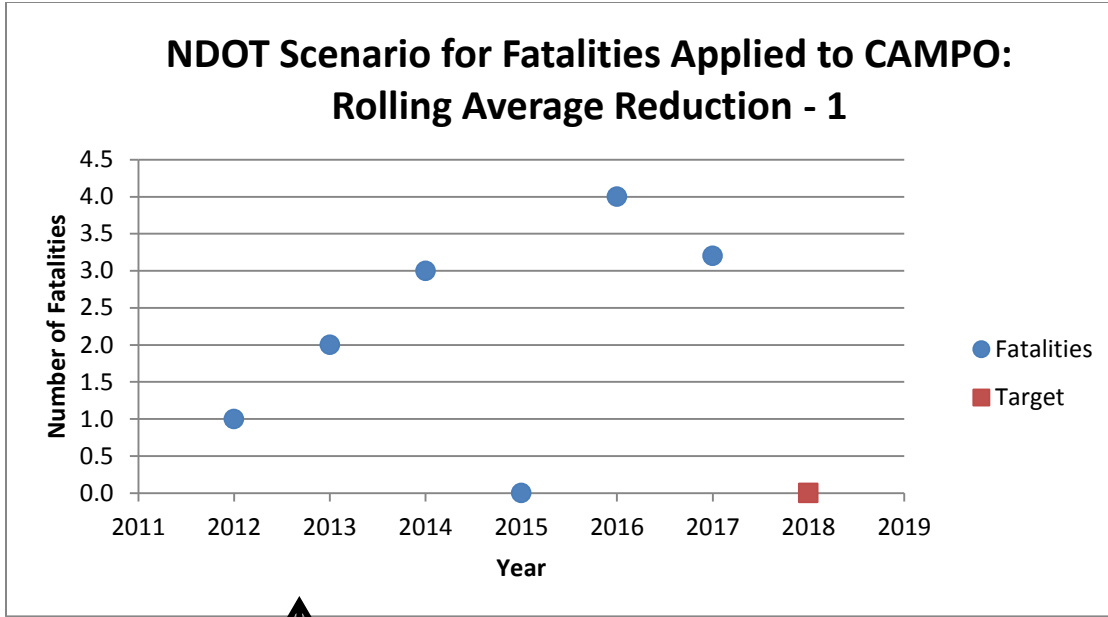


Year	Number of Non-Motorized Fatalities and Serious Injuries	5-Yr Rolling Avg. Non-Motorized Fatalities and Serious Injuries
2012	2.0	1.8 (2008-2012)
2013	5.0	2.2 (2009-2013)
2014	4.0	2.6 (2010-2014)
2015	2.0	2.8 (2011-2015)
2016	3.0	3.2 (2012-2016)
2017	2.9	3.3 (2013-2017)
2018	2.8	2.9 (2014-2018)

NEVADA DEPARTMENT OF TRANSPORTATION (NDOT) TARGETS

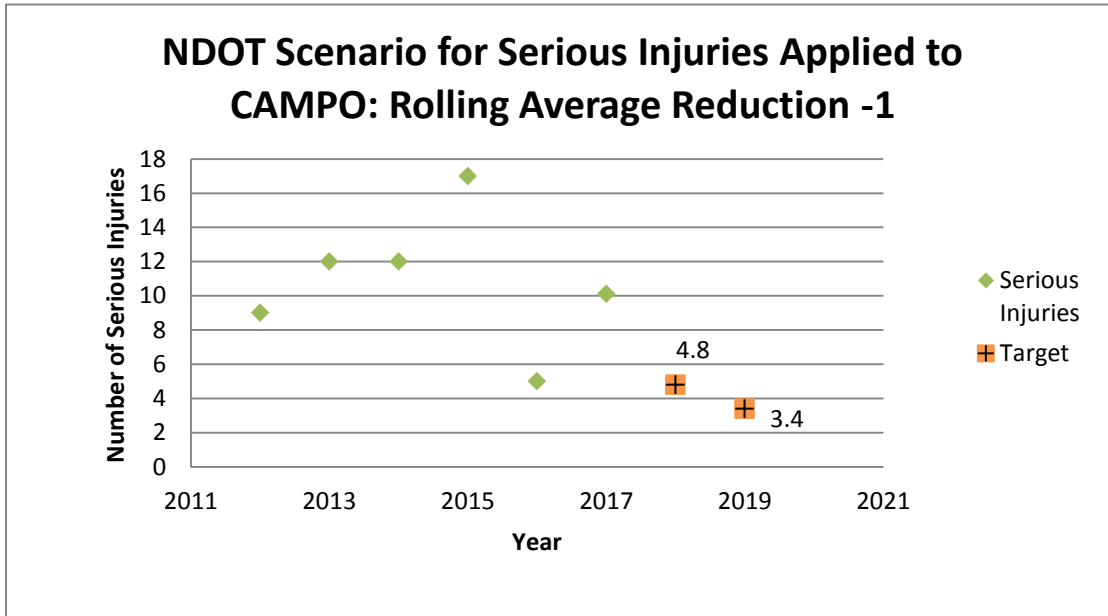
NDOT Safety Targets			
Performance Measure (5-Year Rolling Average)	2016 5-Year Rolling Average	Desired Target	Change
<i>Number of Fatalities</i>	295	294	-1
<i>Rate of Fatalities Per 100 Million VMT</i>	1.243	1.242	-1
<i>Number of Serious Injuries</i>	1,356	1,355	-1
<i>Rate of Serious Injuries Per 100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

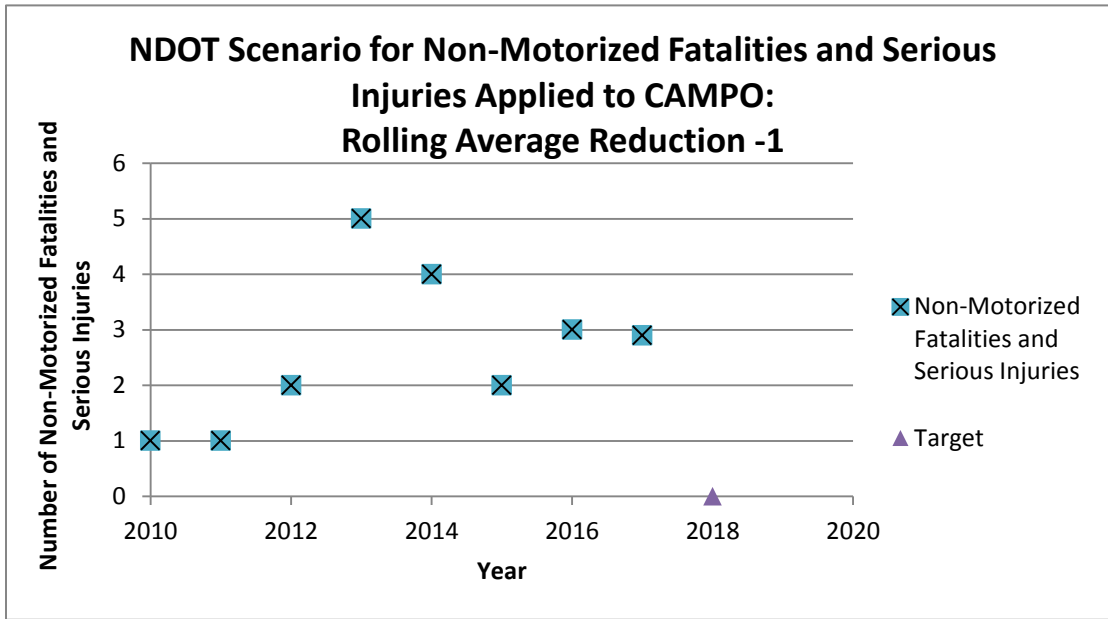
The Nevada Department of Transportation (NDOT) adopted an overall statewide target of a rolling average reduction -1 on August 31, 2017. Due to CAMPO's population size and occurrences of fatalities and serious injuries, staff selected the method of a rolling average reduction of -.50%. Other trends that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

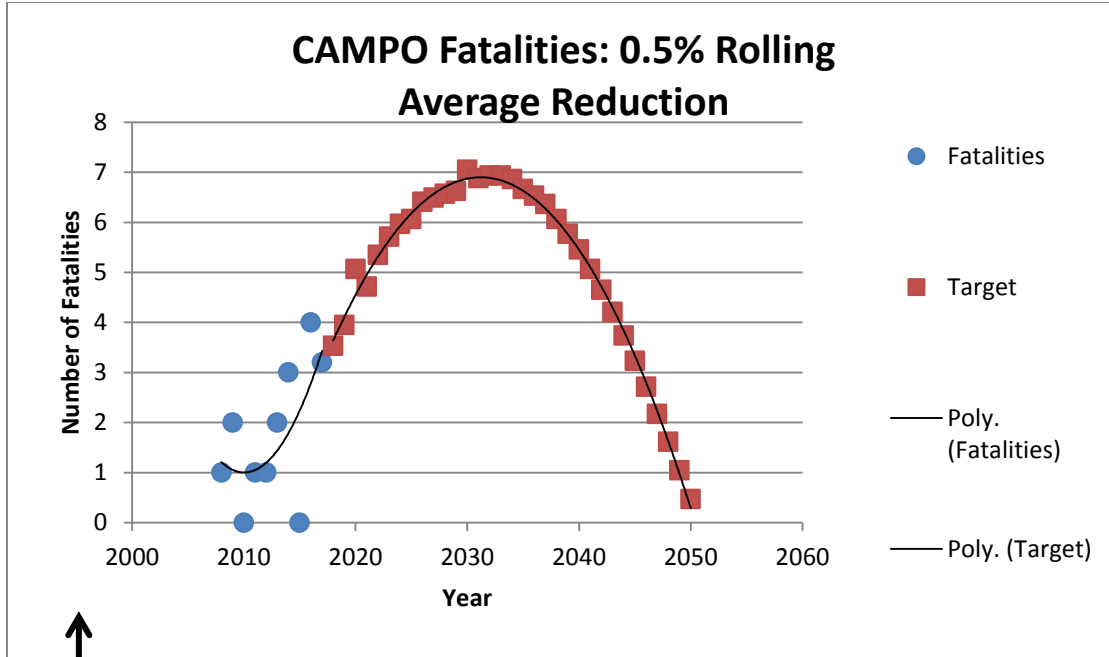
Number of Fatalities: 0.5% Average Reduction

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

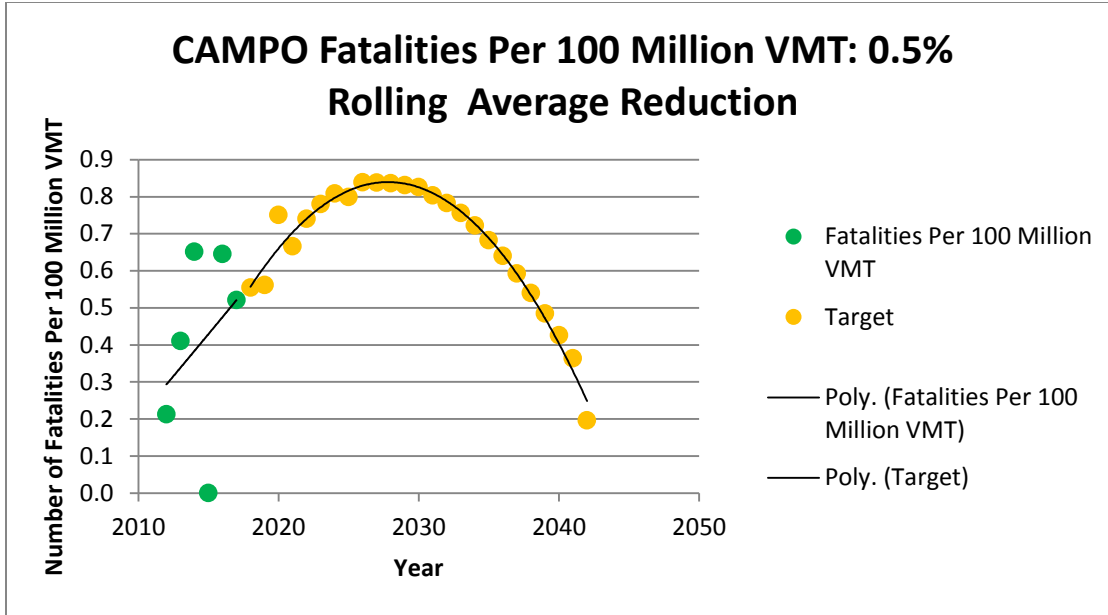
Number of Non-Motorized Fatalities and Serious Injuries: 0.5% Average
Reduction



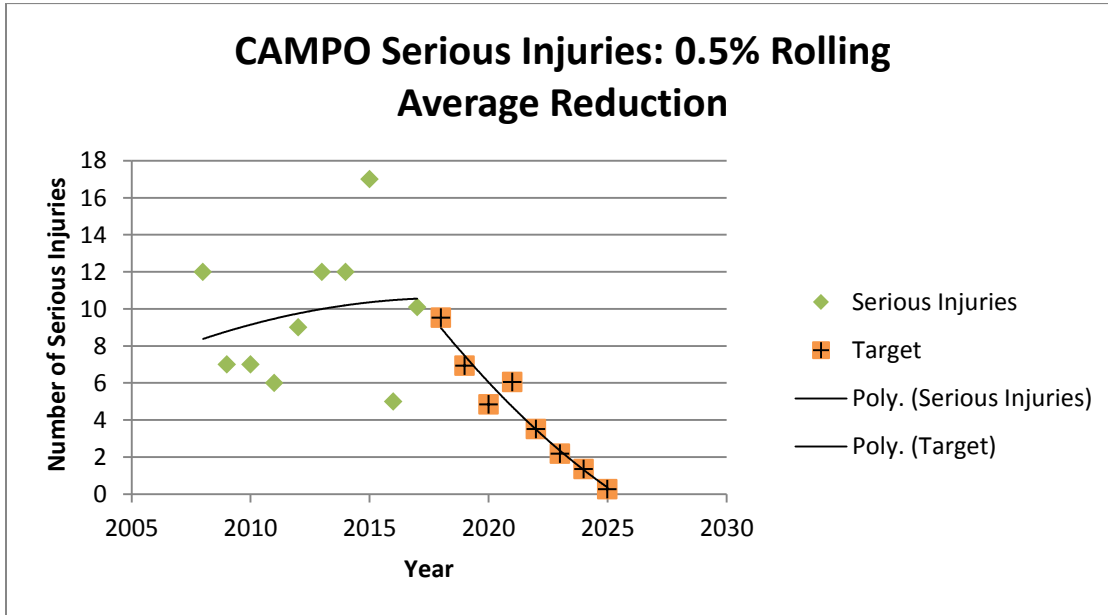
To calculate projected fatalities with .50% decrease for 2018:

- 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

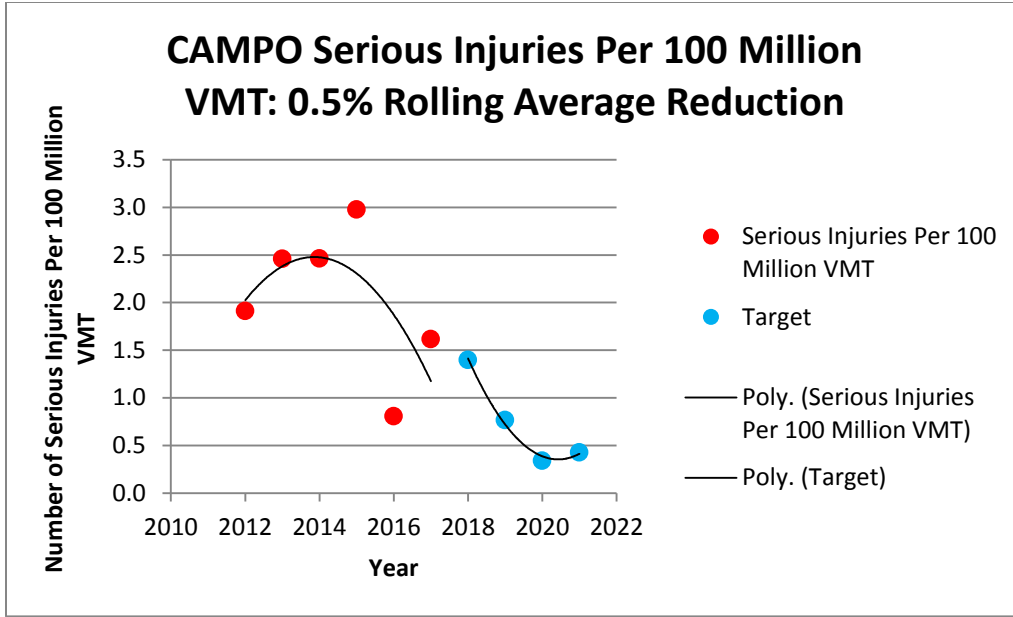
Year	Target Fatalities	Difference	Increase or Decrease (%)
2018	3.5		
2019	4.0	0.4	11.9
2020	5.1	1.1	28.3
2021	4.7	-0.4	-7.0
2022	5.4	0.6	13.5
2023	5.7	0.4	6.9
2024	6.0	0.3	4.4
2025	6.1	0.1	1.6
2026	6.4	0.4	5.7
2027	6.5	0.1	1.3
2028	6.6	0.1	1.2
2029	6.6	0.1	0.9
2030	7.1	0.4	6.3
2031	6.9	-0.2	-2.3
2032	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



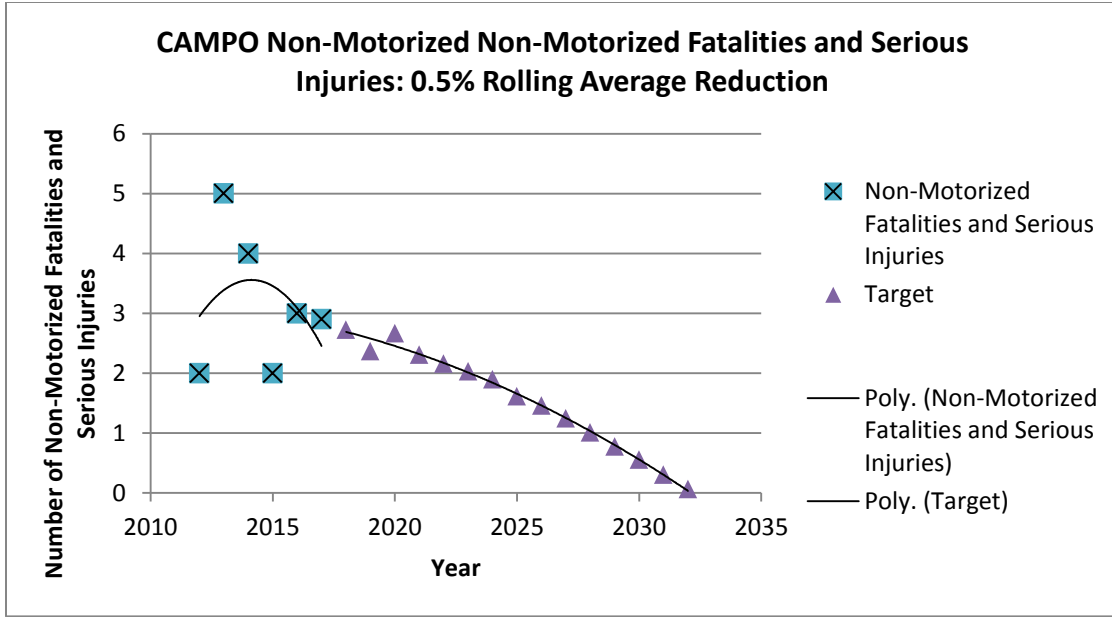
Year	Target Fatalities Per 100 Million VMT	Difference	Increase or Decrease (%)
2018	0.6		
2019	0.6	0.0	1.2
2020	0.8	0.2	33.8
2021	0.7	-0.1	-11.2
2022	0.7	0.1	11.1
2023	0.8	0.0	5.4
2024	0.8	0.0	3.7
2025	0.8	0.0	-1.2
2026	0.8	0.0	5.0
2027	0.8	0.0	-0.1
2028	0.8	0.0	-0.3
2029	0.8	0.0	-0.6
2030	0.8	0.0	-0.6
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 (CAMPO)

Meeting Date: February 14, 2018

Staff Contact: Dirk Goering, Senior Transportation Planner

Agenda Title: (For Possible Action) To approve the submittal of a request to the Nevada Department of Transportation (NDOT) to classify North Lompa Lane, between U.S. 50 and Butti Way, as a Minor Collector Roadway.

Staff Summary: The Federal Highway Administration (FHWA) has established guidelines for state, regional, and local jurisdictions to follow in classifying roadways. As it pertains to CAMPO and the member agencies, proposals for classifications are to be initiated by the metropolitan planning organization and submitted to NDOT. Once submitted, NDOT will review the proposal and submit a final proposal to FHWA for approval.

Agenda Action: Formal Action/Motion

Time Requested: 5 minutes

Proposed Motion

Move to approve the submittal of a request to the Nevada Department of Transportation (NDOT) to classify North Lompa Lane, between U.S. 50 and Butti Way, as a Minor Collector Roadway.

Background/Issues & Analysis

Lompa Lane is currently classified as a local roadway with characteristics typically associated with a Minor Collector, including proximity to I-580; alignment with Lompa Lane, north of U.S. 50, an Arterial Roadway; and connectivity with higher classified roadways. Furthermore, Lompa Lane is anticipated to accommodate additional traffic volumes in the future due to nearby land uses. Therefore, Carson City Public Works is requesting a change in classification from a local roadway to a Minor Collector Roadway.

The reclassification of North Lompa Lane, south of U.S. 50 will support future right-of-way dedications and will allow the road to be eligible for certain federal funds.

Financial Information

Is there a fiscal impact? Yes No

If yes, account name/number: There is a positive fiscal impact noted below.

Is it currently budgeted? Yes No

Explanation of Fiscal Impact: If North Lompa Lane is classified as a Minor Collector Roadway, it will become eligible for federal funds, such as Surface Transportation Block Grant (STBG).

Alternatives

N/A

Supporting Material

Roadway Function Classification Map with proposed North Lompa Lane reclassification

Board Action Taken:

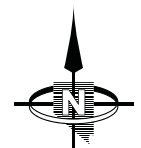
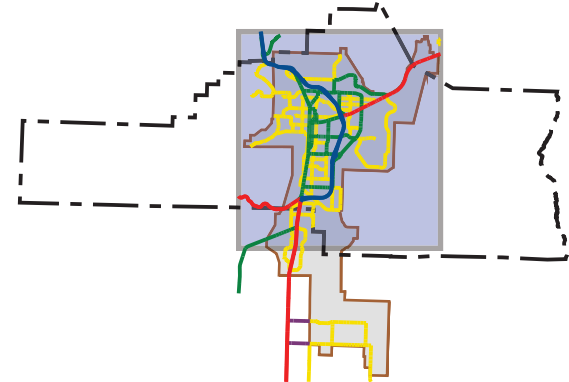
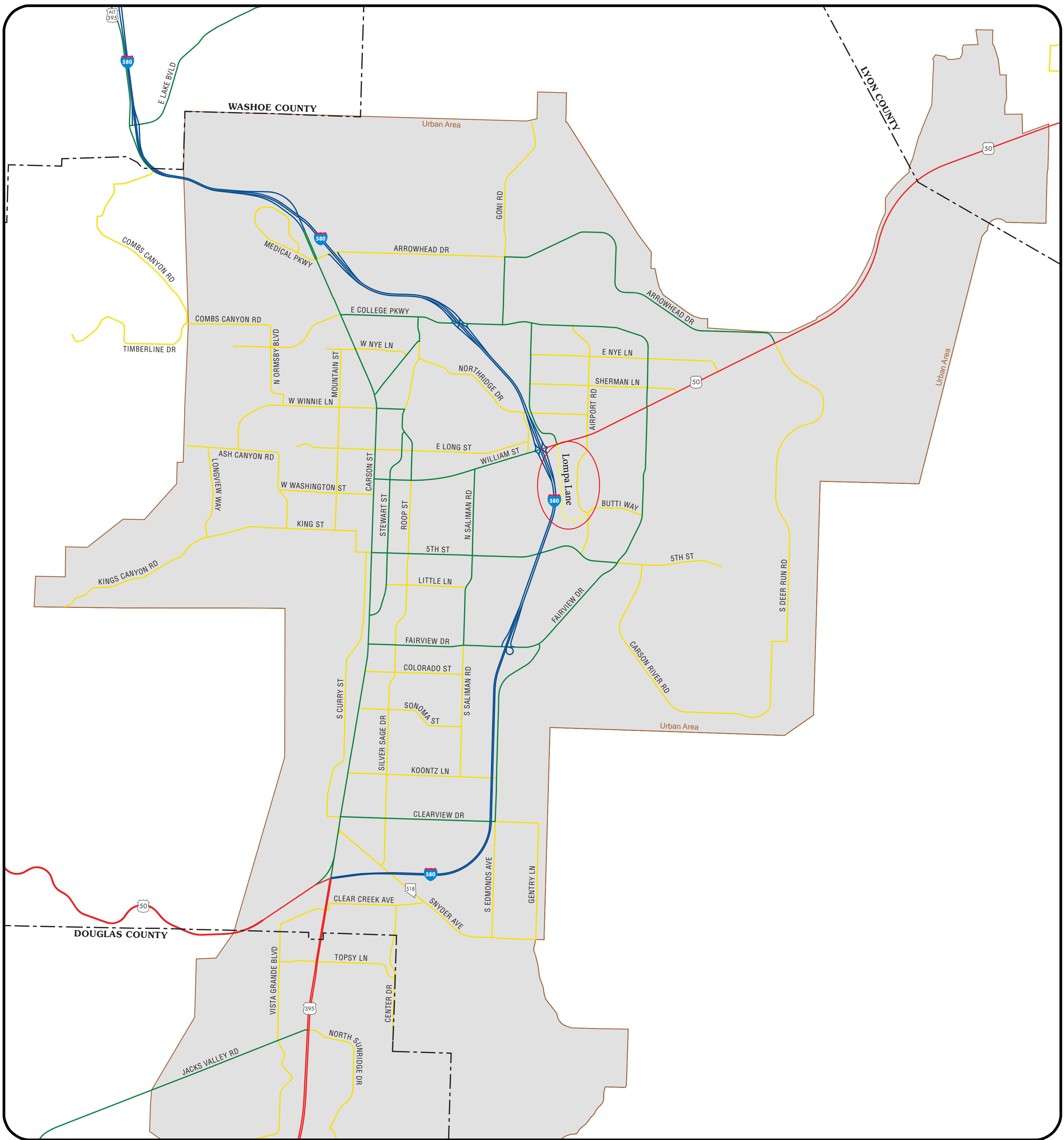
Motion: _____

1) _____

2) _____

Aye/Nay

(Vote Recorded By)

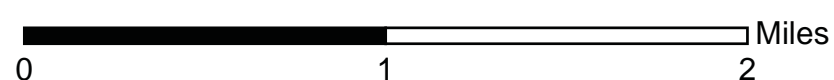


NEVADA

2017

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

- | Existing | Proposed Unbuilt | |
|----------|------------------|----------------------------------|
| | | 1 Interstates |
| | | 2 Other Freeways and Expressways |
| | | 3 Other Principal Arterials |
| | | 4 Minor Arterials |
| | | 5 Major Collectors |
| | | 6 Minor Collectors |
| | | 7 Local Roads |
| | | Urban Limits |
| | | State Line |
| | | County Lines |



ROADWAY FUNCTIONAL CLASSIFICATION

CARSON URBANIZED NORTH

CARSON CITY, NEVADA



STAFF REPORT

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

Meeting Date: February 14, 2018

Staff Contact: Hailey Lang, Transportation Planner

Agenda Title: (Information Only) Information on CAMPO's Annual Obligation Report (AOR) document.

Staff Summary: Per federal regulations, staff has prepared an Annual Obligation Report. The report identifies projects listed in CAMPO's Transportation Improvement Program (TIP) for which federal funds were obligated during the 2017 Federal Fiscal Year.

Agenda Action: Other/Presentation

Time Requested: 5 minutes

Proposed Motion - N/A

Background/Issues & Analysis

In accordance with the Code of Federal Regulations, each Metropolitan Planning Organization (MPO) must publish an annual listing of projects for which federal transportation funds were obligated in the preceding programmed year. The term obligated or obligation refers to the federal government's funding commitment, as it relates to a specific project. Obligation does not necessarily signify expenditure or completion of a project, nor represent the total cost of the project. For Federal Transit Administration (FTA) projects, obligation occurs when the FTA grant is awarded. For Federal Highway Administration (FHWA) projects, obligation occurs when there is an executed project agreement and a notice to proceed for a specific phase, such as design or construction.

Applicable Statute, Code, Policy, Rule or Regulation - 23 C.F.R. §450.334

Financial Information

Is there a fiscal impact? Yes No

If yes, account name/number: N/A

Is it currently budgeted? Yes No

Explanation of Fiscal Impact: CAMPO's Unified Planning Work Program Task 1.1 General Administration has sufficient funds to prepare necessary reports.

Alternatives - N/A

Supporting Material - Federal Fiscal Year 2017 Annual Obligation Report

CARSON AREA METROPOLITAN PLANNING ORGANIZATION



ANNUAL FEDERAL OBLIGATION REPORT

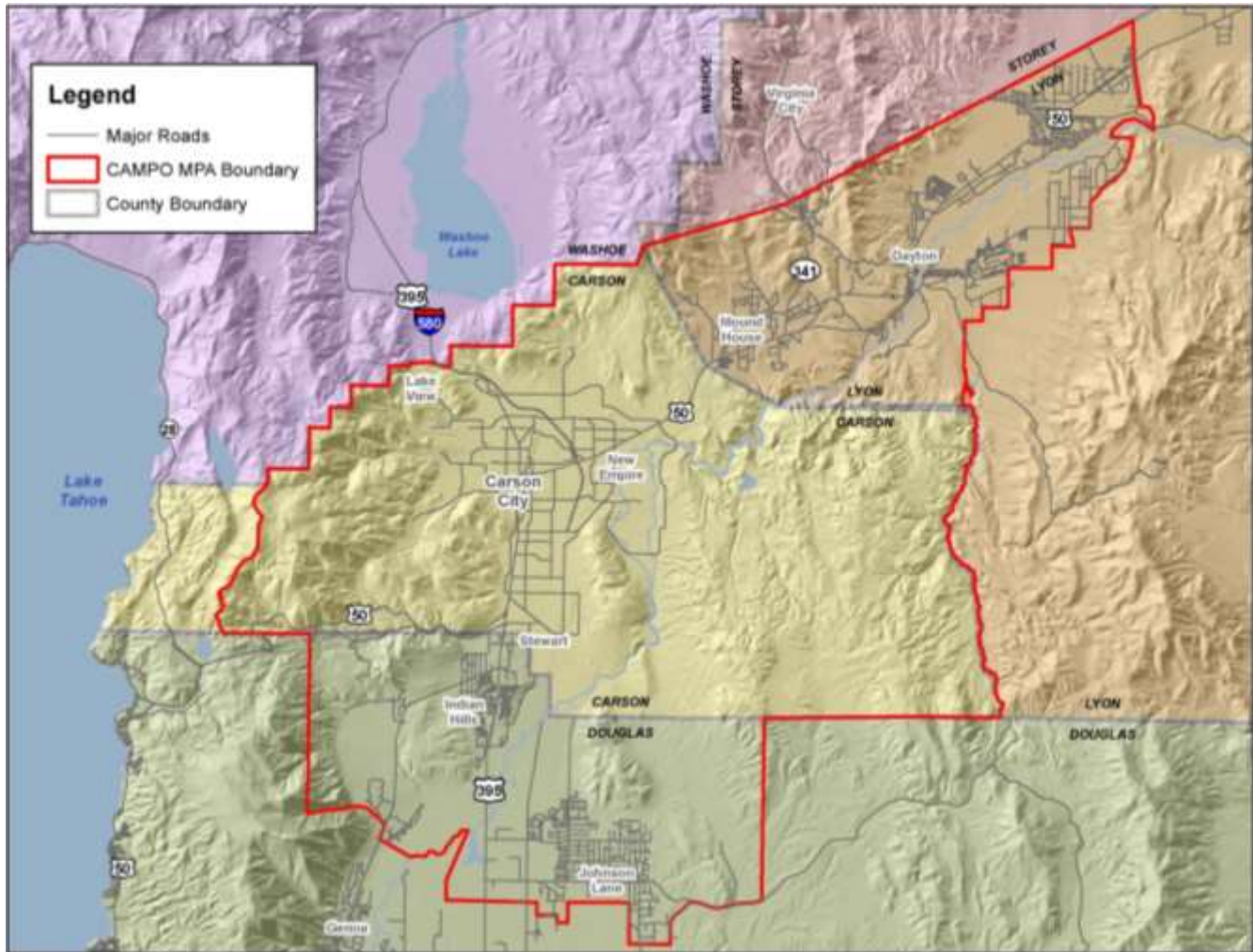
**Federal Fiscal Year 2017
October 1, 2016 to September 30, 2017**

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.

Introduction

As the designated metropolitan planning organization (MPO) for the Carson City Area, the Carson Area Metropolitan Planning Organization (CAMPO) carries out transportation planning activities within the Metropolitan Planning Area (MPA). The MPA encompasses Carson City, excluding portions within the Tahoe Basin, a northern portion of Douglas County, and a western portion of Lyon County. Additional information on CAMPO is available at www.CarsonAreaMPO.com.

Figure 1: CAMPO MPA Boundary



CAMPO is committed to compliance with the United States Code of Federal Regulations (C.F.R.) for MPOs. In accordance with 23 C.F.R. §450.334, MPOs must publish an annual listing of projects for which federal transportation funds were obligated in the preceding programmed year.

This federal annual obligation report is a listing of all transportation projects in the Carson Area MPA in which funds, under 23 U.S.C. or 49 U.S.C. Chapter 53, were obligated during the preceding federal fiscal year. The federal fiscal year begins on October 1. The term obligated or obligation refers to the federal government's funding commitment, as it relates to a specific project. Obligation does not necessarily signify expenditure or completion of a project, nor represent the total cost of the project. For FTA projects, obligation occurs when the FTA grant is awarded. For FHWA projects, obligation occurs when a project agreement is executed. Funds for transportation projects are programmed in CAMPO's Federal Transportation Improvement Program (TIP).

Transportation Improvement Program (TIP)

The annual obligation report is derived from CAMPO's TIP. The TIP is a prioritized listing of federally funded projects or regionally significant projects regardless of funding source. The TIP covers a four-year period and is formally adopted by CAMPO. The TIP must be consistent with the Statewide Transportation Improvement Program (STIP) and must be updated at a minimum of every four years. CAMPO's current TIP can be viewed at www.CarsonAreaMPO.com or <https://estip.nevadadot.com/>.

Federal Funding Types

Federal Highway Administration (FHWA)

FLAP	Federal Lands Access Program
HSIP	Highway Safety Improvement Program
NHPP	National Highway Performance Program
SRTS	Safe Routes to School
STBG 5K-200K	Surface Transportation Block Grant Program – areas with population over 5,000 to 200,000
STP 5K-200K	Surface Transportation Program (superseded by STBG Program) – areas with population over 5,000 to 200,000
TAP 5K-200K	Transportation Alternatives Program (cancelled) – areas with population over 5,000 to 200,000
TAP Flex	Transportation Alternatives Program (cancelled) – funds flexed by the State DOT to small urban and rural areas

Federal Transit Administration (FTA)

5307	Urbanized Area Formula Grants – Section 5307, small urban areas with population between 50,000 and 200,000
5310	Enhanced Mobility of Seniors & Individuals with Disabilities – Section 5310, small urban areas with population between 50,000 and 200,000
5339	Buses and Bus Facilities – Section 5339, small urban areas with population between 50,000 and 200,000

Table 1: FFY 2017 Federal Obligation Report – FHWA Projects List

Project ID	Lead Agency	Project Title	Project Type	Project Description	Phase	Fund Type	Programmed TIP Funds	Obligated in 2017	Funding Remaining
CC20100004	Nevada DOT	US 50 Drainage Improvements	Environmental Project	Construct multiple storm drains, drop inlets, trench drains, slope flattening, grading, concrete curb and gutters and channel work.	CON	NHPP	\$5,700,000	\$0	\$5,700,000
CC20140017	Nevada DOT	I580 Carson City Roadway Rehabilitation	Rd Recons/Rehab/Resurf	Roadway Rehabilitation	Other	NHPP	\$4,750,000	\$0	\$4,750,000
CC20140018	Carson City	Carson City Signal Modifications and ADA Intersection Improvements	Rd Improvement	Signal System Modification and supporting infrastructure and construct ADA improvements at intersection right-of-way.	PE/CON	STBG 5K-200K	\$0	\$0	\$0
CC20140019	Carson City	Carson City Freeway Multi-Use Path	Bicycle & Pedestrian	Construct paved 10-ft off-street path with 2-ft shoulders along east side of Carson City Freeway corridor	ROW/PE/CON	TAP FLEX STBG	\$592,050	\$592,050	\$0
CC20160004	Carson Area MPO	Sierra Vista Lane FLAP Grant	Rd Recons/Rehab/Resurf	Reconstruct a 2.5 mile portion of Sierra Vista Lane and provide improved parking areas with way finding signs to improve recreational access for visitors to Federal lands.	PE/CON	FHWA FLAP	\$4,517,628	\$4,517,628	\$0
CC20160018	Carson City	Silver Sage Drive Reconstruction	Rd Recons/Rehab/Resurf	Reconstruct Silver Sage Drive, from Roland Street to Clearview Drive	PE	STBG 5K-200K	\$710,600	\$32,910	\$617,690
CC20170001	Carson City	Airport Road	Rd Recons/Rehab/Resurf	The project is a pavement improvement project between Fifth Street and Butti Way.	PE/CON	STBG 5K-200K	\$308,750	\$308,750	\$0
CC20170003	Carson City	South Carson Street Pedestrian/Bicycle Improvements	Bicycle & Pedestrian	To design and construct pedestrian/bicycle improvements	PE/CON	TAP FLEX STBG	\$750,000	\$15,000	\$735,000
CC20170004	Carson City	Non-infrastructure Safe Routes to School	Other Misc.	Grant funding for Safe Routes to School Coordinator position and associated activities	Other	SRTS	\$617,500	\$617,500	\$0
CC20170008	Nevada DOT	Stewart Street Pedestrian Safety Improvements	Pedestrian	Install pedestrian safety improvements to include rapid flashing beacons, refuge island, and lighting	PE/CON	HSIP	\$330,000	\$0	\$330,000
CC20170002	Carson City	I580 Multi Use Path (Linear Ditch to Colorado Street)	Bicycle & Pedestrian	TAP funding for design and construction of approximately 4,200 lineal feet of multi-use pathway, including drainage systems, fencing, erosion control, revegetation and related improvements.	PE/CON	TAP 5-200K/TAP FLEX STBG	\$712,500	\$0	\$712,500
CC20150002	Carson City	Nevada Dept. of Cultural Affairs - Division of Museums and History - Landscape & Entry Sign Improvements	Other Misc.	Landscape & entry sign improvements at the museum entry on Carson Street	CON	TAP FLEX STBG	\$0	\$0	\$0
LY20170002	Lyon County	Dayton Railroad Depot Restoration	Other Misc.	Restoration of the Carson and Colorado Railroad Depot in Dayton, NV (Lyon County)	Other	TAP FLEX STBG	\$201,503	\$0	\$201,503

Table 2: FFY 2017 Federal Obligation Report – FTA Projects List

Project ID	Lead Agency	Project Title	Project Type	Project Description	Phase	Fund Type	Programmed TIP Funds	Obligated in 2017	Funding Remaining
CC20130027	Carson City	Transit Security	Transit - Other	Security improvements on buses and bus facilities. Funds from older grants (prior to FY 2016) remain available.	Other	FTA 5307 Small Urban Capital	\$31,875	\$5,518	\$26,357
CC20150004	Carson City	Jump Around Carson (JAC) Transit Service	Transit - Operating	Continued Operations of Fixed Route & Paratransit Services. The amount actually obligated in FY 2016 was less than originally programmed in the FY 2016-19 TIP.	Other	FTA Small Urban Operating	\$840,000	\$290,000	\$550,000
CC20150006	Carson City	RTC INTERCITY Transit Service: Reno to Carson City	Transit - Operating	RTC INTERCITY Operations within CAMPO Boundary, Commuter Service - M-F	Other	FTA 5307 Small Urban Operating	\$65,000	\$21,000	\$44,000
CC20150007	Carson City	Improved Connectivity and Accessibility to Bus Stops	Transit-Capital & Rehab	Construction/rehabilitation of pedestrian access/walkways near transit stops	CON	FTA Small Urban Capital	\$0	\$0	\$0
CC20150010	Carson City	Vehicle Purchase for Public Transit Service - Carson City	Transit-Capital & Rehab	Two (2) Buses for Carson City JAC Assist service	Other	FTA Small Urban Capital	\$230,000	\$0	\$230,000
CC20150011	Carson City	Preventive Maintenance	Transit-Maintenance	Capital Cost of Preventive Maintenance	Other	FTA Small Urban Capital	\$475,000	\$105,823	\$369,177
CC20150022	Carson Area MPO	Vehicle Purchase for Public Transit Service - Carson City	Transit-Capital & Rehab	Bus for Carson City JAC fixed route service	Other	FTA 5307 Small Urban Capital	\$944,000	\$0	\$944,000
CC20150023	Carson Area MPO	Purchase of Bus Stop Amenities	Transit-Capital & Rehab	Purchase/install bus shelters and benches at transit stops	Other	FTA 5307 Small Urban Capital	\$48,000	\$0	\$48,000
CC20150024	Carson City	Capital Cost of Contracting for Public Transit Service -- Carson City	Transit - Operating	Capital Cost of Enhanced Mobility for Seniors and Individuals with Disabilities. Slightly more than projected was obligated in FY2016 and slightly less than expected obligated in FY2017.	Other	FTA 5307 Small Urban Operating	\$285,000	\$55,182	\$229,818
CC20150029	Carson Area MPO	Vehicle Purchase for Public Transit Service - Carson City	Transit-Capital & Rehab	Two (2) buses for Carson City JAC fixed route service	Other	FTA 5307 Small Urban Capital/FTA 5339 Bus/Facility Small Urban Capital	\$786,078	\$245,646	\$540,432
CC20160017	Carson City	Transit operations facility	Transit-Capital & Rehab	Retrofit the former animal shelter to house the Jump Around Carson (JAC) transit operations.	Other	FTA Small Urban Capital	\$80,000	\$0	\$80,000
NV20130012	Carson City	Capital Cost of Contracting for Public Transit Service - Carson City	Transit - Other	Capital Cost of Enhanced Mobility for Seniors and Individuals with Disabilities	Other	FTA 5310 Elderly/Disabled Small Urban Capital	\$213,912	\$168,900	\$45,012