



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

Day: Wednesday
Date: August 14, 2019
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 must 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** – Discussion and possible approval of the July 10, 2019 draft minutes.

6. PUBLIC MEETING ITEM(S):

6-A For Possible Action – Discussion and possible action regarding a formal amendment to CAMPO’s Federal Fiscal Year (FFY) 2018-2021 Transportation Improvement Program.

Staff Summary: The proposed amendment will add funding to four (4) projects in the Carson Area Metropolitan Planning Organization’s (CAMPO) Federal Fiscal Years 2018-2021 Transportation Improvement Program (TIP). The projects being amended are the Airport Road Sewer and Road Reconstruction Project, Fairview Drive Reconstruction Project, I-580 Multi Use Path to Colorado Street Project, and the South Carson Street Complete Streets Project.

6-B For Possible Action – Discussion and possible action regarding proposed amendments to CAMPO’s Public Participation Plan.

Staff Summary: The Public Participation Plan is required by the Federal Highway Administration for CAMPO. The amendments are intended to modernize the plan to encourage robust public outreach, encourage participation with partner agencies to improve public outreach, and will amend outdated text.

6-C For Information Only – Informational presentation regarding Fiscal Year (FY) 2019 CAMPO activities.

Staff Summary: FY 2019 ended on June 30, 2019. Staff will present a summary of FY 2019 CAMPO planning activities and accomplishments.

7. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS – Non-Action Items:

7-A Future Agenda Items

8. BOARD COMMENTS: For Information Only – Status reports and comments from the members of the CAMPO Board.

9. The Next Meeting is Tentatively Scheduled – 4:30 p.m., Wednesday, September 11, 2019, at the Sierra Room - Community Center, 851 East William Street.

10. 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.

11. ADJOURNMENT: For Possible Action

This agenda has been posted at the following locations by Thursday, August 8, 2019, before 5:00 p.m.:

City Hall, 201 North Carson Street
Community Center, Sierra Room, 851 East William Street
Carson City Library, Carson City Library, 900 North Roop 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, July 10, 2019 in the Community Center Sierra Room, 851 East William Street, Carson City, Nevada.

PRESENT: Chairperson Mark Kimbrough
 Vice Chairperson Greg Stedfield
 Member Lori Bagwell
 Member Brad Bonkowski
 Member Chas Macquarie
 Ex-Officio Member Sondra Rosenberg

STAFF: Lucia Maloney, Transportation Manager
 Dirk Goering, Senior Transportation Planner
 Daniel Anderson, Transportation Planner / Analyst
 Michael Reynolds, Transit Coordinator
 Todd Reese, Deputy District Attorney
 Tamar Warren, Council and Commission Reporter

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 - Chairperson Kimbrough called the meeting to order at 4:30 p.m. Ms. Warren called the roll; a quorum was present. Members Erb and Keller were absent.

2. AGENDA MANAGEMENT NOTICE - Chairperson Kimbrough entertained modifications to the agenda; however, none were forthcoming.

3. DISCLOSURES - Chairperson Kimbrough entertained disclosures; however, none were forthcoming.

4. PUBLIC COMMENT - Chairperson Kimbrough entertained public comment; however, none was forthcoming.

5. ACTION ON APPROVAL OF MINUTES - June 12, 2019 - Chairperson Kimbrough introduced this item, and entertained a motion. **Member Bonkowski moved to approve the minutes, as presented. Member Bagwell seconded the motion.** Chairperson Kimbrough entertained discussion on the motion and, when none was forthcoming, called for a vote. **Motion carried 5-0.**

6. PUBLIC MEETING ITEMS:

6(A) PRESENTATION AND DISCUSSION ON TASK 3.2, TRANSIT PLANNING, OF CAMPO'S 2019 / 2020 UNIFIED PLANNING WORK PROGRAM - Chairperson Kimbrough introduced this item, and Ms. Maloney provided an overview of the agenda materials. Gordon Shaw, of LSC Transportation Consultants, introduced Justine Rembac, also of LSC Transportation Consultants. Mr. Shaw narrated a SlideShow presentation of the JAC Transit Development and Coordinated Plan, copies of which were distributed to the CAMPO members and made available to the public prior to the start of the meeting.

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In response to a question, Ms. Maloney assured the CAMPO members that funding mechanisms for all of the projects in the plan have been discussed. Ms. Maloney and Mr. Shaw responded to questions of clarification, and extensive discussion followed.

Chairperson Kimbrough entertained public comment. (5:33:34) Rebecca Williams, of Lyon County Human Services, advised that transportation “is a big need” in Lyon County. Chairperson Kimbrough entertained additional public comment and, when none was forthcoming, thanked Mr. Shaw for his presentation.

6(B) DISCUSSION AND POSSIBLE ACTION REGARDING COOPERATIVE AGREEMENT P301-19-804, BETWEEN CAMPO AND THE NEVADA DEPARTMENT OF TRANSPORTATION, FOR \$684,211.00 FOR DEVELOPMENT OF A TRANSPORTATION SYSTEM MANAGEMENT PLAN FOR CARSON CITY, DOUGLAS, LYON, AND STOREY COUNTIES, AND AUTHORIZING THE TRANSPORTATION MANAGER TO EXECUTE THE AGREEMENT AND FUTURE AMENDMENTS REGARDING TERM EXTENSIONS OR A CHANGE IN AMOUNT UP TO TEN PERCENT (5:34:53) - Chairperson Kimbrough introduced this item, and Ms. Maloney presented the agenda materials. In response to a question, Kevin Berry, of NDOT, expressed the understanding that the interlocal agreement establishes the funding such that the City can publish a request for proposals. “... we’ve granted you authority to use that money to then go out with an RFP. ... once you do go through the RFP process and start the negotiation of that scope, I think you would protect yourselves in terms of right scoping the job so that you could get through all three of the phases and ... right size it for the amount of money that’s available.”

In response to a further question, Mr. Berry expressed the belief that “because you went through the RFP process, negotiated with a contractor or a consultant, you would establish how you were going to pay that work out. So that wouldn’t be a part of NDOT and CAMPO. That would be CAMPO and the consultant. So that would be a contract that you would build and then negotiate with them. So I think you would protect yourselves from not getting what we expect out of it. Again, in that contract, we also state that we’ll have oversight ... We’ll be involved with the RFP process so, during that scope negotiation, we can set up an approval process that NDOT would be approving or agreeing upon that scope that was developed during negotiation with the consultant.

“The other question I think you had was our costs. We’re not putting any costs towards this job so typically what we do would be that we would set up maybe a project internally and bill towards that. We’re not ... billing that ... amount for our staff time in terms of being involved with the study, helping with any scope negotiations, things like that.” Mr. Reese and Ms. Maloney responded to questions of clarification, and discussion followed.

Chairperson Kimbrough entertained public comment and, when none was forthcoming, thanked Mr. Berry for his attendance and participation. Chairperson Kimbrough entertained additional discussion of the CAMPO members and, when none was forthcoming, a motion. **Member Bagwell moved to approve the cooperative agreement with the authorization for the District Attorney’s Office and Transportation Division staff to amend paragraph 11 to include project phasing for repayment and to negotiate dispute resolution provisions; if paragraph 11 cannot be amended, staff will return the agreement to the CAMPO for additional discussion. Member Bonkowski seconded the motion.** Chairperson Kimbrough entertained discussion on the motion and, when none was forthcoming, called for a vote. **Motion carried 5-0.**

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6(C) DISCUSSION AND POSSIBLE ACTION REGARDING SUBMITTING THE CAMPO DISADVANTAGED BUSINESS ENTERPRISE 3-YEAR GOAL FOR FEDERAL FISCAL YEARS 2020 - 2022 TO THE UNITED STATES DEPARTMENT OF TRANSPORTATION (6:02:16) - Chairperson Kimbrough introduced this item, and Mr. Reynolds presented the agenda materials. Mr. Reynolds suggested a revision to the proposed motion. He responded to questions of clarification. Chairperson Kimbrough entertained additional questions or comments of the CAMPO members and of the public and, when none were forthcoming, a motion. **Member Bonkowski moved to authorize CAMPO staff to submit the report, as presented. Member Macquarie seconded the motion.** Chairperson Kimbrough entertained discussion on the motion and, when none was forthcoming, called for a vote. **Motion carried 5-0.**

6(D) PRESENTATION AND DISCUSSION REGARDING THE SUBMITTAL OF A REQUEST TO THE NEVADA DEPARTMENT OF TRANSPORTATION TO CLASSIFY SANTA BARBARA DRIVE, BETWEEN STEPHANIE LANE AND VICKY LANE, AND TO CLASSIFY VICKY LANE, BETWEEN SANTA BARBARA DRIVE AND STEPHANIE LANE, AS MINOR COLLECTOR ROADWAYS (6:06:18) - Chairperson Kimbrough introduced this item, and Mr. Goering presented the agenda materials. Mr. Goering and Josh Nordlow, of Douglas County Public Works, responded to questions of clarification. Chairperson Kimbrough entertained additional questions or comments and, when none were forthcoming, thanked Mr. Nordlow for his attendance and participation. Chairperson Kimbrough entertained public comment and, when none was forthcoming, a motion. **Member Macquarie moved to approve submittal of the request, as presented. Member Bagwell seconded the motion.** Chairperson Kimbrough entertained discussion on the motion and, when none was forthcoming, called for a vote. **Motion carried 5-0.**

7. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS; FUTURE AGENDA ITEMS (6:11:27) - Chairperson Kimbrough introduced this item, and Ms. Maloney reviewed the tentative agenda for the August CAMPO meeting.

8. CAMPO MEMBER COMMENTS (6:12:07) - Chairperson Kimbrough entertained CAMPO member comments; however, none were forthcoming.

9. THE NEXT MEETING IS TENTATIVELY SCHEDULED FOR 4:30 P.M. ON WEDNESDAY, AUGUST 14, 2019, IN THE COMMUNITY CENTER SIERRA ROOM, 851 EAST WILLIAM STREET (6:12:15) - Chairperson Kimbrough read this information into the record.

10. PUBLIC COMMENT (6:12:20) - Chairperson Kimbrough entertained public comment; however, none was forthcoming.

11. ACTION ON ADJOURNMENT (6:12:30) - Upon motion by Member Bonkowski, Chairperson Kimbrough adjourned the meeting at 6:12 p.m.

The Minutes of the July 10, 2019 Carson Area Metropolitan Planning Area meeting are so approved this _____ day of August, 2019.

MARK KIMBROUGH, Chair

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STAFF REPORT

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

Meeting Date: August 14, 2019

Staff Contact: Dirk Goering, Senior Transportation Planner

Agenda Title: For Possible Action – Discussion and possible action regarding a formal amendment to CAMPO’s Federal Fiscal Year (FFY) 2018-2021 Transportation Improvement Program.

Staff Summary: The proposed amendment will add funding to four (4) projects in the Carson Area Metropolitan Planning Organization’s (CAMPO) Federal Fiscal Years 2018-2021 Transportation Improvement Program (TIP). The projects being amended are the Airport Road Sewer and Road Reconstruction Project, Fairview Drive Reconstruction Project, I-580 Multi Use Path to Colorado Street Project, and the South Carson Street Complete Streets Project.

Agenda Action: Formal Action/Motion

Time Requested: 10 minutes

Proposed Motion

I move to approve the formal amendment as presented.

Background/Issues & Analysis

Transportation Improvement Program (TIP) amendments are required for the following actions:

- Adding a new project, or;
- Significantly changing a project (by scope or cost).

This formal amendment proposes to add funding to four (4) projects in the Carson Area Metropolitan Planning Organization’s (CAMPO) Federal Fiscal Years 2018-2021 Transportation Improvement Program (TIP). The projects being amended are as follows:

- I-580 Multi Use Path to Colorado Street Project (Exhibit-1, Appendix A, page 13) is an existing project and is being amended to add \$275,500 to the total project cost, including \$261,725 in STBG funds, to address increases from the original cost estimate in 2016. On July 10, 2019, the Carson City RTC approved the allocation of STBG funds to this project.
- Fairview Drive Reconstruction Project (Exhibit-1, Appendix A, page 15) is an existing project and is being amended to increase the total project cost by \$88,724, including \$84,288 in STBG funds, to expand the scope of ADA and stormwater improvements. On April 10, 2019, the Carson City RTC approved the reallocation of STBG funds from the completed Silver Sage Street reconstruction project.

- South Carson Street Complete Streets Project (Exhibit-1, Appendix A, page 18) is being amended to match the current project estimate that will be contained in the City’s TIGER grant agreement. This amendment includes \$882,643 in redevelopment and local utility funding not displayed in the previous project budget uploaded into the TIP, as well as infrastructure tax funding that was approved with the FY 20 Budget. These are tentative programmed funds, however the final construction contract for the project will be submitted for review and approval at a future Carson City Board of Supervisors meeting.
- Airport Road Sewer & Road Project (Exhibit-1, Appendix A, page 19) is an existing project and is being amended to increase the total project cost by \$474,000, including \$19,000 in Surface Transportation Block Grant (STBG) funds. The amendment also includes the addition of utility funding not displayed in the previous project budget uploaded into the TIP. Funding from the amendment will be used to address a deep valley gutter between Menlo Drive and Airport Road. On July 10, 2019, the Carson City RTC approved the allocation of STBG funds to this project.

TIP amendments require a 30-day public comment period as described in CAMPO’s Public Participation Plan. The public comment period for this action opened on July 5, 2019, and ended on August 5, 2019. No public comment was received.

Applicable Statute, Code, Policy, Rule or Regulation

-CFR 450.104

Financial Information

Is there a fiscal impact? Yes No

If yes, Fund Name, Account Name / Account Number: CAMPO fund, Unified Planning Work Program account, Task 4.2 – Update and Maintain the Transportation Improvement Program / 245-3028-431.12-01 (G302820001)

Is it currently budgeted? Yes No

Explanation of Fiscal Impact: The TIP is a programming document for primarily federal funds. This document does not commit CAMPO or a local jurisdiction’s funding to these projects. Future agreements between NDOT and local jurisdictions will commit funding and resources. The fiscal impact associated with this item is for staff time to program available federal funds to projects in advance of a financial agreement. Unified Planning Work Program (UPWP) tasks are reimbursable with Federal planning funds at a rate of 95%. The 5% local match has been budgeted within CAMPO’s approved FY 2019/2020 UPWP, Task 4.2.

Supporting Material

- Exhibit-1: CAMPO FFY 2018-2021 Transportation Improvement Program, with amendments tracked
- Exhibit-2: CAMPO’s Unified Planning Work Program Cost/Funding Summary Table

Board Action Taken:

Motion: _____ 1) _____ Aye/Nay
 2) _____

 (Vote Recorded By)



**TRANSPORTATION IMPROVEMENT PROGRAM
For
Federal Fiscal Year 2018 through 2021**

Adopted 8/9/17

Administratively Amended 11/27/2017

Administratively Amended 1/16/2018

Formally Amended 7/11/2018

Formally Amended 1/9/2019

Formally Amended 05/08/2019

Proposed Formal Amendment 08/14/2019

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.

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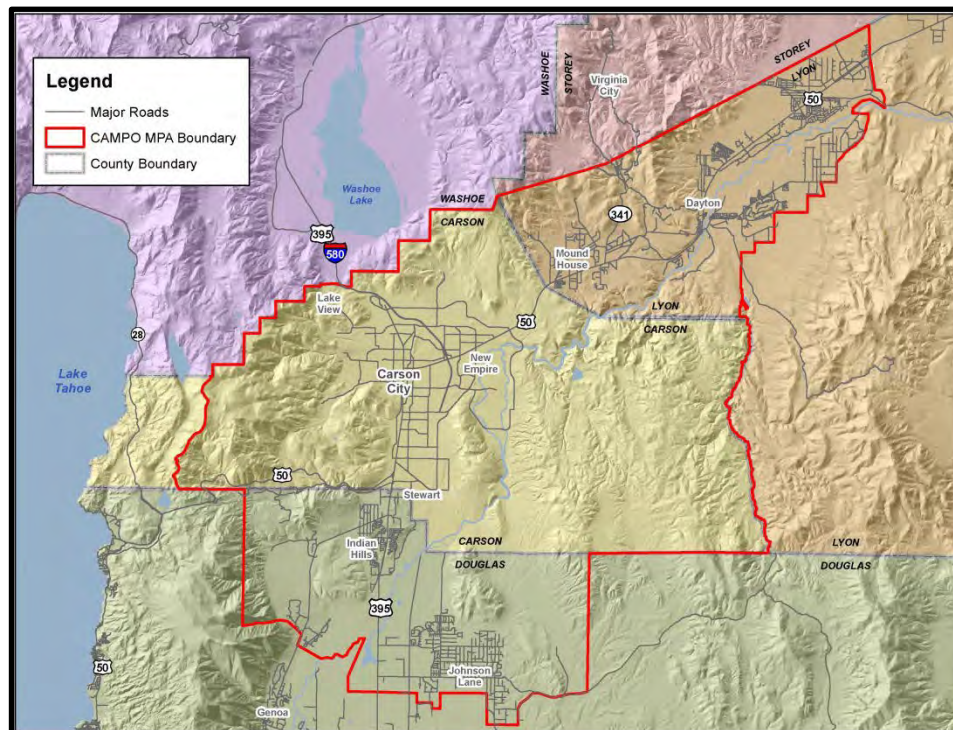
Introduction

What is the Purpose of this Document?

The Transportation Improvement Program (TIP) is a prioritized listing of transportation improvement projects covering a four-year period that is developed and formally adopted by the Carson Area Metropolitan Planning Organization (CAMPO). CAMPO is responsible for carrying out transportation planning activities within the Metropolitan Planning Area (MPA), shown in Figure 1. The MPA encompasses the urbanized areas, as defined by the US Census Bureau, and a larger geographical area that is likely to urbanize within the next 20 years. The central contiguous urbanized area includes most of the City of Carson City, a portion of northern Douglas County, and a portion of western Lyon County. Additionally, there are two urban clusters within the MPA, which are the Johnson Lane area in Douglas County and the Dayton area in Lyon County.

The TIP must be consistent with the Statewide Transportation Improvement Program (STIP) and must be updated at a minimum of every four years. The TIP must be consistent with CAMPO’s long-range Regional Transportation Plan (RTP), available at www.CarsonAreaMPO.com. The TIP contains a listing of all federally funded transportation projects and projects of regional significance, regardless of the funding source. The TIP must identify funding from public and private sources that are reasonably expected to be made available to implement a project. Per federal guidelines, the TIP must include a financially constrained project list.

Figure 1: CAMPO MPA Boundary



Performance Based Planning and Programming

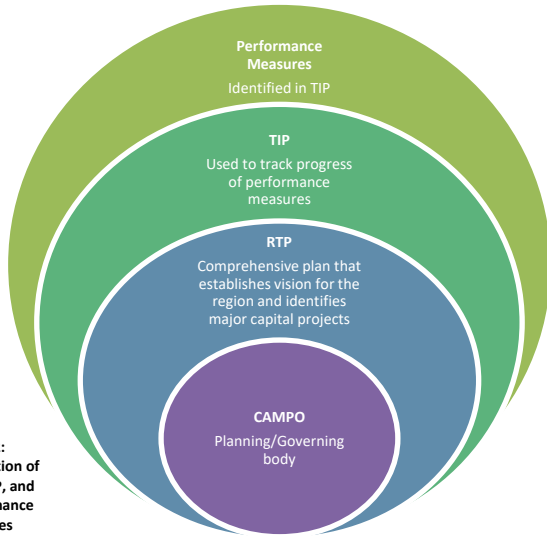


Figure 2:
Integration of
RTP, TIP, and
Performance
Measures

The Moving America Ahead for Progress in the 21st Century (MAP-21) Act was signed into law in 2012. The highlight of this transportation bill was a focus on implementing performance measures and performance based planning. Under MAP-21, the United States Department of Transportation (DOT) established a requirement for State DOTs and MPOs to set targets. Per MAP-21, MPOs must incorporate these targets and associated performance measures into their TIPs and RTP. Figure 2 provides a graphical representation of the relationship between a governing body, its planning documents, and its performance measures.

MAP-21 requires that transportation improvement programs developed by MPOs include a description of the anticipated effort of the program on achieving regional performance targets identified in the RTP. This requirement is designed to directly link investments to performance targets. The TIP will be used to track progress of these performance measures, specifically those related to project accomplishment.

MAP-21 establishes national performance goals for the Federal-aid highway program in seven areas: 1) safety; 2) infrastructure condition; 3) congestion reduction; 4) system reliability; 5) freight movement and economic vitality; 6) environmental sustainability; and 7) reduced project delivery delays. A performance based planning and funding system is more likely to identify and mitigate transportation system deficiencies than a fixed allocation funding process. CAMPO is committed to developing a transparent programming process that allocates funding effectively to maintain an efficient multi-modal transportation system. National performance goals are considered during project evaluation and selection. CAMPO has developed performance measures to help allocate transportation funds based on performance data. The national goals help plan and program transportation investment. Established performance measures and adopted targets will be used to evaluate projects.

On December 4, 2015, the Fixing America's Surface Transportation Act, also known as the "FAST Act", was signed into law. The FAST Act confirms all the performance based planning requirements established under the previous transportation act, MAP-21.

Below are the national goals (in bold) established under MAP-21 and examples of how specific projects are prioritized by national goals and performance measures.

1. Safety - Achieve significant reduction in traffic fatalities and serious injuries on all public roads.

Example, locations may be prioritized that have high crash rates, or safety improvements, such as FHWA proven countermeasures, may be incorporated into projects.

2. Infrastructure Condition - Maintain the highway infrastructure asset system in a state of good repair.

Example, projects may be prioritized by roadway condition.

3. Congestion Reduction - Achieve a significant reduction in congestion on the National Highway System.

Example, projects may be evaluated using traffic counts or travel demand modeling outputs to identify congested areas.

4. System Reliability - Improve the efficiency of the surface transportation system.

Example, projects may be prioritized if the project improves system redundancy or increases roadway capacity without adding traffic lanes.

5. Freight Movement and Economic Vitality - Improve the national freight network and support regional economic development.

Example, projects may be prioritized if the project improves the movement of freight along a primary freight network.

6. Environmental Sustainability - Enhance the performance of the transportation system while protecting and enhancing the natural environment.

Example, projects may be prioritized if the project demonstrates the reduction of mobile emissions as an effort to maintain or improve air quality.

7. Reduce Project Delivery Delays - Reduce the project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process.

Example, projects may be prioritized if the project is shovel ready and has support from multiple agencies.

Per federal guidelines, the TIP continues to build upon the goals and objectives articulated in CAMPO's 2040 Regional Transportation Plan. By incorporating these goals into short-range programming activities, projects are linked to the region's vision and long-term investment strategy. A comprehensive list of CAMPO's goals and performance measures is provided below:

Goal - Increase the safety of the transportation system for all users

Related Performance Measures

- Number (5-year rolling average) of fatal crashes in CAMPO boundary
- Number (5-year rolling average) of fatal crashes involving a bicyclist or pedestrian in the CAMPO boundary
- Number (5-year rolling average) of serious crashes in the CAMPO boundary
- Number (5-year rolling average) of serious injuries involving a bicyclist or pedestrian in the CAMPO boundary
- Rate of fatalities (5-year rolling average) per 100 million VMT (vehicle miles traveled) in the CAMPO boundary
- Rate of serious injuries (5-year rolling average) per 100 million VMT (vehicle miles traveled) in the CAMPO boundary

Goal - Maintain a sustainable regional transportation system

Related Performance Measures

- Average Pavement Condition Index (PCI) rating for collector and arterial roadways within the CAMPO boundary by jurisdiction
- Percentage of roadways with a PCI rating of 55 or below in the CAMPO boundary by jurisdiction
- Percentage of structurally deficient bridge decks with a roadway functional classification of 1-5

Goal - Increase the mobility and reliability of the transportation system for all usersRelated Performance Measures

- The number of transportation facilities improved to ADA standards within the CAMPO boundary by jurisdiction
- The cost per revenue hour/mile/trip for Jump Around Carson (fixed route and paratransit) and RTC Intercity
- The number of passengers per revenue hour/mile for Jump Around Carson (fixed route and paratransit) and RTC Intercity
- Monthly ridership for Jump Around Carson (fixed route and paratransit) and RTC Intercity
- Farebox recovery rate for Jump Around Carson (fixed route and paratransit) and RTC Intercity
- On-time performance for Jump Around Carson's fixed route and RTC Intercity
- Travel Demand Model estimated travel times

Goal - Maintain and develop a transportation system that supports economic vitalityRelated Performance Measure

- Travel times, during peak hours, from the travel demand model for U.S. Highway 395 and Highway 50

Goal - Provide an integrated transportation systemRelated Performance Measures

- Number of Complete Street projects constructed within the CAMPO boundary
- Miles of bicycle lane added or reconstructed
- Miles of sidewalk added or reconstructed
- Miles of shared use path added or reconstructed

Transit Asset Management

MAP-21 required a system to monitor and manage public transportation assets to improve safety, increase reliability and performance, and established performance measures. MAP-21 grouped transit providers in two categories: Tier 1 and Tier 2. CAMPO is under the Tier 2 category. The following table defines the two categories, which generally are based on size of the public transportation agency.

Table 1: Transit Agency Tiers

Tier 1	Tier 2
Operates rail OR; More than 100 vehicles across all fixed route modes OR;	Subrecipient of 5311 funds OR; American Indian Tribe OR;
More than 100 vehicles in one non-fixed route mode	Less than 100 vehicles across all fixed route modes OR; Less than 100 vehicles in one non-fixed route mode

Tier 2 agencies are responsible for four elements of Transit Asset Management (TAM)

- **An inventory of assets:** A register of capital assets and information about those assets.
- **A condition assessment of inventoried assets:** A rating of the assets' physical state; to be completed for assets an agency has direct capital responsibility for; should be at a level of detail sufficient to monitor and predict performance of inventoried assets.
- **Description of a decision support tool:** An analytic process or tool that (1) assists in capital asset investment prioritization and/or (2) estimates capital needs over time.
- **A prioritized list of investments:** A prioritized list of projects or programs to manage or improve the state of good repair (SGR) of capital assets.

Transit asset management is measured by asset class. The following table provides a description of each asset class and the performance measure used for each. CAMPO only reports on equipment, rolling stock, and facilities since it does not own any assets that would qualify under the infrastructure category.

Table 2: Transit Agency Tiers

Asset Class	Description	Performance Measure
Equipment	Non-revenue support-service and maintenance vehicles	Percentage of vehicles met or exceeded Useful Life Benchmark*
Rolling Stock	Revenue vehicles by mode	Percentage of vehicles met or exceeded Useful Life Benchmark
Facilities	Maintenance and administrative facilities; and passenger stations (buildings) and parking facilities	Percentage of assets with condition rating below 3.0 on FTA TERM Scale

*Useful Life Benchmark is a measure transit agencies use to track the performance of revenue vehicles and service vehicles.

Financially Constrained Project Listing

Per federal regulation, projects included in the State's Transportation Improvement Program and CAMPO's Transportation Improvement Program shall be prioritized and financially constrained by year. CAMPO is establishing a performance based planning approach to help prioritize projects, based on goals and objectives approved in CAMPO's 2040 Regional Transportation Plan. The objectives from the plan will be incorporated into the prioritization of TIP projects.

eSTIP

The eSTIP, which stands for the Electronic State Transportation Improvement Program, is a searchable database that can be filtered based on project criteria. This online platform was developed by the Nevada Department of Transportation, in coordination with Nevada's four Metropolitan Planning Organizations.

Changes to the projects are in real-time so users can find the most up-to-date information. Project details and customized reports are available to view and download on the eSTIP website, at <https://estip.nevadadot.com>.

The eSTIP categorizes transportation projects by five general categories: roadway, transit, bicycle and pedestrian, environmental, or other. Additionally, project funding and schedule are broken into four potential phases: preliminary engineering (PE), right-of-way (ROW), construction, and other.

Information from the eSTIP website on funding sources and projects are incorporated into this formal document as follows:

- A list and description of all federal funding sources present in CAMPO's 2018-2021 Transportation Improvement Program
- A table showing programmed funds by funding source and year for CAMPO's 2018-2021 Transportation Improvement Program
- A detailed project listing for all projects in CAMPO's 2018-2021 Transportation Improvement Program (see Appendix A)

Federal Funding Sources

Federal Highway Administration (FHWA)

HSIP	Highway Safety Improvement Program
NHPP	National Highway Performance Program
SRTS	Safe Routes to School
STBG Statewide	Surface Transportation Block Grant Program – Statewide
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
TIGER	Transportation Investment Generating Economic Recovery – DOT competitive discretionary grant

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	Bus and Bus Facilities – Section 5339, small urban areas with population between 50,000 and 200,000
5339(b)	Bus and Bus Facilities Discretionary Program – competitive program open to all urban and rural recipients eligible under Section 5307, as well as States and Indian Tribes

**Table 3
Programmed Funds by Funding Source and Year for CAMPO’s 2018-2021 Transportation Improvement Program**

FUNDING SOURCE	PRIOR	2019	2020	2021	TOTAL YEAR
FTA 5307 Sm Urb Capital	\$912,431	\$464,360	\$289,360	\$449,604	\$2,115,755
FTA 5307 Sm Urb Operating	\$1,440,540	\$518,540	\$694,540	\$521,040	\$3,174,660
FTA 5310 Elderly/Disabled Sm Urb	\$268,912	\$106,956	\$106,956	\$106,956	\$589,780
FTA 5339 Bus/Fac Sm Urb Capital	\$95,000	\$542,480	\$95,000	\$95,000	\$827,480
HSIP	\$951,461	\$2,600,000	\$0	\$0	\$3,551,461
NHPP	\$8,550,000	\$11,000,000	\$0	\$0	\$19,550,000
STBG State-Wide	\$0	\$650,000	\$0	\$0	\$650,000
STBG 5K-200K	\$710,600	\$4,152,998 \$4,518,011	\$0	\$0	\$4,863,598 \$5,228,611
TAP 5K-200K STBG	\$76,000	\$109,000	\$0	\$0	\$185,000
TAP FLEX STBG	\$0	\$1,055,632	\$1,412,650	\$0	\$2,468,282
TIGER	\$0	\$0	\$7,570,202	\$0	\$7,570,202
FEDERAL SUBTOTAL	\$13,004,944	\$21,151,316	\$10,168,708	\$1,172,600	\$45,545,918 \$45,911,231
Local Fund	\$2,037,334	\$3,614,941 \$4,088,152	\$10,504,123 \$11,386,766	\$597,194	\$16,753,592 \$18,109,446
State Gas Tax	\$0	\$34,211	\$0	\$0	\$34,211
State Match - Nv	\$50,077	\$863,157	\$0	\$0	\$913,234
LOCAL AND STATE SUBTOTAL	\$2,087,411	\$897,368	\$0	\$597,194	\$17,701,037 \$19,056,891
TOTAL	\$15,092,355	\$22,048,684	\$10,168,708	\$1,769,794	\$63,230,255 \$64,968,122

The Carson Area Metropolitan Planning Organization (CAMPO) certifies that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR Part 450;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, religion, national origin, sex, disability or age in employment or business opportunity;
4. Fixing America's Surface Transportation Act (FAST Act, P.L. 114-357) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded projects (see also 49 CFR Part 26);
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
10. Public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the POP requirements of the Section 5307 Program.
11. 23 CFR part 450 section 218, a TIP shall include, to the maximum extent practicable, a discussion of the anticipated effect of the TIP toward achieving performance targets, linking investment priorities to those performance targets.
12. 49 CFR 625 (under the authority of Sec. 20019 of Pub. L. 112-141, 126 Stat. 707, 49 U.S.C. 5326; Sec. 20025(a) of Pub. L. 112-141, 126 Stat., 718, 49 CFR 1.91.) regarding transit asset management (TAM).

Mark Kimbrough
CAMPO Chair

Appendix A

CAMPO's Transportation Improvement Program Project List 2018-2021					
TIP ID	LEAD AGENCY	TITLE	PROJECT TYPE	FUNDING	TOTAL COST
CC20100004	Nevada DOT	US 50 Drainage Improvements	Environmental Project	FEDERAL, LOCAL	\$9,000,000
CC20130027	Carson City	Transit Security	Transit - Other	FEDERAL, LOCAL	\$73,111
CC20140017	Nevada DOT	I 580 Carson City Roadway Rehabilitation	Rd Recons/Rehab/Resurf	FEDERAL, STATE	\$17,263,157
CC20150004	Carson City	Jump Around Carson (JAC) Transit Service	Transit -Operating	FEDERAL, LOCAL	\$4,933,000
CC20150006	Carson City	RTC INTERCITY Transit Service: Reno to Carson City	Transit -Operating	FEDERAL, LOCAL	\$268,000
CC20150011	Carson City	Preventive Maintenance	Transit-Maintenance	FEDERAL, LOCAL	\$1,503,443
CC20150022	Carson City	Vehicle Purchase for Public Transit Service - Carson City	Transit-Capital & Rehab	FEDERAL, LOCAL	\$987,948
CC20150023	Carson City	Purchase of Bus Stop Amenities	Transit-Capital & Rehab	FEDERAL, LOCAL	\$18,445
CC20150024	Carson City	Capital Cost of Contracting for Public Transit Service -- Carson City	Transit -Operating	FEDERAL, LOCAL	\$717,700
CC20150029	Carson City	Bus and Bus Facilities for Public Transportation	Transit-Capital & Rehab	FEDERAL, LOCAL	\$475,000
CC20160018	Carson City	Silver Sage Drive Reconstruction	Rd Recons/Rehab/Resurf	FEDERAL, LOCAL	\$748,000
CC20170002	Carson City	I 580 Multi Use Path (Linear Ditch to Colorado Street)	Bicycle & Pedestrian	FEDERAL, LOCAL	\$750,000 \$1,025,500
CC20170008	Nevada DOT	Stewart Street Pedestrian Safety Improvements	Pedestrian	FEDERAL, LOCAL, STATE	\$858,342
CC20180009	Carson City	Fairview Drive Reconstruction	Rd Recons/Rehab/Resurf	FEDERAL, LOCAL	\$1,204,989 \$1,293,713
CC20180010	Nevada DOT	Carson City Sheriff Office Data Collection and Analysis	Study/Planning	FEDERAL, STATE	\$173,196
CC20180011	Carson City	Bus procurement	Transit-Capital & Rehab	FEDERAL, LOCAL	\$639,256
CC20180012	Carson City	South Carson Street Complete Streets Project	Rd Improvement	FEDERAL, LOCAL	\$17,257,559 \$18,140,202
CC20180014	Carson City	Airport Road Sewer & Road Project	Rd Recons/Rehab/Resurf	FEDERAL, LOCAL	\$2,126,000 \$2,600,000
CC20180015	Carson City	Freeway Multi Use Path to Edmonds Sport Complex	Bicycle & Pedestrian	FEDERAL, LOCAL	\$1,618,000
DO20180027	Douglas County	Plymouth Drive Reconstruction	Rd Recons/Rehab/Resurf	FEDERAL, LOCAL	\$635,495
LY20170002	Lyon County	Dayton Railroad Depot Restoration	Other Misc.	FEDERAL, LOCAL	\$424,928
NV20130012	Carson City	Capital Cost of Enhanced Mobility for Seniors and Individuals with Disabilities	Transit - Other	FEDERAL, LOCAL	\$737,475
XS20150003	Lyon County	Carson River Multi-Use Path	Bicycle & Pedestrian	LOCAL	\$150,000
XS20190006	Carson Area MPO	Carson Area Transportation System Management Plan	Study/Planning	FEDERAL, STATE	\$684,211
TOTAL					\$63,230,255 \$64,968,122

<i>State TIP ID</i>	CC20100004	<i>MPO/TIP</i>	CAMPO 19-00	<i>Local ID</i>	NDOT013	<i>Total Cost</i>	\$9,000,000
<i>Lead Agency</i>	Nevada DOT	<i>Contact</i>	Eric Yount (775)888-7531	<i>NDOT</i>	District 2	<i>County</i>	CARSON CITY
<i>Project Type</i>	Environmental Project					<i>Construction</i>	2018 start
<i>Project Name</i>	US 50 Drainage Improvements						
<i>Project Limits</i>	At From Spooner Summit To Clear Creek Interchange of Distance (mile) 3 Begin: 0 End: 3						
<i>Description</i>	Construct multiple storm drains, drop inlets, trench drains, slope flattening, grading, concrete curb and gutters and channel work and replace guardrail with concrete barrier rail.						

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
CON	Local Fund	\$450,000	-	-	-	-	-	-	\$450,000
CON	NHPP	\$8,550,000	-	-	-	-	-	-	\$8,550,000
	<i>Total Construction</i>	\$9,000,000	-	-	-	-	-	-	\$9,000,000
	<i>Total Programmed</i>	\$9,000,000	-	-	-	-	-	-	\$9,000,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
15-02 Amendment 2015-2019	03/11/2015	3/17/2015	05/19/2015	04/29/15
16-00 Adoption 2016-2020	08/12/2015	09/17/2015	10/01/2015	09/23/2015
16-11 Amendment 2016-2020	03/07/2017	03/07/2017	03/07/2017	03/07/2017
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	09/28/2017
18-02 Amendment 2018-2022	01/16/2018	01/16/2018	01/16/2018	01/16/2018
18-05 Amendment 2018-2022	07/18/2018	07/18/2018	07/18/2018	07/18/2018
19-00 Adoption 2019-2023	08/08/2018	09/17/2018	09/19/2018	09/18/2018

Current Change Reason

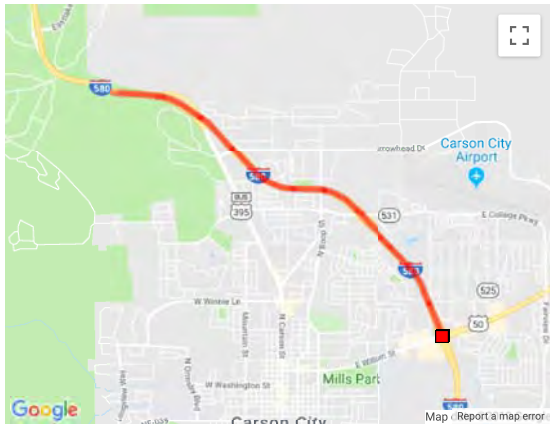
Complete project

Funding Change(s):

Total project cost stays the same \$9,000,000

State TIP ID	CC20140017	MPO/TIP	CAMPO 19-01	Local ID	NDOT011	Total Cost	\$17,263,157
Lead Agency	Nevada DOT	Contact	Samantha Dowd 775-888-7589	NDOT	District 2	County	CARSON CITY
Project Type	Rd Recons/Rehab/Resurf					Construction	2019 start
Project Name	I 580 Carson City Roadway Rehabilitation						
Project Limits	At From Williams Street To .66 Miles South of CC/WA County Line of Distance (mile) 3.24 Begin: 5.25 End: 8.49						
Description	Roadway Rehabilitation						

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
CON	HSIP	-	\$2,600,000	-	-	-	-	-	\$2,600,000
CON	NHPP	-	\$11,000,000	-	-	-	-	-	\$11,000,000
CON	STBG 5K-200K	-	\$2,800,000	-	-	-	-	-	\$2,800,000
CON	State Match - Nv	-	\$863,157	-	-	-	-	-	\$863,157
	<i>Total Construction</i>	-	\$17,263,157	-	-	-	-	-	\$17,263,157
	Total Programmed	-	\$17,263,157	-	-	-	-	-	\$17,263,157



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
15-00 Adoption 2015-2019	08/13/2014	12/15/2014	01/14/2015	01/14/2015
16-00 Adoption 2016-2020	08/12/2015	09/17/2015	10/01/2015	09/23/2015
16-05 Amendment 2016-2020	09/13/2016	09/13/2016	09/13/2016	09/13/2016
16-11 Amendment 2016-2020	03/07/2017	03/07/2017	03/07/2017	03/07/2017
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	09/28/2017
18-04 Amendment 2018-2022	07/11/2018	07/18/2018	07/18/2018	07/19/2018
19-00 Adoption 2019-2023	08/08/2018	09/17/2018	09/19/2018	09/18/2018
19-01 Amendment 2019-2023	01/09/2019	01/10/2019	01/10/2019	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Positive change in cost over \$5 Million and greater than twenty percent (20%) of the estimated dollar amount of the project is requested and/or anticipated.

Funding Change(s):

Total project cost increased from \$10,000,000 to \$17,263,157

<i>State TIP ID</i>	CC20150004	<i>MPO/TIP</i>	CAMPO 19-00	<i>Local ID</i>	CC007	<i>Total Cost</i>	\$4,933,000
<i>Lead Agency</i>	Carson City	<i>Contact</i>	Graham Dollarhide (775)283-7583	<i>NDOT</i>	District 2	<i>County</i>	CARSON CITY
<i>Project Type</i>	Transit -Operating			<i>Construction</i>	N/A		
<i>Project Name</i>	Jump Around Carson (JAC) Transit Service						
<i>Project Limits Description</i>	Continued Operations of Fixed Route & Paratransit Services						

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
OTHER	FTA 5307 Sm Urb Operating	\$1,091,500	\$400,000	\$575,000	\$400,000	-	-	-	\$2,466,500
OTHER	Local Fund	\$1,091,500	\$400,000	\$575,000	\$400,000	-	-	-	\$2,466,500
	<i>Total Other</i>	\$2,183,000	\$800,000	\$1,150,000	\$800,000	-	-	-	\$4,933,000
	<i>Total Programmed</i>	\$2,183,000	\$800,000	\$1,150,000	\$800,000	-	-	-	\$4,933,000

*Map Has Not Been Mark

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
15-00 Adoption 2015-2019	08/13/2014	12/15/2014	01/14/2015	01/14/2015
16-00 Adoption 2016-2020	08/12/2015	09/17/2015	10/01/2015	09/23/2015
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	09/28/2017
19-00 Adoption 2019-2023	08/08/2018	09/17/2018	09/19/2018	09/18/2018

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Carry over from 18-00

Funding Change(s):
Total project cost stays the same \$4,933,000

*Not Location Specific

<i>State TIP ID</i>	CC20150006	<i>MPO/TIP</i>	CAMPO 19-00	<i>Local ID</i>	CC008	<i>Total Cost</i>	\$268,000
<i>Lead Agency</i>	Carson City	<i>Contact</i>	Graham Dollarhide (775)283-7583	<i>NDOT</i>	District 2	<i>County</i>	CARSON CITY
<i>Project Type</i>	Transit -Operating					<i>Construction</i>	N/A
<i>Project Name</i>	RTC INTERCITY Transit Service: Reno to Carson City						
<i>Project Limits</i>							
<i>Description</i>	RTC INTERCITY Operations within CAMPO Boundary, Commuter Service - M-F						

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
OTHER	FTA 5307 Sm Urb Operating	\$63,000	\$22,500	\$23,500	\$25,000	-	-	-	\$134,000
OTHER	Local Fund	\$63,000	\$22,500	\$23,500	\$25,000	-	-	-	\$134,000
	<i>Total Other</i>	\$126,000	\$45,000	\$47,000	\$50,000	-	-	-	\$268,000
	<i>Total Programmed</i>	\$126,000	\$45,000	\$47,000	\$50,000	-	-	-	\$268,000

*Map Has Not Been Mark

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
15-00 Adoption 2015-2019	08/13/2014	12/15/2014	01/14/2015	01/14/2015
16-00 Adoption 2016-2020	08/12/2015	09/17/2015	10/01/2015	09/23/2015
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	09/28/2017
19-00 Adoption 2019-2023	08/08/2018	09/17/2018	09/19/2018	09/18/2018

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Carry over from 18-00

Funding Change(s):

Total project cost stays the same \$268,000

*Not Location Specific

<i>State TIP ID</i>	CC20150011	<i>MPO/TIP</i>	CAMPO 19-00	<i>Local ID</i>	CC006	<i>Total Cost</i>	\$1,503,443
<i>Lead Agency</i>	Carson City	<i>Contact</i>	Graham Dollarhide (775)283-7583	<i>NDOT</i>	District 2	<i>County</i>	CARSON CITY
<i>Project Type</i>	Transit-Maintenance					<i>Construction</i>	N/A
<i>Project Name</i>	Preventive Maintenance						
<i>Project Limits</i>							
<i>Description</i>	Capital Cost of Preventive Maintenance						

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
OTHER	FTA 5307 Sm Urb Capital	\$482,754	\$240,000	\$240,000	\$240,000	-	-	-	\$1,202,754
OTHER	Local Fund	\$120,689	\$60,000	\$60,000	\$60,000	-	-	-	\$300,689
	<i>Total Other</i>	\$603,443	\$300,000	\$300,000	\$300,000	-	-	-	\$1,503,443
	<i>Total Programmed</i>	\$603,443	\$300,000	\$300,000	\$300,000	-	-	-	\$1,503,443

*Map Has Not Been Mark

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
15-00 Adoption 2015-2019	08/13/2014	12/15/2014	01/14/2015	01/14/2015
16-00 Adoption 2016-2020	08/12/2015	09/17/2015	10/01/2015	09/23/2015
16-02 Amendment 2016-2020	03/28/2016	03/28/2016	03/28/2016	03/28/2016
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	09/28/2017
19-00 Adoption 2019-2023	08/08/2018	09/17/2018	09/19/2018	09/18/2018

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Carry over from 18-00

Funding Change(s):

Total project cost stays the same \$1,503,443

*Not Location Specific

<i>State TIP ID</i>	CC20150029	<i>MPO/TIP</i>	CAMPO 19-00	<i>Local ID</i>	CC045	<i>Total Cost</i>	\$475,000
<i>Lead Agency</i>	Carson City	<i>Contact</i>	Graham Dollarhide (775)283-7583	<i>NDOT</i>	District 2	<i>County</i>	CARSON CITY
<i>Project Type</i>	Transit-Capital & Rehab					<i>Construction</i>	N/A
<i>Project Name</i>	Bus and Bus Facilities for Public Transportation						

Description FTA Section 5339 funds to be allocated among eligible recipients within the CAMPO boundary. These funds may be used for capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
OTHER	FTA 5339 Bus/Fac Sm Urb Capital	\$95,000	\$95,000	\$95,000	\$95,000	-	-	-	\$380,000
OTHER	Local Fund	\$23,750	\$23,750	\$23,750	\$23,750	-	-	-	\$95,000
	<i>Total Other</i>	\$118,750	\$118,750	\$118,750	\$118,750	-	-	-	\$475,000
	<i>Total Programmed</i>	\$118,750	\$118,750	\$118,750	\$118,750	-	-	-	\$475,000

*Map Has Not Been Mark

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
16-00 Adoption 2016-2020	08/12/2015	09/17/2015	10/01/2015	09/23/2015
16-05 Amendment 2016-2020	09/13/2016	09/13/2016	09/13/2016	09/13/2016
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	09/28/2017
19-00 Adoption 2019-2023	08/08/2018	09/17/2018	09/19/2018	09/18/2018

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Carry over from 18-00

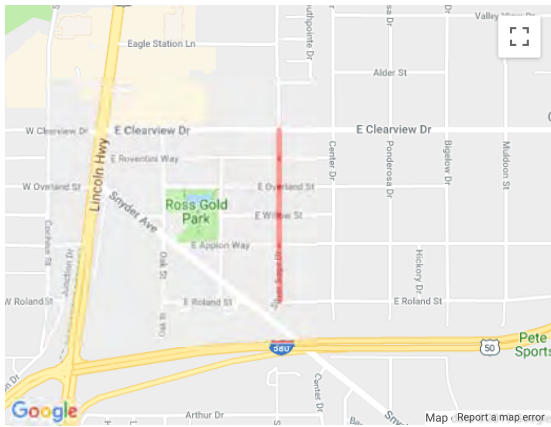
Funding Change(s):

Total project cost stays the same \$475,000

*Not Location Specific

<i>State TIP ID</i>	CC20160018	<i>MPO/TIP</i>	CAMPO 19-00	<i>Local ID</i>	District 2	<i>Total Cost</i>	\$748,000
<i>Lead Agency</i>	Carson City	<i>Contact</i>	Dirk Goering (775) 283-7431	<i>NDOT</i>		<i>County</i>	CARSON CITY
<i>Project Type</i>	Rd Recons/Rehab/Resurf					<i>Construction</i>	2018 start
<i>Project Name</i>	Silver Sage Drive Reconstruction						
<i>Project Limits</i>	At Silver Sage Drive From Roland Street To Clearview Drive of Distance (mile) .38						
<i>Description</i>	Reconstruct Silver Sage Drive, from Roland Street to Clearview Drive						

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
PE	Local Fund	\$4,890	-	-	-	-	-	-	\$4,890
PE	STBG 5K-200K	\$92,910	-	-	-	-	-	-	\$92,910
	<i>Total Preliminary Engineering</i>	\$97,800	-	-	-	-	-	-	\$97,800
CON	Local Fund	\$32,510	-	-	-	-	-	-	\$32,510
CON	STBG 5K-200K	\$617,690	-	-	-	-	-	-	\$617,690
	<i>Total Construction</i>	\$650,200	-	-	-	-	-	-	\$650,200
	<i>Total Programmed</i>	\$748,000	-	-	-	-	-	-	\$748,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
16-09 Amendment 2016-2020	01/11/2017	02/03/2017	02/03/2017	N/A
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	09/28/2017
19-00 Adoption 2019-2023	08/08/2018	09/17/2018	09/19/2018	09/18/2018

Current Change Reason

Complete project

Funding Change(s):

Total project cost stays the same \$748,000

<i>State TIP ID</i>	CC20170002	<i>MPO/TIP</i>	CAMPO 19-04	<i>Local ID</i>	District 2	<i>Total Cost</i>	\$1,025,500
<i>Lead Agency</i>	Carson City	<i>Contact</i>	Dirk Goering (775) 283-7431	<i>NDOT</i>	District 2	<i>County</i>	CARSON CITY
<i>Project Type</i>	Bicycle & Pedestrian					<i>Construction</i>	2019 start
<i>Project Name</i>	I 580 Multi Use Path (Linear Ditch to Colorado Street)						
<i>Project Limits</i>							
<i>Description</i>	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.						

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
PE	Local Fund	\$4,000	-	-	-	-	-	-	\$4,000
PE	TAP 5K-200K STBG	\$76,000	-	-	-	-	-	-	\$76,000
	<i>Total Preliminary Engineering</i>	\$80,000	-	-	-	-	-	-	\$80,000
CON	Local Fund	-	\$47,275	-	-	-	-	-	\$47,275
CON	STBG 5K-200K	-	\$261,725	-	-	-	-	-	\$261,725
CON	TAP 5K-200K STBG	-	\$109,000	-	-	-	-	-	\$109,000
CON	TAP FLEX STBG	-	\$527,500	-	-	-	-	-	\$527,500
	<i>Total Construction</i>	-	\$945,500	-	-	-	-	-	\$945,500
	<i>Total Programmed</i>	\$80,000	\$945,500	-	-	-	-	-	\$1,025,500

*Map Has Not Been Mark

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
16-10 Amendment 2016-2020	04/12/2017	04/18/2017	04/18/2017	04/18/2017
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	09/28/2017
18-01 Amendment 2018-2022	11/27/2017	11/27/2017	11/27/2017	11/27/2017
18-02 Amendment 2018-2022	01/16/2018	01/16/2018	01/16/2018	01/16/2018
19-00 Adoption 2019-2023	08/08/2018	09/17/2018	09/19/2018	09/18/2018
19-04 Amendment 2019-2023	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

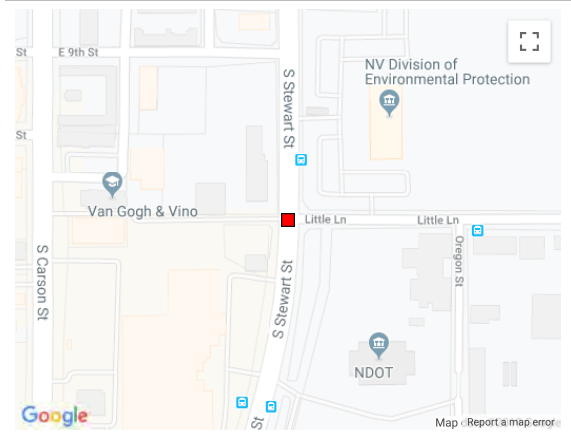
SCHEDULE / FUNDING / SCOPE - Other, Positive Cost Estimate Increase of 20%

Funding Change(s):

Total project cost increased from \$750,000 to \$1,025,500

<i>State TIP ID</i>	CC20170008	<i>MPO/TIP</i>	CAMPO 19-00	<i>Local ID</i>		<i>Total Cost</i>	\$858,342
<i>Lead Agency</i>	Nevada DOT	<i>Contact</i>	Lori Campbell (775)888-7462	<i>NDOT</i>	District 2	<i>County</i>	CARSON CITY
<i>Project Type</i>	Pedestrian					<i>Construction</i>	2018 start
<i>Project Name</i>	Stewart Street Pedestrian Safety Improvements						
<i>Project Limits</i>	From Stewart Street and Little Lane						
<i>Description</i>	Install pedestrian safety improvements to include rapid flashing beacons, refuge island, and lighting						

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
CON	HSIP	\$786,925	-	-	-	-	-	-	\$786,925
CON	Local Fund	\$30,000	-	-	-	-	-	-	\$30,000
CON	State Match - Nv	\$41,417	-	-	-	-	-	-	\$41,417
<i>Total Construction</i>		\$858,342	-	-	-	-	-	-	\$858,342
<i>Total Programmed</i>		\$858,342	-	-	-	-	-	-	\$858,342



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	09/28/2017
18-04 Amendment 2018-2022	07/11/2018	07/18/2018	07/18/2018	07/19/2018
18-05 Amendment 2018-2022	07/18/2018	07/18/2018	07/18/2018	07/18/2018
19-00 Adoption 2019-2023	08/08/2018	09/17/2018	09/19/2018	09/18/2018

Current Change Reason

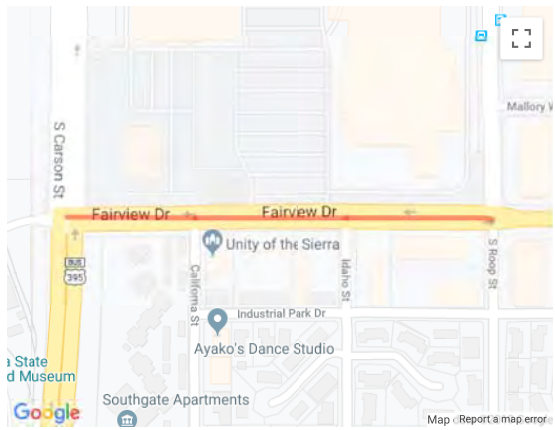
Complete project

Funding Change(s):

Total project cost stays the same \$858,342

<i>State TIP ID</i>	CC20180009	<i>MPO/TIP</i>	CAMPO 19-04	<i>Local ID</i>		<i>Total Cost</i>	\$1,293,713
<i>Lead Agency</i>	Carson City	<i>Contact</i>	Dirk Goering (775) 283-7431	<i>NDOT</i>	District 2	<i>County</i>	CARSON CITY
<i>Project Type</i>	Rd Recons/Rehab/Resurf					<i>Construction</i>	2019 start
<i>Project Name</i>	Fairview Drive Reconstruction						
<i>Project Limits</i>	At Fairview Drive From S. Carson Street To Roop Street of Distance (mile) .23						
<i>Description</i>	Combination of a reconstruction and mill and overlay.						

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
CON	Local Fund	-	\$620,147	-	-	-	-	-	\$620,147
CON	STBG 5K-200K	-	\$673,566	-	-	-	-	-	\$673,566
	<i>Total Construction</i>	-	\$1,293,713	-	-	-	-	-	\$1,293,713
	<i>Total Programmed</i>	-	\$1,293,713	-	-	-	-	-	\$1,293,713



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
18-03 Amendment 2018-2022	03/14/2018	03/20/2018	03/23/2018	N/A
19-00 Adoption 2019-2023	08/08/2018	09/17/2018	09/19/2018	09/18/2018
19-01 Amendment 2019-2023	01/09/2019	01/10/2019	01/10/2019	N/A
19-02 Amendment 2019-2023	05/08/2019	Pending	Pending	N/A
19-04 Amendment 2019-2023	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Positive cost estimate change of less than \$5 Million is requested/anticipated.

Funding Change(s):

Total project cost increased from \$1,204,989 to \$1,293,713

<i>State TIP ID</i>	CC20180010	<i>MPO/TIP</i>	CAMPO 19-00	<i>Local ID</i>	District 2	<i>Total Cost</i>	\$173,196
<i>Lead Agency</i>	Nevada DOT	<i>Contact</i>	Jaime Tuddao (775)888-7467	<i>NDOT</i>		<i>County</i>	CARSON CITY
<i>Project Type</i>	Study/Planning					<i>Construction</i>	N/A
<i>Project Name</i>	Carson City Sheriff Office Data Collection and Analysis						
<i>Project Limits</i>							
<i>Description</i>	Improve crash data collection and analysis in Carson City						

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
OTHER	HSIP	\$164,536	-	-	-	-	-	-	\$164,536
OTHER	State Match - Nv	\$8,660	-	-	-	-	-	-	\$8,660
	<i>Total Other</i>	\$173,196	-	-	-	-	-	-	\$173,196
	<i>Total Programmed</i>	\$173,196	-	-	-	-	-	-	\$173,196

*Map Has Not Been Mark

Version History

<i>TIP Document</i>				<i>MPO</i>	<i>State</i>	<i>FHWA</i>	<i>FTA</i>
				<i>Approval</i>	<i>Approval</i>	<i>Approval</i>	<i>Approval</i>
18-03	Amendment	2018-2022		03/14/2018	03/20/2018	03/23/2018	N/A
19-00	Adoption	2019-2023		08/08/2018	09/17/2018	09/19/2018	09/18/2018

Current Change Reason

Complete project

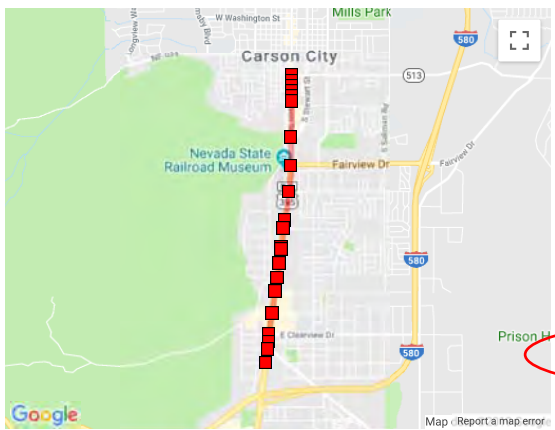
Funding Change(s):

Total project cost stays the same \$173,196

*Not Location Specific

<i>State TIP ID</i>	CC20180012	<i>MPO/TIP</i>	CAMPO 19-04	<i>Local ID</i>		<i>Total Cost</i>	\$18,140,202
<i>Lead Agency</i>	Carson City	<i>Contact</i>	Dirk Goering (775) 283-7431	<i>NDOT</i>	District 2	<i>County</i>	CARSON CITY
<i>Project Type</i>	Rd Improvement						
<i>Project Name</i>	South Carson Street Complete Streets Project						
<i>Project Limits</i>	At South Carson Street From 5th Street To Roland Street of Distance (mile) 2.5 Begin: 0						
<i>Description</i>	Design and construct improvements						

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
CON	Local Fund	-	-	\$10,570,000	-	-	-	-	\$10,570,000
CON	TIGER	-	-	\$7,570,202	-	-	-	-	\$7,570,202
<i>Total Construction</i>		-	-	\$18,140,202	-	-	-	-	\$18,140,202
<i>Total Programmed</i>		-	-	\$18,140,202	-	-	-	-	\$18,140,202



Version History

<i>TIP Document</i>	<i>MPO</i>	<i>State</i>	<i>FHWA</i>	<i>FTA</i>
18-04 Amendment 2018-2022	Approval	Approval	Approval	Approval
19-00 Adoption 2019-2023	08/08/2018	09/17/2018	09/19/2018	09/18/2018
19-04 Amendment 2019-2023	Pending	Pending	Pending	N/A

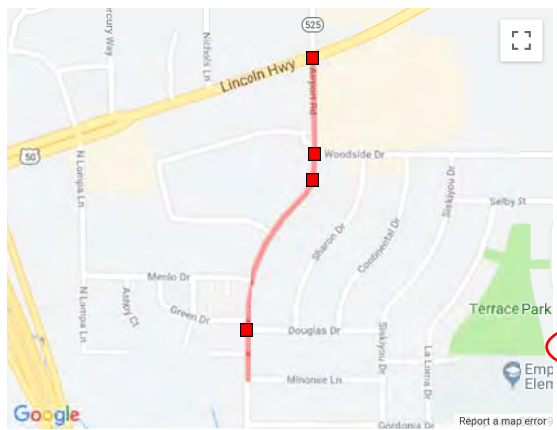
Current Change Reason

SCHEDULE / FUNDING / SCOPE - Positive cost estimate change of less than \$5 Million is requested/anticipated., Positive Cost Estimate greater than 20%

Funding Change(s):
 Total project cost increased from \$17,257,559 to \$18,140,202.

<i>State TIP ID</i>	CC20180014	<i>MPO/TIP</i>	CAMPO 19-04	<i>Local ID</i>	District 2	<i>Total Cost</i>	\$2,600,000
<i>Lead Agency</i>	Carson City	<i>Contact</i>	Dirk Goering (775) 283-7431	<i>NDOT</i>		<i>County</i>	CARSON CITY
<i>Project Type</i>	Rd Recons/Rehab/Resurf					<i>Construction</i>	2019 start
<i>Project Name</i>	Airport Road Sewer & Road Project						
<i>Project Limits</i>	At Airport Road From Minonee Lane To US 50 of Distance (mile) .36						
<i>Description</i>	Reconstruct a portion of Airport Road between U.S. 50 and Minonee Lane						

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
CON	Local Fund	-	\$2,421,000	-	-	-	-	-	\$2,421,000
CON	STBG 5K-200K	-	\$179,000	-	-	-	-	-	\$179,000
	<i>Total Construction</i>	-	\$2,600,000	-	-	-	-	-	\$2,600,000
	<i>Total Programmed</i>	-	\$2,600,000	-	-	-	-	-	\$2,600,000



Version History

<i>TIP Document</i>	<i>MPO</i>	<i>State</i>	<i>FHWA</i>	<i>FTA</i>		
	<i>Approval</i>	<i>Approval</i>	<i>Approval</i>	<i>Approval</i>		
19-01	Amendment	2019-2023	01/09/2019	01/10/2019	01/10/2019	N/A
19-02	Amendment	2019-2023	05/08/2019	Pending	Pending	N/A
19-04	Amendment	2019-2023	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Positive cost estimate change of less than \$5 Million is requested/anticipated.

Funding Change(s):
 Total project cost increased from \$2,126,000 to \$2,600,000

<i>State TIP ID</i>	CC20180015	<i>MPO/TIP</i>	CAMPO 19-01	<i>Local ID</i>		<i>Total Cost</i>	\$1,618,000
<i>Lead Agency</i>	Carson City	<i>Contact</i>	Dirk Goering (775) 283-7431	<i>NDOT</i>	District 2	<i>County</i>	CARSON CITY
<i>Project Type</i>	Bicycle & Pedestrian					<i>Construction</i>	2020 start
<i>Project Name</i>	Freeway Multi Use Path to Edmonds Sport Complex						
<i>Project Limits</i>	At Freeway Multi Use Path From Colorado Street To Edmonds Sports Complex of Distance (mile) 2.3						
<i>Description</i>	Project includes design and construction of approximately 2.3 miles of a multi use path along the freeway						

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
PE	Local Fund	-	\$6,550	-	-	-	-	-	\$6,550
PE	TAP FLEX STBG	-	\$124,450	-	-	-	-	-	\$124,450
	<i>Total Preliminary Engineering</i>	-	\$131,000	-	-	-	-	-	\$131,000
CON	Local Fund	-	-	\$74,350	-	-	-	-	\$74,350
CON	TAP FLEX STBG	-	-	\$1,412,650	-	-	-	-	\$1,412,650
	<i>Total Construction</i>	-	-	\$1,487,000	-	-	-	-	\$1,487,000
	<i>Total Programmed</i>	-	\$131,000	\$1,487,000	-	-	-	-	\$1,618,000

*Map Has Not Been Mark	Version History					
	<i>TIP Document</i>		<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
	19-01	Amendment 2019-2023	01/09/2019	01/10/2019	01/10/2019	N/A
	Current Change Reason					
SCHEDULE / FUNDING / SCOPE - New Project						

<i>State TIP ID</i>	XS20190006	<i>MPO/TIP</i>	CAMPO 19-03	<i>Local ID</i>		<i>Total Cost</i>	\$684,211
<i>Lead Agency</i>	Carson Area MPO	<i>Contact</i>	Lucia Maloney 775-283-7396	<i>NDOT</i>	District 2	<i>County</i>	CARSON CITY, DOUGLAS, LYON
<i>Project Type</i>	Study/Planning					<i>Construction</i>	N/A
<i>Project Name</i>	Carson Area Transportation System Management Plan						

Description The primary purpose of the project is to develop a Transportation System Management Plan (TSMP) for the Carson Area that establishes commonly held operations and management objectives and serves as an asset management plan that results in improved transportation system performance.

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
OTHER	STBG State-Wide	-	\$650,000	-	-	-	-	-	\$650,000
OTHER	State Gas Tax	-	\$34,211	-	-	-	-	-	\$34,211
	<i>Total Other</i>	-	\$684,211	-	-	-	-	-	\$684,211
	<i>Total Programmed</i>	-	\$684,211	-	-	-	-	-	\$684,211

*Map Has Not Been Mark

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
19-02	Amendment 2019-2023	05/08/2019	Pending	Pending	N/A
19-03	Amendment 2019-2023	07/02/2019	07/02/2019	07/02/2019	07/02/2019

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Positive or negative change in the anticipated fund allocation is received, so long as there is no impact to fiscal constraint.

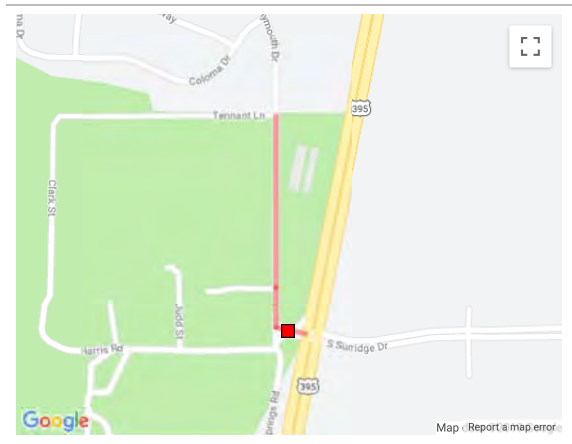
Funding Change(s):

Total project cost increased from \$633,000 to \$684,211

*Various Locations

<i>State TIP ID</i>	DO20180027	<i>MPO/TIP</i>	CAMPO 19-01	<i>Local ID</i>	District 2	<i>Total Cost</i>	\$635,495
<i>Lead Agency</i>	Douglas County	<i>Contact</i>	Jon Erb (775)782-6233	<i>NDOT</i>		<i>County</i>	DOUGLAS
<i>Project Type</i>	Rd Recons/Rehab/Resurf					<i>Construction</i>	2019 start
<i>Project Name</i>	Plymouth Drive Reconstruction						
<i>Project Limits</i>	At Plymouth Drive From Tennant Lane To U.S. 395 of Distance (mile) .25						
<i>Description</i>	Reconstruction						

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
CON	Local Fund	-	\$31,775	-	-	-	-	-	\$31,775
CON	STBG 5K-200K	-	\$603,720	-	-	-	-	-	\$603,720
	<i>Total Construction</i>	-	\$635,495	-	-	-	-	-	\$635,495
	<i>Total Programmed</i>	-	\$635,495	-	-	-	-	-	\$635,495



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
19-01 Amendment 2019-2023	01/09/2019	01/10/2019	01/10/2019	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

<i>State TIP ID</i>	LY20170002	<i>MPO/TIP</i>	CAMPO 19-00	<i>Local ID</i>		<i>Total Cost</i>	\$424,928
<i>Lead Agency</i>	Lyon County	<i>Contact</i>	Dirk Goering (775) 283-7431	<i>NDOT</i>	District 2	<i>County</i>	LYON
<i>Project Type</i>	Other Misc.					<i>Construction</i>	N/A
<i>Project Name</i>	Dayton Railroad Depot Restoration						
<i>Project Limits</i>							
<i>Description</i>	Restoration of the Carson and Colorado Railroad Depot in Dayton, NV (Lyon County)						

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
OTHER	Local Fund	-	\$21,246	-	-	-	-	-	\$21,246
OTHER	TAP FLEX STBG	-	\$403,682	-	-	-	-	-	\$403,682
	<i>Total Other</i>	-	\$424,928	-	-	-	-	-	\$424,928
	<i>Total Programmed</i>	-	\$424,928	-	-	-	-	-	\$424,928

*Map Has Not Been Mark

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
16-10 Amendment 2016-2020	04/12/2017	04/18/2017	04/18/2017	04/18/2017
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	09/28/2017
19-00 Adoption 2019-2023	08/08/2018	09/17/2018	09/19/2018	09/18/2018

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Carry over from 18-00

Funding Change(s):

Total project cost stays the same \$424,928

<i>State TIP ID</i>	XS20150003	<i>MPO/TIP</i>	CAMPO 19-00	<i>Local ID</i>	LC003	<i>Total Cost</i>	\$150,000
<i>Lead Agency</i>	Lyon County	<i>Contact</i>	Dustin Homan (775)463-6551	<i>NDOT</i>	District 2	<i>County</i>	LYON
<i>Project Type</i>	Bicycle & Pedestrian					<i>Construction</i>	N/A
<i>Project Name</i>	Carson River Multi-Use Path						
<i>Project Limits</i>	At Carson River Multi-Use Path From Deer Run Road To Santa Maria Park of Distance (mile) 4.5						
<i>Description</i>	River Corridor multi-use trail feasibility analysis and preliminary design						

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
PE	Local Fund	-	\$150,000	-	-	-	-	-	\$150,000
	<i>Total Preliminary Engineering</i>	-	\$150,000	-	-	-	-	-	\$150,000
	<i>Total Programmed</i>	-	\$150,000	-	-	-	-	-	\$150,000

*Map Has Not Been Mark

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
15-00	Adoption 2015-2019	08/13/2014	12/15/2014	01/14/2015	01/14/2015
16-00	Adoption 2016-2020	08/12/2015	09/17/2015	10/01/2015	09/23/2015
16-05	Amendment 2016-2020	09/13/2016	09/13/2016	09/13/2016	09/13/2016
18-00	Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	09/28/2017
18-04	Amendment 2018-2022	07/11/2018	07/18/2018	07/18/2018	07/19/2018
19-00	Adoption 2019-2023	08/08/2018	09/17/2018	09/19/2018	09/18/2018

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Carry over from 18-04, Project is moved back.

Funding Change(s):

Total project cost stays the same \$150,000

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The attached Cost/Funding Summary Table is an excerpt from:

The Carson Area Metropolitan Planning Organization's

Unified Planning Work Program

Last amended May 8, 2019

Full document available here:

<https://carson.org/government/departments-g-z/public-works/campo-carson-area-metropolitan-planning-organization/documents>

**Table 5.1 CAMPO FY 2019 and FY 2020 UPWP Cost/Funding Summary
Amended 5/8/2019**

Major Work Element	Work Task		Funding Breakdown		
	Task #	Description	CPG	Local Match	Total Cost
1.0 MPO Administration	1.1	General Administration and Work Program Oversight	\$148,487	\$7,815	\$156,302
	1.2	UPWP Development and Administration	\$14,250	\$750	\$15,000
	1.3	MPO Representation	\$57,000	\$3,000	\$60,000
	1.4	Professional Development	\$52,250	\$2,750	\$55,000
2.0 Regional Coordination and Engagement	2.1	Public Participation	\$19,000	\$1,000	\$20,000
	2.2	Regional Transit Coordination and Engagement	\$12,350	\$650	\$13,000
3.0 Regional Multimodal Planning	3.1	2040 Regional Transportation Plan (RTP)*	\$27,922	\$1,470	\$29,392
	3.2	Transit Planning*	\$90,250	\$4,750	\$95,000
	3.3	ITS Planning	\$13,348	\$703	\$14,050
	3.4	Updates to Supporting Regional Planning Documents and Policies*	\$33,250	\$1,750	\$35,000
	3.5	Regional Consistency Review	\$23,750	\$1,250	\$25,000
4.0 Transportation Performance Management	4.1	MAP-21/FAST Act Implementation and Performance Measures	\$30,400	\$1,600	\$32,000
	4.2	Update and Maintain the Transportation Improvement Program	\$22,800	\$1,200	\$24,000
	4.3	Maintain Travel Demand Model*	\$39,900	\$2,100	\$42,000
	4.4	Data Management, Collection, and Performance Measurement	\$42,750	\$2,250	\$45,000
5.0 Asset Planning and Management	5.1	Maintain Pavement Management System*	\$42,703	\$2,248	\$44,950
	5.2	Roadway Asset Management	\$28,500	\$1,500	\$30,000
	5.3	Non-Motorized Asset Management*	\$25,650	\$1,350	\$27,000
	5.4	Transit Asset Management	\$11,400	\$600	\$12,000
Total Funding			\$735,959	\$38,735	\$774,694

*Consultant involvement is expected



STAFF REPORT

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

Meeting Date: August 14, 2019

Staff Contact: Lucia Maloney, Transportation Manager

Agenda Title: For Possible Action – Discussion and possible action regarding proposed amendments to CAMPO’s Public Participation Plan.

Staff Summary: The Public Participation Plan is required by the Federal Highway Administration for CAMPO. The amendments are intended to modernize the plan to encourage robust public outreach, encourage participation with partner agencies to improve public outreach, and will amend outdated text.

Agenda Action: Formal Action/Motion

Time Requested: 10 minutes

Proposed Motion

I move to approve the amendments as presented.

Background/Issues & Analysis

CAMPO’s Public Participation Plan was last amended in July 2012. Since then, the tools and methods of public outreach and engagement have evolved, and state and federal regulations have changed. These changes warranted a review and subsequent amendment to modernize the plan.

Staff convened a Public Participation Plan workgroup meeting on April 22, 2019. Attendees included representatives from Nevada Department of Transportation (NDOT), Regional Transportation Commission (RTC) of Washoe County, Washoe Tribe, the Nevada Appeal, Carson City Information Technology Department, Carson City Public Works Department, and CAMPO. Lyon County and Douglas County representatives were also invited to participate. The workgroup discussion was engaged and dynamic. Topics discussed included technology tools and websites used by other agencies/organizations and both positive and negative feedback on lessons learned. The workgroup discussed the use and incorporation of Spanish outreach materials and translators, the use of surveys, and the use of video recordings and online live-streams and Virtual meetings. CAMPO staff wishes to thank those that participated in the workgroup – much was learned and the lasting takeaways of the discussion will benefit CAMPO into the future.

An official 45-day public comment period was opened on June 5, 2019 and closed on July 22, 2019. Comments could be provided via email, phone, on the CarsonAreaMPO.com website, and in-person at the Carson City Public Works Department/CAMPO offices. No public comments were received.

If approved, staff will finalize the amendments contained within Exhibit-1 of this staff report and upload to the CarsonAreaMPO.com website for public viewing.

Applicable Statute, Code, Policy, Rule or Regulation

-N/A

Financial Information

Is there a fiscal impact? Yes No

If yes, Fund Name, Account Name / Account Number: CAMPO fund, Unified Planning Work Program account, Task 3.4 - Updates to Supporting Regional Planning Documents and Policies / 245-3028-431.12-01 (G302820001)

Is it currently budgeted? Yes No

Explanation of Fiscal Impact: Unified Planning Work Program (UPWP) tasks are reimbursable with Federal planning funds at a rate of 95%. The 5% local match has been budgeted and the Public Participation Plan amendment is described within CAMPO’s approved FY 2019/2020 UPWP, Task 3.4 (see Exhibit-2).

Supporting Material

-Exhibit-1: Public Participation Plan, with amendments tracked

-Exhibit-2: CAMPO’s Unified Planning Work Program Cost/Funding Summary Table

Board Action Taken:

Motion: _____

1) _____

2) _____

Aye/Nay

(Vote Recorded By)

CARSON AREA METROPOLITAN PLANNING ORGANIZATION



PUBLIC PARTICIPATION PLAN

Amended 5/12/10

Administrative Modification 7/3/12

Amended X/X/19

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.

Carson Area Metropolitan Planning Organization
Serving Carson City, Northern Douglas County and Western Lyon County

Introduction

In 2002, the US Census Bureau announced the release of the Carson City Urbanized Area geography (according to the 2000 Census), with a population that had surpassed the threshold of 50,000. The urbanized area consists of Carson City, as well as the adjacent, relatively densely inhabited portions of Douglas and Lyon Counties. As a result of surpassing the population criteria of 50,000, the area was required to form a Metropolitan Planning Organization for its transportation planning and programming activities. The Nevada Governor, in accordance with Federal regulations, designated the Carson Area Metropolitan Planning Organization (CAMPO) as a newly formed MPO in the State of Nevada. In 2012, the Census Bureau updated the urbanized area boundaries based on data collected during the 2010 Census, though changes were minor.

CAMPO carries out transportation planning activities within the Metropolitan Planning Area (MPA), shown in Figure 1. The MPA encompasses the urbanized area and a larger area that is likely to continue to urbanize within the next 20 years. Currently, there are two urban clusters, as defined by the US Census Bureau, within the MPA. They are the Johnson Lane area in Douglas County and Dayton in Lyon County.

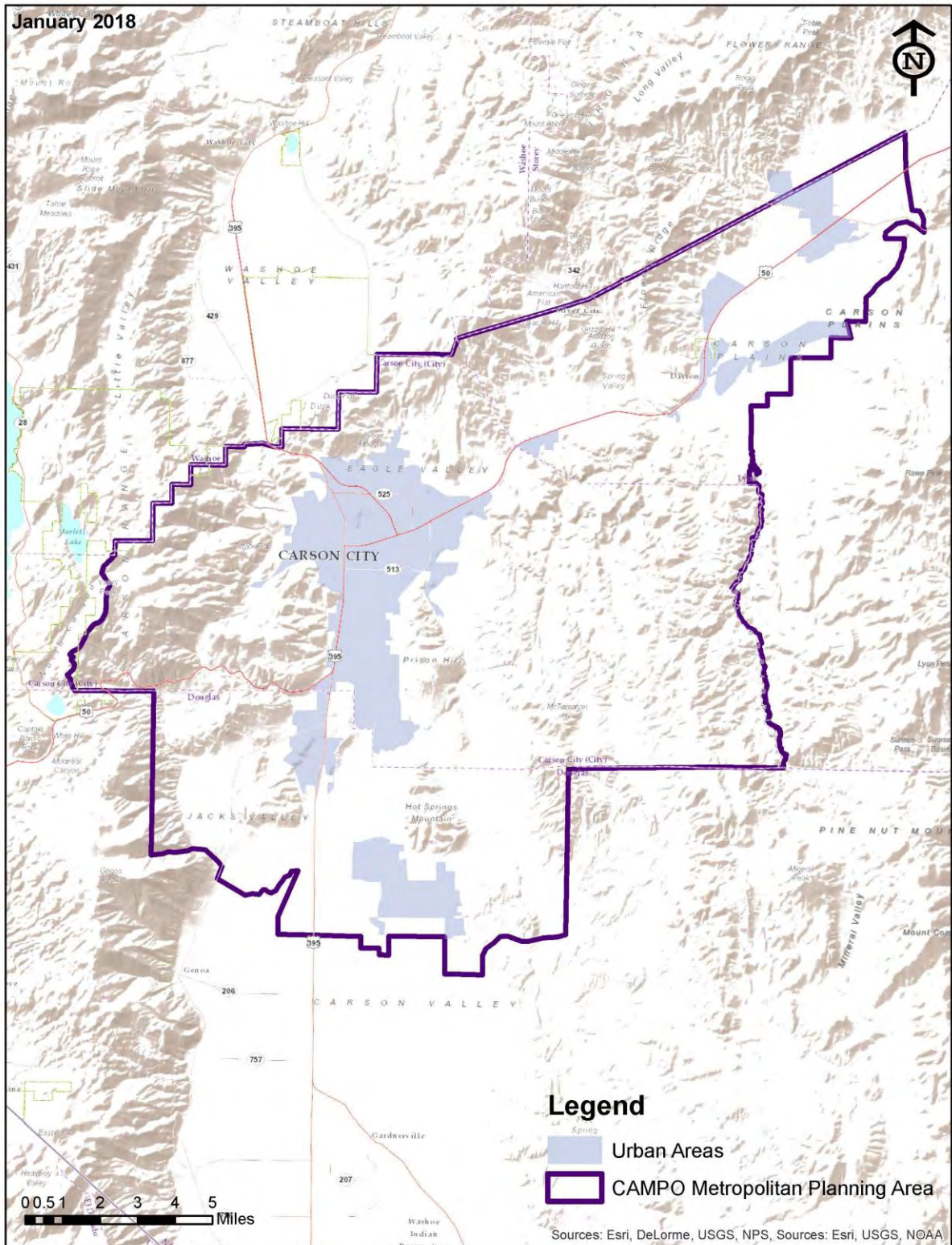
CAMPO is governed by a seven-member Policy Board consisting of representatives of Carson City, Douglas County, and Lyon County. A representative of the Nevada Department of Transportation (NDOT) serves as an ex-officio, non-voting member. Carson City operates a transit system within the CAMPO planning area. The representation on the MPO Policy Board from Carson City also represents the interests of the transit system.

The primary responsibility of CAMPO is the continuous, cooperative, and comprehensive multimodal transportation planning process for the urbanized area. Among other state and federal requirements, this includes the development of a Regional Transportation Plan (RTP) with a minimum 20-year planning horizon and a Transportation Improvement Program (TIP) with a minimum of a four-year horizon.

On August 10, 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law. With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion nationwide, SAFETEA-LU represented the largest surface transportation investment in U.S. history. This document was created in accordance with the SAFETEA-LU requirements regarding public participation in the metropolitan transportation planning process. On October 1, 2012, ~~the current transportation legislation~~, Moving Ahead for Progress in the 21st Century (MAP-21) took effect, reaffirming the role of MPOs. On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act confirms all the performance based planning requirements established under the previous transportation act, MAP-21, with no changes to the public participation processes. This document, as it existed under SAFETEA-LU, satisfies the requirements of the new MAP-21 legislation. This Plan satisfies the requirements for public participation as outlined in current federal legislation.

The following sections further describe the procedures, strategies, and desired outcomes of the public participation process as it pertains to citizen and interested party input in the CAMPO transportation planning process.

Figure 1



Objectives of the Public Participation Plan

The Public Participation Plan (PPP) has been drafted in accordance with the guidelines under the Final Rule of 23 CFR §450.316 Metropolitan Transportation Planning. CAMPO is committed to compliance with all federal laws and regulation throughout the public participation process including adherence to Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act of 1990. The following is a list of objectives that CAMPO has committed to achieve through the Public Participation Plan.

1. Notification of the Public and Targeted Groups
2. Solicited Input
3. Demonstrated Consideration
4. Continued Evaluation

These four general objectives are further expanded upon in the corresponding sections below as strategies with their corresponding outcomes (bulleted).

1. Notify all citizens and interested parties of metropolitan planning issues and processes and provide access to information and public participation activities in a timely manner.

- Except in an emergency, written notice of all meetings will be given at least three (3) working days before the meeting.
- ~~Adequate public notice and an~~ Agendas shall include ~~consisting of~~ the time and location of CAMPO meetings, will be posted in multiple locations, and will be made available upon request. This policy is ~~also~~ in accordance with the Nevada open meetings laws (NRS: Chapter 241 – Meetings of State and Local Agencies).
- All agendas/meeting notices and, to the extent possible, all other technical information will be made electronically available on the official CAMPO website at www.carsonareampo.com. ~~In addition, a~~ All agenda materials will be written in a concise manner that can be easily understood by the general public.
- CAMPO currently maintains a diverse mailing list of potential interested parties including various federal, state and local agencies, organizations, private providers, minority groups, tribes, and local media. Meeting agendas are physically or electronically mailed to every individual on the mailing list.
- All meetings of the CAMPO board will be open and public and all persons shall be permitted to attend any meeting of the CAMPO board. Reasonable efforts will be made to assist and accommodate persons with physical disabilities desiring to attend.
- All CAMPO meetings will be held at convenient and accessible locations in close proximity to public transportation with consideration and accommodation made for individuals covered under the Americans with Disabilities Act (ADA).

- CAMPO Policy Board meetings are generally held on the second Wednesday of each month. With the exception of a scheduling conflict, meetings are typically held in the Sierra Room at the Community Center at 851 East William Street in Carson City. The Community Center and Sierra Room are ADA accessible.
 - All agendas are posted a minimum of three (3) working days prior to the meeting (as per NRS 241) at the following locations.
 - CARSON CITY CITY HALL, 201 North Carson Street
 - CARSON CITY LIBRARY, 900 North Roop Street
 - CARSON CITY COMMUNITY CENTER, ~~SIERRA ROOM~~, 851 East William Street
 - CARSON CITY PUBLIC WORKS, 3505 Butti Way
 - CARSON CITY DEVELOPMENT SERVICES, PLANNING DIVISION, ~~2621 Northgate Lane, Suite 62108 E. Proctor Street~~
 - DOUGLAS COUNTY EXECUTIVE OFFICES, 1594 Esmeralda Avenue, Minden
 - LYON COUNTY ~~MANAGER'S DAYTON SERVICE~~ OFFICE, ~~801 Overland Loop, Suite 20127 South Main Street, YeringtonDayton~~
 - NEVADA DEPARTMENT OF TRANSPORTATION, 1263 S. Stewart Street, Carson City
 - CARSON CITY WEBSITE: www.carson.org/agendas
 - OFFICIAL STATE WEBSITE: <https://notice.nv.gov>
 - Every special meeting of the CAMPO Board or other project-specific public open house events will be publicly noticed ~~under the legal notice section using a 1/8th page display advertisement in of~~ the *Nevada Appeal*. CAMPO may also notice the event in multiple newspapers, ~~and~~ may issue a press release summarizing the content of the event, and may post information on Carson City social media, other major publications or other websites. In addition, documentation will be prepared and distributed to all contacts on a CAMPO maintained list.
 - An effort will be made to meet requests for CAMPO documents made by Limited English Proficient (LEP) individuals and persons with visual impairments. CAMPO will seek the services of an interpreter/translator as needed.
2. Solicit the participation of citizens and interested parties in the transportation planning process and provide a reasonable opportunity to comment on proposed planning documents and projects.
- CAMPO Staff will create Advisory Workgroups specific to the development and adoption of transportation planning documents as required and other special studies as warranted. Advisory Workgroups will generally consist of representatives from federal, state, and local government agencies; tribes; private transportation providers; the freight industry; and local organizations

with knowledge, expertise, and/or an interest in the subject matter of the planning document that is being developed or updated.

- A period devoted to comment from the public and interested parties will be provided at all CAMPO meetings.
- Comments may be submitted at anytime ~~on~~ through the CAMPO website, by email to comments@carsonareampo.com, or through Carson City's virtual City Hall available online at Carson.org/Connect.
- CAMPO staff will participate in ongoing coordination and engagement with the Nevada Department of Transportation (NDOT), other Regional Transportation Commissions (RTCs), Federal Highway Administration (FHWA), Federal Transit Authority (FTA), the Washoe Tribe, local jurisdictions, and other interested transportation agencies and organizations.
- Significant updates to CAMPO documents, excluding administrative modifications, will be given a minimum 30-day public review and comment period; with the exception of this Public Participation Plan, which will be given a minimum of 45 days for review and public comment. All public comment and review periods will be adequately noticed prior to the official opening. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.
 - An administrative modification, as defined in 23 CFR §450.104, is a minor revision to a long-range metropolitan transportation plan or Transportation Improvement Program (TIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment or redemonstration of fiscal constraint.
- CAMPO will follow the same criteria for an administrative modification that the Nevada Department of Transportation has adopted, which has been approved by the Federal Highway Administration. An administrative modification, as it pertains to the Transportation Improvement Program (TIP), will be applied under the following situations.
 1. When there is a change in a public funding category with no change in the priority of a project in the TIP.
 - ~~2.~~ When a project is moved from the third or fourth year to the first or second year or a project is moved from the second to the first year of the TIP (project is moved forward).
 - ~~3.~~ 2. When moving a project from the first to the second, third or fourth year of the TIP or moving a project from the second or third year to the fourth year (project is moved back) one year of the TIP to another year of the TIP, either forward or back.
 - ~~4.~~ 3. When a positive cost estimate change representing either of less than \$5 Million or less than 20% of the total project cost is requested/anticipated.

~~5. When a positive cost estimate change is requested/anticipated that is greater than \$5 Million, but less than 20 percent of the estimated dollar amount of the project.~~

~~6.4.~~ When a positive or negative change in the un-programmed balance forward is received.

~~7.5.~~ When a positive or negative change in the anticipated fund allocation is received.

~~8.6.~~ When a project is added to use Federal Funds for repayment of previously authorized work and all repayments will come from unallocated funds.

~~9.7.~~ When a new planning study is identified.

~~10.8.~~ When a project is Advance Constructed.

- In the event that the final draft of a document significantly differs than the preliminary draft at the close of a public comment period, an additional opportunity to review and comment will be provided following the completion of the revised draft.
- When applicable, and to the extent possible, CAMPO will employ visualization techniques in the form of maps, graphs and other techniques in an effort to best convey information being presented on transportation planning documents and related issues to citizens and interested parties. Information will be presented in a clear, concise manner and all technical terms will be defined.
- ~~Any member of the general public may request to receive emails containing project updates, meeting agendas, and CAMPO documents. Citizens can sign up to be included on an email list at any CAMPO meeting or event, or via a request submitted on the CAMPO web site.~~ CAMPO will identify and consider the needs of those traditionally underserved by existing transportation systems and those that may face challenges in accessing employment and other services, as appropriate to specific planning activities.
- CAMPO will seek the services of an interpreter for public meetings when necessary or requested by any member of the public to the extent practicable.

CAMPO staff will produce and distribute information periodically across the following additional outlets:

- A 1/8th page display advertisement in the Nevada Appeal. CAMPO may also notice the event in multiple newspapers, may issue a press release summarizing the content of the event, and may post information on Carson City social media, other major publications or other websites.
- Electronic newsletters containing plan/project status reports, upcoming opportunities for public participation, and solicitations for contracts/services, etc.
- Social Media, including Carson City and Public Works Facebook pages.
- CAMPO staff may employ the use of public feedback surveys to be distributed to members of the public, known interested parties, made available on Carson City's website and posted to social media and/or other news outlets

for the purposes of soliciting a broad range of public input for a targeted planning effort or project.

3. Demonstrate explicit consideration to public input received.

- CAMPO sStaff will address any questions or comments received in a timely and courteous manner.
- CAMPO will demonstrate explicit consideration to all public input received during the development of any transportation planning document. Staff will consider citizen and interested party comments before making a recommendation to the CAMPO Board.
- The extent to which any comments from the public or an interested party are considered will be documented and explained in the record of public comment.
- Records of public comment will be provided to CAMPO Board members and those on the CAMPO mailing list prior to any CAMPO action, and will be made available to the public.

4. Continue to evaluate the public participation process and provide improvements to the plan when possible.

- The outreach effort will be evaluated following the completion of each plan development or update.
- If it is determined that an outreach effort could be improved upon, the Public Participation Plan will be reviewed and modified as needed.

Participation Efforts Specific to CAMPO Plan Updates and Studies

Regional Transportation Plan

The Regional Transportation Plan (RTP) is the official multimodal transportation plan which addresses a minimum 20-year planning horizon that is developed, adopted and updated by CAMPO through the transportation planning process. The RTP typically includes, but is not limited to, the following elements: Status of the Existing Transportation System, Demographics, and Land Use, and the Effect of Anticipated Growth; Goals and Objectives; Planned Improvements to all Transportation Modes; and an Implementation Plan including a Financial Plan. An update to this document will include the formation of an Advisory Workgroup that will meet periodically based upon a pre-determined plan development schedule as the development of each section progresses. A final draft will be available for review by the Advisory Workgroup, CAMPO Board, and general public during an official public review period not less than 30 days. Any comments received during the formal public review period will be documented in a record of public comment developed specifically for each update and provided to CAMPO for its consideration prior to taking final action on the plan. All documented comments will be made available to the general public. In the event of an administrative modification, CAMPO staff may act to implement minor revisions to the RTP without public review or comment. The CAMPO Board will be informed of any

administrative modifications that occur at the next meeting of the Board following the modification.

Transportation Improvement Program

The Transportation Improvement Program (TIP) is a prioritized listing of transportation projects covering a period of four years that is developed and formally adopted by CAMPO as part of the metropolitan transportation planning process. The TIP is a requirement for projects to be eligible for federal funding. The final draft will be presented for public review for a period not less than 30 days. Any comments received during the formal public review period will be documented in a record of public comment developed specifically for each update and provided to CAMPO for its consideration prior to taking final action on the plan. All documented comments will be made available to the general public. In the event of an administrative modification, CAMPO staff may act to implement minor revisions to the TIP without public review or comment. The CAMPO Board will be informed of any administrative modifications that occur at the next meeting of the Board following the modification. CAMPO's public participation process satisfies the public participation process for the Program of Projects.

Unified Planning Work Program

The Unified Planning Work Program (UPWP) is a statement of work identifying the planning priorities and activities to be undertaken within the CAMPO planning area. The UPWP at a minimum includes a description of planning work and resulting products, details on whom will perform the work, the timeframe for completing each of the work elements, the cost of each of the work elements and the source of funding for each of the work elements. The final draft will be presented for public review for a period not less than 30 days. Any comments received during the formal public review period will be documented in a record of public comment developed specifically for each update and provided to CAMPO for its consideration prior to taking final action on the plan. All documented comments will be made available to the general public.

Public Participation Plan

The Public Participation Plan (PPP), which is the scope of this document, is to be developed in consultation with all interested parties and shall describe the procedures, strategies and desired outcomes of the public participation process as it pertains to the CAMPO transportation planning process. The effectiveness of the PPP will be periodically reviewed to ensure ~~that~~ the plan continues to provide an easily accessible process for all of those wishing to be involved. If the CAMPO Board or staff determines that the existing PPP can be improved, a new public comment period will ensue following any significant changes to the document. An update to this document will include the formation of an Advisory Workgroup that will meet periodically based upon a pre-determined plan development schedule as the development of each section progresses. A final draft will be available for review by the Advisory Workgroup, CAMPO Board, and general public during an official public review period not less than 45 days. Any comments received during the formal public review period will be documented in a record of public comment developed specifically for

each update and provided to CAMPO for its consideration prior to taking final action on the plan. All documented comments will be made available to the general public.

Other Transportation Planning Studies

Other transportation planning studies refers to any other document or plan development that may seek to improve any or all modes of transportation within the CAMPO area, but is not necessarily a requirement in securing metropolitan transportation planning funds. Some examples of these types of plans may include a Travel Demand Model Development, Transit Development Plan (TDP), a specific corridor study, etc. These types of plans would still benefit from the public participation process. The development of a document of this type may warrant the formation of an Advisory Workgroup that will meet periodically based upon a pre-determined plan development schedule as the development of each section progresses. A final draft will be available for review by the Advisory Workgroup, CAMPO Board, and general public during an official public review period not less than 30 days. Any comments received during the formal public review period will be documented in a record of public comment developed specifically for each update and provided to CAMPO for its consideration prior to taking final action on the plan. All documented comments will be made available to the general public.

How to Contact CAMPO

All comments received at a CAMPO meeting or event will be recorded or accepted in person at the time of a meeting. In addition, comments will be accepted at any other time and may be submitted via mail or faxed to the following address.

Carson City Public Works Department
Attention: Transportation Division
3505 Butti Way
Carson City, NV 89701
(P) 775-887-2355
(F) 775-887-2112

Comments may ~~also~~ be submitted on the CAMPO web site at www.carsonareampo.com, by email to comments@carsonareampo.com, or through Carson City's virtual City Hall available online at Carson.org/Connect.

The attached Cost/Funding Summary Table is an excerpt from:

The Carson Area Metropolitan Planning Organization's

Unified Planning Work Program

Last amended May 8, 2019

Full document available here:

<https://carson.org/government/departments-g-z/public-works/campo-carson-area-metropolitan-planning-organization/documents>

**Table 5.1 CAMPO FY 2019 and FY 2020 UPWP Cost/Funding Summary
Amended 5/8/2019**

Major Work Element	Work Task		Funding Breakdown		
	Task #	Description	CPG	Local Match	Total Cost
1.0 MPO Administration	1.1	General Administration and Work Program Oversight	\$148,487	\$7,815	\$156,302
	1.2	UPWP Development and Administration	\$14,250	\$750	\$15,000
	1.3	MPO Representation	\$57,000	\$3,000	\$60,000
	1.4	Professional Development	\$52,250	\$2,750	\$55,000
2.0 Regional Coordination and Engagement	2.1	Public Participation	\$19,000	\$1,000	\$20,000
	2.2	Regional Transit Coordination and Engagement	\$12,350	\$650	\$13,000
3.0 Regional Multimodal Planning	3.1	2040 Regional Transportation Plan (RTP)*	\$27,922	\$1,470	\$29,392
	3.2	Transit Planning*	\$90,250	\$4,750	\$95,000
	3.3	ITS Planning	\$13,348	\$703	\$14,050
	3.4	Updates to Supporting Regional Planning Documents and Policies*	\$33,250	\$1,750	\$35,000
	3.5	Regional Consistency Review	\$23,750	\$1,250	\$25,000
4.0 Transportation Performance Management	4.1	MAP-21/FAST Act Implementation and Performance Measures	\$30,400	\$1,600	\$32,000
	4.2	Update and Maintain the Transportation Improvement Program	\$22,800	\$1,200	\$24,000
	4.3	Maintain Travel Demand Model*	\$39,900	\$2,100	\$42,000
	4.4	Data Management, Collection, and Performance Measurement	\$42,750	\$2,250	\$45,000
5.0 Asset Planning and Management	5.1	Maintain Pavement Management System*	\$42,703	\$2,248	\$44,950
	5.2	Roadway Asset Management	\$28,500	\$1,500	\$30,000
	5.3	Non-Motorized Asset Management*	\$25,650	\$1,350	\$27,000
	5.4	Transit Asset Management	\$11,400	\$600	\$12,000
Total Funding			\$735,959	\$38,735	\$774,694

*Consultant involvement is expected



STAFF REPORT

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

Meeting Date: August 14, 2019

Staff Contact: Lucia Maloney, Transportation Manager

Agenda Title: **For Information Only** – Informational presentation regarding Fiscal Year (FY) 2019 CAMPO activities.

Staff Summary: FY 2019 ended on June 30, 2019. Staff will present a summary of FY 2019 CAMPO planning activities and accomplishments.

Agenda Action: Other/Presentation

Time Requested: 10 minutes

Proposed Motion

-N/A

Background/Issues & Analysis

Long term planning is accomplished through activities identified in CAMPO's Unified Planning Work Program (UPWP). CAMPO staff successfully accomplished the following tasks during FY 2019:

- Administration and amendments to the FY 2019/2020 UPWP
- Administration and amendments to the Transportation Improvement Program (TIP)
- Administration of the STBG grant program with partner jurisdictions
- Adopted the Transit Asset Management plan
- Collected, analyzed, and reported bicycle and pedestrian monitoring data
- Solicited applications and awarded 5310 and 5339 FTA grant awards
- Completed the FTA Triennial Review
- Established and set MAP-21 PM1, PM2, and PM3 performance targets
- Reviewed and reclassified roadways within CAMPO
- Scoped a request for qualifications and selected a contractor for development of a Jump Around Carson (JAC) Transit Development and Coordinated Plan
- Initiated an amendment to the ADA Transition Plan
- Conducted, analyzed, and reported results of the JAC Non-User Survey
- Conducted, analyzed, and reported results of the Douglas County Pavement Survey
- Performed quality control on Travel Demand Model updates

Additional detail is contained within the supporting CAMPO FY 2019 Q4 & Annual UPWP Report, transmitted to the Nevada Department of Transportation on July 23, 2019.

Financial Information

Is there a fiscal impact? Yes No

If yes, account name/number:

Is it currently budgeted? Yes No

Explanation of Fiscal Impact:

Supporting Material

-Exhibit-1: CAMPO FY 2019 Q4 & Annual UPWP Report



Unified Planning Work Program FY 2019 and FY 2020

4th Quarter Progress Report (April 1, 2019 - June 30, 2019) and Annual Summary
Fiscal Year Ending: June 30, 2019
Prepared: July 23, 2019

WORK ELEMENTS

1. MPO Administration
2. Regional Coordination and Engagement
3. Regional Multimodal Planning
4. Transportation Performance Management
5. Asset Planning and Management

WORK PROGRAM REVISIONS

- 1st Quarter Work Program Revisions: No amendments this quarter.**
- 2nd Quarter Work Program Revisions: No amendments this quarter.**
- 3rd Quarter Work Program Revisions: Formal Amendment Approved February 13, 2019.**
Amendments will be reflected in 4th quarter progress report.
- 4th Quarter Work Program Revisions: Formal Amendment Approved May 8, 2019.**

FY 2019 ANNUAL SUMMARY

As of June 30, 2019, the majority of FY 2019 tasks were completed successfully and within budget. Some scheduled milestones were delayed and two task budgets were exceeded as described below.

Budgets: Task 2.1 was at 6.8% over the annual budget. Task 3.3 was \$186.34 and 33.9% over the annual budget. Due to timing with the May 2019 UPWP amendment and delayed reporting of staff hours (Transportation Manager, 2 hours), the Q3 invoice was submitted showing adequate task budget, however, the approval of the amendment was not yet implemented within the financial reporting software to show the reduction in task budget. This internal miscommunication resulted in a reported over-budget at annual close-out. The overruns on Tasks 2.1 and 3.3 did not result in any individual Major Work Element exceeding its annual budget.

Unified Planning Work Program FY 2019 and FY 2020

Scheduled Milestones: Regarding scheduled milestones, there were a handful of milestones that were not completed during FY 2019 as originally scheduled. These were primarily due to staffing constraints. Milestones that have shifted schedule and are anticipating completion during FY 2020 include:

Task 3.2 – Multiple milestones in Task 3.2 have shifted schedule. This is primarily due to a staffing change in the Transit Coordinator position. The position has been filled, and progress has been made on all milestones with the exception of the Title VI document, which is not due until Winter 2019/2020.

Task 3.4 – Milestones in this task have been delayed due to a staffing change in the Transportation Planner position. This position has since been filled and progress has been made on all milestones. The PPP and ADA Transition Plan amendments are scheduled for CAMPO in August and Fall 2019, respectively.

Task 4.4 – Milestones in this task have been delayed due to a staffing change in the Transportation Planner position. This position has since been filled and progress has been made on all milestones. The monitoring documents are anticipated in July/August 2019.

Task 5.3 – Milestones in this task were delayed due to a staffing change in the Transportation Planner position. The position has since been filled and progress has been made on all milestones. The facilities inventory is approximately 80% completed and is expected to be complete in Spring 2020.

A selection of FY 2019 UPWP tasks that were successfully accomplished include:

- Administration and amendments to the FY 2019/2020 UPWP
- Administration and amendments to the Transportation Improvement Program (TIP)
- Administration of the STBG grant program with partner jurisdictions
- Adopted the Transit Asset Management plan
- Collected, analyzed, and reported Bicycle and Pedestrian monitoring data
- Solicited applications and awarded 5310 and 5339 FTA grant awards
- Completed the FTA Triennial Review
- Established and set MAP-21 PM1, PM2, and PM3 performance targets
- Review and reclassification of roadways within CAMPO
- Scoping, RFQ, and selection of a contractor for development of a JAC Transit Development and Coordinated Plan
- Initiated an amendment to the ADA Transition Plan
- Conducted, analyzed, and reported results of the JAC non-user survey
- Conducted, analyzed, and reported results of the Douglas County Pavement Survey
- Performance quality control on Travel Demand Model updates

Unified Planning Work Program FY 2019 and FY 2020

FY 2019 Q4 ACTIVITY/PROGRESS

Work Element 1 MPO Administration:

1.1 General Administration and Work Program Oversight

Budget Summary:

Task Budget (FY2019):	\$85,000
Budget Expenditures:	Q1: \$22,480.55
	Q2: \$35,386.39
	Q3: \$17,394.04
	Q4: \$ 9,460.78
Total Task Expenditures:	\$84,721.75 (99.7% of Task Budget)
Task Budget Remaining:	\$278.25 (0.3% of Task Budget)

Quarterly Progress Toward Benchmarks:

- Supported the CAMPO Board and CAMPO monthly meetings.
- Prepared and reviewed reimbursement requests.
- Administered and monitored UPWP tasks and activities.
- Responded to requests from the CAMPO Board.
- Managed and provided oversight on transportation planning grants for upcoming fiscal year.
- Performed administrative tasks related to the recruitment and establishment of new employees.

Estimated Progress Toward Benchmark(s): 100% of FY 2019 / 0% of FY 2020

Unified Planning Work Program FY 2019 and FY 2020

1.2 Unified Planning Work Program (UPWP) Development and Administration

Budget Summary:

Task Budget (FY2019):	\$4,500
Budget Expenditures:	Q1: \$1,254.40
	Q2: \$1,166.86
	Q3: \$1,308.16
	Q4: \$ 503.17
Total Task Expenditures:	\$4,232.58 (94.1% of Task Budget)
Task Budget Remaining:	\$267.42 (5.9% of Task Budget)

Quarterly Progress Toward Benchmarks:

- Prepared and submitted the 2019 UPWP 3rd quarter report.
- Monitored progress of the FY 2019 UPWP.
- Prepared and adopted the FY 2020 monetary agreement.
- Administered a formal amendment, approved May 2019.

Estimated Progress Toward Benchmark(s): 100% of FY 2019 / 0% of FY 2020

Benchmark	Milestone	Progress
Adopted FY 2021/FY 2022 2-year UPWP	March 2020	0% Complete

1.3 MPO Representation

Budget Summary:

Task Budget (FY2019):	\$25,000
Budget Expenditures:	Q1: \$6,622.57
	Q2: \$5,578.88
	Q3: \$7,746.69
	Q4: \$5,017.39
Total Task Expenditures:	\$24,965.53 (99.9% of Task Budget)
Task Budget Remaining:	\$34.47 (0.1% of Task Budget)

Unified Planning Work Program FY 2019 and FY 2020

Quarterly Progress Toward Benchmarks:

- Participated in statewide planning activities, including monthly Planning Executive Group and Operations Managers Group meetings, Transportation Planning Advisory Committee (TPAC) meetings, the Tahoe Transportation District Board meetings, and the State Transportation Board MPO meetings.
- Coordinated with other regional MPOs, NDOT, Carson City, Douglas County, and Lyon County.
- Staff continued to attend South Carson Street Complete Streets project meetings and provided expertise on consistency between regional planning documents.

Estimated Progress Toward Benchmark(s): 100% of FY 2019 / 0% of FY 2020

1.4 Professional Development

Budget Summary:

Task Budget (FY2019):	\$27,500
Budget Expenditures:	Q1: \$9,104.43
	Q2: \$9,962.27
	Q3: \$2,450.39
	Q4: \$ 5,586.22
Total Task Expenditures:	\$27,103.31 (98.6% of Task Budget)
Task Budget Remaining:	\$396.70 (1.4% of Task Budget)

Quarterly Progress Toward Benchmarks:

- Staff paid for and attended training on GIS
- Staff paid for and attended the ITE West Annual conference
- Staff participated in the 2019 American Public Works Association (APWA) Emerging Leaders Academy.

Estimated Progress Toward Benchmark(s): 100% of FY 2019 / 0% of FY 2020

Unified Planning Work Program FY 2019 and FY 2020

Work Element 2 Regional Coordination and Engagement:

2.1 Public Participation

Budget Summary:

Task Budget (FY2019):	\$10,000
Budget Expenditures:	Q1: \$2,858.03
	Q2: \$3,844.36
	Q3: \$3,981.97
	Q4: \$ 0.00
Total Task Expenditures:	\$10,684.36 (106.8% of Task Budget)
Task Budget Remaining:	-\$684.36 (-6.8% of Task Budget)

Quarterly Progress Toward Benchmarks:

- N/A

Estimated Progress Toward Benchmark(s): 100% of FY 2019 / 0% of FY 2020

2.2 Regional Transit Coordination and Engagement

Budget Summary:

Task Budget (FY2019):	\$9,100
Budget Expenditures:	Q1: \$2,432.74
	Q2: \$1,165.15
	Q3: \$ 487.46
	Q4: \$3,831.96
Total Task Expenditures:	\$7,917.30 (87.0% of Task Budget)
Task Budget Remaining:	\$1,182.70 (13.0% of Task Budget)

Quarterly Progress Toward Benchmarks:

- Participated in local and regional planning processes for public transportation projects.
- Presented the JAC Non-Rider survey results to CAMPO in May 2019.
- Engaged partner agencies and organizations on topics relating to development of the JAC Transit Development and Coordinated Plan.
- Paid for postings in the Classifieds for stakeholders meetings and public input.
- Participated in discussions and presentations related to the One Tahoe: Transportation Funding Initiative undertaken by the Tahoe Transportation District (TTD).

Estimated Progress Toward Benchmark(s): 100% of FY 2019 / 0% of FY 2020

Unified Planning Work Program FY 2019 and FY 2020

Benchmark	Milestone	Progress
Draft/Final Transit non-rider survey results	Fall/Winter 2018	100% Complete

Work Element 3 Regional Multimodal Planning:

3.1 2040 Regional Transportation Plan (RTP)

Budget Summary:

Task Budget (FY2019):	\$6,000
Budget Expenditures:	Q1: \$794.52
	Q2: \$286.01
	Q3: \$162.90
	Q4: \$527.15
Total Task Expenditures:	\$1,770.58 (29.5% of Task Budget)
Task Budget Remaining:	\$4,229.42 (70.5% of Task Budget)

Quarterly Progress Toward Benchmarks:

- Interacted with stakeholders and answered questions related to the implementation of the RTP.
- Reviewed projects for consistency with RTP.

Estimated Progress Toward Benchmark(s): 100% of FY 2019 / 0% of FY 2020

3.2 Transit Planning

Budget Summary:

Task Budget (FY2019):	\$77,000
Budget Expenditures:	Q1: \$ 3,954.45
	Q2: \$ 3,587.06
	Q3: \$ 854.82
	Q4: \$17,562.81
Total Task Expenditures:	\$25,599.14 (33.2% of Task Budget)
Task Budget Remaining:	\$51,400.86 (66.8% of Task Budget)

Unified Planning Work Program FY 2019 and FY 2020

Quarterly Progress Toward Benchmarks

- Coordinated with partner transit agencies.
- Distributed FTA funds and complied with FTA regulations.
- Conducted multiple stakeholders' meetings for the JAC Transit Development and Coordinated Plan
- Posted the JAC Online Survey
- Received, provided comment, and finalized Working Papers #1 and #2 for the JAC Transit Development and Coordinated Plan
- Drafted CAMPO's DBE goal, posted for public comment.

Estimated Progress Toward Benchmark(s): 70% of FY 2019 / 0% of FY 2020

Benchmark	Milestone	Progress
Draft JAC Transit Development and Coordinated Plan	Summer 2018	90% Complete, Expected August 2019
Final JAC Transit Development and Coordinated Plan	Winter 2018	0% Complete, Expected September 2019
Title VI Program document	Summer 2019	0% Complete, Expected Winter 2019/2020
DBE Program document	Summer 2019	90% Complete, Expected July 2019

3.3 Intelligent Transportation Systems (ITS) Planning

Budget Summary:

Task Budget (FY2019):	\$550
Budget Expenditures:	Q1: \$529.68
	Q2: -\$ 4.20
	Q3: \$210.86
	Q4: \$ 0.00
Total Task Expenditures:	\$736.34 (133.9% of Task Budget)
Task Budget Remaining:	-\$186.34 (-33.9% of Task Budget)

Quarterly Progress Toward Benchmarks

- N/A

Estimated Progress Toward Benchmark(s): 100% of FY 2019 / 0% of FY 2020

Unified Planning Work Program FY 2019 and FY 2020

3.4 Updates to Supporting Regional Planning Documents

Budget Summary:

Task Budget (FY2019):	\$28,000
Budget Expenditures:	Q1: \$703.83
	Q2: \$3,210.12
	Q3: \$2,742.00
	Q4: \$16,577.92
Total Task Expenditures:	\$23,233.87 (83.0% of Task Budget)
Task Budget Remaining:	\$4,766.14 (17.0% of Task Budget)

Quarterly Progress Toward Benchmarks

- Conducted meetings with Carson City Public Works to develop methods to expand ADA inventory and track work efforts.
- Researched required guidelines for ADA Transition Plans.
- Developed an outline and discussed ADA Plan Updates with NDOT's ADA Coordinator.
- Refined a mobile application for Carson City Public Works to aid in inventory development.
- Convened a working group to amend the Public Participation Plan
- Drafted the Public Participation Plan amendments and opened for 45-day public comment period.

Estimated Progress Toward Benchmark(s): 80% of FY 2019 / 0% of FY 2020

Benchmark	Milestone	Progress
Updated Public Participation Plan	September 2018	90% Complete, Expected August 2019
Updated ADA Transition Plan	July 2019	5% Complete, Expected Fall 2019

Unified Planning Work Program FY 2019 and FY 2020

3.5 Regional Consistency Review

Budget Summary:

Task Budget (FY2019):	\$10,000
Budget Expenditures:	Q1: \$2,971.04
	Q2: \$1,833.84
	Q3: \$ 570.15
	Q4: \$3,042.59
Total Task Expenditures:	\$8,417.62 (84.2% of Task Budget)
Task Budget Remaining:	\$1,582.38 (15.8% of Task Budget)

Quarterly Progress Toward Benchmarks

- Provided input on proposed developments of regional significance.
- Responded to inquiries from Carson City Connect.
- Staff coordinated with the Carson City Community Development Department on development projects.

Estimated Progress Toward Benchmark(s): 100% of FY 2019 / 0% of FY 2020

Work Element 4 Transportation Performance Management:

4.1 MAP-21/FAST Act Implementation and Performance Measures

Budget Summary:

Task Budget (FY2019):	\$19,850
Budget Expenditures:	Q1: \$6,884.63
	Q2: \$2,874.25
	Q3: \$1,898.21
	Q4: \$7,287.94
Total Task Expenditures:	\$18,945.02 (95.4% of Task Budget)
Task Budget Remaining:	\$904.98 (4.6% of Task Budget)

Unified Planning Work Program FY 2019 and FY 2020

Quarterly Progress Toward Benchmarks

- Coordinated with MPOs and NDOT on performance measurement at monthly PEG Performance Measures Working Group meetings.
- Conducted technical analyses that support the development and implementation of MAP-21/FAST Act performance-based planning.
- Initiated CAMPO's 2019 Monitoring Report

Estimated Progress Toward Benchmark(s): 100% of FY 2019 / 0% of FY 2020

4.2 Update and Maintain the Transportation Improvement Program

Budget Summary:

Task Budget (FY2019):	\$10,500
Budget Expenditures:	Q1: \$2,719.81
	Q2: \$2,472.47
	Q3: \$1,164.28
	Q4: \$3,223.65
Total Task Expenditures:	\$9,580.20 (91.2% of Task Budget)
Task Budget Remaining:	\$919.80 (8.8% of Task Budget)

Quarterly Progress Toward Benchmarks

- Staff maintained the TIP and coordinated regional updates for the TIP.
- Prepared and implemented a TIP amendment that was approved at the May CAMPO board meeting.
- Coordinated with FHWA, NDOT, FTA, CAMPO, and other partner agencies.

Estimated Progress Toward Benchmark(s): 100% of FY 2019 / 0% of FY 2020

Unified Planning Work Program FY 2019 and FY 2020

4.3 Maintain Travel Demand Model

Budget Summary:

Task Budget (FY2019):	\$21,000
Budget Expenditures:	Q1: \$1,265.91
	Q2: \$ 967.28
	Q3: \$3,584.56
	Q4: \$5,881.45
Total Task Expenditures:	\$11,699.20 (55.7% of Task Budget)
Task Budget Remaining:	\$9,300.80 (44.3% of Task Budget)

Quarterly Progress Toward Benchmarks

- Coordinated with the consultant on TDM updates.
- Updated TDM with new developments.
- Initiated development of an online application to publically display travel demand model outputs.
- Worked with consultant to obtain and perform quality assurance on model updates.

Estimated Progress Toward Benchmark(s): 100% of FY 2019 / 0% of FY 2020

4.4 Data Management, Collection, and Performance Measurement

Budget Summary:

Task Budget (FY2019):	\$20,000
Budget Expenditures:	Q1: \$7,216.92
	Q2: \$1,782.56
	Q3: \$2,628.28
	Q4: \$6,510.45
Total Task Expenditures:	\$18,138.21 (90.7% of Task Budget)
Task Budget Remaining:	\$1,861.80 (9.3% of Task Budget)

Quarterly Progress Toward Benchmarks

- Collected data along roadways for the Complete Streets Performance Monitoring Program.
- Collected data related to safety, regional bicycle and pedestrian counts, and vehicular movements.
- Initiated work on the 2019 Monitoring Report.
- Staff continued analyses of collected data.

Estimated Progress Toward Benchmark(s): 100% of FY 2019 / 0% of FY 2020

Unified Planning Work Program FY 2019 and FY 2020

Benchmark	Milestone	Progress
Draft Updated Monitoring Program Document	January 2019	90% Complete, Expected July
Final Monitoring Program Document	June 2019	10% Complete, Expected August 2019
Annual Performance Measure Tracking Report	September 2019	90% Complete, Expected August 2019

Work Element 5 Asset Planning and Management:

5.1 Maintain Pavement Management System

Budget Summary:

Task Budget (FY2019):	\$29,950
Budget Expenditures:	Q1: \$1,221.47
	Q2: \$ 397.51
	Q3: \$ 407.25
	Q4: \$18,887.57
Total Task Expenditures:	\$20,913.80 (69.8% of Task Budget)
Task Budget Remaining:	\$9,036.20 (30.2% of Task Budget)

Quarterly Progress Toward Benchmarks

- Maintained the Pavement Management System.
- Continued development of photographic records on pavement conditions from the 2017 pavement survey.
- Coordinated execution of the 2019 Douglas County Pavement Survey, reviewed results, and coordinated with consultant to integrate results into the PAVER database.

Estimated Progress Toward Benchmark(s): 100% of FY 2019 / 0% of FY 2020

Benchmark	Milestone	Progress
Douglas County pavement survey	Fall 2018	100% Complete, Spring 2019

Unified Planning Work Program FY 2019 and FY 2020

5.2 Roadway Asset Management

Budget Summary:

Task Budget (FY2019):	\$15,000
Budget Expenditures:	Q1: \$3,179.77
	Q2: \$ 893.23
	Q3: \$6,153.16
	Q4: \$4,456.18
Total Task Expenditures:	\$14,682.34 (97.9% of Task Budget)
Task Budget Remaining:	\$317.66 (2.1% of Task Budget)

Quarterly Progress Toward Benchmarks

- Staff implemented the Pavement Management Plan.

Estimated Progress Toward Benchmark(s): 100% of FY 2019 / 0% of FY 2020

5.3 Non-Motorized Asset Management

Budget Summary:

Task Budget (FY2019):	\$8,100
Budget Expenditures:	Q1: \$4,828.23
	Q2: \$1,374.52
	Q3: \$ 325.80
	Q4: \$1,272.58
Total Task Expenditures:	\$7,801.13 (96.3% of Task Budget)
Task Budget Remaining:	\$298.87 (3.7% of Task Budget)

Quarterly Progress Toward Benchmarks

- CAMPO staff coordinated with Carson City resources to continue to collect sidewalk and curb cut inventory.
- Conducted mapping activities in relation to the asset inventory.

Estimated Progress Toward Benchmark(s): 80% of FY 2019 / 0% of FY 2020

Benchmark	Milestone	Progress
Sidewalks and bicycle facilities inventory	Spring 2019	80% Complete, Expected Spring 2020

Unified Planning Work Program FY 2019 and FY 2020

5.4 Transit Asset Management

Budget Summary:

Task Budget (FY2019):	\$10,000
Budget Expenditures:	Q1: \$7,047.44
	Q2: \$ 25.43
	Q3: \$ 510.80
	Q4: \$2,108.60
Total Task Expenditures:	\$9,692.27 (96.9% of Task Budget)
Task Budget Remaining:	\$307.73 (3.1% of Task Budget)

Quarterly Progress Toward Benchmarks

- Staff implemented the TAM plan.
- Staff participated in discussions with TTD and JAC regarding regulations pertaining to rolling stock asset transfer/disposal.

Estimated Progress Toward Benchmark(s): 100% of FY 2019 / 0% of FY 2020

Benchmark	Milestone	Progress
Draft and Final TAM Plan	October 2018	100% Complete
TAM performance target update	October 2018	100% Complete