



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

Day: Wednesday
Date: February 12, 2020
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 January 8, 2020 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 to add five projects.

Staff Summary: The proposed amendment will add five projects in the Carson Area Metropolitan Planning Organization’s (CAMPO) Federal Fiscal Years 2018-2021 Transportation Improvement Program (TIP). Four projects program Federal Transit Administration (FTA) funding for ongoing operations and capital investment into the Jump Around Carson (JAC) transit system. The fifth project is a reconstruction project for a portion of Northridge Drive.

6-B For Possible Action – Discussion and possible action regarding an amendment to the 2019/2020 Unified Planning Work Program (UPWP).

Staff Summary: This is the third amendment to CAMPO’s 2019/2020 UPWP, which includes reconciling FY 2019 unused funding (carry forward) with anticipated funding needs for FY 2020 planning activities. The amendment provides language to support development of the 2050 Regional Transportation Plan (RTP) alongside refined milestone dates across several tasks.

6-C For Possible Action – Discussion and possible action to set annual Safety Performance Targets for 2020 as required by the Code of Federal Regulations and the Fixing America’s Surface Transportation (FAST) Act.

Staff Summary: Staff will present information on safety performance measure data for the CAMPO planning area and present the recommended 2020 Safety Performance Targets for approval by the CAMPO Board.

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

8. The Next Meeting is Tentatively Scheduled – 4:30 p.m., Wednesday, March 11, 2020, at the Sierra Room - Community Center, 851 East William Street.

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

10. ADJOURNMENT: For Possible Action

This agenda has been posted at the following locations:

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, January 8, 2020 in the Community Center Sierra Room, 51 East William Street, Carson City, Nevada.

PRESENT: Chairperson Mark Kimbrough
Vice Chairperson Greg Stedfield
Member Lori Bagwell
Member Brad Bonkowski
Member Bob Hastings

STAFF: Lucia Maloney, Transportation Manager
Dirk Goering, Senior Transportation Planner
Daniel Anderson, Transportation Planner / Analyst
Todd Reese, Deputy District Attorney
Tamar Warren, Senior Public Meetings Clerk

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

1. CALL TO ORDER AND DETERMINATION OF A QUORUM

(4:31:03) – Chairperson Kimbrough called the meeting to order at 4:31 p.m. Roll was called and a quorum was present. Member Erb, Member Macquarie, and Ex-Officio Member Rosenberg were absent.

2. AGENDA MANAGEMENT NOTICE

(4:31:29) – Ms. Maloney noted that there were no changes to the agenda.

3. DISCLOSURES

(4:31:38) – There were no disclosures from the members.

4. PUBLIC COMMENT

(4:31:41) – Chairperson Kimbrough entertained public comments.

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(4:30:20) – Nevada Census Coordinator Laura Thorwarth introduced herself and wished to “see if you guys have any interest in working together as partnerships or ambassadors just to promote census engagement and participation in those hard to count communities.” Member Bonkowski recommended working with the City Manager’s Office and Ms. Maloney offered to pass on Ms. Thorwarth’s information to City Manager Nancy Paulson.

5. APPROVAL OF MINUTES

5-A FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE APPROVAL OF THE NOVEMBER 13, 2019 DRAFT MINUTES.

(4:32:50) – Chairperson Kimbrough introduced the item.

(4:32:57) – Member Bonkowski moved to approve the CAMPO minutes of the November 13, 2019 meeting as presented. The motion was seconded by Member Bagwell. Motion carried 4-0-1, with Member Hastings abstaining, as he was not present at the last meeting.

6. PUBLIC MEETING ITEM(S):

6-A FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION REGARDING THE FEDERAL FISCAL YEAR 2020-2022 TITLE VI PROGRAM FOR CAMPO AND THE JUMP AROUND CARSON (JAC) TRANSIT SYSTEM.

(4:33:25) – Chairperson Kimbrough introduced the item. Mr. Goering gave background, reviewed the Staff Report, and recommended approval. Mr. Anderson presented the Title VI Program for Jump Around Carson Federal Fiscal Year 2020-2022 report, which is incorporated into the record. Chairperson Kimbrough called the report “very comprehensive.” In response to a question, Mr. Goering noted that having in-house translation expertise had been very helpful in reaching out to the Hispanic community.

(4:41:09) – Chairperson Kimbrough entertained public comments and when none were forthcoming, a motion.

(4:41:19) – Member Bagwell moved to approve the Federal Fiscal Year 2020-2022 Title VI Program. The motion was seconded by Vice Chair Stedfield. Motion carried 5-0-0.

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

N/A

7-A FUTURE AGENDA ITEMS

None.

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8. BOARD COMMENTS: FOR INFORMATION

(4:41:36) – Chairperson Kimbrough entertained Board comments; however, none were forthcoming.

9. THE NEXT MEETING IS TENTATIVELY SCHEDULED – 4:30 P.M., WEDNESDAY, February 12, 2019, AT THE SIERRA ROOM - COMMUNITY CENTER, 851 EAST WILLIAM STREET.

(4:42:06) – Chairperson Kimbrough announced February 12, 2019 as the next meeting date.

10. PUBLIC COMMENT

(4:42:18) – Ms. Maloney introduced Chris Martinovich as the new Transportation Traffic Engineer, and highlighted his 10-year background in the private sector.

11. ADJOURNMENT: For Possible Action

(4:43:33) – Chairperson Kimbrough adjourned the meeting at 4:43 p.m.

The Minutes of the January 8, 2020 Carson Area Metropolitan Planning Organization meeting are so approved this 12th day of February, 2020.

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STAFF REPORT

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

Meeting Date: February 12, 2020

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 to add five projects.

Staff Summary: The proposed amendment will add five projects in the Carson Area Metropolitan Planning Organization’s (CAMPO) Federal Fiscal Years 2018-2021 Transportation Improvement Program (TIP). Four projects program Federal Transit Administration (FTA) funding for ongoing operations and capital investment into the Jump Around Carson (JAC) transit system. The fifth project is a reconstruction project for a portion of Northridge Drive.

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 five (5) projects in the CAMPO’s Federal Fiscal Years 2018-2021 Transportation Improvement Program (TIP). The projects being amended are as follows:

- TIP ID# CC2020001 – Programs \$1,548,379 in FTA FFY 2019 5307 Apportionment funding for Jump Around Carson's operating, preventative maintenance, capital projects, facility maintenance, bus station maintenance and rehab, and software procurement. The required local funding totals \$1,180,636 (43% local match).
- TIP ID# CC2020002 – Programs \$455,000 in FTA FFY 2019 5339(b) competitive grant funding for the purchase of buses and bus facilities for Jump Around Carson. The required local funding totals \$195,000 (30% local match).
- TIP ID# CC2020003 – Re-programs \$97,967 in FTA FFY 2017 5339 Apportionment funding for vehicle replacement for Jump Around Carson. The required local funding totals \$17,288 (15% local match).

- TIP ID# CC2020004 – Programs \$133,626 in FTA FFY 2019 5339 Apportionment funding for vehicle replacement for Jump Around Carson. The required local funding totals \$23,581 (15% local match).
- TIP ID# CC2020005 – Programs \$516,280 in Federal Surface Transportation Block Grant (STBG) Funding for the reconstruction of a portion of Northridge Drive. The project will use local funding to design the reconstruction project just east of Eastridge Drive to Jarbidge Court. In September of 2019, the Carson City Regional Transportation Commission gave direction to pursue this project. STBG funds will be used to construct the roadway starting near Eastridge Drive and progressing west to the extent funding permits. The required local funding totals \$27,173 (5% local match).

TIP amendments require a 14-day public comment period as described in CAMPO’s Public Participation Plan. The public comment period for this action opened on January 18, 2020, and ended on January 31, 2020. No public comment has been received.

Applicable Statute, Code, Policy, Rule or Regulation

-23 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 / 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

Formally Amended 08/14/2019

Administratively Amended 10/16/2019

Administratively Amended 12/05/2019

Formal Amendment Presented for Approval 02/12/2020

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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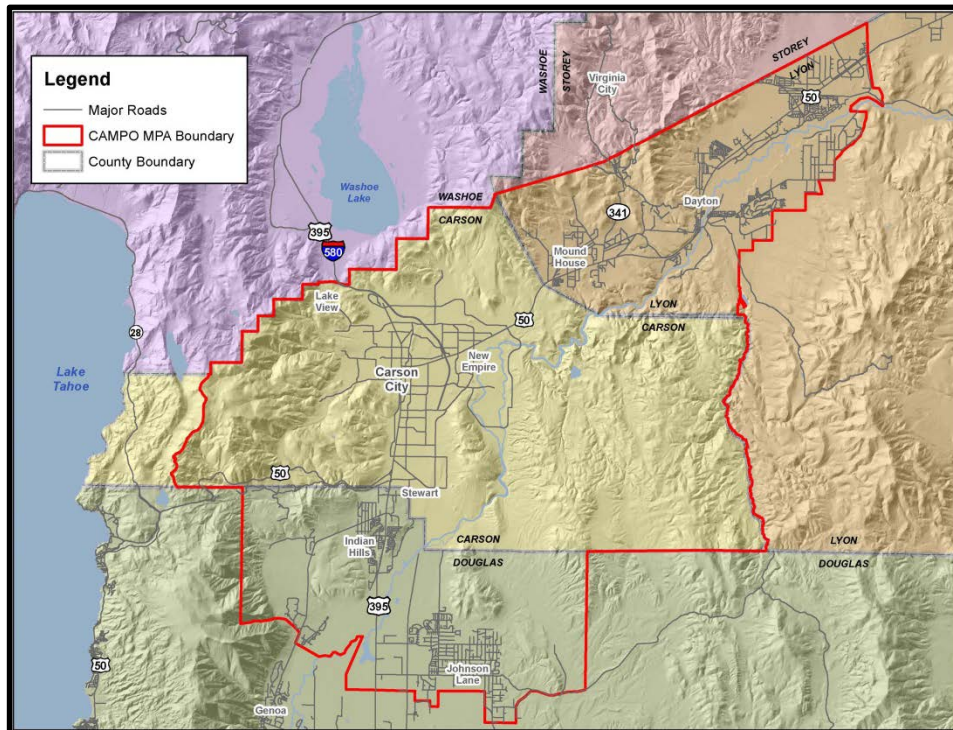
Introduction

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

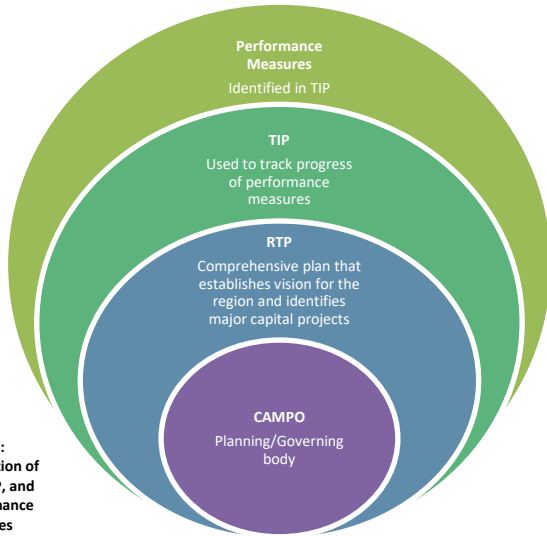


Figure 2:
Integration of
RTP, TIP, and
Performance
Measures

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 Capital	\$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	\$10,000,000	\$0	\$0	\$18,550,000
STBG State-Wide	\$0	\$650,000	\$0	\$0	\$650,000
STBG 5K-200K	\$710,600	\$3,652,566	\$603,720	\$0	\$4,966,886
TAP 5K-200K STBG	\$76,000	\$109,000	\$0	\$0	\$185,000
TAP FLEX STBG	\$0	\$1,317,357	\$1,412,650	\$0	\$2,730,007
TIGER	\$0	\$0	\$7,570,202	\$0	\$7,570,202
FEDERAL SUBTOTAL	\$11,000,944	\$14,911,256	\$11,712,428	\$1,172,600	\$44,911,231
Local Fund	\$2,037,334	\$4,056,377	\$11,986,532	\$597,194	\$18,677,437
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	\$4,953,745	\$11,986,532	\$597,194	\$19,624,882
TOTAL	\$15,092,355	\$24,915,004	\$22,758,960	\$1,769,794	\$64,536,113

Deleted and replaced

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	\$2,242,919	\$521,040	\$4,723,039
FTA 5310 Elderly/Disabled Sm Urb Capital	\$268,912	\$106,956	\$106,956	\$106,956	\$589,780
FTA 5339 Bus/Fac Sm Urb Capital	\$95,000	\$542,480	\$781,593	\$95,000	\$1,514,073
HSIP	\$951,461	\$2,600,000	\$0	\$0	\$3,551,461
NHPP	\$8,550,000	\$10,000,000	\$0	\$0	\$18,550,000
STBG State- Wide	\$0	\$650,000	\$0	\$0	\$650,000
STBG 5K-200K	\$710,600	\$3,652,566	\$1,120,000	\$0	\$5,483,166
TAP 5K-200K STBG	\$76,000	\$109,000	\$0	\$0	\$185,000
TAP FLEX STBG	\$0	\$1,317,357	\$1,412,650	\$0	\$2,730,007
TIGER	\$0	\$0	\$7,570,202	\$0	\$7,570,202
FEDERAL SUBTOTAL	\$13,004,944	\$19,961,259	\$13,523,680	\$1,172,600	\$47,662,483
Local Fund	\$2,037,334	\$4,056,377	\$13,430,210	\$597,194	\$20,121,115
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	\$4,953,745	\$13,430,210	\$597,194	\$21,068,560
TOTAL	\$15,092,355	\$24,915,004	\$26,953,890	\$1,769,794	\$68,731,043

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
CC2010004	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	\$16,263,157
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	\$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	\$1,293,713
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	\$18,708,193
CC20180014	Carson City	Airport Road Sewer & Road Project	Rd Recons/Rehab/Resurf	FEDERAL, LOCAL	\$2,600,000
CC20180015	Carson City	Freeway Multi Use Path to Edmonds Sport Complex	Bicycle & Pedestrian	FEDERAL, LOCAL	\$1,618,000
CC20200001	Carson City	FTA 5307 FFY 2019 Apportionment Ops/PM/Capital	Transit - Other	FEDERAL, LOCAL	\$2,729,015
CC20200002	Carson City	FTA FFY 2019 5339(b) Grant Award	Transit - Other	FEDERAL, LOCAL	\$650,000
CC20200003	Carson City	FTA FFY 2017 5339 Apportionment Amendment	Transit - Other	FEDERAL, LOCAL	\$115,255
CC20200004	Carson City	FTA FFY 2019 5339 Apportionment	Transit - Other	FEDERAL, LOCAL	\$157,207
CC20200005	Carson City	Northridge Drive Reconstruction Project	Rd Recons/Rehab/Resurf	FEDERAL, LOCAL	\$543,453
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					\$64,536,113 \$68,731,043

<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	03/08/2017	N/A	N/A
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	N/A	N/A
18-05 Amendment 2018-2022	07/18/2018	07/18/2018	N/A	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 \$9,000,000

<i>State TIP ID</i>	CC20130027	<i>MPO/TIP</i>	CAMPO 19-05	<i>Local ID</i>	CC031	<i>Total Cost</i>	\$73,111
<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>	Transit - Other					<i>Construction</i>	N/A
<i>Project Name</i>	Transit Security						
<i>Project Limits</i>							
<i>Description</i>	Security improvements on buses and bus facilities						

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
OTHER	FTA 5307 Sm Urb Capital	\$29,677	\$9,604	\$9,604	\$9,604	-	-	-	\$58,489
OTHER	Local Fund	\$7,419	\$2,401	\$2,401	\$2,401	-	-	-	\$14,622
	<i>Total Other</i>	\$37,096	\$12,005	\$12,005	\$12,005	-	-	-	\$73,111
	<i>Total Programmed</i>	\$37,096	\$12,005	\$12,005	\$12,005	-	-	-	\$73,111

*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
19-05 Amendment 2019-2023	10/10/2019	10/16/2019	N/A	N/A

Current Change Reason

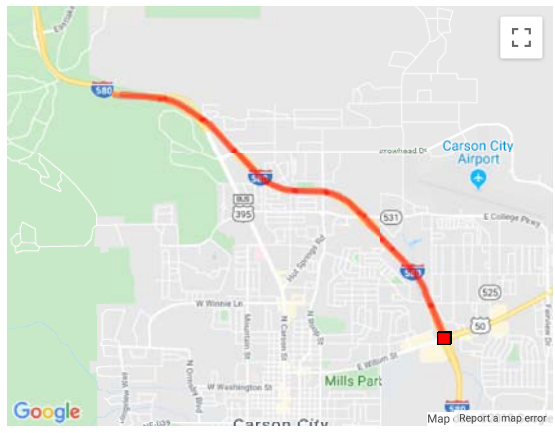
SCHEDULE / FUNDING / SCOPE - Other, Contact Change

Funding Change(s):
Total project cost stays the same \$73,111

*Not Location Specific

<i>State TIP ID</i>	CC20140017	<i>MPO/TIP</i>	CAMPO 19-05	<i>Local ID</i>	NDOT011	<i>Total Cost</i>	\$16,263,157
<i>Lead Agency</i>	Nevada DOT	<i>Contact</i>	Samantha Dowd 775-888-7591	<i>NDOT</i>	District 2	<i>County</i>	CARSON CITY
<i>Project Type</i>	Rd Recons/Rehab/Resurf						
<i>Project Name</i>	I 580 Carson City Roadway Rehabilitation						
<i>Project Limits</i>	At From Williams Street To .66 Miles South of CC/WA County Line of Distance (mile) 3.24 Begin: 5.25 End: 8.49						
<i>Description</i>	Roadway Rehabilitation						

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
CON	HSIP	-	\$2,600,000	-	-	-	-	-	\$2,600,000
CON	NHPP	-	\$10,000,000	-	-	-	-	-	\$10,000,000
CON	STBG 5K-200K	-	\$2,800,000	-	-	-	-	-	\$2,800,000
CON	State Match - Nv	-	\$863,157	-	-	-	-	-	\$863,157
<i>Total Construction</i>		-	\$16,263,157	-	-	-	-	-	\$16,263,157
<i>Total Programmed</i>		-	\$16,263,157	-	-	-	-	-	\$16,263,157



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	09/14/2016	N/A	N/A
16-11 Amendment 2016-2020	03/07/2017	03/08/2017	N/A	N/A
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
19-05 Amendment 2019-2023	10/10/2019	10/16/2019	N/A	N/A

Current Change Reason

Complete project

Funding Change(s):

Total project cost decreased from \$17,263,157 to \$16,263,157

<i>State TIP ID</i>	CC20150023	<i>MPO/TIP</i>	CAMPO 19-05	<i>Local ID</i>	CC047	<i>Total Cost</i>	\$18,445
<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>	Transit-Capital & Rehab					<i>Construction</i>	N/A
<i>Project Name</i>	Purchase of Bus Stop Amenities						
<i>Project Limits</i>							
<i>Description</i>	Purchase/install shelters, benches, and/or other amenities at transit stops						

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
OTHER	FTA 5307 Sm Urb Capital	-	\$14,756	-	-	-	-	-	\$14,756
OTHER	Local Fund	-	\$3,689	-	-	-	-	-	\$3,689
	<i>Total Other</i>	-	\$18,445	-	-	-	-	-	\$18,445
	<i>Total Programmed</i>	-	\$18,445	-	-	-	-	-	\$18,445

*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
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
19-05	Amendment 2019-2023	10/10/2019	10/16/2019	N/A	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Changed Contact

Funding Change(s):

Total project cost stays the same \$18,445

*Various Locations

<i>State TIP ID</i>	CC20150024	<i>MPO/TIP</i>	CAMPO 19-05	<i>Local ID</i>		<i>Total Cost</i>	\$717,700
<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>	Transit -Operating					<i>Construction</i>	N/A
<i>Project Name</i>	Capital Cost of Contracting for Public Transit Service -- Carson City						
<i>Project Limits</i>							
<i>Description</i>	Capital Cost of Enhanced Mobility for Seniors and Individuals with Disabilities						

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
OTHER	FTA 5307 Sm Urb Operating	\$286,040	\$96,040	\$96,040	\$96,040	-	-	-	\$574,160
OTHER	Local Fund	\$71,510	\$24,010	\$24,010	\$24,010	-	-	-	\$143,540
	<i>Total Other</i>	\$357,550	\$120,050	\$120,050	\$120,050	-	-	-	\$717,700
	<i>Total Programmed</i>	\$357,550	\$120,050	\$120,050	\$120,050	-	-	-	\$717,700

*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
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
19-05 Amendment 2019-2023	10/10/2019	10/16/2019	N/A	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Changed Contact

Funding Change(s):

Total project cost stays the same \$717,700

*Not Location Specific

<i>State TIP ID</i>	CC20150029	<i>MPO/TIP</i>	CAMPO 19-05	<i>Local ID</i>	CC045	<i>Total Cost</i>	\$475,000
<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>	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	09/14/2016	N/A	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
19-05 Amendment 2019-2023	10/10/2019	10/16/2019	N/A	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Changed Contact

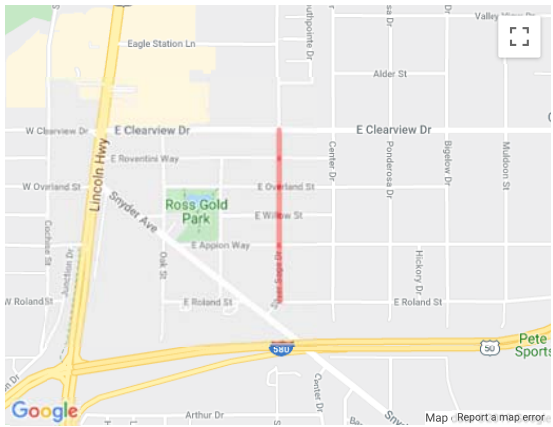
Funding Change(s):

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>		<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	TAP 5K-200K STBG	-	\$109,000	-	-	-	-	-	\$109,000
CON	TAP FLEX STBG	-	\$789,225	-	-	-	-	-	\$789,225
	<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	11/29/2017	N/A	N/A
18-02 Amendment 2018-2022	01/16/2018	01/16/2018	N/A	N/A
19-00 Adoption 2019-2023	08/08/2018	09/17/2018	09/19/2018	09/18/2018
19-04 Amendment 2019-2023	08/14/2019	08/16/2019	08/21/2019	N/A

Current Change Reason

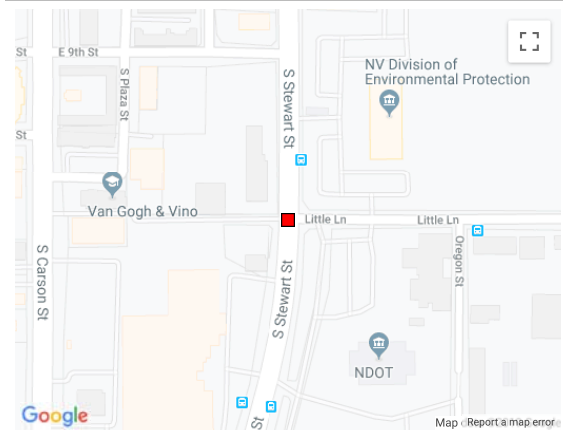
SCHEDULE / FUNDING / SCOPE - Other, Positive Cost Estimate Increase of 20%

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	N/A	N/A
19-00 Adoption 2019-2023	08/08/2018	09/17/2018	09/19/2018	09/18/2018

Current Change Reason

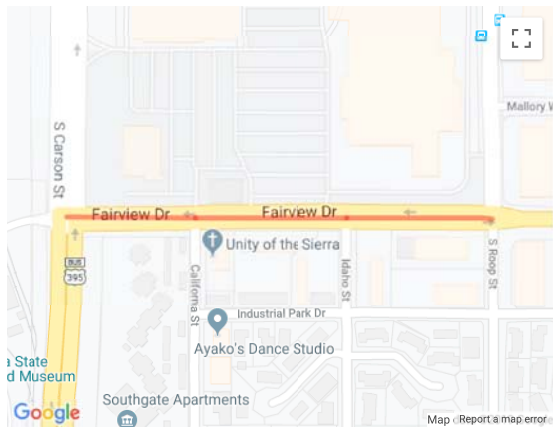
Complete project

Funding Change(s):

Total project cost stays the same \$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	08/01/2019	08/02/2019	N/A
19-04 Amendment 2019-2023	08/14/2019	08/16/2019	08/21/2019	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>	CC20180011	<i>MPO/TIP</i>	CAMPO 19-05	<i>Local ID</i>		<i>Total Cost</i>	\$639,256
<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>	Transit-Capital & Rehab					<i>Construction</i>	N/A
<i>Project Name</i>	Bus procurement						
<i>Project Limits</i>							
<i>Description</i>	Acquisition of two Jump Around Carson (JAC) fixed route buses.						

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
OTHER	FTA 5339 Bus/Fac Sm Urb Capital	-	\$447,480	-	-	-	-	-	\$447,480
OTHER	Local Fund	-	\$191,776	-	-	-	-	-	\$191,776
	<i>Total Other</i>	-	\$639,256	-	-	-	-	-	\$639,256
	<i>Total Programmed</i>	-	\$639,256	-	-	-	-	-	\$639,256

*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>
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
19-05 Amendment 2019-2023	10/10/2019	10/16/2019	N/A	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Contact Change

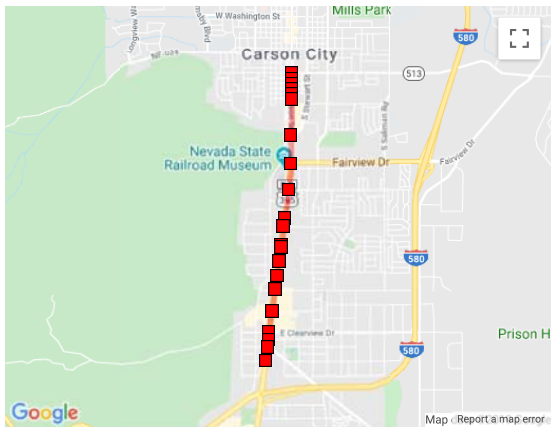
Funding Change(s):

Total project cost stays the same \$639,256

*Not Location Specific

<i>State TIP ID</i>	CC20180012	<i>MPO/TIP</i>	CAMPO 20TIP(19-06)	<i>Local ID</i>		<i>Total Cost</i>	\$18,708,193
<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>Construction</i>	2020 start
<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	-	-	\$11,137,991	-	-	-	-	\$11,137,991
CON	TIGER	-	-	\$7,570,202	-	-	-	-	\$7,570,202
	<i>Total Construction</i>	-	-	\$18,708,193	-	-	-	-	\$18,708,193
	<i>Total Programmed</i>	-	-	\$18,708,193	-	-	-	-	\$18,708,193



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
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
19-04 Amendment 2019-2023	08/14/2019	08/16/2019	08/21/2019	N/A
19-06 Amendment 2019-2023	11/27/2019	12/05/2019	N/A	N/A

Current Change Reason

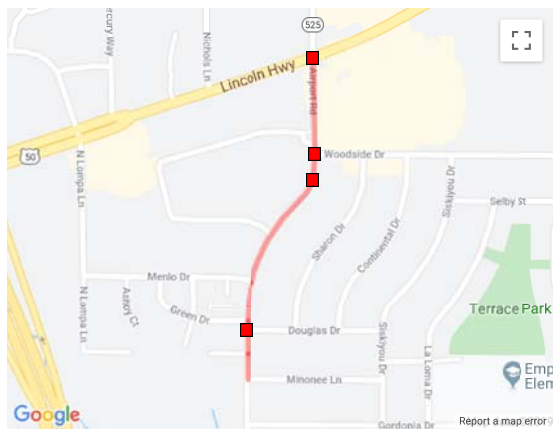
SCHEDULE / FUNDING / SCOPE - Positive cost estimate change of less than \$5 Million is requested/anticipated.

Funding Change(s):

Total project cost increased from \$18,140,202 to \$18,708,193

<i>State TIP ID</i>	CC20180014	<i>MPO/TIP</i>	CAMPO 19-04	<i>Local ID</i>		<i>Total Cost</i>	\$2,600,000
<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>	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 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
19-02	Amendment 2019-2023	05/08/2019	08/01/2019	08/02/2019	N/A
19-04	Amendment 2019-2023	08/14/2019	08/16/2019	08/21/2019	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

ALL Transportation Improvement Program, 20-08 Amendment 2020-2024

<i>State TIP ID</i> CC20200001	<i>MPO/TIP</i> CAMPO 20-08	<i>Local ID</i>	<i>Total Cost</i> \$2,729,015
<i>Lead Agency</i> Carson Area MPO	<i>Contact</i> Dirk Goering (775) 283-7431	<i>NDOT</i> District 2	<i>County</i> CARSON CITY
<i>Project Type</i> Transit -Operating	<i>Air Quality</i>	<i>TCM</i>	<i>Construction</i> N/A
<i>Project Name</i> FTA 5307 FFY 2019 Apportionment Ops/PM/Capital			
<i>Project Limits</i>			
<i>Description</i> Programming FTA FFY 2019 5307 Apportionment funding for Jump Around Carson's operating, preventative maintenance, capital projects, facility maintenance, bus station maintenance and rehab, and software procurement.			

Phase	Fund Source	Prior	FY2020	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	FTA 5307 Sm Urb Operating	-	\$1,548,379	-	-	-	-	-	\$1,548,379
OTHER	Local Fund	-	\$1,180,636	-	-	-	-	-	\$1,180,636
	<i>Total Other</i>	-	\$2,729,015	-	-	-	-	-	\$2,729,015
	<i>Total Programmed</i>	-	\$2,729,015	-	-	-	-	-	\$2,729,015

*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>
	20-08 Amendment 2020-2024	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>
	<i>Current Change Reason</i>				
	SCHEDULE / FUNDING / SCOPE - New Project				
*Not Location Specific					

ALL Transportation Improvement Program, 20-08 Amendment 2020-2024

<i>State TIP ID</i>	CC20200002	<i>MPO/TIP</i>	CAMPO 20-08	<i>Local ID</i>		<i>Total Cost</i>	\$650,000
<i>Lead Agency</i>	Carson Area MPO	<i>Contact</i>	Dirk Goering (775) 283-7431	<i>NDOT</i>	District 2	<i>County</i>	CARSON CITY
<i>Project Type</i>	Transit-Capital & Rehab	<i>Air Quality</i>		<i>TCM</i>		<i>Construction</i>	N/A
<i>Project Name</i>	FTA FFY 2019 5339(b) Grant Award						
<i>Project Limits</i>							
<i>Description</i>	Grant funding for Buses and Bus Facilities						

Phase	Fund Source	Prior	FY2020	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	FTA 5339 Bus/Fac Sm Urb Capital	-	\$455,000	-	-	-	-	-	\$455,000
OTHER	Local Fund	-	\$195,000	-	-	-	-	-	\$195,000
	<i>Total Other</i>	-	\$650,000	-	-	-	-	-	\$650,000
	<i>Total Programmed</i>	-	\$650,000	-	-	-	-	-	\$650,000

*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>
20-08 Amendment 2020-2024	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

*Not Location Specific

ALL Transportation Improvement Program, 20-08 Amendment 2020-2024

<i>State TIP ID</i>	CC20200003	<i>MPO/TIP</i>	CAMPO 20-08	<i>Local ID</i>		<i>Total Cost</i>	\$115,255
<i>Lead Agency</i>	Carson Area MPO	<i>Contact</i>	Dirk Goering (775) 283-7431	<i>NDOT</i>	District 2	<i>County</i>	CARSON CITY
<i>Project Type</i>	Transit - Other	<i>Air Quality</i>		<i>TCM</i>		<i>Construction</i>	N/A
<i>Project Name</i>	FTA FFY 2017 5339 Apportionment Amendment						
<i>Project Limits</i>							
<i>Description</i>	Funding to purchase vehicle replacement						

Phase	Fund Source	Prior	FY2020	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	FTA 5339 Bus/Fac Sm Urb Capital	-	\$97,967	-	-	-	-	-	\$97,967
OTHER	Local Fund	-	\$17,288	-	-	-	-	-	\$17,288
	<i>Total Other</i>	-	\$115,255	-	-	-	-	-	\$115,255
	<i>Total Programmed</i>	-	\$115,255	-	-	-	-	-	\$115,255

*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>
	20-08 Amendment 2020-2024	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>
	Current Change Reason				
	SCHEDULE / FUNDING / SCOPE - New Project				
*Not Location Specific					

ALL Transportation Improvement Program, 20-08 Amendment 2020-2024

<i>State TIP ID</i>	CC20200004	<i>MPO/TIP</i>	CAMPO 20-08	<i>Local ID</i>		<i>Total Cost</i>	\$157,207
<i>Lead Agency</i>	Carson Area MPO	<i>Contact</i>	Dirk Goering (775) 283-7431	<i>NDOT</i>	District 2	<i>County</i>	CARSON CITY
<i>Project Type</i>	Transit - Other	<i>Air Quality</i>		<i>TCM</i>		<i>Construction</i>	N/A
<i>Project Name</i>	FTA FFY 2019 5339 Apportionment						
<i>Project Limits Description</i>	Funding for Purchasing Replacement Vehicles						

Phase	Fund Source	Prior	FY2020	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	FTA 5339 Bus/Fac Sm Urb Capital	-	\$133,626	-	-	-	-	-	\$133,626
OTHER	Local Fund	-	\$23,581	-	-	-	-	-	\$23,581
	<i>Total Other</i>	-	\$157,207	-	-	-	-	-	\$157,207
	<i>Total Programmed</i>	-	\$157,207	-	-	-	-	-	\$157,207

*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>
20-08 Amendment 2020-2024	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>

Current Change Reason

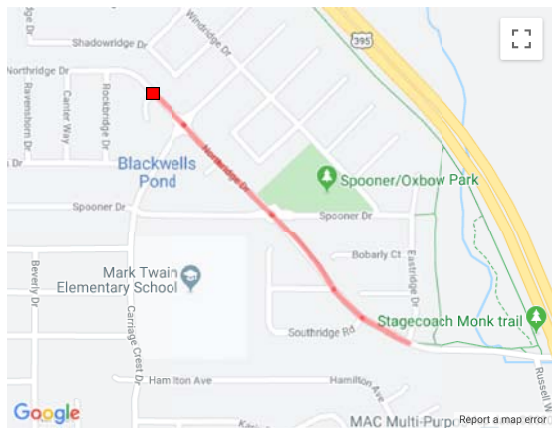
SCHEDULE / FUNDING / SCOPE - New Project

*Not Location Specific

ALL Transportation Improvement Program, 20-08 Amendment 2020-2024

<i>State TIP ID</i>	CC20200005	<i>MPO/TIP</i>	CAMPO 20-08	<i>Local ID</i>		<i>Total Cost</i>	\$543,453
<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>Air Quality</i>		<i>TCM</i>		<i>Construction</i>	2020 start
<i>Project Name</i>	Northridge Drive Reconstruction Project						
<i>Project Limits</i>	At Northridge Drive From Eastridge Drive To Jarbidge Court of Distance (mile) 0.4						
<i>Description</i>	To reconstruct Northridge Drive starting at Eastridge Drive and progressing west to the extent funding permits.						

Phase	Fund Source	Prior	FY2020	FY2021	FY2022	FY2023	FY2024	Future	Total
CON	Local Fund	-	\$27,173	-	-	-	-	-	\$27,173
CON	STBG 5K-200K	-	\$516,280	-	-	-	-	-	\$516,280
	<i>Total Construction</i>	-	\$543,453	-	-	-	-	-	\$543,453
	<i>Total Programmed</i>	-	\$543,453	-	-	-	-	-	\$543,453



Version History

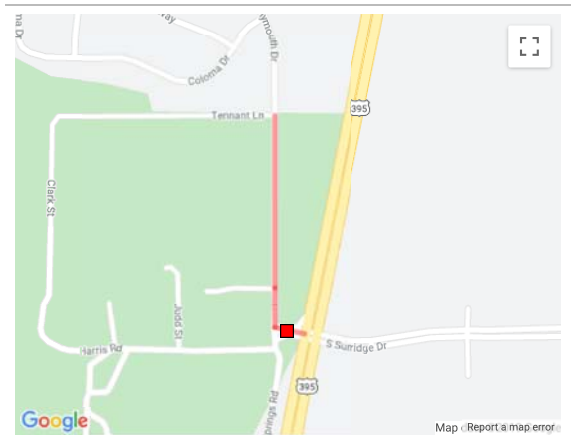
TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
20-08 Amendment 2020-2024	Pending	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

<i>State TIP ID</i>	DO20180027	<i>MPO/TIP</i>	CAMPO 19-04	<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>	2020 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

<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
19-04 Amendment 2019-2023	08/14/2019	08/16/2019	08/21/2019	N/A

Current Change Reason

Delay project

Funding Change(s):

Total project cost stays the same \$635,495

<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> NV20130012	<i>MPO/TIP</i> CAMPO 19-05	<i>Local ID</i> CC028	<i>Total Cost</i> \$737,475
<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> Transit - Other			<i>Construction</i> N/A
<i>Project Name</i> Capital Cost of Enhanced Mobility for Seniors and Individuals with Disabilities			
<i>Project Limits</i>			
<i>Description</i> Funding for the provision of improved mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options for Public Transit Service in Carson City.			

Phase	Fund Source	Prior	FY2019	FY2020	FY2021	FY2022	FY2023	Future	Total
OTHER	FTA 5310 Elderly/Disabled Sm Urb Capital	\$268,912	\$106,956	\$106,956	\$106,956	-	-	-	\$589,780
OTHER	Local Fund	\$67,478	\$26,739	\$26,739	\$26,739	-	-	-	\$147,695
	<i>Total Other</i>	\$336,390	\$133,695	\$133,695	\$133,695	-	-	-	\$737,475
	<i>Total Programmed</i>	\$336,390	\$133,695	\$133,695	\$133,695	-	-	-	\$737,475

*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	09/14/2016	N/A	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
19-05	Amendment 2019-2023	10/10/2019	10/16/2019	N/A	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Contact Change

Funding Change(s):

Total project cost stays the same \$737,475

*Not Location Specific

<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
	Total Programmed	-	\$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	09/14/2016	N/A	N/A
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

<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						

Limits
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	08/01/2019	08/02/2019	N/A
19-03 Amendment 2019-2023	07/02/2019	08/01/2019	N/A	N/A

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

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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: February 12, 2020

Staff Contact: Lucia Maloney, Transportation Manager

Agenda Title: **For Possible Action** – Discussion and possible action regarding an amendment to the 2019/2020 Unified Planning Work Program (UPWP).

Staff Summary: This is the third amendment to CAMPO's 2019/2020 UPWP, which includes reconciling FY 2019 unused funding (carry forward) with anticipated funding needs for FY 2020 planning activities. The amendment provides language to support development of the 2050 Regional Transportation Plan (RTP) alongside refined milestone dates across several tasks.

Agenda Action: Formal Action/Motion

Time Requested: 15 minutes

Proposed Motion

I move to approve CAMPO's FY 2019/2020 2-year Unified Planning Work Program as amended in Exhibit-2.

Previous Action

The FY 2019/2020 UPWP was approved by CAMPO on May 9, 2018. The document was formally amended on February 13, 2019 (Amendment 1) and May 8, 2019 (Amendment 2).

Background/Issues & Analysis

The proposed amendment will reconcile unused funds from FY 2019 and the need to carry forward those funds into the FY 2020 budget. As part of this process, Task expenditures from FY 2019 and remaining budgets for FY 2020 were reviewed to understand projected expenditure trends. Additional funding was added to match forecasted FY 2020 expenditures.

An official public comment period for this amendment was open from January 7 through February 7, 2020. No public comments were received.

The requested amendment will not alter the total amount authorized to CAMPO by NDOT for the 2019 or 2020 fiscal years and is consistent with the funding agreement provided to CAMPO by NDOT for the 2020 fiscal year.

Applicable Statute, Code, Policy, Rule or Regulation

-23 CFR Part 450C

Financial Information

Is there a fiscal impact? Yes No

If yes, Fund Name, Account Name / Account Number: CAMPO, Unified Planning Work Program / G302820001

Is it currently budgeted? Yes No

Explanation of Fiscal Impact: If approved, the UPWP budget will be amended as shown in Tables 4.1 and 5.1 of Exhibit-1 attached. The total amended work program budget is \$774,694 for the two year period, with a total amended FY 2020 budget of \$451,849. Federal Consolidated Planning Grant (CPG) funding is eligible for a 5% local match requirement payable by the local jurisdictions. As the overall two-year UPWP budget has not changed, the local match funding distribution as previously invoiced for FY 2020 is not proposed to be changed.

Alternatives

-Do not approve the amendment and provide alternate direction to staff

Supporting Material

-Exhibit-1: FY 2019/2020 UPWP Amendment 3, with tracked changes

-Exhibit-2: FY 2019/2020 UPWP Amendment, final for approval

Board Action Taken:

Motion: _____

1) _____

Aye/Nay

2) _____

(Vote Recorded By)

Carson Area Metropolitan Planning Organization



Fiscal Years 2019-2020: July 1, 2018 – June 30, 2020

UNIFIED PLANNING WORK PROGRAM

Approved: May 9, 2018

Amended: February 13, 2019

Amended: May 8, 2019

Amended: XXXX

Contact Information:

Carson Area Metropolitan Planning Organization

3505 Butti Way

Carson City, NV 89701

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www.carson.org

This report was funded in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation and member agencies, including Carson City, Douglas County, and Lyon County. 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 fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The Carson Area MPO does not discriminate on the basis of race, color, national origin, sex, religion, age or disability in the provision of services. This document can be made available in alternative formats. For more information please contact the Carson Area MPO at (775) 887-2355 or

CarsonAreaMPO@Carson.com.

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Carson Area Metropolitan Planning Organization
 FY 2019 and FY 2020 CAMPO Unified Planning Work Program
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5.0	FY 2019 – FY 2020 UNIFIED PLANNING WORK PROGRAM BUDGET	<u>3735</u>

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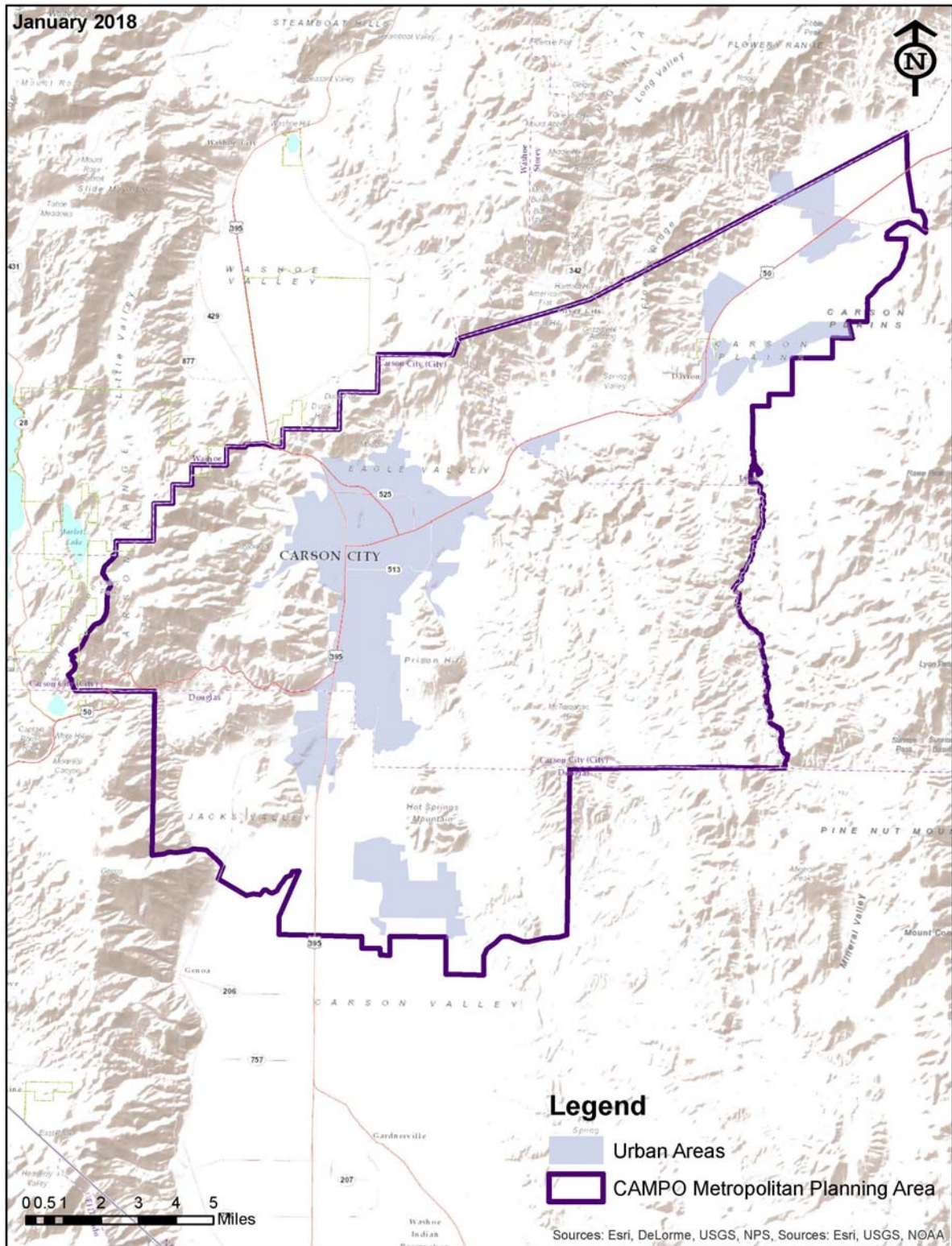
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1.0 Introduction

The Unified Planning Work Program defines the continuing, comprehensive, and cooperative regional transportation planning process for the Carson Area Metropolitan Planning Organization (CAMPO) planning area. It establishes regional planning objectives for Fiscal Years 2019/2020 covering the period of July 1, 2018 through June 30, 2020 and includes a corresponding budget to complete the work. This strategic management tool is organized by Work Elements that identify activities and products to be accomplished during the two-year period. These activities include core metropolitan planning functions, mandated metropolitan planning requirements, and other regional planning activities. As detailed in 23 CFR 450.308, each activity listed in the UPWP must indicate who will do the work, the schedule for completing the work, the resulting product, the proposed funding, and a summary of total amounts and sources of Federal and matching funds. Funding for metropolitan planning activities is made possible through the U.S. Department of Transportation – both the Federal Highway Administration and the Federal Transit Administration – and through the three local entities – Carson City, Douglas County, and Lyon County. Figure 1.1 depicts the CAMPO Metropolitan Planning Area.

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Figure 1.1 CAMPO Metropolitan Planning Area



1.1 Organization Overview

A Metropolitan Planning Organization is an organization of local governments in areas with a collective population of 50,000 or over, termed an Urbanized Area. As a condition for receiving Federal transportation dollars, MPOs must have a continuing, cooperative, and comprehensive transportation planning process in cooperation with the State. The MPOs are to cooperate with the State in developing transportation plans and programs for urbanized areas. This transportation planning process results in plans and programs consistent with the area's locally adopted comprehensive plans. On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law, reaffirming the role of MPOs. This is a five-year transportation bill which extends most of the provisions in the previous two-year bill, Moving Ahead for Progress in the 21st Century Act (MAP-21).

What is the Carson Area Metropolitan Planning Organization?

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 on Figure 1.1. 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.

Carson City Public Works staff serves as support staff to CAMPO. There are five staff members that carry out the daily operations and they include the Transportation Manager, Senior Transportation Planner, Transportation Planner, Transit Coordinator, and Bicycle and Pedestrian Coordinator. In addition, CAMPO utilizes Geographic Information Systems (GIS) staff on occasion for geographic analyses, the production of various maps, and other related tasks.

Carson City operates a transit system within the CAMPO planning area. Additionally, through an agreement with RTC Washoe, Carson City provides partial funding for an intercity transportation service based in Reno that operates within the CAMPO planning area. The representation on the MPO Policy Board from Carson City also represents the interests of the transit system.

1.2 CAMPO Policy Board and Staff

CAMPO's Policy Board is comprised of seven (7) members including the five (5) members of the Regional Transportation Commission of Carson City as appointed by the Carson City Board of Supervisors, one representative from Douglas County appointed by the Douglas County Board of Commissioners, and one representative from Lyon County appointed by the Lyon County Board of Commissioners. A representative from the Nevada Department of Transportation also serves as an ex-officio, non-voting member.

Table 1.1 CAMPO Policy Board

Member	Governmental Body Represented
Mr. Mark Kimbrough, Chairperson	Carson City
Mr. Brad Bonkowski, Vice-Chairperson	Carson City
Mr. Barry Penzel	Douglas County
Mr. Chas Macquarie	Carson City
Ms. Vida Keller <u>Mr. Bob Hastings</u>	Lyon County
Mr. Greg Stedfield	Carson City
Ms. Lori Bagwell	Carson City
Ms. Sondra Rosenberg*	Nevada Department of Transportation

*Non-Voting ex-officio member

Additionally, CAMPO staff works closely with the CAMPO Policy Board for development of the UPWP and to carry out related tasks. All tasks identified in the UPWP are undertaken by staff with periodic updates to the CAMPO Policy Board.

Table 1.2 CAMPO Staff

Staff Member	Title
Mrs. Lucia Maloney, PMP	Transportation Manager
Mr. Dirk Goering, AICP	Senior Transportation Planner
Mr. Dan H. Anderson	Transportation Planner/Analyst
Ms. Karissa Moffett <u>Kelly Norman</u>	<u>Transportation Planner/Analyst</u> Bicycle and Pedestrian Coordinator
Mr. Michael Reynolds <u>Vacant</u>	Transit Coordinator

1.3 Responsibilities and Priorities

The primary responsibility of CAMPO is the continued, cooperative, and comprehensive planning process; to provide for consideration and implementation of projects, strategies, and services that address the following factors:

- Increase the safety of the transportation system for motorized and non-motorized users
- Maintain a sustainable regional transportation system
- Increase the mobility and reliability of the transportation system for all users
- Maintain and develop a transportation system that supports economic vitality

- Provide an integrated transportation system

1.4 Organizational Procedures and Documents

The following list of documents includes organizational policies and procedures, programming documents, transportation planning studies, and other required documents, which are available on CAMPO's website: www.CarsonAreaMPO.com.

- CAMPO Policies & Procedures
- CAMPO Public Participation Plan
- CAMPO FFY 2018-2021 Transportation Improvement Program
- CAMPO Unified Planning Work Programs
- CAMPO Pedestrian Safety Guidelines
- Carson City Freeway Corridor Multi-Use Path Alignment Studies
- CAMPO Fare & Service Change Policy
- Notice of Protection Under Title VI
- CAMPO Disadvantaged Business Enterprise (DBE) Program
- CAMPO Disadvantaged Business Enterprise (DBE) FFY 2017-2016 Goal
- CAMPO Complete Streets Performance Monitoring Program
- FFY 2018 Annual Obligation Report
- CAMPO Travel Demand Model Validation Report 2015
- CAMPO Bicycle Friendly Community Report Card 2014
- CAMPO Regional Transportation Plan

1.5 Public Involvement

Public involvement is a critical component of the MPO transportation planning process and the development of plans, programs, and policy. CAMPO's regional transportation planning program establishes an important forum for discussing and resolving regional transportation issues. Some examples of executing the continuing, comprehensive, and cooperative planning process include board meetings, public workshops, technical advisory committees, project- and issue-specific meetings, public hearings, and formal public document review periods. Specific policies and procedures for public involvement have been developed and are contained within CAMPO's [Public Participation Plan \(PPP\)](#) available on the CarsonAreaMPO.com website. The PPP emphasizes efforts to coordinate with and involve all stakeholders and members of the public in the transportation planning process, including development of this Unified Planning Work Program.

The CAMPO region is also home to the Washoe Tribe of Nevada. CAMPO staff conducts government-to-government communication with the Washoe Tribe to consider tribal needs in the planning and programming process.

2.0 Summary of FY 2017 & FY 2018 Accomplishments and Work Efforts

In working with the U.S. Department of Transportation (U.S. DOT) and Nevada Department of Transportation (NDOT), it was determined that CAMPO would develop a two-year UPWP for the first time for FY 2017 and FY 2018. This allowed greater flexibility for CAMPO and its planning partners to complete more significant work tasks within a reasonable timeframe, and to better coordinate work tasks with the funding cycle. A two-year work program does not mean that two years' worth of funding is available in the first year. CAMPO cannot, and did not, seek reimbursement of funds in advance of obligation.

The following are the primary tasks that were undertaken during FY 2017 and FY 2018:

- *South Carson Street Complete Streets Study* – Staff worked with a consultant to help guide the vision for South Carson Street from Fifth Street to the I-580/Spooner Junction intersection. This is one of the primary travel corridors within the CAMPO area.
- *Travel Demand Model Update* – CAMPO staff hired a consultant team to update the travel demand model in anticipation of the next Regional Transportation Plan (RTP) update and in response to planning and/or completion of several major projects that will have a significant impact on the CAMPO region, including: completion of the Carson City Freeway, completion of the Downtown Carson Complete Street project, and further development of the Tahoe Reno Industrial Center (TRIC).
- *2017 Carson City Pavement Survey* – Carson City's roadway network was inventoried and the pavement conditions were reassessed in partnership with a contractor. This practice is performed every couple of years to strengthen the existing database and track historical benchmarks to provide a more robust analysis of pavement maintenance needs. This process ensures the most informed and efficient decisions are being made to address pavement health.
- *2017 Jump Around Carson (JAC) Transit User Survey* – This survey identified needs and concerns of the existing ridership base. Feedback received provided staff direction on what is working well with the system and where improvements can be made to better serve riders.
- *Adoption of Federally-Required Performance Measures and Targets* – On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. In partnership with State and Federal planning partners, as well as fellow MPOs, staff continued to develop federally-mandated performance measures and targets, including adoption of Transit Asset Management (TAM) and Safety performance measure targets.
- *Transportation Improvement Program (TIP) Activities* – The TIP includes a four-year list of projects and is consistent with all Federal planning regulations. All federally funded projects must be included in the TIP. CAMPO staff worked to update the TIP, resulting in adoption of the FFY 2018-2021 TIP. Regular maintenance of the document was required through formal and administrative amendments.

- *Collection of Baseline Complete Streets Performance Information* – CAMPO began collection of baseline performance information, used to evaluate and monitor the performance of Complete Streets measures. Staff collected data on the Downtown Carson Complete Streets project and other key corridors throughout Carson City to understand changes or trends as a result of implementation of the City’s Complete Streets Monitoring Program and Complete Streets Policy.
- *Ongoing MPO Activities* – These tasks included general administration, MPO representation, public participation efforts, regional consistency review, training, and UPWP development.

3.0 Federal Planning Emphasis Areas/FAST Act Planning Factors

The Federal Highway Administration (FHWA), in consultation with the Federal Transit Administration (FTA), develops Planning Emphasis Areas (PEAs) to promote policy, procedural, and technical topics that are to be considered by metropolitan planning organizations in preparation of work plans. The PEAs address a mix of planning issues and priority topics identified as requiring additional focus by MPOs. In addition to PEAs, the FAST Act expanded the scope of factors to consider in the transportation planning process. The sections below introduce PEAs and the FAST Act Planning factors and discuss how both are addressed across work elements in the UPWP.

3.1 Federal Planning Emphasis Areas

In 2014, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued a statement encouraging MPOs to give priority to certain planning emphasis areas when updating their unified planning work programs. The three planning emphasis areas described below are FAST Act Implementation (recently updated from MAP-21), Regional Models of Cooperation, and Ladders of Opportunity.

MAP-21/FAST Act Implementation - Transition to Performance Based Planning and Programming. The development and implementation of a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.

Models of Regional Planning Cooperation - Promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning. Coordination across MPO and across State boundaries includes the coordination of transportation plans and programs, corridor studies, and projects across adjacent MPO and State boundaries. It includes collaboration among State DOT(s), MPOs, and operators of public transportation on activities such as: data collection, data storage and analysis, analytical tools, and performance based planning.

Ladders of Opportunity - Access to essential services - as part of the transportation planning process identify transportation connectivity gaps in access to essential services. Essential services include housing, employment, health care, schools/education, and recreation. This emphasis area could include MPO and State identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.

3.2 FAST Act Planning Factors

The metropolitan transportation planning process specified by the FAST Act and the implementing regulations contained in Title 23 Part 450 of the Code of Federal Regulations (CFR) requires CAMPO to maintain a cooperative, continuous, and comprehensive framework for making transportation investment decisions in the metropolitan area.

The FAST Act carries forward and expands the performance-based transportation planning framework established under MAP-21. This UPWP includes data collection and analytical tasks that will facilitate annual reporting about safety, travel delay, pavement condition, alternative mode share, and other performance metrics. This UPWP includes tasks to continue evaluation of the transportation performance measures and performance targets established in the RTP. It anticipates that these performance measures will be refined based on statewide MPO/NDOT coordination in the development of future RTPs.

Transportation legislation lists ten factors that must be considered as part of the transportation planning process for all metropolitan areas. The following factors shall be explicitly considered, analyzed as appropriate, and reflected in the planning process products (23 CFR Section 134 (h)):

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
- Emphasize the preservation of the existing transportation system;
- Promote efficient system management and operation;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

3.3 Overview of FY 2019 and FY 2020 Work Efforts

CAMPO developed its first two-year UPWP in FY 2017. In working with U.S. DOT and NDOT, it was agreed that CAMPO would continue to implement its UPWP in a two-year cycle, which allows greater flexibility for CAMPO and its planning partners to complete more significant work tasks within a reasonable timeframe and to better coordinate work tasks with the funding cycle. A two-year work program does not mean that two years' worth of funds are available in the first year. CAMPO cannot seek reimbursement of funds in advance of obligation, but a two-year work program does provide certain advantages as described.

The following are the primary tasks to be undertaken during FY 2019 and FY 2020:

- Administer a survey of transit non-riders (residents and visitors who do not ride the Jump Around Carson (JAC) transit system) to identify needs and concerns. Feedback received will provide staff direction on what is working well with the system and where improvements can be made to better serve the community.
- The Carson City ADA Transition Plan will be updated. While the initial plan was developed in 2015, only a small portion of the City was inventoried due to budget constraints. It was anticipated that further inventory of the City would be done incrementally in the future. It is also a requirement to update the Transition Plan on a periodic basis. Now that development of the plan has occurred, more funding can go toward further inventory of facilities than previously. Consultant involvement is expected for this task.
- Roadways within the Douglas County portion of the CAMPO area will be inventoried, using a consultant, to reassess pavement conditions. This practice is performed every couple of years for Carson City and needs to be conducted in other portions of the CAMPO planning area to build a strong database and establish historical benchmarks, thereby providing a more robust analysis of pavement maintenance needs. This process ensures the most informed and efficient decisions are being made to address pavement health.
- Implementation of a Pavement Management Plan to support ongoing planning and programming activities related to roadway infrastructure in Carson City.
- The travel demand model, with a consultant team, will be maintained in anticipation of the next RTP update. As the economy continues to improve to pre-recession levels and our region grows, CAMPO expects changes in land use due to development projects, shifting socio-demographic characteristics, and continued updates to the roadway network. The model will be maintained with the most recent traffic volumes, population, and land use assumptions.
- A Transit Development and Coordinated Plan will identify the immediate needs of the transit system over the next five year period, as well as a longer-term vision for the service. It will also include interdisciplinary coordination and will specifically meet requirements for a locally developed, coordinated public transit-human services transportation plan, as required for receiving FTA Section 5310 funds.
- Ongoing tasks that include general administration, MPO representation, public participation efforts, regional consistency review, training, and UPWP development.

- On December 4, 2015, the Fixing America’s Surface Transportation (FAST) Act was signed into law. Staff will monitor applicable transportation legislation and respond to any potential requirements of the new bill. In addition, staff will use this task to work with our State and Federal planning partners, as well as fellow MPOs, to continue to develop performance measures initially mandated by MAP-21.
- Update and maintain the Transportation Improvement Program (TIP) through the new eSTIP platform.

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3.4 Federal Planning Emphasis Areas/FAST Act Planning Considerations and UPWP Tasks

Table 3.1 outlines FY 2019/FY2020 2-year UPWP Work Elements that address and support each Federal Planning Emphasis Area and FAST Act Planning Consideration. As illustrated below, all Federal Planning Emphasis Areas and FAST Act Planning Considerations are integrated into CAMPO's FY 2019/FY 2020 two-year work program.

Table 3.1 FY 2019/FY 2020 2-Year UPWP Work Elements and Federal Planning Emphasis Areas/Planning Considerations

		Work Elements				
		1.0	2.0	3.0	4.0	5.0
PEAs	MAP-21/FAST Act Implementation	X	X	X	X	X
	Models of Regional Planning Cooperation	X	X	X	X	
	Ladders of Opportunity		X	X	X	
FAST Act Planning Factors	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency			X	X	X
	Increase the safety of the transportation system for motorized and non-motorized users			X	X	X
	Increase the security of the transportation system for motorized and non-motorized users			X	X	X
	Increase accessibility and mobility of people and freight			X		X
	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns		X	X		
	Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight		X	X	X	X
	Promote efficient system management and operation	X			X	X
	Emphasize the preservation of the existing transportation system				X	X
	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation			X		X
	Enhance travel and tourism		X	X		

4.0 FY 2019 – FY 2020 Unified Planning Work Program

CAMPO planning activities are divided into five work elements. Funding sources for CAMPO planning activities include a combination of federal transit and highway programs, as well as local funding used as the “match” for federal consolidated planning grant (CPG) funding. Table 4.1 lists the five work elements and total estimated cost for each. The following pages contain a detailed description of each of the work elements for the FY 2019/FY 2020 2-year UPWP, including work tasks, work products, estimated benchmarks, and estimated costs. A detailed summary table containing estimated cost and funding sources for all work elements is attached at the end of this document. Except where noted below for each task, work will be completed by CAMPO staff.

Table 4.1 Total Budgeted Amount by Work Element and Fiscal Year

Work Element	Description	FY 2019	FY 2020	Total Budgeted Amount
1.0	MPO Administration	\$ <u>142,000</u> <u>133,997</u>	\$ <u>144,302</u> <u>151,902</u>	\$ <u>286,302</u> <u>285,899</u>
2.0	Regional Coordination and Engagement	\$ <u>19,100</u> <u>17,910</u>	\$ <u>13,900</u> <u>15,100</u>	\$ <u>33,000</u> <u>33,010</u>
3.0	Regional Multimodal Planning	\$ <u>121,550</u> <u>59,502</u>	\$ <u>76,892</u> <u>128,357</u>	\$ <u>198,442</u> <u>187,859</u>
4.0	Transportation Performance Management	\$ <u>71,350</u> <u>58,342</u>	\$ <u>71,650</u> <u>95,550</u>	\$ <u>143,000</u> <u>153,892</u>
5.0	Asset Planning and Management	\$ <u>63,050</u> <u>53,094</u>	\$ <u>50,900</u> <u>60,940</u>	\$ <u>113,950</u> <u>114,034</u>
<i>Total</i>		\$ <u>417,050</u> <u>322,845</u>	\$ <u>357,644</u> <u>451,849</u>	\$774,694

WORK ELEMENT 1.0 – MPO Administration

The tasks in this work element cover activities related to the overall administration of CAMPO’s transportation planning program. All tasks are annual or ongoing activities undertaken to maintain compliance with federal/state regulations, organize and manage MPO activities, and improve staff skills.

TASKS

1.1 General Administration and Work Program Oversight

Description: This task includes general administrative functions concerning the transportation planning program including preparation of administrative reports, analyses, budgets, goals and objectives, correspondence, documents, memos, etc.

Task Elements:

- Preparation of required MPO reports and memoranda supporting the activities of CAMPO.
- Management and administration of budgets and agreements.
- Preparation of quarterly and end-of-year task/activity summaries and reports.
- Preparation of billings and reimbursement requests and other related activities.
- Grant management and oversight of transportation planning grants.
- Application and management of Consolidated Planning Grant (CPG) funds for CAMPO operations.
- MPO Board Support, including: providing special reports, researching MPO issues, preparation of board/public meeting materials, and attendance at MPO regular and special meetings.

Expected Products:

- Monthly agenda and meeting materials for CAMPO board meetings and other public hearings, as needed.
- Miscellaneous reports, analyses, correspondence, task summaries and memoranda, and funding management and invoicing for CAMPO and local transit operators, as needed.

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

Funding:

CPG	\$148,487,149,743
Local	\$7,815,881
Total	\$156,302,157,624

1.2 Unified Planning Work Program (UPWP) Development and Administration

Description: This task includes administration of the FY 2019/FY 2020 2-year UPWP, and development of the FY 2021/FY 2022 2-year UPWP in cooperation with other local, regional, and statewide agencies. This task also includes UPWP amendments, as needed.

Task Elements:

- Administration of the FY 2019/FY 2020 2-year UPWP document.
- Implement the UPWP including amendments, as required.
- Development and preparation of the FY 2021/FY 2022 2-year UPWP.

Expected Products:

- FY 2018 UPWP 4th quarter report.
- FY 2019/FY 2020 2-year UPWP quarterly reports.
- Amendments to the FY 2019/FY 2020 2-year UPWP, as needed.
- An adopted FY 2021/FY 2022 2-year UPWP.

Estimated Benchmarks: Draft FY 2021/FY 2022 2-year UPWP, March 2020

Estimated Completion Date: Ongoing Tasks

Funding:

CPG	\$ 14,250 16,466
Local	\$750867
Total	\$ 15,000 17,333

1.3 MPO Representation

Description: Staff will represent the MPO at events and meetings not related to specific other UPWP tasks. This task includes coordination with other regional MPOs, NDOT, Carson City, Douglas County, Lyon County, and other agencies and organizations to ensure development of transportation related projects that serve the best interests of the region. This task includes participation in the statewide planning process, including attendance and participation in the TPAC, the development and coordination of the Statewide Transportation Improvement Program (STIP), project selection, and participation in other advisory committees, as appropriate.

Task Elements:

- Preparation and attendance at events and meetings not related to specific other UPWP tasks.
- Ongoing coordination with other regional MPOs, NDOT, Carson City, Douglas County, Lyon County, and/or other agencies/organizations, as needed.
- Participation in statewide planning activities, as needed.

Expected Products:

- A well-represented MPO with ongoing inter- and intra-regional coordination.
- Coordinated State planning processes and documents.

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

Funding:

CPG	\$ 57,000 56,375
Local	\$ 3,000 2,967
Total	\$ 60,000 59,342

1.4 Professional Development

Description: This task focuses on professional development that enhances the capabilities of staff in exercising the responsibilities of the MPO, including training time and materials. This task includes memberships in related professional organizations, subscriptions to related professional periodicals, and dues/fees required for obtaining and maintaining professional certifications.

Task Elements:

- Facilitation and/or attendance at training courses/seminars directly related to transportation planning as appropriate, including, but not limited to: TransCAD, GIS, planning best practices, State/federal grants administration, performance-based planning, asset management, professional services procurement, etc.
- Internal cross-training that promotes diverse staffing capabilities in regional transportation planning.
- Memberships in related professional organizations and subscriptions to related professional periodicals.
- Dues/fees required for obtaining and maintaining professional memberships/certifications.

Expected Products:

- Enhanced staff capabilities.

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

Funding:

CPG	\$52,250,49,020
Local	\$2,750,2,580
Total	\$55,000,51,600

WORK ELEMENT 2.0 – Regional Coordination and Engagement

Tasks within this work element include public participation, regional coordination, and engagement tasks necessary to carry out a continuing, comprehensive, and cooperative regional transportation planning activities. Tasks are ongoing activities designed to continue public participation and engagement efforts related to planning for all modes with all stakeholders, and to meet the requirements set forth in CAMPO's Public Participation Plan.

2.1 Public Participation

Description: Ongoing public participation efforts will be conducted throughout the program period related to numerous work study tasks including: necessary TIP or RTP amendments; development of corridor/specific studies; preparation of updates to regional planning documents and policies; development of the UPWP for the next fiscal years; public information campaigns to promote planning initiatives and programs; coordination with Tahoe MPO (TMPO) and Washoe County Regional Transportation Commission (Washoe RTC); and other related activities. This task includes publication of notices and maintenance of the CAMPO website, as the website is a useful tool for informing constituents of CAMPO's purpose and activities.

Task Elements:

- Public noticing and stakeholder engagement for necessary TIP or RTP amendments.
- Activities necessary to host/coordinate public participation activities.
- Property owner outreach resulting from development of corridor/specific studies or local development projects.
- Public outreach and noticing needed for development of the next UPWP, ~~and~~ next TIP, and the 2050 RTP.
- Development of public information campaigns that promote planning initiatives and programs.
- Continuous maintenance of the CAMPO website.

Expected Products:

- Hosted/coordinated public participation activities.
- Published notices.
- An operational website for distribution of current, accurate, and transparent public information.

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

Funding:

CPG	\$19,000
Local	\$1,000
Total	\$20,000

2.2 Regional Transit Coordination and Engagement

Description: There are five transit services operating within the CAMPO planning area (Eastern Sierra Transit Authority, BlueGo, Jump Around Carson, Douglas Area Rural Transit, and RTC Intercity) that are subsidized by member counties. This task includes regional coordination of transit services by CAMPO staff, development and implementation of a transit non-rider survey, and ongoing stakeholder engagement.

Task Elements:

- Development and preparation of transit non-rider survey materials and workforce, and implementation of distribution channels.
- Hosted/coordinated public participation activities related to transit planning and implementation.
- Participation in local and regional planning processes for public transportation projects in which the Carson area has a vested interest.

Expected Products:

- Coordination and communication among transit operators.
- Analysis of survey results from transit non-riders.

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing, Draft/Final Transit non-rider survey results, Spring 2019

Funding:

CPG	\$12,350 12,360
Local	\$650 651
Total	\$13,000 13,010

WORK ELEMENT 3.0 – Regional Multimodal Planning

The activities in this work element carry out and support the integration of federal, state, and local transportation planning processes; complete activities and products to satisfy core planning functions and State and federal metropolitan planning requirements; consider all modes of transportation in implementing regional transportation goals; support transportation policy development and analyses; support the incorporation of various modal and corridor/specific plans into the Regional Transportation Plan and Transportation Improvement Program; and support ongoing and strengthened partnerships with government partners, organizations and agencies, and the public to further our regional transportation goals.

3.1 **2040/2050 Regional Transportation Plan (RTP)**

Description: The 2040 RTP was adopted by CAMPO in August 2016. This task includes maintenance of the 2040 RTP and any necessary administrative modifications or amendments. Community outreach on the document will continue, as well as coordination with partner agencies and local governments. This task also includes activities ~~to be conducted in anticipation of associated with the drafting of~~ CAMPO's 2045 2050 RTP, planned to be adopted in early FY 2021.

Task Elements:

- Administration of the 2040 RTP, including ongoing coordination with federal, State, and local partners to explore funding opportunities to implement the plan.
- Participation in public and interagency meetings as a transportation technical resource.
- Continued public outreach on RTP goals and concepts that promotes vibrant communities and improves public health.
- Processed RTP administrative modifications and/or amendments, as necessary.
- Project review that ensures consistency with established transportation plans and policies.
- Incorporation of federally required performance measures and/or targets as necessary.
- Draft 2050 RTP

Expected Products:

- RTP modifications and amendments, as necessary.
- Continued community outreach and education on the 2040 RTP.
- Draft 2050 RTP

Estimated Benchmarks: ~~N/A~~Draft 2050 Regional Transportation Plan (RTP), June 2019

Estimated Completion Date: Ongoing

Funding:

CPG	\$ <u>27,92232,259</u>
Local	\$ <u>1,4701,698</u>
Total*	\$ <u>29,39233,957</u>

**Consultant involvement is expected*

3.2 Transit Planning

Description: This task incorporates responsibilities required of CAMPO as the direct recipient of FTA Section 5307 funds. CAMPO must apply for and manage these funds, including compliance activities and participation in regular federal reviews and audits. Staff will develop a JAC Transit Development and Coordinated Human Services Plan, which will include short range (1-5 years) and long range (6-20 years) planning, as well as meet the requirements for a locally developed Coordinated Transit-Human Services plan. As envisioned, the Transit Development and Coordinated Human Services Plan seeks to identify the immediate needs of the transit system over the next five year period, as well as a longer term vision for the service. The plan will document opportunities and challenges of the transit system and present a budget for operation of the system. The plan will be paid for in part through an interagency agreement with the Nevada Department of Transportation (NDOT). This task also includes development, maintenance, and administration of transit policies and procedures that support implementation of regional transit planning documents. The public outreach and coordination activities within this task specifically relate to transit planning and do not duplicate public outreach and coordination that is conducted under other tasks within this UPWP. Consultants may be used as needed to complete the tasks noted below.

Task Elements:

- Community outreach.
- Coordination with partner agencies.
- Participation in public and interagency meetings.
- Development of a Transit Development and Coordinated Human Services Plan.
- Title VI Program updates.
- DBE Program updates.
- DBE Goal updates.
- Transit responsibilities as a direct recipient – CAMPO, in coordination with NDOT, works with transit operators in the region to identify projects and distribute FTA funds among eligible operators and projects. Efforts under this subtask include training, project identification, allocation of funding, and coordination with FTA, NDOT, and transit operators.

Expected Products:

- Transit Development and Coordinated Human Services Plan.
- Project identification and allocation of funds among regional transit operators to allow for implementation of FTA transit programs.
- Title VI Program document for FFY 2020-22.
- DBE Program document for FFY 2020-22.
- DBE Goal creation for FFY 2020-22.

Estimated Benchmarks: Draft Transit Development and Coordinated Human Services Plan, August 2019; Final Transit Development and Coordinated Human Services Plan, September 2019; Title VI and DBE Program documents, Fall 2019.

Estimated Completion Date: Ongoing

Funding:

CPG	\$ <u>90,250,74,670</u>
Local	\$ <u>4,750,930</u>
Total*	\$ <u>95,000,78,600</u>

**Consultant involvement is expected*

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3.3 Intelligent Transportation Systems (ITS) Planning

Description: This task involves identifying and planning for long term strategies for planning and implementing Coordinated Traffic Signal Systems within the CAMPO planning area through development of a Carson Area Transportation System Management Plan. The Carson Area Transportation System Management Plan will be funded primarily through Federal infrastructure funding, with funding for additional CAMPO staff support coming from this Task. It is anticipated that development of the Plan will span multiple years; consequently, no benchmarks are anticipated until FY 2021.

Task Elements:

- Staff time to initiate and manage the Carson Area Transportation System Management Plan.

Expected Products:

- Staff coordination with partner jurisdictions and NDOT.

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

Funding:

CPG	\$13,348
Local	\$703
Total	\$14,050

**Consultant involvement is expected*

3.4 Updates to Supporting Regional Planning Documents

Description: This task includes updating the Carson City Americans with Disabilities Act (ADA) Transition Plan and obtaining plan approval from the Nevada Department of Transportation. Staff will work with a consultant to identify new areas of Carson City to be inventoried and added to the ADA Transition Plan and to update the existing planning document with new information. This task includes updates to CAMPO’s Public Participation Plan (PPP). Finally, this task includes development, maintenance, and administration of transportation policies that support implementation of regional transportation planning documents.

Task Elements:

- Development of ADA Transition Plan updates.
- Development of Public Participation Plan updates.

Expected Products:

- Updated and expanded ADA Transition Plan.
- Updated Public Participation Plan.

Estimated Benchmarks: N/A

Estimated Completion Date: Updated Public Participation Plan, August 2019; Updated ADA Transition Plan, ~~July 2019~~ March 2020.

Funding:

CPG	\$ 33,250 <u>34,422</u>
Local	\$ 1,750 <u>1,812</u>
Total*	\$ 35,000 <u>36,234</u>

**Consultant involvement is expected*

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3.5 Regional Consistency Review

Description: Development or capital improvement projects proposed within the CAMPO boundaries will be subjected to a review by staff to determine consistency with the RTP and TIP. Reviews will examine the effectiveness of proposed projects as they relate to the ability to relieve/prevent congestion, consideration of likely impacts of transportation policy on land use and development decisions, preservation and efficient utilization of transportation facilities, and other matters as required by federal or State regulation. The activities within this task do not duplicate routine reviews of proposed developments that are conducted by constituent units of government.

Task Elements:

- Provide input on proposed developments of regional significance with regard to the RTP and TIP.
- Annual growth management reviews.

Expected Products:

- Periodic transportation system review and reports.

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

Funding:

CPG	\$23,750,767
Local	\$1,251,251
Total	\$25,002,018

WORK ELEMENT 4.0 – Transportation Performance Management

The activities in this work element support and implement federal and State requirements for performance-based planning to inform decision-making, including: transportation data collection and management; travel demand modeling and forecasting; development of performance measures and targets; and various other information gathering, analyses, monitoring and reporting, as needed. This task includes development and implementation of the Transportation Improvement Program (TIP).

4.1 MAP-21/FAST Act Implementation and Performance Measures

Description: Under this task, staff will work to comply with new requirements under MAP-21 and the FAST Act as they continue to be communicated from the U.S. Department of Transportation (U.S. DOT), with an emphasis on developing performance measures and establishing performance targets.

Task Elements:

- Coordination of data collection across CAMPO partner jurisdictions, transit operators, NDOT and FHWA in response to established performance measure target-setting requirements.
- Conduct technical analyses and model outputs that support development and implementation of MAP-21/Fast Act performance-based planning requirements.
- Preparation and development of documentation as required.

Expected Products:

- Compliance with MAP-21/FAST Act.
- Documentation as required.
- Ongoing participation in Nevada’s Planning Executive Group (PEG) and PEG Performance Measures Working Group.

Estimated Benchmarks: Adopted performance measure targets that meet MAP-21/Fast Act requirements.

Estimated Completion Date: Ongoing

Funding:

CPG	\$ 30,400 37,145
Local	\$1,6001,955
Total	\$ 32,000 39,100

4.2 Update and Maintain the Transportation Improvement Program

Description: This task supports the selection, funding, and implementation of transportation projects that meet State and federal regulations. The MAP-21/FAST Act compliant Federal Fiscal Year (FFY) 2018-2021 Transportation Improvement Program (TIP) was adopted by the Regional Transportation Commission (RTC) on August 9, 2017. Activities under this task include administration and maintenance of the current FFY 2018-2021 TIP, including processing of modifications and amendments as needed, and development of the FFY 2020-2023 TIP in cooperation with other local, regional, and statewide agencies. The TIP includes a current four-year listing of projects and will be consistent with all Federal planning regulations. The format of the TIP will reflect consistency with NDOT's eSTIP platform. This task includes project tracking and financial tracking that is performance-based and consistent with the goals and objectives of MAP-21 and the FAST Act.

Task Elements:

- Determine that sufficient federal, State, and local revenue sources are available to fund projects programmed in the TIP.
- Coordinate administration and maintenance of the TIP within the Statewide TIP (STIP).
- Provide reasonable opportunity for public comment in accordance with the Public Participation Plan and federal regulations.
- Incorporate Environmental Justice and ADA considerations, as appropriate.
- Consider best available performance information, including performance measures and targets, in prioritization of transportation improvement projects that are expected to support achievement of adopted targets MAP-21/FAST Act performance measures.
- Prepare modifications and amendments to the TIP, as needed.
- Coordinate modifications and amendments of the TIP program with the STIP to ensure changes are incorporated into the STIP.
- Develop and prepare the FFY 2020-2023 TIP for adoption.
- Ongoing participation in Nevada's Planning Executive Group (PEG) initiatives related to programming.
- Coordination with FHWA NV Division office, FTA, NDOT, and CAMPO partner agencies on project development and funding.
- Develop annual list of obligated projects.
- Document continuing, coordinated and comprehensive processes that include traditionally underrepresented and underserved populations and their community leaders (e.g., elderly, disabled, low income, and minorities).

Expected Products:

- FFY 2018-2021 TIP that is updated appropriately to include administrative modifications and amendments, as needed.
- Adopted FFY 2020-2023 TIP.
- Annual Federal Obligations Report.

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

Funding:

CPG	\$ 22,800 24,751
Local	\$1,2001,303
Total	\$ 24,000 26,054

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4.3 Maintain Travel Demand Model

Description: Staff will work with a consultant to maintain the travel demand model in preparation for the next Regional Transportation Plan update and to meet ongoing forecasting needs. The model will be maintained with the most recent traffic volume counts available (segments/intersections) as well as population and land use assumptions. There are periodic needs to provide information to other agencies both within and outside the CAMPO planning area that is derived from, or is an input to, the modeling process. The majority of task costs are associated with consultant costs, with staff project management also included.

Task Elements:

- Ongoing travel demand modeling services through consultant service, including model maintenance activities to incorporate most current population and transportation network data.
- Using a contractor, produce requested model outputs for alternatives analysis, planning studies, or other regional activities as needed/requested.
- Using a contractor, update travel demand model and associated forecasting software and tools as necessary.
- Provision of information from the modeling process as needed/requested.

Expected Products:

- Validated and maintained travel demand model.

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

Funding:

CPG	\$ 39,900 40,565
Local	\$ 2,100 2,135
Total*	\$ 42,000 42,700

**Consultant involvement is expected*

4.4 Data Management, Collection, and Performance Measurement

Description: This task builds from prior UPWP tasks and supports monitoring of transportation performance measures included in the 2040 RTP. Staff will continue to collect baseline information to evaluate and monitor the performance of Complete Streets and transportation infrastructure within CAMPO’s planning area. Staff will collect data, record any changes or trends, and provide recommendations that may be used to inform future transportation improvement projects or policies. This task includes an update to CAMPO’s Complete Streets Performance Monitoring Program, which will expand the program from identified complete streets corridors to include data collection, monitoring, and reporting procedures across all transportation modes within the CAMPO area.

Task Elements:

- Ongoing data collection along facilities identified within the Complete Streets Performance Monitoring Program.
- Ongoing data collection related to safety, regional bicycle and pedestrian counts, vehicular movements, and other transportation infrastructure data as needed.
- Analyses of collected data on auto, transit, bicycle, and pedestrian use.
- Updates to the Complete Streets Performance Monitoring Program to comprehensively include all transportation modes within the CAMPO area.
- Coordinate the dissemination and consideration of transportation-related performance data.
- Periodic recommendations and/or reports.
- Development of an annual performance measure tracking report.

Expected Products:

- Updated Complete Streets Performance Monitoring Program document.
- FY 2019 and FY 2020 Annual Performance Measure Tracking Reports.

Estimated Benchmarks: Draft Updated Monitoring Program document, July 2019; Final Monitoring Program document, August 2019; FY 2019 Annual Performance Measure Tracking Report, September 2019.

Estimated Completion Date: August/September 2019 and Ongoing

Funding:

CPG	\$42,75043,736
Local	\$2,2502,302
Total	\$45,00046,038

WORK ELEMENT 5.0 – Asset Planning and Management

The activities in this work element support multi-modal asset management throughout the CAMPO planning area using ongoing data collection, analyses, and reporting to inform decision-making that promotes: efficient system management and operation; improves the resiliency and reliability of the transportation system; and emphasizes preservation of the existing transportation system. This task includes development and implementation of the Transportation Improvement Program (TIP).

5.1 Maintain Pavement Management System

Description: This task involves regular updates and maintenance of the Pavement Management System following improvements or changes to the street network or land uses. A consultant will be hired to collect data on the Douglas County roadway network within the CAMPO planning area. Staff will use this task to provide data to CAMPO to report on performance measures as they relate to pavement maintenance.

Task Elements:

- Conduct regular updates and maintenance of the Pavement Management System.
- Using a contractor, collect pavement survey data for the Douglas County roadways within the CAMPO planning area in a format that meets the individual needs of both Douglas County and CAMPO.

Expected Products:

- Up-to-date pavement management system.
- Pavement data.

Estimated Benchmarks: Completed pavement survey for Douglas County roadways within the CAMPO planning area.

Estimated Completion Date: Douglas County pavement survey, Summer 2019; Ongoing

Funding:

CPG	\$42,703,42,706
Local	\$2,248,248
Total*	\$44,950,44,954

**Consultant involvement is expected*

5.35.2 Roadway Asset Management

Description: CAMPO staff recently completed an initial draft of a Pavement Management Plan to support ongoing planning and programming activities related to roadway infrastructure in Carson City. This task begins implementation of that plan and includes activities required to amend the plan to incorporate future roadway condition data, or other amendments, as needed.

Task Elements:

- Implementation and Ongoing Maintenance of the Pavement Management Plan.

Expected Products:

- Up-to-date Pavement Management Plan.
- Ongoing activities supporting implementation of the plan, including annual pavement assessments supporting performance-based pavement rehabilitation investments.
- Reports to CAMPO on plan implementation and performance, as appropriate.

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

Funding:

CPG	\$ 28,500 28,671
Local	\$ 1,500 1,509
Total	\$ 30,000 30,180

5.45.3 Non-Motorized Asset Management

Description: Staff will continue to evaluate the existing bicycle and pedestrian network, work with member agencies and local advocates, and pursue grant opportunities to improve the accessibility and connectivity of the system. Using a consultant, this task includes a comprehensive sidewalk and bicycle facility inventory that will be mapped using ArcGIS. The inventory may be used to update maps within CAMPO’s 2040/2050 RTP.

Task Elements:

- Conduct a non-motorized asset inventory (sidewalks, ramps, bicycle facilities) identifying ADA barriers.
- Conduct mapping activities that support integration of inventory data with CAMPO’s web-based mapping platform.

Expected Products:

- Improved access and connectivity of the bicycle and pedestrian network.
- Sidewalks and bicycle facilities inventory.
- Maps of non-motorized assets, including sidewalks, ramps, and bicycle facilities, integrated into CAMPO’s web-based mapping platform.

Estimated Benchmarks: Sidewalks and bicycle facilities inventory, Fall 2019; Ongoing

Estimated Completion Date: Ongoing

Funding:

CPG	\$ <u>25,650</u> <u>25,365</u>
Local	\$ <u>1,350</u> <u>1,335</u>
Total*	\$ <u>27,000</u> <u>26,700</u>

**Consultant involvement is expected*

5.55.4 Transit Asset Management

Description: The activities within this task include development of a Transit Asset Management (TAM) Plan that is compliant with the FAST Act. Ongoing maintenance of the Plan, including annual performance target setting, will also be included.

Task Elements:

- Conduct an inventory and projection of transit assets, life expectancies, replacement costs, and maintenance activities and costs.
- Ongoing monitoring and updating of performance targets.

Expected Products:

- Draft and Final TAM Plan.
- Annual performance target updates in accordance with Federal requirements.

Estimated Benchmarks: Attainment of performance targets annually, and adherence to maintenance and replacement schedule established in the TAM Plan.

Estimated Completion Date: Ongoing and October 2018.

Funding:

CPG	\$ 11,400 11,590
Local	\$ 600 610
Total	\$ 12,000 12,200

5.0 FY 2019 – FY 2020 Unified Planning Work Program Budget

CAMPO receives an annual apportionment of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds that may be used for transportation planning activities. The FHWA funds are from the planning (PL) program and the FTA funds are allocated from the Section 5303 program. These two funding sources are combined as Consolidated Planning Grant (CPG) funds and may be used to reimburse up to 95% of eligible expenses. The CPG funds are allocated to CAMPO based on an agreed-upon distribution formula between NDOT and Nevada’s three other MPOs. See the individual work elements and tasks described earlier in this UPWP and the budget table, below, for additional budget information.

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

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	\$148,487,149,743	\$7,815,881	\$156,302,157,624
	1.2	UPWP Development and Administration	\$14,250,16,466	\$750,867	\$15,000,17,333
	1.3	MPO Representation	\$57,000,56,375	\$3,000,2,967	\$60,000,59,342
	1.4	Professional Development	\$52,250,49,020	\$2,750,2,580	\$55,000,51,600
2.0 Regional Coordination and Engagement	2.1	Public Participation	\$19,000	\$1,000	\$20,000
	2.2	Regional Transit Coordination and Engagement	\$12,350,12,360	\$650,651	\$13,000,13,010
3.0 Regional Multimodal Planning	3.1	2040 Regional Transportation Plan (RTP)*	\$27,922,32,259	\$1,470,1,698	\$29,392,33,957
	3.2	Transit Planning*	\$90,250,74,670	\$4,750,3,930	\$95,000,78,600
	3.3	ITS Planning	\$13,348	\$703	\$14,050
	3.4	Updates to Supporting Regional Planning Documents and Policies*	\$33,250,34,422	\$1,750,1,812	\$35,000,36,234
	3.5	Regional Consistency Review	\$23,750,23,767	\$1,250,1,251	\$25,000,25,018
4.0 Transportation Performance Management	4.1	MAP-21/FAST Act Implementation and Performance Measures	\$30,400,37,145	\$1,600,1,955	\$32,000,39,100
	4.2	Update and Maintain the Transportation Improvement Program	\$22,800,24,751	\$1,200,1,303	\$24,000,26,054
	4.3	Maintain Travel Demand Model*	\$39,900,40,565	\$2,100,2,135	\$42,000,42,700
	4.4	Data Management, Collection, and Performance Measurement	\$42,750,43,736	\$2,250,2,302	\$45,000,46,038
5.0 Asset Planning and Management	5.1	Maintain Pavement Management System*	\$42,703,42,706	\$2,248,2,248	\$44,950,44,954
	5.2	Roadway Asset Management	\$28,500,28,671	\$1,500,1,509	\$30,000,30,180
	5.3	Non-Motorized Asset Management*	\$25,650,25,365	\$1,350,1,335	\$27,000,26,700
	5.4	Transit Asset Management	\$11,400,11,590	\$600,610	\$12,000,12,200
Total Funding			\$735,959	\$38,735	\$774,694

*Consultant involvement is expected

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Carson Area Metropolitan Planning Organization



Fiscal Years 2019-2020: July 1, 2018 – June 30, 2020

UNIFIED PLANNING WORK PROGRAM

Approved: May 9, 2018

Amended: February 13, 2019

Amended: May 8, 2019

Amended: February 12, 2020

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 FY 2019 and FY 2020 CAMPO Unified Planning Work Program
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1.0 Introduction

The Unified Planning Work Program defines the continuing, comprehensive, and cooperative regional transportation planning process for the Carson Area Metropolitan Planning Organization (CAMPO) planning area. It establishes regional planning objectives for Fiscal Years 2019/2020 covering the period of July 1, 2018 through June 30, 2020 and includes a corresponding budget to complete the work. This strategic management tool is organized by Work Elements that identify activities and products to be accomplished during the two-year period. These activities include core metropolitan planning functions, mandated metropolitan planning requirements, and other regional planning activities. As detailed in 23 CFR 450.308, each activity listed in the UPWP must indicate who will do the work, the schedule for completing the work, the resulting product, the proposed funding, and a summary of total amounts and sources of Federal and matching funds. Funding for metropolitan planning activities is made possible through the U.S. Department of Transportation – both the Federal Highway Administration and the Federal Transit Administration – and through the three local entities – Carson City, Douglas County, and Lyon County. Figure 1.1 depicts the CAMPO Metropolitan Planning Area.

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1.1 Organization Overview

A Metropolitan Planning Organization is an organization of local governments in areas with a collective population of 50,000 or over, termed an Urbanized Area. As a condition for receiving Federal transportation dollars, MPOs must have a continuing, cooperative, and comprehensive transportation planning process in cooperation with the State. The MPOs are to cooperate with the State in developing transportation plans and programs for urbanized areas. This transportation planning process results in plans and programs consistent with the area's locally adopted comprehensive plans. On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law, reaffirming the role of MPOs. This is a five-year transportation bill which extends most of the provisions in the previous two-year bill, Moving Ahead for Progress in the 21st Century Act (MAP-21).

What is the Carson Area Metropolitan Planning Organization?

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 on Figure 1.1. 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.

Carson City Public Works staff serves as support staff to CAMPO. There are five staff members that carry out the daily operations and they include the Transportation Manager, Senior Transportation Planner, Transportation Planner, Transit Coordinator, and Bicycle and Pedestrian Coordinator. In addition, CAMPO utilizes Geographic Information Systems (GIS) staff on occasion for geographic analyses, the production of various maps, and other related tasks.

Carson City operates a transit system within the CAMPO planning area. Additionally, through an agreement with RTC Washoe, Carson City provides partial funding for an intercity transportation service based in Reno that operates within the CAMPO planning area. The representation on the MPO Policy Board from Carson City also represents the interests of the transit system.

1.2 CAMPO Policy Board and Staff

CAMPO's Policy Board is comprised of seven (7) members including the five (5) members of the Regional Transportation Commission of Carson City as appointed by the Carson City Board of Supervisors, one representative from Douglas County appointed by the Douglas County Board of Commissioners, and one representative from Lyon County appointed by the Lyon County Board of Commissioners. A representative from the Nevada Department of Transportation also serves as an ex-officio, non-voting member.

Table 1.1 CAMPO Policy Board

Member	Governmental Body Represented
Mr. Mark Kimbrough, Chairperson	Carson City
Mr. Brad Bonkowski, Vice-Chairperson	Carson City
Mr. Barry Penzel	Douglas County
Mr. Chas Macquarie	Carson City
Mr. Bob Hastings	Lyon County
Mr. Greg Stedfield	Carson City
Ms. Lori Bagwell	Carson City
Ms. Sondra Rosenberg*	Nevada Department of Transportation

*Non-Voting ex-officio member

Additionally, CAMPO staff works closely with the CAMPO Policy Board for development of the UPWP and to carry out related tasks. All tasks identified in the UPWP are undertaken by staff with periodic updates to the CAMPO Policy Board.

Table 1.2 CAMPO Staff

Staff Member	Title
Mrs. Lucia Maloney, PMP	Transportation Manager
Mr. Dirk Goering, AICP	Senior Transportation Planner
Mr. Dan H. Anderson	Transportation Planner/Analyst
Ms. Kelly Norman	Transportation Planner/Analyst
Vacant	Transit Coordinator

1.3 Responsibilities and Priorities

The primary responsibility of CAMPO is the continued, cooperative, and comprehensive planning process; to provide for consideration and implementation of projects, strategies, and services that address the following factors:

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

1.4 Organizational Procedures and Documents

The following list of documents includes organizational policies and procedures, programming documents, transportation planning studies, and other required documents, which are available on CAMPO's website: www.CarsonAreaMPO.com.

- CAMPO Policies & Procedures
- CAMPO Public Participation Plan
- CAMPO FFY 2018-2021 Transportation Improvement Program
- CAMPO Unified Planning Work Programs
- CAMPO Pedestrian Safety Guidelines
- Carson City Freeway Corridor Multi-Use Path Alignment Studies
- CAMPO Fare & Service Change Policy
- Notice of Protection Under Title VI
- CAMPO Disadvantaged Business Enterprise (DBE) Program
- CAMPO Disadvantaged Business Enterprise (DBE) FFY 2017-20 Goal
- CAMPO Complete Streets Performance Monitoring Program
- FFY 2018 Annual Obligation Report
- CAMPO Travel Demand Model Validation Report 2015
- CAMPO Bicycle Friendly Community Report Card 2014
- CAMPO Regional Transportation Plan

1.5 Public Involvement

Public involvement is a critical component of the MPO transportation planning process and the development of plans, programs, and policy. CAMPO's regional transportation planning program establishes an important forum for discussing and resolving regional transportation issues. Some examples of executing the continuing, comprehensive, and cooperative planning process include board meetings, public workshops, technical advisory committees, project- and issue-specific meetings, public hearings, and formal public document review periods. Specific policies and procedures for public involvement have been developed and are contained within CAMPO's [Public Participation Plan \(PPP\)](#) available on the CarsonAreaMPO.com website. The PPP emphasizes efforts to coordinate with and involve all stakeholders and members of the public in the transportation planning process, including development of this Unified Planning Work Program.

The CAMPO region is also home to the Washoe Tribe of Nevada. CAMPO staff conducts government-to-government communication with the Washoe Tribe to consider tribal needs in the planning and programming process.

2.0 Summary of FY 2017 & FY 2018 Accomplishments and Work Efforts

In working with the U.S. Department of Transportation (U.S. DOT) and Nevada Department of Transportation (NDOT), it was determined that CAMPO would develop a two-year UPWP for the first time for FY 2017 and FY 2018. This allowed greater flexibility for CAMPO and its planning partners to complete more significant work tasks within a reasonable timeframe, and to better coordinate work tasks with the funding cycle. A two-year work program does not mean that two years' worth of funding is available in the first year. CAMPO cannot, and did not, seek reimbursement of funds in advance of obligation.

The following are the primary tasks that were undertaken during FY 2017 and FY 2018:

- *South Carson Street Complete Streets Study* – Staff worked with a consultant to help guide the vision for South Carson Street from Fifth Street to the I-580/Spooner Junction intersection. This is one of the primary travel corridors within the CAMPO area.
- *Travel Demand Model Update* – CAMPO staff hired a consultant team to update the travel demand model in anticipation of the next Regional Transportation Plan (RTP) update and in response to planning and/or completion of several major projects that will have a significant impact on the CAMPO region, including: completion of the Carson City Freeway, completion of the Downtown Carson Complete Street project, and further development of the Tahoe Reno Industrial Center (TRIC).
- *2017 Carson City Pavement Survey* – Carson City's roadway network was inventoried and the pavement conditions were reassessed in partnership with a contractor. This practice is performed every couple of years to strengthen the existing database and track historical benchmarks to provide a more robust analysis of pavement maintenance needs. This process ensures the most informed and efficient decisions are being made to address pavement health.
- *2017 Jump Around Carson (JAC) Transit User Survey* – This survey identified needs and concerns of the existing ridership base. Feedback received provided staff direction on what is working well with the system and where improvements can be made to better serve riders.
- *Adoption of Federally-Required Performance Measures and Targets* – On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. In partnership with State and Federal planning partners, as well as fellow MPOs, staff continued to develop federally-mandated performance measures and targets, including adoption of Transit Asset Management (TAM) and Safety performance measure targets.
- *Transportation Improvement Program (TIP) Activities* – The TIP includes a four-year list of projects and is consistent with all Federal planning regulations. All federally funded projects must be included in the TIP. CAMPO staff worked to update the TIP, resulting in adoption of the FFY 2018-2021 TIP. Regular maintenance of the document was required through formal and administrative amendments.

- *Collection of Baseline Complete Streets Performance Information* – CAMPO began collection of baseline performance information, used to evaluate and monitor the performance of Complete Streets measures. Staff collected data on the Downtown Carson Complete Streets project and other key corridors throughout Carson City to understand changes or trends as a result of implementation of the City’s Complete Streets Monitoring Program and Complete Streets Policy.
- *Ongoing MPO Activities* – These tasks included general administration, MPO representation, public participation efforts, regional consistency review, training, and UPWP development.

3.0 Federal Planning Emphasis Areas/FAST Act Planning Factors

The Federal Highway Administration (FHWA), in consultation with the Federal Transit Administration (FTA), develops Planning Emphasis Areas (PEAs) to promote policy, procedural, and technical topics that are to be considered by metropolitan planning organizations in preparation of work plans. The PEAs address a mix of planning issues and priority topics identified as requiring additional focus by MPOs. In addition to PEAs, the FAST Act expanded the scope of factors to consider in the transportation planning process. The sections below introduce PEAs and the FAST Act Planning factors and discuss how both are addressed across work elements in the UPWP.

3.1 Federal Planning Emphasis Areas

In 2014, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued a statement encouraging MPOs to give priority to certain planning emphasis areas when updating their unified planning work programs. The three planning emphasis areas described below are FAST Act Implementation (recently updated from MAP-21), Regional Models of Cooperation, and Ladders of Opportunity.

MAP-21/FAST Act Implementation - Transition to Performance Based Planning and Programming. The development and implementation of a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.

Models of Regional Planning Cooperation - Promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning. Coordination across MPO and across State boundaries includes the coordination of transportation plans and programs, corridor studies, and projects across adjacent MPO and State boundaries. It includes collaboration among State DOT(s), MPOs, and operators of public transportation on activities such as: data collection, data storage and analysis, analytical tools, and performance based planning.

Ladders of Opportunity - Access to essential services - as part of the transportation planning process identify transportation connectivity gaps in access to essential services. Essential services include housing, employment, health care, schools/education, and recreation. This emphasis area could include MPO and State identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.

3.2 FAST Act Planning Factors

The metropolitan transportation planning process specified by the FAST Act and the implementing regulations contained in Title 23 Part 450 of the Code of Federal Regulations (CFR) requires CAMPO to maintain a cooperative, continuous, and comprehensive framework for making transportation investment decisions in the metropolitan area.

The FAST Act carries forward and expands the performance-based transportation planning framework established under MAP-21. This UPWP includes data collection and analytical tasks that will facilitate annual reporting about safety, travel delay, pavement condition, alternative mode share, and other performance metrics. This UPWP includes tasks to continue evaluation of the transportation performance measures and performance targets established in the RTP. It anticipates that these performance measures will be refined based on statewide MPO/NDOT coordination in the development of future RTPs.

Transportation legislation lists ten factors that must be considered as part of the transportation planning process for all metropolitan areas. The following factors shall be explicitly considered, analyzed as appropriate, and reflected in the planning process products (23 CFR Section 134 (h)):

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
- Emphasize the preservation of the existing transportation system;
- Promote efficient system management and operation;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

3.3 Overview of FY 2019 and FY 2020 Work Efforts

CAMPO developed its first two-year UPWP in FY 2017. In working with U.S. DOT and NDOT, it was agreed that CAMPO would continue to implement its UPWP in a two-year cycle, which allows greater flexibility for CAMPO and its planning partners to complete more significant work tasks within a reasonable timeframe and to better coordinate work tasks with the funding cycle. A two-year work program does not mean that two years' worth of funds are available in the first year. CAMPO cannot seek reimbursement of funds in advance of obligation, but a two-year work program does provide certain advantages as described.

The following are the primary tasks to be undertaken during FY 2019 and FY 2020:

- Administer a survey of transit non-riders (residents and visitors who do not ride the Jump Around Carson (JAC) transit system) to identify needs and concerns. Feedback received will provide staff direction on what is working well with the system and where improvements can be made to better serve the community.
- The Carson City ADA Transition Plan will be updated. While the initial plan was developed in 2015, only a small portion of the City was inventoried due to budget constraints. It was anticipated that further inventory of the City would be done incrementally in the future. It is also a requirement to update the Transition Plan on a periodic basis. Now that development of the plan has occurred, more funding can go toward further inventory of facilities than previously. Consultant involvement is expected for this task.
- Roadways within the Douglas County portion of the CAMPO area will be inventoried, using a consultant, to reassess pavement conditions. This practice is performed every couple of years for Carson City and needs to be conducted in other portions of the CAMPO planning area to build a strong database and establish historical benchmarks, thereby providing a more robust analysis of pavement maintenance needs. This process ensures the most informed and efficient decisions are being made to address pavement health.
- Implementation of a Pavement Management Plan to support ongoing planning and programming activities related to roadway infrastructure in Carson City.
- The travel demand model, with a consultant team, will be maintained in anticipation of the next RTP update. As the economy continues to improve to pre-recession levels and our region grows, CAMPO expects changes in land use due to development projects, shifting socio-demographic characteristics, and continued updates to the roadway network. The model will be maintained with the most recent traffic volumes, population, and land use assumptions.
- A Transit Development and Coordinated Plan will identify the immediate needs of the transit system over the next five year period, as well as a longer-term vision for the service. It will also include interdisciplinary coordination and will specifically meet requirements for a locally developed, coordinated public transit-human services transportation plan, as required for receiving FTA Section 5310 funds.
- Ongoing tasks that include general administration, MPO representation, public participation efforts, regional consistency review, training, and UPWP development.

- On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. Staff will monitor applicable transportation legislation and respond to any potential requirements of the new bill. In addition, staff will use this task to work with our State and Federal planning partners, as well as fellow MPOs, to continue to develop performance measures initially mandated by MAP-21.
- Update and maintain the Transportation Improvement Program (TIP) through the new eSTIP platform.

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3.4 Federal Planning Emphasis Areas/FAST Act Planning Considerations and UPWP Tasks

Table 3.1 outlines FY 2019/FY2020 2-year UPWP Work Elements that address and support each Federal Planning Emphasis Area and FAST Act Planning Consideration. As illustrated below, all Federal Planning Emphasis Areas and FAST Act Planning Considerations are integrated into CAMPO's FY 2019/FY 2020 two-year work program.

Table 3.1 FY 2019/FY 2020 2-Year UPWP Work Elements and Federal Planning Emphasis Areas/Planning Considerations

		Work Elements				
		1.0	2.0	3.0	4.0	5.0
PEAS	MAP-21/FAST Act Implementation	X	X	X	X	X
	Models of Regional Planning Cooperation	X	X	X	X	
	Ladders of Opportunity		X	X	X	
FAST Act Planning Factors	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency			X	X	X
	Increase the safety of the transportation system for motorized and non-motorized users			X	X	X
	Increase the security of the transportation system for motorized and non-motorized users			X	X	X
	Increase accessibility and mobility of people and freight			X		X
	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns		X	X		
	Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight		X	X	X	X
	Promote efficient system management and operation	X			X	X
	Emphasize the preservation of the existing transportation system				X	X
	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation			X		X
	Enhance travel and tourism		X	X		

4.0 FY 2019 – FY 2020 Unified Planning Work Program

CAMPO planning activities are divided into five work elements. Funding sources for CAMPO planning activities include a combination of federal transit and highway programs, as well as local funding used as the “match” for federal consolidated planning grant (CPG) funding. Table 4.1 lists the five work elements and total estimated cost for each. The following pages contain a detailed description of each of the work elements for the FY 2019/FY 2020 2-year UPWP, including work tasks, work products, estimated benchmarks, and estimated costs. A detailed summary table containing estimated cost and funding sources for all work elements is attached at the end of this document. Except where noted below for each task, work will be completed by CAMPO staff.

Table 4.1 Total Budgeted Amount by Work Element and Fiscal Year

Work Element	Description	FY 2019	FY 2020	Total Budgeted Amount
1.0	MPO Administration	\$133,997	\$151,902	\$285,899
2.0	Regional Coordination and Engagement	\$17,910	\$15,100	\$33,010
3.0	Regional Multimodal Planning	\$59,502	\$128,357	\$187,859
4.0	Transportation Performance Management	\$58,342	\$95,550	\$153,892
5.0	Asset Planning and Management	\$53,094	\$60,940	\$114,034
<i>Total</i>		\$322,845	\$451,849	\$774,694

WORK ELEMENT 1.0 – MPO Administration

The tasks in this work element cover activities related to the overall administration of CAMPO’s transportation planning program. All tasks are annual or ongoing activities undertaken to maintain compliance with federal/state regulations, organize and manage MPO activities, and improve staff skills.

TASKS

1.1 General Administration and Work Program Oversight

Description: This task includes general administrative functions concerning the transportation planning program including preparation of administrative reports, analyses, budgets, goals and objectives, correspondence, documents, memos, etc.

Task Elements:

- Preparation of required MPO reports and memoranda supporting the activities of CAMPO.
- Management and administration of budgets and agreements.
- Preparation of quarterly and end-of-year task/activity summaries and reports.
- Preparation of billings and reimbursement requests and other related activities.
- Grant management and oversight of transportation planning grants.
- Application and management of Consolidated Planning Grant (CPG) funds for CAMPO operations.
- MPO Board Support, including: providing special reports, researching MPO issues, preparation of board/public meeting materials, and attendance at MPO regular and special meetings.

Expected Products:

- Monthly agenda and meeting materials for CAMPO board meetings and other public hearings, as needed.
- Miscellaneous reports, analyses, correspondence, task summaries and memoranda, and funding management and invoicing for CAMPO and local transit operators, as needed.

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

Funding:

CPG	\$149,743
Local	\$7,881
Total	\$157,624

1.2 Unified Planning Work Program (UPWP) Development and Administration

Description: This task includes administration of the FY 2019/FY 2020 2-year UPWP, and development of the FY 2021/FY 2022 2-year UPWP in cooperation with other local, regional, and statewide agencies. This task also includes UPWP amendments, as needed.

Task Elements:

- Administration of the FY 2019/FY 2020 2-year UPWP document.
- Implement the UPWP including amendments, as required.
- Development and preparation of the FY 2021/FY 2022 2-year UPWP.

Expected Products:

- FY 2018 UPWP 4th quarter report.
- FY 2019/FY 2020 2-year UPWP quarterly reports.
- Amendments to the FY 2019/FY 2020 2-year UPWP, as needed.
- An adopted FY 2021/FY 2022 2-year UPWP.

Estimated Benchmarks: Draft FY 2021/FY 2022 2-year UPWP, March 2020

Estimated Completion Date: Ongoing Tasks

Funding:

CPG	\$16,466
Local	\$867
Total	\$17,333

1.3 MPO Representation

Description: Staff will represent the MPO at events and meetings not related to specific other UPWP tasks. This task includes coordination with other regional MPOs, NDOT, Carson City, Douglas County, Lyon County, and other agencies and organizations to ensure development of transportation related projects that serve the best interests of the region. This task includes participation in the statewide planning process, including attendance and participation in the TPAC, the development and coordination of the Statewide Transportation Improvement Program (STIP), project selection, and participation in other advisory committees, as appropriate.

Task Elements:

- Preparation and attendance at events and meetings not related to specific other UPWP tasks.
- Ongoing coordination with other regional MPOs, NDOT, Carson City, Douglas County, Lyon County, and/or other agencies/organizations, as needed.
- Participation in statewide planning activities, as needed.

Expected Products:

- A well-represented MPO with ongoing inter- and intra-regional coordination.
- Coordinated State planning processes and documents.

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

Funding:

CPG	\$56,375
Local	\$2,967
Total	\$59,342

1.4 Professional Development

Description: This task focuses on professional development that enhances the capabilities of staff in exercising the responsibilities of the MPO, including training time and materials. This task includes memberships in related professional organizations, subscriptions to related professional periodicals, and dues/fees required for obtaining and maintaining professional certifications.

Task Elements:

- Facilitation and/or attendance at training courses/seminars directly related to transportation planning as appropriate, including, but not limited to: TransCAD, GIS, planning best practices, State/federal grants administration, performance-based planning, asset management, professional services procurement, etc.
- Internal cross-training that promotes diverse staffing capabilities in regional transportation planning.
- Memberships in related professional organizations and subscriptions to related professional periodicals.
- Dues/fees required for obtaining and maintaining professional memberships/certifications.

Expected Products:

- Enhanced staff capabilities.

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

Funding:

CPG	\$49,020
Local	\$2,580
Total	\$51,600

WORK ELEMENT 2.0 – Regional Coordination and Engagement

Tasks within this work element include public participation, regional coordination, and engagement tasks necessary to carry out a continuing, comprehensive, and cooperative regional transportation planning activities. Tasks are ongoing activities designed to continue public participation and engagement efforts related to planning for all modes with all stakeholders, and to meet the requirements set forth in CAMPO's Public Participation Plan.

2.1 Public Participation

Description: Ongoing public participation efforts will be conducted throughout the program period related to numerous work study tasks including: necessary TIP or RTP amendments; development of corridor/specific studies; preparation of updates to regional planning documents and policies; development of the UPWP for the next fiscal years; public information campaigns to promote planning initiatives and programs; coordination with Tahoe MPO (TMPO) and Washoe County Regional Transportation Commission (Washoe RTC); and other related activities. This task includes publication of notices and maintenance of the CAMPO website, as the website is a useful tool for informing constituents of CAMPO's purpose and activities.

Task Elements:

- Public noticing and stakeholder engagement for necessary TIP or RTP amendments.
- Activities necessary to host/coordinate public participation activities.
- Property owner outreach resulting from development of corridor/specific studies or local development projects.
- Public outreach and noticing needed for development of the next UPWP, next TIP, and the 2050 RTP.
- Development of public information campaigns that promote planning initiatives and programs.
- Continuous maintenance of the CAMPO website.

Expected Products:

- Hosted/coordinated public participation activities.
- Published notices.
- An operational website for distribution of current, accurate, and transparent public information.

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

Funding:

CPG	\$19,000
Local	\$1,000
Total	\$20,000

2.2 Regional Transit Coordination and Engagement

Description: There are five transit services operating within the CAMPO planning area (Eastern Sierra Transit Authority, BlueGo, Jump Around Carson, Douglas Area Rural Transit, and RTC Intercity) that are subsidized by member counties. This task includes regional coordination of transit services by CAMPO staff, development and implementation of a transit non-rider survey, and ongoing stakeholder engagement.

Task Elements:

- Development and preparation of transit non-rider survey materials and workforce, and implementation of distribution channels.
- Hosted/coordinated public participation activities related to transit planning and implementation.
- Participation in local and regional planning processes for public transportation projects in which the Carson area has a vested interest.

Expected Products:

- Coordination and communication among transit operators.
- Analysis of survey results from transit non-riders.

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing, Draft/Final Transit non-rider survey results, Spring 2019

Funding:

CPG	\$12,360
Local	\$651
Total	\$13,010

WORK ELEMENT 3.0 – Regional Multimodal Planning

The activities in this work element carry out and support the integration of federal, state, and local transportation planning processes; complete activities and products to satisfy core planning functions and State and federal metropolitan planning requirements; consider all modes of transportation in implementing regional transportation goals; support transportation policy development and analyses; support the incorporation of various modal and corridor/specific plans into the Regional Transportation Plan and Transportation Improvement Program; and support ongoing and strengthened partnerships with government partners, organizations and agencies, and the public to further our regional transportation goals.

3.1 2040/2050 Regional Transportation Plan (RTP)

Description: The 2040 RTP was adopted by CAMPO in August 2016. This task includes maintenance of the 2040 RTP and any necessary administrative modifications or amendments. Community outreach on the document will continue, as well as coordination with partner agencies and local governments. This task also includes activities associated with the drafting of CAMPO’s 2050 RTP, planned to be adopted in early FY 2021.

Task Elements:

- Administration of the 2040 RTP, including ongoing coordination with federal, State, and local partners to explore funding opportunities to implement the plan.
- Participation in public and interagency meetings as a transportation technical resource.
- Continued public outreach on RTP goals and concepts that promotes vibrant communities and improves public health.
- Processed RTP administrative modifications and/or amendments, as necessary.
- Project review that ensures consistency with established transportation plans and policies.
- Incorporation of federally required performance measures and/or targets as necessary.
- Draft 2050 RTP

Expected Products:

- RTP modifications and amendments, as necessary.
- Continued community outreach and education on the 2040 RTP.
- Draft 2050 RTP

Estimated Benchmarks: Draft 2050 Regional Transportation Plan (RTP), June 2019

Estimated Completion Date: Ongoing

Funding:

CPG	\$32,259
Local	\$1,698
Total*	\$33,957

**Consultant involvement is expected*

3.2 Transit Planning

Description: This task incorporates responsibilities required of CAMPO as the direct recipient of FTA Section 5307 funds. CAMPO must apply for and manage these funds, including compliance activities and participation in regular federal reviews and audits. Staff will develop a JAC Transit Development and Coordinated Human Services Plan, which will include short range (1-5 years) and long range (6-20 years) planning, as well as meet the requirements for a locally developed Coordinated Transit-Human Services plan. As envisioned, the Transit Development and Coordinated Human Services Plan seeks to identify the immediate needs of the transit system over the next five year period, as well as a longer term vision for the service. The plan will document opportunities and challenges of the transit system and present a budget for operation of the system. The plan will be paid for in part through an interagency agreement with the Nevada Department of Transportation (NDOT). This task also includes development, maintenance, and administration of transit policies and procedures that support implementation of regional transit planning documents. The public outreach and coordination activities within this task specifically relate to transit planning and do not duplicate public outreach and coordination that is conducted under other tasks within this UPWP. Consultants may be used as needed to complete the tasks noted below.

Task Elements:

- Community outreach.
- Coordination with partner agencies.
- Participation in public and interagency meetings.
- Development of a Transit Development and Coordinated Human Services Plan.
- Title VI Program updates.
- DBE Program updates.
- DBE Goal updates.
- Transit responsibilities as a direct recipient – CAMPO, in coordination with NDOT, works with transit operators in the region to identify projects and distribute FTA funds among eligible operators and projects. Efforts under this subtask include training, project identification, allocation of funding, and coordination with FTA, NDOT, and transit operators.

Expected Products:

- Transit Development and Coordinated Human Services Plan.
- Project identification and allocation of funds among regional transit operators to allow for implementation of FTA transit programs.
- Title VI Program document for FFY 2020-22.
- DBE Program document for FFY 2020-22.
- DBE Goal creation for FFY 2020-22.

Estimated Benchmarks: Draft Transit Development and Coordinated Human Services Plan, August 2019; Final Transit Development and Coordinated Human Services Plan, September 2019; Title VI and DBE Program documents, Fall 2019.

Estimated Completion Date: Ongoing

Funding:

CPG	\$74,670
Local	\$3,930
Total*	\$78,600

**Consultant involvement is expected*

3.3 Intelligent Transportation Systems (ITS) Planning

Description: This task involves identifying and planning for long term strategies for planning and implementing Coordinated Traffic Signal Systems within the CAMPO planning area through development of a Carson Area Transportation System Management Plan. The Carson Area Transportation System Management Plan will be funded primarily through Federal infrastructure funding, with funding for additional CAMPO staff support coming from this Task. It is anticipated that development of the Plan will span multiple years; consequently, no benchmarks are anticipated until FY 2021.

Task Elements:

- Staff time to initiate and manage the Carson Area Transportation System Management Plan.

Expected Products:

- Staff coordination with partner jurisdictions and NDOT.

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

Funding:

CPG	\$13,348
Local	\$703
Total	\$14,050

**Consultant involvement is expected*

3.4 Updates to Supporting Regional Planning Documents

Description: This task includes updating the Carson City Americans with Disabilities Act (ADA) Transition Plan and obtaining plan approval from the Nevada Department of Transportation. Staff will work with a consultant to identify new areas of Carson City to be inventoried and added to the ADA Transition Plan and to update the existing planning document with new information. This task includes updates to CAMPO's Public Participation Plan (PPP). Finally, this task includes development, maintenance, and administration of transportation policies that support implementation of regional transportation planning documents.

Task Elements:

- Development of ADA Transition Plan updates.
- Development of Public Participation Plan updates.

Expected Products:

- Updated and expanded ADA Transition Plan.
- Updated Public Participation Plan.

Estimated Benchmarks: N/A

Estimated Completion Date: Updated Public Participation Plan, August 2019; Updated ADA Transition Plan, March 2020.

Funding:

CPG	\$34,422
Local	\$1,812
Total*	\$36,234

**Consultant involvement is expected*

3.5 Regional Consistency Review

Description: Development or capital improvement projects proposed within the CAMPO boundaries will be subjected to a review by staff to determine consistency with the RTP and TIP. Reviews will examine the effectiveness of proposed projects as they relate to the ability to relieve/prevent congestion, consideration of likely impacts of transportation policy on land use and development decisions, preservation and efficient utilization of transportation facilities, and other matters as required by federal or State regulation. The activities within this task do not duplicate routine reviews of proposed developments that are conducted by constituent units of government.

Task Elements:

- Provide input on proposed developments of regional significance with regard to the RTP and TIP.
- Annual growth management reviews.

Expected Products:

- Periodic transportation system review and reports.

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

Funding:

CPG	\$23,767
Local	\$1,251
Total	\$25,018

WORK ELEMENT 4.0 – Transportation Performance Management

The activities in this work element support and implement federal and State requirements for performance-based planning to inform decision-making, including: transportation data collection and management; travel demand modeling and forecasting; development of performance measures and targets; and various other information gathering, analyses, monitoring and reporting, as needed. This task includes development and implementation of the Transportation Improvement Program (TIP).

4.1 MAP-21/FAST Act Implementation and Performance Measures

Description: Under this task, staff will work to comply with new requirements under MAP-21 and the FAST Act as they continue to be communicated from the U.S. Department of Transportation (U.S. DOT), with an emphasis on developing performance measures and establishing performance targets.

Task Elements:

- Coordination of data collection across CAMPO partner jurisdictions, transit operators, NDOT and FHWA in response to established performance measure target-setting requirements.
- Conduct technical analyses and model outputs that support development and implementation of MAP-21/Fast Act performance-based planning requirements.
- Preparation and development of documentation as required.

Expected Products:

- Compliance with MAP-21/FAST Act.
- Documentation as required.
- Ongoing participation in Nevada’s Planning Executive Group (PEG) and PEG Performance Measures Working Group.

Estimated Benchmarks: Adopted performance measure targets that meet MAP-21/Fast Act requirements.

Estimated Completion Date: Ongoing

Funding:

CPG	\$37,145
Local	\$1,955
Total	\$39,100

4.2 Update and Maintain the Transportation Improvement Program

Description: This task supports the selection, funding, and implementation of transportation projects that meet State and federal regulations. The MAP-21/FAST Act compliant Federal Fiscal Year (FFY) 2018-2021 Transportation Improvement Program (TIP) was adopted by the Regional Transportation Commission (RTC) on August 9, 2017. Activities under this task include administration and maintenance of the current FFY 2018-2021 TIP, including processing of modifications and amendments as needed, and development of the FFY 2020-2023 TIP in cooperation with other local, regional, and statewide agencies. The TIP includes a current four-year listing of projects and will be consistent with all Federal planning regulations. The format of the TIP will reflect consistency with NDOT's eSTIP platform. This task includes project tracking and financial tracking that is performance-based and consistent with the goals and objectives of MAP-21 and the FAST Act.

Task Elements:

- Determine that sufficient federal, State, and local revenue sources are available to fund projects programmed in the TIP.
- Coordinate administration and maintenance of the TIP within the Statewide TIP (STIP).
- Provide reasonable opportunity for public comment in accordance with the Public Participation Plan and federal regulations.
- Incorporate Environmental Justice and ADA considerations, as appropriate.
- Consider best available performance information, including performance measures and targets, in prioritization of transportation improvement projects that are expected to support achievement of adopted targets MAP-21/FAST Act performance measures.
- Prepare modifications and amendments to the TIP, as needed.
- Coordinate modifications and amendments of the TIP program with the STIP to ensure changes are incorporated into the STIP.
- Develop and prepare the FFY 2020-2023 TIP for adoption.
- Ongoing participation in Nevada's Planning Executive Group (PEG) initiatives related to programming.
- Coordination with FHWA NV Division office, FTA, NDOT, and CAMPO partner agencies on project development and funding.
- Develop annual list of obligated projects.
- Document continuing, coordinated and comprehensive processes that include traditionally underrepresented and underserved populations and their community leaders (e.g., elderly, disabled, low income, and minorities).

Expected Products:

- FFY 2018-2021 TIP that is updated appropriately to include administrative modifications and amendments, as needed.
- Adopted FFY 2020-2023 TIP.
- Annual Federal Obligations Report.

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

Funding:

CPG	\$24,751
Local	\$1,303
Total	\$26,054

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4.3 Maintain Travel Demand Model

Description: Staff will work with a consultant to maintain the travel demand model in preparation for the next Regional Transportation Plan update and to meet ongoing forecasting needs. The model will be maintained with the most recent traffic volume counts available (segments/intersections) as well as population and land use assumptions. There are periodic needs to provide information to other agencies both within and outside the CAMPO planning area that is derived from, or is an input to, the modeling process. The majority of task costs are associated with consultant costs, with staff project management also included.

Task Elements:

- Ongoing travel demand modeling services through consultant service, including model maintenance activities to incorporate most current population and transportation network data.
- Using a contractor, produce requested model outputs for alternatives analysis, planning studies, or other regional activities as needed/requested.
- Using a contractor, update travel demand model and associated forecasting software and tools as necessary.
- Provision of information from the modeling process as needed/requested.

Expected Products:

- Validated and maintained travel demand model.

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

Funding:

CPG	\$40,565
Local	\$2,135
Total*	\$42,700

**Consultant involvement is expected*

4.4 Data Management, Collection, and Performance Measurement

Description: This task builds from prior UPWP tasks and supports monitoring of transportation performance measures included in the 2040 RTP. Staff will continue to collect baseline information to evaluate and monitor the performance of Complete Streets and transportation infrastructure within CAMPO’s planning area. Staff will collect data, record any changes or trends, and provide recommendations that may be used to inform future transportation improvement projects or policies. This task includes an update to CAMPO’s Complete Streets Performance Monitoring Program, which will expand the program from identified complete streets corridors to include data collection, monitoring, and reporting procedures across all transportation modes within the CAMPO area.

Task Elements:

- Ongoing data collection along facilities identified within the Complete Streets Performance Monitoring Program.
- Ongoing data collection related to safety, regional bicycle and pedestrian counts, vehicular movements, and other transportation infrastructure data as needed.
- Analyses of collected data on auto, transit, bicycle, and pedestrian use.
- Updates to the Complete Streets Performance Monitoring Program to comprehensively include all transportation modes within the CAMPO area.
- Coordinate the dissemination and consideration of transportation-related performance data.
- Periodic recommendations and/or reports.
- Development of an annual performance measure tracking report.

Expected Products:

- Updated Complete Streets Performance Monitoring Program document.
- FY 2019 and FY 2020 Annual Performance Measure Tracking Reports.

Estimated Benchmarks: Draft Updated Monitoring Program document, July 2019; Final Monitoring Program document, August 2019; FY 2019 Annual Performance Measure Tracking Report, September 2019.

Estimated Completion Date: August/September 2019 and Ongoing

Funding:

CPG	\$43,736
Local	\$2,302
Total	\$46,038

WORK ELEMENT 5.0 – Asset Planning and Management

The activities in this work element support multi-modal asset management throughout the CAMPO planning area using ongoing data collection, analyses, and reporting to inform decision-making that promotes: efficient system management and operation; improves the resiliency and reliability of the transportation system; and emphasizes preservation of the existing transportation system. This task includes development and implementation of the Transportation Improvement Program (TIP).

5.1 Maintain Pavement Management System

Description: This task involves regular updates and maintenance of the Pavement Management System following improvements or changes to the street network or land uses. A consultant will be hired to collect data on the Douglas County roadway network within the CAMPO planning area. Staff will use this task to provide data to CAMPO to report on performance measures as they relate to pavement maintenance.

Task Elements:

- Conduct regular updates and maintenance of the Pavement Management System.
- Using a contractor, collect pavement survey data for the Douglas County roadways within the CAMPO planning area in a format that meets the individual needs of both Douglas County and CAMPO.

Expected Products:

- Up-to-date pavement management system.
- Pavement data.

Estimated Benchmarks: Completed pavement survey for Douglas County roadways within the CAMPO planning area.

Estimated Completion Date: Douglas County pavement survey, Summer 2019; Ongoing

Funding:

CPG	\$42,706
Local	\$2,248
Total*	\$44,954

**Consultant involvement is expected*

5.2 Roadway Asset Management

Description: CAMPO staff recently completed an initial draft of a Pavement Management Plan to support ongoing planning and programming activities related to roadway infrastructure in Carson City. This task begins implementation of that plan and includes activities required to amend the plan to incorporate future roadway condition data, or other amendments, as needed.

Task Elements:

- Implementation and Ongoing Maintenance of the Pavement Management Plan.

Expected Products:

- Up-to-date Pavement Management Plan.
- Ongoing activities supporting implementation of the plan, including annual pavement assessments supporting performance-based pavement rehabilitation investments.
- Reports to CAMPO on plan implementation and performance, as appropriate.

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

Funding:

CPG	\$28,671
Local	\$1,509
Total	\$30,180

5.3 Non-Motorized Asset Management

Description: Staff will continue to evaluate the existing bicycle and pedestrian network, work with member agencies and local advocates, and pursue grant opportunities to improve the accessibility and connectivity of the system. Using a consultant, this task includes a comprehensive sidewalk and bicycle facility inventory that will be mapped using ArcGIS. The inventory may be used to update maps within CAMPO's 2040/2050 RTP.

Task Elements:

- Conduct a non-motorized asset inventory (sidewalks, ramps, bicycle facilities) identifying ADA barriers.
- Conduct mapping activities that support integration of inventory data with CAMPO's web-based mapping platform.

Expected Products:

- Improved access and connectivity of the bicycle and pedestrian network.
- Sidewalks and bicycle facilities inventory.
- Maps of non-motorized assets, including sidewalks, ramps, and bicycle facilities, integrated into CAMPO's web-based mapping platform.

Estimated Benchmarks: Sidewalks and bicycle facilities inventory, Fall 2019; Ongoing

Estimated Completion Date: Ongoing

Funding:

CPG	\$25,365
Local	\$1,335
Total*	\$26,700

**Consultant involvement is expected*

5.4 Transit Asset Management

Description: The activities within this task include development of a Transit Asset Management (TAM) Plan that is compliant with the FAST Act. Ongoing maintenance of the Plan, including annual performance target setting, will also be included.

Task Elements:

- Conduct an inventory and projection of transit assets, life expectancies, replacement costs, and maintenance activities and costs.
- Ongoing monitoring and updating of performance targets.

Expected Products:

- Draft and Final TAM Plan.
- Annual performance target updates in accordance with Federal requirements.

Estimated Benchmarks: Attainment of performance targets annually, and adherence to maintenance and replacement schedule established in the TAM Plan.

Estimated Completion Date: Ongoing and October 2018.

Funding:

CPG	\$11,590
Local	\$610
Total	\$12,200

5.0 FY 2019 – FY 2020 Unified Planning Work Program Budget

CAMPO receives an annual apportionment of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds that may be used for transportation planning activities. The FHWA funds are from the planning (PL) program and the FTA funds are allocated from the Section 5303 program. These two funding sources are combined as Consolidated Planning Grant (CPG) funds and may be used to reimburse up to 95% of eligible expenses. The CPG funds are allocated to CAMPO based on an agreed-upon distribution formula between NDOT and Nevada’s three other MPOs. See the individual work elements and tasks described earlier in this UPWP and the budget table, below, for additional budget information.

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**Table 5.1 CAMPO FY 2019 and FY 2020 UPWP Cost/Funding Summary
Amended 02/12/2020**

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	\$149,743	\$7,881	\$157,624
	1.2	UPWP Development and Administration	\$16,466	\$867	\$17,333
	1.3	MPO Representation	\$56,375	\$2,967	\$59,342
	1.4	Professional Development	\$49,020	\$2,580	\$51,600
2.0 Regional Coordination and Engagement	2.1	Public Participation	\$19,000	\$1,000	\$20,000
	2.2	Regional Transit Coordination and Engagement	\$12,360	\$651	\$13,010
3.0 Regional Multimodal Planning	3.1	2040 Regional Transportation Plan (RTP)*	\$32,259	\$1,698	\$33,957
	3.2	Transit Planning*	\$74,670	\$3,930	\$78,600
	3.3	ITS Planning	\$13,348	\$703	\$14,050
	3.4	Updates to Supporting Regional Planning Documents and Policies*	\$34,422	\$1,812	\$36,234
	3.5	Regional Consistency Review	\$23,767	\$1,251	\$25,018
4.0 Transportation Performance Management	4.1	MAP-21/FAST Act Implementation and Performance Measures	\$37,145	\$1,955	\$39,100
	4.2	Update and Maintain the Transportation Improvement Program	\$24,751	\$1,303	\$26,054
	4.3	Maintain Travel Demand Model*	\$40,565	\$2,135	\$42,700
	4.4	Data Management, Collection, and Performance Measurement	\$43,736	\$2,302	\$46,038
5.0 Asset Planning and Management	5.1	Maintain Pavement Management System*	\$42,706	\$2,248	\$44,954
	5.2	Roadway Asset Management	\$28,671	\$1,509	\$30,180
	5.3	Non-Motorized Asset Management*	\$25,365	\$1,335	\$26,700
	5.4	Transit Asset Management	\$11,590	\$610	\$12,200
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: February 12, 2020

Staff Contact: Lucia Maloney, Transportation Manager

Agenda Title: For Possible Action – Discussion and possible action to set annual Safety Performance Targets for 2020 as required by the Code of Federal Regulations and the Fixing America’s Surface Transportation (FAST) Act.

Staff Summary: Staff will present information on safety performance measure data for the CAMPO planning area and present the recommended 2020 Safety Performance Targets for approval by the CAMPO Board.

Agenda Action: Formal Action/Motion

Time Requested: 10 minutes

Proposed Motion

I move to approve the Safety Performance Targets for 2020 as presented.

Background/Issues & Analysis

The U.S. Department of Transportation (U.S. DOT) Federal Highway Administration (FHWA) Safety Performance Measure (PM) Final Rule establishes requirements for the purpose of assessing fatalities and serious injuries on public roads. Below are the five performance measures, based on a five-year rolling average, per the Final Rule:

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

The Fatality Analysis Reporting System (FARS) and the National Highway Transportation Safety Administration (NHTSA) provide the data for measuring fatalities and serious injuries, respectively. Vehicle Miles Traveled (VMT) are estimated using the statewide travel demand model maintained by the Nevada Department of Transportation (NDOT).

Target-Setting Process - The Safety PM Final Rule establishes the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to establish and report safety targets along with the process FHWA will use to assess progress toward targets. MPOs shall establish their performance targets for each of the five measures no later than 180 days after the State submits its annual targets. The State's Highway Safety Improvement Program established targets on August 31, therefore, Nevada MPOs must establish targets by February 27.

CAMPO Requirements for Safety Target-Setting - CAMPO may choose the State's targets or establish CAMPO specific targets for one or more of the five performance measures noted above. Performance targets must be set annually by the MPO.

For CAMPO's 2019 targets (set in February 2018), and 2018 targets (set in December 2017), staff analyzed alternative statistical trend line projections for the latest available crash data, to evaluate appropriate targets for the CAMPO planning area.

The statewide, Interagency Agreement between NDOT and each of the Nevada MPOs outlines that NDOT will provide by June 30 of each year "the latest and most complete calendar year crash data". As of February 1, 2020, the crash data for calendar year 2018 has not yet been provided to CAMPO. Consequently, CAMPO has consulted with FHWA and has been directed to nonetheless submit 2020 targets for the 2019 calendar year in order to remain in compliance with Federal Regulations.

The CAMPO board set the 2019 targets for calendar year 2018 at a 0.5% reduction, consistent with the methodology used for setting targets the previous reporting period. Staff recommends the CAMPO board set the 2020 targets for calendar year 2019 at a 0.5% reduction, consistent with target-setting methodology used previously. This conservative approach will allow CAMPO to remain in compliance with Federal regulations unless or until the latest crash data is provided by NDOT and can be reviewed and analyzed.

Applicable Statute, Code, Policy, Rule or Regulation

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

Financial Information

Is there a fiscal impact? Yes No

If yes, Fund Name, Account Name / Account Number:

Is it currently budgeted? Yes No

Explanation of Fiscal Impact: There is no fiscal impact for either setting or meeting/not meeting safety performance measure targets.

Alternatives

-Do not set the 2020 targets as recommended and provide alternate direction to staff

Supporting Material

-N/A

Board Action Taken:

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

_____ (Vote Recorded By)