



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

Day: Wednesday
Date: February 10, 2021
Time: Beginning at 4:30 pm
Location: Community Center, **Robert “Bob” Crowell Board Room (previously called the Sierra Room)**, 851 East William Street, Carson City, Nevada

AGENDA

NOTICE TO PUBLIC: The State of Nevada and Carson City are currently in a declared State of Emergency in response to the global pandemic caused by the coronavirus (COVID-19) infectious disease outbreak. In accordance with the Governor’s Declaration of Emergency Directive 006, which has suspended the provisions of NRS 241.020 requiring the designation of a physical location for meetings of public bodies where members of the public are permitted to attend and participate, public meetings of Carson City will NOT have a physical location open to the public until such time this Directive is removed.

Members of the public who wish only to view the meeting but do NOT plan to make public comment may watch the livestream of the CAMPO meeting at:
<https://www.carson.org/transparency/meeting-agendas-minutes-and-recordings>

The public may provide public comment in advance of a meeting by written submission to the following email address: Comments@CarsonAreaMPO.com. For inclusion or reference in the minutes of the meeting, your public comment must include your full name and be submitted via email by not later than 3:00 p.m. the day before the meeting.

Members of the public who wish to provide live public comment may do so during the designated public comment periods, indicated on the agenda, via telephonic appearance by dialing the numbers listed below. Please do NOT join by phone if you do not wish to make public comment.

To join by telephone, you must dial the following number: +1-408-418-9388 (Meeting ID: 146-373-2050).

To videoconference, you must have access to an Internet connection and a computer equipped with a camera and microphone with which you can join a meeting at the following link:
<https://carsoncity.webex.com/carsoncity/onstage/g.php?MTID=e7924767e1481f8969ceaba9f396a7f54>

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 via video conference or telephonic appearance, or who wish to make written submissions to CAMPO. If special arrangements for the meeting are necessary, please notify CAMPO 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 of the meeting.

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:** The public is invited at this time to comment on and discuss any topic that is relevant to, or within the authority of this public body. 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 13, 2021 draft minutes.

6. PUBLIC MEETING ITEM(S):

6-A For Possible Action – Discussion and possible action regarding the award of Federal Fiscal Year (FFY) 2021 or 2022 Surface Transportation Program Block Grant (STBG) funds, or both, to be granted to a member agency in an amount up to the maximum amount available for CAMPO to award, which is anticipated to be approximately \$1,183,000 per year, or \$2,366,000 for both years.

Staff Summary: STBG funds are provided to CAMPO by the Nevada Department of Transportation (NDOT) through Cooperative Agreement No. NM696-16-804, which sets forth guidelines for the use of STBG funds. There is approximately \$1,183,000 per year of STBG funds available to CAMPO's member agencies. The agreement was amended in September 2020 to extend the original agreement through FFY 2022. On November 18, 2020, the CAMPO board approved distributing the FFY 2021 and FFY 2022 funding utilizing a call for projects approach. A call for projects was open from December 28, 2020 through January 24, 2021. One application for funding was received.

6-B For Possible Action – Discussion and possible action regarding adoption of the Carson Area Metropolitan Planning Organization's Federal Fiscal Year (FFY) 2021-2024 Transportation Improvement Program.

Staff Summary: The Transportation Improvement Program (TIP) is a short-term programming document to prioritize transportation improvement projects over a four-year period. Transportation projects that are federally funded and of regional significance must be included in the TIP.

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 methodology to be used for setting 2020 Safety Performance Targets which will be evaluated using the 5-year rolling average of calendar years 2015-2019 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 10, 2021, at the **Robert “Bob” Crowell Board Room (previously called the Sierra Room)** – Carson City Community Center, 851 East William Street.

9. PUBLIC COMMENT:** The public is invited at this time to comment on any matter that is not specifically included on the agenda as an action item. No action may be taken on a matter raised under this item of the agenda. 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

****PUBLIC COMMENT LIMITATIONS - Although CAMPO often provides an opportunity for additional public comment during each specific item designated for possible action on the agenda, public comment will be temporarily limited to the beginning of the agenda before any action is taken and again at the end before adjournment. This policy will remain effective during the period of time the State of Nevada is under a State of Emergency as declared by the Governor due to the COVID-19 pandemic, and is intended to achieve the efficient conduct of meetings while facilitating public participation via videoconference and telephonic means.**

NOTICE TO PUBLIC: In accordance with the Governor’s Emergency Declaration Directive 006 suspending state law provisions requiring the posting of public meeting agendas at physical locations, this agenda was posted electronically at the following Internet websites:

This notice has been posted at the following locations:

www.carson.org/agendas
<http://notice.nv.gov>

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Minutes of the January 13, 2021 Meeting
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A regular meeting of the Carson Area Metropolitan Planning Organization (CAMPO) was scheduled for 4:30 p.m. on Wednesday, January 13, 2021 in the Community Center, Bob Boldrick Theater, 851 East William Street, Carson City, Nevada.

PRESENT: Vice Chairperson Greg Stedfield
Member Lori Bagwell
Member Wes Henderson (Via WebEx)
Member Chas Macquarie (via WebEx)
Member Walt Nowosad (via WebEx)
Member Lisa Schuette
Member John Terry (via WebEx)
Ex-Officio Member Sondra Rosenberg (via WebEx)

STAFF: Lucia Maloney, Transportation Manager
Todd Reese, Deputy District Attorney
Dirk Goering, Senior Transportation Planner
Chris Martinovich, Transportation/Traffic Engineer
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. ROLL CALL AND DETERMINATION OF A QUORUM

(4:43:01) – Vice Chairperson Stedfield called the meeting to order at 4:43 p.m. Roll was called, and a quorum was present.

2. AGENDA MANAGEMENT NOTICE

(4:43:43) – Ms. Maloney noted that there were no changes to the agenda.

3. DISCLOSURES

(4:43:48) – There were no disclosures from the members.

4. PUBLIC COMMENT

(4:44:00) – Vice Chairperson Stedfield entertained public comments; however, none were forthcoming. Member Bagwell read into the record the inscription on a plaque that she presented to former CAMPO Chairperson Mark Kimbrough.

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(4:45:23) – Mr. Kimbrough called his service on the CAMPO Board “a privilege” and thanked the City for allowing the citizens to be part of its decision making. He also promised to be an advocate of the roads in Carson City.

(4:46:37) – Ex-Officio Member Rosenberg thanked Mr. Kimbrough for “being the voice of reason” on several boards they had served together and she looked forward to seeing him on other boards. Member Macquarie also thanked Mr. Kimbrough and believed they would continue to work on trails in Carson City. Ms. Maloney spoke on behalf of Staff stating that Mr. Kimbrough had been an “active, committed, and fair Board member” and an “inspiration to Staff.” Vice Chair Stedfield called his service with Mr. Kimbrough as Vice Chair “a pleasure” and wished him the best in all his endeavors.

5. APPROVAL OF MINUTES

5-A FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE APPROVAL OF THE DECEMBER 9, 2020 DRAFT MINUTES.

(4:48:27) – Vice Chairperson Stedfield introduced the item and entertained corrections, comments, or a motion.

(4:48:33) – Member Bagwell moved to approve the minutes of the CAMPO December 9, 2020 meeting as submitted. The motion was seconded by Member Macquarie and carried 7-0-0.

6. PUBLIC MEETING ITEM(S):

6-A FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION TO NOMINATE AND ELECT A CHAIRPERSON AND VICE-CHAIRPERSON FOR THE CAMPO BOARD.

(4:48:56) – Vice Chairperson Stedfield introduced the item and entertained nominations. Ms. Maloney recommended electing the officers for a two-year term (calendar years 2021 and 2022).

(4:49:37) – Member Bagwell nominated Vice Chair Stedfield to the position of Chairperson. The nomination was seconded by Member Schuette and carried 7-0-0.

(4:50:07) – Member Schuette nominated Member Bagwell to the position of Vice Chair. The nomination was seconded by Member Macquarie. Motion carried 7-0-0.

(4:50:32) – Vice Chair Bagwell noted for the record that the positions were for two-year terms based on the recommendation from Staff.

6-B FOR DISCUSSION ONLY – PRESENTATION AND DISCUSSION REGARDING THE CAMPO, ITS ROLES AND RESPONSIBILITIES, AND UPCOMING ACTIVITIES FOR NEW MEMBERS.

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(4:50:50) – Chairperson Stedfield introduced the item. Ms. Maloney presented the Staff Report, and highlighted key takeaways from the accompanying PowerPoint presentation and attached exhibits such as the Fiscal Years 2021-2022: July 1, 2020 – June 30, 2022 Unified Planning Work Program which was Approved on May 13, 2020, all of which are incorporated into the record. She noted that the purpose of the presentations was to provide the CAMPO board and the public a better understanding of the long-range planning efforts undertaken by CAMPO and Staff, and how these planning efforts influence development decisions and promote an efficient regional transportation network. Chairperson Stedfield called Staff “capable and qualified” and thanked them for “bringing their A-game at every meeting.” This item was not agendized for action.

6-C FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION REGARDING CAMPO’S 2050 REGIONAL TRANSPORTATION PLAN.

(5:11:36) – Chairperson Stedfield introduced the item. Dirk Goering, Senior Transportation Planner, presented the 2050 Regional Transportation Plan (RTP), incorporated into the record, and responded to clarifying questions. Vice Chair Bagwell inquired about increasing the size of the Fifth Street roundabout for safety reasons, citing the expansion of Eagle Valley Middle School, adding that “that whole area is constrained by one road.” Mr. Goering noted that Staff would follow the Board’s recommendation, should they decide to make it part of the motion. Ms. Maloney advised updating the project description to include language about capacity or operational enhancements to the roundabout to clarify the project’s eligibility for federal funds. She also recommended that Staff add the anticipated expenditure to the project, noting that Staff had “their eye on [the roundabout].” Vice Chair Bagwell reminded the Board that Lyon County commuters have been using Fairview Drive and wanted to make certain the roundabout was a safe route to the middle school. She was in favor of having one similar to that on Stewart and South Carson Streets. Chairperson Stedfield entertained additional discussion and when none was forthcoming, a motion.

(5:34:36) – Vice Chair Bagwell move to approve CAMPO’s 2050 Regional Transportation Plan as submitted, with an update to Project CC1 to clarify that the project would include operational and/or capacity improvements at the Fifth Street/Fairview Drive roundabout, funding permitted. The motion was seconded by Member Schuette. Ms. Maloney recommended clarifying the revision of the footnote on Table 5 “as described by Staff on the record.” Both the mover and seconder accepted the amendment. Member Macquarie recommended adding to the project a sidewalk on the south side of Carson River Road to Eagle Valley Middle School. Ms. Maloney clarified that Complete Street Elements between Fairview Drive and the eastern extent would cover his request, but it did not need to be included in the RTP. **The motion carried 7-0-0.**

7. BOARD COMMENTS: FOR INFORMATION ONLY

(5:38:31) – Chairperson Stedfield entertained Board comments. Vice Chair Bagwell welcomed the new Board members. Ex-Officio Member Rosenberg also welcomed the new members, particularly Member Terry with whom she had worked closely for many years.

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8. THE NEXT MEETING IS TENTATIVELY SCHEDULED – 4:30 P.M., WEDNESDAY, FEBRUARY 10, 2021, AT THE ROBERT “BOB” CROWELL BOARD ROOM (PREVIOUSLY CALLED THE SIERRA ROOM) – CARSON CITY COMMUNITY CENTER, 851 EAST WILLIAM STREET.

(5:39:46) – Chairperson Stedfield read the agenda item into the record.

9. PUBLIC COMMENT

(5:40:132) – Chairperson Stedfield entertained public comments; however, none were forthcoming.

10. ADJOURNMENT: FOR POSSIBLE ACTION

(5:40:25) – Chairperson Stefield adjourned the meeting at 5:40 p.m.

The Minutes of the January 13, 2021 Carson Area Metropolitan Planning Organization meeting are so approved this 10th day of February 2021.



STAFF REPORT

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

Meeting Date: February 10, 2021

Staff Contact: Dirk Goering, Senior Transportation Planner

Agenda Title: For Possible Action – Discussion and possible action regarding the award of Federal Fiscal Year (FFY) 2021 or 2022 Surface Transportation Program Block Grant (STBG) funds, or both, to be granted to a member agency in an amount up to the maximum amount available for CAMPO to award, which is anticipated to be approximately \$1,183,000 per year, or \$2,366,000 for both years.

Staff Summary: STBG funds are provided to CAMPO by the Nevada Department of Transportation (NDOT) through Cooperative Agreement No. NM696-16-804, which sets forth guidelines for the use of STBG funds. There is approximately \$1,183,000 per year of STBG funds available to CAMPO's member agencies. The agreement was amended in September 2020 to extend the original agreement through FFY 2022. On November 18, 2020, the CAMPO board approved distributing the FFY 2021 and FFY 2022 funding utilizing a call for projects approach. A call for projects was open from December 28, 2020 through January 24, 2021. One application for funding was received.

Agenda Action: Formal Action/Motion

Time Requested: 15 minutes

Proposed Motion

I move to award STBG funding in the amount of \$ _____ to _____ for federal fiscal year _____ as discussed.

Background/Issues & Analysis

Cooperative Agreement No. NM696-16-804 was executed on December 16, 2016. Amendment No. 1 was executed September 16, 2020, to extend the termination date of the agreement to September 30, 2022, and to correct CAMPO's address. All other provisions of the original agreement remained unchanged.

On December 14, 2016, CAMPO approved a distribution method and schedule for distribution of FFY 2017 through 2020 funds between the three member agencies. The distribution of STBG funds was approved to be proportional to a member agency's Urban Area population located within the CAMPO Boundary. Based on the 2010 Census, Carson City would be allocated 70.6%, Douglas County 13.5%, and Lyon County 15.9%. To allow member agencies the flexibility to fund larger projects and to avoid smaller annual funding allocations, the four years of funding was allocated by the following schedule: Lyon County was to receive 100% of their four year share in FFY 2018; Douglas County was to receive 100% of their four year share in FFY 2019; and Carson City had access to the remainder of the funding over the course of the agreement. Due to additional requirements to use Federal Funds, Lyon County was unable to utilize their share of STBG and CAMPO subsequently approved to distribute the FFY 2018 apportionment to Carson City. With the September 2020 amendment of the agreement, funding for two additional fiscal years can be distributed between the three member agencies.

Through Cooperative Agreement No. NM695-16-804, STBG funding has been distributed to the partner jurisdictions as provided within Table 1, below.

Table 1: STBG Distribution to CAMPO member agencies

Federal Fiscal Year	2017	2018	2019	2020	2021	2022	Total
Funding Available Date	October 1, 2016	October 1, 2017	October 1, 2018	October 1, 2019	October 1, 2020	October 1, 2021	
CAMPO Apportionment	\$1,048,000	\$1,093,000	\$1,139,000	\$1,183,000	\$1,183,000*	\$1,183,000*	\$5,646,000
Carson City	\$1,048,000	\$1,093,000	\$535,280	\$473,383 \$1,183,000			\$3,859,280
Douglas County			\$602,505				\$602,505
Lyon County				\$709,617			\$0

* Anticipated amount per discussion with NDOT staff, pending Federal transportation bill

The STBG program provides flexible funding for all modes of transportation. Funds can be used to preserve and improve the conditions and performance of a public road that is located on the Federal-aid highway system. The Federal-aid highway system typically includes the major roadways within a region. Local roads are not eligible for STBG funds. STBG funds can only be used within an urban area delineated by NDOT’s Functional Classification Maps.

At their November 18, 2020 meeting, the CAMPO board discussed availability of STBG for FFY 2021 and FFY 2022 and directed staff to distribute the FFY 2021 and FFY 2022 funds through a Call for Projects. With this method, member agencies could submit a project (or projects) to be compiled by CAMPO staff and presented to the CAMPO board for evaluation and funding approval.

A Call for Projects was open from December 28, 2020 through January 24, 2021, provided as Exhibit-1. One application for funding was received from Carson City Regional Transportation Commission (RTC) for the E. 5th Street Project. The Carson City RTC requests \$2.4M, an amount equivalent to the full, 2-years’ funding (FFY 2021 and FFY 2022) available to CAMPO. The application is provided within Exhibit-2.

Staff requests CAMPO board consideration of the application received and award of funding for either one, or both years of available funding.

Applicable Statute, Code, Policy, Rule or Regulation

23 U.S.C. 133

Financial Information

Is there a fiscal impact? Yes No

If yes, Fund Name, Account Name / Account Number: CAMPO fund, Unified Planning Work Program account, Work Element 1.0: MPO Administration / G302820001.

Is it currently budgeted? Yes No

Explanation of Fiscal Impact: CAMPO’s award and allocation of annual STBG funds to the partner jurisdictions does not in and of itself have a fiscal impact on the CAMPO fund. STBG funding is sub-allocated from NDOT directly to local jurisdictions pursuant to Cooperative Agreement No. NM696-16-804 and does not have a fiscal impact on the CAMPO fund. Staff time to implement this program is budgeted and funded through CAMPO’s Unified Planning Work Program (UPWP) and is reimbursable with Federal planning funds at a rate of 95%. The 5% local match has been budgeted within CAMPO’s approved Fiscal Year 2021/2022 UPWP, Work Element 1.0, MPO Administration.

Alternatives

Decline to award available Surface Transportation Block Grant funds and provide alternative direction to staff.

Supporting Material

-Exhibit-1: CAMPO Call for Projects: Federal Fiscal Year(s) 2021 & 2022 Surface Transportation Block Grant Funding

-Exhibit-2: Carson City RTC Application for Funding: E. 5th Street Project

Board Action Taken:

Motion: _____

1) _____

2) _____

Aye/Nay

(Vote Recorded By)

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CALL FOR PROJECTS: FEDERAL FISCAL YEAR(S) 2021 & 2022 SURFACE TRANSPORTATION BLOCK GRANT FUNDING

Information and Project Submittal Form

Information

The Carson Area Metropolitan Planning Organization (CAMPO) invites partner agencies to submit projects for the allocation of Federal Fiscal Year (FFY) 2021 and 2022 Federal Highway Administration (FHWA) Surface Transportation Block Grant Funding for areas with population 5-200k; 23 U.S.C. 133(d)(1)(A)(iii).

Approximately \$1,200,000 is available for each Federal Fiscal Year, 2021 and 2022, to eligible entities for surface transportation projects on the Federal-aid highway system (Attachment A, *Federal-aid Highway System*) within CAMPO's metropolitan planning area. STBG funds are annually allocated to CAMPO and must be programmed within CAMPO's Regional Transportation Plan and Transportation Improvement Program. The funds can be used for a wide range of transportation purposes (Attachment B, *STBG Funding Eligible Uses*). A minimum five percent (5%) local match is required. Projects which are allocated funding will require a Local Public Agency (LPA) agreement with the Nevada Department of Transportation (NDOT) for obligation of the funds.

****Projects must be able to receive a Notice to Proceed by NDOT by the following Deadlines****

- **October 1, 2023: FFY 2021 Funding**
- **October 1, 2024: FFY 2022 Funding**

Eligible projects will be compiled by CAMPO staff and submitted to the CAMPO Board to evaluate, select, and award projects. Partner agencies are encouraged to provide details within their application and attached, supporting materials as to whether/how each submitted project will support successful achievement of the Transportation Goals and Planning Strategies contained within CAMPO's 2050 Regional Transportation Plan, provided on page 4 and available at www.CarsonAreaMPO.com.

Requests for the allocation of STBG funding are now being accepted. The project submittal form, on the following page, must be submitted electronically by 11:59 p.m. January 24, 2021 for consideration at the February 10, 2021, CAMPO Board Meeting. Action may be taken to allocate all or a portion of the FFY 2021 and 2022 STBG funding. Any remaining funding will be allocated by the CAMPO Board on an as needed basis.

Please contact Dirk Goering, Senior Transportation Planner, with the Carson Area Metropolitan Planning Organization with any questions or to discuss a potential project.

- Telephone: 775-283-7431
- E-mail: dgoering@carson.org



STBG Funding Project Submittal Form

Project Information	
Project Name	
Organization	
Contact Information (Primary)	Name: Telephone: E-mail:
Project Location (Facility Name & Extent / Address)	
Roadway Functional Classification	
Project Description	



Project Questionnaire	
Is the project in CAMPO's 2050 Regional Transportation Plan?	___ Yes ___ No
Is the project in CAMPO's Transportation Improvement Program?	___ Yes ___ No
Is the required 5% Local Match Secured?	___ Yes ___ No Explanation (include source of match):
Is the project scalable?	___ Yes ___ No Explanation:
Can the project meet the Notice to Proceed Deadline(s) included on page one?	
What is the anticipated project schedule?	

Project Funding Table (to be completed by applicant)

Project Phase	STBG Request	Other Match Funds	Total Cost	Match Ratio
Design	\$ _____	\$ _____	\$ _____	__%
Right-of-Way	\$ _____	\$ _____	\$ _____	__%
Construction	\$ _____	\$ _____	\$ _____	__%
Totals	\$ _____	\$ _____	\$ _____	__%

****Additional supporting information may be attached, as needed.**

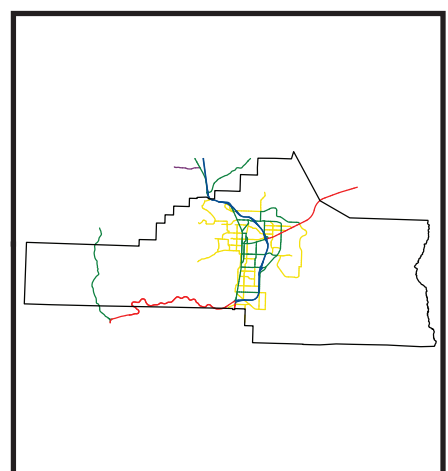
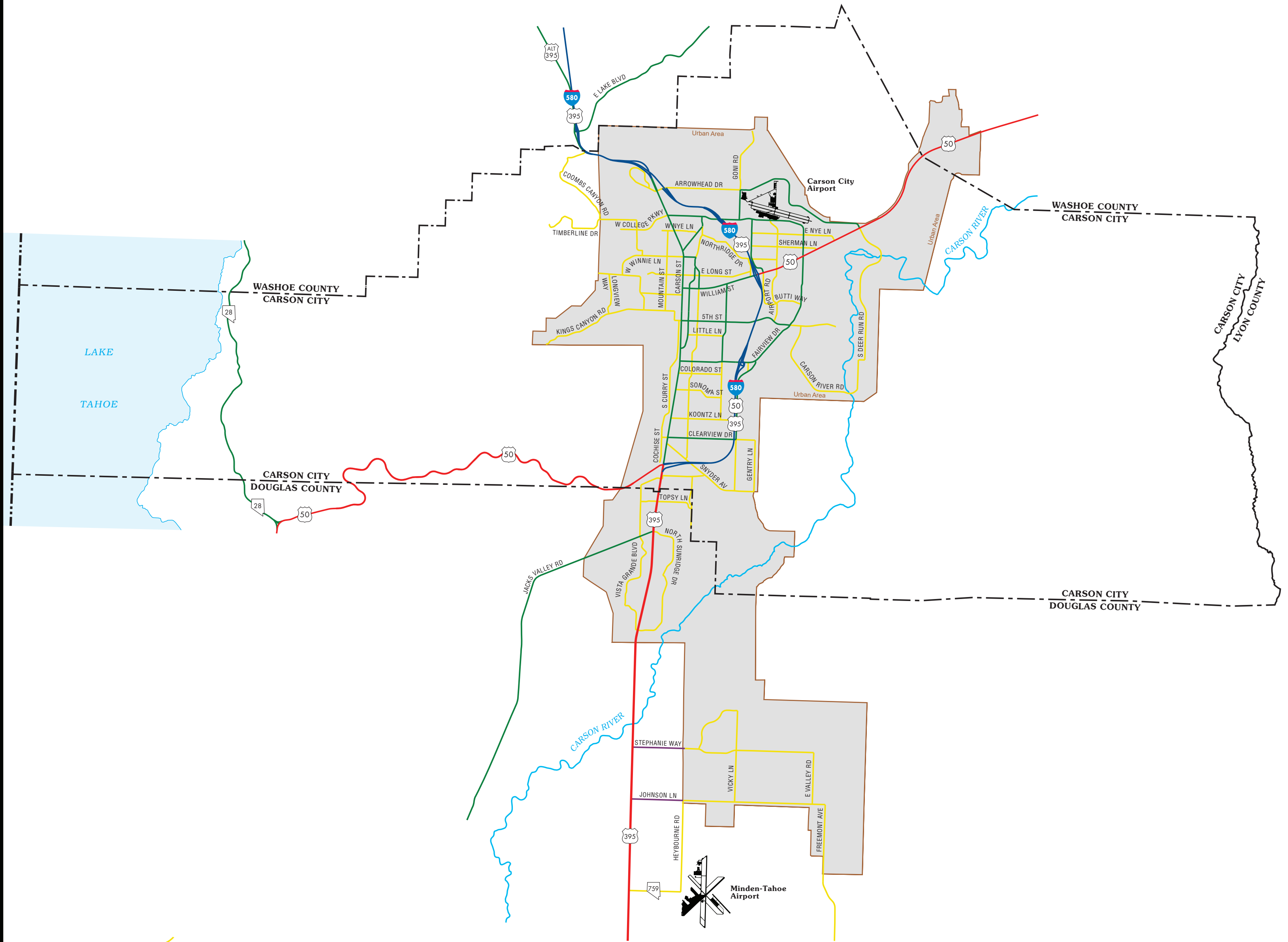
Application Submitted By: _____
Full Name (Printed)
Title

Signature
Date



2050 Regional Transportation Plan Investment Goals and Strategies Matrix

Transportation Goals	Criteria
Increase the safety of the transportation system for all users	<ul style="list-style-type: none"> •The investment is anticipated to reduce crashes or crash severity •The investment will incorporate Proven Safety Countermeasures
Maintain a sustainable regional transportation system	<ul style="list-style-type: none"> •The investment extends the useful life of the existing infrastructure •The infrastructure being replaced is nearing the end of its useful life •The investment reduces greenhouse gas emissions •The investment provides redundancy to the transportation network
Increase the mobility and reliability of the transportation system for all users	<ul style="list-style-type: none"> •The investment is located near high- to medium-density residential or commercial uses that generate a high number of trips •The investment is for a high-use transportation facility •The investment improves travel time for system users
Maintain and develop a multi-modal transportation system that supports economic vitality	<ul style="list-style-type: none"> •The investment enhances multiple modes of transportation or underserved modes of travel •The investment improves business accessibility
Provide an integrated transportation system	<ul style="list-style-type: none"> •The investment creates a more seamless transition between modes of transportation •The investment integrates multiple modes of transportation
Planning Strategies	Investments are prioritized when more strategies are accomplished
Mutually Beneficial	<ul style="list-style-type: none"> •The investment accomplishes a “dig once” approach, incorporating improvements for utilities in the roadway or ensuring future betterment needs are reduced •The investment accomplishes projects or actions contained within other Master Plan documents •The investment is located on a transit route
Improves Access to Essential Services	<ul style="list-style-type: none"> •The investment improves access to community institutions, schools, grocery stores, hardware stores, or similar uses
Benefits the Most Vulnerable Users	<ul style="list-style-type: none"> •The investment reduces ADA barriers •The investment improves safety around schools

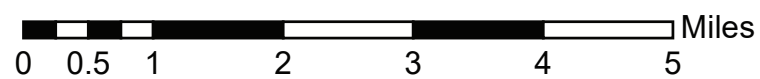


NEVADA

2020

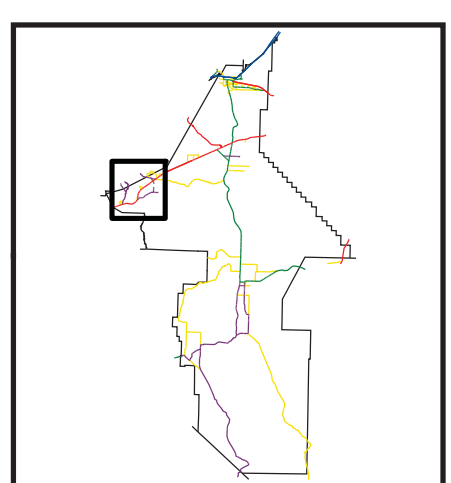
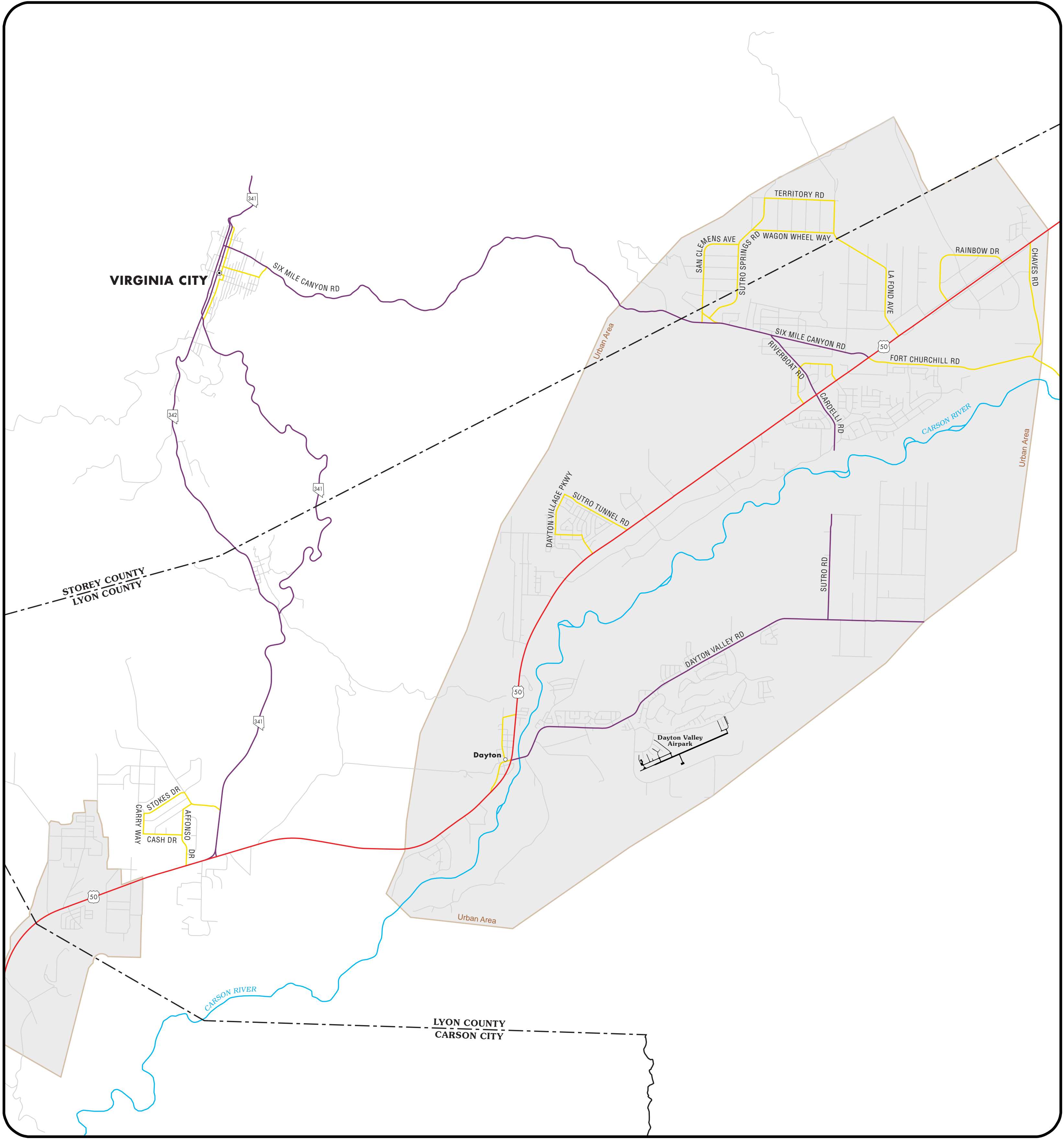
PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

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



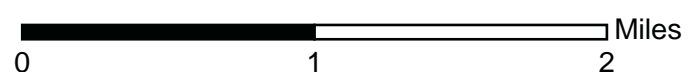
ROADWAY FUNCTIONAL CLASSIFICATION

CARSON CITY, NEVADA



NEVADA

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



ROADWAY FUNCTIONAL CLASSIFICATION

DAYTON

LYON COUNTY, NEVADA

Surface Transportation Block Grant Funding Eligible Uses

23 U.S. Code § 133 (b) - Surface Transportation Block Grant Program Eligible Projects—Funds apportioned to a [State](#) under [section 104\(b\)\(2\)](#) for the surface transportation block grant program may be obligated for the following:

(1) [Construction](#) of—

(A) [highways](#), bridges, tunnels, including designated routes of the Appalachian development [highway](#) system and local access roads under [section 14501 of title 40](#);

(B) ferry boats and terminal facilities eligible for funding under section 129(c);

(C) transit capital [projects](#) eligible for assistance under chapter 53 of title 49;

(D) infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment;

(E) truck parking facilities eligible for funding under section 1401 of MAP-21 ([23 U.S.C. 137](#) note); and

(F) border infrastructure [projects](#) eligible for funding under section 1303 of SAFETEA-LU ([23 U.S.C. 101](#) note).

(2) [Operational improvements](#) and capital and [operating costs for traffic monitoring, management, and control](#) facilities and programs.

(3) Environmental measures eligible under sections 119(g), 328, and 329 and transportation control measures listed in section 108(f)(1)(A) (other than clause (xvi) of that section) of the [Clean Air Act](#) ([42 U.S.C. 7408\(f\)\(1\)\(A\)](#)).

(4) [Highway](#) and transit safety infrastructure improvements and programs, including railway-[highway](#) grade crossings.

(5) Fringe and corridor parking facilities and programs in accordance with section 137 and [carpool projects](#) in accordance with section 146.

(6) Recreational trails [projects](#) eligible for funding under section 206, pedestrian and bicycle [projects](#) in accordance with [section 217](#) (including modifications to comply with accessibility requirements under the [Americans with Disabilities Act of 1990](#) ([42 U.S.C. 12101](#) et seq.)), and the safe routes to school program under section 1404 of SAFETEA-LU ([23 U.S.C. 402](#) note).

(7) Planning, design, or [construction](#) of boulevards and other roadways largely in the right-of-way of former [Interstate System](#) routes or other divided [highways](#).

(8) Development and implementation of a [State asset management](#) plan for the [National Highway System](#) and a performance-based management program for other [public roads](#).

(9) Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on [public roads](#), and inspection and evaluation of bridges and tunnels and other [highway](#) assets.

(10) Surface transportation planning programs, [highway](#) and transit research and development and technology transfer programs, and workforce development, training, and education under [chapter 5 of this title](#).

(11) Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal.

(12) [Projects](#) and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs.

(13) At the request of a [State](#), and upon Secretarial approval of credit assistance under chapter 6, subsidy and administrative costs necessary to provide an [eligible entity](#) Federal credit assistance under chapter 6 with respect to a [project](#) eligible for assistance under this section.

(14) The creation and operation by a [State](#) of an office to assist in the design, implementation, and oversight of public-private partnerships eligible to receive funding under this title and chapter 53 of title 49, and the payment of a stipend to unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public-private partnership procurements.

(15) Any type of [project](#) eligible under this section as in effect on the day before the date of enactment of the FAST Act, including [projects](#) described under [section 101\(a\)\(29\)](#) as in effect on such day.



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CARSON CITY NEVADA
Consolidated Municipality and State Capital
PUBLIC WORKS

January 22, 2021

Dirk Goering
Senior Transportation Planner
Carson Area Metropolitan Planning Organization (CAMPO)

Re: CAMPO - Call for Projects: Federal Fiscal Year(s) 2021 & 2022 Surface Transportation Block Grant Funding

Dear Mr. Goering and the CAMPO Board,

Carson City Public Works and the Carson City Regional Transportation Commission is submitting this application in response to the "CALL FOR PROJECTS: FEDERAL FISCAL YEAR(S) 2021 & 2022 SURFACE TRANSPORTATION BLOCK GRANT FUNDING" issued by the Carson Area Metropolitan Planning Organization. Carson City is requesting \$1.2 Million for each Federal Fiscal Year, 2021 and 2022, for a total request of \$2.4 Million for the District 5th Street Project.

This project is included in the 2050 Regional Transportation Plan (RTP) and will contribute to the successful implementation of the Transportation Goals and Planning Strategies identified by CAMPO in the 2050 RTP.

Accompanying with this cover letter, please find the application form along with three attachments including a map of the project area, a summary of how the project meets the Transportation Goals and Planning Strategies, a project schedule, and Letters of Support from the Carson City School District and the Western Nevada Safe Routes to School program.

Thank you for reviewing this application and we look forward to your response.

Sincerely,

A handwritten signature in blue ink that reads "Christopher C. Martinovich".

Christopher C. Martinovich, PE
Transportation Engineer
Carson City Regional Transportation Commission



**CALL FOR PROJECTS: FEDERAL FISCAL YEAR(S) 2021 & 2022
SURFACE TRANSPORTATION BLOCK GRANT FUNDING**

Information and Project Submittal Form

Information

The Carson Area Metropolitan Planning Organization (CAMPO) invites partner agencies to submit projects for the allocation of Federal Fiscal Year (FFY) 2021 and 2022 Federal Highway Administration (FHWA) Surface Transportation Block Grant Funding for areas with population 5-200k; 23 U.S.C. 133(d)(1)(A)(iii).

Approximately \$1,200,000 is available for each Federal Fiscal Year, 2021 and 2022, to eligible entities for surface transportation projects on the Federal-aid highway system (Attachment A, *Federal-aid Highway System*) within CAMPO's metropolitan planning area. STBG funds are annually allocated to CAMPO and must be programmed within CAMPO's Regional Transportation Plan and Transportation Improvement Program. The funds can be used for a wide range of transportation purposes (Attachment B, *STBG Funding Eligible Uses*). A minimum five percent (5%) local match is required. Projects which are allocated funding will require a Local Public Agency (LPA) agreement with the Nevada Department of Transportation (NDOT) for obligation of the funds.

****Projects must be able to receive a Notice to Proceed by NDOT by the following Deadlines****

- **October 1, 2023: FFY 2021 Funding**
- **October 1, 2024: FFY 2022 Funding**

Eligible projects will be compiled by CAMPO staff and submitted to the CAMPO Board to evaluate, select, and award projects. Partner agencies are encouraged to provide details within their application and attached, supporting materials as to whether/how each submitted project will support successful achievement of the Transportation Goals and Planning Strategies contained within CAMPO's 2050 Regional Transportation Plan, provided on page 4 and available at www.CarsonAreaMPO.com.

Requests for the allocation of STBG funding are now being accepted. The project submittal form, on the following page, must be submitted electronically by 11:59 p.m. January 24, 2021 for consideration at the February 10, 2021, CAMPO Board Meeting. Action may be taken to allocate all or a portion of the FFY 2021 and 2022 STBG funding. Any remaining funding will be allocated by the CAMPO Board on an as needed basis.

Please contact Dirk Goering, Senior Transportation Planner, with the Carson Area Metropolitan Planning Organization with any questions or to discuss a potential project.

- Telephone: 775-283-7431
- E-mail: dgoering@carson.org



STBG Funding Project Submittal Form

Project Information	
Project Name	District 3 5th Street Project
Organization	Carson City Regional Transportation Commission
Contact Information (Primary)	Name: Christopher C. Martinovich, PE Transportation Engineer Telephone: 775-283-7367 E-mail: cmartinovich@carson.org
Project Location (Facility Name & Extent / Address)	5th Street, beginning and including the intersection of Fairview Drive and extending to the eastern end of 5th Street at the intersection of Marsh Road. This road is part of Carson City's Performance District 3.
Roadway Functional Classification	5th Street is classified as a Minor Collector
Project Description	<p>Carson City is requesting funding for both the FFY 2021 and FFY 2022 totaling \$2.4 Million; however, the project is scalable based on available funding.</p> <p>In general, this project includes; capacity improvements at the roundabout of 5th Street / Fairview Drive and the intersection of 5th Street / Carson River Road; rehabilitation and preservation of roadway pavement; sidewalk and crosswalk enhancements; replacement of utilities; and completion of Americans with Disabilities Act (ADA) upgrades throughout the project limits.</p> <p>Specific project improvements include:</p> <ul style="list-style-type: none"> - Widening of the roundabout at the intersection of Fairview Drive and 5th Street to increase capacity and improve emergency access to the neighborhood. - Pavement rehabilitation techniques including pavement patching, full depth reconstruction and sealing between Fairview Drive and Marsh Road. - Modifications to the intersection of 5th Street / Hells Bells Road / Carson River Road to include an eastbound right-turn lane to better account for school traffic. - Replacement of the existing waterline between Hells Bells Road / Carson River Road and Hidden Meadow Drive. - Replacement of substandard sidewalks. - Construction of new ADA-compliant pedestrian curb ramps. - Enhanced crosswalk safety at intersections near Eagle Valley Middle School and other school zone signal and signing upgrades. <p>Attachment 1 shows a map of the project location.</p> <p>Attachment 2 provides additional information related to how the project meets the Transportation Goals and Planning Strategies identified in the 2050 Regional Transportation Plan.</p>



Project Questionnaire	
Is the project in CAMPO's 2050 Regional Transportation Plan?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the project in CAMPO's Transportation Improvement Program?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the required 5% Local Match Secured?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Explanation (include source of match): The required match for the project will be from the Carson City Water Utility Fund.
Is the project scalable?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Explanation: Depending on the funding awarded, the limits of pavement preservation on the eastern end of the project can be reduced. Additionally, improvements to the roundabout at Fairview Drive can also be reduced. +
Can the project meet the Notice to Proceed Deadline(s) included on page one?	Yes. Carson City has a successful history of completing STBG projects. Long lead items such as a review of the right-of-way have already been completed.
What is the anticipated project schedule?	Please see the estimated schedule in Attachment 3. Elements of the project may be phased to accommodate a separate school district project.

Project Funding Table (to be completed by applicant)

Project Phase	STBG Request	Other Match Funds	Total Cost	Match Ratio
Design	\$ <u>138,000</u>	\$ <u>42,000</u>	\$ <u>180,000</u>	23.4 %
Right-of-Way	\$ <u>0</u>	\$ <u>0</u>	\$ <u>0</u>	0 %
Construction	\$ <u>2,262,000</u>	\$ <u>563,000</u>	\$ <u>2,825,000</u>	19.9 %
Totals	\$ <u>2,400,000</u>	\$ <u>605,000</u>	\$ <u>3,005,000</u>	20.2 %

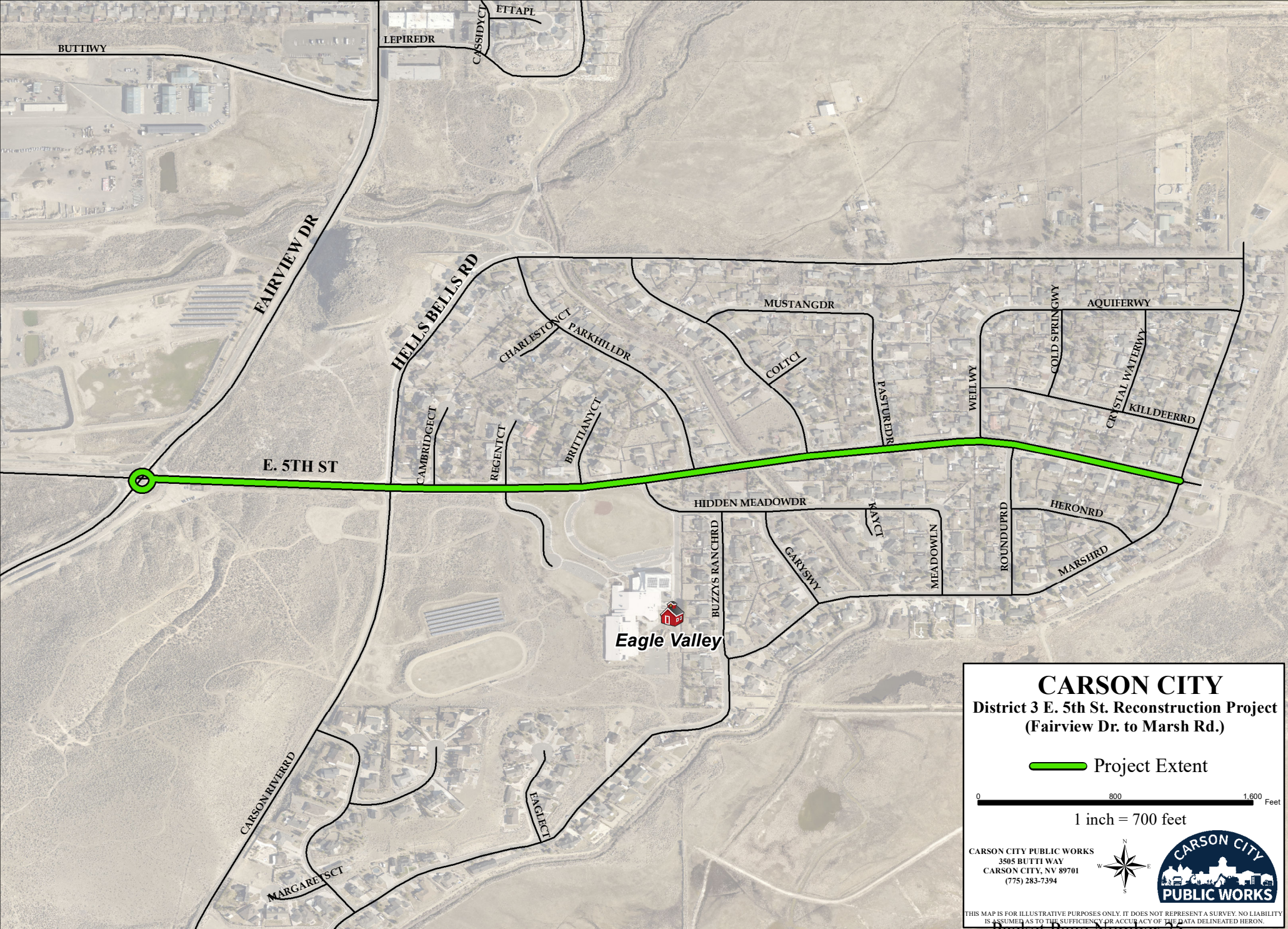
****Additional supporting information may be attached, as needed.**

Application Submitted By: Christopher C. Martinovich, PE Transportation Engineer
Full Name (Printed) Title

Christopher C. Martinovich 1/22/2021
Signature Date



Attachment 1: Map of Project Area





The 5th Street Project supports and is consistent with the Transportation Goals and Planning Strategies identified within CAMPO’s 2050 Regional Transportation Plan. Carson City staff identified this as a successful project for the following reasons:

- **The project improves safety of the corridor for all users.** Recommended project improvements include widening and operational improvements of the roundabout, construction of dedicated turn lanes, installation of median refuge islands, and improved walkways which are all consistent with FHWA Proven Safety Countermeasures.
- **Proposed improvements along 5th Street would improve pedestrian safety for children and families walking to and from Eagle Valley Middle school.** Several projects aimed at enhancing safety and connectivity for students along this corridor were recommended by the 2020 Safe Routes to School Master Plan and will be implemented with this project. The Western Nevada Safe Routes to School Coordinator has provided a letter of support for the project. Additional materials from the Master Plan are attached.
- **The project was identified as a transportation infrastructure project for Carson City Pavement Performance District 3.** The Pavement Performance Districts allow Carson City to evenly distribute and prioritize infrastructure projects in different regions of the city. This project was identified as being a Major Rehabilitation/Reconstruction Project due to the deteriorating pavement condition and included a combination of rehabilitation to replace infrastructure at the end of its service life and pavement preservation treatments to maintain the existing transportation system. The project was approved as a District 3 project by the Carson City Regional Transportation Commission at the September 9, 2020 Board Meeting.
- **The project incorporates ADA improvements and makes an investment in multi-modal transportation methods.** Planned improvements include replacement of curb ramps and the construction of new or the widening of existing sidewalks to eliminate ADA barriers and enhance pedestrian safety along the corridor and near the school.
- **This project incorporates the “dig once” approach by consolidating transportation infrastructure and utility improvements into one project.** The Carson City Water Utility Division has identified the need to replace the waterline along 5th Street. This replacement will be included as a component of the project. The Water Utility Division is providing approximately \$375,000 toward the project.
- **The project provides better access to Eagle Valley Middle School, a high generator of vehicular and pedestrian traffic.** The Carson City School District is proposing an expansion of the middle school to increase the student capacity. A traffic impact study for the school expansion identified roadway improvements needed to reduce travel time and enhance circulation of student pick-up and drop-off traffic. Carson City has worked closely with the School District to coordinate efforts to provide this enhanced circulation which include modifications to the driveway approaches and constructing an eastbound right-turn lane at Carson River Road. The Carson City School District has provided a letter of support for the project.

2050 Regional Transportation Plan Investment Goals and Strategies Matrix

Transportation Goals	Criteria
Increase the safety of the transportation system for all users	<ul style="list-style-type: none"> •The investment is anticipated to reduce crashes or crash severity •The investment will incorporate Proven Safety Countermeasures
Maintain a sustainable regional transportation system	<ul style="list-style-type: none"> •The investment extends the useful life of the existing infrastructure •The infrastructure being replaced is nearing the end of its useful life •The investment reduces greenhouse gas emissions •The investment provides redundancy to the transportation network
Increase the mobility and reliability of the transportation system for all users	<ul style="list-style-type: none"> •The investment is located near high- to medium-density residential or commercial uses that generate a high number of trips •The investment is for a high-use transportation facility •The investment improves travel time for system users
Maintain and develop a multi-modal transportation system that supports economic vitality	<ul style="list-style-type: none"> •The investment enhances multiple modes of transportation or underserved modes of travel •The investment improves business accessibility
Provide an integrated transportation system	<ul style="list-style-type: none"> •The investment creates a more seamless transition between modes of transportation •The investment integrates multiple modes of transportation
Planning Strategies	Investments are prioritized when more strategies are accomplished
Mutually Beneficial	<ul style="list-style-type: none"> •The investment accomplishes a “dig once” approach, incorporating improvements for utilities in the roadway or ensuring future betterment needs are reduced •The investment accomplishes projects or actions contained within other Master Plan documents •The investment is located on a transit route
Improves Access to Essential Services	<ul style="list-style-type: none"> •The investment improves access to community institutions, schools, grocery stores, hardware stores, or similar uses
Benefits the Most Vulnerable Users	<ul style="list-style-type: none"> •The investment reduces ADA barriers •The investment improves safety around schools

1402 West King Street / P.O. Box 603
Carson City, NV 89702



Phone: (775) 283-2000
Fax: (775) 283-2090
www.carsoncityschools.com

January 4, 2021

To Whom It May Concern,

I am writing in support of Carson City Public Works' application of the E. 5th Street Reconstruction Project in response to a Call for Projects issued by the Carson Area Metropolitan Planning Organization (CAMPO).

The Carson City School District is proposing an expansion of Eagle Valley Middle School. Over the past several months, School District staff has worked closely in partnership with Public Works staff to identify and develop strategies to mitigate the additional traffic generated by the proposed school expansion. We have worked together to address school access needs and to identify enhancements to E. 5th Street that will support a new student drop-off and pick-up driveway planned separately by the School District on school property. Funding provided by this application will allow for the construction of critical improvements on E. 5th Street aimed at addressing some of the traffic concerns of both the school and homeowners in the neighborhood.

In addition to enhanced circulation, the proposed project will improve safety around Eagle Valley Middle School for students, staff, and the public. The project is planned to include crosswalk enhancements, signage, and striping upgrades, all of which are identified in the Carson City Safe Routes to School Master Plan and supported by the School District.

The Carson City School District is in strong support of this project, and we look forward to maintaining our continued partnership with Carson City Public Works to ensure successful project completion. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink that reads "Richard W. Stokes". The signature is written in a cursive style.

Richard Stokes, Superintendent

January 5th, 2021

To Whom It May Concern,

I am writing in support of Carson City Public Works' application of the E. 5th Street Reconstruction Project in response to a Call for Projects issued by the Carson Area Metropolitan Planning Organization (CAMPO).

Western Nevada Safe Routes to School (WN-SRTS) aims to increase the number of students walking and biking to school throughout Carson City, Douglas, Lyon and Storey counties. WN-SRTS advocates for increased safety towards this goal through the six E's; Education, Engagement, Encouragement, Equity, Engineering and Evaluation. Though often the Engineering "E" is one of the most expensive, it can also be the most impactful towards increasing student multi-modal transportation safety.

The East 5th Street Reconstruction Project Coordinators have referenced specific safety recommendations made in the 2020 Carson City Safe Routes to School Master Plan including improving safety of intersections and crossings and improving sidewalks and pathways in the area. The project is planned to include crosswalk enhancements, ADA compliant curb ramps and signing and striping upgrades, all of which were identified in the 2020 Carson City Safe Routes to School Master Plan.

The East 5th Street Reconstruction Project will result in increased pedestrian safety for children and families around Eagle Valley Middle School. WN-SRTS is looking forward to encouraging Eagle Valley Middle School students to utilize these improved safety features.

Western Nevada Safe Routes to School is in strong support of this project, and we look forward to a continued partnership with Carson City Public Works to ensure successful project completion. Thank you for your consideration.

Sincerely,



Kelly Norman
Western Nevada Safe Routes to School Coordinator



Eagle Valley Middle

School Information

Eagle Valley Middle School (EVMS) is located on E. 5th Street between Regent Court and Hidden Meadow Drive on the east side of Carson City. The school campus is surrounded by residential neighborhoods and open space (Appendix F). Approximately 11 percent of the 660 enrolled students walk or bike to school each day (Figure 34).

Parent & Student Survey Results

As shown in Figure 35, the top three issues affecting parents' decisions to allow their children to walk or bike to school are the lack of safe intersections and crossings, traffic speeds along routes to school, and the quality of sidewalks and pathways. Survey results from EVMS students indicate the two factors that would have the largest impact on their commute would be improved sidewalks & pathways and safer intersections & crossings (Figure 36). Full results for the parent and student surveys are included in Appendix A.

Vehicles

The two pick-up/drop-off loops appear to work well during peak periods with minor queues (Figure 37). The drop-off loop immediately in front of the school sometimes creates a bottleneck as parents leaving the campus must wait for parked vehicles to back out of their parking spaces. Vehicles were observed making U-turns at breaks in the center median along E. 5th St.

Walking

Students walking to and from EVMS typically do so from the residential neighborhood to the north, near Empire Elementary School. Children leaving the school typically cross E. 5th Street at Regent Court (where there is a crossing guard present) to reach Hells Bells Road and utilize the multi-use paths on Fairview Drive and the Snake Hill Trail (trail connecting Hells Bells Road and Lepire Drive). Students walking north typically cross Fairview Drive at two marked crosswalks at Desatoya Drive (where two crossing guards are typically present) or at the pedestrian activated flasher approximately halfway between Desatoya Drive and E. 5th Street (at the multi-use path crossing). Some students cross Hidden Meadow Drive and E. 5th Street at Parkhill Drive to access the multi-use paths to the north. There are currently no marked crosswalks at either crossing location and Parkhill Drive does not have any sidewalks.

Bicycling

There are currently no bicycle facilities that provide direct access to the EVMS campus (Figure 38). There is a high quality north-south multi-use path on Fairview Drive to the west and a high quality east-west multi-use path from E. 5th Street west of the school however these paths lack connectivity to many surrounding neighborhoods and high traffic areas. The school has two bike racks on campus with another located in the Xeriscape Park to the northeast of the school.

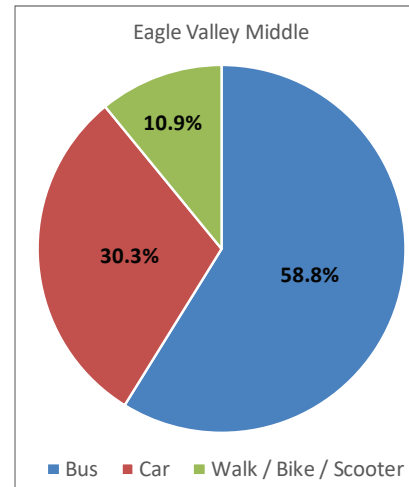


Figure 34. Mode Share (EVMS)

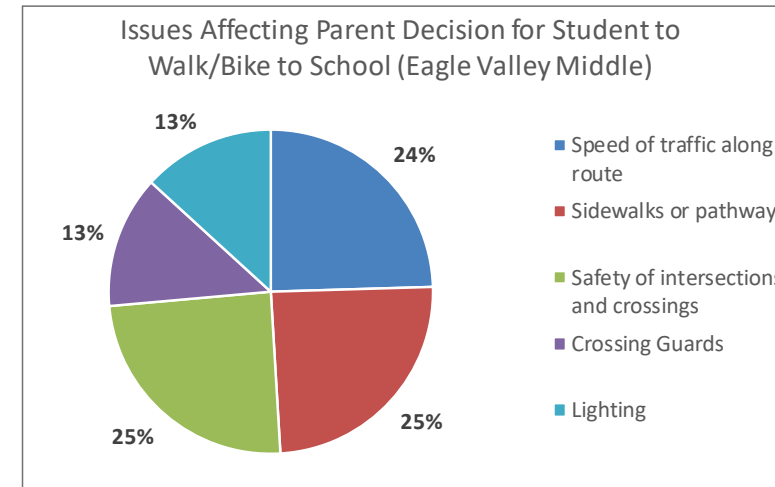


Figure 35. Main Walking / Biking Concerns from Parents (EVMS)

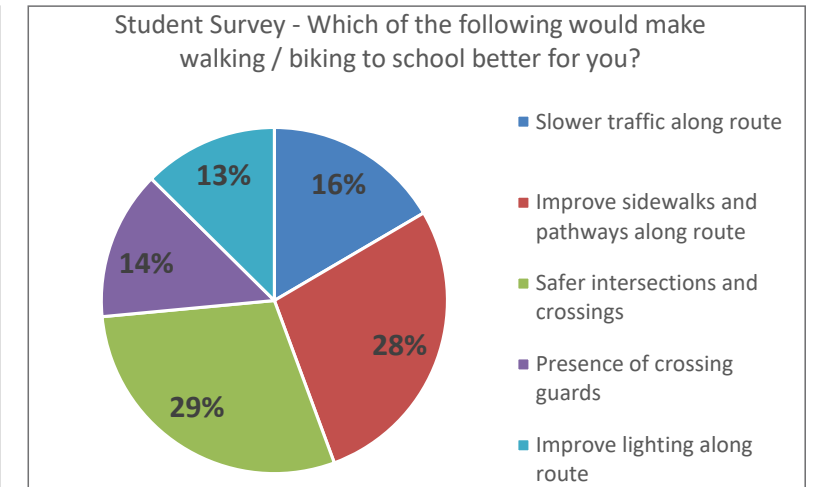


Figure 36. Main Walking / Biking Concerns from Students (EVMS)

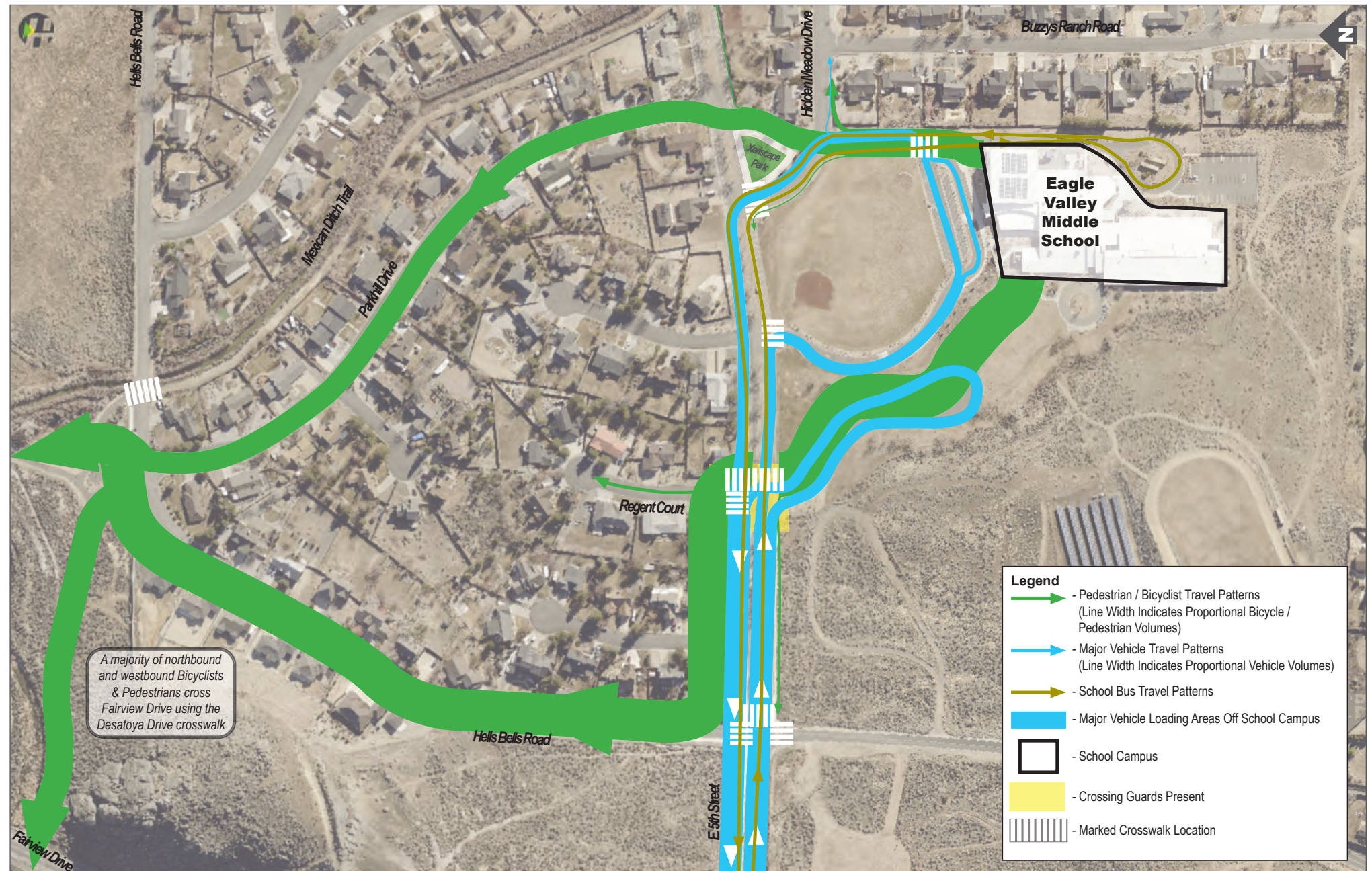


Figure 37. Primary Travel Patterns & School Circulation (EVMS)

Eagle Valley Middle

Focus Areas

The majority of students walking and biking to Eagle Valley Middle School do so from the Empire Elementary School neighborhood. Recommendations focused on improving safety for Empire ES students also provide a direct benefit to many Eagle Valley MS students walking and biking from that area. Programming of projects that provide benefits to students from both schools would provide a substantial benefit. The survey results of the Eagle Valley Middle School students indicates that their primary safety concerns centered around improving the safety of intersections and crossings and improving sidewalks and pathways in the area; these safety concerns are mirrored by Eagle Valley Middle School parents. These two major focus areas helped to guide the development of the recommendations listed below.

It is important to note that if the EVMS school boundary changes following the planned expansion of the school, some projects which are identified under the Carson Middle School section of this report would apply instead to Eagle Valley Middle School.

Key Projects

E. 5th Street (C-4)

This project would improve pedestrian crossing safety at three well utilized locations along E. 5th Street immediately in-front of EVMS. Relocating the existing crosswalk at Hells Bells Road and adding a pedestrian refuge and a Rectangular Rapid Flashing Beacon (RRFB) is expected to improve vehicle yielding rates and allow pedestrians to cross safely throughout all hours of the day. The existing Regent Court crosswalk would be enhanced with the addition of a pedestrian refuge to improve crossing safety, particularly during hours when a crossing-guard is not present. During site visits, students were observed using Parkhill Drive to access the multi-use trail system to the north of EVMS. To access Parkhill Drive, students must cross Hidden Meadows Drive (Q-17) and E. 5th Street. A marked crosswalk with a pedestrian refuge island is recommended on the west leg of the Parkhill Drive / E. 5th Street intersection. This would allow students to travel along their desired route through the Hidden Meadows Xeriscape Park and on to Parkhill Drive.

Buffered bike lanes are recommended on E. 5th Street from Carson River Road to the Mexican Ditch Trail. It is important to note that due to vehicles parking along E. 5th Street during school pick-up and drop-off periods (Exhibit 34), increased engagement may be necessary to ensure the buffered bicycle lanes are not utilized for parking during these periods.



Exhibit 33. Looking south across E. 5th Street from Parkhill Drive (C-4)



Exhibit 34. Vehicles currently park on the south side of E. 5th Street (shown above). Buffered bike lanes (C-4) may require additional parking enforcement

Fairview Drive (CS-3)

This near-term project would enhance the existing sidewalks along Fairview Drive from the end of the multi-use path to Desatoya Avenue. This segment of Fairview Drive is well utilized by Eagle Valley Middle school students during morning and afternoon periods. Widening the sidewalk would provide additional space for passing and create a more welcoming pedestrian environment. Furthermore, a RRFB is recommended at the Fairview Drive / Desatoya Avenue intersection to improve the safety and increase driver awareness throughout the day. Based on data collected at this location, vehicle speeds are significantly above the posted 15 mph during school speed zone periods (Appendix D).

Exhibit 35. (Top) Existing crosswalk on Fairview Drive at Desatoya Avenue (Right) Crossing guard assisting students across Fairview Drive at Desatoya Avenue

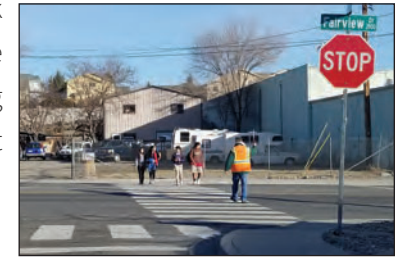
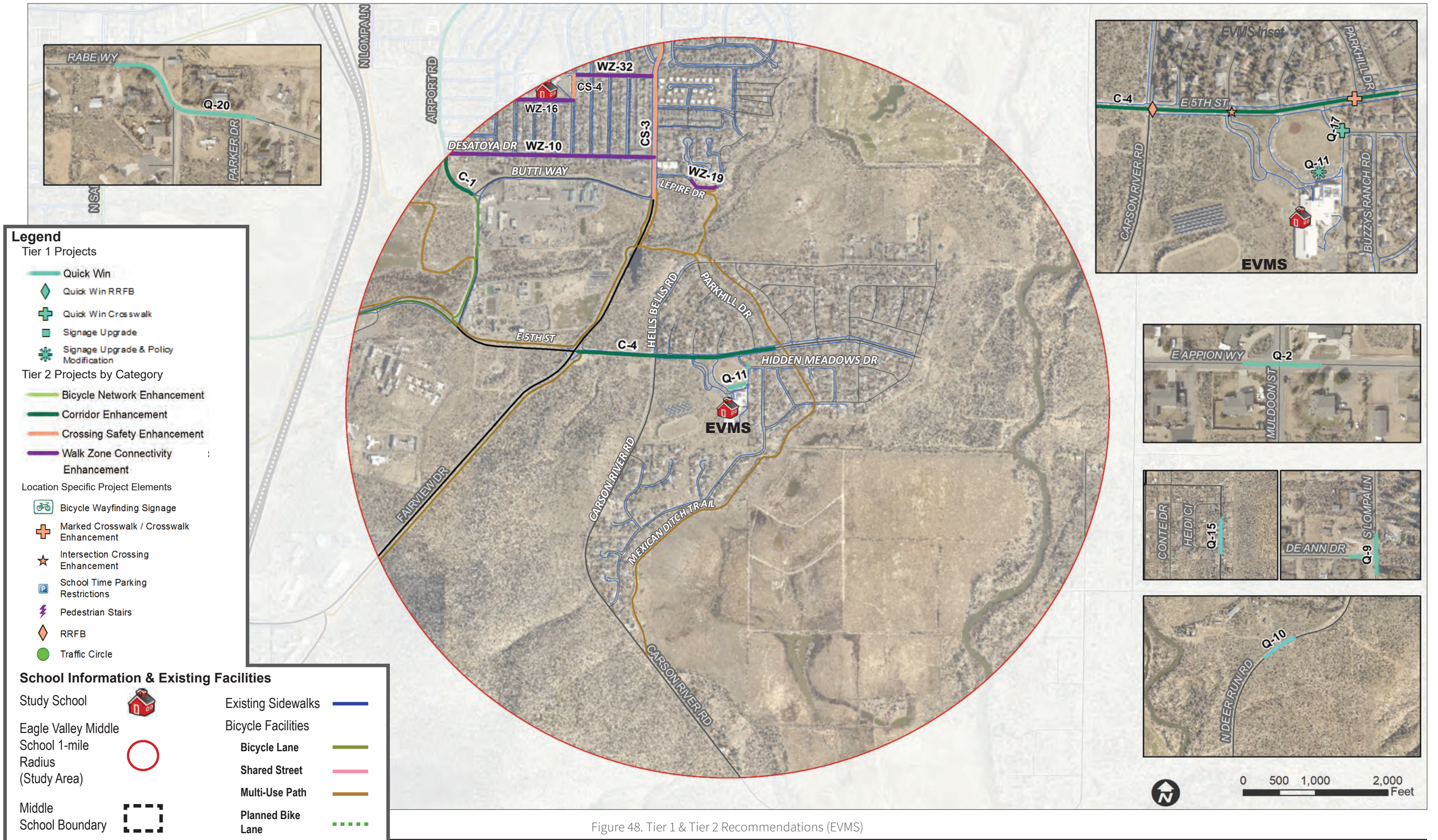


Table 22. Tier 1 Recommendations (EVMS)

Project Number	Street	Extent (Or Cross Street)	Description	Cost
Q-2	Appion Way	150 ft East & West of Muldoon Street	Utilize temporary signage to increase awareness of bus stop locations (ENG-4)	\$
Q-9	De Ann Drive / Lompa Lane	150 ft on all sides of De Ann Drive / Lompa Lane Intersection	Utilize temporary signage to increase awareness of bus stop locations (ENG-4)	\$
Q-10	Deer Run Road	150 feet on either side of Deer Run Road / BLM Access (located 2,150 feet south of Brunswick Canyon Road)	Utilize temporary signage to increase awareness of bus stop locations (ENG-4)	\$
Q-11	EVMS Drop Off Loop	Parking Area in Drop Off Loop	Restrict parking to staff & deliveries only in front of school (reroute traffic around parking lot immediately in front of school)	\$
Q-15	Gentry Lane	200 ft South of Heidi Circle	Utilize temporary signage to increase awareness of bus stop locations (ENG-4)	\$
Q-17	Hidden Meadows Drive	Eagle Valley MS Bus Entrance	Install marked crosswalk	\$
Q-20	Rabe Way	400 ft West of Coffey Drive & 150 ft. East of Parker Drive	Utilize temporary signage to increase awareness of bus stop locations (ENG-4)	\$
Q-24	Siskiyou Drive	Stanton Drive	Install marked crosswalk	\$

Table 23. Tier 2 Recommendations (EVMS)

Project Number	Street	Extent (Or Cross Street)	Description	Cost	Priority Score
CS-4	Monte Rosa Drive	Stanton Drive to Gordonia Avenue	Add intersection crossing enhancements to Stanton Drive & Gordonia Avenue intersections, including striping to prohibit parking close to existing crosswalks	\$	45
WZ-16	Gordia Avenue	Monte Rosa Drive to La Loma Drive	A. Widen existing sidewalks on the north side of the roadway B. Add center median from Monte Rosa Drive to La Loma Drive	\$\$	39
WZ-32	Stanton Drive	Monte Rosa Drive to Fairview Drive	Widen existing sidewalk on south side and create center median	\$\$	39
CS-3	Fairview Drive	Desatoya Drive to Walker Drive	A. Install RRFB at Desatoya Drive B. Install RRFB with pedestrian refuge island (painted or hardscape) between Walker Drive and Stanton Drive C. Construct Sidewalk on the west side of Fairview Drive from Walker Drive to Edmonds Drive D. Enhance existing sidewalk on east side from Lepire Drive to multi-use path E. Enhance existing sidewalk on west side from Desatoya Drive to multi-use path south of Butti Way	\$\$	36
WZ-10	Desatoya Avenue	Airport Road to Fairview Drive	Widen sidewalks on south side of roadway	\$\$	35
C-4	E. 5th Street	Fairview Drive to Mexican Ditch Trail	A. Construct bike lanes from Fairview Drive to Carson River Road or similar multi-modal improvement B. Construct buffered bike lane from Carson River Road to Mexican Ditch Trail or similar multi-modal improvement C. Add marked crosswalk with pedestrian refuge (painted or hardscape) at Parkhill Drive D. Construct pedestrian refuge at Regent Court (painted or hardscape) E. Relocate existing crosswalk at Carson River Road & Hells Bells Road approximately 15 feet to the east, add pedestrian refuge Island (painted or hardscape) and RRFB	\$\$	34
C-1	Airport Road	Butti Way to E. 5th Street	A. Construct bike lane from Butti Way to Highway 50 or similar multi-modal improvement B. Add intersection crossing enhancements at Airport Road / Douglas Drive and Airport Road / Menlo Drive	\$\$	31
WZ-19	Lepire Drive	Snake Hill Trail (Multi-use path) to Cassidy Court	Construct sidewalk from Snake Mountain multi-use path to the existing sidewalk on the north side of Lepire Drive	\$\$	26



Attachment 3 - Project Schedule



	Feb 21	Mar 21	Apr 21	May 21	Jun 21	Jul 21	Aug 21	Sep 21	Oct 21	Nov 21	Dec 21	Jan 22	Feb 22	Mar 22	Apr 22	May 22	Jun 22	Jul 22	Aug 22	Sep 22	Oct 22	Nov 22	Dec 22	Jan 23	Feb 23	Mar 23	Apr 23	May 23	Jun 23	Jul 23	Aug 23	Sep 23	Oct 23	Nov 23	Dec 23	2024			
CAMPO Awarded	█																																						
LPA Agreement		█	█	█	█	█																																	
Design Notice to Proceed							█																																
Survey/Design/Reviews							█	█	█	█	█	█	█	█	█	█	█	█	█	█																			
Construction Notice to Proceed																				█																			
Bid and Award Project																						█	█	█	█														
Construction																																							
Post-Construction / Closeout																																						█	

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STAFF REPORT

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

Meeting Date: February 10, 2021

Staff Contact: Dirk Goering, Senior Transportation Planner

Agenda Title: For Possible Action – Discussion and possible action regarding adoption of the Carson Area Metropolitan Planning Organization’s Federal Fiscal Year (FFY) 2021-2024 Transportation Improvement Program.

Staff Summary: The Transportation Improvement Program (TIP) is a short-term programming document to prioritize transportation improvement projects over a four-year period. Transportation projects that are federally funded and of regional significance must be included in the TIP.

Agenda Action: Formal Action/Motion

Time Requested: 5 minutes

Proposed Motion

I move to adopt CAMPO’s Federal Fiscal Year 2021-2024 Transportation Improvement Program as presented.

Background/Issues & Analysis

CAMPO is responsible for carrying out transportation planning activities within the Carson Metropolitan Planning Area (MPA). The TIP document is developed in collaboration with Carson City, Douglas County, Lyon County, and the Nevada Department of Transportation (NDOT). The Projects within the TIP are consistent with CAMPO’s adopted goals and are anticipated to contribute to meeting CAMPO’s performance targets. The adopted goals and performance targets are contained within CAMPO’s 2050 Regional Transportation Plan (RTP), available at www.CarsonAreaMPO.com. All projects programmed within the TIP are financially constrained - funding is reasonably anticipated to be available - as documented within the 2050 RTP. Project funding programmed for FFY 2021 and 2022 shall be limited to funds available or committed. Project funding programmed for FFY 2023 and 2024 can utilize funding which is reasonably anticipated to be available.

The proposed FFY 2021-2024 TIP includes eleven (11) capital transportation projects and four (4) transit projects. Project details are available in Appendix A of Exhibit-1.

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, 2021 and ended on February 2, 2021. No public comment has been received; however, adjustments have been made based on comments from local member agencies.

Applicable Statute, Code, Policy, Rule or Regulation

23 CFR 450.326

Financial Information

Is there a fiscal impact? Yes No

If yes, Fund Name, Account Name / Account Number: CAMPO fund, Unified Planning Work Program account, Work Element 1.0: MPO Administration / G302820001.

Is it currently budgeted? Yes No

Explanation of Fiscal Impact: The TIP is a federally required document that programs funding for projects that are of a regional significance and/or are funded with federal transportation funding. This document does not commit CAMPO’s or a local jurisdiction’s funding. Future agreements between NDOT and local jurisdictions will commit funding and resources. CAMPO has demonstrated that funding is reasonably expected to be available through the 2050 Regional Transportation Plan, consistent with federal regulations.

The fiscal impact associated with this item is for staff time to administer the TIP. 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 Fiscal Years 2021 & 2022 UPWP, Work Element 1.0, MPO Administration.

Supporting Material

- Exhibit-1: Draft CAMPO FFY 2021-2024 Transportation Improvement Program (TIP)
- 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 2021 through 2024

Adopted [TBD – Doc. # 21-02](#)

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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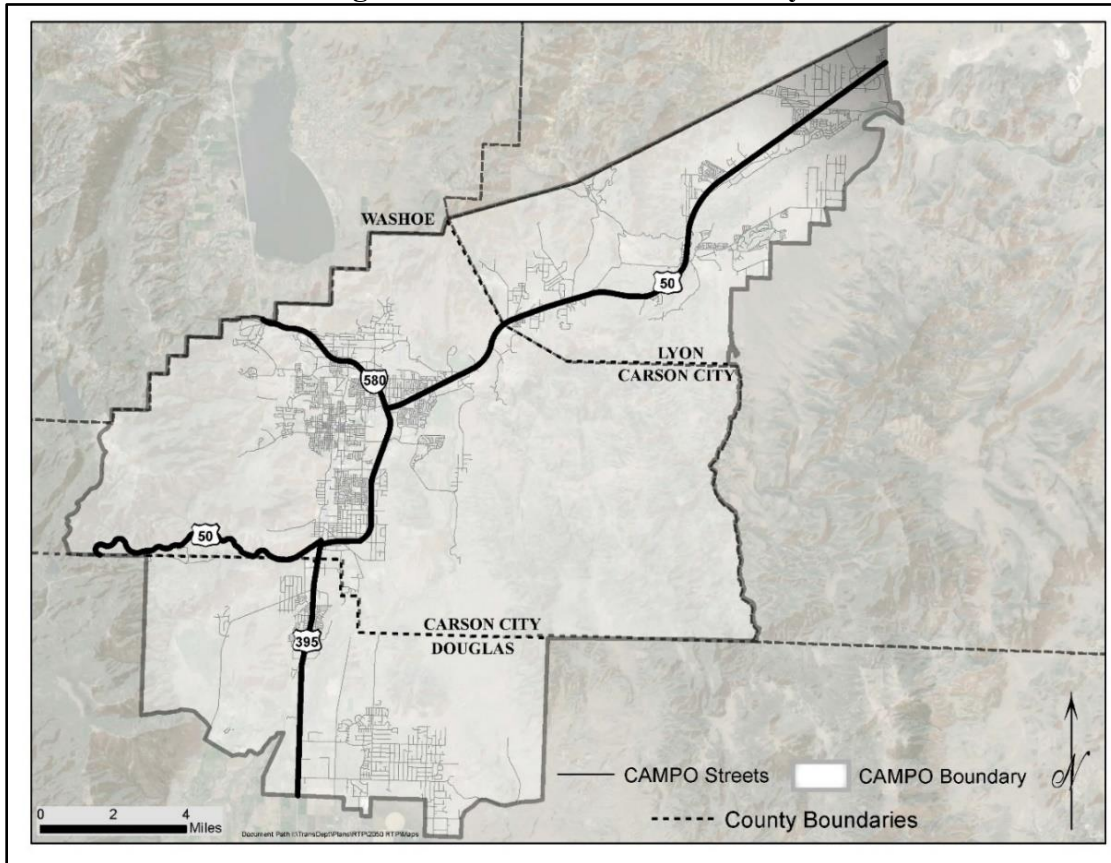
 Table 1: Funding Source and Year for CAMPO’s Federal Fiscal Year 2021-2024 Transportation
 Improvement Program4

Appendix A.....Attached

Purpose

The Transportation Improvement Program (TIP) is a short-term programming document to prioritize transportation improvement projects over a four-year period. The TIP is a federally required document and allows for the obligation of federal funds. The TIP 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.

Figure 1: CAMPO MPA Boundary



The TIP document is developed in collaboration with Carson City, Douglas County, Lyon County, and the Nevada Department of Transportation (NDOT). The Projects within the TIP are consistent with CAMPO’s adopted goals and are anticipated to contribute to meeting CAMPO’s performance targets. The adopted goals and performance targets are contained within CAMPO’s 2050 long-range Regional Transportation Plan (RTP), available at www.CarsonAreaMPO.com. All projects programmed within the TIP are financial constrained as documented within the 2050 RTP.

The TIP is required to be updated at least every four years. Transportation projects which are federally funded and are of regional significance must be in the TIP. Any changes to the project implementation schedule, funding, or description require an Administrative Amendment or a Formal Amendment to the TIP. All amendments are listed on the cover page. The execution of amendments and any required public noticing is performed in compliance with CAMPO’s [Public Participation Plan](#).

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 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. Project funding is scheduled by Federal Fiscal Year (October 1st through September 30th) and organized into four potential phases: preliminary engineering (PE), right-of-way (ROW), construction, and other. Information from the eSTIP website on funding sources is provided below for reference.

Project details for all projects formally incorporated into CAMPO’s 2021-2024 TIP are provided in Appendix A (attached).

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

Department of Housing and Urban Development (HUD)

CDBG	Community Development Block 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 1: Funding Source and Year for CAMPO’s Federal Fiscal Year 2021-2024 Transportation Improvement Program

FUNDING SOURCE	2021*	2022*	2023**	2024**	2025**	TOTAL YEAR
FTA 5307 Small Urb Operating	\$0	\$1,317,171	\$0	\$0	\$0	\$1,317,171
FTA 5310 Elderly/Disabled Small Urb Capital	\$0	\$143,900	\$0	\$0	\$0	\$143,900
FTA 5339 Bus/Fac Small Urb Capital	\$227,500	\$122,405	\$0	\$0	\$0	\$349,905
STBG 5K-200K	\$0	\$741,292	\$0	\$0	\$0	\$741,292
TAP 5K-200K STBG	\$0	\$0	\$133,000	\$1,415,500	\$0	\$1,548,500
TAP FLEX STBG	\$0	\$1,412,650	\$0	\$0	\$0	\$1,412,650
FEDERAL SUBTOTAL	\$227,500	\$3,737,418	\$133,000	\$1,415,500	\$0	\$5,513,418
Carson City Local	\$195,000	\$1,413,076	\$7,000	\$74,500	\$0	\$1,689,576
Local Fund	\$0	\$74,350	\$0	\$0	\$0	\$74,350
NV Com Dev Block Grant	\$340,868	\$0	\$0	\$0	\$0	\$340,868
LOCAL SUBTOTAL	\$535,868	\$1,487,426	\$7,000	\$74,500	\$0	\$2,104,794
Unspecified	\$0	\$4,290,000	\$3,593,749	\$21,342,236	\$10,839,213	\$40,065,198
UNSPECIFIED SUBTOTAL		\$4,290,000	\$3,593,749	\$21,342,236	\$10,839,213	\$40,065,198
	\$0	\$0	\$0	\$0	\$0	\$0
STATE SUBTOTAL	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$763,368	\$9,514,844	\$3,733,749	\$22,832,236	\$10,839,213	\$47,683,410

* Projects programmed for the initial two years utilize funds which have been formally committed

** Projects programmed for the final years utilize funds which are reasonably anticipated to be available

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).

Greg Stedfield
CAMPO Chair

<i>State TIP ID</i>	CC20180015	<i>MPO/TIP</i>	CAMPO 21-02	<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>Air Quality</i>		<i>TCM</i>		<i>Construction</i>	2022 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	FY2021	FY2022	FY2023	FY2024	FY2025	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>
20-01 Amendment 2020-2024	01/09/2019	01/10/2019	01/10/2019	N/A
20-10 Amendment 2020-2024	06/15/2020	N/A	N/A	N/A
21-00 Adoption 2021-2025	08/31/2020	09/17/2020	09/21/2020	09/24/2020
21-02 Amendment 2021-2025	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Project is moved back.

Funding Change(s):

Total project cost stays the same \$1,618,000

State TIP ID	CC20200004	MPO/TIP	CAMPO 21-02	Local ID		Total Cost	\$144,006
Lead Agency	Carson Area MPO	Contact	Dirk Goering (775) 283-7431	NDOT	District 2	County	CARSON CITY
Project Type	Transit - Other	Air Quality		TCM		Construction	N/A
Project Name	FTA FFY 2019 5339 Apportionment						
Project Limits							
Description	Funding for Purchasing Replacement Vehicles						

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
OTHER	Carson City Local - CAMPO	-	-	\$21,601	-	-	-	-	\$21,601
OTHER	FTA 5339 Bus/Fac Sm Urb Capital	-	-	\$122,405	-	-	-	-	\$122,405
	<i>Total Other</i>	-	-	\$144,006	-	-	-	-	\$144,006
	Total Programmed	-	-	\$144,006	-	-	-	-	\$144,006

*Map Has Not Been Mark

Version History

TIP Document		MPO	State	FHWA	FTA
		Approval	Approval	Approval	Approval
20-08	Amendment 2020-2024	02/12/2020	02/19/2020	02/24/2020	02/19/2020
21-02	Amendment 2021-2025	Pending	Pending	Pending	Pending

Current Change Reason

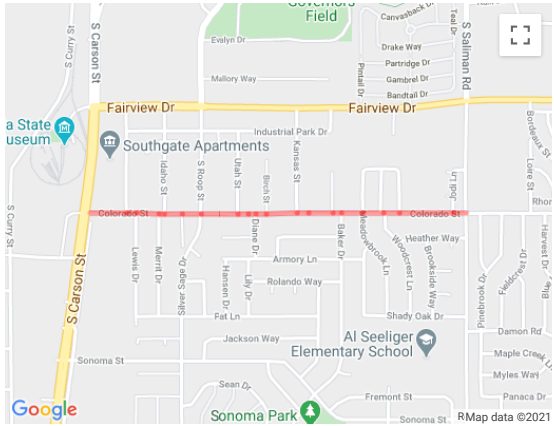
SCHEDULE / FUNDING / SCOPE - Project is moved back.

Funding Change(s):
Total project cost decreased from \$157,207 to \$144,006

*Not Location Specific

State TIP ID	CC20200012	MPO/TIP	CAMPO 21-02	Local ID		Total Cost	\$1,439,477
Lead Agency	Carson City	Contact	Dirk Goering (775) 283-7431	NDOT	District 2	County	CARSON CITY
Project Type	Rd Recons/Rehab/Resurf	Air Quality		TCM		Construction	2021 start
Project Name	Colorado Street Corridor Project						
Project Limits	At Colorado Street From Carson Street To Saliman Road of Distance (mile) .80						
Description	Rehabilitate and incorporate Complete Street Improvements						

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	Carson City Local - CAMPO	-	-	\$54,563	-	-	-	-	\$54,563
PE	NV Com Dev Block Grant	-	\$39,738	-	-	-	-	-	\$39,738
	<i>Total Preliminary Engineering</i>	-	\$39,738	\$54,563	-	-	-	-	\$94,301
CON	Carson City Local - CAMPO	-	-	\$302,754	-	-	-	-	\$302,754
CON	NV Com Dev Block Grant	-	\$301,130	-	-	-	-	-	\$301,130
CON	STBG 5K-200K	-	-	\$741,292	-	-	-	-	\$741,292
	<i>Total Construction</i>	-	\$301,130	\$1,044,046	-	-	-	-	\$1,345,176
	Total Programmed	-	\$340,868	\$1,098,609	-	-	-	-	\$1,439,477



Version History

TIP Document	MPO	State	FHWA	FTA
21-01 Amendment 2021-2025	Approval	Approval	Approval	Approval
21-02 Amendment 2021-2025	Pending	Pending	Pending	Pending

Current Change Reason

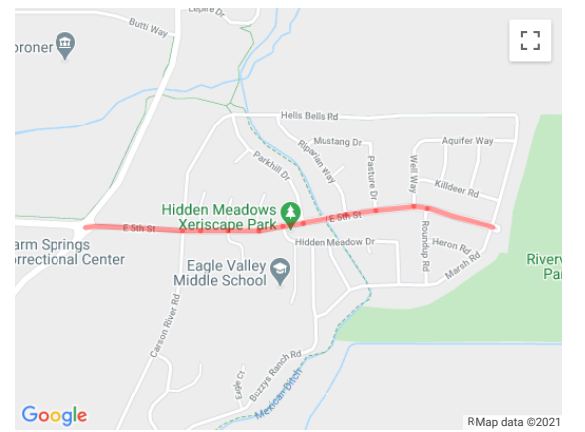
SCHEDULE / FUNDING / SCOPE - Positive or negative change in the anticipated fund allocation is received, so long as there is no impact to fiscal constraint.

Funding Change(s):

Total project cost decreased from \$1,439,977 to \$1,439,477

State TIP IDCC20210001	MPO/TIP	CAMPO 21-02	Local ID	Total Cost	\$3,840,000
Lead Agency Carson City	Contact	Dirk Goering (775) 283-7431	NDOT District 2	County	CARSON CITY
Project Type Rd Recons/Rehab/Resurf	Air Quality		TCM	Construction	2022 start
Project Name	District 3, Fifth Street				
Project Limits	At Fifth Street From Fairview Drive To Eastern Extent of Distance (mile) .9				
Description	Rehabilitation and safety improvements to rehabilitate pavement and incorporate Complete Street Elements between Fairview Drive and the eastern extent, including operational and capacity enhancements to the Fifth Street/Fairview Drive roundabout.				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	Unknown	-	-	\$768,000	-	-	-	-	\$768,000
	<i>Total Preliminary Engineering</i>	-	-	\$768,000	-	-	-	-	\$768,000
CON	Unknown	-	-	\$3,072,000	-	-	-	-	\$3,072,000
	<i>Total Construction</i>	-	-	\$3,072,000	-	-	-	-	\$3,072,000
	<i>Total Programmed</i>	-	-	\$3,840,000	-	-	-	-	\$3,840,000



Version History

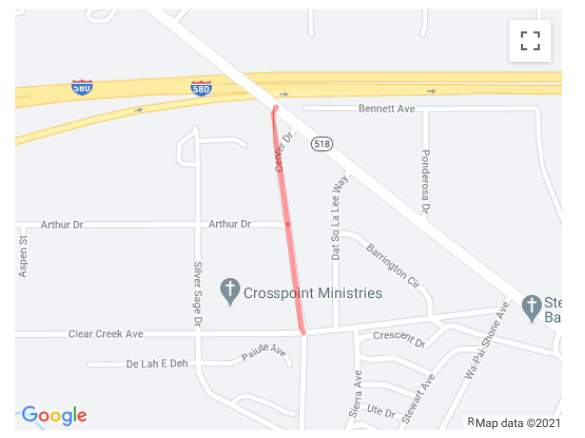
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21-02 Amendment 2021-2025	Pending	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

State TIP ID	CC20210002	MPO/TIP	CAMPO 21-02	Local ID		Total Cost	\$450,000
Lead Agency	Carson City	Contact	Dirk Goering (775) 283-7431	NDOT	District 2	County	CARSON CITY
Project Type	Rd Recons/Rehab/Resurf	Air Quality		TCM		Construction	2022 start
Project Name	District 3, Center Drive						
Project Limits	At Center Drive From Snyder Avenue To County Line of Distance (mile) .23						
Description	Rehabilitate pavement and incorporate Complete Street Elements between Snyder Avenue and Carson City's southern boundary.						

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	Unknown	-	-	\$90,000	-	-	-	-	\$90,000
	<i>Total Preliminary Engineering</i>	-	-	\$90,000	-	-	-	-	\$90,000
CON	Unknown	-	-	\$360,000	-	-	-	-	\$360,000
	<i>Total Construction</i>	-	-	\$360,000	-	-	-	-	\$360,000
	Total Programmed	-	-	\$450,000	-	-	-	-	\$450,000



Version History

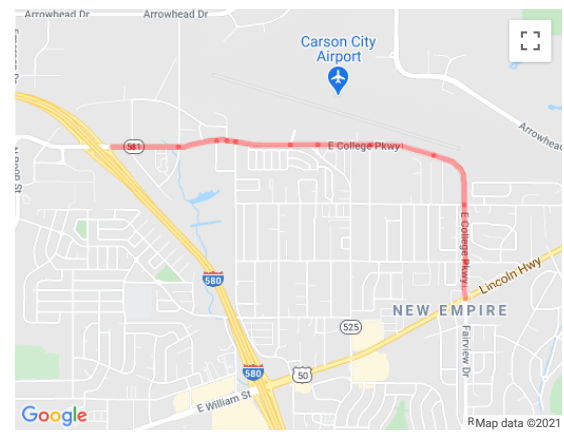
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21-02 Amendment 2021-2025	Pending	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

State TIP ID	CC20210003	MPO/TIP	CAMPO 21-02	Local ID		Total Cost	\$3,164,818
Lead Agency	Carson City	Contact	Dirk Goering (775) 283-7431	NDOT	District 2	County	CARSON CITY
Project Type	Rd Recons/Rehab/Resurf	Air Quality		TCM		Construction	2024 start
Project Name	District 1, College Parkway						
Project Limits	At College Parkway From I 580 To U.S. 50 of Distance (mile) 2.1						
Description	Rehabilitate pavement and incorporate Complete Street elements between I-580 and U.S. Hwy 50 East.						

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	Unknown	-	-	-	-	\$632,963	-	-	\$632,963
	<i>Total Preliminary Engineering</i>	-	-	-	-	\$632,963	-	-	\$632,963
CON	Unknown	-	-	-	-	\$2,531,855	-	-	\$2,531,855
	<i>Total Construction</i>	-	-	-	-	\$2,531,855	-	-	\$2,531,855
	<i>Total Programmed</i>	-	-	-	-	\$3,164,818	-	-	\$3,164,818



Version History

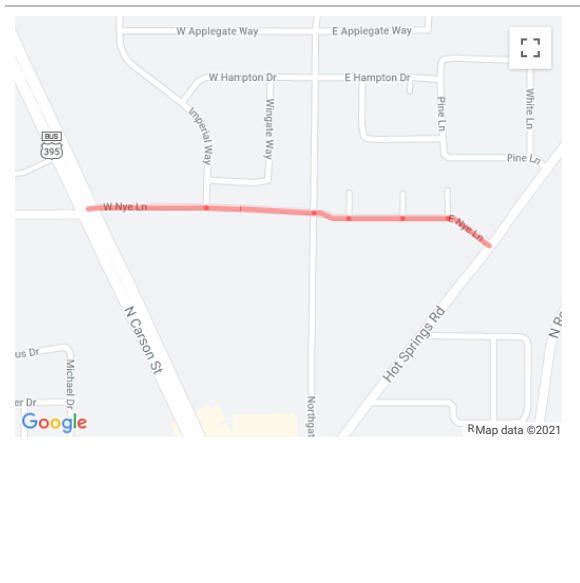
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21-02 Amendment 2021-2025	Approval	Approval	Approval	Approval
	Pending	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

State TIP ID	CC20210004	MPO/TIP	CAMPO 21-02	Local ID		Total Cost	\$904,234
Lead Agency	Carson City	Contact	Dirk Goering (775) 283-7431	NDOT	District 2	County	CARSON CITY
Project Type	Rd Recons/Rehab/Resurf	Air Quality		TCM		Construction	2024 start
Project Name	District 1, Nye Lane						
Project Limits	At Nye Lane From Carson Street To Hot Springs Road of Distance (mile) .43						
Description	Rehabilitate pavement and incorporate Complete Street elements between Carson Street and Hot Springs Road.						

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	Unknown	-	-	-	-	\$180,847	-	-	\$180,847
	<i>Total Preliminary Engineering</i>	-	-	-	-	\$180,847	-	-	\$180,847
CON	Unknown	-	-	-	-	\$723,387	-	-	\$723,387
	<i>Total Construction</i>	-	-	-	-	\$723,387	-	-	\$723,387
	Total Programmed	-	-	-	-	\$904,234	-	-	\$904,234



Version History

TIP Document	MPO	State	FHWA	FTA
21-02	Amendment	Approval	Approval	Approval
	2021-2025	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

State TIP ID	CC20210005	MPO/TIP	CAMPO 21-02	Local ID		Total Cost	\$10,839,213
Lead Agency	Carson City	Contact	Dirk Goering (775) 283-7431	NDOT	District 2	County	CARSON CITY
Project Type	Rd Recons/Rehab/Resurf	Air Quality		TCM		Construction	2025 start
Project Name	District 2, William Street- FUTURE PROJECT						
Project Limits	At William Street From Carson Street To I 580 of Distance (mile) 1.4						
Description	The corridor level project will preserve the roadway, improve business access, incorporate Complete Street elements, and enhance the beautification of William Street between Carson Street and I-580.						

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	Unknown	-	-	-	-	-	\$2,167,843	-	\$2,167,843
	<i>Total Preliminary Engineering</i>	-	-	-	-	-	\$2,167,843	-	\$2,167,843
CON	Unknown	-	-	-	-	-	\$8,671,370	-	\$8,671,370
	<i>Total Construction</i>	-	-	-	-	-	\$8,671,370	-	\$8,671,370
	Total Programmed	-	-	-	-	-	\$10,839,213	-	\$10,839,213



Version History

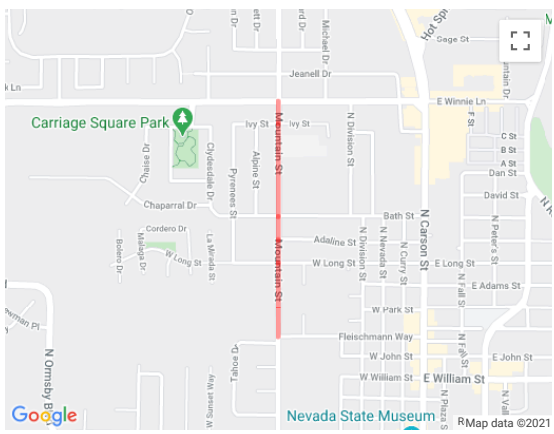
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21-02	Amendment	Approval	Approval	Approval
	2021-2025	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

State TIP ID	CC20210006	MPO/TIP	CAMPO 21-02	Local ID		Total Cost	\$1,912,802
Lead Agency	Carson City	Contact	Dirk Goering (775) 283-7431	NDOT	District 2	County	CARSON CITY
Project Type	Rd Recons/Rehab/Resurf	Air Quality		TCM		Construction	2023 start
Project Name	District 5, Mountain Street						
Project Limits	At Mountain Street From Winnie Lane To Fleishmann Way of Distance (mile) .51						
Description	Rehabilitate pavement and incorporate Complete Street elements between Winnie Lane and Fleishmann Way.						

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	Unknown	-	-	-	\$382,560	-	-	-	\$382,560
	<i>Total Preliminary Engineering</i>	-	-	-	\$382,560	-	-	-	\$382,560
CON	Unknown	-	-	-	\$1,530,242	-	-	-	\$1,530,242
	<i>Total Construction</i>	-	-	-	\$1,530,242	-	-	-	\$1,530,242
	<i>Total Programmed</i>	-	-	-	\$1,912,802	-	-	-	\$1,912,802



Version History

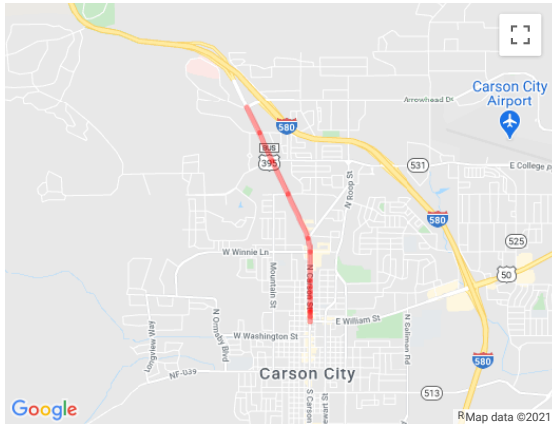
TIP Document	MPO	State	FHWA	FTA
21-02 Amendment 2021-2025	Approval	Approval	Approval	Approval
	Pending	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

State TIP ID	CC20210007	MPO/TIP	CAMPO 21-02	Local ID		Total Cost	\$17,273,184
Lead Agency	Carson City	Contact	Dirk Goering (775) 283-7431	NDOT	District 2	County	CARSON CITY
Project Type	Rd Recons/Rehab/Resurf	Air Quality		TCM		Construction	2024 start
Project Name	District 5, North Carson Street						
Project Limits	At North Carson Street From William Street To Medical Parkway of Distance (mile) 1.5						
Description	Rehabilitate pavement, improve business access, incorporate Complete Street elements, and beautify the corridor between William Street and Medical Parkway.						

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	Unknown	-	-	-	-	\$3,454,637	-	-	\$3,454,637
	<i>Total Preliminary Engineering</i>	-	-	-	-	\$3,454,637	-	-	\$3,454,637
CON	Unknown	-	-	-	-	\$13,818,547	-	-	\$13,818,547
	<i>Total Construction</i>	-	-	-	-	\$13,818,547	-	-	\$13,818,547
	<i>Total Programmed</i>	-	-	-	-	\$17,273,184	-	-	\$17,273,184



Version History

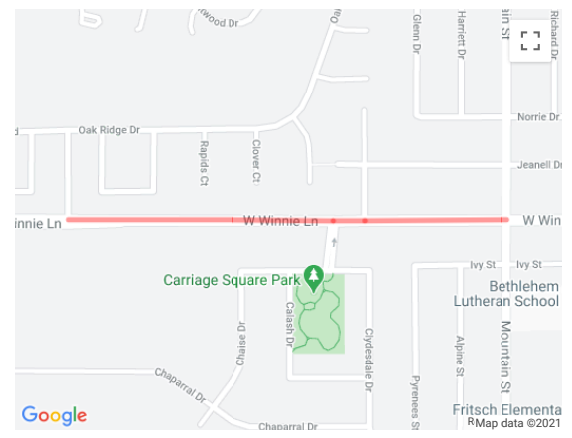
TIP Document	MPO	State	FHWA	FTA
21-02 Amendment 2021-2025	Approval	Approval	Approval	Approval
	Pending	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

State TIP ID	CC20210008	MPO/TIP	CAMPO 21-02	Local ID		Total Cost	\$1,680,947
Lead Agency	Carson City	Contact	Dirk Goering (775) 283-7431	NDOT	District 2	County	CARSON CITY
Project Type	Rd Recons/Rehab/Resurf	Air Quality		TCM		Construction	2023 start
Project Name	District 5, Winnie Lane						
Project Limits	At Winnie Lane From Ormsby Blvd. To Mountain Street of Distance (mile) .48						
Description	Rehabilitate pavement and incorporate Complete Street elements between Ormsby Blvd. and Mountain Street.						

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	Unknown	-	-	-	\$336,189	-	-	-	\$336,189
	<i>Total Preliminary Engineering</i>	-	-	-	\$336,189	-	-	-	\$336,189
CON	Unknown	-	-	-	\$1,344,758	-	-	-	\$1,344,758
	<i>Total Construction</i>	-	-	-	\$1,344,758	-	-	-	\$1,344,758
	<i>Total Programmed</i>	-	-	-	\$1,680,947	-	-	-	\$1,680,947



Version History

TIP Document	MPO	State	FHWA	FTA
21-02 Amendment 2021-2025	Approval	Approval	Approval	Approval
	Pending	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

<i>State TIP ID</i> DCC20210009	<i>MPO/TIP</i> CAMPO 21-02	<i>Local ID</i>	<i>Total Cost</i>	\$1,630,000
<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>Air Quality</i>	<i>TCM</i>	<i>Construction</i>	2024 start
<i>Project Name</i> Carson City Multi-Use Pathway Rehabilitation and Connection Project				
<i>Limits Description</i> The project includes two major components: the rehabilitation of Carson City's existing multi-use path network (7 miles) and construction of a new 10-foot wide multi-use path connection between South Roop Street and South Carson Street.				

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	Carson City Local - CAMPO	-	-	-	\$6,750	-	-	-	\$6,750
PE	TAP 5K-200K STBG	-	-	-	\$128,250	-	-	-	\$128,250
	<i>Total Preliminary Engineering</i>	-	-	-	\$135,000	-	-	-	\$135,000
ROW	Carson City Local - CAMPO	-	-	-	\$250	-	-	-	\$250
ROW	TAP 5K-200K STBG	-	-	-	\$4,750	-	-	-	\$4,750
	<i>Total Right of Way</i>	-	-	-	\$5,000	-	-	-	\$5,000
CON	Carson City Local - CAMPO	-	-	-	-	\$74,500	-	-	\$74,500
CON	TAP 5K-200K STBG	-	-	-	-	\$1,415,500	-	-	\$1,415,500
	<i>Total Construction</i>	-	-	-	-	\$1,490,000	-	-	\$1,490,000
	<i>Total Programmed</i>	-	-	-	\$140,000	\$1,490,000	-	-	\$1,630,000

*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>
	21-02 Amendment 2021-2025	Pending	Pending	Pending	Pending
	Current Change Reason				
	SCHEDULE / FUNDING / SCOPE - New Project				

*Various Locations

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

The Carson Area Metropolitan Planning Organization's

2021/2022 Unified Planning Work Program

Full document available here: <https://www.carson.org/home/showdocument?id=71952>

Table 5.1 CAMPO FY 2021 and FY 2022 UPWP Cost/Funding Summary, Adopted May 13, 2020

Work Element	Activity				Funding Breakdown, Overall FY 21 & FY 22		
	#	Description	Milestones (Excludes Ongoing/Recurring Milestones)	Estimated Completion Date	CPG	Local Match	Total Cost
1.0 MPO Administration	1.1	MPO Administration and Work Program Oversight	Adoption of the FY 2023-2024 UPWP	May 2022	\$275,500	\$14,500	\$290,000
			Annual Monetary Agreement	May 2021; May 2022			
	1.2	Transportation Improvement Program (TIP) Administration	Adopted FFY 2020-2023 TIP	September 2020			
			Annual Federal Obligations Report	December 30, 2020; December 30, 2021			
1.3	Professional Development						
2.0 Outreach and Engagement	2.1	MPO Representation			\$104,500	\$5,500	\$110,000
	2.2	Public Participation					
	2.3	Regional Transit Coordination and Engagement	Transit Rider Survey	June 2021			
			Transit Non-Rider Survey	June 2022			
			Establishment of a CAMPO Coordination Coalition	January 2021			
2.4	Regional Consistency Review	Establishment of a Transit Ambassador Pilot Program	September 2021				
3.0 Multimodal Planning	3.1	2040/2050 Regional Transportation Plan (RTP)	Final, Adopted 2050 RTP	September 2020	\$219,040	\$11,528	\$230,568
	3.2	Transit Planning	JAC ADA Paratransit Eligibility Process	March 2021			
			JAC Fixed-Route Policy	July 2021			
	3.3	ITS Planning*	Carson Area Transportation System Management Plan	October 2021			
	3.4	Active Transportation Planning	Review of local ordinances related to e-scooter/e-bicycles	January 2021			
	3.5	Updates to Supporting Regional Planning Documents and Policies*	Local Road Safety Plan for Carson City	August 2021			
US 50 E/William Street Corridor Study			November 2021				
4.0 Transportation Performance Management	4.1	MAP-21/FAST Act Implementation and Performance Measures	Safety Performance Measure Targets	February 2021; February 2022	\$237,500	\$12,500	\$250,000
			Public Transit Agency Safety Targets	February 2021; February 2022			
			Transit Asset Management Targets	October 2020; October 2021			
			Supporting NDOT's CMAQ Targets	October 2020; October 2021			
	4.2	Maintain Travel Demand Model*					
	4.3	Data Management, Collection, and Performance Measurement	Annual CAMPO Monitoring Report	September 2020; September 2021			
			Completed pavement survey for Carson City	June 2021			
	4.4	Maintain Pavement Management System*	Annual performance reporting of pavement condition within the CAMPO planning area	July 2020; July 2021			
			Expanded ADA inventory of narrowness barriers	June 2022			
	4.5	Non-Motorized Asset Management					
4.6	Transit Asset Management						
Total Funding					\$836,540	\$44,028	\$880,568

**Consultant involvement is expected*



STAFF REPORT

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

Meeting Date: February 10, 2021

Staff Contact: Dirk Goering, Senior Transportation Planner

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 methodology to be used for setting 2020 Safety Performance Targets which will be evaluated using the 5-year rolling average of calendar years 2015-2019 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 for 2020 on August 31, 2020; therefore, Nevada MPOs must establish targets for 2020 by February 27, 2021.

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.

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, 2021, the crash data for calendar year 2019 is still being processed. To comply with federal requirements and in consultation with and direction from FHWA, CAMPO is moving forward with setting 2020 targets.

The CAMPO board set the 2018 and 2019 targets at a 0.5% reduction of the five-year rolling average. Staff recommends the CAMPO board take the same approach this year, and set the 2020 targets 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.

Year	Fatalities			Serious Injuries			Fatalities and Serious Injuries Non-Motorized			Rate of Fatalities		Rate of Serious Injuries		Vehicles Miles Traveled (VMT)
	Target	#	Rolling Average	Target	#	Rolling Average	Target	#	Rolling Average	Target	Rate	Target	Rate	
2008	-	1	-	-	12	-	-	6	-	-	-	-	-	-
2009	-	2	-	-	7	-	-	2	-	-	-	-	-	-
2010	-	6	-	-	8	-	-	1	-	-	-	-	-	-
2011	-	5	-	-	8	-	-	0	-	-	-	-	-	458,370,939
2012	-	1	3.00	-	7	8.40	-	5	2.80	-	0.64	-	1.79	470,558,752
2013	-	9	4.60	-	11	8.20	-	7	3.00	-	0.94	-	1.68	487,520,736
2014	-	8	5.80	-	12	9.20	-	12	5.00	-	1.19	-	1.89	487,200,339
2015	-	3	5.20	-	8	9.20	-	5	5.80	-	0.91	-	1.61	571,234,641
2016	-	7	5.60	-	10	9.60	-	8	7.40	-	0.90	-	1.55	619,768,739
2017	-	6	6.60	-	2	8.60	-	6	7.60	-	0.97	-	1.27	677,473,469
2018	5.57	5	5.80	9.55	11	8.60	7.36	4	7.00	0.90	0.83	1.54	1.24	696,272,881
2019	6.57	-	-	8.56	-	-	7.56	-	-	0.97	-	1.26	-	665,777,895
2020	TBD			TBD			TBD			TBD		TBD		

*Targets for all Performance Measures are stated as a five-year rolling average

**Rolling Averages consist of a five-year rolling average which includes the reporting year

***Serious Injuries are when an injured person is unable to leave the accident scene without assistance

****Rate of Fatalities and Serious Injuries are per 100 Million Vehicle Miles Traveled (VMT) and use the five-year rolling average

*****Green shading denotes met target; red shading denotes target not met

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) _____

2) _____

Aye/Nay

_____ (Vote Recorded By)