



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

**Day:** Wednesday  
**Date:** June 9, 2021  
**Time:** 4:30 pm  
**Location:** Community Center, Robert “Bob” Crowell Board 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 applicable Directives issued under authority of the Governor’s Declaration of Emergency, including Directive 045, and subject to any potential changes in state or federal mandates or guidelines, face coverings are no longer required to be worn when attending this meeting in person if you have been fully vaccinated against COVID-19, you are not currently experiencing symptoms of illness, and you have not tested positive for COVID-19 within 10 days prior to the date of this meeting. If you do not meet all of the foregoing requirements, you must wear a face covering when attending this meeting in person.**

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 [www.carson.org/granicus](http://www.carson.org/granicus) and by clicking on “In progress” next to the meeting date, or by tuning in to cable channel 191.

The public may provide public comment in advance of a meeting by written submission to the following email address: [lmaloney@carson.org](mailto:lmaloney@carson.org). 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 via telephonic appearance in lieu of physical attendance may do so during the designated public comment periods indicated on the agenda by dialing the numbers listed below. Please do NOT join by phone if you do not wish to make public comment.

Join by phone:  
Phone Number: +1-408-418-9388  
Meeting Number: 187 722 5534

- 1. Call to Order – Carson Area Metropolitan Planning Organization (CAMPO)**
- 2. Roll Call**

**3. 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.

**4. For Possible Action: Approval of Minutes – April 14, 2021**

**5. Public Meeting Item(s):**

**5-A For Possible Action** – Discussion and possible action regarding Contract No. 20300319 between the Carson Area Metropolitan Planning Organization (“CAMPO”) and Applied Research Associates, Inc. (“ARA”), wherein ARA will collect data on the condition of local and regional roadways for the City’s use (“Pavement Management Services Project”), for a total not to exceed amount of \$76,600.

**Staff Summary:** During the Pavement Management Services Project, ARA will use a specialized van to complete an automated survey regarding the condition of 363 lane miles of the City’s regional and local roadways. This will allow the City to update the City’s pavement database.

**5-B For Possible Action** - Discussion and possible action regarding submitting a request to the Nevada Department of Transportation (“NDOT”) to (1) reclassify W. Appion Way, between S. Carson Street and Cochise Street, from a Local Road to a Minor Collector and (2) designate the planned roadway resulting from the realignment of W. Snyder Avenue, between Oak Street and S. Carson Street, as a Minor Collector.

**Staff Summary:** The Federal Highway Administration (“FHWA”) has established guidelines for classifying roadways. As it pertains to CAMPO and the member agencies, proposals for classifications and reclassifications are to be initiated by the Metropolitan Planning Organization and submitted to NDOT. Once submitted, NDOT will review the proposal and submit a final proposal to FHWA for approval.

**5-C For Possible Action** – Discussion and possible action regarding a formal amendment to the Carson Area Metropolitan Planning Organization’s Federal Fiscal Year (“FFY”) 2021-2024 Transportation Improvement Program (“TIP”) to program an additional \$391,000 to the District 3 E. Fifth Street Project and modify the timelines for that project.

**Staff Summary:** The proposed changes to the District 3 E. Fifth Street Project are reflected in the TIP funding summary chart and the District 3 E. Fifth Street Project description in Appendix A to the TIP.

**6. Non-Action Items**

6-A Transportation Manager’s Report

6-B Other comments and reports, which could include:

- Future agenda items
- Status review of additional projects
- Internal communications and administrative matters
- Correspondence to CAMPO
- Additional status reports and comments from CAMPO
- Additional staff comments and status reports

**7. 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.

**8. For Possible Action: To Adjourn**

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\*\*PUBLIC COMMENT LIMITATIONS – The CAMPO will provide at least two public comment periods in compliance with the minimum requirements of the Open Meeting Law prior to adjournment. **Public comment will be taken at the beginning of the agenda before any action is taken and again at the end before adjournment.** No action may be taken on a matter raised under public comment unless the item has been specifically included on the agenda as an item upon which action may be taken. The Chair may call for or allow additional individual-item public comment at the time of the body’s consideration of the item when: (1) the comment will be provided from a person who is directly involved with the item, such as City staff or an applicant; or (2) it involves any person’s or entity’s due process appeal or hearing rights provided by statute or the Carson City Municipal Code. Comments may be limited to three minutes per person or topic, at the discretion of the Chair in order to facilitate the meeting.  
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Agenda Management Notice - Items on the agenda may be taken out of order; the public body may combine two or more agenda items for consideration; and the public body may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.  
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Titles of agenda items are intended to identify specific matters. If you desire detailed information concerning any subject matter itemized within this agenda, including copies of the supporting material regarding any of the items listed on the agenda, please contact Lucia Maloney, Transportation Manager, in writing at 3505 Butti Way, Carson City, Nevada, 89701 or at [LMaloney@carson.org](mailto:LMaloney@carson.org), or by phone at (775) 887-2355 . You are encouraged to attend this meeting and participate by commenting on any agendized item.  
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Notice to persons with disabilities: Members of the public who are disabled and require special assistance or accommodations at the meeting are requested to notify CAMPO staff in writing at 3505 Butti Way, Carson City, Nevada, 89701 or at [LMaloney@carson.org](mailto:LMaloney@carson.org), or by calling Lucia Maloney at (775) 887-2355 at least 24 hours in advance of the meeting  
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This agenda and backup information are available on the City’s website at [www.carson.org/agendas](http://www.carson.org/agendas) and at the office for Carson City Public Works - 3505 Butti Way, Carson City, Nevada, 89701 (775) 887-2355.

This notice has been posted at the following locations:  
Carson City Public Works, 3505 Butti Way  
Community Center, 851 East William Street  
City Hall, 201 North Carson Street  
Carson City Library, 900 North Roop Street  
Community Development Permit Center, 108 East Proctor Street  
Douglas County Executive Offices, 1594 Esmeralda Avenue, Minden  
Lyon County Manager's Office, 27 South Main Street, Yerington  
Lyon County Utilities, 34 Lakes Blvd, Dayton  
Nevada Department of Transportation, 1263 S. Stewart Street, Carson City  
[www.carson.org/agendas](http://www.carson.org/agendas)  
<http://notice.nv.gov>

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**CARSON AREA METROPOLITAN PLANNING ORGANIZATION**  
**Minutes of the April 14, 2021 Meeting**  
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**DRAFT**

A regular meeting of the Carson Area Metropolitan Planning Organization (CAMPO) was scheduled for 4:30 p.m. on Wednesday, April 14, 2021 in the Community Center, Robert “Bob” Crowell Boardroom, 851 East William Street, Carson City, Nevada.

**PRESENT:** Chairperson Greg Stedfield  
 Vice Chairperson Lori Bagwell  
 Member Wes Henderson (Via WebEx)  
 Member Chas Macquarie  
 Member Lisa Schuette  
 Member John Terry (via telephone/not voting)

**STAFF:** Darren Schulz, Public Works Director (via WebEx)  
 Lucia Maloney, Transportation Manager  
 Adam Tully, Deputy District Attorney  
 Chris Martinovich, Transportation/Traffic Engineer  
 Kelly Norman, Transportation Planner/Analyst  
 Marquis Williams, Transportation Planner/Analyst  
 Alex Cruz, Transit Coordinator  
 Tamar Warren, Senior Public Meetings Clerk

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

**1. CALL TO ORDER – CARSON AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO)**

(4:30:42) – Chairperson Stedfield called the meeting to order at 4:30 p.m.

**2. ROLL CALL**

(4:30:56) – Roll was called, and a quorum was present. Member Walt Nowosad and Ex-Officio Member Sondra Rosenberg were absent.

**3. PUBLIC COMMENT**

(4:31:30) – Chairperson Stedfield entertained public comments; however, none were forthcoming.

**4. FOR POSSIBLE ACTION: APPROVAL OF MINUTES – FEBRUARY 10, 2021**

(4:31:42) – Chairperson Stedfield introduced the item and entertained corrections, comments, or a motion.

**CARSON AREA METROPOLITAN PLANNING ORGANIZATION**

**Minutes of the April 14, 2021 Meeting**

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**DRAFT**

**(4:32:01) – Member Macquarie moved to approve the minutes of the CAMPO February 21, 2021 meeting as submitted. The motion was seconded by Member Schuette and carried 5-0-0.**

**5. PUBLIC MEETING ITEM(S):**

**5-A FOR POSSIBLE ACTION: DISCUSSION AND POSSIBLE ACTION REGARDING AMENDING CAMPO’S UNIFIED PLANNING WORK PROGRAM (UPWP) FOR FISCAL YEARS 2021 AND 2022 SUCH THAT UNUSED FUNDS FROM FISCAL YEAR 2021 ARE BUDGETED FOR FISCAL YEAR 2022, AND THE OVERALL BUDGET IS INCREASED FROM \$880,568 TO \$933,649, WITH A CORRESPONDING INCREASE IN THE 5% LOCAL MATCH OBLIGATION, FROM \$44,028 TO \$46,682.**

(4:32:21) – Chairperson Stedfield introduced the item. Ms. Maloney presented the agenda materials, incorporated into the record, and responded to clarifying questions. Vice Chair Bagwell commented that it may be difficult for the public to notice results “right away” as “we work in years.” She also thanked Staff for “putting this project together and informing the CAMPO Board of the mission and where we’re going,” with the potential addition of a new position “to take us to the next step in our overall strategic plans.” Chairperson Stedfield entertained additional comments and when none were forthcoming, a motion.

**(4:39:02) – Vice Chair Bagwell moved to approve Amendment No. 1 as presented and allow Staff to correct the typographical errors. The motion was seconded by Member Schuette and carried 5-0-0.**

**5-B FOR POSSIBLE ACTION: DISCUSSION AND POSSIBLE ACTION TO (1) AUTHORIZE THE TRANSPORTATION MANAGER TO SIGN A COOPERATIVE AGREEMENT (AGREEMENT) WITH THE NEVADA DEPARTMENT OF TRANSPORTATION (NDOT) WHEREIN CAMPO RECEIVES AN ANTICIPATED \$530,716.80 IN CONSOLIDATED PLANNING GRANT (CPG) FUNDS FOR FISCAL YEAR (FY) 2022 TO BE EXPENDED IN ACCORD WITH ITS OPERATIVE UNIFIED PLANNING WORK PROGRAM (UPWP) AND SUBJECT TO A 5% LOCAL MATCH OBLIGATION ESTIMATED AS \$27,932.46; AND (2) AUTHORIZE THE TRANSPORTATION MANAGER TO SIGN FUTURE AMENDMENTS TO THIS AGREEMENT TO EXTEND THE TIME FOR PERFORMANCE OR TO APPROVE ANY CHANGE IN CPG FUNDING AND LOCAL MATCH AMOUNTS THAT ARE WITHIN 10% OF THE PRESENT ESTIMATES OF \$530,716.80 AND \$27,932.46.**

(4:39:48) – Chairperson Stedfield introduced the item. Ms. Maloney presented the Staff Report which is incorporated into the record, and noted that the agreement was developed with “a lot of time behind the scenes with [the Nevada Department of Transportation] NDOT Staff who’ve been creative partners, trying to support CAMPO.” She also informed Vice Chair Bagwell that she expected to return to this board “for a separate monetary agreement for Work Element 5 in May or June [2021].” Chairperson Stedfield entertained a motion.

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**DRAFT**

**(4:44:49) – Vice Chair Bagwell moved to authorize the Transportation Manager to sign the Agreement as presented, and to authorize the Transportation Manager to sign future amendments to the Agreement that extend the time for performance or modify CPG funding and local match amounts within 10% of the present estimates in the Agreement. Member Macquarie seconded the motion which carried 5-0-0.**

**6. NON-ACTION ITEMS**

**6-A Transportation Manager’s Report**

(4:45:31) – Ms. Maloney explained that the different agenda template was to conform with the Board of Supervisors’ agenda and to receive Board comments. She also noted that the May or June agenda would contain the Supplemental Funding Agreement for an anticipated Surface Transportation Block Grant funding, to be included in the Transportation Improvement Program (scheduled for a future agenda item). Ms. Maloney also believed that the May agenda would include a reclassification of Appion Way into a regional roadway.

**6-B Other comments and reports, which could include:**

- **FUTURE AGENDA ITEMS**
- **STATUS REVIEW OF ADDITIONAL PROJECTS**
- **INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS**
- **CORRESPONDENCE TO CAMPO**
- **ADDITIONAL STATUS REPORTS AND COMMENTS FROM CAMPO**
- **ADDITIONAL STAFF COMMENTS AND STATUS REPORTS**

(4:46:40) – Chairperson Stedfield introduced the item. Ms. Maloney noted that future agenda items were previously discussed.

**7. PUBLIC COMMENT**

(4:46:56) – Chairperson Stedfield entertained public comments. Member Terry announced that he had been unable to log in via WebEx; therefore, he had listened to the meeting via telephone but had not been able to vote. Vice Chair Bagwell announced that starting in May 2021, members of the public will be allowed to return to the Robert “Bob” Crowell Boardroom [while observing social distancing guidelines]. Chairperson Stedfield thanked Member Terry for his participation as this was his last CAMPO meeting.

**8. ADJOURNMENT: FOR POSSIBLE ACTION**

**(4:48:53) – Chairperson Stedfield adjourned the meeting at 4:49 p.m.**

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**DRAFT**

The Minutes of the April 14, 2021 Carson Area Metropolitan Planning Organization meeting are so approved this 9<sup>th</sup> day of June, 2021.



## STAFF REPORT

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

**Meeting Date:** June 9, 2021

**Staff Contact:** Dirk Goering, Senior Transportation Planner

**Agenda Title: For Possible Action** – Discussion and possible action regarding Contract No. 20300319 between the Carson Area Metropolitan Planning Organization (“CAMPO”) and Applied Research Associates, Inc. (“ARA”), wherein ARA will collect data on the condition of local and regional roadways for the City’s use (“Pavement Management Services Project”), for a total not to exceed amount of \$76,600.

**Staff Summary:** During the Pavement Management Services Project, ARA will use a specialized van to complete an automated survey regarding the condition of 363 lane miles of the City’s regional and local roadways. This will allow the City to update the City’s pavement database.

**Agenda Action:** Formal Action/Motion

**Time Requested:** 10 minutes

### **Proposed Motion**

I move to approve the contract as presented.

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

The Pavement Management Services Project consists of a field survey of 363 lane miles of roadways within Carson City with network referencing, GIS linkage, a method to QA/QC collected data, and coordination and delivery of data to Carson City in a method compatible with MicroPAVER and acceptable to Carson City Staff.

A Request for Qualifications was published in the Reno Gazette Journal and on Carson City’s website on March 29, 2021. Six proposals were received. The Review and Selection Committee selected ARA as the most qualified contractor and recommends a contract with ARA for the Pavement Management Services Project to CAMPO.

The project will be managed by CAMPO staff. If approved, the Pavement Management Services Project will be initiated and is anticipated to be completed within approximately six months.

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

NRS 332.115(1)(b); June 18, 2020 Interlocal Cooperative Agreement between the City, CAMPO, and RTC

### **Financial Information**

Is there a fiscal impact?  Yes  No

If yes, Fund Name, Account Name / Account Number: Project G302820001, Task 4.0 Transportation Performance Management, CAMPO Grants Account / 2453028-501210

Is it currently budgeted?  Yes  No

Explanation of Fiscal Impact: If approved, the above account will have a net decrease of \$76,600. The fiscal impact associated with this item is to procure professional services for completion of a Pavement Management Services Project. Funding for this contract is budgeted in CAMPO’s Unified Planning Work Program (“UPWP”), Task 4.0 Transportation Performance Management, which is reimbursable with Federal Consolidated Planning Grant (“CPG”) funds at a rate of 95% (Exhibit 2). The 5% local match has been budgeted within CAMPO’s approved UPWP for Fiscal Years 2021 & 2022.

**Supporting Material**

-Exhibit-1: Contract No. 20300319

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

**Board Action Taken:**

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

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

**PROFESSIONAL SERVICES CONSULTANT AGREEMENT**  
**Contract No. 20300319**  
**Title: Carson Area Metropolitan Planning Organization (CAMPO)**  
**Pavement Management Services for 2021**

THIS CONTRACT is made and entered into this 9<sup>th</sup> day of June 2021, by and between Carson City, a consolidated municipality, a political subdivision of the State of Nevada, hereinafter referred to as “**CITY**”, and Applied Research Associates, Inc., hereinafter referred to as “**CONSULTANT**”.

**WITNESSETH:**

**WHEREAS**, the Purchasing and Contracts Manager for **CITY** is authorized pursuant to Nevada Revised Statutes (hereinafter referred to as “NRS”) 332 and 338 and Carson City Purchasing Resolution #1990-R71, to approve and accept this Contract as set forth in and by the following provisions; and

**WHEREAS**, this Contract is for consulting services from one or more licensed architects, engineers and/or land surveyors; and

**WHEREAS**, this Contract (does involve   ) (does not involve   X  ) a “public work” construction project, which pursuant to NRS 338.010(18) means any project for the new construction, repair or reconstruction of an applicable project financed in whole or in part from public money; and

**WHEREAS, CONSULTANT’S** compensation under this agreement (does   X  ) (does not   ) utilize in whole or in part money derived from one or more federal grant funding source(s) as set forth in **Exhibit B**; and

**WHEREAS**, it is deemed necessary that the services of **CONSULTANT** for **CONTRACT No. 20300319** (hereinafter referred to as “Contract”) are both necessary and in the best interest of **CITY**; and

**NOW, THEREFORE**, in consideration of the aforesaid premises, and the following terms, conditions and other valuable consideration, the parties mutually agree as follows:

**1. REQUIRED APPROVAL:**

This Contract shall not become effective until and unless approved by the Carson Area Metropolitan Planning Organization, all required documents are received and signed by all parties.

**2. SCOPE OF WORK (Incorporated Contract Documents):**

2.1 **CONSULTANT** shall provide and perform the following services set forth in **Exhibit A**, which shall all be attached hereto and incorporated herein by reference for and on behalf of **CITY** and hereinafter referred to as the “SERVICES”.

2.2 **CONSULTANT** represents that it is duly licensed by **CITY** for the purposes of performing the SERVICES.

2.3 **CONSULTANT** represents that it is duly qualified and licensed in the State of Nevada for the purposes of performing the SERVICES.

For P&C Use Only	
CCBL expires	_____
GL expires	_____
AL expires	_____
PL expires	_____
WC expires	_____

## PROFESSIONAL SERVICES CONSULTANT AGREEMENT

Contract No. 20300319

### Title: Carson Area Metropolitan Planning Organization (CAMPO) Pavement Management Services for 2021

2.4 **CONSULTANT** represents that it and/or the persons it may employ possess all skills and training necessary to perform the SERVICES described herein and required hereunder. **CONSULTANT** shall perform the SERVICES faithfully, diligently, in a timely and professional manner, to the best of its ability, and in such a manner as is customarily performed by a person who is in the business of providing such services in similar circumstances. **CONSULTANT** shall be responsible for the professional quality and technical accuracy of all SERVICES furnished by **CONSULTANT** to **CITY**.

2.5 **CONSULTANT** represents that neither the execution of this Contract nor the rendering of services by **CONSULTANT** hereunder will violate the provisions of or constitute a default under any other contract or agreement to which **CONSULTANT** is a party or by which **CONSULTANT** is bound, or which would preclude **CONSULTANT** from performing the SERVICES required of **CONSULTANT** hereunder, or which would impose any liability or obligation upon **CITY** for accepting such SERVICES.

2.6 Before commencing with the performance of any work under this Contract, **CONSULTANT** shall obtain all necessary permits and licenses as may be necessary. Before and during the progress of work under this Contract, **CONSULTANT** shall give all notice and comply with all the laws, ordinances, rules and regulations of every kind and nature now or hereafter in effect promulgated by any Federal, State, County, or other Governmental Authority, relating to the performance of work under this Contract. If **CONSULTANT** performs any work that is contrary to any such law, ordinance, rule or regulation, it shall bear all the costs arising therefrom.

2.7 Special Terms and Conditions for Engineers, Architects, and Land Surveying/Testing:

2.7.1 *Use of **CONSULTANT'S** Drawings, Specifications and Other Documents:*

2.7.1.1 The drawings, specifications and other documents prepared by **CONSULTANT** for this Contract are instruments of **CONSULTANT'S** service for use solely with respect to this Contract and, unless otherwise provided, **CONSULTANT** shall be deemed the author of these documents and shall retain all common law statutory and other reserved rights, including the copyright.

2.7.2 *Cost Accounting and Audits:*

2.7.2.1 If required by **CITY**, **CONSULTANT** agrees to make available to **CITY** for three (3) years after the completion of the SERVICES under this Contract, such books, records, receipts, vouchers, or other data as may be deemed necessary by **CITY** to enable it to arrive at appropriate cost figures for the purpose of establishing depreciation rates for the various materials and other elements which may have been incorporated into the SERVICES performed under this Contract.

2.7.3 *If Land Surveying or Testing SERVICES are provided to a Public Work Project involving actual Construction (not solely design work):*

2.7.3.1 DAVIS-BACON & RELATED ACTS 29 CFR PARTS 1,3,5,6,&7 AND NRS 338.070(5): **CONSULTANT** shall comply with Davis-Bacon Act and NRS 338.070(5). **CONSULTANT** and each covered contractor or subcontractor must provide a weekly statement of wages paid to each of its employees engaged in covered SERVICES. The

# PROFESSIONAL SERVICES CONSULTANT AGREEMENT

Contract No. 20300319

## Title: Carson Area Metropolitan Planning Organization (CAMPO) Pavement Management Services for 2021

statement shall be executed by **CONSULTANT** or subcontractor or by an authorized officer or employee of **CONSULTANT** or subcontractor who supervised the payment of wages and shall be on the "Statement of Compliance" form. **CONSULTANT** shall submit a Statement of Compliance that is prescribed by the Nevada Labor Commissioner or contains identical wording. Per NRS 338.070(6) the records maintained pursuant to subsection 5 of this statute must be open at all reasonable hours to the inspection of the public body (the **CITY'S** representative) awarding the contract. The **CONSULTANT** engaged on the public work or subcontractor engaged on the public work shall ensure that a copy of each record for each calendar month is received by the public body awarding the contract (the **City**) **no later than 15 days after the end of the month.**

2.7.3.2 FEDERAL FUNDING: In the event federal funds are used for payment of all or part of this Contract, **CONSULTANT** shall submit a Statement of Compliance form WH347 or a form with identical wording and a Statement of Compliance prescribed by the Nevada Labor Commissioner **within 7 days after the regular pay date for the pay period.** The original Statements shall be delivered to Carson City Public Works, 3505 Butti Way, Carson City, Nevada 89703, attention Davis-Bacon/Federal Funding Compliance.

2.7.3.3 CERTIFIED PAYROLLS FOR DAVIS-BACON AND PREVAILING WAGE PROJECTS: The higher of the Federal or local prevailing wage rates for **CITY**, as established by the Nevada Labor Commission and the Davis-Bacon Act, shall be paid for all classifications of labor on this project SERVICES. Should a classification be missing from the Davis-Bacon rates the **CONSULTANT** shall complete a request of authorization for additional classification or rate form SF1444 in its entirety and submit it to the **CITY** for approval and submission to the U.S. Department of Labor. Also, in accordance with NRS 338, the hourly and daily wage rates for the State and Davis-Bacon must be posted at the work site by **CONSULTANT**. **CONSULTANT** shall ensure that a copy of **CONSULTANT'S** and subcontractor's certified payrolls for each calendar week are received by **CITY**.

2.7.3.3.1 Per NRS 338.070(5) a **CONSULTANT** engaged on a public work and each subcontractor engaged on the public work shall keep or cause to be kept:

(a) An accurate record showing, for each worker employed by the consultant or subcontractor in connection with the public work:

- (1) The name of the worker;
- (2) The occupation of the worker;
- (3) The gender of the worker, if the worker voluntarily agreed to specify that information pursuant to subsection 4, or an entry indicating that the worker declined to specify such information;
- (4) The ethnicity of the worker, if the worker voluntarily agreed to specify that information pursuant to subsection 4, or an entry indicating that the worker declined to specify such information;
- (5) If the worker has a driver's license or identification card, an indication of the state or other jurisdiction that issued the license or card; and

**PROFESSIONAL SERVICES CONSULTANT AGREEMENT**

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(6) The actual per diem, wages and benefits paid to the worker;  
and

(b) An additional accurate record showing, for each worker employed by the consultant or subcontractor in connection with the public work who has a driver's license or identification card:

(1) The name of the worker;

(2) The driver's license number or identification card number of the worker; and

(3) The state or other jurisdiction that issued the license or card.

2.7.3.3.2 The original payroll records shall be certified and shall be submitted weekly to Carson City Public Works, 3505 Butti Way, Carson City, Nevada 89703, attention Davis-Bacon/Federal Funding Compliance. Submission of such certified payrolls shall be a condition precedent for processing the monthly progress payment. **CONSULTANT**, as General Contractor, shall collect the wage reports from the subcontractors and ensure the receipt of a certified copy of each weekly payroll for submission to **CITY** as one complete package.

2.7.3.3.3 Pursuant to NRS 338.060 and 338.070, **CONSULTANT** hereby agrees to forfeit, as a penalty to **CITY**, not less than Twenty Dollars (\$20) nor more than Fifty Dollars (\$50) for each calendar day or portion thereof that each worker employed on the Contract is paid less than the designated rate for any WORK done under the Contract, by **CONSULTANT** or any subcontractor under him/her, or is not reported to **CITY** as required by NRS 338.070.

2.7.3.4 FAIR EMPLOYMENT PRACTICES: Pursuant to NRS 338.125, Fair Employment Practices, the following provisions must be included in any contract between **CONSULTANT** and a public body such as **CITY**:

2.7.3.4.1 *In connection with the performance of work or SERVICES under this Contract, CONSULTANT agrees not to discriminate against any employee or applicant for employment because of race, creed, color, national origin, sex, sexual orientation, gender identity, or age, including, without limitation, with regard to employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including without limitation, apprenticeship.*

2.7.3.4.2 **CONSULTANT** further agrees to insert this provision in all subcontracts hereunder, except subcontracts for standard commercial supplies or raw materials.

2.7.3.5 PREFERENTIAL EMPLOYMENT: Unless, and except if, this Contract is funded in whole or in part by federal grant funding (see 40 C.F.R. § 31.36(c) *Competition*), pursuant to NRS 338.130, in all cases where persons are employed in the construction of public works, preference must be given, the qualifications of the applicants being equal: (1) First: To persons who have been honorably discharged from the Army, Navy, Air

**PROFESSIONAL SERVICES CONSULTANT AGREEMENT**  
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Force, Marine Corps or Coast Guard of the United States, a reserve component thereof or the National Guard; and are citizens of the State of Nevada. (2) Second: To other citizens of the State of Nevada.

2.7.3.5.1 In connection with the performance of SERVICES under this Contract, **CONSULTANT** agrees to comply with the provisions of NRS 338.130 requiring certain preferences to be given to which persons are employed in the construction of a public work. If **CONSULTANT** fails to comply with the provisions of NRS 338.130, pursuant to the terms of NRS 338.130(3), this Contract is void, and any failure or refusal to comply with any of the provisions of this section renders this Contract void.

2.7.4 If the CITY was required by NRS 332.039(1) to advertise or request a proposal for this Agreement, by signing this Agreement, the **CONSULTANT** provides a written certification that the **CONSULTANT** is not currently engaged in, and during the Term shall not engage in, a Boycott of Israel. The term "Boycott of Israel" has the meaning ascribed to that term in Section 3 of Nevada Senate Bill 26 (2017). The **CONSULTANT** shall be responsible for fines, penalties, and payment of any State of Nevada or federal funds that may arise (including those that the CITY pays, becomes liable to pay, or becomes liable to repay) as a direct result of the **CONSULTANT's** non-compliance with this Section.

2.8 **CITY Responsibilities:**

2.8.1 **CITY** shall make available to **CONSULTANT** all technical data that is in **CITY'S** possession, reasonably required by **CONSULTANT** relating to the SERVICES.

2.8.2 **CITY** shall provide access to and make all provisions for **CONSULTANT** to enter upon public and private lands, to the fullest extent permitted by law, as reasonably required for **CONSULTANT** to perform the SERVICES.

2.8.3 **CITY** shall examine all reports, correspondence, and other documents presented by **CONSULTANT** upon request of **CITY**, and render, in writing, decisions pertaining thereto within a reasonable time so as not to delay the work of **CONSULTANT**.

2.8.4 It is expressly understood and agreed that all work done by **CONSULTANT** shall be subject to inspection and acceptance by **CITY** and approval of SERVICES shall not forfeit the right of **CITY** to require correction, and nothing contained herein shall relieve **CONSULTANT** of the responsibility of the SERVICES required under the terms of this Contract until all SERVICES have been completed and accepted by **CITY**.

3. **CONTRACT TERM:**

3.1 The term of this Contract begins on June 10, 2021, subject to Carson Area Metropolitan Planning Organization approval (anticipated to be June 9, 2021) and ends on March 31, 2022, unless sooner terminated by either party as specified in **Section 7** (CONTRACT TERMINATION).

4. **NOTICE:**

4.1 Except any applicable bid and award process where notices may be limited to postings by **CITY** on its Bid Opportunities website ([www.carson.org](http://www.carson.org)), all notices or other communications required or

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permitted to be given under this Contract shall be in writing and shall be deemed to have been duly given if delivered personally in hand, by e-mail, by regular mail, by telephonic facsimile with simultaneous regular mail, or by certified mail, return receipt requested, postage prepaid on the date posted, and addressed to the other party at the address specified below.

4.2 Notice to **CONSULTANT** shall be addressed to:

Alvaro Ulloa, Ph.D., P.E.  
Applied Research Associates, Inc.  
2217 W. Braker Ln.  
Austin, TX 78758  
512-521-5008  
[AUlloa@ara.com](mailto:AUlloa@ara.com)

4.3 Notice to **CITY** shall be addressed to:

Carson City Purchasing and Contracts Department  
Carol Akers, Purchasing and Contracts Administrator  
201 North Carson Street, Suite 2  
Carson City, NV 89701  
775-283-7362 / FAX 775-887-2286  
[CAkers@carson.org](mailto:CAkers@carson.org)

**5. COMPENSATION:**

5.1 The parties agree that **CONSULTANT** will provide the SERVICES specified in **Section 2** (SCOPE OF WORK) and **CITY** agrees to pay **CONSULTANT** the Contract's compensation based upon Time and Materials and the Scope of Work Fee Schedule for a not to exceed maximum amount of Seventy Six Thousand Six Hundred Dollars and 00/100 (\$76,600.00), and hereinafter referred to as "Contract Sum".

5.2 Contract Sum represents full and adequate compensation for the completed SERVICES, and includes the furnishing of all materials; all labor, equipment, tools, and appliances; and all expenses, direct or indirect, connected with the proper execution of the SERVICES.

5.3 **CONSULTANT** shall provide **CITY** with a scope of work for each task to be completed and if approved by the Public Works Director, **CONSULTANT** will be provided a "Task Order" authorizing the work.

5.4 **CITY** has provided a sample invoice and **CONSULTANT** shall submit its request for payment using said sample invoice.

5.5 Payment by **CITY** for the SERVICES rendered by **CONSULTANT** shall be due within thirty (30) calendar days from the date **CITY** acknowledges that the performance meets the requirements of this Contract or from the date the correct, complete, and descriptive invoice is received by **CITY** employee designated on the sample invoice, whichever is the later date.

5.6 **CITY** does not agree to reimburse **CONSULTANT** for expenses unless otherwise specified.

**6. TIMELINESS OF BILLING SUBMISSION:**

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6.1 The parties agree that timeliness of billing is of the essence to this Contract and recognize that **CITY** is on a fiscal year which is defined as the period beginning July 1 and ending June 30 of the following year. All billings for dates of service prior to July 1 must be submitted to **CITY** no later than the first Friday in August of the same year. A billing submitted after the first Friday in August will subject **CONSULTANT** to an administrative fee not to exceed \$100.00. The parties hereby agree this is a reasonable estimate of the additional costs to **CITY** of processing the billing as a stale claim and that this amount will be deducted from the stale claim payment due to **CONSULTANT**.

**7. CONTRACT TERMINATION:**

7.1 Termination Without Cause:

7.1.1 Any discretionary or vested right of renewal notwithstanding, this Contract may be terminated upon written notice by mutual consent of both parties or unilaterally by either party without cause.

7.1.2 **CITY** reserves the right to terminate this Contract for convenience whenever it considers termination, in its sole and unfettered discretion, to be in the public interest. In the event that the Contract is terminated in this manner, payment will be made for SERVICES actually completed. If termination occurs under this provision, in no event shall **CONSULTANT** be entitled to anticipated profits on items of SERVICES not performed as of the effective date of the termination or compensation for any other item, including but not limited to, unabsorbed overhead. **CONSULTANT** shall require that all subcontracts which it enters related to this Contract likewise contain a termination for convenience clause which precludes the ability of any subconsultant to make claims against **CONSULTANT** for damages due to breach of contract, of lost profit on items of SERVICES not performed or of unabsorbed overhead, in the event of a convenience termination.

7.2 Termination for Nonappropriation:

7.2.1 All payments and SERVICES provided under this Contract are contingent upon the availability of the necessary public funding, which may include various internal and external sources. In the event that Carson City does not acquire and appropriate the funding necessary to perform in accordance with the terms of the Contract, the Contract shall automatically terminate upon **CITY'S** notice to **CONSULTANT** of such nonappropriation, and no claim or cause of action may be based upon any such nonappropriation.

7.3 Cause Termination for Default or Breach:

7.3.1 A default or breach may be declared with or without termination.

7.3.2 This Contract may be terminated by either party upon written notice of default or breach to the other party as follows:

7.3.2.1 If **CONSULTANT** fails to provide or satisfactorily perform any of the conditions, work, deliverables, goods, or any SERVICES called for by this Contract within the time requirements specified in this Contract or within any granted extension of those time requirements; or

7.3.2.2 If any state, county, city or federal license, authorization, waiver, permit, qualification or certification required by statute, ordinance, law, or regulation to be held by

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**CONSULTANT** to provide the goods or SERVICES or any services required by this Contract is for any reason denied, revoked, debarred, excluded, terminated, suspended, lapsed, or not renewed; or

7.3.2.3 If **CONSULTANT** becomes insolvent, subject to receivership, or becomes voluntarily or involuntarily subject to the jurisdiction of the bankruptcy court; or

7.3.2.4 If **CITY** materially breaches any material duty under this Contract and any such breach impairs **CONSULTANT'S** ability to perform; or

7.3.2.5 If it is found by **CITY** that any quid pro quo or gratuities in the form of money, services, entertainment, gifts, or otherwise were offered or given by **CONSULTANT**, or any agent or representative of **CONSULTANT**, to any officer or employee of **CITY** with a view toward securing a contract or securing favorable treatment with respect to awarding, extending, amending, or making any determination with respect to the performing of such contract; or

7.3.2.6 If it is found by **CITY** that **CONSULTANT** has failed to disclose any material conflict of interest relative to the performance of this Contract.

#### 7.4 Time to Correct (Declared Default or Breach):

7.4.1 Termination upon a declared default or breach may be exercised only after providing 7 (seven) calendar days written notice of default or breach, and the subsequent failure of the defaulting or breaching party, within five (5) calendar days of providing that default or breach notice, to provide evidence satisfactory to the aggrieved party demonstrating that the declared default or breach has been corrected. Time to correct shall run concurrently with any notice of default or breach and such time to correct is not subject to any stay with respect to the nonexistence of any Notice of Termination. Untimely correction shall not void the right to termination otherwise properly noticed unless waiver of the noticed default or breach is expressly provided in writing by the aggrieved party. There shall be no time to correct with respect to any notice of termination without cause or termination for nonappropriation.

#### 7.5 Winding Up Affairs Upon Termination:

7.5.1 In the event of termination of this Contract for any reason, the parties agree that the provisions of this **Subsection 7.5** (Winding Up Affairs Upon Termination) survive termination:

7.5.1.1 The parties shall account for and properly present to each other all claims for fees and expenses and pay those which are undisputed and otherwise not subject to set off under this Contract. Neither party may withhold performance of winding up provisions solely based on nonpayment of fees or expenses accrued up to the time of termination; and

7.5.1.2 **CONSULTANT** shall satisfactorily complete SERVICES in progress at the agreed rate (or a pro rata basis if necessary) if so requested by **CITY**; and

7.5.1.3 **CONSULTANT** shall execute any documents and take any actions necessary to effectuate an assignment of this Contract if so requested by **CITY**; and

7.5.1.4 **CONSULTANT** shall preserve, protect, and promptly deliver into **CITY** possession all proprietary information in accordance **Section 19** (CITY OWNERSHIP OF

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7.6 PROPRIETARY INFORMATION).  
Notice of Termination:

7.6.1 Unless otherwise specified in this Contract, termination shall not be effective until seven (7) calendar days after a party has provided written notice of default or breach, or notice of without cause termination. Notice of Termination may be given at the time of notice of default or breach, or notice of without cause termination. Notice of Termination may be provided separately at any time after the running of the 7-day notice period, and such termination shall be effective on the date the Notice of Termination is provided to the party unless a specific effective date is otherwise set forth therein. Any delay in providing a Notice of Termination after the 7-day notice period has run without a timely correction by the defaulting or breaching party shall not constitute any waiver of the right to terminate under the existing notice(s).

**8. REMEDIES:**

Except as otherwise provided for by law or this Contract, the rights and remedies of the parties shall not be exclusive and are in addition to any other rights and remedies provided by law or equity, including, without limitation, actual damages, and to a prevailing party reasonable attorney's fees and costs. The parties agree that, in the event a lawsuit is filed and a party is awarded attorney's fees by the court, for any reason, the amount of recoverable attorney's fees shall not exceed the rate of \$125 per hour. **CITY** may set off consideration against any unpaid obligation of **CONSULTANT** to **CITY**.

**9. LIMITED LIABILITY:**

**CITY** will not waive and intends to assert available NRS Chapter 41 liability limitations in all cases. Contract liability of both parties shall not be subject to punitive damages. Liquidated damages shall not apply unless otherwise expressly provided for elsewhere in this Contract. Damages for any **CITY** breach shall never exceed the amount of funds appropriated for payment under this Contract, but not yet paid to **CONSULTANT**, for the fiscal year budget in existence at the time of the breach. **CONSULTANT'S** tort liability shall not be limited.

**10. FORCE MAJEURE:**

Neither party shall be deemed to be in violation of this Contract if it is prevented from performing any of its obligations hereunder due to strikes, failure of public transportation, civil or military authority, act of public enemy, accidents, fires, explosions, or acts of God, including, without limitation, earthquakes, floods, winds, or storms. In such an event the intervening cause must not be through the fault of the party asserting such an excuse, and the excused party is obligated to promptly perform in accordance with the terms of this Contract after the intervening cause ceases.

**11. INDEMNIFICATION:**

11.1 To the extent permitted by law, including, but not limited to, the provisions of NRS Chapter 41, each party shall indemnify, hold harmless and defend, not excluding the other's right to participate, the other party from and against all liability, claims, actions, damages, losses, and expenses, including but not limited to reasonable attorney's fees and costs, arising out of any alleged negligent or willful acts or omissions of the indemnifying party, its officers, employees and agents. Such obligation shall not be construed to negate, abridge, or otherwise reduce any other right or obligation of the indemnity which would otherwise exist as to any party or person described in this Section.

11.2 As required by NRS 338.155, if this Contract involves a "public work" construction project as defined above, **CONSULTANT** shall defend, indemnify and hold harmless the **CITY**, and the employees, officers and agents of the public body from any liabilities, damages, losses, claims, actions or proceedings, including without limitation, reasonable attorney's fees, to the extent that such liabilities, damages, losses, claims, actions or proceedings are caused by the negligence, errors, omissions, recklessness or intentional misconduct of the **CONSULTANT** or the employees or agents of the

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**CONSULTANT** in the performance of the Contract. Such obligation shall not be construed to negate, abridge, or otherwise reduce any other right or obligation of the indemnity which would otherwise exist as to any party or person described in this section. However, with respect to any anticipated benefits to **CITY** resulting from the Scope of Work, **CONSULTANT** shall not be responsible or liable to **CITY** for any warranties, guarantees, fitness for a particular purpose or loss of anticipated profits resulting from any termination of this Contract. Additionally, **CONSULTANT** shall not be responsible for acts and decisions of third parties, including governmental agencies, other than **CONSULTANT'S** subcontractors, that impact project completion and/or success.

11.3 Except as otherwise provided in **Subsection 11.5** below, the indemnifying party shall not be obligated to provide a legal defense to the indemnified party, nor reimburse the indemnified party for the same, for any period occurring before the indemnified party provides written notice of the pending claim(s) or cause(s) of action to the indemnifying party, along with:

11.3.1 a written request for a legal defense for such pending claim(s) or cause(s) of action; and

11.3.2 a detailed explanation of the basis upon which the indemnified party believes that the claim or cause of action asserted against the indemnified party implicates the culpable conduct of the indemnifying party, its officers, employees, and/or agents.

11.4 After the indemnifying party has begun to provide a legal defense for the indemnified party, the indemnifying party shall not be obligated to fund or reimburse any fees or costs provided by any additional counsel for the indemnified party, including counsel through which the indemnified party might voluntarily choose to participate in its defense of the same matter.

11.5 After the indemnifying party has begun to provide a legal defense for the indemnified party, the indemnifying party shall be obligated to reimburse the reasonable attorney's fees and costs incurred by the indemnified party during the initial thirty (30) day period of the claim or cause of action, if any, incurred by separate counsel.

## 12. **INDEPENDENT CONTRACTOR:**

12.1 **CONSULTANT**, as an independent contractor, is a natural person, firm or corporation who agrees to perform SERVICES for a fixed price according to his or its own methods and without subjection to the supervision or control of the **CITY**, except as to the results of the SERVICES, and not as to the means by which the SERVICES are accomplished.

12.2 It is mutually agreed that **CONSULTANT** is associated with **CITY** only for the purposes and to the extent specified in this Contract, and in respect to performance of the contracted SERVICES pursuant to this Contract. **CONSULTANT** is and shall be an independent contractor and, subject only to the terms of this Contract, shall have the sole right to supervise, manage, operate, control, and direct performance of the details incident to its duties under this Contract.

12.3 Nothing contained in this Contract shall be deemed or construed to create a partnership or joint venture, to create relationships of an employer-employee or principal-agent, or to otherwise create any liability for **CITY** whatsoever with respect to the indebtedness, liabilities, and obligations of **CONSULTANT** or any other party.

12.4 **CONSULTANT**, in addition to **Section 11** (INDEMNIFICATION), shall indemnify and hold **CITY** harmless from, and defend **CITY** against, any and all losses, damages, claims, costs, penalties, liabilities, expenses arising out of or incurred in any way because of, but not limited to, **CONSULTANT'S** obligations or legal duties regarding any taxes, fees, assessments, benefits, entitlements, notice of benefits, employee's eligibility to work, to any third party, subcontractor, employee, state, local or federal governmental entity.

12.5 Neither **CONSULTANT** nor its employees, agents, or representatives shall be considered employees, agents, or representatives of **CITY**.

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**13. INSURANCE REQUIREMENTS (GENERAL):**

**13.1 NOTICE: The following general insurance requirements shall apply unless these general requirements are altered by any specific requirements set forth in CITY'S solicitation for bid document, the adopted bid or other document incorporated into this Contract by the parties.**

13.2 **CONSULTANT**, as an independent contractor and not an employee of **CITY**, must carry policies of insurance in amounts specified and pay all taxes and fees incident hereunto. **CITY** shall have no liability except as specifically provided in this Contract.

13.3 **CONSULTANT** shall not commence work before: (1) **CONSULTANT** has provided the required evidence of insurance to **CITY** Purchasing and Contracts, and (2) **CITY** has approved the insurance policies provided by **CONSULTANT**.

13.4 Prior approval of the insurance policies by **CITY** shall be a condition precedent to any payment of consideration under this Contract and **CITY'S** approval of any changes to insurance coverage during the course of performance shall constitute an ongoing condition subsequent this Contract. Any failure of **CITY** to timely approve shall not constitute a waiver of the condition.

13.5 *Insurance Coverage (13.6 through 13.23):*

13.6 **CONSULTANT** shall, at **CONSULTANT'S** sole expense, procure, maintain and keep in force for the duration of this Contract the following insurance conforming to the minimum requirements specified below. Unless specifically specified herein or otherwise agreed to by **CITY**, the required insurance shall be in effect prior to the commencement of work by **CONSULTANT** and shall continue in force as appropriate until the later of:

13.6.1 Final acceptance by **CITY** of the completion of this Contract; or

13.6.2 Such time as the insurance is no longer required by **CITY** under the terms of this Contract.

13.6.3 Any insurance or self-insurance available to **CITY** under its coverage(s) shall be in excess of and non-contributing with any insurance required from **CONSULTANT**. **CONSULTANT'S** insurance policies shall apply on a primary basis. Until such time as the insurance is no longer required by **CITY**, **CONSULTANT** shall provide **CITY** with renewal or replacement evidence of insurance no less than thirty (30) calendar days before the expiration or replacement of the required insurance. If at any time during the period when insurance is required by this Contract, an insurer or surety shall fail to comply with the requirements of this Contract, as soon as **CONSULTANT** has knowledge of any such failure, **CONSULTANT** shall immediately notify **CITY** and immediately replace such insurance or bond with an insurer meeting the requirements.

13.7 *General Insurance Requirements (13.8 through 13.23):*

13.8 **Certificate Holder:** Each certificate shall list Carson City c/o Carson City Purchasing and Contracts, 201 N. Carson Street, Suite 2, Carson City, NV 89701 as a certificate holder.

13.9 **Additional Insured:** By endorsement to the general liability insurance policy evidenced by **CONTRACTOR**, The City and County of Carson City, Nevada, its officers, employees and immune contractors shall be named as additional insureds for all liability arising from this Contract.

13.10 **Waiver of Subrogation:** Each liability insurance policy, except for professional liability, shall provide for a waiver of subrogation in favor of City.

13.11 **Cross-Liability:** All required liability policies shall provide cross-liability coverage as would be achieved under the standard ISO separation of insureds clause.

13.12 **Deductibles and Self-Insured Retentions:** Insurance maintained by **CONSULTANT** shall apply

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on a first dollar basis without application of a deductible or self-insured retention unless otherwise specifically agreed to by **CITY**. Such approval shall not relieve **CONSULTANT** from the obligation to pay any deductible or self-insured retention. Any deductible or self-insured retention shall not exceed \$5,000.00 per occurrence, unless otherwise approved by **CITY**.

13.13 **Policy Cancellation:** Except for ten (10) calendar days' notice for non-payment of premium, **CONSULTANT** or its insurers must provide thirty (30) calendar days prior written notice to Carson City Purchasing and Contracts if any policy will be canceled, non-renewed or if required coverage and /or limits reduced or materially altered, and shall provide that notices required by this paragraph shall be sent by mail to Carson City Purchasing and Contracts, 201 N. Carson Street, Suite 2, Carson City, NV 89701. When available, each insurance policy shall be endorsed to provide thirty (30) days' notice of cancellation, except for ten (10) days' notice for non-payment of premium, to City.

13.14 **Approved Insurer:** Each insurance policy shall be issued by insurance companies authorized to do business in the State of Nevada or eligible surplus lines insurers under federal and Nevada law and having agents in Nevada upon whom service of process may be made, and currently rated by A.M. Best as "A-VII" or better.

13.15 **Evidence of Insurance:** Prior to commencement of work, **CONSULTANT** must provide the following documents to Carson City Purchasing and Contracts, 201 North Carson Street, Suite 2, Carson City, NV 89701:

13.16 **Certificate of Insurance:** **CONSULTANT** shall furnish City with a certificate(s) of insurance, executed by a duly authorized representative of each insurer, showing compliance with the insurance requirements set forth herein. The Acord 25 Certificate of Insurance form or a form substantially similar must be submitted to Carson City Purchasing and Contracts to evidence the insurance policies and coverages required of **CONSULTANT**.

13.17 **Additional Insured Endorsement:** An Additional Insured Endorsement (CG20 10 or C20 26), signed by an authorized insurance company representative, must be submitted to Carson City Purchasing and Contracts to evidence the endorsement of **CITY** as an additional insured per **Subsection 13.9** (Additional Insured).

13.18 **Schedule of Underlying Insurance Policies:** If Umbrella or Excess policy is evidenced to comply with minimum limits, a copy of the Underlying Schedule from the Umbrella or Excess insurance policy may be required.

13.19 **Review and Approval:** Documents specified above must be submitted for review and approval by **CITY** Purchasing and Contracts prior to the commencement of work by **CONSULTANT**. Neither approval by **CITY** nor failure to disapprove the insurance furnished by **CONSULTANT** shall relieve **CONSULTANT** of **CONSULTANT'S** full responsibility to provide the insurance required by this Contract. Compliance with the insurance requirements of this Contract shall not limit the liability of **CONSULTANT** or its subcontractors, employees or agents to **CITY** or others, and shall be in addition to and not in lieu of any other remedy available to **CITY** under this Contract or otherwise. **CITY** reserves the right to request and review a copy of any required insurance policy or endorsement to assure compliance with these requirements.

#### 13.20 **COMMERCIAL GENERAL LIABILITY INSURANCE:**

**CONSULTANT** shall maintain commercial general liability (CGL) and, if necessary, commercial umbrella insurance with a limit of not less than \$1,000,000 each occurrence.

13.20.1 *Minimum Limits required:*

13.20.2 Two Million Dollars (\$2,000,000.00) - General Aggregate.

13.20.3 Two Million Dollars (\$2,000,000.00) - Products & Completed Operations

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- 13.20.4 One Million Dollars (\$1,000,000.00) - Each Occurrence.
- 13.20.5 CGL insurance shall be written on ISO occurrence form CG 00 01 04 13 (or a substitute form providing equivalent coverage) and shall cover liability arising from premises, operations, products-completed operations, personal and advertising injury, and liability assumed under an insured contract [(including the tort liability of another assumed in a business contract)].
- 13.20.6 City and County of Carson City, Nevada, its officers, employees and immune contractors shall be included as an additional insured under the CGL, using ISO additional insured endorsement CG 20 10 or CG 20 26, or a substitute providing equivalent coverage, and under the commercial umbrella, if any.
- 13.20.7 This insurance shall apply as primary insurance with respect to any other insurance or self-insurance programs afforded to City There shall be no endorsement or modification of the CGL to make it excess over other available insurance; alternatively, if the CGL states that it is excess or pro rata, the policy shall be endorsed to be primary with respect to the additional insured.
- 13.20.8 There shall be no endorsement or modification of the CGL limiting the scope of coverage for liability assumed under a contract.
- 13.20.9 Consultant waives all rights against City and its agents, officers, directors and employees for recovery of damages to the extent these damages are covered by the commercial general liability or commercial umbrella liability insurance maintained pursuant to this Contract. Insurer shall endorse CGL policy as required to waive subrogation against City with respect to any loss paid under the policy.
- 13.21 **BUSINESS AUTOMOBILE LIABILITY INSURANCE:**
  - 13.21.1 *Minimum Limit required:*
  - 13.21.2 Consultant shall maintain automobile liability and, if necessary, commercial umbrella liability insurance with a limit of not less than \$1,000,000 each accident for bodily injury and property damage.
  - 13.21.3 Such insurance shall cover liability arising out of owned, hired, and non-owned autos (as applicable). Coverage as required above shall be written on ISO form CA 00 01, CA 00 05, CA 00 25, or a substitute form providing equivalent liability coverage.
  - 13.21.4 Consultant waives all rights against City and its agents, officers, directors and employees for recovery of damages to the extent these damages are covered by the automobile liability or other liability insurance obtained by **CONSULTANT** pursuant this Contract.
- 13.22 **PROFESSIONAL LIABILITY INSURANCE**
  - 13.22.1 *Minimum Limit required:*
  - 13.22.2 **CONSULTANT** shall maintain professional liability insurance applying to all activities performed under this Contract with limits not less than One Million Dollars (\$1,000,000.00) and Two Million Dollars (\$2,000,000) in the aggregate.
  - 13.22.3 Retroactive date: Prior to commencement of the performance of this Contract.

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13.22.4 **CONSULTANT** will maintain professional liability insurance during the term of this Contract and for a period of three (3) years after termination of this Contract unless waived by the City. In the event of non-renewal or other lapse in coverage during the term of this Contract or the three (3) year period described above, **CONSULTANT** shall purchase Extended Reporting Period coverage for claims arising out of **CONSULTANT's** negligence acts, errors and omissions committed during the term of the Professional Liability Policy. The Extended Reporting Period shall continue through a minimum of three (3) years after termination date of this Contract.

13.22.5 A certified copy of this policy may be required.

**13.23 WORKERS' COMPENSATION AND EMPLOYER'S LIABILITY INSURANCE:**

13.23.1 **CONSULTANT** shall provide workers' compensation insurance as required by NRS Chapters 616A through 616D inclusive and Employer's Liability insurance with a minimum limit not less than \$1,000,000 each accident for bodily injury by accident or \$1,000,000 each employee for bodily injury by disease.

13.23.2 **CONSULTANT** may, in lieu of furnishing a certificate of an insurer, provide an affidavit indicating that **CONSULTANT** is a sole proprietor; that **CONSULTANT** will not use the services of any employees in the performance of this Contract; that **CONSULTANT** has elected to not be included in the terms, conditions, and provisions of NRS Chapters 616A-616D, inclusive; and that **CONSULTANT** is otherwise in compliance with the terms, conditions, and provisions of NRS Chapters 616A-616D, inclusive.

13.23.3 **CONSULTANT** waives all rights against City and its agents, officers, directors, and employees for recovery of damages to the extent these damages are covered by the workers' compensation and employer's liability or commercial umbrella liability insurance obtained by Consultant pursuant to this Contract. Consultant shall obtain an endorsement equivalent to WC 00 03 13 to affect this waiver.

**14. BUSINESS LICENSE:**

14.1 **CONSULTANT** shall not commence work before **CONSULTANT** has provided a copy of his Carson City business license to Carson City Purchasing and Contracts.

14.2 The Carson City business license shall continue in force until the later of: (1) final acceptance by **CITY** of the completion of this Contract; or (2) such time as the Carson City business license is no longer required by **CITY** under the terms of this Contract.

**15. COMPLIANCE WITH LEGAL OBLIGATIONS:**

**CONSULTANT** shall procure and maintain for the duration of this Contract any state, county, city, or federal license, authorization, waiver, permit, qualification or certification required by statute, ordinance, law, or regulation to be held by **CONSULTANT** to provide the goods or SERVICES or any services of this Contract. **CONSULTANT** will be responsible to pay all government obligations, including, but not limited to, all taxes, assessments, fees, fines, judgments, premiums, permits, and licenses required or imposed by law or a court. Real property and personal property taxes are the responsibility of **CONSULTANT** in accordance with NRS Chapter 361 generally and NRS 361.157 and 361.159, specifically regarding for profit activity. **CONSULTANT** agrees to be responsible for payment of any such government obligations not paid by its subcontractors during performance of this Contract. **CITY** may set-off against consideration due any delinquent government obligation.

**16. WAIVER OF BREACH:**

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Failure to declare a breach or the actual waiver of any particular breach of this Contract or its material or nonmaterial terms by either party shall not operate as a waiver by such party of any of its rights or remedies as to any other breach.

**17. SEVERABILITY:**

If any provision contained in this Contract is held to be unenforceable by a court of law or equity, this Contract shall be construed as if such provision did not exist and the nonenforceability of such provision shall not be held to render any other provision or provisions of this Contract unenforceable.

**18. ASSIGNMENT / DELEGATION:**

To the extent that any assignment of any right under this Contract changes the duty of either party, increases the burden or risk involved, impairs the chances of obtaining the performance of this Contract, attempts to operate as a novation, or includes a waiver or abrogation of any defense to payment by **CITY**, such offending portion of the assignment shall be void, and shall be a breach of this Contract. **CONSULTANT** shall neither assign, transfer nor delegate any rights, obligations or duties under this Contract without the prior written approval of **CITY**. The parties do not intend to benefit any third party beneficiary regarding their respective performance under this Contract.

**19. CITY OWNERSHIP OF PROPRIETARY INFORMATION:**

Any files, reports, histories, studies, tests, manuals, instructions, photographs, negatives, blue prints, plans, maps, data, system designs, computer programs, computer codes, and computer records (which are intended to be consideration under this Contract), or any other documents or drawings, prepared or in the course of preparation by **CONSULTANT** (or its subcontractors) in performance of its obligations under this Contract shall be the exclusive property of **CITY** and all such materials shall be delivered into **CITY** possession by **CONSULTANT** upon completion, termination, or cancellation of this Contract. **CONSULTANT** shall not use, willingly allow, or cause to have such materials used for any purpose other than performance of **CONSULTANT'S** obligations under this Contract without the prior written consent of **CITY**. Notwithstanding the foregoing, **CITY** shall have no proprietary interest in any materials licensed for use by **CITY** that are subject to patent, trademark or copyright protection.

**20. PUBLIC RECORDS:**

Pursuant to NRS 239.010, information or documents received from **CONSULTANT** may be open to public inspection and copying. **CITY** will have the duty to disclose unless a particular record is made confidential by law or a common law balancing of interests. **CONSULTANT** may clearly label specific parts of an individual document as a "trade secret" or "confidential" in accordance with NRS 332.061, provided that **CONSULTANT** thereby agrees to indemnify and defend **CITY** for honoring such a designation. The failure to so label any document that is released by **CITY** shall constitute a complete waiver of any and all claims for damages caused by any release of the records.

**21. CONFIDENTIALITY:**

**CONSULTANT** shall keep confidential all information, in whatever form, produced, prepared, observed or received by **CONSULTANT** to the extent that such information is confidential by law or otherwise required by this Contract.

**22. FEDERAL FUNDING:**

*22.1 In the event federal grant funds are used for payment of all or part of this Contract:*

*22.1.1 **CONSULTANT** certifies, by signing this Contract, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency. This certification is made pursuant to the regulations implementing Executive Order 12549, Debarment and Suspension,*

**PROFESSIONAL SERVICES CONSULTANT AGREEMENT**  
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**Pavement Management Services for 2021**

28 C.F.R. pt. 67, § 67.510, as published as pt. VII of the May 26, 1988, Federal Register (pp. 19160-19211), and any relevant program-specific regulations. This provision shall be required of every subcontractor receiving any payment in whole or in part from federal funds.

22.1.2 **CONSULTANT** and its subcontractors must be registered in the US Government System for Award Management (SAM) for verification on projects with federal funding.

22.1.3 **CONSULTANT** and its subcontractors shall comply with all terms, conditions, and requirements of the Americans with Disabilities Act of 1990 (P.L. 101-136), 42 U.S.C. 12101, as amended, and regulations adopted thereunder contained in 28 C.F.R. 26.101-36.999, inclusive, and any relevant program-specific regulations.

22.1.4 **CONSULTANT** and its subcontractors shall comply with the requirements of the Civil Rights Act of 1964, as amended, the Rehabilitation Act of 1973, P.L. 93-112, as amended, and any relevant program-specific regulations, and Executive Order 11478 (July 21, 2014) and shall not discriminate against any employee or offeror for employment because of race, national origin, creed, color, sex, sexual orientation, gender identity, religion, age, disability or handicap condition (including AIDS and AIDS-related conditions).

22.1.5 If and when applicable to the particular federal funding and the Scope of Work under this Contract, **CONSULTANT** and its subcontractors shall comply with: American Iron and Steel (AIS) provisions of P.L. 113- 76, Consolidated Appropriations Act, 2014, Section 1605 – Buy American (100% Domestic Content of iron, steel and manufactured goods); Federal Highway Administration (FHWA) 23 U.S.C. § 313 – Buy America, 23 C.F.R. §635.410 (100% Domestic Content of steel, iron and manufactured products); Federal Transit Administration (FTA) 49 U.S.C. § 5323(j), 49 C.F.R. Part 661 – Buy America Requirements (See 60% Domestic Content for buses and other Rolling Stock).

**23. LOBBYING:**

23.1 The parties agree, whether expressly prohibited by federal law, or otherwise, that no funding associated with this Contract will be used for any purpose associated with or related to lobbying or influencing or attempting to lobby or influence for any purpose the following:

23.1.1 Any federal, state, county or local agency, legislature, commission, council or board;

23.1.2 Any federal, state, county or local legislator, commission member, council member, board member, or other elected official; or

23.1.3 Any officer or employee of any federal, state, county or local agency; legislature, commission, council or board.

**24. GENERAL WARRANTY:**

**CONSULTANT** warrants that it will perform all SERVICES required hereunder in accordance with the prevailing standard of care by exercising the skill and care normally required of individuals performing the same or similar SERVICES, under the same or similar circumstances, in the State of Nevada.

**25. PROPER AUTHORITY:**

The parties hereto represent and warrant that the person executing this Contract on behalf of each party has full power and authority to enter into this Contract. **CONSULTANT** acknowledges that this Contract is effective only after approval by the Carson Area Metropolitan Planning Organization and only for the period of time specified in

**PROFESSIONAL SERVICES CONSULTANT AGREEMENT**  
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this Contract. Any SERVICES performed by **CONSULTANT** before this Contract is effective or after it ceases to be effective is performed at the sole risk of **CONSULTANT**.

**26. ALTERNATIVE DISPUTE RESOLUTION (Public Work):**

If the SERVICES under this Contract involve a “public work” as defined under NRS 338.010(18), then pursuant to NRS 338.150, a public body charged with the drafting of specifications for a public work shall include in the specifications a clause requiring the use of a method of alternative dispute resolution (“ADR”) before initiation of a judicial action if a dispute arising between the public body and the **CONSULTANT** engaged on the public work cannot otherwise be settled. Therefore, unless ADR is otherwise provided for by the parties in any other incorporated attachment to this Contract, in the event that a dispute arising between **CITY** and **CONSULTANT** regarding that public work cannot otherwise be settled, **CITY** and **CONSULTANT** agree that, before judicial action may be initiated, **CITY** and **CONSULTANT** will submit the dispute to non-binding mediation. **CITY** shall present **CONSULTANT** with a list of three potential mediators. **CONSULTANT** shall select one person to serve as the mediator from the list of potential mediators presented by **CITY**. The person selected as mediator shall determine the rules governing the mediation.

**27. GOVERNING LAW / JURISDICTION:**

This Contract and the rights and obligations of the parties hereto shall be governed by, and construed according to, the laws of the State of Nevada, without giving effect to any principle of conflict-of-law that would require the application of the law of any other jurisdiction. **CONSULTANT** consents and agrees to the jurisdiction of the courts of the State of Nevada located in Carson City, Nevada for enforcement of this Contract.

**28. ENTIRE CONTRACT AND MODIFICATION:**

This Contract and its integrated attachment(s) constitute the entire Contract of the parties and such are intended as a complete and exclusive statement of the promises, representations, negotiations, discussions, and other Contracts that may have been made in connection with the subject matter hereof. Unless an integrated attachment to this Contract specifically displays a mutual intent to amend a particular part of this Contract, general conflicts in language between any such attachment and this Contract shall be construed consistent with the terms of this Contract. Unless otherwise expressly authorized by the terms of this Contract, no modification or amendment to this Contract shall be binding upon the parties unless the same is in writing and signed by the respective parties hereto and approved by the Carson Area Metropolitan Planning Organization. Conflicts in language between this Contract and any other agreement between **CITY** and **CONSULTANT** on this same matter shall be construed consistent with the terms of this Contract. The parties agree that each has had their respective counsel review this Contract which shall be construed as if it was jointly drafted.

**PROFESSIONAL SERVICES CONSULTANT AGREEMENT**  
**Contract No. 20300319**  
**Title: Carson Area Metropolitan Planning Organization (CAMPO)**  
**Pavement Management Services for 2021**

**29. ACKNOWLEDGMENT AND EXECUTION:**

This Contract may be executed in counterparts. The parties hereto have caused this Contract to be signed and intend to be legally bound thereby as follows:

**CITY**

Attn: Carol Akers, Purchasing & Contracts Administrator  
Purchasing and Contracts Department  
201 North Carson Street, Suite 2  
Carson City, Nevada 89701  
Telephone: 775-283-7362  
Fax: 775-887-2286  
[CAkers@carson.org](mailto:CAkers@carson.org)

**CITY'S LEGAL COUNSEL**

Carson City District Attorney  
I have reviewed this Contract and approve  
as to its legal form.

By: \_\_\_\_\_  
Sheri Russell, Chief Financial Officer

By: \_\_\_\_\_  
Deputy District Attorney

Dated \_\_\_\_\_

Dated \_\_\_\_\_

**CITY'S ORIGINATING DEPARTMENT**

**CONSULTANT will not be given authorization  
to begin work until this Contract has been  
signed by Purchasing and Contracts**

**BY:** Carol Akers  
Purchasing & Contracts Administrator

Project# G302820001  
Account: 2453028-501210

By: \_\_\_\_\_

Dated \_\_\_\_\_

**PROJECT CONTACT PERSON:**

Dirk Goering, Project Manager  
Telephone: 775-283-7431

**PROFESSIONAL SERVICES CONSULTANT AGREEMENT**  
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Undersigned deposes and says under penalty of perjury: That he/she is **CONSULTANT** or authorized agent of **CONSULTANT**; that he/she has read the foregoing Contract; and that he/she understands the terms, conditions and requirements thereof.

**CONSULTANT**

**BY:** Alvaro Ulloa, Ph.D., P.E.

**TITLE:** Principal Engineer & Project Manager

**FIRM:** Applied Research Associates

**CARSON CITY BUSINESS LICENSE #:**

**Address:** 2217 W. Braker Ln.

**City:** Austin                      **State:** TX                      **Zip Code:** 78758

**Telephone:** 512-521-5008

**E-mail Address:** [AUlloa@ara.com](mailto:AUlloa@ara.com)

\_\_\_\_\_  
(Signature of Consultant)

**DATED** \_\_\_\_\_

**STATE OF** \_\_\_\_\_ )

)ss

**County of** \_\_\_\_\_ )

Signed and sworn (or affirmed before me on this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
(Signature of Notary)

(Notary Stamp)

**PROFESSIONAL SERVICES CONSULTANT AGREEMENT**  
**Contract No. 20300319**  
**Title: Carson Area Metropolitan Planning Organization (CAMPO)**  
**Pavement Management Services for 2021**

**CONTRACT ACCEPTANCE AND EXECUTION:**

The Carson Area Metropolitan Planning Organization for Carson City, Nevada at their publicly noticed meeting of June 9, 2021 approved the acceptance of the attached Contract hereinbefore identified as **CONTRACT No. 20300319**. Further, authorizes the Chairperson of the Carson Area Metropolitan Planning Organization for Carson City, Nevada to sign this document and record the signature for the execution of this Contract in accordance with the action taken.

**CARSON CITY, NEVADA**

\_\_\_\_\_  
Gregory S. Stedfield, CHAIRPERSON

DATED this 9th day of June 2021.

**ATTEST:**

\_\_\_\_\_  
Aubrey Rowlett, CLERK-RECORDER

DATED this 9<sup>th</sup> day of June 2021.

## Statement of Qualifications

For

# PAVEMENT MANAGEMENT SERVICES FOR CARSON CITY 2021

## RFQ 20300319

Prepared for:

### Carson Area Metropolitan Planning Organization



#### APPLIED RESEARCH ASSOCIATES

2217 W. Braker Ln.

Austin, TX 78758

Phone 512-521-5008 • Fax 512-580-4293

[www.ara.com](http://www.ara.com)

#### CONTACT PERSON

Alvaro Ulloa, Ph.D., P.E.

[AUlloa@ara.com](mailto:AUlloa@ara.com)

May 4, 2021



May 4, 2021

Ms. Carol Akers  
Purchasing and Contracts Administrator  
Carson City Executive Office – Purchasing and Contracts  
201 N. Carson Street, Suite 2  
Carson City, NV 89701

**Subject: Statement of Qualifications for CAMPO Pavement Management Services for Carson City 2021 (RFQ 20300319)**

Dear Ms. Akers:

Applied Research Associates, Inc. (ARA) is pleased to submit our Qualifications to provide an automated pavement condition survey on select roads within the Carson City (City) portion of CAMPO's jurisdiction to assist CAMPO and City staff in updating their PAVER pavement management software. ARA has more than 40 years of pavement engineering expertise, an extensive resume of similar, successfully-completed projects, and state-of-the-art pavement evaluation equipment and software to ensure the success of this project. **ARA also has a Project Team that is very familiar with pavement management activities in Carson City. On February 3, 2020, ARA acquired Dynatest North America, Inc., the firm that performed the 2018 pavement automated condition survey part of the PAVER PMS Update. The members of that Project Team are now part of ARA.**

We understand the City has identified pavement management services that are to be performed under this RFQ, including: (1) Pavement Condition survey and assessment on 364 lane miles of the City, and (2) network referencing, GIS linkage, and updating the City's PAVER database. We have successfully completed many PAVER PMS implementation and update projects, including the previous Carson City automated pavement condition survey, and we are confident that we can provide high-quality, cost-effective pavement data collection and pavement management services to CAMPO and to the City. This project will be managed by Dr. Alvaro Ulloa, P.E. (California and Texas) out of our Austin, TX office. **The Project Manager will not be removed from the project without permission of the City or consultant may forfeit the project.**

ARA's Federal DUNS Number is 09-796-7608. We are also registered on the US Government System for Award Management ([www.sam.gov](http://www.sam.gov)).

Thank you for this opportunity to provide our Qualifications. Please do not hesitate to contact us with any questions or concerns.

Sincerely,

A handwritten signature in blue ink, appearing to read "Alvaro Ulloa".

Alvaro Ulloa, Ph.D., P.E.  
Principal Engineer & Project Manager

A handwritten signature in blue ink, appearing to read "William R. Vavrik".

William R. Vavrik, Ph.D., P.E.  
Vice President & Principal Engineer

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## 1. PROJECT UNDERSTANDING

ARA understands that the Carson Area Metropolitan Planning Organization (CAMPO) needs to have an automated pavement condition survey performed on select roads within the Carson City (City) portion of their jurisdiction to help them and the City update their PAVER pavement management software.

ARA has extensive experience in a broad-range of transportation-related consulting services, and we have tailored the following qualifications to address the scope of services listed in the RFQ.

## 2. PROJECT APPROACH

ARA has completed many projects all across the country with the same scope and complexity as CAMPO is requesting. We are also very familiar with the Carson City area. **In fact, we acquired the Project Team members who performed CAMPO's last PAVER update in 2018 as part of our acquisition of Dynatest North America, Inc., in February 2020.**

This Section of our SOQ describes how we will approach the Year 2021 PAVER update for CAMPO.

### 2.1 Kick-Off Meeting

We will meet with CAMPO and City representatives at the beginning of the project to discuss and clarify the Scope of Work, Project Scheduling, and the Data Quality Management Plan. We will also discuss and define the specific Deliverables to be provided during the project.

As mentioned in the RFQ, CAMPO and Carson City will provide an E70 PAVER database and corresponding GIS map showing PCI values, pavement ages, and surface type as part of this project. We would like to suggest that this be done a week or two before the Kick-Off Meeting so that we can review these items in advance and be able to identify any potential issues during the Kick-Off Meeting. We have found that this approach actually saves time during the project by addressing problems that could otherwise delay data collection and validation.

We can conduct the Kick-Off Meeting in-person or by remote technology (such as Cisco WebEx or Microsoft Teams), whichever is easier for CAMPO and the City.

### 2.2 Review the City's Existing PAVER Database and GIS Centerline Files

ARA will review the City's existing PAVER database and GIS centerline files. As mentioned earlier, some of this work can be done before the Kick-Off Meeting to solve problems before they can affect future Tasks and possibly delay the project.

If necessary, we will prepare PAVER database and network referencing/GIS tools to ensure compatibility and accuracy of the automated pavement condition survey.

ARA will use the City's GIS to produce a "routing package" showing the Start and Stop points of each lane to be collected. This routing package will make it easy for us to monitor status of the fieldwork – when all lanes have been collected and validated, the fieldwork is done.

The routing package reduces return trips to the field and speeds up data collection by allowing the operator to plan the work in advance; it also increases safety by reducing traffic disruption.

### 2.3 Schedule and Complete Automated Pavement Condition Survey

For Year 2021, CAMPO and the City are requesting an automated pavement condition survey of approximately 363 lane miles of highways within the Carson City portion of CAMPO's jurisdiction, as shown below:

- ⊕ 82.35 center lane miles of four- and two-lane regional roadways (two pass, outer lane each direction)
- ⊕ 198.36 center lane miles of two-lane local roadways (one pass).

ARA will work with CAMPO to define the specific lanes and limits before starting the fieldwork.

#### 2.3.1 Survey Equipment (ARA MFV with 3-D LCMS)

ARA proposes to conduct the automated pavement condition survey using one of its Multi-Function Vehicles (MFV) equipped with a 3-D Laser Crack Measurement System (LCMS).



**Figure 1 — ARA Multi-Function Vehicle (Equipped with 3-D LCMS).**

ARA currently operates three (3) MFVs. The MFV collects pavement distress images at highway speed (up to 60 miles/hour) and does not require traffic control. Our MFVs are equipped with appropriate flashing lights and markings for additional safety, and are marked with the company name.

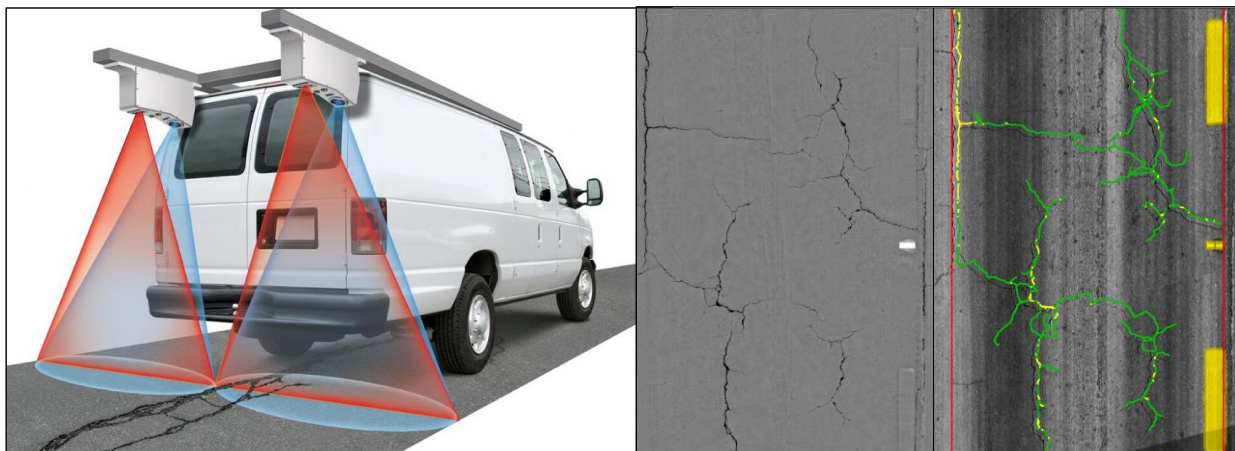
The equipment has the latest sensors and hardware including:

- ⊕ LCMS Cameras: The laser system is configured to capture a 13.1-foot (4-m) lane with 1-mm crack detection resolution and can operate at speeds up to 60 mph.
- ⊕ High-Speed Laser Profiler (**Certified by Caltrans**): The profiler is equipped with 7 lasers and 2 accelerometers and is a Class I (highest standard) profiler able to calculate International Roughness Index (IRI) in real time.
- ⊕ 4 High-definition Right of Way (ROW) cameras: JAI GO-5100 cameras capable of capturing color images in 2580×2056 format. All images are geotagged for use in GIS.
- ⊕ Inertial Measurement Unit (IMU) and GPS: an Applanix POS LV V5 inertial navigation system for recording sub-meter accuracy GPS coordinates.

#### 2.3.1.1 Laser Crack Measurement System (LCMS)

The LCMS portion of the MFV contains two lasers and high-resolution cameras that are configured to image a 13.1-foot (4-m) lane with 1-mm resolution at 60 mph. The LCMS system uses infrared laser illumination for the downward images so, **in contrast to competitors who use visible light, the downward images are not affected by weather, shadows, or ambient lighting.**

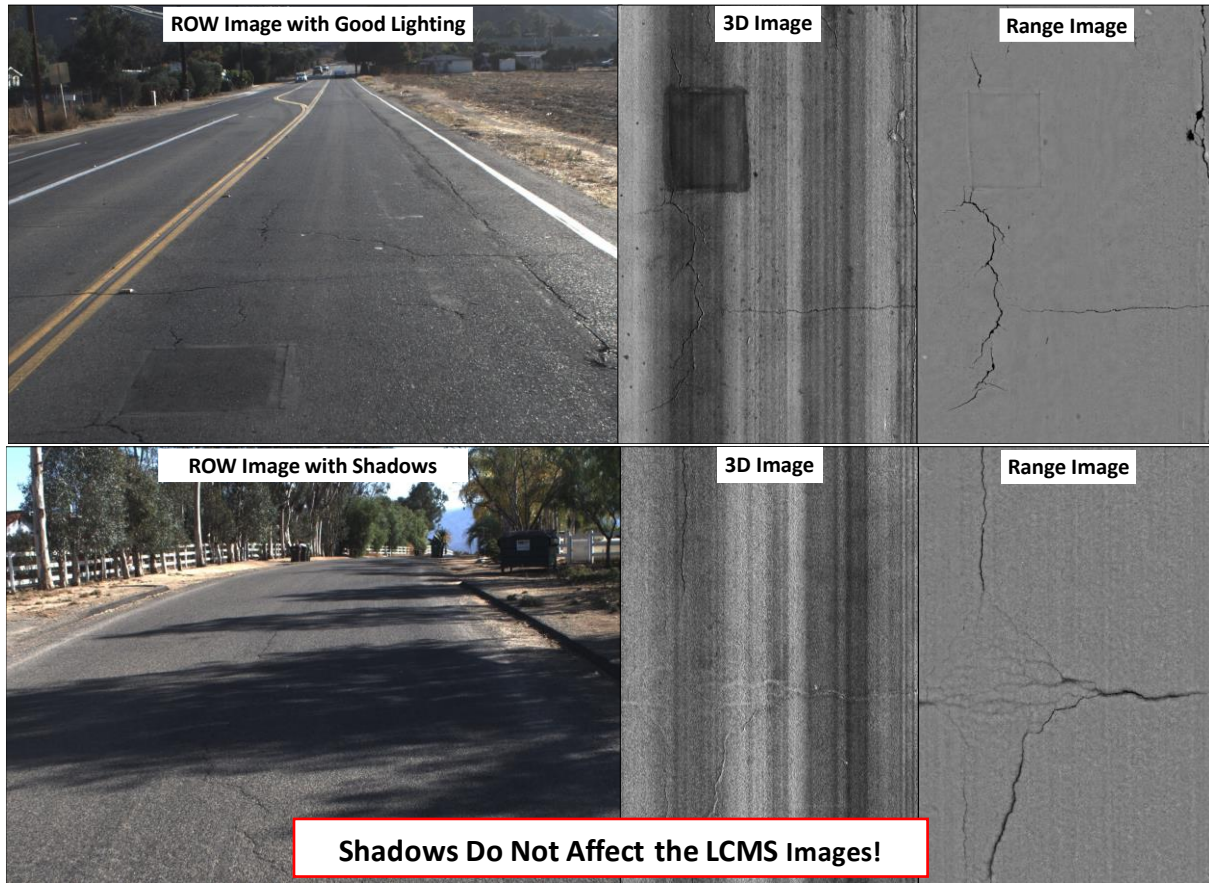
Figure 2 shows an example of the LCMS setup, the resulting pavement image, and automated crack detection feature.



**Figure 2 — 3-D LCMS Setup (Left), 3-D Range Image (Center), and Crack Detection (Right).**

The LCMS stitches 1-mm wide slices of the pavement surface together to form a georeferenced, high resolution, millimeter-accurate 3-D image of the surface. Downward visible-light cameras, windshield cameras, windshield surveys, or roadside walking surveys cannot measure crack lengths, widths, and rutting with 1-mm accuracy, because lighting and visual acuity can impact rating results.

Figure 3 shows examples of LCMS images in good light and in shadows – shadows do not affect the LCMS pavement images.



*Figure 3 — LCMS Images with Good Lighting (Top) and Shadows (Bottom).*

The permanent JPEG images provide irrefutable proof of the pavement condition on the day of the data collection. Any questions from City staff, elected officials, or constituents and any perceived anomalies or discrepancies are easily researched and resolved safely in the office without having to go into the field and wait for the traffic to slow down to see the pavement.

#### 2.3.1.2 Right-of-Way (ROW) Imaging

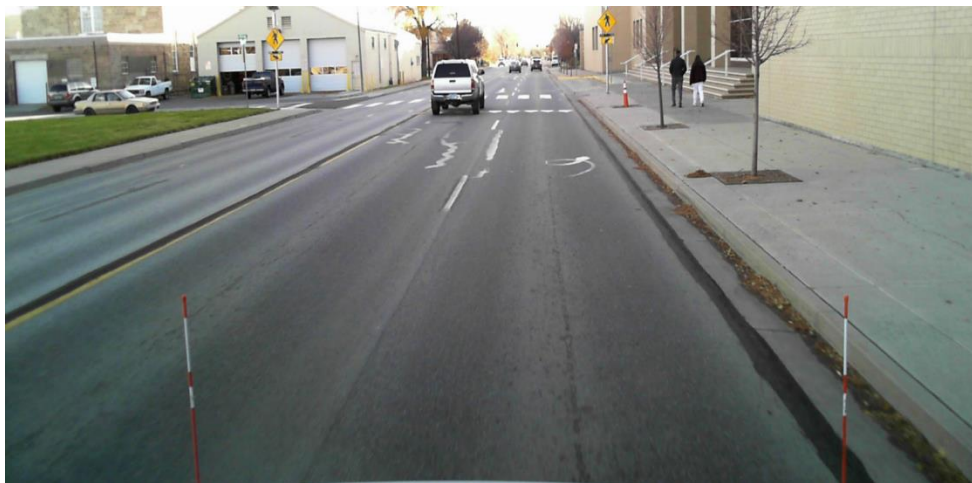
Even though we do not rate distress using the ROW images, we still propose to collect them because they will give CAMPO and the City an overall road view so they can confirm the distress ratings. The images are a good way to show overall road conditions and they provide a crucial visual link to location for the downward images. The downward images are geotagged, but a right-of-way picture that shows road landmarks makes it easier to identify location. The view of the surrounding area can also help find roadside factors that might be affecting the pavement condition.

ARA's MFVs have four high-definition (2580×2056 pixel) digital cameras for acquiring ROW images. The images are stored in JPEG format and are named by DMI Station.

Figure 4 shows sample ROW images. As with the downward images, the **ROW images are geotagged and sorted into folders according to the unique Roadway Segment or PID (Pavement Identification)**. In addition, Figure 5 shows a sample ROW image collected during our 2018 automated pavement condition inspection on Stewart St, Carson City, NV.



*Figure 4 — Sample Right-of-Way Images (Front Left, Front, Front Right, and Rear).*



*Figure 5 — Sample Right-of-Way Images Collected at Stewart St, Carson City NV in 2018*

### **2.3.2 Rate Pavement Distress**

After completion of the fieldwork, ARA will rate the pavement distress according to the distress identification procedures described in ASTM D6433-11.

ARA uses Dynatest Explorer / Distress Rating Module (DE-DRM) software to rate distress from the MFV. Figure 6 shows an example of using DE-DRM software to rate pavement distress.

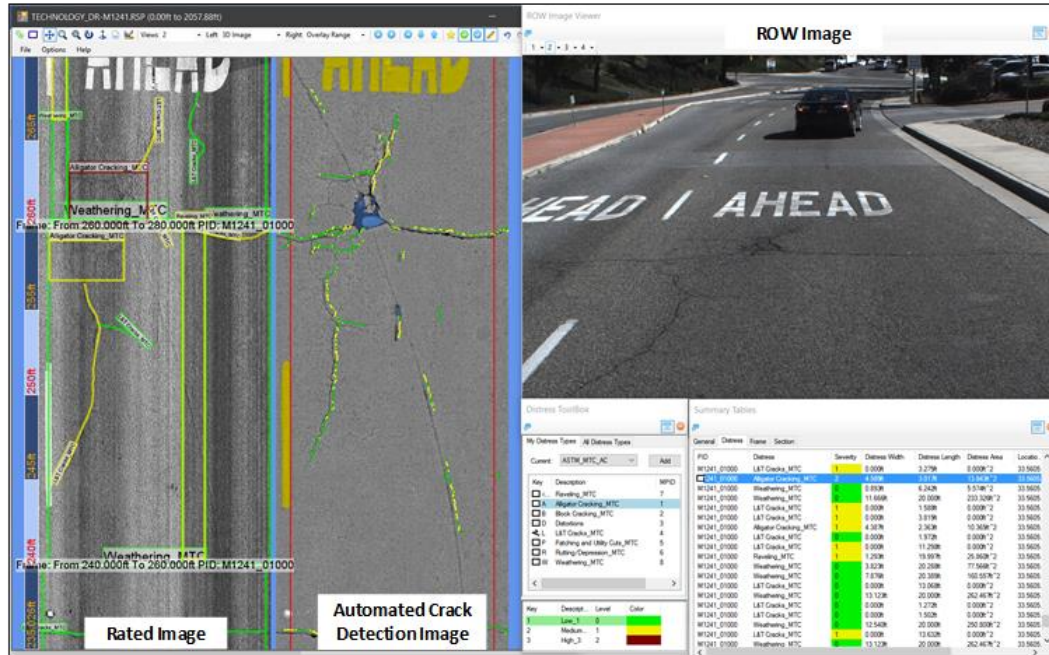


Figure 6 – Example of Using DE-DRM Software to Rate Pavement Distress.

The left half of Figure 6 shows the LCMS pavement images – the rater has marked several distress types with different severity levels (low, medium, or high). The right half of Figure 6 shows the Front ROW image (for general location) along with a “Toolbox” of distress types and the summarized amounts of distress rated so far.

ARA Raters typically use a workstation set up with two 24-inch high-resolution LCD monitors side-by-side. Our Raters for this project are typically former DOT employees and are very familiar with pavement distress rating.

DE-DRM divides the pavement surface area into 20-foot “frames” for rating and the rater marks points, lines, or areas with distress. DE-DRM then automatically calculates the total length, width, location (frame number and station), and areas of the various distresses that are identified by type and severity. Although the PCI Standard (ASTM D6433-11) allows for rating a sample of the frames, ARA will rate all of the “frames” for this project (100 percent sample), to ensure that all distresses are rated. PAVER allows rating of ACP and PCC pavement types, and we will use the appropriate set of PCI distress types, depending on the pavement type.

ARA will also export the distress information into Google Earth to create visual “crack maps”, as shown in Figure 7.



**Figure 7 — ARA Right-of-Way Image Viewer and Google Earth Crack Map.**

**2.3.3 Calculate Pavement Condition Index (PCI) Values**

When the distress ratings have been finished and verified, ARA will compile them into XML files and import them into the City’s PAVER database. The PCI value for all sections is calculated using the DE-DRM distress type, extent, and severity values taken from the rated images. The dataset includes pavement images, right-of-way images, pavement profile, stationing, and GPS readings.

ARA will provide PCI values at the Roadway Segment level of detail. We will also deliver geo-referenced downward images in JPEG format and sorted into folders according to unique Roadway Segment or PID (Pavement Identification number) for easy retrieval and review.

**2.4 Establish and Adhere to Data Quality Management Plan**

ARA is committed to providing quality solutions to our Clients. We use a 14-page Quality Assurance / Quality Control (QA/QC) Plan as standard operating procedure for field activities and data processing on all of our projects. Our QA/QC Plan ensures that all data and Deliverables are thoroughly reviewed before

submission to the Client. ARA uses third-party review of data collected and analyzed, which means that staff who collected and analyzed data will not perform the final review of their own work. Instead, data will be reviewed by another ARA employee before submission to CAMPO.

We can provide our complete 14-page QA/QC Plan to CAMPO or the City, if needed.

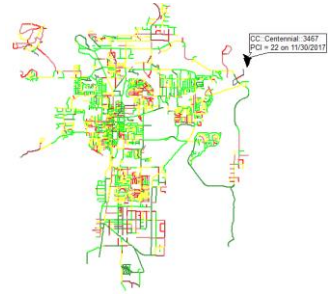
The implemented plan includes the following stages and will be finalized during the Kick-Off meeting.

1. Daily checks and calibration of MFV instrumentation and software during data collection.
2. Quality Control (QC) checks of the data during analysis:
  - Review of the distress rating for 10% of randomly selected sections by the QA/QC Manager
  - Review of the distress rating for 5% of randomly selected sections by the Project Manager
  - Review of all sections with a PCI score of 100 – finds sections that might have been skipped during the data processing phase by the QA/QC team
  - Review of all sections with no PCI score – finds section that were missed or could not be tested
  - Review of all distresses used to calculate PCI score
  - Make sure that distresses do not surpass maximum possible quantities
  - Review areas of excessive distress quantity or severity level
  - Review rare distresses that are not typical in certain situations
  - Review that distress types are consistent in the pavement classification
  - Review of sample areas/sizes used in PCI calculation – ensures that PCI calculation is performed correctly
  - Ensure that mapped PCI scores are displaying on the correct section with the correct score – ensures that no data transfer error happens when transferring to GIS database.
  - Data delivery to CAMPO and the City. ARA will upload the resulting XML files into PAVER database following the aforementioned QA/QC steps. The XML files will be checked and a unique Pavement Identification (PID) name will be assigned to each section to ensure that PAVER will be able to import the inspection and the reported distresses.
  - Data management and migration, including the integration to the GIS shapefile and PAVER will be done using a backup of all data on the cloud and on local servers, and the results will be exported directly from Dynatest Explorer to eliminate human errors.
3. Quality Assurance (QA) by City personnel. This is a critical step because City personnel know the most about their highways and can quickly spot areas that might look reasonable to us but don't make sense for their local conditions. It is very important for City personnel to actively take part in QA so they can have the greatest possible confidence in the data at the end of the project.

## 2.5 Provide Deliverables Compatible With PAVER 7.0.6

ARA is a licensed user of PAVER 7.0.6 and will be able to ensure that our Deliverables are compatible before providing them to CAMPO and the City. We will import the data into PAVER and will also deliver PCI and other associated data at the Roadway Segment level of detail.

Our team will integrate the pavement condition data collected during the survey with the City’s GIS data set. This important task would enable the City to visually represent pavement conditions in a graphical and geospatially referenced format for easy viewing by officials and the general public. Linkage between PMS data and GIS will ensure a complete integration of pavement condition data, pavement inventory, budgetary planning data, available GIS historical data, and digital images.



**Color Coded PCI Map**

After performing the overall pavement condition analysis for the entire network, all of the condition data will be uploaded into PAVER. Below is a summary of final deliverables:

- ⊕ International Roughness Index (IRI) for each section
- ⊕ Rutting measurements accurate to 0.04 in (1mm)
- ⊕ Image Viewer having all georeferenced high-quality Right of Way (ROW) images from forward-facing and rear facing cameras covering a wide angle to capture all travel and parking lanes
- ⊕ Georeferenced high definition pavement images acquired with a downward laser line scan camera of the inspected lane.
- ⊕ Updated City Pavement Management Database (PAVER)
- ⊕ Updated City GIS Shapefile



### 3. SCHEDULE/TIMELINES FOR COMPLETION OF PROJECT

Figure 8 shows our proposed timeline for the Carson City 2021 PMS update.

Tasks	Jun.			Jul.				Aug.					Sept.			
	1	2	3	1	2	3	4	1	2	3	4	5	1	2	3	4
1. Conduct Kick-Off Meeting																
2. Review PAVER Database and GIS Centerline Files																
3. Schedule and Complete Automated Condition Survey																
4. Rate Distresses and Calculate PCI Values																
5. Import Into PAVER 7.0.6																
6. Provide Final Deliverables																

Note: Timeline assumes Award Date of June 9, 2021 and Completion Date of October 1, 2021 (as mentioned in RFQ).

**Figure 8 — Proposed Timeline for Carson City 2021 PMS Update.**

This timeline is based on an Award Date of June 9, 2021, with a Completion Date of October 1, 2021.

Although the Project Kick-Off Meeting can be scheduled at the very beginning of the project, we are suggesting that it be scheduled a week after receipt of the current PAVER database and GIS centerline files. This will give us some time for review so we can discuss any major issues found during the Kick-Off Meeting.

## 4. KEY PERSONNEL INFORMATION

### 4.1 Key Staff, Including Project Manager Information

Our proposed project manager and point of contact with the City is Dr. Alvaro Ulloa, PE. The services under this RFP will be managed out of our Austin, TX office. Your success is important to us and our Dr. Ulloa, will be the ARA Project Manager dedicated to your project. Dr. Ulloa will respond expeditiously to all calls and emails, will personally attend the kickoff meeting, and can be at your offices as quickly as necessary during the project. Salil Gokhale, PE, will assist Dr. Ulloa as a Technical Advisor to the project team. He will help coordinate project tasks between Dr. Ulloa and the technical resources. ARA's greatest strength is in our project management and production personnel—highly trained professionals who work efficiently as a team on all aspects of a project. Our methods use the talents and creative energy of proven performers who have been involved in every area of pavement management and engineering projects for many years.

Our complete management team includes the following (followed by Project Manager resume);

- **Alvaro Ulloa, Ph.D., P.E.** – will be the Project Manager for this effort. As Project Manager, Dr. Ulloa will be the primary contact for the City's project management team. He will coordinate communications between all parties, while ensuring that scope, budget, schedule and client expectations are met throughout the project. Dr. Ulloa has 15 years of experience in pavements and materials engineering. *Dr. Ulloa was the project manager for the previous City of Carson, NV automated pavement condition inspection in 2018.*
- **Salil Gokhale, P.E.** – will be the Technical Advisor to the project team. Mr. Gokhale brings more than 16 years of experience in engineering, transportation and information technology to this role and is a nationally recognized pavement expert. For this project, Mr. Gokhale will work with Dr. Ulloa to assure that the project remains on track and on scope.
- **Philip Donovan, Ph.D., P.E.** – will be the Data Acquisition Manager, overseeing preparation for Fieldwork, and Field Operations. His team includes data collection and data processing personnel. Dr. Donovan brings more than 20 years of experience in pavement structural and functional evaluation.
- **Bryan Stampley, P.E.** – will be the Data Processing Manager, leading data processing personnel on distress identification and classification of the collected imagery. Mr. Stampley has more than 35 years of experience in pavement evaluation and pavement management systems.
- **Omar Elbagalati, Ph.D., P.E.** – will be the Pavement Management System Manager, leading the development of PCI data, loading information PAVER, and linkage to GIS. Dr. Elbagalati has more than 13 years of experience in pavement engineering and pavement management systems.
- **Craig Cox** –will be the Quality Control/Quality Assurance Manager, leading all QA/QC efforts and overseeing deliverables for this project. Mr. Cox brings more than 20 years of experience in engineering, transportation and information technology to this role.

#### 4.1.1 Project Manager Resume

##### **Alvaro Ulloa, Ph.D, P.E. — Project Manager**

**EDUCATION** Ph.D., Civil Engineering, University of Nevada, Reno, 2013  
M.S., Civil Engineering, University of Nevada, Reno, 2009  
Post-Baccalaureate Licensure in Civil Engineering, 2006

**LICENSE** P.E. (Civil Engineering), California, 83661  
P.E. (Civil Engineering), Texas, 123961  
Professional Engineer, Costa Rica IC, Number 17881

#### EXPERIENCE SUMMARY

Dr. Ulloa has been involved in pavement/material engineering since 2006. His background includes state-of-the-art pavement material characterization, tire-pavement interaction, Mechanistic-Empirical pavement design, pavement modeling using dynamic viscoelastic analysis, and geotechnical engineering. He has published over 10 journal papers, and research reports, along with several conference podium presentations. He is bilingual, fluent in English and Spanish.

Dr. Ulloa has been involved in several pavement non-destructive testing evaluation projects. He has conducted pavement evaluation involving structural performance (using Falling Weight Deflectometer and material characterization), functional performance (using Roadway Surface Profiler and Friction Tester devices), and pavement management and design. He has also taught university-level courses and provides pavement engineering and deflection backcalculation training (Dynatest ELMOD 6.0), in both English and Spanish, for cities, research centers, and consultant companies throughout United States and Latin America.

#### Significant Project-Related Experience

**PAVEMENT MANAGEMENT AND PAVEMENT DISTRESS DATA COLLECTION:** Dr. Ulloa has been involved in a series of pavement distress data collection projects for both roadway networks and airfields. Manual distress survey methodologies include City of Wichita Falls, TX, Tyndall, FL, Laughing, TX, Spofford, TX Air Force Bases, among others. In addition, Dr. Ulloa has conducted automated pavement distress surveys including De Luz Community, CA, Palm Coast, FL, Coconino, AZ, Seal Beach Naval Weapons Station, CA, and CALTRANS HPMS, among others.

**PAVEMENT EVALUATION AND STRUCTURAL TESTING:** Dr. Ulloa has extensive knowledge with non-destructive pavement testing equipment and methods. He has been project manager for several rehab and reconstruction pavement design and analysis. His involvement includes pavement evaluation and recommendations for projects such as: City of, North Dakota State University FWD Testing and Analysis, Rehabilitation of I-30 and I-55 roadway section in Arkansas, pavement evaluation in Calipatria, California, Turner Turnpike, and I-44 pavement rehab.

**PAVEMENT EVALUATION AND ANALYSIS INSTRUCTOR:** Dr. Ulloa has provided several pavement design and pavement layer backcalculation training courses for city engineers, research centers, state department of transportation engineers, and pavement engineering consultants in the following locations: Vermont DOT, Georgia DOT, Arkansas DOT, Nova Scotia DOT, City of Redlands, CA, among many others.

#### Professional Affiliations

Member, American Society of Civil Engineers & Transportation Research Board.

## 4.2 Relevant Experience

Below is a selection of our similar pavement management projects in the last five (5) years. All projects were submitted on time to our clients within the specified budget. **ARA was the prime consultant on all of the projects. You are welcome to contact any of our clients in the table below as references to gain more information about our performance on these projects.**

Year	Organization	Lane Miles	Client Contact Name	Phone No.	Email Address
2011-Present	City of Wichita Falls, TX	540	Teresa Rose	940-761-7477	<a href="mailto:teresa.rose@wichitafallstx.gov">teresa.rose@wichitafallstx.gov</a>
2013-Present	Snohomish County, WA	2,500	Joyce Barnes	425-262-2468	<a href="mailto:joyce.barnes@snoco.org">joyce.barnes@snoco.org</a>
2018-Present	City of Alpharetta, GA	450	Jill Bazinet	678-410-4644	<a href="mailto:jbazinet@alpharetta.ga.us">jbazinet@alpharetta.ga.us</a>
2019-Present	City of San Francisco, CA	236-275	Paul Barradas	415-554-8249	<a href="mailto:paul.barradas@sfdpw.org">paul.barradas@sfdpw.org</a>
2020-Present	City of Austin, TX	1,250	Veena Prabhakar	512-974-8745	<a href="mailto:veena.prabhakar@austintexas.gov">veena.prabhakar@austintexas.gov</a>
2021	Chula Vista, CA	589	Patrick Moneda	619-784-6576	<a href="mailto:pmoneda@chulavistaca.gov">pmoneda@chulavistaca.gov</a>
2021	Riverside County, CA	2,200	Elmer Datuin	951-955-6762	<a href="mailto:edatuin@rivco.org">edatuin@rivco.org</a>
2018-2020	Arlington County, VA	1,060	Carla Alayon	703-228-7730	<a href="mailto:calayon@arlingtonva.us">calayon@arlingtonva.us</a>
2020	City of San Marcos, CA	400	Issac Etchamendy	760-744-1050	<a href="mailto:ietchamendy@san-marcos.net">ietchamendy@san-marcos.net</a>
2019	Merced County, CA	2,352	Ty Phimmason	209-723-3153	<a href="mailto:ty.phimmason@mcagov.org">ty.phimmason@mcagov.org</a>
2019	Caltrans, CA	660	Harinder Hans	916-653-3258	<a href="mailto:Harinder.hans@dot.ca.gov">Harinder.hans@dot.ca.gov</a>
2019	City of Nashville, TN	2,400	Donald Reid	615-880-3358	<a href="mailto:donald.reid@nashville.gov">donald.reid@nashville.gov</a>
2019	Lee County, FL	2,600	Dirk Danley	239-533-9305	<a href="mailto:ddanley@leegov.com">ddanley@leegov.com</a>
<b>2018</b>	<b>Carson City, NV</b>	<b>285</b>	<b>Dirk Goering, AICP</b>	<b>775-283-7431</b>	<b><a href="mailto:dgoering@carson.org">dgoering@carson.org</a></b>
2018	Lexington County, KY	1,200	James Garthee	859-258-3451	<a href="mailto:jgarthee@lexingtonky.gov">jgarthee@lexingtonky.gov</a>
2018	City of Richmond, VA	1,800	Kenny Horak	804-646-4781	<a href="mailto:kenneth.horak@richmondgov.com">kenneth.horak@richmondgov.com</a>
2017	City of Justin, TX	25	Derek Turner, P.E.	817-594-9880	<a href="mailto:adt@jacobmartin.com">adt@jacobmartin.com</a>
2017	City of Minneapolis, MN	1,650	Elizabeth Heyman	612-673-2460	<a href="mailto:liz.heyman@minneapolismn.gov">liz.heyman@minneapolismn.gov</a>

Here is more detailed information about three municipal pavement management system projects that we have recently managed.

### 1. CARSON CITY, NV

In 2018, Carson City selected Dynatest (now ARA) to provide pavement management services for approximately 285 centerline miles of City network. The overall project included conducting pavement condition survey, and updating the City’s PAVER and GIS database with the latest inspection.

<b>ARA Project Manager:</b>	<b>Alvaro Ulloa, Ph.D., P.E.</b>
Client:	Carson City Public Works Department / Carson Area MPO
Dirk Goering, AICP	3505 Butti Way, Carson City, NV 89701
Senior Transportation Planner	P: 775 283 7431
	Email: <a href="mailto:dgoering@carson.org">dgoering@carson.org</a>
ARA’s Responsibility:	Prime Consultant
Performance Period:	April 2018 – July 2018



### 2. CITY OF ALPHARETTA, GA

In late 2018, the City of Alpharetta granted ARA a 5-year contract to provide automated pavement inspections and sidewalk management and engineering services. The City of Alpharetta manages approximately 553 lane miles of roads. The project scope includes the following tasks:

1. A comprehensive review of the City’s existing GIS data and historical databases.


2. Creating a PAVER pavement management system (PMS) database and migrating all the available historical data to the new PMS.
3. Pavement condition survey using ARA’s imaging van equipped with 4 ROW cameras, LCMS pavement imaging system and profiler.
4. Semi-automated distress analysis following ASTM D6433, Rutting analysis following ASTM E1703/1703M, IRI analysis following ASTM E950
5. Delivering all the raw and analyzed data to City staff in requested formats (shapefile, excel sheet, pdf maps, online maps, PMS database).
6. PMS Analysis including developing PCI deterioration models, cost models, policies, and performing multi-year budget analysis, and developing a 5-year M&R work plan for the City and PAVER training
7. Structural evaluation of 5 miles using ARA’s Fast Falling Weight Deflectometer
8. GIS shapefile creation for City-maintained Sidewalk and ADA ramps, Manual sidewalk inspection and work planning

<b>ARA Project Manager:</b>	<b>Salil Gokhale., P.E.</b>	
Client: Ms. Jill Bazinet	City of Alpharetta, Dept. of Public Works 1790 Hembree Road Alpharetta, GA 30009 P: 678 297 6200 Email: <a href="mailto:jbazinet@alpharetta.ga.us">jbazinet@alpharetta.ga.us</a>	
ARA’s Responsibility:	Prime Consultant	
Performance Period:	December 2018 to July 2024	

**3. CITY OF SAN MARCOS, CA**

The City of San Marcos, CA chose ARA to perform a semi-automated pavement condition survey (including Distress, IRI, and Rutting) and to provide data analysis and reporting services for its network of approximately 400 miles. The scope of services includes:

1. Update the inventory of the City's streets and conduct pavement distress surveys
2. Update their StreetSaver pavement management system
3. Link the City’s street shapefile to the StreetSaver based pavement management system
4. Develop comprehensive resurface and reconstruction programs
5. Provide on-site pavement management training
6. Prepare a “State of the Streets” report and software training and support services

<b>ARA Project Manager:</b>	<b>Alvaro Ulloa, Ph.D., P.E.</b>	
Client: Mr. Isaac Etchamendy, P.E Senior Civil Engineer	City of San Marcos, Public Works Department 201 Mata Way, San Marcos, CA 92069 P: 760 744 1050 Email: <a href="mailto:ietchamendy@san-marcos.net">ietchamendy@san-marcos.net</a>	
ARA’s Responsibility:	Prime Consultant	
Performance Period:	September 2018 – Present	

### 4.3 Demonstrated Commitment and Availability to the Project

We are familiar with the Carson City area from the last project in 2018 and are available again for this project. The following table shows our expected commitments for Summer 2021:

Staff / Role	Current Project	Anticipated Completion	Current Time Commitments	Availability for this Project
Alvaro Ulloa, Ph.D., P.E. <b>Project Manager</b>	Metropistas PMS Implementation	2025	15%	85% or as needed
	MDOT Pavement Structural Evaluation	2023		
	Chula Vista, CA PMS Implementation	2021		
Salil Gokhale, P.E. <b>Technical Advisor</b>	Florida DOT Pavement Evaluation	2025	60%	40% or as needed
	Snohomish County, WA	2022		
	City of Alpharetta, GA PMS Update	2024		
Phillip Donovan, Ph.D., P.E. <b>Data Acquisition Manager</b>	Riverside County, CA PMS Update	2021	35%	65% or as needed
	City of San Francisco PMS Update	2021		
	Los Angeles County PMS Update	2022		
Bryan Stampley, P.E. <b>Data Processing Manager</b>	DFW Connector CMA	2023	40%	60% or as needed
	City of Lubbock Airport	2032		
	SH 130 Pavement Structural Evaluation	2021		
Omar Elbagalati, Ph.D.,P.E. <b>PMS Manager</b>	SH 130 Pavement Structural Evaluation	2021	60%	40% or as needed
	City of Leander, TX PMS Update	2021		
	SH130 PMS Implementation	2023		
Craig Cox <b>QC/QA Manager</b>	DFW Connector CMA	2023	60%	40% or as needed
	SH130 Pavement Structural Evaluation	2021		
	City of Alpharetta, GA PMS Update	2024		

### 4.4 Accessibility to Carson City Staff

ARA prides itself on providing Clients with clear lines of communication to Project Team members on all of our projects. We will provide direct contact information for our Project Manager and all Project Team members during the Kick-Off Meeting and provided updated information, if needed, throughout the course of the project.



APPLIED RESEARCH ASSOCIATES, INC.

**Cost Proposal**

**For**

**PAVEMENT MANAGEMENT SERVICES FOR  
CARSON CITY 2021**

**RFQ 20300319**

**Prepared for:**

**Carson Area Metropolitan Planning Organization**



**APPLIED RESEARCH ASSOCIATES**

2217 W. Braker Ln.

Austin, TX 78758

Phone 512-521-5008 • Fax 512-580-4293

[www.ara.com](http://www.ara.com)

**CONTACT PERSON**

Alvaro Ulloa, Ph.D., P.E.

[AUlloa@ara.com](mailto:AUlloa@ara.com)

May 27, 2021





May 27, 2021

Dirk Goering, AICP  
Senior Transportation Planner  
Public Works Department  
201 N. Carson Street, Suite 2  
Carson City, NV 89701

**Subject: Cost Proposal for CAMPO Pavement Management Services for Carson City 2021 (RFQ 20300319)**

Dear Mr. Goering:

Applied Research Associates, Inc. (ARA) is pleased to submit cost proposal to provide an automated pavement condition survey on select roads within the Carson City (City) portion of CAMPO’s jurisdiction to assist CAMPO and City staff in updating their PAVER pavement management software.

We understand the City has identified pavement management services that are to be performed under this RFQ, including: (1) Pavement Condition survey and assessment on 364 lane miles of the City, and (2) network referencing, GIS linkage, and updating the City’s PAVER database. This project will be managed by Dr. Alvaro Ulloa, P.E. (California and Texas) out of our Austin, TX office. **The Project Manager will not be removed from the project without permission of the City or consultant may forfeit the project.**

ARA’s Federal DUNS Number is 09-796-7608. We are also registered on the US Government System for Award Management ([www.sam.gov](http://www.sam.gov)).

Thank you for this opportunity to provide our services. Please do not hesitate to contact us with any questions or concerns.

Sincerely,

Alvaro Ulloa, Ph.D., P.E.  
Principal Engineer & Project Manager

William R. Vavrik, Ph.D., P.E.  
Vice President & Principal Engineer

## 1. COST PROPOSAL

Applied Research Associates, Inc. (ARA) understands that the Carson Area Metropolitan Planning Organization (CAMPO) needs to have an automated pavement condition survey performed on select roads within the Carson City (City) portion of their jurisdiction to help them and the City update their PAVER pavement management software. The present cost proposal includes the following scope of work:

### 1.1 Project Management & Kick-Off Meeting

We will meet with CAMPO and City representatives at the beginning of the project to discuss and clarify the Scope of Work, Project Scheduling, and the Data Quality Management Plan. We will also discuss and define the specific Deliverables to be provided during the project.

We assume that the Kick-Off Meeting will take place using remote technology (such as Cisco WebEx or Microsoft Teams), whichever is easier for CAMPO and the City. Our Project Manager will maintain a clear path of communication between ARA and the City and we will provide regular updates to the City including the findings of the pilot project and the **control sites** that are part of our Quality Control/Quality Assurance calibration processes.

### 1.2 Review the City's Existing PAVER Database and Inventory

ARA will review the City's existing PAVER database and GIS centerline files. If necessary, we will prepare PAVER database and network referencing/GIS tools to ensure compatibility and accuracy of the automated pavement condition survey. ARA will use the City's GIS to produce a "routing package" showing the Start and Stop points of each lane to be collected. In addition, ARA will review the most up-to-date pavement inventory including the City's roadway network shapefile

### 1.3 Schedule and Complete Automated Pavement Condition Survey

For Year 2021, CAMPO and the City are requesting an automated 3D Laser Crack Measurement System (LCMS) based pavement condition survey of approximately 363 lane miles of highways within the Carson City portion of CAMPO's jurisdiction, as shown below:

- ⊕ 82.35 center lane miles of four- and two-lane regional roadways (two pass, outer lane each direction) for a total of 164.7 lane miles
- ⊕ 198.36 center lane miles of two-lane local roadways (one pass) for total of 198.36 lanes.
- ⊕ A total of 363.06 lane miles will be inspected under this effort.

ARA will conduct the automated pavement condition survey using one of its Multi-Function Vehicles (MFV) equipped with a 3-D Laser Crack Measurement System (LCMS) (See Figure 1). In addition, ARA's MFVs have four high-definition (2580x2056 pixel) digital cameras for acquiring ROW images. The images will be stored in JPEG format and are named by Station. An external hard drive including ARA's image viewer will be delivered to the City.



*Figure 1 — ARA Multi-Function Vehicle (Equipped with 3-D LCMS).*

#### **1.4 Rate Pavement Distress & QC/QA**

After completion of the fieldwork, ARA will rate the pavement distress according to the distress identification procedures described in ASTM D6433-11. ARA uses Dynatest Explorer / Distress Rating Module (DE-DRM) software to rate distress from the MFV. Control sites and a pilot project will be conducted to ensure our calibration processes are followed and deliver only the highest most accurate data possible to the City. A rigorous QC/QA process will be followed on all tasks of this project.

#### **1.5 Calculate Pavement Condition Index (PCI) Values & Deliver ARA Image Viewer Tool**

When the distress ratings have been finished and verified, ARA will compile them into XML files and import them into the City's PAVER database. The PCI value for all sections is calculated using the DE-DRM distress type, extent, and severity values taken from the rated images. The dataset includes pavement images, right-of-way images, pavement profile, stationing, and GPS readings.

ARA will provide PCI values at the Roadway Segment level of detail. We will also deliver geo-referenced downward images in JPEG format and sorted into folders according to unique Roadway Segment or PID (Pavement Identification number) for easy retrieval and review.

ARA will also export the distress information into Google Earth to create visual "crack maps", as shown in Figure 2. In addition, ARA will create an **image viewer** using the 2018 pavement inspection data that will complement the 2021 data collection. The image viewer will be delivered in both Google Earth kmz maps and as a Microsoft Access database.

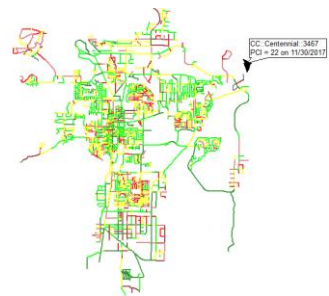


**Figure 2 — ARA Right-of-Way Image Viewer and Google Earth Crack Map.**

### 1.6 PAVER Update & GIS Linkage

ARA is a licensed user of PAVER 7.0.6 and will be able to ensure that our Deliverables are compatible before providing them to CAMPO and the City. We will import the data into PAVER and will also deliver PCI and other associated data at the Roadway Segment level of detail.

Our team will integrate the pavement condition data collected during the survey with the City’s GIS data set. This important task would enable the City to visually represent pavement conditions in a graphical and geospatially referenced format for easy viewing by officials and the general public. Linkage between PMS data and GIS will ensure a complete integration of pavement condition data, pavement inventory, budgetary planning data, available GIS historical data, and digital images.



**Color Coded PCI Map**

## 2. PRICE

The following price breakdown includes all direct and indirect cost to meet the requirements set forth in the RFQ.

<b>Task No.</b>	<b>Description</b>	<b>Total Cost</b>
1	Project Management & Kick-Off Meeting	\$7,300
2	Inventory Review and latest City's GIS	\$4,800
3	Pavement Condition Inspection	\$28,200
4	Rate Pavement Distresses & QC/QA	\$24,600
5	PCI Calculation & ARA Image Viewer (2018 & 2021)	\$6,000
6	PAVER Update & GIS Linkage	\$5,700
<b>Overall Total</b>		<b>\$76,600</b>

## Federal Funded Program Requirements

**Below are additional guidelines/requirements under Federal Funded Program.**

2 CFR Part 200.318, formerly 7 CFR Part 3016.36(b) (3), State Procurement Code and Regulations, and Carson City Purchasing.

The City of Carson City seeks to conduct all procurement procedures:

- In compliance with state and federal regulations; and
- to prohibit conflicts of interest and actions of employees engaged in the selection, award and administration of contracts.

No employee, officer, or agent may participate in the selection, award, or administration of a contract supported by a Federal, State, or local award if he or she has a real or apparent conflict of interest. Such a conflict of interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or other interest in or a tangible personal benefit from a firm considered for a contract.

No member of the Board of Supervisors or any of its employees shall accept any commission, expense-paid trip, or anything of material value from any individual, company partnership, corporation, or any organization supplying or seeking to supply equipment, supplies or services to the City for any purpose except those minor items of nominal value that are widely distributed by the individual company, etc., as part of a public relations or advertising program.

Violations of such standards by officers, employees, or agents of the non-Federal entity will be subject to legal action under Nev. Rev. Statute 332.810.2

The City procedures seek to avoid acquisition of unnecessary duplicative items. Consideration is given to consolidating or breaking out procurements, provided proper bid thresholds are upheld as per State and Federal Regulations to obtain a more economical purchase. Where appropriate, an analysis will be made to determine the most economical approach.

### **Suspension and Debarment Clause**

Contractor certifies, by signing this Contract, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency. This certification is made pursuant to the regulations implementing Executive Order 12549, Debarment and Suspension, 28 C.F.R. pt. 67, § 67.510, as published as pt. VII of the May 26, 1988, Federal Register (pp. 19160-19211), and any relevant program-specific regulations. This provision shall be required of every subcontractor receiving any payment in whole or in part from federal funds.

### **Equal Opportunity Clause**

During the performance of this contract, the contractor agrees as follows:

(1) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, sexual orientation, gender identity, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, sex, sexual orientation, gender identity, or

## Federal Funded Program Requirements

national origin. Such action shall include, but not be limited to the following: Employment, upgrading, demotion, or transfer, recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.

(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, sexual orientation, gender identity, or national origin.

(3) The contractor will not discharge or in any other manner discriminate against any employee or applicant for employment because such employee or applicant has inquired about, discussed, or disclosed the compensation of the employee or applicant or another employee or applicant. This provision shall not apply to instances in which an employee who has access to the compensation information of other employees or applicants as a part of such employee's essential job functions discloses the compensation of such other employees or applicants to individuals who do not otherwise have access to such information, unless such disclosure is in response to a formal complaint or charge, in furtherance of an investigation, proceeding, hearing, or action, including an investigation conducted by the employer, or is consistent with the contractor's legal duty to furnish information.

(4) The contractor will send to each labor union or representative of workers with which it has a collective bargaining agreement or other contract or understanding, a notice to be provided by the agency contracting officer, advising the labor union or workers' representative of the contractor's commitments under section 202 of Executive Order 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(5) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

(6) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

(7) In the event of the contractor's non-compliance with the nondiscrimination clauses of this contract or with any of such rules, regulations, or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

(8) The contractor will include the provisions of paragraphs (1) through (8) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as may be directed by the Secretary of Labor as a means of enforcing such provisions including sanctions for noncompliance: *Provided*, however, that in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

The applicant hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the regulations of the Secretary of Labor at 41

## **Federal Funded Program Requirements**

CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance, or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance, or guarantee, the following equal opportunity clause:

*Provided*, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the administering agency, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

The applicant further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: *Provided*, That if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The applicant agrees that it will assist and cooperate actively with the administering agency and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor, that it will furnish the administering agency and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the administering agency in the discharge of the agency's primary responsibility for securing compliance.

### **If the Contract exceeds \$10,000:**

#### **Termination for Cause and Convenience**

City reserves the right to terminate this Contract for convenience whenever it considers termination, in its sole and unfettered discretion, to be in the public interest. In the event that the Contract is terminated in this manner, payment will be made for SERVICES actually completed. If termination occurs under this provision, in no event shall contractor be entitled to anticipated profits on items of SERVICES not performed as of the effective date of the termination or compensation for any other item, including but not limited to, unabsorbed overhead. Contractor shall require that all subcontracts which it enters related to this Contract likewise contain a termination for convenience clause which precludes the ability of any subcontractor to make claims against Contractor for damages due to breach of contract, lost profit on items of SERVICES not performed, or unabsorbed overhead, in the event of a convenience termination

#### **Procurement of Recovered Materials**

A non-Federal entity that is a state agency or agency of a political subdivision of a state and its contractors must comply with section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act. The requirements of Section 6002 include procuring only items designated in guidelines of the Environmental Protection Agency (EPA) at 40 CFR part 247 that contain the highest percentage of recovered materials practicable, consistent with maintaining a satisfactory level of competition, where the purchase price of the item exceeds \$10,000 or the value of the quantity acquired during the preceding fiscal year exceeded \$10,000; procuring solid waste management services in a manner that maximizes energy and resource recovery; and establishing an affirmative procurement program for procurement of recovered materials identified in the EPA guidelines.

## **Federal Funded Program Requirements**

### **If the Contract exceeds \$100,000:**

#### **Contract Work Hours and Safety Standard Act**

Contractor must comply with 40 U.S.C 3702 and 3704, as supplemented by Department of Labor regulations (29 CFR Part 5). Under 40 U.S.C. 3702 of the Act, each contractor must be required to compute the wages of every mechanic and laborer on the basis of a standard work week of 40 hours. Work in excess of the standard work week is permissible provided that the worker is compensated at a rate of not less than one and one half times the basic rate of pay for all hours worked in excess of 40 hours in the work week. The requirements of 40 U.S.C. 3704 are applicable to construction work and provide that no laborer or mechanic must be required to work in surroundings or under working conditions which are unsanitary, hazardous or dangerous. These requirements do not apply to the purchases of supplies or materials or articles ordinarily available on the open market, or contracts for transportation.

#### **Byrd Anti-Lobbying Amendment (31 U.S.C. 1352)**

Contractors that apply or bid for an award exceeding \$100,000 must file the required certification. Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 U.S.C. 1352. Each tier must also disclose any lobbying with non-Federal funds that takes place in connection with obtaining any Federal award. Such disclosures are forwarded from tier to tier up to the non-Federal award.

### **If the Contract exceeds \$150,000:**

#### **Clean Air Act and the Federal Water Pollution Control Act**

Contractor agrees to comply with all applicable standards, order or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401-7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. 1251-1387), and will report violations to FEMA and the Regional Office of the Environmental Protection Agency (EPA).


We will also be available to CAMPO and the City through on-line meetings or in-person meetings, as needed.

## 5. CERTIFICATION REGARDING DEBARMENT

Carson City RFQ No. 20300319  
CAMPO Pavement Management Services

### CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS PRIMARY COVERED TRANSACTIONS

1. The prospective primary participant certifies to the best of its knowledge and belief, that it and its principals:
  - a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal, State or Local department or agency.
  - b) Have not within a three-year period preceding this bid been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or Local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property.
  - c) Are not presently indicted for or otherwise criminally or civilly charged by a government entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - d) Have not within a three-year period preceding this bid had one or more public transactions (Federal, State or Local) terminated for cause or default.
2. Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this bid.

  
\_\_\_\_\_  
Signature of Authorized Certifying Official  
William R. Vavrik, Ph.D., P.E.  
Printed Name

Vice President & Division Manager  
Title  
04/29/2021  
Date

I am unable to certify to the above statement. My explanation is attached.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

## 6. CONFLICT OF INTEREST DISCLOSURE FORM

Carson City RFQ No. 20300319  
CAMPO Pavement Management Services

### Conflict of Interest Disclosure Form

Date: 04/29/2021

Project: RFQ 20300319

Title: Carson Area Metropolitan Planning Organization Pavement Management Services for Carson City 2021

Name: William R. Vavrik, Ph.D., P.E.


Position: Vice President and Division Manager

Please describe below any relationships, transactions, positions you hold (volunteer or otherwise), or circumstances that you believe could contribute to a conflict of interest:

I have no conflict of interest to report. Applied Research Associates, Inc. has no conflicts of interest to report.

I have the following conflict of interest to report (please specify other nonprofit and for-profit boards you (and your spouse) sit on, any for-profit businesses for which you or an immediate family member are an officer or director, or a majority shareholder, and the name of your employer and any businesses you or a family member own:

I hereby certify that the information set forth above is true and complete to the best of my knowledge.

Signature: 

Date: 04/29/2021

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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/showpublisheddocument/75651>**

**Table 5.1 CAMPO FY 2021 and FY 2022 UPWP Cost/Funding Summary, Amended April 14, 2021**

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	\$256,500	\$13,500	\$270,000
			Annual Monetary Agreement	May 2021; May 2022			
	1.2	Transportation Improvement Program (TIP) Administration	Adopted FFY 2020-2023 TIP	February 2021			
			Annual Federal Obligations Report	December 30, 2020; December 30, 2021			
1.3	Professional Development						
2.0 Outreach and Engagement	2.1	MPO Representation			\$90,250	\$4,750	\$95,000
	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	May 2021			
			Establishment of a Transit Ambassador Pilot Program	September 2021			
2.4	Regional Consistency Review						
3.0 Multimodal Planning	3.1	2040/2050 Regional Transportation Plan (RTP)	Final, Adopted 2050 RTP	January 2021	\$204,520	\$10,764	\$215,284
	3.2	Transit Planning	JAC ADA Paratransit Eligibility Process	May 2021			
			JAC Fixed-Route Policy	July 2021			
	3.3	ITS Planning*	Carson Area Transportation System Management Plan	June 2022			
	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						
4.0 Transportation Performance Management	4.1	MAP-21/FAST Act Implementation and Performance Measures	Safety Performance Measure Targets	February 2021; February 2022	\$240,697	\$12,668	\$253,365
			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	July 2020; July 2021			
Expanded ADA inventory of narrowness barriers			June 2022				
4.5	Non-Motorized Asset Management						
4.6	Transit Asset Management						
5.0 Multi-modal Corridor Planning**	5.1	Corridor Studies	E. William Street Feasibility Study	April 2022	\$95,000	\$5,000	\$100,000
<b>Total UPWP CPG/Local</b>					<b>\$791,967</b>	<b>\$41,682</b>	<b>\$833,649</b>
<b>Total Other Federal/Local**</b>					<b>\$95,000</b>	<b>\$5,000</b>	<b>\$100,000</b>
<b>Total 2-Year UPWP</b>					<b>\$866,967</b>	<b>\$46,682</b>	<b>\$933,649</b>

\*Consultant involvement is expected; \*\* Other Federal Funding



## STAFF REPORT

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

**Meeting Date:** June 9, 2021

**Staff Contact:** Dirk Goering, Senior Transportation Planner

**Agenda Title: For Possible Action** - Discussion and possible action regarding submitting a request to the Nevada Department of Transportation (“NDOT”) to (1) reclassify W. Appion Way, between S. Carson Street and Cochise Street, from a Local Road to a Minor Collector and (2) designate the planned roadway resulting from the realignment of W. Snyder Avenue, between Oak Street and S. Carson Street, as a Minor Collector.

**Staff Summary:** The Federal Highway Administration (“FHWA”) has established guidelines for classifying roadways. As it pertains to CAMPO and the member agencies, proposals for classifications and reclassifications are to be initiated by the Metropolitan Planning Organization and submitted to NDOT. Once submitted, NDOT will review the proposal and submit a final proposal to FHWA for approval.

**Agenda Action:** Formal Action/Motion

**Time Requested:** 5 minutes

### Proposed Motion

I move to submit a request to the Nevada Department of Transportation to reclassify the material portion of W. Appion Way as a Minor Collector and designate the realigned portion of W. Snyder Avenue as a Minor Collector.

### Background/Issues & Analysis

W. Appion Way between S. Carson Street and Cochise Street is currently classified as a Local Road with increasing characteristics typically associated with a Minor Collector roadway. This area of Carson City is experiencing land use intensification. Over the past few years, commercial and residential developments have been approved in this area. As a condition of the approval, development in the vicinity has been required to participate in a development agreement to mitigate impacts to the Clearview Drive and S. Carson Street intersection, which has been identified as the only intersection that allows for a controlled left turn onto northbound S. Carson Street.

To mitigate the additional traffic generated by these developments, Appion Way is being planned as a four-leg signalized intersection, to allow increased turning movements and improved access to the east. The current three-leg intersection is controlled with a median island that prevents left turns from W. Appion Way onto northbound S. Carson Street. The current intersection does not provide access to the Frontage Road abutting the existing bowling alley or apartments.

In preparation for the planned four-leg signalized intersection, Carson City is requesting to reclassify W. Appion Way, between S. Carson Street and Cochise Street, from a Local Road to a Minor Collector, and to establish a planned roadway realignment for W. Snyder Avenue between Oak Street and S. Carson Street, which would classify the planned roadway for W. Snyder Avenue’s as a Minor Collector Roadway. A conceptual design of the four-leg signalized intersection has been developed and is provided in Exhibit 1.

**Financial Information**

Is there a fiscal impact?  Yes  No

If yes, account name/number:

Is it currently budgeted?  Yes  No

Explanation of Fiscal Impact: If Appion Way is reclassified as a Minor Collector roadway and if the planned realignment of W. Snyder Avenue is approved, both roads would become eligible for federal funds such as Surface Transportation Block Grant (STBG).

**Alternatives**

Do not approve the reclassification and provide alternative direction to staff.

**Supporting Material**

-Exhibit-1: Proposed Roadway Functional Classification Map and Conceptual Intersection Design

**Board Action Taken:**

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

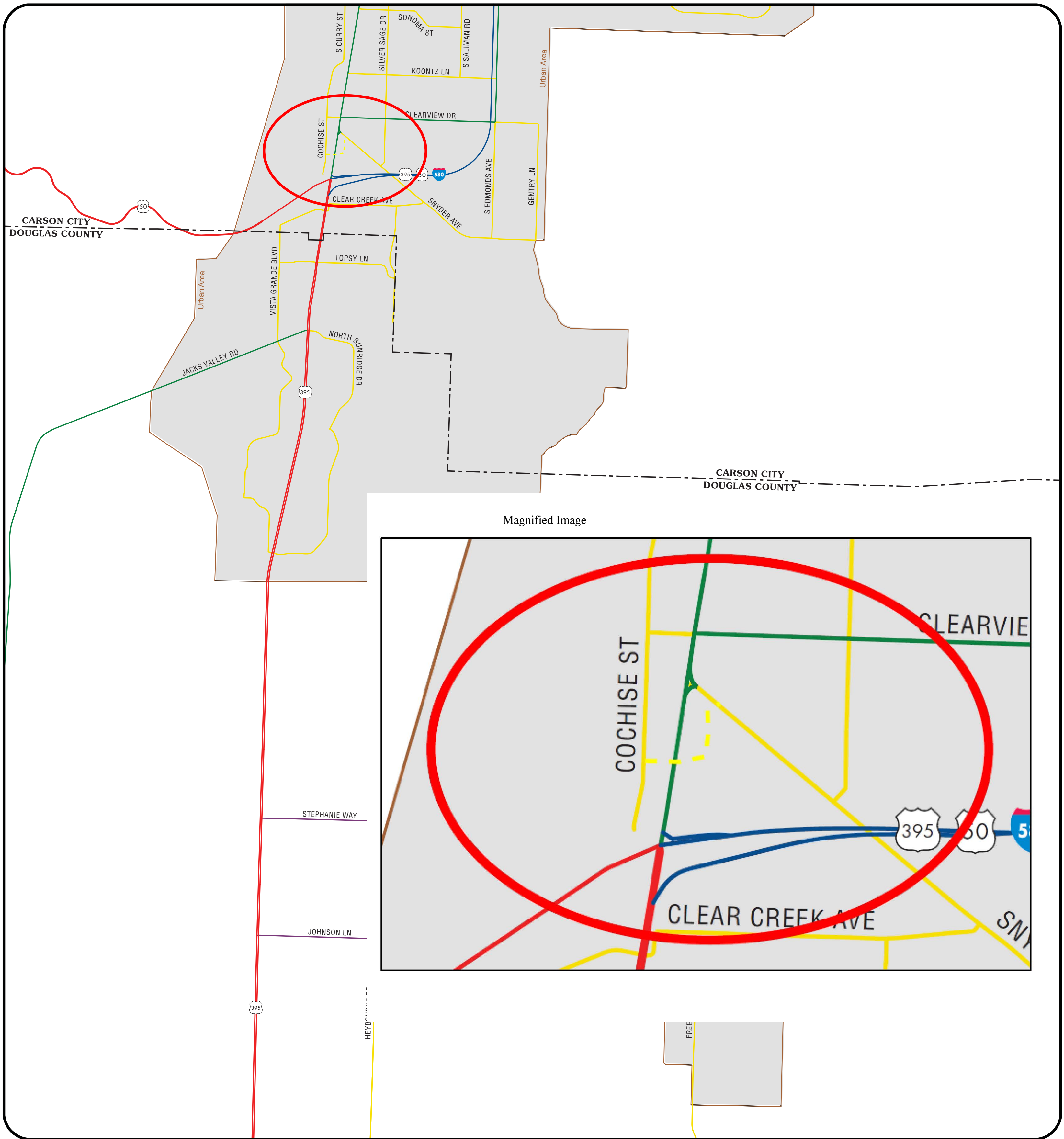
1) \_\_\_\_\_

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

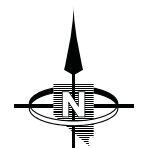
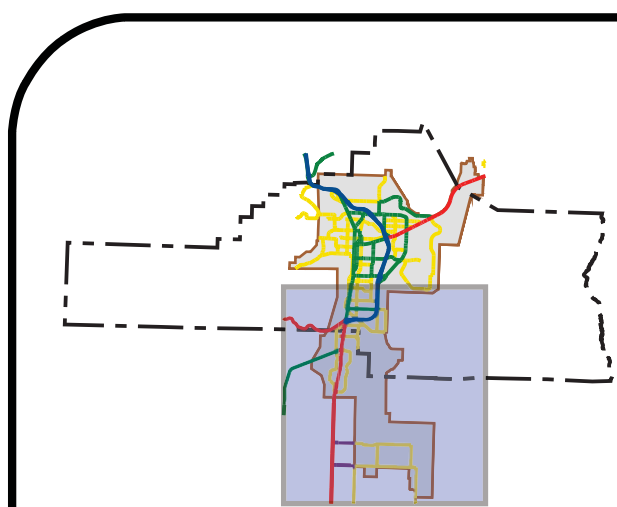
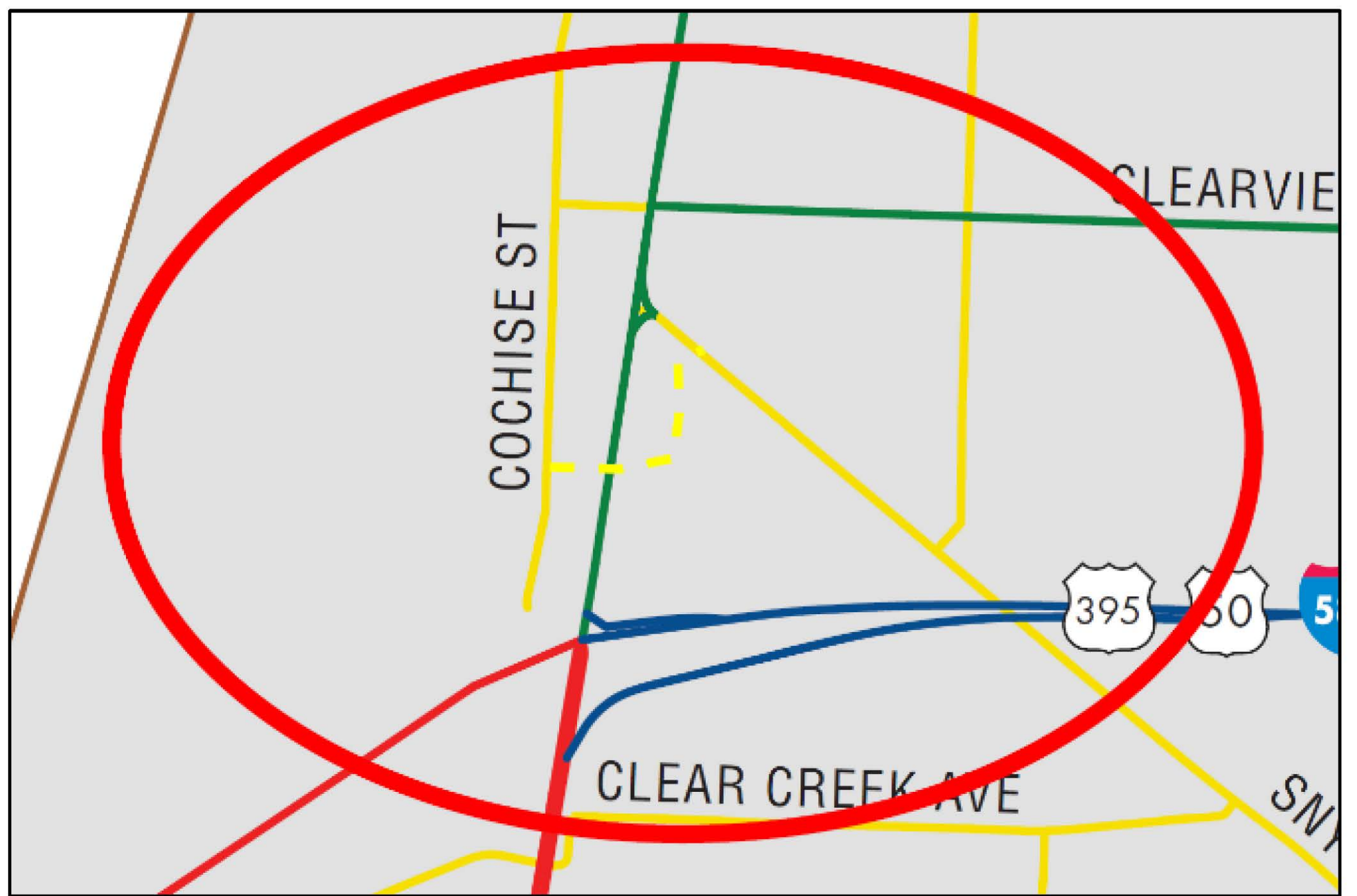
Aye/Nay

\_\_\_\_\_  
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\_\_\_\_\_  
\_\_\_\_\_

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



Magnified Image

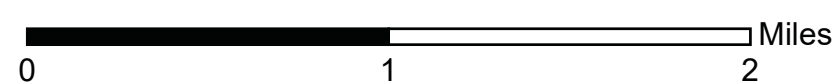


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2020

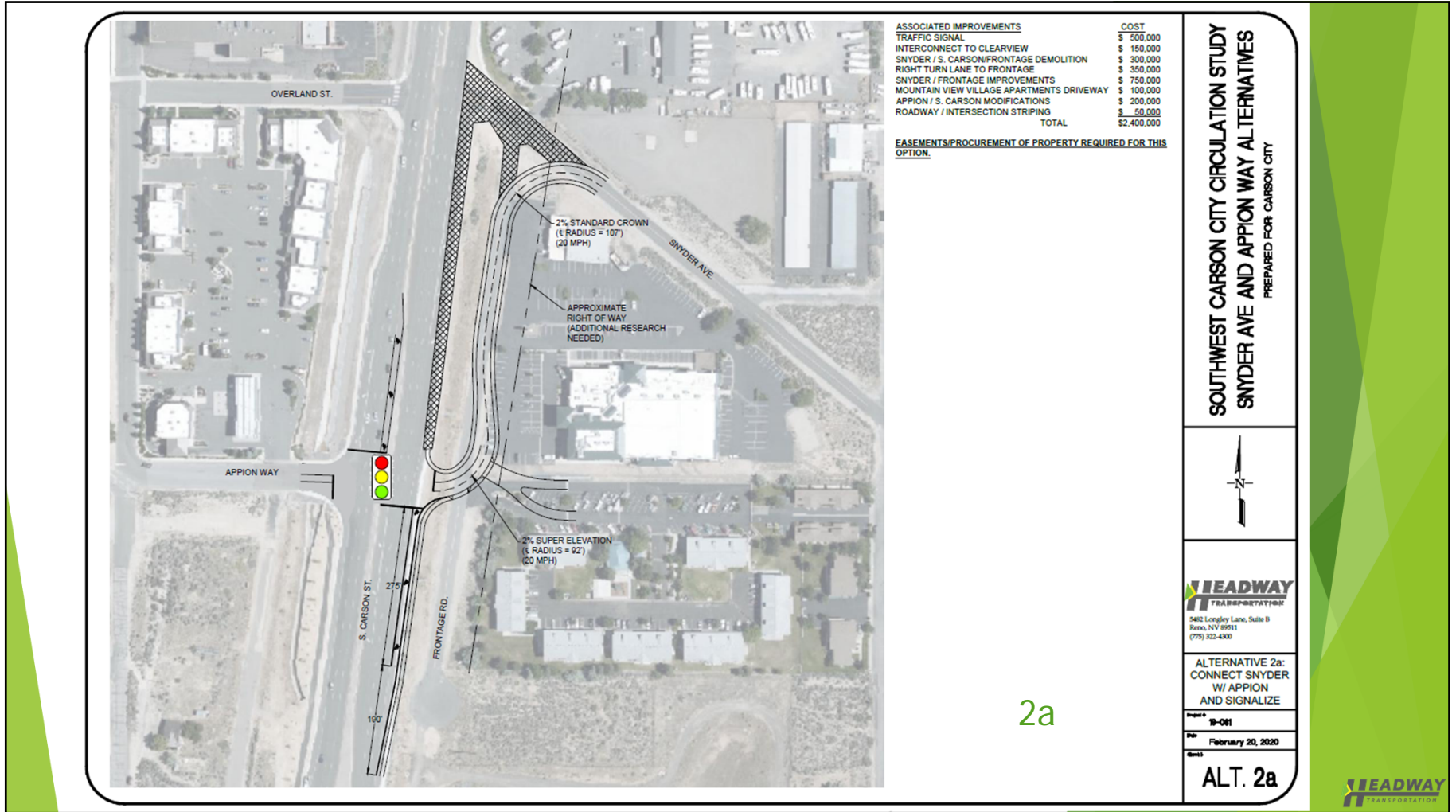
PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

- | 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

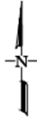
### CARSON URBANIZED SOUTH CARSON CITY, NEVADA



ASSOCIATED IMPROVEMENTS	COST
TRAFFIC SIGNAL	\$ 500,000
INTERCONNECT TO CLEARVIEW	\$ 150,000
SNYDER / S. CARSON/FRONTAGE DEMOLITION	\$ 300,000
RIGHT TURN LANE TO FRONTAGE	\$ 350,000
SNYDER / FRONTAGE IMPROVEMENTS	\$ 750,000
MOUNTAIN VIEW VILLAGE APARTMENTS DRIVEWAY	\$ 100,000
APPION / S. CARSON MODIFICATIONS	\$ 200,000
ROADWAY / INTERSECTION STRIPING	\$ 50,000
<b>TOTAL</b>	<b>\$2,400,000</b>

**EASEMENTS/PROCUREMENT OF PROPERTY REQUIRED FOR THIS OPTION.**

**SOUTHWEST CARSON CITY CIRCULATION STUDY  
SNYDER AVE AND APPION WAY ALTERNATIVES**  
PREPARED FOR CARSON CITY



**HEADWAY**  
TRANSPORTATION  
5482 Longley Lane, Suite B  
Reno, NV 89511  
(775) 322-4300

ALTERNATIVE 2a:  
CONNECT SNYDER  
W/ APPION  
AND SIGNALIZE

Project: 19-001  
Date: February 20, 2020

Sheet: **ALT. 2a**



2a



## STAFF REPORT

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

**Meeting Date:** June 9, 2021

**Staff Contact:** Dirk Goering, Senior Transportation Planner

**Agenda Title: For Possible Action** – Discussion and possible action regarding a formal amendment to the Carson Area Metropolitan Planning Organization’s Federal Fiscal Year (“FFY”) 2021-2024 Transportation Improvement Program (“TIP”) to program an additional \$391,000 to the District 3 E. Fifth Street Project and modify the timelines for that project.

**Staff Summary:** The proposed changes to the District 3 E. Fifth Street Project are reflected in the TIP funding summary chart and the District 3 E. Fifth Street Project description in Appendix A to the TIP.

**Agenda Action:** Formal Action/Motion

**Time Requested:** 10 minutes

### **Proposed Motion**

I move to formally amend 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](http://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.

The proposed amendment is limited to revising the cost and schedule for District 3 E. Fifth Street Project in the existing TIP. Specifically, the proposed amendment would:

- Programs an additional \$391,000 in funding to that project based on a refinement of need which will now include pavement and intersection improvements; and
- Schedule for design and construction is revised from FFY 2021 and 2022, respectively, to design in FFY 2022 and construction in FFY 2023.

Formal 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 March 30, 2021 and ended on April 16, 2021. No public comment has been received; however, the proposed amendment incorporates 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 2453028-501210, 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. CAMPO’s 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.

**Alternatives**

Do not approve the Agreement and provide alternative direction to staff.

**Supporting Material**

- Exhibit-1: Draft - Amended 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)



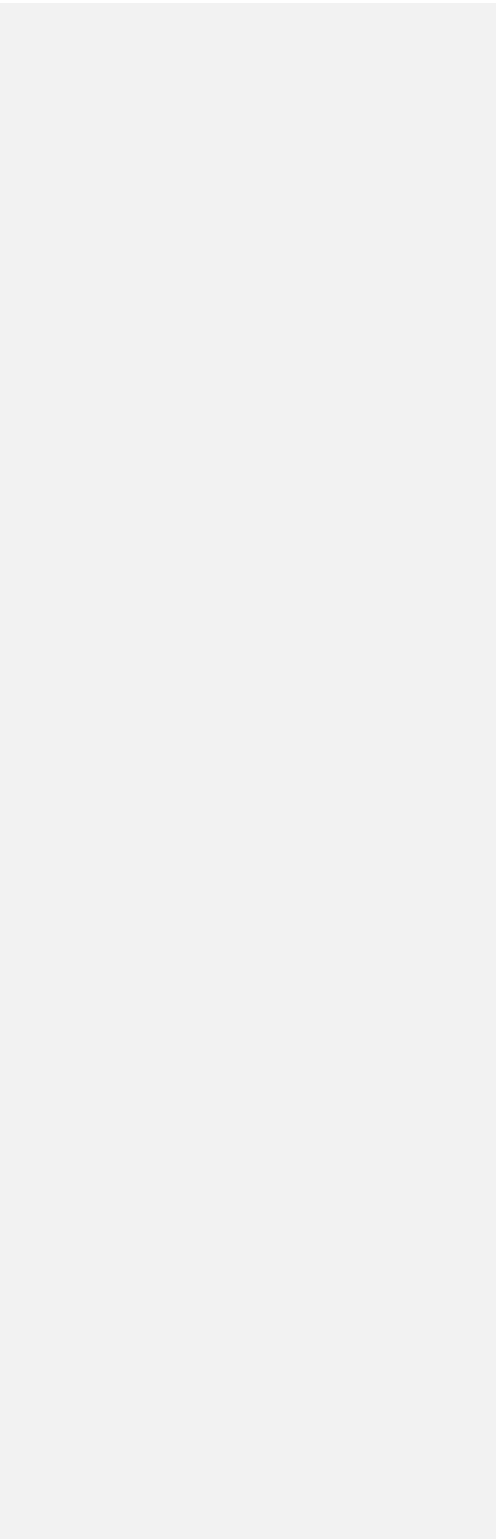
**TRANSPORTATION IMPROVEMENT PROGRAM  
For  
Federal Fiscal Year 2021 through 2024**

Adopted by CAMPO Board February 10, 2021 – Doc. # 21-02  
**Proposed Formal Amendment (21-03) to be considered at the June 9, 2021 CAMPO Meeting**

*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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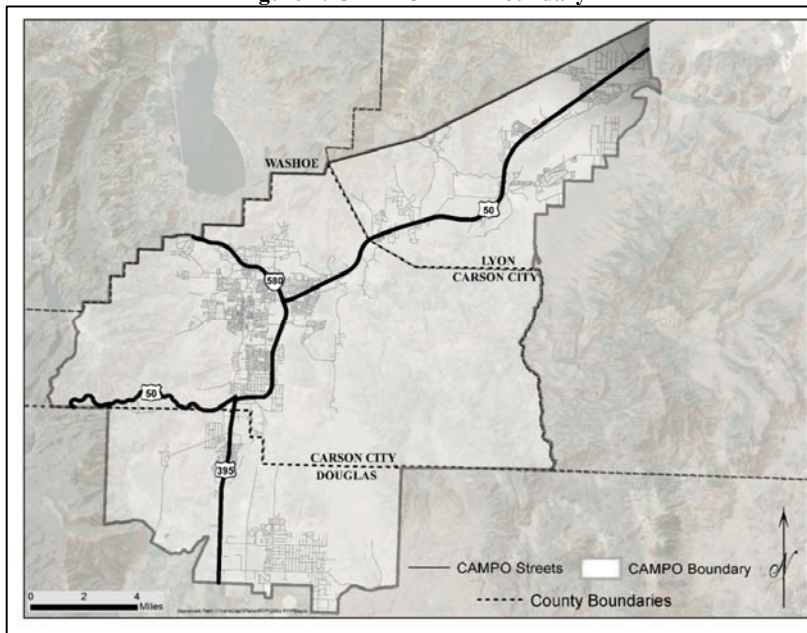
Purpose.....2  
eSTIP.....3  
Federal Funding Sources.....3  
    Table 1: Funding Source and Year for CAMPO’s Federal Fiscal Year 2021-2024 Transportation  
    Improvement Program .....4  
Appendix A.....Attached



**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](http://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 1<sup>st</sup> through September 30<sup>th</sup>) 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

<b>FUNDING SOURCE</b>	<b>2021*</b>	<b>2022*</b>	<b>2023**</b>	<b>2024**</b>	<b>2025**</b>	<b>TOTAL YEAR</b>
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	\$138,000	\$3,003,292	\$0	\$0	\$0	\$3,141,292
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
<b>FEDERAL SUBTOTAL</b>	<b>\$365,500</b>	<b>\$5,999,418</b>	<b>\$133,000</b>	<b>\$1,415,500</b>	<b>\$0</b>	<b>\$7,913,418</b>
Carson City Local	\$301,134	\$3,231,340	\$1,919,802	\$4,143,552	\$0	\$9,595,828
Local Fund	\$0	\$74,350	\$0	\$0	\$0	\$74,350
NV Com Dev Block Grant	\$39,738	\$301,130	\$0	\$0	\$0	\$340,868
<b>LOCAL SUBTOTAL</b>	<b>\$340,872</b>	<b>\$3,606,820</b>	<b>\$1,919,802</b>	<b>\$4,143,552</b>	<b>\$0</b>	<b>\$10,011,046</b>
Unspecified	\$0	\$0	\$1,680,947	\$0	\$28,112,397	\$29,793,344
<b>UNSPECIFIED SUBTOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,680,947</b>	<b>\$0</b>	<b>\$28,112,397</b>	<b>\$29,793,344</b>
State	\$0	\$0	\$0	\$0	\$0	\$0
<b>STATE SUBTOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>TOTAL</b>	<b>\$706,372</b>	<b>\$9,606,238</b>	<b>\$3,733,749</b>	<b>\$5,559,052</b>	<b>\$28,112,397</b>	<b>\$47,717,808</b>

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<u>FUNDING SOURCE</u>	<u>2021*</u>	<u>2022*</u>	<u>2023**</u>	<u>2024**</u>	<u>2025**</u>	<u>TOTAL YEAR</u>
<u>FTA 5307 Small Urb Operating</u>	<u>\$0</u>	<u>\$1,317,171</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,317,171</u>
<u>FTA 5310 Elderly/Disabled Small Urb Capital</u>	<u>\$0</u>	<u>\$143,900</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$143,900</u>
<u>FTA 5339 Bus/Fac Small Urb Capital</u>	<u>\$227,500</u>	<u>\$122,405</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$349,905</u>
<u>STBG 5K-200K</u>	<u>\$0</u>	<u>\$856,292</u>	<u>\$2,251,000</u>	<u>\$0</u>	<u>\$0</u>	<u>\$3,107,292</u>
<u>TAP 5K-200K STBG</u>	<u>\$0</u>	<u>\$0</u>	<u>\$133,000</u>	<u>\$1,415,500</u>	<u>\$0</u>	<u>\$1,548,500</u>
<u>TAP FLEX STBG</u>	<u>\$0</u>	<u>\$1,412,650</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,412,650</u>
<b><u>FEDERAL SUBTOTAL</u></b>	<b><u>\$227,500</u></b>	<b><u>\$3,852,418</u></b>	<b><u>\$2,384,000</u></b>	<b><u>\$1,415,500</u></b>	<b><u>\$0</u></b>	<b><u>\$7,879,418</u></b>
<u>Carson City Local</u>	<u>\$259,134</u>	<u>\$2,755,340</u>	<u>\$2,862,802</u>	<u>\$4,143,552</u>	<u>\$0</u>	<u>\$10,020,828</u>
<u>Local Fund</u>	<u>\$0</u>	<u>\$74,350</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$74,350</u>
<u>NV Com Dev Block Grant</u>	<u>\$39,738</u>	<u>\$301,130</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$340,868</u>
<b><u>LOCAL SUBTOTAL</u></b>	<b><u>\$298,872</u></b>	<b><u>\$3,130,820</u></b>	<b><u>\$2,862,802</u></b>	<b><u>\$4,143,552</u></b>	<b><u>\$0</u></b>	<b><u>\$10,436,046</u></b>
<u>Unspecified</u>	<u>\$0</u>	<u>\$0</u>	<u>\$1,680,947</u>	<u>\$0</u>	<u>\$28,112,397</u>	<u>\$29,793,344</u>
<b><u>Unspecified Subtotal</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$1,680,947</u></b>	<b><u>\$0</u></b>	<b><u>\$28,112,397</u></b>	<b><u>\$29,793,344</u></b>
<u>State</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
<b><u>STATE SUBTOTAL</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>	<b><u>\$0</u></b>
<b><u>TOTAL</u></b>	<b><u>\$526,372</u></b>	<b><u>\$6,983,238</u></b>	<b><u>\$6,927,749</u></b>	<b><u>\$5,559,052</u></b>	<b><u>\$28,112,397</u></b>	<b><u>\$48,108,808</u></b>

\* 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).

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Greg Stedfield  
CAMPO Chair

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<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
	<b><i>Total Programmed</i></b>		<b>\$131,000</b>	<b>-</b>	<b>\$1,487,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$1,618,000</b>

\*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	02/10/2021	04/20/2021	04/26/2021	05/05/2021

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Project is moved back.

**Funding Change(s):**

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

<i>State TIP ID</i>	CC20200002	<i>MPO/TIP</i>	CAMPO 21-02	<i>Local ID</i>		<i>Total Cost</i>	\$422,500
<i>Lead Agency</i>	Carson Area MPO	<i>Contact</i>	Dirk Goering (775) 283-7431	<i>NDOT</i>	District 2	<i>County</i>	CARSON CITY
<i>Project Type</i>	Transit-Capital & Rehab	<i>Air Quality</i>		<i>TCM</i>		<i>Construction</i>	N/A
<i>Project Name</i>	FTA FFY 2019 5339(b) Grant Award						
<i>Project Limits</i>							
<i>Description</i>	Grant funding for Buses and Bus Facilities						

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
OTHER	Carson City Local - CAMPO	-	\$195,000	-	-	-	-	-	\$195,000
OTHER	FTA 5339 Bus/Fac Sm Urb Capital	-	\$227,500	-	-	-	-	-	\$227,500
	<i>Total Other</i>	-	\$422,500	-	-	-	-	-	\$422,500
	<b>Total Programmed</b>	-	<b>\$422,500</b>	-	-	-	-	-	<b>\$422,500</b>

\*Map Has Not Been Mark

**Version History**

<i>TIP Document</i>		<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
20-08	Amendment 2020-2024	02/12/2020	02/19/2020	02/24/2020	02/19/2020
21-02	Amendment 2021-2025	02/10/2021	04/20/2021	04/26/2021	05/05/2021

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Project is moved back.

**Funding Change(s):**

Total project cost decreased from \$650,000 to \$422,500

\*Not Location Specific

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

\*Map Has Not Been Mark

**Version History**

<i>TIP Document</i>				<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
20-08	Amendment	2020-2024		02/12/2020	02/19/2020	02/24/2020	02/19/2020
21-02	Amendment	2021-2025		02/10/2021	04/20/2021	04/26/2021	05/05/2021

**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

<i>State TIP ID</i>	CC20200006	<i>MPO/TIP</i>	CAMPO 21-02	<i>Local ID</i>		<i>Total Cost</i>	\$2,315,354
<i>Lead Agency</i>	Carson Area MPO	<i>Contact</i>	Dirk Goering (775) 283-7431	<i>NDOT</i>	District 2	<i>County</i>	CARSON CITY
<i>Project Type</i>	Transit - Other	<i>Air Quality</i>		<i>TCM</i>		<i>Construction</i>	N/A
<i>Project Name</i>	FFY 2020 FTA 5307 Apportionment						
<i>Project Limits</i>							
<i>Description</i>	Funding scoped for Operation, Preventive Maintenance, and Capital						

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
OTHER	Carson City Local - CAMPO	-	-	\$998,183	-	-	-	-	\$998,183
OTHER	FTA 5307 Sm Urb Operating	-	-	\$1,317,171	-	-	-	-	\$1,317,171
	<i>Total Other</i>	-	-	\$2,315,354	-	-	-	-	\$2,315,354
	<b>Total Programmed</b>	-	-	<b>\$2,315,354</b>	-	-	-	-	<b>\$2,315,354</b>

\*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>
20-09 Amendment 2020-2024	04/08/2020	04/20/2020	04/20/2020	04/20/2020
21-02 Amendment 2021-2025	02/10/2021	04/20/2021	04/26/2021	05/05/2021

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Project is moved back.

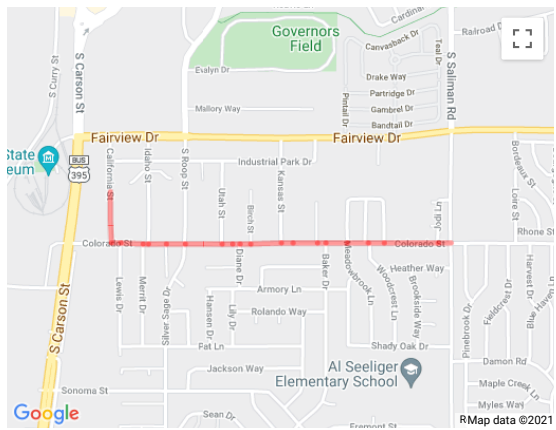
**Funding Change(s):**

Total project cost stays the same \$2,315,354

\*Not Location Specific

<b>State TIP ID</b>	CC20200012	<b>MPO/TIP</b>	CAMPO 21-02	<b>Local ID</b>		<b>Total Cost</b>	\$2,308,875
<b>Lead Agency</b>	Carson City	<b>Contact</b>	Dirk Goering (775) 283-7431	<b>NDOT</b>	District 2	<b>County</b>	CARSON CITY
<b>Project Type</b>	Rd Recons/Rehab/Resurf	<b>Air Quality</b>		<b>TCM</b>		<b>Construction</b>	2022 start
<b>Project Name</b>	Colorado Street Corridor Project						
<b>Project Limits</b>	At Colorado Street From California Street To Saliman Road of Distance (mile) .75						
<b>Description</b>	Rehabilitate pavement and incorporate Complete Street improvements and waterline replacement. A portion of the Community Development Block Grant funds are being used to add sidewalk along the eastern side of California Street, approximately 250 feet north of Colorado Street.						

Phase	Fund Source	Prior	FY2021	FY2022	FY2023	FY2024	FY2025	Future	Total
PE	Carson City Local - CAMPO	-	\$64,134	\$32,259	-	-	-	-	\$96,393
PE	NV Com Dev Block Grant	-	\$39,738	-	-	-	-	-	\$39,738
	<i>Total Preliminary Engineering</i>	-	\$103,872	\$32,259	-	-	-	-	\$136,131
CON	Carson City Local - CAMPO	-	-	\$1,130,322	-	-	-	-	\$1,130,322
CON	NV Com Dev Block Grant	-	-	\$301,130	-	-	-	-	\$301,130
CON	STBG 5K-200K	-	-	\$741,292	-	-	-	-	\$741,292
	<i>Total Construction</i>	-	-	\$2,172,744	-	-	-	-	\$2,172,744
	<b>Total Programmed</b>	-	<b>\$103,872</b>	<b>\$2,205,003</b>	-	-	-	-	<b>\$2,308,875</b>



**Version History**

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-01 Amendment	2021-2025	10/14/2020	10/19/2020	10/21/2020
21-02 Amendment	2021-2025	02/10/2021	04/20/2021	04/26/2021
				05/05/2021

**Current Change Reason**

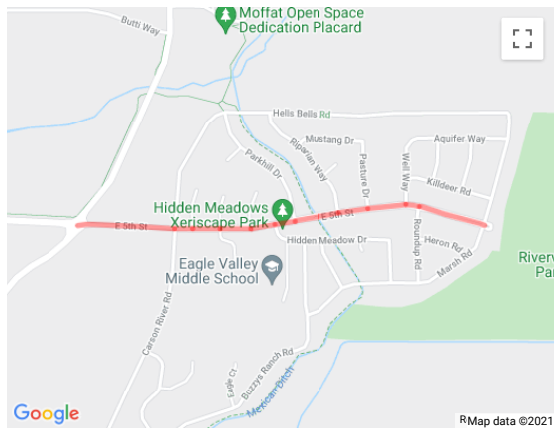
SCHEDULE / FUNDING / SCOPE - Positive or negative change in the anticipated fund allocation is received, so long as there is no impact to fiscal constraint.

**Funding Change(s):**

Total project cost increased from \$1,439,977 to \$2,308,875

State TIP IDCC20210001	MPO/TIP	CAMPO 21-03	Local ID	Total Cost	\$3,396,000
Lead Agency	Carson City	Contact	Dirk Goering (775) 283-7431	NDOT	District 2
Project Type	Rd Recons/Rehab/Resurf	Air Quality		County	CARSON CITY
Project Name	District 3, Fifth Street		TCM	Construction	2023 start
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	Carson City Local - CAMPO	-	-	\$87,000	-	-	-	-	\$87,000
PE	STBG 5K-200K	-	-	\$115,000	-	-	-	-	\$115,000
	<i>Total Preliminary Engineering</i>	-	-	\$202,000	-	-	-	-	\$202,000
CON	Carson City Local - CAMPO	-	-	-	\$943,000	-	-	-	\$943,000
CON	STBG 5K-200K	-	-	-	\$2,251,000	-	-	-	\$2,251,000
	<i>Total Construction</i>	-	-	-	\$3,194,000	-	-	-	\$3,194,000
	<b><i>Total Programmed</i></b>	-	-	<b>\$202,000</b>	<b>\$3,194,000</b>	-	-	-	<b>\$3,396,000</b>



**Version History**

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-02 Amendment 2021-2025	02/10/2021	04/20/2021	04/26/2021	05/05/2021
21-03 Amendment 2021-2025	Pending	Pending	Pending	Pending

**Current Change Reason**

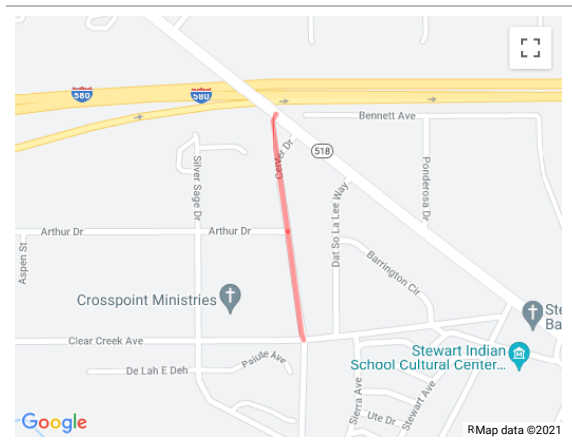
SCHEDULE / FUNDING / SCOPE - Positive change in cost of less than \$ 5 Million and twenty percent (20%) is requested/anticipated.

**Funding Change(s):**

Total project cost increased from \$3,005,000 to \$3,396,000

<b>State TIP ID</b>	CC20210002	<b>MPO/TIP</b>	CAMPO 21-02	<b>Local ID</b>		<b>Total Cost</b>	\$450,000
<b>Lead Agency</b>	Carson City	<b>Contact</b>	Dirk Goering (775) 283-7431	<b>NDOT</b>	District 2	<b>County</b>	CARSON CITY
<b>Project Type</b>	Rd Recons/Rehab/Resurf	<b>Air Quality</b>		<b>TCM</b>		<b>Construction</b>	2022 start
<b>Project Name</b>	District 3, Center Drive						
<b>Project Limits</b>	At Center Drive From Snyder Avenue To County Line of Distance (mile) .23						
<b>Description</b>	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	Carson City Local - CAMPO	-	-	\$90,000	-	-	-	-	\$90,000
	<i>Total Preliminary Engineering</i>	-	-	\$90,000	-	-	-	-	\$90,000
CON	Carson City Local - CAMPO	-	-	\$360,000	-	-	-	-	\$360,000
	<i>Total Construction</i>	-	-	\$360,000	-	-	-	-	\$360,000
	<b>Total Programmed</b>	-	-	<b>\$450,000</b>	-	-	-	-	<b>\$450,000</b>



**Version History**

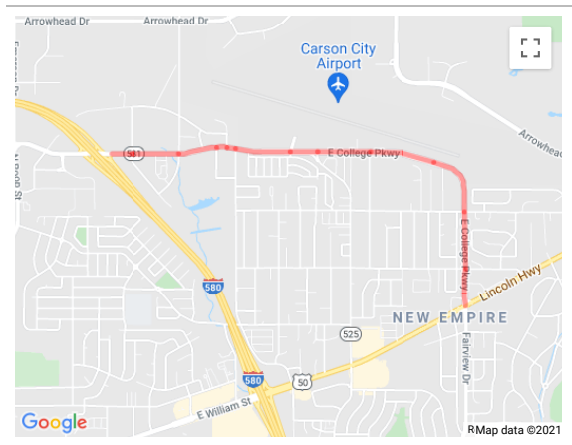
TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-02 Amendment 2021-2025	02/10/2021	04/20/2021	04/26/2021	05/05/2021

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - New Project

<i>State TIP ID</i>	CC20210003	<i>MPO/TIP</i>	CAMPO 21-02	<i>Local ID</i>		<i>Total Cost</i>	\$3,164,818
<i>Lead Agency</i>	Carson City	<i>Contact</i>	Dirk Goering (775) 283-7431	<i>NDOT</i>	District 2	<i>County</i>	CARSON CITY
<i>Project Type</i>	Rd Recons/Rehab/Resurf	<i>Air Quality</i>		<i>TCM</i>		<i>Construction</i>	2024 start
<i>Project Name</i>	District 1, College Parkway						
<i>Project Limits</i>	At College Parkway From I 580 To U.S. 50 of Distance (mile) 2.1						
<i>Description</i>	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	Carson City Local - CAMPO	-	-	-	-	\$632,963	-	-	\$632,963
	<i>Total Preliminary Engineering</i>	-	-	-	-	\$632,963	-	-	\$632,963
CON	Carson City Local - CAMPO	-	-	-	-	\$2,531,855	-	-	\$2,531,855
	<i>Total Construction</i>	-	-	-	-	\$2,531,855	-	-	\$2,531,855
	<b><i>Total Programmed</i></b>	-	-	-	-	<b>\$3,164,818</b>	-	-	<b>\$3,164,818</b>



**Version History**

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-02 Amendment 2021-2025	02/10/2021	04/20/2021	04/26/2021	05/05/2021

**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- <b>FUTURE PROJECT</b>						
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	Not Specified	-	-	-	-	-	\$2,167,843	-	\$2,167,843
	<i>Total Preliminary Engineering</i>	-	-	-	-	-	\$2,167,843	-	\$2,167,843
CON	Not Specified	-	-	-	-	-	\$8,671,370	-	\$8,671,370
	<i>Total Construction</i>	-	-	-	-	-	\$8,671,370	-	\$8,671,370
	<b>Total Programmed</b>	-	-	-	-	-	<b>\$10,839,213</b>	-	<b>\$10,839,213</b>



**Version History**

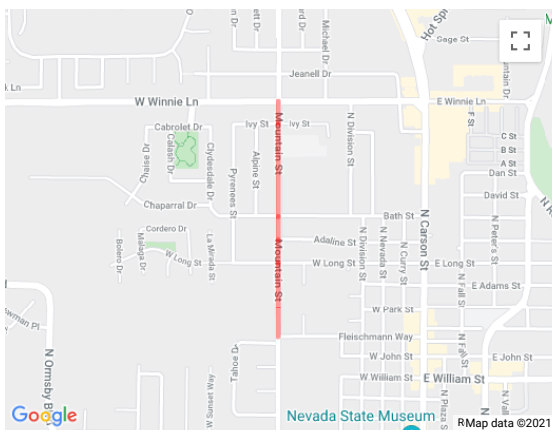
TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-02 Amendment 2021-2025	02/10/2021	04/20/2021	04/26/2021	05/05/2021

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - New Project

<i>State TIP ID</i>	CC20210006	<i>MPO/TIP</i>	CAMPO 21-02	<i>Local ID</i>		<i>Total Cost</i>	\$1,912,802
<i>Lead Agency</i>	Carson City	<i>Contact</i>	Dirk Goering (775) 283-7431	<i>NDOT</i>	District 2	<i>County</i>	CARSON CITY
<i>Project Type</i>	Rd Recons/Rehab/Resurf	<i>Air Quality</i>		<i>TCM</i>		<i>Construction</i>	2023 start
<i>Project Name</i>	District 5, Mountain Street						
<i>Project Limits</i>	At Mountain Street From Winnie Lane To Fleishmann Way of Distance (mile) .51						
<i>Description</i>	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	Carson City Local - CAMPO	-	-	-	\$382,560	-	-	-	\$382,560
	<i>Total Preliminary Engineering</i>	-	-	-	\$382,560	-	-	-	\$382,560
CON	Carson City Local - CAMPO	-	-	-	\$1,530,242	-	-	-	\$1,530,242
	<i>Total Construction</i>	-	-	-	\$1,530,242	-	-	-	\$1,530,242
	<b><i>Total Programmed</i></b>	-	-	-	<b>\$1,912,802</b>	-	-	-	<b>\$1,912,802</b>



**Version History**

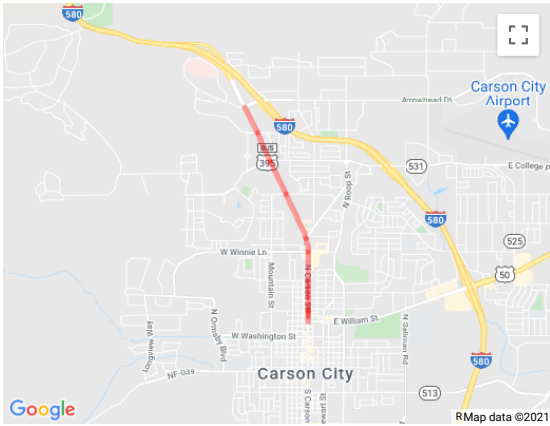
<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-02 Amendment 2021-2025	02/10/2021	04/20/2021	04/26/2021	05/05/2021

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - New Project

<i>State TIP ID</i>	CC20210007	<i>MPO/TIP</i>	CAMPO 21-02	<i>Local ID</i>		<i>Total Cost</i>	\$17,273,184
<i>Lead Agency</i>	Carson City	<i>Contact</i>	Dirk Goering (775) 283-7431	<i>NDOT</i>	District 2	<i>County</i>	CARSON CITY
<i>Project Type</i>	Rd Recons/Rehab/Resurf	<i>Air Quality</i>		<i>TCM</i>		<i>Construction</i>	2025 start
<i>Project Name</i>	District 5, North Carson Street-FUTURE PROJECT						
<i>Project Limits</i>	At North Carson Street From William Street To Medical Parkway of Distance (mile) 1.5						
<i>Description</i>	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	Not Specified	-	-	-	-	-	\$3,454,637	-	\$3,454,637
	<i>Total Preliminary Engineering</i>	-	-	-	-	-	\$3,454,637	-	\$3,454,637
CON	Not Specified	-	-	-	-	-	\$13,818,547	-	\$13,818,547
	<i>Total Construction</i>	-	-	-	-	-	\$13,818,547	-	\$13,818,547
	<b><i>Total Programmed</i></b>	-	-	-	-	-	<b>\$17,273,184</b>	-	<b>\$17,273,184</b>



**Version History**

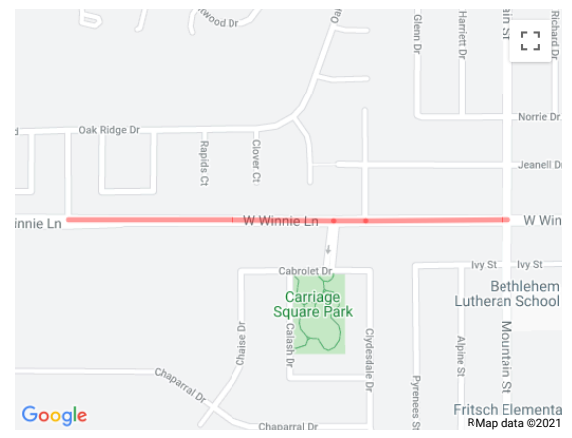
TIP Document	MPO	State	FHWA	FTA
21-02 Amendment 2021-2025	Approval 02/10/2021	Approval 04/20/2021	Approval 04/26/2021	Approval 05/05/2021

**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	Not Specified	-	-	-	\$336,189	-	-	-	\$336,189
	<i>Total Preliminary Engineering</i>	-	-	-	\$336,189	-	-	-	\$336,189
CON	Not Specified	-	-	-	\$1,344,758	-	-	-	\$1,344,758
	<i>Total Construction</i>	-	-	-	\$1,344,758	-	-	-	\$1,344,758
	<b>Total Programmed</b>	-	-	-	<b>\$1,680,947</b>	-	-	-	<b>\$1,680,947</b>



**Version History**

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-02 Amendment 2021-2025	02/10/2021	04/20/2021	04/26/2021	05/05/2021

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - New Project

State TIP ID CC20210009	MPO/TIP CAMPO 21-02	Local ID	Total Cost	\$1,630,000
Lead Agency Carson City	Contact Dirk Goering (775) 283-7431	NDOT District 2	County	CARSON CITY
Project Type Bicycle & Pedestrian	Air Quality	TCM	Construction	2024 start
Project Name Carson City Multi-Use Pathway Rehabilitation and Connection Project				
Project Limits				
Description 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
	<b>Total Programmed</b>	-	-	-	<b>\$140,000</b>	<b>\$1,490,000</b>	-	-	<b>\$1,630,000</b>

*Map Has Not Been Mark	<b>Version History</b>				
	<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	02/10/2021	04/20/2021	04/26/2021	05/05/2021
	<b>Current Change Reason</b>				
	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/showpublisheddocument/75651>**

**Table 5.1 CAMPO FY 2021 and FY 2022 UPWP Cost/Funding Summary, Amended April 14, 2021**

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	\$256,500	\$13,500	\$270,000
			Annual Monetary Agreement	May 2021; May 2022			
	1.2	Transportation Improvement Program (TIP) Administration	Adopted FFY 2020-2023 TIP	February 2021			
			Annual Federal Obligations Report	December 30, 2020; December 30, 2021			
1.3	Professional Development						
2.0 Outreach and Engagement	2.1	MPO Representation			\$90,250	\$4,750	\$95,000
	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	May 2021			
			Establishment of a Transit Ambassador Pilot Program	September 2021			
2.4	Regional Consistency Review						
3.0 Multimodal Planning	3.1	2040/2050 Regional Transportation Plan (RTP)	Final, Adopted 2050 RTP	January 2021	\$204,520	\$10,764	\$215,284
	3.2	Transit Planning	JAC ADA Paratransit Eligibility Process	May 2021			
			JAC Fixed-Route Policy	July 2021			
	3.3	ITS Planning*	Carson Area Transportation System Management Plan	June 2022			
	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						
4.0 Transportation Performance Management	4.1	MAP-21/FAST Act Implementation and Performance Measures	Safety Performance Measure Targets	February 2021; February 2022	\$240,697	\$12,668	\$253,365
			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	July 2020; July 2021			
Expanded ADA inventory of narrowness barriers			June 2022				
4.5	Non-Motorized Asset Management						
4.6	Transit Asset Management						
5.0 Multi-modal Corridor Planning**	5.1	Corridor Studies	E. William Street Feasibility Study	April 2022	\$95,000	\$5,000	\$100,000
<b>Total UPWP CPG/Local</b>					<b>\$791,967</b>	<b>\$41,682</b>	<b>\$833,649</b>
<b>Total Other Federal/Local**</b>					<b>\$95,000</b>	<b>\$5,000</b>	<b>\$100,000</b>
<b>Total 2-Year UPWP</b>					<b>\$866,967</b>	<b>\$46,682</b>	<b>\$933,649</b>

\*Consultant involvement is expected; \*\* Other Federal Funding