



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

**Day:** Wednesday  
**Date:** March 9, 2022  
**Time:** 4:30 pm  
**Location:** Community Center, Robert "Bob" Crowell Board Room  
851 East William Street  
Carson City, Nevada

**AGENDA**

**NOTICE TO PUBLIC:**

Members of the public who wish to view the meeting may watch the livestream of the 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. Livestream of the meeting is provided solely as a courtesy and convenience to the public. Carson City does not give any assurance or guarantee that the livestream or cable channel access will be reliable. Although all reasonable efforts will be made to provide livestream, unanticipated technical difficulties beyond the control of City staff may delay, interrupt, or render unavailable continuous livestream capability.

The public may provide public comment in advance of a meeting by written submission to the following email address: [cmartinovich@carson.org](mailto:cmartinovich@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.

**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 – February 9, 2022**

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

**5-A For Discussion Only** – Presentation and discussion providing an update on the Carson Area Transportation System Management Plan ("CATSMP").

**Staff Summary:** CAMPO staff will present an informational update on the CATSMP related to asset management planning and data collection, needs assessment, performance measurements, and other ongoing project activities.

## **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. 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. At the discretion of the Chair, public comment may be limited to three minutes per speaker to facilitate the efficient conduct of a meeting and to provide reasonable opportunity for comment from all members of the public who wish to speak. Testimony from a person who is directly involved with an item, such as City staff, an applicant or a party to an administrative hearing or appeal, is not considered public comment and would not be subject to a three-minute time limitation.

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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 Christopher Martinovich, Transportation Manager, in writing at 3505 Butti Way, Carson City, Nevada, 89701 or at [cmartinovich@carson.org](mailto:cmartinovich@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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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)

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**CARSON AREA METROPOLITAN PLANNING ORGANIZATION****Minutes of the February 9, 2022 Meeting****Page 1****DRAFT**

A regular meeting of the Carson Area Metropolitan Planning Organization (CAMPO) was scheduled for 4:30 p.m. on Wednesday, February 9, 2022 in the Community Center, Robert “Bob” Crowell Boardroom, 851 East William Street, Carson City, Nevada.

**PRESENT:** Chairperson Lori Bagwell  
Vice Chairperson Lisa Schuette  
Member Robert “Jim” Dodson  
Members Wes Henderson (via WebEx)  
Member Chas Macquarie  
Member Gregory Novak  
Ex-Officio Member Sondra Rosenberg

**STAFF:** Dan Stucky, Deputy Public Works Director  
Chris Martinovich, Transportation Manager  
Adam Tully, Deputy District Attorney  
Kelly Norman, Transportation Planner/Analyst  
Bryan Byrne, Transportation/Traffic Engineer  
Rebecca Bustos, Grant 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)**

(4:32:20) – Chairperson Bagwell called the meeting to order at 4:32 p.m.

**2. ROLL CALL**

(4:32:30) – Roll was called, and a quorum was present. Member Walt Nowasad was absent.

**3. PUBLIC COMMENT**

(4:33:16) – Chairperson Bagwell entertained public comments; however, none were forthcoming.

**4. FOR POSSIBLE ACTION: APPROVAL OF MINUTES – JANUARY 12, 2022**

(4:33:30) – Chairperson Bagwell introduced the item and entertained corrections, comments, or a motion.

# CARSON AREA METROPOLITAN PLANNING ORGANIZATION

## Minutes of the February 9, 2022 Meeting

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**DRAFT**

(4:33:41) – Member Novak moved to approve the minutes of the CAMPO January 12, 2022 meeting as presented. The motion was seconded by Vice Chair Schuette and carried 6-0-0.

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

##### **5-A FOR DISCUSSION ONLY – PRESENTATION AND DISCUSSION ON THE NEVADA DEPARTMENT OF TRANSPORTATION’S (“NDOT”) NEVADA SUSTAINABLE TRANSPORTATION FUNDING STUDY AND ADVISORY WORKING GROUP (“AWG”).**

(4:34:00) – Vice Chair Bagwell introduced the item. Mr. Martinovich provided background on the Advisory Working Group (AWG) and, along with Ex-Officio Member Rosenberg, reviewed a presentation titled *Funding Transportation & Infrastructure for the Next Generation*, incorporated into the record (and Staff Report), and responded to clarifying questions. Chairperson Bagwell received clarification that 42 percent of the transportation revenue in Nevada was funded by fuel taxes. She was also concerned that the analyzed revenue mechanism with its 25 options would not fund local roads, and suggested that the AWG discussion include how those options would impact the local governments’ raising of their revenues. Member Macquarie highlighted the absence of rail as a transportation option and encouraged NDOT to apply for federal funds for that. Ex-Officio Member Rosenberg noted that having a flexible fund source would allow for partnering on projects beyond just roads. This item was not agendized for action.

##### **5-B FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION REGARDING SETTING ANNUAL SAFETY PERFORMANCE TARGETS FOR 2021, AS REQUIRED BY FEDERAL HIGHWAY ADMINISTRATION (“FHWA”) REGULATIONS.**

(5:11:20) – Chairperson Bagwell introduced the item. Ms. Norman presented the Staff Report and referenced the State’s *Highway Safety Improvement Program 2020 Annual Report*, both of which are incorporated into the record, and recommended that CAMPO support the Nevada State Safety Performance Targets for 2021. Chairperson Bagwell entertained questions and when none were forthcoming, a motion.

(5:14:39) – Member Dodson moved to support the Nevada State Safety Performance Targets for 2021. Member Novak seconded the motion which carried 6-0-0.

(5:15:38) – Chairperson Bagwell recommended bringing this item back next year as a standard adoption methodology.

#### 6. NON-ACTION ITEMS

##### **6-A TRANSPORTATION MANAGER’S REPORT**

None.

**CARSON AREA METROPOLITAN PLANNING ORGANIZATION**  
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**DRAFT**

**6-B OTHER COMMENTS AND REPORTS, WHICH COULD INCLUDE:**

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

None.

**7. PUBLIC COMMENT**

(5:15:48) – Chairperson Bagwell entertained final public comments; however, none were forthcoming.

**8. ADJOURNMENT: FOR POSSIBLE ACTION**

(5:16:02) – Chairperson Bagwell adjourned the meeting at 5:16 p.m.

The Minutes of the February 9, 2022 Carson Area Metropolitan Planning Organization meeting are so approved this 9<sup>th</sup> day of March, 2022.

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# STAFF REPORT

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

**Meeting Date:** March 9, 2022

**Staff Contact:** Christopher Martinovich, Transportation Manager

**Agenda Title: For Discussion Only** – Presentation and discussion providing an update on the Carson Area Transportation System Management Plan (“CATSMP”).

**Staff Summary:** CAMPO staff will present an informational update on the CATSMP related to asset management planning and data collection, needs assessment, performance measurements, and other ongoing project activities.

**Agenda Action:** Other/Presentation

**Time Requested:** 15 minutes

## **Proposed Motion**

N/A.

## **Background/Issues & Analysis**

The CATSMP is a technical planning document with the primary purpose of establishing commonly held operations and management objectives and to serve as an asset management plan that results in improved transportation system performance. Carson City currently provides technical services for operations and maintenance of traffic control systems in Carson City, Douglas, Lyon, and Storey counties through existing agreements. The CATSMP will guide local jurisdictions, staff, and the Nevada Department of Transportation (“NDOT”) to make transparent and performance-based investments in traffic control and in intelligent transportation system infrastructure, as well as to equip staff to manage and operate the transportation system efficiently and effectively. The CATSMP will help guide the City’s asset management program for transportation infrastructure with the goal of improving the efficiency and reliability of the transportation system. It will also provide guidance for making strategic life cycle cost and investment decisions related to future infrastructure.

The CATSMP consists of three main tasks in addition to project management and final report creation:

- Task 3.1: Asset Management Planning
- Task 3.2: Performance Measures and Benchmarks
- Task 3.3: Traffic Signal System Operation

In August 2020, CAMPO selected Kimley-Horn and Associates to assist CAMPO staff in the management and development of the CATSMP. The CATSMP project is funded through a Cooperative Agreement (Agreement P301-19-804) with NDOT.

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

N/A

## **Financial Information**

Is there a fiscal impact?  Yes  No

If yes, Fund Name, Account Name / Account Number: Project G302820002, CAMPO Grants Account / 2453028-501210

Is it currently budgeted?  Yes  No

The project is fully funded through Cooperative Agreement P301-19-804 with NDOT.

**Alternatives**

N/A

**Supporting Material**

-Exhibit-1: CATSMP Informational Update presentation

# CARSON AREA TRANSPORTATION SYSTEM MANAGEMENT PLAN



Kimley>Horn

Informational Update to CAMPO  
March 9, 2022



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 CARSON AREA TRANSPORTATION SYSTEM MANAGEMENT PLAN



## Project Background

- Guide local jurisdictions, CAMPO staff, and NDOT in making transparent and performance-based investments in traffic control and in ITS infrastructure across CAMPO.
- Guide the City's asset management program for transportation infrastructure
- Project kicked off in fall of 2020.
- Consultant Support
- Funded through an agreement with NDOT

**Data Collection Locations**

- Data Collection (School Zone)
- Signalized Intersections (74)
- Signalized Crosswalk (18)

**Sign Inventory Subset**

- Flashing/Chain-Snow Tires (1)
- RRFB (1)
- School/Flashers (7)
- Speed Limit When Flashing (10)
- Vehicle Speed Feedback Sign (12)

Data Collection - Alternate



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 CARSON AREA TRANSPORTATION SYSTEM MANAGEMENT PLAN

**Kimley Horn**

## Major Project Tasks

- Project Management
- Stakeholder Engagement
- Asset Management Planning (Data Collection, Existing Conditions, Needs)
- Performance Measures and Benchmarks
- Traffic Signal System Optimization
- CATSMP Report



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 CARSON AREA TRANSPORTATION SYSTEM MANAGEMENT PLAN

**Kimley Horn**

## Goals and Objectives

- Identify the true costs of maintaining and operating our system
- Identify lifecycle costs and replacement needs
- Identify and document any program deficiencies and understand needed enhancements
- Understand our funding and staffing needs – Program Level
- Seek more funding/reimbursement through agreements with NDOT or other sources for maintenance activities
- Looking for data driven decision methods to assist with policy decisions and traffic operations implementation



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 Carson Area Transportation System Management Plan (CATSMP) CAMPO

**CARSON AREA TRANSPORTATION SYSTEM MANAGEMENT PLAN**

**Kimley Horn**

## TAC and Project Stakeholders

- TAC Stakeholders
  - Carson City
  - Douglas County
  - Lyon County
  - Storey County
  - NDOT
- Support from Stakeholders
  - High-level oversight and visioning
  - Decision making
  - Assist with input on performance measures, agreements, and coordination with other agencies
  - Review of milestone deliverables
  - Provide framework for ongoing planning and collaboration

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 Carson Area Transportation System Management Plan (CATSMP) CAMPO

**CARSON AREA TRANSPORTATION SYSTEM MANAGEMENT PLAN**

**Kimley Horn**

## Data Collection

- Asset Management Planning and Collection
  - Signalized Intersections and Equipment
  - Signalized Pedestrian Crossings
  - Flashing Beacons
  - Radar Speed Feedback Signs
  - Support Features
  - Associated Signs
  - Curb Ramps
  - Carson City maintained streetlights
  - NV Energy streetlights
- Use of LiDAR



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 CARSON AREA TRANSPORTATION SYSTEM MANAGEMENT PLAN

**Kimley Horn**

## Data Collection

Elements	Actual Number Collected/Reviewed
Signalized Intersection	73
Signalized Pedestrian Crossings	22
Flashing Beacons	21
Radar Speed Feedback Signs	10
Signal-Related Supports (with attributes extracted from Lidar data)	367
Supports (manually collected in the field)	105
Supports Reviewed (new supports and supports that were updated from dataset provided by Carson City)	653
SIGNS	1,172 (Total of 8,385 signs)

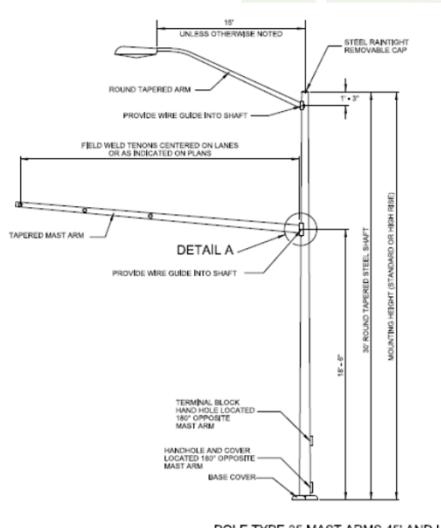
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 CARSON AREA TRANSPORTATION SYSTEM MANAGEMENT PLAN

**Kimley Horn**

## Data Collection

- Logistical Elements
  - Items such as:
    - Incident and special event management procedures
    - Signal Timing Policies and Procedures
    - Agreements and contracts
    - Existing funding levels
    - Staffing requirements and existing staffing levels
    - Safety
    - Spares inventory
    - Existing coordination agreements with other quad county agencies



10'-0" UNLESS OTHERWISE NOTED  
ROUND TAPERED ARM  
PROVIDE WIRE GUIDE INTO SHAFT  
FIELD WELD TENONS CENTERED ON LANES OR AS INDICATED ON PLANS  
TAPERED MAST ARM  
DETAIL A  
PROVIDE WIRE GUIDE INTO SHAFT  
18'-0"  
36" ROUND TAPERED STEEL SHAFT  
MOUNTING HOLE (S) PANCED OR DRILLED (IF)  
TERMINAL BLOCK  
HAND HOLE AND COVER  
LOCATED 180° OPPOSITE  
MAST ARM  
HANCOLE AND COVER  
LOCATED 180° OPPOSITE  
MAST ARM  
BASE COVER  
POLE TYPE 35 MAST ARMS 45' AND LESS:  
POLE TYPE 35-A MAST ARMS 50' TO 60'  
POLE TYPE 35-B MAST ARMS 65' TO 85'

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 **Carson Area Transportation System Management Plan** Kimley Horn

## Needs Assessment

- Needs assessment on the existing infrastructure and logistical elements
- Identify program deficiencies and potential recommendations for improvement based on the information obtained during data collection
- Agency Workshop modeled off FHWA's Capability Maturity Framework for Transportation Systems

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 **Carson Area Transportation System Management Plan** Kimley Horn

## Workshop - Levels of Implementation

Dimensions	Level 1 - We do this a little bit	Level 2 - We do this ok	Level 3 – We do this really well
<b>Business Processes (Planning and Programming)/ Regional Collaboration</b>	Consensus regional approach developed regarding goals, deficiencies, networks, strategies and common priorities.  Relationships are ad hoc and on a personal basis (public-public, public-private).	Regional program integrated into jurisdictions' overall multimodal transportation plans with related staged program, sustainable funding identified.  Rationalization/sharing/formalization of responsibilities among key players through co-training, formal agreements, and incentives.	Transportation system management integrated into jurisdictions' multi-sectoral plans, programs, budgets based on formal continuing planning processes.  High level of transportation system coordination among owners/operators (state, local, private).
<b>Systems and Technology</b>	Ad hoc approaches to system implementation without consideration of systems engineering and appropriate procurement processes. Regional/corridor ConOps, architectures, decision support systems developed and documented with costs included; appropriate procurement process used.	Systems and technology are standardized and integrated, and decision support systems are used in real time -- with related processes and training as appropriate.	Architectures and technology are routinely upgraded to improve performance; systems integration/interoperability is maintained on continuing basis.
<b>Performance Measurement</b>	Some outputs are measured and reported by some jurisdictions  Output data is consistently used for after-action debriefings and improvements; data is easily available and shared.	Outcome measures are identified (networks, modes, impacts) and routinely used for objective-based program improvements; performance is measured in real time.	Performance measures are reported internally for utilization and externally for accountability and program justification.
<b>Communication Culture</b>	Individual staff champions promote transportation system – varying among jurisdictions.  All jurisdictions' senior management understands transportation system business case and educates decision makers/public.	All jurisdictions' mission identifies transportation system management and benefits with formal program and achieves wide public visibility and understanding.	Communication structure to ensure efficient communication among agencies even when staff transitions to a new role.

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 CARSON AREA TRANSPORTATION SYSTEM MANAGEMENT PLAN

Kimley Horn

## Needs Assessment Outcomes (Example)

- Categorized results in Short, Mid, and Long-Term Priorities
- EX: Short-Term Priority (1-2 Years)
  - Agencies collaborate to update standards and requirements for consistency in technology
    - *Step 1: Establish committee to gather and review existing standards and requirements from all partnering agencies*
    - *Step 2: Develop uniform standards and requirements for CAMPO*
    - *Step 3: Gain consensus on uniform standards and requirements for use by all CAMPO partnering agencies*

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 CARSON AREA TRANSPORTATION SYSTEM MANAGEMENT PLAN

Kimley Horn

## Life-Cycle Costing

- Evaluating:
  - Service life
  - Replacement schedule
  - Support staffing needs and capital budgets for the signal system
- Elements reviewed:
  - Traffic Signal System
    - Cabinets
    - Controllers
    - Traffic Signals
  - Traffic Signal Vehicle Detection
    - In-Pavement Detection
    - Video Image Detection
    - Emergency Vehicle Preemption
    - Cameras
  - Other Traffic Signal/ITS Items
    - ITS Vehicle Detection
    - ITS Communications
    - TMC Equipment

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 **Carson Area Transportation System Management Plan** Kimley Horn

## Benchmarks and Performance Measures

- Existing Performance Measures from 2050 RTP
  - Increase safety of the transportation system for all users
    - Safety Targets
  - Maintain a sustainable regional transportation system
    - PCI
  - Increase the mobility and reliability of the transportation system for all users
    - Interstate and Non-Interstate Travel Time Reliability (NDOT)
  - Maintain and develop a multi-modal transportation system that supports economic vitality
    - Bike/Pedestrian/Transit Use
  - Provide an integrated transportation system

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 **Carson Area Transportation System Management Plan** Kimley Horn

## Benchmarks and Performance Measures

- From Needs Assessment Workshop:
  - Establish what data should be collected and identify where systems and technology can be leveraged to collect that data
  - Leverage and begin to use existing performance software (Regional Integrated Transportation Information System [RITIS])
  - Share data for efficiency between agencies
  - Complete analysis focused on individual data elements to track incremental improvements

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 CARSON AREA TRANSPORTATION SYSTEM MANAGEMENT PLAN

**Kimley »Horn**

## Future Tasks

- Traffic Signal System Operations and Implementation
  - Select a Corridor
  - CAMPO desires to adopt a new method that is data driven, more responsive, more efficient, and effective without significant effort
  - Re-time signals in-house using a method that is consistent and can be performed by more than one staff member
- CATSMP Report
  - Summarizing all prior tasks
  - TAC input/comments/feedback
  - One-page infographic summarizing project
- Ongoing Reporting / Dashboard

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 CARSON AREA TRANSPORTATION SYSTEM MANAGEMENT PLAN

**Kimley »Horn**

## Next Steps

- Finalize Life Cycle Costing
- Recommend Future System Improvement Strategies
- Performance Measures and Benchmarks

*Thank You!*

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