



**CARSON CITY CONSOLIDATED
MUNICIPALITY
NOTICE OF THE MEETING OF THE
CARSON AREA METROPOLITAN PLANNING
ORGANIZATION**

Day: Wednesday
Date: June 12, 2024
Time: Beginning at 4:30 pm
Location: Community Center, Robert 'Bob' Crowell Board Room
851 E. William Street
Carson City, NV 89701

AGENDA

NOTICE TO THE PUBLIC:

Members of the public who wish to view the meeting may watch the livestream of the Carson Area Metropolitan Planning Organization meeting at 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. 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. Public comment during a meeting is limited to three minutes for each speaker.

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 29, 2024**
 - 4.A Minutes for April 29, 2024
[Click Here for Staff Report](#)
5. **Public Meeting Item(s):**
 - 5.A For Discussion Only – Discussion and presentation regarding Carson City’s Draft 2024 Americans with Disabilities Act (“ADA”) Transition Plan for Pedestrian Facilities in

the Public Right-of-Way (“Transition Plan”).

Staff Summary: Title II of the ADA requires Carson City to develop a Transition Plan that at a minimum must: (1) identify and inventory physical barriers and obstacles that limit the accessibility for individuals with disabilities, (2) describe the methods used to make facilities accessible, (3) specify the schedule and identify the steps that will be taken during each year to eliminate barriers and obstacles, and (4) indicate the official responsible for implementation of the Transition Plan. The Transition Plan updates the previous 2020 Transition Plan and continues Carson City’s efforts to collect a full inventory of ADA barriers. The Transition Plan is available for public comment through June 21, 2024. The development of the Transition Plan is funded through the Carson Area Metropolitan Planning Organization (“CAMPO”) Unified Planning Work Program (“UPWP”).

[Click Here for Staff Report](#)

- 5.B For Possible Action – Discussion and possible action regarding proposed revisions to the Carson Area Metropolitan Planning Organization (“CAMPO”) Public Participation Plan (“PPP”).

Staff Summary: The PPP is a planning document that defines a process for providing individuals, affected public agencies, and all interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process. Each metropolitan planning organization (“MPO”) is federally required to have a PPP. The proposed revisions to the PPP include modifications related to the United States Department of Transportation (“USDOT”) Title VI Program. The CAMPO PPP was last amended in July 2023.

[Click Here for Staff Report](#)

- 5.C For Possible Action – Discussion and possible action regarding formal amendment 23-09 to the Carson Area Metropolitan Planning Organization’s (“CAMPO”) Federal Fiscal Year (“FFY”) 2023-2026 Transportation Improvement Program (“TIP”) to add three new projects and to revise funding information across multiple projects.

Staff Summary: The proposed amendment to CAMPO’s FFY 2023-2026 TIP modifies the TIP at Appendix 1 and Appendix 3 to: update construction dates for the Appion Way Traffic Signal and Intersection Improvement Project and the South Carson Multi-Use Connector Project; update the funding source and construction dates for the North Lompa Multi-Use Path Project; update the funding for the US 50, Carson City, from FRCC11 to East Deer Run Road Project, the District 3 Fifth Street Roundabout Project, and the US 50, East of Dayton, Fortune Drive to Six Mile Canyon Road Preservation Project; and add FFY 2024 5339 FTA Apportionment, FFY 2024 5310 FTA Apportionment, and the US 50 East Carson Complete Streets Corridor Study-Phase 2. All revisions are documents in the attached Exhibit 1.

[Click Here for Staff Report](#)

6. Non-Action Items

- 6.A Transportation Manager's Report

[Click Here for Staff Report](#)

6.B Other Comments and Reports

Staff Summary: This item may include future agenda items, status review of additional projects, internal communications and administrative matters, correspondence to CAMPO, project status reports, and comments or other reports from the CAMPO members or staff.

[Click Here for Staff Report](#)

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**

****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. **Public comment will 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.

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.

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, or by phone at (775) 887-2355. You are encouraged to attend this meeting and participate by commenting on any agenda item.

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 cmartinovich@carson.org, or by calling Christopher Martinovich at (775) 887-2355 at least 24 hours in advance of the meeting.

This agenda and backup information are available on the City's website at 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
notice.nv.gov



STAFF REPORT

Report To: Carson Area Metropolitan Planning Organization **Meeting Date:** June 12, 2024

Staff Contact:

Agenda Title: Minutes for April 29, 2024

Agenda Action: Formal Action / Motion **Time Requested:**

Proposed Motion

I move to approve the minutes, as presented.

Board's Strategic Goal

N/A

Previous Action

Background/Issues & Analysis

Applicable Statute, Code, Policy, Rule or Regulation

Financial Information

Is there a fiscal impact? No

If yes, account name/number:

Is it currently budgeted? No

Explanation of Fiscal Impact:

Alternatives

Attachment(s):

[04-29-2024 Minutes \(CAMPO\).pdf](#)

Motion: _____

- 1) _____
2) _____

Aye/Nay

(Vote Recorded By)

CARSON AREA METROPOLITAN PLANNING ORGANIZATION

Minutes of the April 29, 2024 Meeting

Page 1

DRAFT

A regular meeting of the Carson Area Metropolitan Planning Organization (CAMPO) was scheduled for 5:00 p.m. on Wednesday, April 29, 2024, in the Community Center, Robert “Bob” Crowell Boardroom, 851 East William Street, Carson City, Nevada.

PRESENT: Chairperson Lori Bagwell
Vice Chairperson Gregory Novak
Member Robert “Jim” Dodson
Member Wes Henderson
Member Lucia Maloney
Member Lisa Schuette
Ex-Officio Member Sondra Rosenberg

STAFF: Rick Cooley, Deputy Public Works Director
Chris Martinovich, Transportation Manager
Adam Tully, Deputy District Attorney
Kelly Norman, Senior Transportation Planner/Analyst
Hope Mills, Chief Deputy Clerk
Minutes by: Tamar Warren, Senior Deputy 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. All approved minutes are posted on <https://www.carson.org/minutes>.

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

(5:00:45) – Chairperson Bagwell called the meeting to order at 5:00 p.m.

2. ROLL CALL

(5:00:50) – Roll was called, and a quorum was present. Member Erb was absent.

3. PUBLIC COMMENT

(5:01:14) – Chairperson Bagwell entertained public comments. Laura Brunzlick introduced herself as a Dayton, Nevada, resident and read into the record a written statement regarding traffic safety issues on Highway 50 in Dayton, especially where an accident had recently occurred at the intersection of Fort Churchill Road where there was no signalized intersection. She also spoke of a fatal accident in January 2024, at the intersection of Highlands Drive and Highway 50. Ms. Brunzlick believed Lyon County was being “glossed over” when it came to road improvements. Melissa Frager, a Mound House resident, also spoke of accidents on Highway 50 and believed that the improvement planned for 2026 would be too late. She wished to see “something done immediately.”

CARSON AREA METROPOLITAN PLANNING ORGANIZATION

Minutes of the April 29, 2024 Meeting

Page 2

DRAFT

4. FOR POSSIBLE ACTION: APPROVAL OF MINUTES – APRIL 10, 2024

(5:06:01) – Chairperson Bagwell introduced the item and entertained corrections, comments, or a motion.

(5:06:15) – Vice Chair Novak moved to approve the minutes of the CAMPO April 10, 2024 meeting as presented. The motion was seconded by Member Maloney and carried 6-0-0.

5. PUBLIC MEETING ITEM(S):

5-A FOR POSSIBLE ACTION: DISCUSSION AND POSSIBLE ACTION REGARDING A LOCAL ROAD SAFETY PLAN (“LRSP”) FOR THE CARSON AREA METROPOLITAN PLANNING ORGANIZATION (“CAMPO”), INCLUDING AN AGENCY PLEDGE TO TAKE THE NECESSARY STEPS TO IMPROVE SAFETY ON ALL ROADWAYS TO REALIZE THE GOAL OF ZERO FATALITIES BY 2050.

(5:06:32) – Chairperson Bagwell introduced the item. Ms. Norman gave background and presented the Staff Report with accompanying documents (including a Local Roads Safety Plan PowerPoint Presentation, exhibits, appendices, and the CAMPO Agency Pledge), all of which are incorporated into the record. She also responded to clarifying questions. Ms. Norman defined local roads as state-owned highways or city/county-owned roads and shared this Federal Highway Administration video on the three approaches to address severe roadway crashes: <https://www.youtube.com/watch?v=1Gtz0qjPx0M>. Vice Chair Novak believed the analysis was good; however, he called the data “dated.” He also highlighted several roads such as Highway 50 and Highway 395 South at Topsy Lane as Nevada Department of Transportation (NDOT) roads and noted that CAMPO would work closely with NDOT. He believed that getting “Carso City to the top of the list” was difficult because there were many roads in the state that were in worse condition.

(5:31:05) – Member Schuette inquired whether the study included congested areas where more pedestrians were present, and Ms. Norman believed it was a great recommendation to be pursued. Chairperson Bagwell clarified that while needs are prioritized at CAMPO, they may not have the same prioritization at NDOT as other Metropolitan Organizations would compete for that prioritization. Ms. Norman also reminded everyone that CAMPO could not bring forward any project without the consideration of that specific city. Chairperson Bagwell wished to see data, especially fatalities, updated quicker than what is currently available. Ex-Officio Member Rosenberg thanked CAMPO for working with NDOT and showing their commitment to supporting the local roads and implementing the programs. She also noted that the term crash was used because the incidents are preventable and not accidents. Member Maloney believed that having the benefit-cost analysis would save costs in preparing grant applications and called the plan “thorough.” She also inquired about the South Carson Street improvements after the completion of the project. Mr. Martinovich highlighted some of the additions that could benefit South Carson Street such as larger speed limit signs and pedestrian crosswalks. Ms. Norman responded to Member Maloney’s request to distinguish between Carson City’s and FHWA’s definitions of local roads, noting that FHWA’s Local Roads Safety Plan was based on the Agency’s 28 proven safety countermeasures. Mr. Martinovich noted the following explanation from the Plan’s Executive Summary: *“A local road, for the purposes of this LRSP, is defined as any publicly owned road in the CAMPO area with the exception of I-580.”*

CARSON AREA METROPOLITAN PLANNING ORGANIZATION

Minutes of the April 29, 2024 Meeting

Page 3

DRAFT

Member Maloney suggested adding further clarification to differentiate the two definitions. Chair Bagwell recommended referencing the functional classifications. Discussion ensued regarding tracking crash data and Ms. Norman stated that Staff were working on a GIS database to map the crashes sooner. Chair Bagwell also noted that the updated data would help in the decision-making process. She also thanked Staff for the report and suggested seeing periodic updates. Mr. Martinovich suggested learning from the South Carson Street Project and applying the knowledge to future projects. Member Henderson wished to understand how new data could be used to identify more intersections in Lyon County. Member Schuette believed that the documents in the agenda materials would help understand the “whys behind the decisions made,” in addition to what works and what doesn’t. Vice Chair Novak wished to see data on roundabouts. Member Dodson cited an article in which it was mentioned that documents like the one presented would help with grants. The Chair entertained public comments.

(6:01:50) – Mr. French believed that the Carson City Sheriff’s Office (CCSO) should be responsible for tracking more up-to-date data to report to the public. Ms. Brunzlick believed that since Carson City’s population was shrinking and Lyon County’s population was expanding, the latter should have more representation on the CAMPO Board. Melissa Frager requested additional contacts to ensure that the traffic lights get added to the Mound House section of Highway 50. Chair Bagwell suggested that Ms. Frager meet after the meeting with Ex-Officio Member Rosenberg to get contacts for NDOT. She also entertained a motion.

(6:08:16) – Member Maloney moved to approve the CAMPO Local Road Safety Plan and the Agency Pledge with the corrections as discussed on the record. The motion was seconded by Member Schuette and carried 6-0-0.

6. NON-ACTION ITEMS

6-A TRANSPORTATION MANAGER’S REPORT

(6:09:14) – Chairperson Bagwell introduced the item. Mr. Martinovich stated that Staff had planned to submit a grant application for Lyon County; however, the May 13, 2024 deadline was not doable. He also explained that with federal grants, sometimes it was difficult to come up with a match component, normally at the 20 percent level. He noted they were working with local and state agencies on how to utilize matching funds. Mr. Martinovich stated that a Transportation Improvement Program amendment was in the works for discussion in the June meeting.

6-B OTHER COMMENTS AND REPORTS

(6:13:02) – Chairperson Bagwell entertained Board comments and reports. Vice Chair Novak reported on the Highway 395 Corridor Study meeting and encouraged everyone to comment online. Member Henderson invited everyone to attend the next Lyon County Commissioners meeting.

7. PUBLIC COMMENT

CARSON AREA METROPOLITAN PLANNING ORGANIZATION

Minutes of the April 29, 2024 Meeting

Page 4

DRAFT

(6:13:54) – Chairperson Bagwell entertained final public comments. Mr. French noted that he had seen a child trying to cross traffic but had not felt comfortable and had waived the cars through. He believed school-aged children should be taught to “stand up for themselves.” Mr. French encouraged “emphasizing the map size.”

8. FOR POSSIBLE ACTION: TO ADJOURN

(6:16:37) – Chairperson Bagwell adjourned the meeting at 4:48 p.m.

The Minutes of April 29, 2024, Carson Area Metropolitan Planning Organization meeting are so approved on this 12th day of June 2024.



STAFF REPORT

Report To: Carson Area Metropolitan Planning Organization **Meeting Date:** June 12, 2024

Staff Contact: Kelly Norman, Senior Transportation Planner; Jared Cragun, Transportation Planner/ Analyst

Agenda Title: For Discussion Only – Discussion and presentation regarding Carson City’s Draft 2024 Americans with Disabilities Act (“ADA”) Transition Plan for Pedestrian Facilities in the Public Right-of-Way (“Transition Plan”).

Staff Summary: Title II of the ADA requires Carson City to develop a Transition Plan that at a minimum must: (1) identify and inventory physical barriers and obstacles that limit the accessibility for individuals with disabilities, (2) describe the methods used to make facilities accessible, (3) specify the schedule and identify the steps that will be taken during each year to eliminate barriers and obstacles, and (4) indicate the official responsible for implementation of the Transition Plan. The Transition Plan updates the previous 2020 Transition Plan and continues Carson City’s efforts to collect a full inventory of ADA barriers. The Transition Plan is available for public comment through June 21, 2024. The development of the Transition Plan is funded through the Carson Area Metropolitan Planning Organization (“CAMPO”) Unified Planning Work Program (“UPWP”).

Agenda Action: Other / Presentation **Time Requested:** 15 minutes

Proposed Motion

N/A

Board's Strategic Goal

N/A

Previous Action

N/A

Background/Issues & Analysis

The purpose of the Transition Plan is to provide a framework for achieving equal access throughout Carson City’s transportation programs, services, and activities. Accommodating disabled persons and those with limited mobility in the transportation system is a requirement of the ADA and is essential for a high quality of life for residents and visitors.

The Transition Plan is required by Title II of the ADA, and it pertains to pedestrian facilities located

within the public right-of-way, such as roadways. Pedestrian facilities within the public right-of-way include sidewalks, curb ramps, pedestrian crossings, transit stops, paved shared use paths, and pedestrian activated signal systems. To comply with Title II of the ADA, Carson City is required to have and maintain a Transition Plan to document how an agency will make gradual progress toward development of a full, self-evaluated inventory of barriers within pedestrian facilities located in the public right-of-way.

The 2024 Transition Plan builds upon past plans from 2015, 2018 and 2020. Since the 2015 Transition Plan, Carson City has developed an inventory of existing sidewalks, existing curb ramps, missing curb ramps, and signalized intersections and crosswalks. The current inventory includes the following:

- o 298 Linear miles of sidewalk
- o 4,282 Existing Curb Ramps
- o 628 Missing Curb Ramps
- o 76 Signalized Intersections
- o 26 Signalized Crosswalks

The 2024 Transition Plan has expanded the inventory from those listed above to include other types of barriers such as areas where access narrows to less than 36-inches, support structures (e.g. sign posts, cabinet, or poles) placed in the middle of a pathway; non-ADA compliant curb ramps; discontinuities in the sidewalk, including deteriorated surfaces, excessively cracked, or vertically offset panels that impede accessibility; missing walkways that create gaps in connectivity; and paths narrower than 5-feet without a passing area provided. The summary of this inventory is listed below.

- o 15 Narrow access paths with a width less than 36-inches
- o 238 Supports structures in the middle of the pathway
- o 3635 ADA compliant curb ramps
- o 647 Non-ADA compliant curb ramps
- o 83 Interrupted pathways with gaps of less than 10-feet (i.e. discontinuities in the sidewalk including deteriorated surfaces, excessively cracked, vertically offset panels, etc.)
- o 322 Missing pathways of more than 10-feet
- o 10 Paths narrower than 60-inches without a passing area

Applicable Statute, Code, Policy, Rule or Regulation

42 U.S.C. Â§12131 et seq; 28 C.F.R. Â§ 35.150

Financial Information

Is there a fiscal impact? No

If yes, account name/number:

Is it currently budgeted? Yes

Explanation of Fiscal Impact: The development of the Transition Plan falls under CAMPO's UPWP, project number G302823001. Tasks completed as part of the UPWP are reimbursable with federal planning funds at a rate of 95%. The local match has been budgeted within CAMPO's approved Federal Fiscal Year 2023-2024 UPWP, Work Element 4.5, Non-Motorized Asset Management.

Alternatives

Attachment(s):

[5A_CAMPO_Exhibit 1 - Draft 2024 ADA Transition Plan.pdf](#)

[5A_CAMPO_Exhibit 2 - ADA Story Map Example.pdf](#)

[5A_CAMPO_Exhibit 3 - CAMPOs UPWP Cost-Funding Summary Table.pdf](#)

Motion: _____

1) _____

2) _____

Aye/Nay

(Vote Recorded By)

This page intentionally left blank.

DRAFT - Subject to Revision

Carson City

2024 Americans with Disabilities Act

(ADA) Transition Plan for Pedestrian Facilities in the Public Right-of-Way

Approved - TBD



TABLE OF CONTENTS

Executive Summary	2
Program Information and Requirements.....	2
(1) Implementation of the ADA Transition Plan.....	2
(2) Inventory of Accessibility Barriers	3
(3) Methods to Make Facilities Accessible.....	3
(4) Schedule to Eliminate Barriers.....	5
2024 ADA Transition Plan	6
1.0 ADA Policy Statement.....	6
1.1 Legislative Mandate.....	7
1.2 ADA Program Information	9
1.3 Public Accommodation and Grievance Procedure	10
1.4 History and Goals of Past Transition Plans	11
1.5 Public Outreach.....	12
2.0 Inventory of Accessibility Barriers	13
3.0 Methods to Make Facilities Accessible.....	15
3.1 Transportation Capital Improvement Projects	16
3.2 Development Permits	20
3.3 Street Maintenance.....	21
4.0 Schedule to Eliminate Barriers.....	22
5.0 Future ADA Transition Plan Updates	25

Executive Summary

Program Information and Requirements

The purpose of the Plan is to provide the framework for achieving equal access throughout Carson City's transportation programs, services, and activities. Carson City believes accommodating disabled persons throughout the transportation system is essential to good customer service, a high quality of life for residents and visitors, and to promote effective governance.

This document is required by Title II of the Americans with Disabilities Act (ADA) of 1990 and pertains to pedestrian facilities in the public right-of-way. This document ensures reasonable access for persons with disabilities, within the public right-of-way, is provided and maintained. Pedestrian facilities within the public right-of-way include sidewalks, curb ramps, pedestrian crossings, transit stops, paved shared use paths, and pedestrian activated signal systems.

To comply with Title II, Carson City is required to have and maintain an ADA Transition Plan that makes gradual progress toward development of a full self-evaluated inventory of barriers within pedestrian facilities located in the public right-of-way.

Title II requires that a Transition Plan include:

- (1) The official responsible for implementation of the transition plan
- (2) An inventory of accessibility barriers (obstacles to access)
- (3) Methods used to make facilities accessible
- (4) A schedule demonstrating a strong commitment to eliminate the inventory of barriers

(1) Implementation of the ADA Transition Plan

The Official responsible for implementation of the ADA Transition Plan for Pedestrian Facilities in the Public Right-of-Way is:

Christopher Martinovich, Transportation Manager
Carson City Public Works, 3505 Butti Way
Carson City, Nevada 89701, 775-283-7367, CMartinovich@carson.org

(2) Inventory of Accessibility Barriers

The 2024 ADA Transition Plan builds upon the City's initial 2015 ADA Transition Plan that performed a self-evaluation on 26 signalized intersections, 30 miles of sidewalk, and 41 transit stops. The 2015 document created an initial inventory of pedestrian facilities, solicited public outreach, identified an ADA Coordinator, and created a clear process for complaints and grievances.

Since the 2015 ADA Transition Plan, Carson City has developed an inventory of existing sidewalks, existing curb ramps, missing curb ramps, and signalized intersections and crosswalks in Carson City. The current inventory includes the following:

- 298 Linear miles of sidewalk
- 4,282 Existing Curb Ramps
- 628 Missing Curb Ramps
- 76 Signalized Intersections
- 26 Signalized Crosswalks

ADA barriers are physical elements of a facility that impede access by people with disabilities. The inventory has expanded to include other barriers such as areas of narrow access less than 36 inches, supports (sign, cabinet, or pole placed in the middle of a pathway), non-compliant curb ramps, discontinuities in the sidewalk (deteriorated, excessively cracked, or vertically offset sidewalks that impede accessibility), missing walkways (connectivity gaps in the existing pedestrian network), and paths narrower than 5 feet without a passing area.

- 83 Interrupted Pathways (a sidewalk that has an interruption such as missing blocks, etc. Less than 10 feet in length.)
- 322 Missing Pathways (a sidewalk that is missing, creating connectivity gaps in the pedestrian network. More than 10 feet in length.)
- 15 Narrow Access Paths (less than 36 inches)
- 3635 ADA Compliant Ramps
- 647 Non-Compliant Ramps
- 10 Paths Narrower than 60 inches without a passing area
- 238 Supports

(3) Methods to Make Facilities Accessible

The 2024 ADA Transition Plan documents and reaffirms Carson City's methods currently in place to improve the accessibility of pedestrian walkways. The most significant challenge for making pedestrian facilities ADA compliant is funding availability. The City employs a three-pronged approach to upgrading pedestrian facilities.

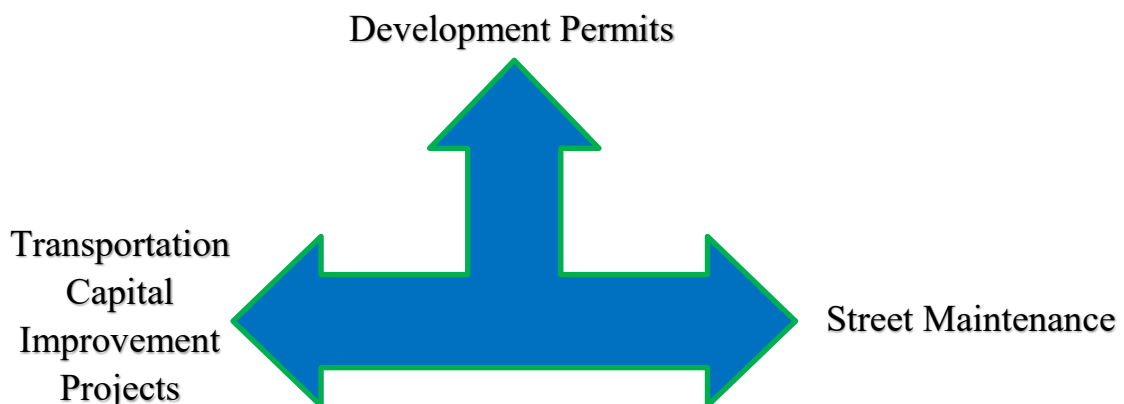
- **Transportation Capital Improvement Projects** – all capital projects constructed by City Departments are required to be designed to meet the 2010 ADA Standards for Accessible

Design. In 2011, new design guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) were proposed. On August 8, 2023, the Architectural and Transportation Barriers Compliance Board (Access Board) published the Final Public Right-of-Way Accessibility Guidelines (Final PROWAG) in the Federal Register. Carson City plans to follow PROWAG in the design of projects. Capital projects that alter the roadway are required to provide curb ramps where street-level pedestrian walkways cross the curbs (street crossings). Roadway alterations are defined as reconstruction, rehabilitation, resurfacing, widening, and projects of similar scale and effect. Certain maintenance and pavement preservation projects do not require adding curb ramps; however, all transportation capital projects evaluate pedestrian accessibility during project scoping, in accordance with the City's adopted Complete Streets Policy

(<https://www.carson.org/government/departments-g-z/public-works/transportation/documents>).

- **Development Permits** – all new private construction is required to comply with currently adopted ADA Accessibility Guidelines. Existing development seeking permits for expansion or rehabilitation are required to comply with accessibility guidelines. In addition, existing development, at the time of a permit, is required to bring inadequate infrastructure in the right-of-way into compliance with ADA guidelines. This includes removing barriers such as missing curb ramps, deteriorated and excessively cracked sidewalks, areas of narrow access, and missing walkways.
- **Street Maintenance** – Public Works street crews repair deteriorated concrete throughout the year. Repairs are prioritized based on safety, customer requests, and funding availability. A multi-year schedule is used to track repairs.

The current process allows for a responsive, customer-friendly approach. Over the coming years, Carson City's Street Maintenance Division will incorporate and prioritize accessibility barriers identified in this plan into its annual work program. ADA compliant curb ramps will then need to be tracked and updated into the Transportation Asset Management System



(4) Schedule to Eliminate Barriers

Availability of funding plays an important role in the City's ability to eliminate barriers, and can vary year-to-year. Annually, there is approximately \$580,000 allocated toward sidewalk improvements through a combination of funding from capital projects, street maintenance, and competitive grant funding. Competitive grant funding, which is difficult to predict, is a primary source of funding to eliminate barriers.

Currently there are approximately 12 million square feet of sidewalk in the City, which would cost approximately \$101 million to replace. The lifespan of concrete sidewalks are approximately 80 years. However, according to the Federal Highway Administration, Northern Nevada's freeze and thaw climate cuts the expected lifespan of concrete sidewalks to 25 years. De-icing products can cause the surface to deteriorate faster. Given the current annual budget (\$580,000) allocated toward sidewalk infrastructure, Carson City would be able to replace its entire network every 168 years. As a result, the schedule to eliminate known barriers and future barriers (as sidewalk infrastructure degrades) is ongoing.

This plan prioritizes barriers that pose significant safety issues, such as missing curb ramps, missing sidewalks, and narrow access, due to their ability to force pedestrians off the sidewalk network and into the roadway. These barriers will further be prioritized based on the proximity to high use areas and the condition of the concrete. Due to the limited funds available, it is important that sidewalk infrastructure in fair condition, not posing an immediate safety hazard, be retained to the extent possible.

Grievance Procedure

Should there be anybody that has a grievance alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the City, a Complaint should be filed. The Complaint should be in writing and contain information about the alleged discrimination. Alternative means of filing complaints, such as personal interviews or a tape recording of the Complaint, will be made available, upon request, for persons with disabilities. Below is the link to the Grievance Procedures and Form.

<https://www.carson.org/government/departments-g-z/public-works/transportation/documents>

- End of Executive Summary -

2024 ADA TRANSITION PLAN

1.0 ADA Policy Statement

The purpose of the 2024 ADA Transition Plan is to provide the framework for achieving equal access throughout Carson City's transportation programs, services, and activities. Carson City believes accommodating disabled persons throughout the transportation system is essential to good customer service, a high quality of life for residents and visitors, and to promote effective governance.

The ADA Policy is supported by the following goals:

From the **Carson City Board of Supervisor's FY 2022-2026 Strategic Plan**

Vision

To be a leader among cities as an inviting, prosperous community where people live, work and play.

Mission

To preserve and enhance the quality of life and heritage of Carson City for present and future generations of residents, workers, and visitors.

Values

Customer Service: We value our residents, businesses, and visitors by committing to provide efficient and effective customer service.

Organizational Culture: We value an environment that fosters a proactive, team-oriented approach to delivering solutions.

Integrity: We value an ethical and accountable government that is open, accessible, and a responsible steward of public funds.

From national transportation legislation, **National Performance Goals** [\[23USC §150\(b\)\]](#)

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability** - To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

From the **Carson Area Metropolitan Planning Organization's (CAMPO) 2050 Regional Transportation Plan**

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

From the **Carson City Complete Streets Policy**

- To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development and provides for livable communities.
- To ensure safety, accessibility, and ease of transfer between modes for all users of the transportation system.
- To provide context sensitive, aesthetic improvements for new and existing roadways that best meet the needs and desires of the community.

1.1 Legislative Mandate

The federal legislation, known as the Americans with Disabilities Act (ADA), enacted on July 26, 1990, provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, and access to public accommodations, transportation, and telecommunications. The ADA is a civil rights law that mandates equal opportunity for individuals with disabilities. The ADA prohibits discrimination in access to jobs, public accommodations, government services, public transportation, and telecommunications. The ADA is divided into five titles (or sections) that relate to different areas of public life.

Title II of the ADA specifically applies to state and local governments, referred to as “public entities” and their programs and services. Title II of the ADA requires that all Programs, Services, and Activities of public entities provide equal access for individuals with disabilities.

To comply with Title II, Carson City is required to have and maintain an ADA transition plan that makes gradual progress toward development of a full self-evaluated inventory of barriers within pedestrian facilities located in the public right-of-way.

Title II requires that a Transition Plan include:

- (1) The official responsible for implementation of the transition plan
- (2) An inventory of barriers (obstacles to access)
- (3) Methods used to make facilities accessible
- (4) A schedule demonstrating a strong commitment to eliminate the inventory of barriers

In 2011, new design guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG) were proposed. On August 8, 2023, the Architectural and Transportation Barriers Compliance Board (Access Board) published the Final Public Right-of-Way Accessibility Guidelines (Final PROWAG) in the Federal Register. The new guidelines address access to sidewalks and streets, crosswalks, curb ramps, pedestrian signals, on-street parking, and other components of public right-of-way. These guidelines also review shared use paths, which are designed primarily for use by bicyclists and pedestrians for transportation and recreation purposes. Carson City plans to follow PROWAG in the design of all projects to the extent technically feasible.

1.2 ADA Program Information

The current Carson City ADA Coordinator's name and contact information is posted on the City's ADA Information webpage at: <https://www.carson.org/government/departments-aff/finance/risk-management/ada-information>.

The Carson City ADA Coordinator is:

Cecilia Meyer, ADA Coordinator, Carson City Risk Management
201 N. Carson Street, Suite #3
Carson City, Nevada 89701, 775-283-7484, cmeyer@carson.org

The Official responsible for implementation of the ADA Transition Plan for Pedestrian Facilities in the Public Right-of-Way is:

Christopher Martinovich, Transportation Manager
Carson City Public Works, 3505 Butti Way
Carson City, Nevada 89701, 775-283-7367, CMartinovich@carson.org

1.3 Public Accommodation and Grievance Procedure

In accordance with the requirements of the ADA, Carson City has established a Grievance Procedure, which may be used by anyone who wishes to file a complaint alleging discrimination based on disability in the provision of services, activities, programs, or benefit by Carson City. The public request for accommodations or the complaint/grievance process is an integral part of the Transition Plan. Public requests for accommodations or grievances/complaints often drive the prioritization of improvements.

To make a request for accommodation or to file a complaint/grievance regarding accessibility of pedestrian facilities in the public right-of-way (i.e., missing curb ramps or deteriorated sidewalk), the ADA Coordinator should be contacted in writing in a way that describes the issue in detail and includes the location. If the person needs help in completing the required forms for the ADA Coordinator, assistance can be provided upon request. The ADA Coordinator will then route this information to the appropriate City department for review and possible action. The City department will then respond to the ADA Coordinator with its findings. The ADA Coordinator will then record the City's formal response and will reply to the requestor or the complainant/grievant. All accommodation requests and complaints/grievances are kept on file pursuant to the City's and State's records retention policies.

Below is the link to the City's Grievance Procedure and Grievance Form. The Form is also included as Attachment A:

Appendix A, Grievance Procedure and Grievance Form
<https://www.carson.org/home/showdocument?id=69771>

1.4 History and Goals of Past ADA Transition Plans

In 2015, Kimley Horn prepared the first ADA Transition Plan and was later approved by the Carson City Regional Transportation Commission (RTC). The purpose of the Plan was to provide an ADA Transition Plan for Transportation Facilities within Carson City, Nevada. The main goal for future Plans is to have additional program, service, activity, and facility evaluations be completed to provide a comprehensive Transition Plan for all of Carson City's public facilities.

Five years later, the ADA Transition Plan was updated and approved by the RTC in 2020. Based on the 2015 ADA Transition Plan, the main purpose of the 2020 Plan was to provide the framework for achieving equal access throughout Carson City's Programs, Services, and Activities. The 2020 Plan expanded the inventory of Transportation Facilities to include the number of existing and missing curb ramps and the linear miles of sidewalk. The goal for future plans is to expand the inventory to include all accessibility barriers such as areas of narrow access less than 36 inches, non-compliant existing curb ramps, non-compliant pedestrian push buttons and accessible pedestrian signals, discontinuities in the sidewalk, and missing walkways.

As of 2024, the inventory of accessibility barriers, or ADA barriers, has been expanded to include the previously mentioned barriers.

1.5 Public Outreach

Carson City provided several opportunities to receive input from various departments within the City as well as the public concerning the 2015 ADA Transition Plan. Efforts in 2015 included the formation of an ADA transition plan committee, a public workshop, a liaison committee, and the holding of a public meeting to share the draft plan with the public and solicit input. The information gathered from this outreach helped to form the framework for the 2015 Plan.

In 2016, Carson City established a Customer Request online forum ([Carson City Connect](#)). This forum has been used to receive comments and complaints from the public. Since the start of 2016, there have been approximately 386 customer requests that have involved sidewalk repair or obstructions in the sidewalk. This application is used by the Street Maintenance Division to rapidly respond to serious hazards on pedestrian facilities within the right-of-way.

The most recent update to the ADA Transition Plan occurred in 2020. In February 2020, an ad was placed in the local newspaper and on the City's website, presenting the draft 2020 ADA Transition Plan for Pedestrian Facilities in the Public Right-of-Way and invited individuals to meet with City staff to discuss the plan and its priorities, and to inform the public about the upcoming meetings noted below. The 2020 ADA Transition Plan was primarily technical in nature; thus, extensive outreach was not performed. The technical elements involved the development of sidewalk and curb ramp inventories, and the start of an inventory for accessibility barriers.

The draft 2024 ADA Transition Plan for Pedestrian Facilities in the Public Right-of-Way will be advertised for a 30-day public comment period before presentation at the Carson Area Metropolitan Planning Organization and the Carson City Regional Transportation Commission in Summer 2024. In development of this plan, the City's ADA Coordinator has been consulted. At the time of this report, no formal complaints/grievances have been submitted.

To showcase the removal of ADA barriers and the quantity of projects in Carson City, a Story Map or an interactive map will be created to help increase the awareness and garner support for the 2024 ADA Transition Plan. The Story Map will also implement information provided by the Community Development, Engineering, and Streets Maintenance Divisions of Public Works to help viewers of the map to understand the process of identifying ADA barriers and the steps taken to remove them.

2.0 Inventory of Accessibility Barriers

The 2024 ADA Transition Plan builds upon the City's initial 2015 ADA Transition Plan that performed a self-evaluation on the following:

- Carson Municipal Code, Title 11, Chapter 11.12 – Encroachments, Obstructions, Maintenance and Construction of Highways and Sidewalks
- Carson Municipal Code, Title 18, Division 12.12 – Sidewalks, Curb and Gutter, Driveway Approaches, Curb-cuts, Alleys, and Bikeways
- City Standard Details for Public Works Construction
- ADA policies and procedures for City fixed-route bus service
- ADA policies and procedures for City paratransit bus service
- Transportation Facilities
 - Twenty-six (26) signalized intersections within Carson City
 - Approximately thirty (30) miles of arterial sidewalks were inventoried and evaluated. Sidewalks were selected based on pedestrian activity along the corridor and proximity to major traffic generators.
 - Forty-one (41) transit stops within Carson City were identified and evaluated. Transit stops were chosen for evaluation based on transit ridership data, snow removal priority, and whether a shelter was present.

The Carson Area Transportation System Management Plan (CATSMP) was initiated as a planning effort for CAMPO to establish commonly held operations and management objectives and as an asset management plan to support improved transportation system performance for the CAMPO region.

- The plan reviews CAMPO's current transportation system and identifies its needs related to operations and management to inform future investments needed to provide a safe and reliable transportation system for the region. The total number of physical elements collected as part of this project, as of 2021, included:
 - 73 Signalized Intersections
 - 22 Signalized Pedestrian Crossings
 - 21 Flashing Beacons
 - 10 Radar Speed Feedback Signs
 - 472 Supports
 - 1,172 Signal Related Signs.

The 2015 ADA Transition Plan for Transportation Facilities is incorporated by reference and available online at:

<https://www.carson.org/government/departments-g-z/public-works/transportation/documents>

The 2024 ADA Transition Plan expanded inventory of Carson City includes:

- 298 Linear miles of sidewalk
- 4,282 Existing Curb Ramps

- 628 Missing Curb Ramps
- 76 Signalized Intersections
- 26 Signalized Crosswalks

Appendix B of this 2024 ADA Transition Plan graphically shows the collected inventory of pedestrian facilities. As discussed in Section 3.1 of this plan, the inventory is displayed by Carson City's five Performance Districts.

The inventory has expanded to include other barriers such as areas of narrow access less than 36 inches, supports (sign, cabinet, or pole placed in the middle of a pathway), non-compliant curb ramps, discontinuities in the sidewalk (deteriorated, excessively cracked, or vertically offset sidewalks that impede accessibility), missing walkways (connectivity gaps in the existing pedestrian network), and paths narrower than 5 feet without a passing area.

- 83 Interrupted Pathways (a sidewalk that has an interruption such as missing blocks, etc. Less than 10 feet in length.)
- 322 Missing Pathways (a sidewalk that is missing, creating connectivity gaps in the pedestrian network. More than 10 feet in length.)
- 15 Narrow Access Paths (less than 36 inches)
- 3,635 ADA Compliant Ramps
- 647 Non-Compliant Ramps
- 10 Paths Narrower than 60 inches without a passing area
- 238 Supports

The inventory of sidewalks, existing curb ramps, and missing curb ramps have been incorporated into the City's overall Asset Management Program, which promotes a proactive maintenance and planning strategy, minimizes risk, maximizes the effective useful life of City assets, optimizes customer service, promotes data driven decisions, and increases transparency.

3.0 Methods to Make Facilities Accessible

The 2024 ADA Transition Plan documents and reaffirms Carson City's established methods to improve the accessibility of pedestrian walkways. The most significant challenge for making pedestrian facilities ADA compliant is funding availability. The City employs a three-pronged approach to upgrading pedestrian facilities. ADA upgrades within Carson City are completed through the City's Transportation Capital Improvement Program, the City's development permit approval process, and the City's annual street maintenance program.

3.1 Transportation Capital Improvement Projects

Transportation capital projects funded through the City's budget is one method the City uses to remove ADA accessibility barriers and to bring existing infrastructure into compliance with current ADA standards.

Funding

Funded through the City's annual budget process with revenue from fuel, sales, and infrastructure taxes, the Carson City Regional Transportation Commission (RTC) establishes priorities and recommends funding allocation for transportation improvement projects.

There is currently \$2.5 million in annual funding for Carson City Public Works to design and deliver transportation capital projects, a portion of which (\$250,000) is used to complete ADA improvements. In addition to the \$2.5 million in local funding, federal funding is available in the form of competitive grants, which is commonly sought and awarded. Typically, the federal grants require a local match that can range from 0% to 50%.

Pavement Management Plan

In 2023, Carson City updated the Pavement Management Plan for Fiscal Years 2024-2028, which formalizes and establishes an efficient and effective strategy for preserving and maintaining the City's roadways. The Plan establishes five performance districts within the City and a five-year rotating schedule to streamline work efforts.

The Plan identifies project evaluation criteria to prioritize projects consistently and transparently. The leading criteria include pavement condition, preventive and corrective maintenance schedule, roadway functional classification, and safety. As part of the safety criterion, projects that reduce ADA barriers are given points as part of the scoring/project selection process.

The Pavement Management Plan can be viewed online at the link below:

<https://www.carson.org/government/departments-g-z/public-works/preserve-carson-city-roads/preserve-carson-city-roads-document-page>

Scoping and Design

After the project selection process, the projects go into the scoping and design phase. All new capital projects are designed to meet the 2010 ADA Standards for Accessible Design (2010 ADA Standards) and the ADA standards apply to facilities used by state and local governments to provide designated public transportation services, including bus stops and stations. The Final Public Right-of-Way Accessibility Guidelines (Final PROWAG) was published in the Federal Register.

Technically Infeasible

The ADA Standards set minimum accessibility requirements for infrastructure design. In situations where strict compliance with the Standards is technically infeasible, the entity must comply to the maximum extent feasible. "Technically infeasible" is defined as something that has little likelihood of being accomplished because existing structural conditions would require removing or altering a load-bearing member that is an essential part of the structural frame; or because other existing physical or site constraints prohibit modification or addition of elements, spaces, or features that are in full and strict compliance with the minimum requirements. Any existing pedestrian facility being replaced shall be made accessible to the maximum extent feasible. Carson City recognizes that there are locations where it is "technically infeasible" to bring a facility into full compliance due to existing physical site constraints. Alterations to features, spaces, or facilities within public rights-of-way are considered technically infeasible when existing physical site constraints such as underlying terrain, right-of-way availability, underground structures, adjacent developed facilities, drainage, or the presence of a notable natural or historic feature make it impracticable to bring the altered elements into compliance.

If a design element or elements are determined technically infeasible to achieve ADA compliance, then the pedestrian facility and features shall be documented with justification, approved by the City Engineer. Technical infeasibility does not apply for new construction. All new construction projects including pedestrian facilities or features shall meet current ADA standards unless it is structurally impracticable. Full compliance will be considered structurally impracticable only in those rare circumstances when the unique characteristics of terrain prevent the incorporation of accessibility features [\[28 CFR 35.151\(a\)\(2\)\]](#).

Maintenance versus Alterations

Due to the tangential relationship between roadways and sidewalks, federal regulations provide additional guidance when existing roadways are being replaced or altered. The DOJ has issued a briefing memorandum clarifying what types of roadway projects are determined to be an alteration or a maintenance project, as well as what pedestrian facilities adjacent to the roadway project are required to be upgraded. A summary of the briefing memorandum is below, and a copy of the briefing memorandum is included in Appendix C.

Summary of the Memorandum

DOJ's regulations require accessible planning, design, and construction to integrate people with disabilities into mainstream society. Further, these laws require that public entities responsible for operating and maintaining the public rights-of-way do not discriminate in their programs and activities against persons with disabilities. The Federal Highway Administration's (FHWA's) ADA program implements the DOJ regulations through delegated authority to ensure that pedestrians with disabilities could use the transportation system's pedestrian facilities in an accessible and safe manner.

FHWA and DOJ met in March 2012 and March 2013 to clarify guidance on the ADA's requirements for constructing curb ramps on resurfacing projects. Projects deemed to be alterations must include curb ramps within the scope of the project if sidewalk is present or justified. This single Federal policy provides for increased consistency and improved enforcement.

The policy identifies specific asphalt and concrete-pavement repair treatments that are considered alterations – requiring installation of curb ramps within the scope of the project – and those that are considered to be maintenance, which do not require curb ramps at the time of the improvement.

This approach clearly identifies the types of structural treatments that both DOJ and FHWA agree require curb ramps (when there is a pedestrian walkway with a prepared surface for pedestrian use and a curb, elevation, or other barrier between the street and the walkway) and furthers the goal of the ADA to provide increased accessibility to the public right-of-way for persons with disabilities. Figure 3.0 provides a summary of the types of projects that fall within maintenance versus alterations.

Figure 3.0 Maintenance versus Alterations



3.2 Development Permits

A second method that the City uses to remove ADA accessibility barriers and to bring existing infrastructure into compliance with current ADA standards is through the City's development permit process.

All new private construction is required to comply with currently adopted ADA Accessibility Guidelines. Existing development seeking permits for expansion or rehabilitation are also required to comply with accessibility guidelines. Carson City Municipal Code, Title 11 Highway and Sidewalks, Chapter 11.12, requires existing development at the time of a permit to bring inadequate infrastructure in the right-of-way into compliance with ADA guidelines. This includes removing barriers such as missing curb ramps, deteriorated and excessively cracked sidewalks, areas of narrow access, and missing walkways.

The standards for development are contained within the Carson City Municipal Code, available online here: https://library.municode.com/nv/carson_city/codes/code_of_ordinances

3.3 Street Maintenance

The third method the City uses to remove ADA accessibility barriers and to bring existing infrastructure into compliance with current ADA standards is through the City's annual maintenance program. The annual work program budget is approximately \$130,000. Public Works street crew repair deteriorated concrete throughout the year. Repairs are prioritized based on safety, customer requests and complaints, and funding availability. A multi-year schedule is used to track repairs.

The current process allows for a responsive, customer-friendly approach. Over the coming years, Carson City's Street Maintenance Division will incorporate and prioritize accessibility barriers identified in this plan into its annual work program. ADA compliant curb ramps will then need to be tracked and updated into the Transportation Asset Management System.

4.0 Schedule to Eliminate Barriers

The availability of funding plays an important role in the City's ability to eliminate barriers and upgrade infrastructure. Annually, there is approximately \$580,000 allocated toward sidewalk improvements through a combination of funding from capital projects, street maintenance activities, and competitive discretionary grants. Competitive grants, which are difficult to predict, is a significant source of funding to eliminate barriers.

Currently there's approximately 298 linear miles or approximately 12 million square feet of sidewalk in the city, this would cost approximately \$101 million to replace. The replacement cost estimate is based on an \$15.00 per square foot concrete removal and replacement cost, and a \$50.00 per linear foot removal and replacement cost for curb and gutter. The lifespan of concrete sidewalks are approximately 80 years. However, according to the Federal Highway Administration, Northern Nevada's freeze and thaw climate, and exposure to de-icing products, the expected lifespan for concrete sidewalks is 25 years. Given the current annual funding amount (\$580,000) allocated toward sidewalk infrastructure, Carson City would be able to replace its entire network approximately every 168 years. As a result, the schedule to eliminate known barriers and future barriers (as sidewalk infrastructure degrades) is ongoing.

At the time of this plan, the City had approximately 628 missing curb ramps. The cost for a curb ramp can range between \$5,000 and \$15,000 each. The total cost to eliminate missing ramps is approximately \$3 to \$9 million.

This 2024 ADA Transition Plan prioritizes barriers that pose immediate safety hazards, such as missing ramps and narrow access, due to their ability to force pedestrians off the sidewalk network and into the roadway. These barriers will further be prioritized based on the proximity to high-use areas, high volume roadways, and the condition of the concrete. Due to the limited funds available it is important that sidewalk infrastructure in fair condition, not posing an immediate safety hazard, is retained to the extent possible.

This ADA Transition Plan is a living document aimed at guiding investment to reduce ADA barriers and to demonstrate Carson City's strong commitment toward providing equal access to the maximum extent possible.

To illustrate Carson City's past and future commitment to ensuring equal access, below is a list of significant transportation related capital projects since 2020 that involve upgrades to pedestrian facilities. Some of the projects were entirely focused on pedestrian facilities while others were focused on roadway improvements with associated pedestrian improvements. For a more in-depth look into the Capital Transportation Projects that had Pedestrian improvements, please use the link below to view our Story Map about ADA Barriers in Carson City. The link to the Story Map can be found here ([Link](#)).

Figure 4.0 provides a list of transportation related capital projects.

Figure 4.0 List of Transportation related Capital Projects from 2020 to 2024

- 2020 (constructed) – College Parkway Improvements
- 2020 (constructed) – Saliman Road / Russell Way Pavement Preservation
- 2020 (constructed) - Airport Road ADA Project
- 2020 (constructed) - Fairview Drive Rehabilitation Project
- 2020 (constructed) – Telegraph Pavement Reconstruction
- 2021 (constructed) - Multi-Use Path to Colorado Street Project
- 2021 (constructed) – Northridge Drive Pavement Reconstruction
- 2021 (constructed) - South Carson Street Complete Street Project
- 2022 (constructed) – Saliman Road Pavement Preservation Project
- 2022 (constructed) – Curry Street Pavement Preservation Project
- 2022 (constructed) – Center Drive Reconstruction Project
- 2022 (constructed) – Silver Sage Drive Pavement Preservation Project
- 2023 (constructed) – Colorado Street CDBG Pavement Project
- 2023 (constructed) – Desatoya ADA Improvements
- 2023 (constructed) – Mountain Street Preservation Project
- 2024 (under construction) – Freeway Multi-Use Path to the Edmonds Sport Complex
- 2024 (planned) – E. 5th Street Reconstruction Project
- 2024 (planned) – East William Complete Streets Project
- 2024 (planned) – DMV Multi-Use Path Project.
- 2024 (planned) – Winnie Lane Reconstruction Project.
- 2024 (planned) – FTA/RACC Downtown Sidewalk and Pedestrian Improvement

- 2025 (planned) – West Carson Vulnerable User Pedestrian Safety Improvement Project
- 2025 (planned) – Carmine Street Rehabilitation Project
- 2026 (planned) – Roop Street Rehabilitation Project
- TBD (planned) - North Carson Complete Streets Project

5.0 Future ADA Transition Plan Updates

This ADA Transition Plan is a living document aimed at guiding investment to reduce accessibility barriers and to demonstrate Carson City's strong commitment to providing equivalent access to the maximum extent possible. The Plan should be revisited at least once every 5-years to report the progress being made and report the inventory of ADA Barriers in Carson City.

Appendix A

Grievance Procedures

&

Grievance Form



CARSON CITY, NEVADA

Grievance Procedure under The Americans with Disabilities Act

This Grievance Procedure is established to meet the requirements of the Americans with Disabilities Act of 1990. It may be used by anyone who wishes to file a Complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the City. The City's Personnel Policy governs employment-related complaints of disability discrimination.

The Complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the Complaint, will be made available, upon request, for persons with disabilities.

The Complaint should be submitted by the grievant and/or their designee as soon as possible but no later than 60 calendar days after the alleged violation to:

Cecilia Meyer, ADA Coordinator
Carson City Risk Management
201 N. Carson Street, Suite #3
Carson City, NV 89701

Within 15 calendar days after receipt of the Complaint, the ADA Coordinator, Cecilia Meyer, or her designee, will speak to or meet with the complainant (whichever the complainant desires) to discuss the Complaint and the possible resolutions. Within 15 calendar days of the meeting, the ADA Coordinator, Cecilia Meyer, or her designee, will respond in writing, and, where appropriate, in format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the City and may offer options for substantive resolution of the Complaint.

If the response by the ADA Coordinator, Cecilia Meyer, or her designee, does not satisfactorily resolve the issue, the complainant and/or their designee may appeal the decision within 15 calendar days after receipt of the response, to the City Manager, Nancy Paulson, or her designee.

Within 15 calendar days after receipt of the appeal, the City Manager, Nancy Paulson, or her designee, will speak to, or meet with the complainant (whichever the complainant desires) to discuss the Complaint and possible resolutions. Within 15 calendar days after the meeting, the City Manager, Nancy Paulson, or her designee, will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the Complaint.

All written complaints received by the ADA Coordinator, Cecilia Meyer, or her designee, appeals to the City Manager, Nancy Paulson, or her designee, and responses from these two offices will be retained by the City for at least three years.

Attachment B to Settlement Agreement between the United States of America and **Carson City**, Nevada in DJ# **204-46-149**

Revised 1/2020

DEPARTMENT OF RISK MANAGEMENT

201 North Carson Street, Suite #3, Carson City, NV 89701 – Phone (775) 283-7484 Fax (775) 887-2107 TDD 711



CARSON CITY, NEVADA CONSOLIDATED MUNICIPALITY AND STATE CAPITAL

NOTICE UNDER THE AMERICANS WITH DISABILITIES ACT

In accordance with the requirements of title II of the Americans with Disabilities Act of 1990, Carson City will not discriminate against qualified individuals with disabilities on the basis of disability in the City's services, programs, or activities.

Employment: The City does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under title I of the Americans with Disabilities Act (ADA).

Effective Communication: The City will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in City programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

Modifications to Policies and Procedures: The City will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all City programs, services, and activities. For example, individuals with service animals are welcomed in City offices, although otherwise animals are generally prohibited.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a City program, service, or activity, should contact the ADA Coordinator, Cecilia Meyer, in the office of Risk Management, at 775-887-2133, as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the City to take any action that would fundamentally alter the nature of its programs or services, or impose an undue financial or administrative burden.

Complaints that a City program, service, or activity is not accessible to persons with disabilities should be directed to the ADA Coordinator, Cecilia Meyer, in the office of Risk Management at 775-283-7484.

The City will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

Attachment A to Settlement Agreement between the United States of America and **Carson City**, Nevada in DJ# **204-46-149**.

Revised 1/2020

DEPARTMENT OF RISK MANAGEMENT
201 North Carson Street, Suite #3, Carson City, NV 89701 – Phone (775) 283-7484 Fax (775) 887-2107 TDD 711

Grievance Form

Instructions: Please fill out this form completely, in black ink or type. Sign and return to the address on page 3.

Complainant: _____

Address: _____

City, State and Zip Code: _____

Telephone: _____

Email: _____

Person Discriminated Against (if same as above, proceed to next page):

Address: _____

City, State, and Zip Code: _____

Telephone: _____

Government, or organization, or institution which you believe has discriminated:

Name: _____

When did the discrimination occur? _____ Date: _____

Where did the discrimination occur? _____

Describe the incident/complaint with enough detail so the nature of the grievance can be understood (use space on page 3 if necessary):

Have efforts been made to resolve this complaint through the internal grievance procedure of the government, organization, or institution?

Yes _____ No _____

If yes: what is the status of the grievance?

Has the complaint been filed with another bureau of the Department of Justice or any other Federal, State, or local civil rights agency or court?

Yes _____ No _____

If yes:

Agency or Court: _____

Contact Person: _____

Address: _____

City, State, and Zip Code: _____

Telephone: _____

Email: _____

Date Filed: _____

Do you intend to file with another agency or court?

Yes _____ No _____

Agency or Court: _____

Address: _____

City, State and Zip Code: _____

Telephone: _____

Additional space for answers:

Signature: _____

Date: _____

Return to:

Cecilia Meyer, ADA Coordinator
Carson City Risk Management
201 N. Carson Street, Suite #3
Carson City, NV 89701
775-283-7484, cmeyer@carson.org

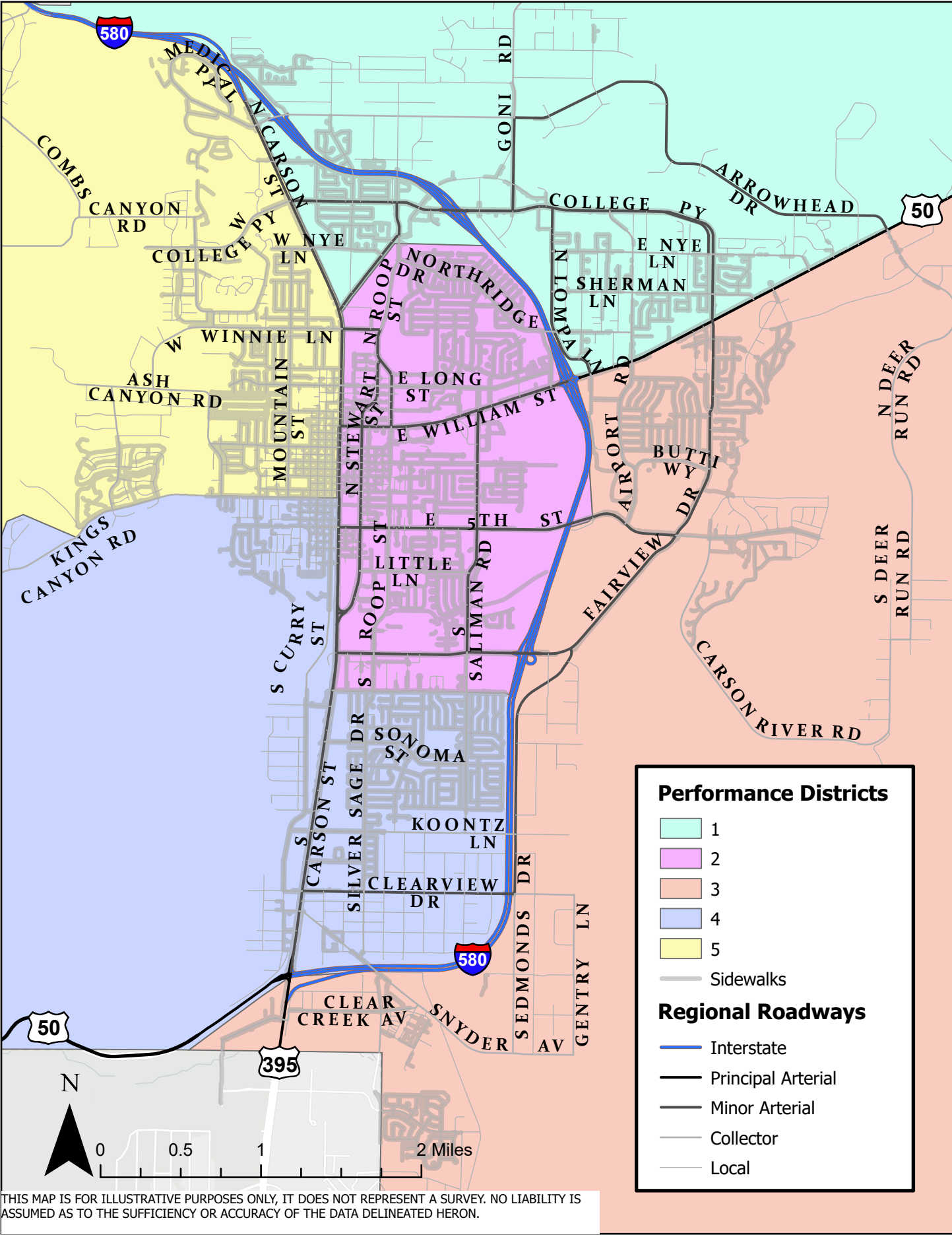
Appendix B

Inventory of Pedestrian Facilities by Performance District

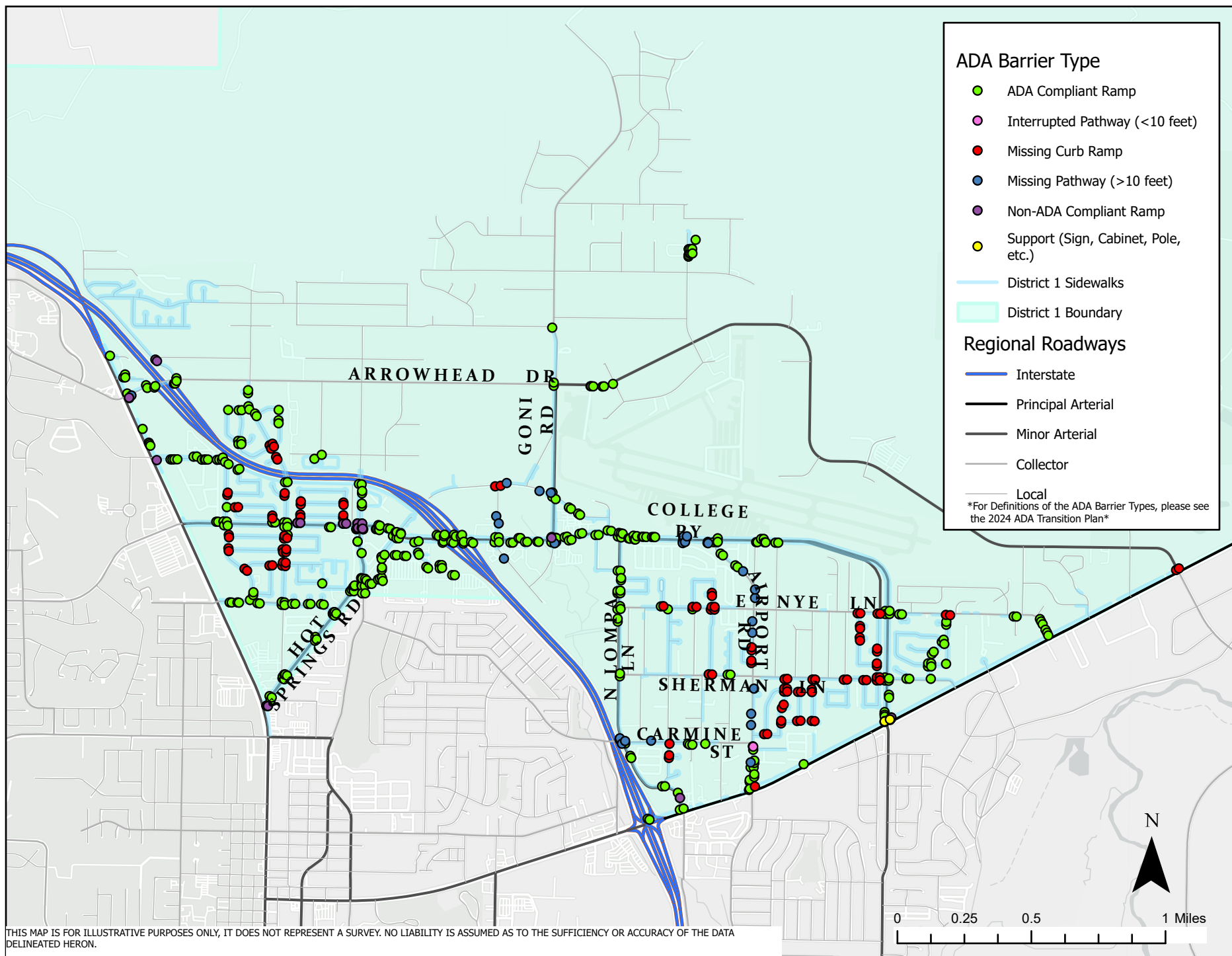
List of Maps

- Overview of Performance Districts
 - Performance District 1
 - Performance District 2
 - Performance District 3
 - Performance District 4
 - Performance District 5

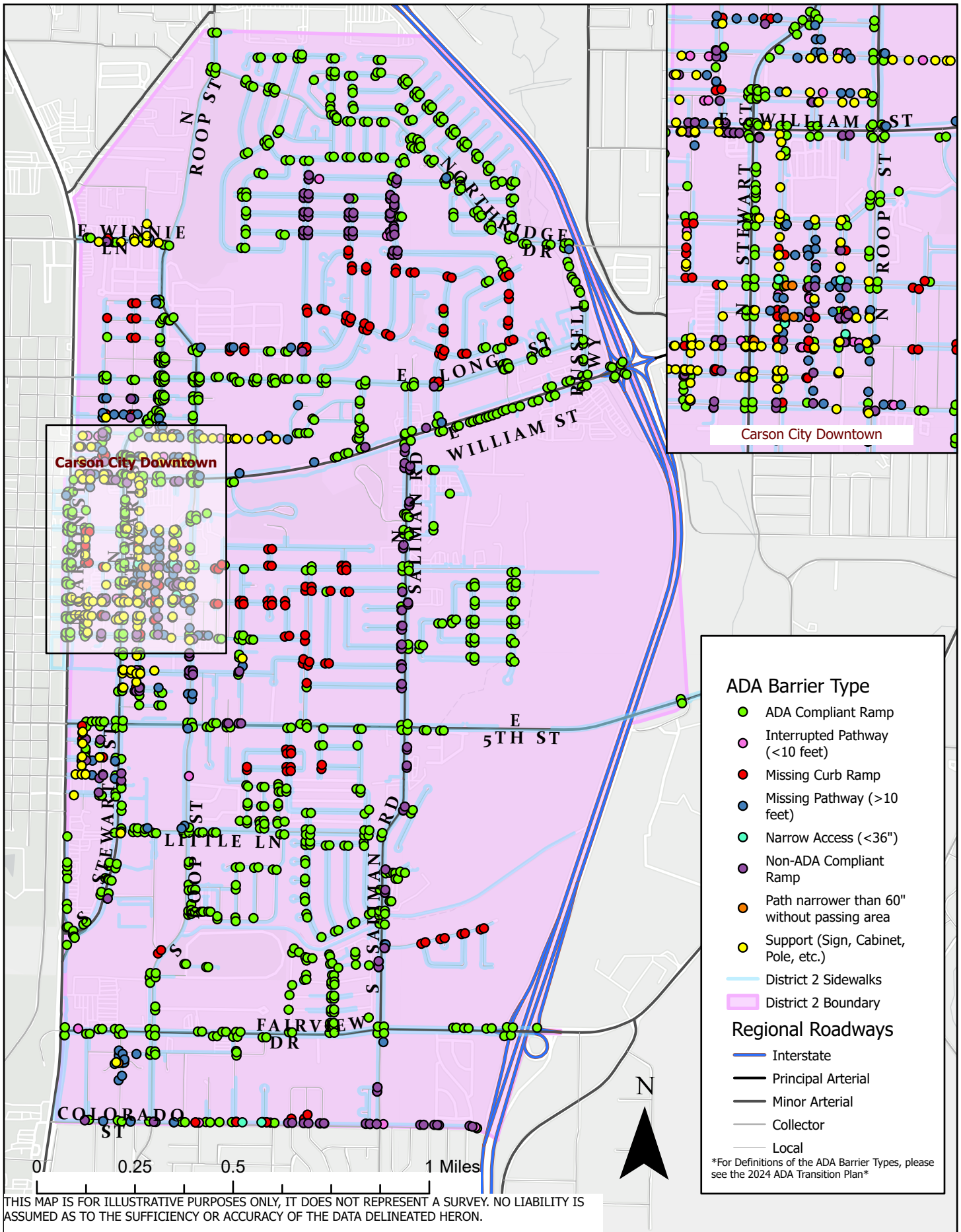
Carson City Performance Districts



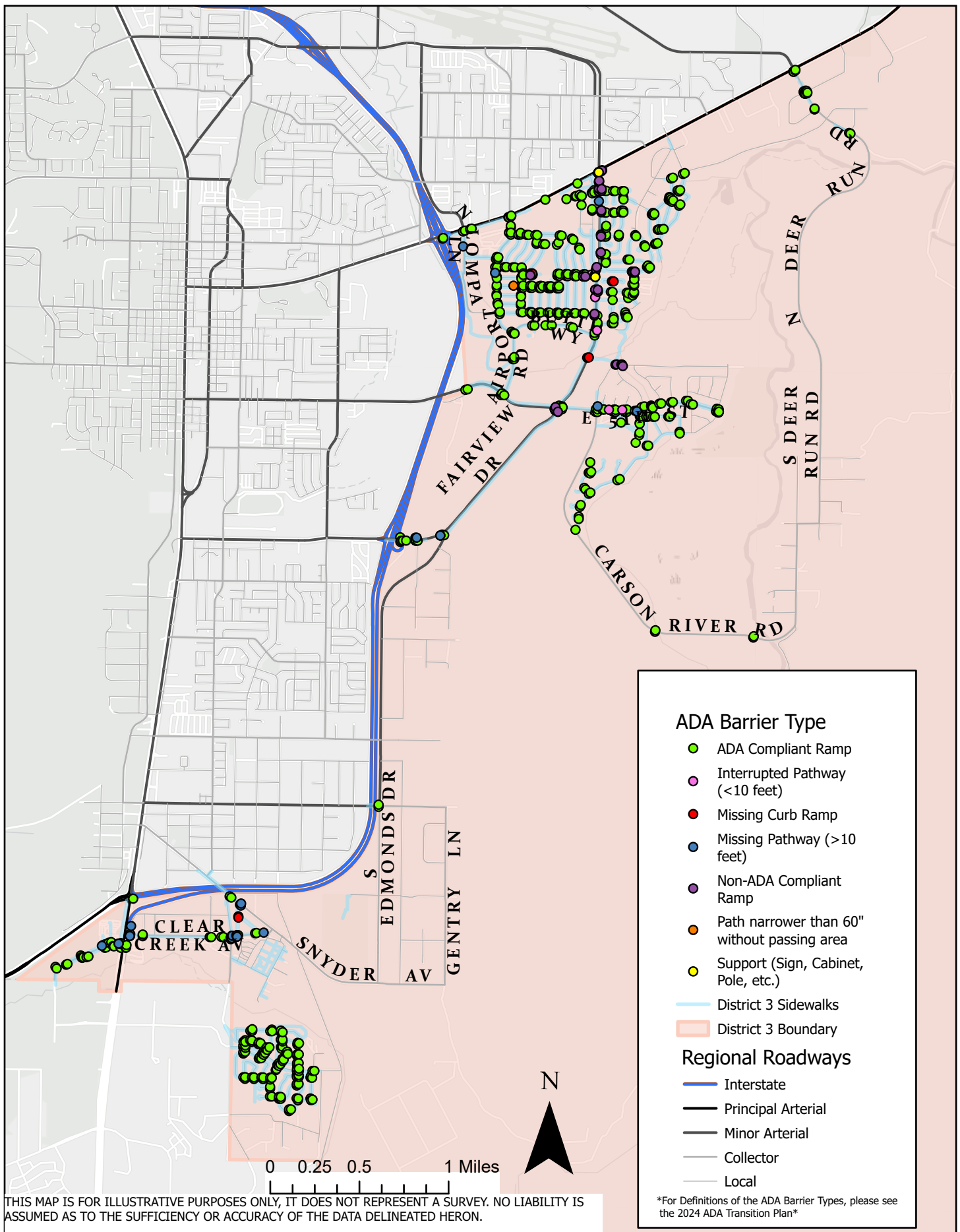
Performance District 1 - 2024 Inventory of Pedestrian Facilities



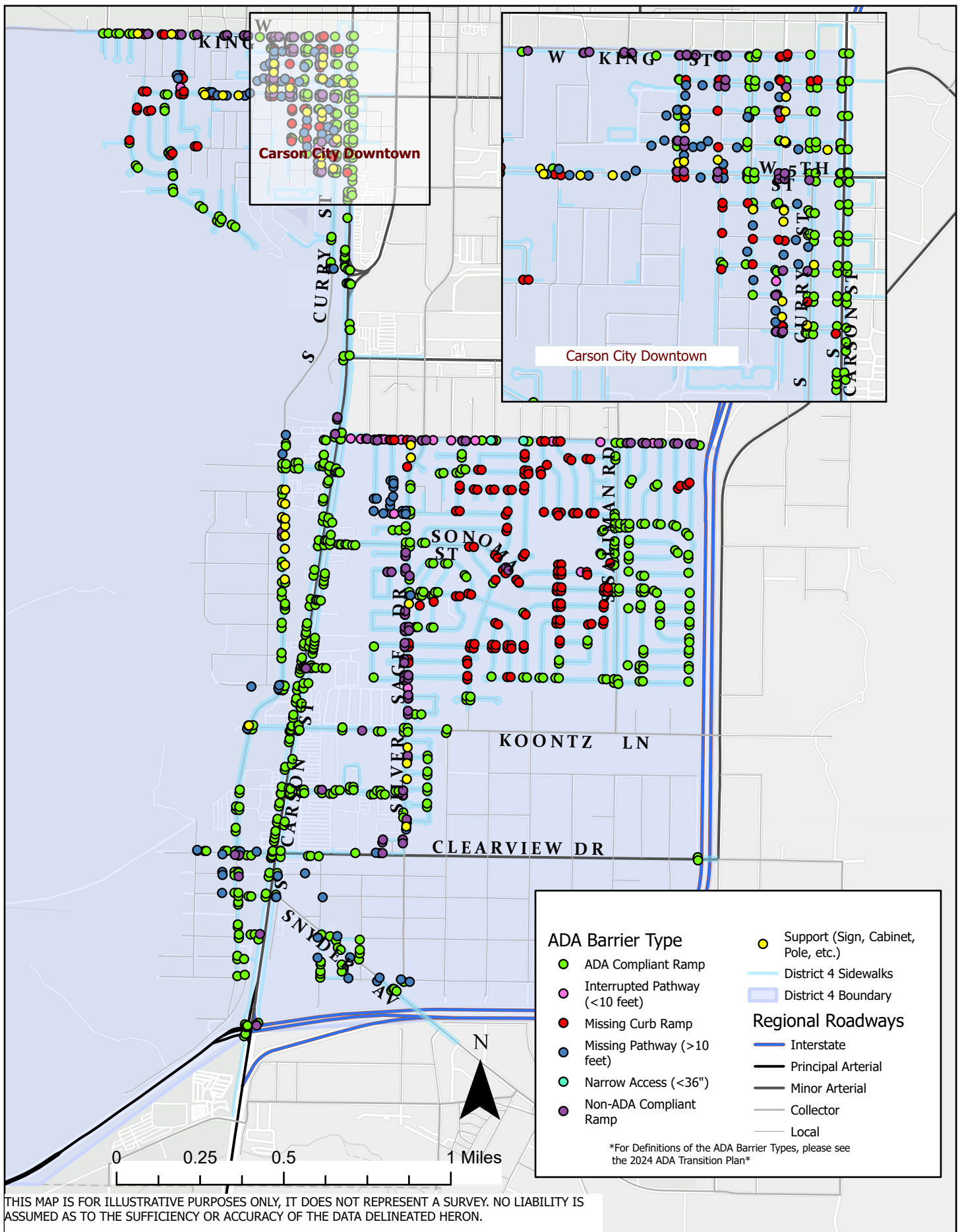
Performance District 2 - 2024 Inventory of Pedestrian Facilities



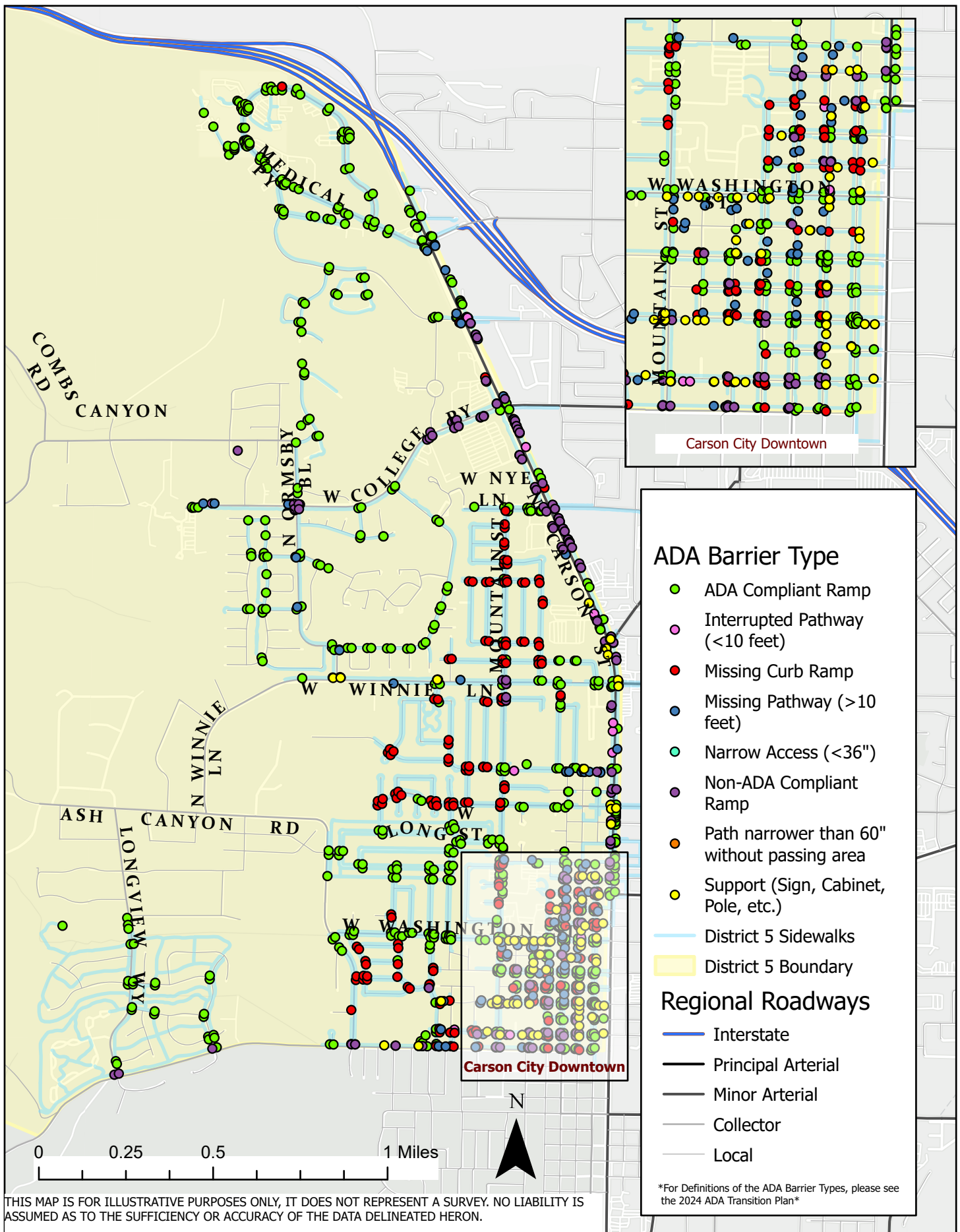
Performance District 3 - 2024 Inventory of Pedestrian Facilities



Performance District 4 - 2024 Inventory of Pedestrian Facilities



Performance District 5 - 2024 Inventory of Pedestrian Facilities



Appendix C

Maintenance

Versus

Alterations

U.S. Department of Transportation

Federal Highway Administration

1200 New Jersey Avenue, SE

Washington, DC 20590

202-366-4000

FHWA Office of Civil Rights



U.S. Department of Justice
Civil Rights Division
Disability Rights Section



U.S. Department of Transportation
Federal Highway Administration

Department of Justice/Department of Transportation Joint Technical Assistance¹ on the Title II of the Americans with Disabilities Act Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing

Title II of the Americans with Disabilities Act (ADA) requires that state and local governments ensure that persons with disabilities have access to the pedestrian routes in the public right of way. An important part of this requirement is the obligation whenever streets, roadways, or highways are *altered* to provide curb ramps where street level pedestrian walkways cross curbs.² This requirement is intended to ensure the accessibility and usability of the pedestrian walkway for persons with disabilities.

An alteration is a change that affects or could affect the usability of all or part of a building or facility.³ Alterations of streets, roads, or highways include activities such as reconstruction, rehabilitation, *resurfacing*, widening, and projects of similar scale and effect.⁴ Maintenance activities on streets, roads, or highways, such as filling potholes, are not alterations.

Without curb ramps, sidewalk travel in urban areas can be dangerous, difficult, or even impossible for people who use wheelchairs, scooters, and other mobility devices. Curb ramps allow people with mobility disabilities to gain access to the sidewalks and to pass through center islands in streets. Otherwise, these individuals are forced to travel in streets and roadways and are put in danger or are prevented from reaching their destination; some people with disabilities may simply choose not to take this risk and will not venture out of their homes or communities.

Because resurfacing of streets constitutes an alteration under the ADA, it triggers the obligation to provide curb ramps where pedestrian walkways intersect the resurfaced streets. See *Kinney v. Yerusalim*, 9 F 3d 1067 (3rd Cir. 1993). This obligation has been discussed in a variety of technical assistance materials published by the Department of Justice beginning in 1994.⁵ Over the past few years, state and local governments have sought further guidance on the scope of the alterations requirement with respect to the provision of curb ramps when streets, roads or highways are being resurfaced. These questions have arisen largely due to the development of a variety of road surface treatments other than traditional road resurfacing, which generally involved the addition of a new layer of asphalt. Public entities have asked the Department of Transportation

and the Department of Justice to clarify whether particular road surface treatments fall within the ADA definition of alterations, or whether they should be considered maintenance that would not trigger the obligation to provide curb ramps. This Joint Technical Assistance addresses some of those questions.

Where must curb ramps be provided?

Generally, curb ramps are needed wherever a sidewalk or other pedestrian walkway crosses a curb. Curb ramps must be located to ensure a person with a mobility disability can travel from a sidewalk on one side of the street, over or through any curbs or traffic islands, to the sidewalk on the other side of the street. However, the ADA does not require installation of ramps or curb ramps in the absence of a pedestrian walkway with a prepared surface for pedestrian use. Nor are curb ramps required in the absence of a curb, elevation, or other barrier between the street and the walkway.

When is resurfacing considered to be an alteration?

Resurfacing is an alteration that triggers the requirement to add curb ramps if it involves work on a street or roadway spanning from one intersection to another, and includes overlays of additional material to the road surface, with or without milling. Examples include, but are not limited to the following treatments or their equivalents: addition of a new layer of asphalt, reconstruction, concrete pavement rehabilitation and reconstruction, open-graded surface course, micro-surfacing and thin lift overlays, cape seals, and in-place asphalt recycling.

What kinds of treatments constitute maintenance rather than an alteration?

Treatments that serve solely to seal and protect the road surface, improve friction, and control splash and spray are considered to be maintenance because they do not significantly affect the public's access to or usability of the road. Some examples of the types of treatments that would normally be considered maintenance are: painting or striping lanes, crack filling and sealing, surface sealing, chip seals, slurry seals, fog seals, scrub sealing, joint crack seals, joint repairs, dowel bar retrofit, spot high-friction treatments, diamond grinding, and pavement patching. In some cases, the combination of several maintenance treatments occurring at or near the same time may qualify as an alteration and would trigger the obligation to provide curb ramps.

What if a locality is not resurfacing an entire block, but is resurfacing a crosswalk by itself?

Crosswalks constitute distinct elements of the right-of-way intended to facilitate pedestrian traffic. Regardless of whether there is curb-to-curb resurfacing of the street or roadway in general, resurfacing of a crosswalk also requires the provision of curb ramps at that crosswalk.

¹ The Department of Justice is the federal agency with responsibility for issuing regulations implementing the requirements of title II of the ADA and for coordinating federal agency compliance activities with respect to those requirements. Title II applies to the programs and activities of state and local governmental entities. The Department of Justice and the Department of Transportation share responsibility for enforcing the requirements of title II of the ADA with respect to the public right of way, including streets, roads, and highways.

² See 28 CFR 35.151(i)(1) (Newly constructed or altered streets, roads, and highways must contain curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway) and 35.151(i)(2) (Newly constructed or altered street level pedestrian walkways must contain curb ramps or other sloped areas at intersections to streets, roads, or highways).

³ 28 CFR 35.151(b)(1).

⁴ 2010 ADA Accessibility Standards, section 106.5.

⁵ See 1994 Title II Technical Assistance Manual Supplement, Title II TA Guidance: The ADA and City Governments: Common Problems; and ADA Best Practices Tool Kit for State and Local Governments: Chapter 6, Curb Ramps and Pedestrian Crossings under Title II of the ADA, available at [ada.gov](https://www.ada.gov).



U.S. Department of Justice
Civil Rights Division
Disability Rights Section



U.S. Department of Transportation
Federal Highway Administration

QUESTIONS & ANSWERS

Supplement to the 2013 DOJ/DOT Joint Technical Assistance on the Title II of the Americans with Disabilities Act Requirements To Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing

The Department of Justice (DOJ)/Department of Transportation (DOT) [*Joint Technical Assistance on the Title II of the Americans with Disabilities Act \[ADA\] Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing*](#) (Joint Technical Assistance) was published on July 8, 2013. This document responds to frequently asked questions that the Federal Highway Administration (FHWA) has received since the technical assistance document was published. In order to fully address some questions, the applicable requirements of Section 504 of the Rehabilitation Act of 1973 that apply to public entities receiving Federal funding from DOT, either directly or indirectly, are also discussed. This document is not a standalone document and should be read in conjunction with the [2013 Joint Technical Assistance](#).

Q1: *When a pavement treatment is considered an alteration under the ADA and there is a curb ramp at the juncture of the altered road and an existing sidewalk (or other prepared surface for pedestrian use), but the curb ramp does not meet the current ADA Standards, does the curb ramp have to be updated to meet the current ADA Standards at the time of the pavement treatment?*

A1: It depends on whether the existing curb ramp meets the appropriate accessibility standard that was in place at the time it was newly constructed or last altered.

When the Department of Justice adopted its revised title II ADA Regulations including the updated ADA Standards for Accessible Design (2010 Standards,¹ as defined in 28 CFR 35.151), it specified that “(e)lements that have not been altered in existing facilities on or after March 15, 2012, and that comply with the corresponding technical and scoping specifications for those elements in either the 1991 Standards or in the Uniform Federal Accessibility Standards (UFAS) ... are not required to be modified in order to comply with the requirements set forth in the 2010 Standards.” 28 C.F.R. 35.150(b)(2)(i). As a result of this “safe harbor” provision, if a curb ramp was built or altered prior to March 15, 2012, and complies with the requirements for curb ramps in either the 1991 ADA Standards for Accessible Design (1991 Standards, known prior to 2010 as the 1991 ADA Accessibility Guidelines, or the 1991 ADAAG) or UFAS, it does **not** have to be modified to comply with the requirements in the 2010 Standards. However, if that existing curb ramp did not comply with either the 1991 Standards or UFAS as of March 15, 2012, then the safe harbor does not apply and the curb ramp must be brought into compliance with the requirements of the 2010 Standards concurrent with the road alteration. See 28 CFR 35.151(c) and (i).

Note that the requirement in the 1991 Standards to include detectable warnings on curb ramps was suspended for a period between May 12, 1994, and July 26, 1998, and again between December 23, 1998, and July 26, 2001. If a curb ramp was newly constructed or was last altered when the detectable warnings requirement was suspended, and it otherwise meets the 1991 Standards, Title II of the ADA does not require that the curb ramp be modified to add detectable warnings in conjunction with a road resurfacing alteration project. See Question #14 however, for a discussion of the DOT Section 504 requirements, including detectable warnings.

Q2: *The Joint Technical Assistance states that “[r]esurfacing is an alteration that triggers the requirement to add curb ramps if it involves work on a street or roadway spanning from one intersection to another, and includes overlays of additional material to the road surface, with or without milling.” What constitutes “overlays of additional material to the road surface” with respect to milling, specifically, when a roadway surface is milled and then overlaid at the same height (i.e., no material is added that exceeds the height of what was present before the milling)?*

A2: A project that involves milling an existing road, and then overlaying the road with material, regardless of whether it exceeds the height of the road before milling, falls within the definition of “alteration” because it is a change to the road surface that affects or could affect the usability of the pedestrian route (crosswalk). See *Kinney v. Yerusalim*, 9 F.3d 1067 (3rd Cir. 1993). Alterations require the installation of curb ramps if none previously existed, or upgrading of non-compliant curb ramps to meet the applicable standards, where there is an existing pedestrian walkway. See also Question 8.

Q3: *If a roadway resurfacing alteration project does not span the full width of the road, do I have to put in curb ramps?*

A3: It depends on whether the resurfacing work affects a pedestrian crosswalk. If the resurfacing affects the crosswalk, even if it is not the full roadway width, then curb ramps must be provided at both ends of the crosswalk. See 28 CFR 35.151(i).

Public entities should not structure the scope of work to avoid ADA obligations to provide curb ramps when resurfacing a roadway. For example, resurfacing only between crosswalks may be regarded as an attempt to circumvent a public entity’s obligation under the ADA, and potentially could result in legal challenges.

If curb ramp improvements are needed in the vicinity of an alteration project, it is often cost effective to address such needs as part of the alteration project, thereby advancing the public entity’s progress in meeting its obligation to provide program access to its facilities. See Question 16 for further discussion.

Q4: *When a road alteration project triggers the requirement to install curb ramps, what steps should public (State or local) entities take if they do not own the sidewalk right-of-way needed to install the required curb ramps?*

A4: The public entity performing the alteration is ultimately responsible for following and implementing the ADA requirements specified in the regulations implementing title II. At the time an alteration project is scoped, the public entity should identify what ADA requirements apply and whether the public entity owns sufficient right-of-way to make the necessary ADA modifications. If the public entity does not control sufficient

right-of-way, it should seek to acquire the necessary right-of-way. If a complaint is filed, the public entity will likely need to show that it made reasonable efforts to obtain access to the necessary right-of-way.

Q5: *The Joint Technical Assistance is silent on when it becomes effective. Is there an effective date for when States and local public entities must comply with the requirements discussed in the technical assistance?*

A5: The Joint Technical Assistance, as well as this Supplement to it, does not create any new obligations. The obligation to provide curb ramps when roads are altered has been an ongoing obligation under the regulations implementing title II of the ADA (28 CFR 35.151) since the regulation was initially adopted in 1991. This technical assistance was provided to respond to questions that arose largely due to the development of a variety of road surface treatments, other than traditional road resurfacing, which generally involved the addition of a new layer of asphalt. Although the Joint Technical Assistance was issued on July 8, 2013, public entities have had an ongoing obligation to comply with the alterations requirements of title II and should plan to bring curb ramps that are or were part of an alteration into compliance as soon as possible.

Q6: *Is the curb ramp installation work required to be a part of the Plans, Specifications and Estimate package for an alteration project or can the curb ramp work be accomplished under a separate contract?*

A6: The curb ramp installation work can be contracted separately, but the work must be coordinated such that the curb ramp work is completed prior to, or at the same time as, the completion of the rest of the alteration work. See 28 CFR 35.151(i).

Q7: *Is a curb ramp required for a sidewalk that is not made of concrete or asphalt?*

A7: The Joint Technical Assistance states that “the ADA does not require installation of ramps or curb ramps in the absence of a pedestrian walkway with a prepared surface for pedestrian use.” A “prepared surface for pedestrian use” can be constructed out of numerous materials, including concrete, asphalt, compacted soil, decomposed granite, and other materials. Regardless of the materials used to construct the pedestrian walkway, if the intent of the design was to provide access to pedestrians, then curb ramps must be incorporated where an altered roadway intersects the pedestrian walkway. See 28 CFR 35.151(i).

Q8: *If an existing curb ramp is replaced as part of a resurfacing alteration, is there an obligation to address existing obstacles on the adjacent sidewalk at the same time?*

A8: No. The Joint Technical Assistance addresses those requirements that are triggered when a public entity alters a roadway where the roadway intersects a street level pedestrian walkway (28 CFR 35.151(i)). Public entities are required to address other barriers on existing sidewalks, such as steep cross slopes or obstructions, as part of their on-going program access and transition plan obligations under title II of the ADA and Section 504 and in response to requests for reasonable modifications under the ADA or reasonable accommodations under Section 504. See 28 CFR 35.105, 35.130(b)(7), and 35.150(d); see also 49 CFR 27.7(e), 27.11(c)(2).

Q9: *Several pavement preservation treatment types are not listed in the technical assistance. If the treatment type is not specifically on the list of maintenance treatments, is it an alteration?*

A9: New treatments are always being developed and the best practice is for the City or other local public entity conducting the work, the State transportation agency, and FHWA to work together to come to an agreement on a reasonable determination of whether the unlisted treatment type is an alteration or maintenance and document their decisions. If the new treatment can be deemed to be the equivalent of any of the items listed as alterations, it is a reasonable interpretation that they are in fact alterations and should be treated as such.

Q10: *When does a combination of two or more ‘maintenance’ treatments rise to the level of being an alteration?*

A10: The list of the pavement types that are considered maintenance, as stated in the 2013 Joint Technical Assistance document, are Chip Seals, Crack Filling and Sealing, Diamond Grinding, Dowel Bar Retrofit, Fog Seals, Joint Crack Seals, Joint Repairs, Pavement Patching, Scrub Sealing, Slurry Seals, Spot High-Friction Treatments, and Surface Sealing. The combination of two or more maintenance treatments may rise to the level of being an alteration.

The best practice is for the City or other local public entity conducting the work, the State transportation agency, and FHWA to work together to come to an agreement on a reasonable determination, document their policies, and apply that determination consistently in their locality.

Q11: *When will utility trench work require compliance with ADA curb ramp requirements?*

A11: The answer to this question depends on the scope and location of the utility trench work being done. If the utility trench work is limited to a portion of the pavement, even including a portion of the crosswalk, repaving necessary to cover the trench would typically be considered maintenance and would not require simultaneous installation or upgrading of curb ramps. Public entities should note that the ADA requires maintenance of accessible features, and as such, they must ensure that when the trench is repaved or other road maintenance is performed, the work does not result in a lesser level of accessibility. See 28 CFR 35.133(a). If the utility work impacts the curb at a pedestrian street crossing where no curb ramp exists, the work affecting the curb falls within the definition of “alteration,” and a curb ramp must be constructed rather than simply replacing the curb. See 28 CFR 35.151(b) and 35.151(i).

If a public entity is unsure whether the scope of specific trench work and repair/repaving constitutes an alteration, the best practice is for the public entity to work together with the State transportation agency and the FHWA Division to come to an agreement on how to consistently handle these situations and document their decisions.

Q12: *Is full-depth pavement patching considered maintenance?*

A12: The answer to this question depends on the scope and location of the pavement patch. If the pavement patch work is limited to a portion of the pavement, even including a portion of the crosswalk, patching the pavement would typically be considered maintenance and would not require simultaneous installation or upgrading of curb ramps. Public entities should note that the ADA requires maintenance of accessible features, and as such, they should ensure that when the pavement is patched or other road maintenance is performed, the work does not result in a lesser level of accessibility. See 28 CFR 35.133(a). If the pavement

patching impacts the curb at a pedestrian street crossing where no curb ramp exists, the work affecting the curb falls within the definition of “alteration,” and a curb ramp must be constructed rather than simply replacing the curb. See 28 CFR 35.151(b) and 35.151(i).

If a public entity is unsure whether the scope of specific full-depth pavement patching constitutes an alteration, the best practice is for the public entity to work together with the State transportation agency and the FHWA Division to come to an agreement on how to consistently handle these situations and document their decisions.

Q13: Do any other requirements apply to road alteration projects undertaken by public entities that receive Federal financial assistance from DOT either directly or indirectly, even if such financial assistance is not used for the specific road alteration project at issue?

A13: Yes, if a public entity receives any Federal financial assistance from DOT whether directly or through another DOT recipient, then the entity must also apply DOT’s Section 504 requirements even if the road alteration project at issue does not use Federal funds. See 49 CFR 27.3 (applicability of DOT’s Section 504 requirements) and 27.5 (definition of “program or activity”).

DOT’s Section 504 disability nondiscrimination regulations are found at 49 CFR Part 27. These regulations implement Section 504 of the Rehabilitation Act of 1973 (Section 504). In 2006, DOT updated its accessibility standards by adopting the 2004 Americans with Disabilities Act Accessibility Guidelines (2004 ADAAG²) into its Section 504 regulations at 49 CFR 27.3 (referencing 49 CFR Part 37, Appendix A). These requirements replaced the previously applicable ADA Standards for Accessible Design (1991) (formerly known as 1991 ADAAG). At that time, DOT’s regulation adopted a modification to Section 406 of the 2004 ADAAG which required the placement of detectable warnings on curb ramps.

The revised DOT Section 504 regulation also provided a “safe harbor” provision (similar to the ADA provision discussed in Question 1) that applies to curb ramps that were newly constructed or altered by entities receiving Federal financial assistance from DOT and that were in compliance with the 1991 ADAAG requirements prior to November 29, 2006. If the “safe harbor” applies, these curb ramps are still considered compliant and do not have to be modified to add detectable warnings unless they are altered after November 29, 2006. The DOT “safe harbor” provision is found at 49 CFR 37.9(c). DOT’s Section 504 regulations (49 CFR 27.19(a)) require compliance with 49 CFR Part 37.

The Section 504 safe harbor does not apply, however, if, at the time of the road alteration project, the existing curb ramp does not comply with the 1991 ADAAG and at that time it must be brought into compliance with the current DOT Section 504 requirements (2004 ADAAG) including detectable warnings.

Q14: Does the Section 504 safe harbor apply to curb ramps built in compliance with 1991 ADAAG during the time period when the requirement for detectable warnings was suspended and the roadway is now being resurfaced where it intersects the pedestrian walkway?

A14: If the curb ramps that were built or altered prior to November 29, 2006 were fully compliant with 1991 ADAAG at the time that the detectable warnings requirements were suspended, then the DOT Section 504

safe harbor applies to them and the recipient does not have to add detectable warnings as a result of a resurfacing project.

Q15: *In addition to the obligations triggered by road resurfacing alterations, are there other title II or Section 504 requirements that trigger the obligation to provide curb ramps?*

A15: In addition to the obligation to provide curb ramps when roads are resurfaced, both DOJ's title II ADA regulation and DOT's Section 504 regulation (applicable to recipients of DOT Federal financial assistance), require the provision of curb ramps if the sidewalk is installed or altered at the intersection, during new construction, as a means of providing program accessibility, and as a reasonable modification under title II or a reasonable accommodation under Section 504.

New Construction and Alterations

DOJ's title II ADA regulation provides that newly constructed or altered streets, roads, and highways must contain curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway. In addition, the regulation provides that newly constructed or altered street level pedestrian walkways must contain curb ramps or other sloped areas at intersections to streets, roads, or highways. See 28 CFR 35.151(i). These curb ramps must comply with the 2010 Standards.³

DOT's Section 504 Federally assisted regulation also requires the provision of curb ramps in new construction and alterations. See 49 CFR 27.19(a) (requiring recipients of DOT financial assistance to comply with DOJ's ADA regulation at 28 CFR Part 35, including the curb ramp requirements at 28 CFR 35.151(i)); 49 CFR 27.75 (a)(2) (requiring all pedestrian crosswalks constructed with Federal financial assistance to have curb cuts or ramps).

Program Accessibility

Both DOJ's title II ADA regulation and DOT's Section 504 regulation require that public entities/recipients operate each service, program, or activity so that the service, program, or activity, when viewed in its entirety, is readily accessible to and usable by individuals with disabilities. This obligation, which is known as providing "program accessibility," includes a requirement to evaluate existing facilities in the public right-of-way for barriers to accessibility, including identifying non-existent or non-compliant curb ramps where roads intersect pedestrian access routes (sidewalks or other pedestrian walkways). After completing this self-evaluation, a public entity/recipient must set forth a plan for eliminating such barriers so as to provide overall access for persons with disabilities. See 28 CFR 35.150, and 49 CFR 27.11(c).

Since March 15, 2012, the DOJ title II regulation requires the use of the 2010 Standards for structural changes needed to provide program access. However, in accordance with the ADA safe harbor discussed in Question 1, if curb ramps constructed prior to March 15, 2012 already comply with the curb ramp requirements in the 1991 Standards, they need not be modified in accordance with the 2010 Standards in order to provide program access, unless they are altered after March 15, 2012.

Similarly, DOT's Section 504 "safe harbor" allows curb ramps that were newly constructed or altered prior to November 29, 2006, and that meet the 1991 ADAAG to be considered compliant.⁴ Elements not covered

under the safe harbor provisions may need to be modified to provide program access and should be incorporated into a program access plan for making such modifications. 49 CFR 27.11(c)(2).

Under Section 504, self-evaluations and transition plans should have been completed by December 29, 1979. Under the ADA, transition plans should have been completed by July 26, 1992, and corrective measures should have been completed by January 26, 1995. While these deadlines have long since passed, entities that did not develop a transition plan prior to those dates should begin immediately to complete their self-evaluation and develop a comprehensive transition plan.

Reasonable Modification /Accommodation

In addition to alteration and program accessibility obligations, public entities may have an obligation under title II and Section 504 to undertake curb ramp construction or alteration as a “reasonable modification/accommodation” in response to a request by, or on behalf of, someone with a disability. Such a request may be made to address a non-compliant curb ramp outside of the schedule provided in the public entity’s transition plan. A public entity must appropriately consider such requests as they are made. 28 CFR 35.130(b)(7); 49 CFR 27.7(e).

1 The 2010 Standards can be found on DOJ’s website at

http://www.ada.gov/2010ADASTandards_index.htm.

2 In 2004, the United States Architectural and Transportation Barriers Board (U.S. Access Board)

published the Americans with Disabilities Act Accessibility Guidelines (2004 ADAAG), which serve as the basis of the current enforceable ADA standards adopted by both DOT and DOJ.

3 The 2010 Standards include a provision on equivalent facilitation that allows covered entities to use

other designs for curb ramps if such designs provide equal or greater access. See section 103 of the [2010 Standards](#).

4 The DOT “safe harbor” provision is found at 49 CFR 37.9(c). DOT’s Section 504 regulations (49 CFR

27.19(a)) require compliance with 49 CFR Part 37.

The Americans with Disabilities Act authorizes the Department of Justice (the Department) to provide technical assistance to individuals and entities that have rights or responsibilities under the Act. This document provides informal guidance to assist you in understanding the ADA and the Department's regulations.

This guidance document is not intended to be a final agency action, has no legally binding effect, and may be rescinded or modified in the Department's complete discretion, in accordance with applicable laws. The

Department's guidance documents, including this guidance, do not establish legally enforceable responsibilities beyond what is required by the terms of the applicable statutes, regulations, or binding judicial precedent.

December 1, 2015

U.S. Department of Transportation

Federal Highway Administration

1200 New Jersey Avenue, SE

Washington, DC 20590

202-366-4000

FHWA Office of Civil Rights

Glossary of Terms for DOJ/FHWA Joint Technical Assistance on the ADA Title II Requirements to Provide Curb Ramps When Streets Roads or Highways are Altered Through Resurfacing

This glossary is intended to help readers understand certain road treatments referenced on page 2 of the DOJ/FHWA Joint Technical Assistance on the ADA Title II Requirements to Provide Curb Ramps When Streets Roads or Highways are Altered Through Resurfacing. The definitions explain the meaning of these terms from an engineering perspective and are provided in the order in which they appear in the Technical Assistance document.

Treatments that are considered alterations of the road surface

Reconstruction – Reconstruction refers to removing all or a significant portion of the pavement material and replacing it with new or recycled materials. This may include full-depth reclamation, where the pavement surface is demolished in place and new pavement surface is applied. In addition, reconstruction may also include grinding up a portion of the pavement surface, recycling it and placing it back, and then adding a wearing surface, such as in cold in-place asphalt recycling. Reconstruction often includes widening or geometrical changes to the roadway profile.

Rehabilitation – Rehabilitation refers to significant repairs made to a road or highway surface, including activities such as full slab replacement, filling voids under slabs (slabjacking), widening, and adding additional structural capacity.

Open-graded surface course – Open-graded surface course, also known as “open-graded friction course,” involves a pavement surface course that consists of a high-void, asphalt concrete mix that permits rapid drainage of rainwater through the course and off the shoulder of the road. The mixture consists of either Polymer-modified or rubber-modified asphalt binder, a large percentage of one-sized coarse aggregate, and a small amount of fibers. This treatment prevents tires from hydroplaning and provides a skid-resistant pavement surface with significant noise reduction.

Microsurfacing – Microsurfacing involves spreading a properly proportioned mixture of polymer modified asphalt emulsion, mineral aggregate, mineral filler, water, and other additives, on a paved surface. Microsurfacing differs from slurry seal in that it can be used on high volume roadways to correct wheel path rutting and provide a skid resistant pavement surface.

Thin lift overlays – Thin lift overlays are thin applications of mixtures of hot mix asphalt. Thin lift overlays may also require some milling along curbs, manholes, existing curb cuts, or other road structures to assure proper drainage and cross slopes.

Cape seal – A cape seal is a thin surface treatment constructed by applying a slurry seal or microsurfacing to a newly constructed chip seal. It is designed to be an integrated system where the primary purpose of the slurry is to fill voids in the chip seal.

In-place asphalt recycling – In-place asphalt recycling is a process of heating and removing around 1-2 inches of existing asphalt and remixing the asphalt with the addition of a binder additive and possible aggregate to restore the wearing surface for placement and compaction. All of this is performed in a train of equipment.

Treatments that are considered maintenance of the road surface

Crack filling and sealing – Crack filling and sealing involves placing elastomeric material directly into cracks in pavement.

Surface sealing – Surface sealing involves applying liquid sealant to pavement surface in order to stop water penetration and/or reduce oxidation of asphalt products. Sand is sometimes spread over liquid to absorb excess material.

Chip seals – Chip Seals involve placing graded stone (chips) on liquid emulsified asphalt sprayed on pavement surface. The surface is rolled to enable seating of chips.

Slurry seal – Slurry seals involve spraying a mixture of slow setting emulsified asphalt, well graded fine aggregate, mineral filler, and water on the pavement surface. It is used to fill cracks and seal areas of old pavements, to restore a uniform surface texture, to seal the surface to prevent moisture and air intrusion into the pavement, and to improve skid resistance.

Fog seals – Fog seals are a type of surface sealing.

Scrub sealing – Scrub sealing is type of surface sealing

Joint crack seals – Joint crack seals are usually associated with concrete pavement. This work consists of routing and cleaning existing cracks and joints and resealing to prevent water and non-compressibles from entering into the pavement joints and subgrade materials.

Joint repairs – Joint repairs are usually associated with concrete pavement. This work consists of selectively repairing portions of the pavement where the slabs are generally in good condition, but corners or joints are broken. The depth of the patch could be full depth or partial depth.

Dowel retrofit – Dowel retrofits are usually associated with concrete pavement. This work involves the installation of dowel bars connecting slabs in existing pavements. Pavement with dowel bar retrofits can have life extensions of as much as 20 years. Its application is almost exclusively on high-speed Interstate highways.

Spot high-friction treatments – Spot high-friction treatments involve using epoxy based resin liquids as a binder for an aggregate with high-friction properties. These are used in locations where drivers are frequently braking and the pavement surface has less resistance to slipping.

Diamond grinding – Diamond grinding involves using a gang saw to cut grooves in the pavement surface to restore smoothness and eliminate any joint faulting.

Pavement patching – Pavement patching involves selectively repairing portions of the pavement where the slabs are generally in good condition, but corners or joints are broken. The depth of the patch could be full depth or partial depth.

This page intentionally left blank.

Example of ADA Barriers



Support (Sign, Cabinet, Pole, etc.)

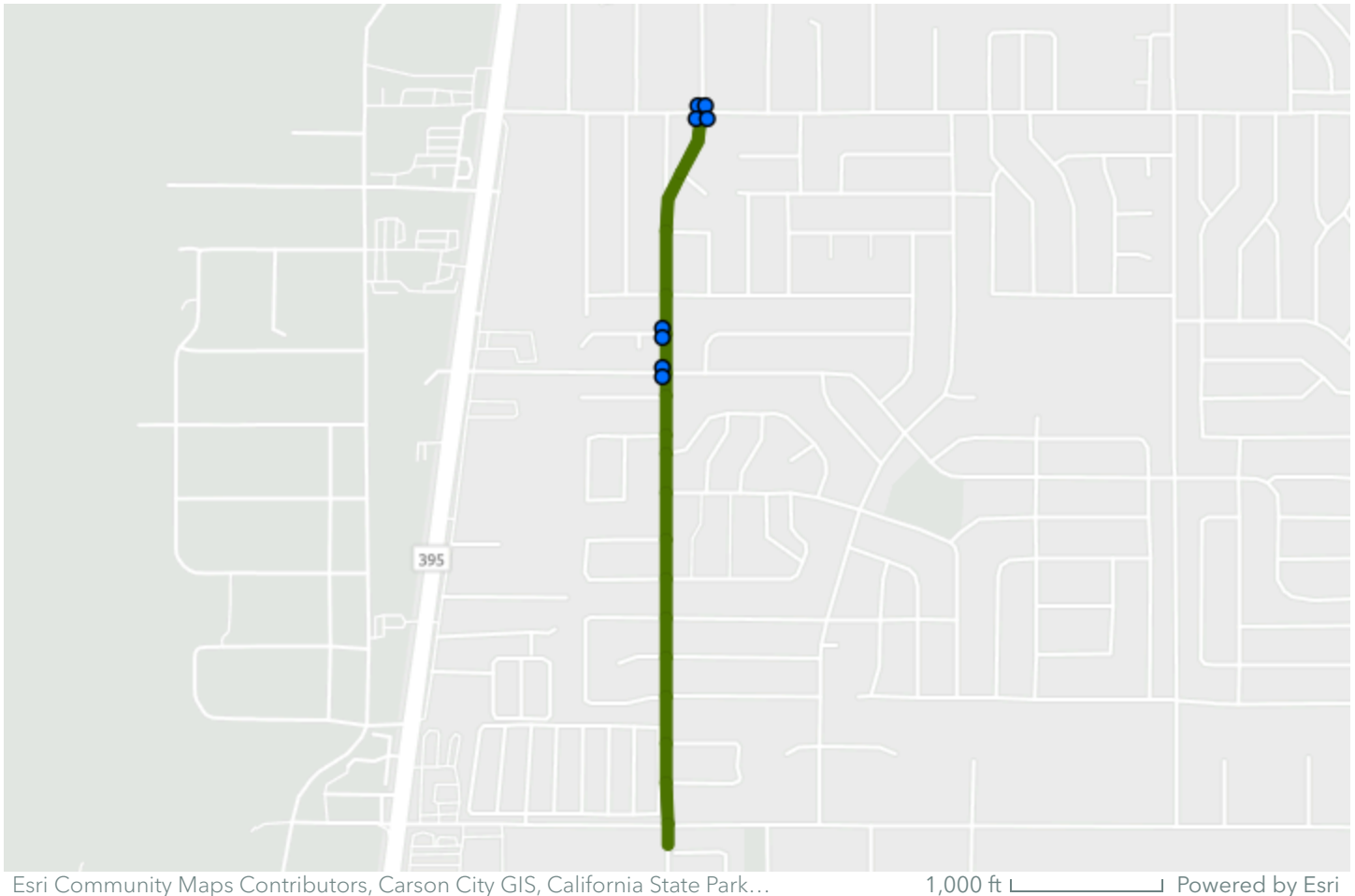
A support such as a sign, cabinet, pole, etc, is placed in the middle of a pathway such that the clear width becomes narrower than 4 feet.



Missing Ramp

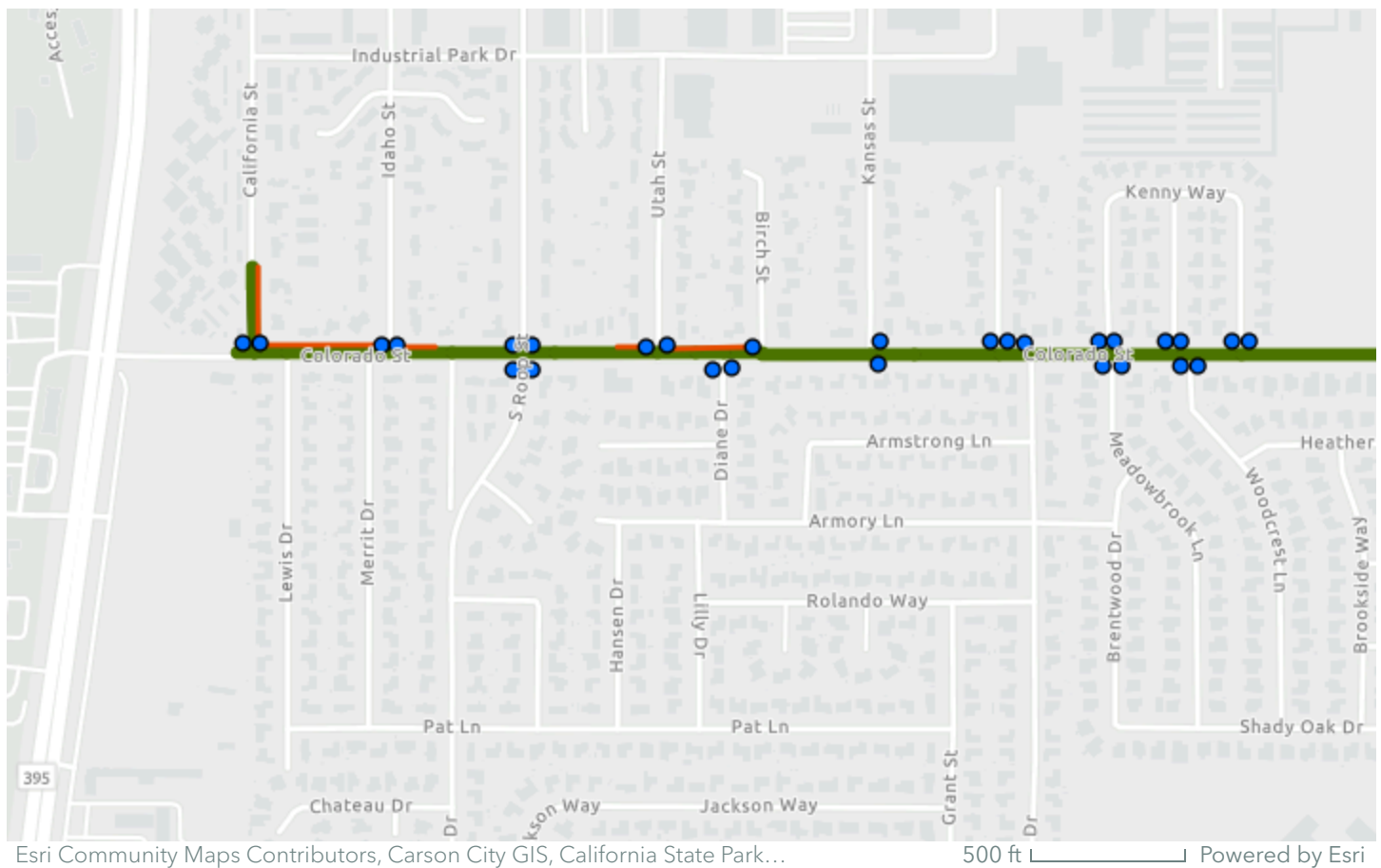
A curb ramp is not present at a pedestrian walkway leading to a street, including at intersections and midblock crosswalks.

Example of Past and Current Project Outlines



Silver Sage Drive Pavement Preservation Project

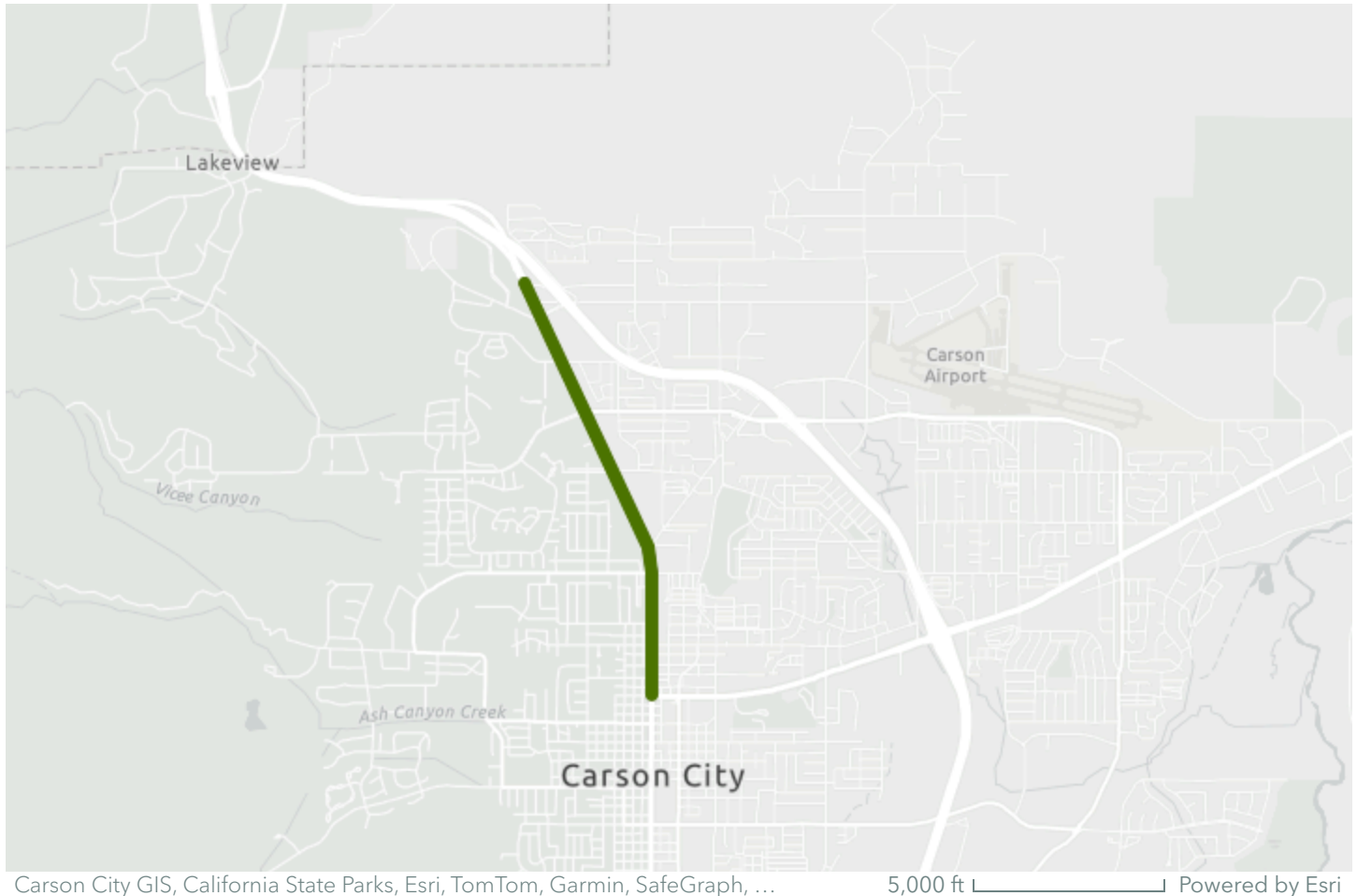
Construction finished in the year 2022 and part of the improvements were related to pedestrian facilities. The project on Silver Sage Drive preserved the pavement between Koontz Lane and Colorado Street and included minor ADA upgrades.



Colorado Street CBDG Pavement Project

Construction finished in the year 2023 and part of the improvements were related to pedestrian facilities. The project included rehabilitation and reduction of pavement, ADA upgrades, and construction of missing sidewalk links near California and Idaho Streets. The project was located on Colorado Street between South Carson Street and Saliman Road.

Example of Future Project Outlines



North Carson Complete Streets Project

As of April 2024, the construction of the project is to be determined and part of the improvements will relate to pedestrian facilities. The re-visioning of the North Carson Corridor will include complete street elements such as sidewalks, bike lanes, transit stops, and roadway resurfacing.

This page intentionally left blank.

Table 5.1 CAMPO FY 2023 and FY 2024 UPWP Cost/Funding Summary

Activity					Funding Breakdown, Overall FY 23 & FY 24		
Work Element	#	Description	Milestones (Excludes Ongoing/Recurring Milestones)	Estimated Completion Date	FY 2023	FY 2024	Total Cost
1.0 MPO Administration	1.1	MPO Administration and Work Program Oversight			\$ 101,180	\$112,500	\$ 213,680
	1.2	Unified Planning Work Program Oversight and Development	FY 2024/ FY 2025 Monetary Agreements FY 2025-2026 UPWP (Draft/ Final)	May 2023; May 2024 May 2024			
	1.3	Transportation Improvement Program (TIP) Administration	FFY 2023-2026 TIP Annual Federal Obligations Report	January 2023 December 2022; December 2023			
	1.4	Professional Development					
2.0 Outreach and Engagement	2.1	MPO Representation			\$ 60,000	\$32,000	\$ 92,000
	2.2	Public Participation	CAMPO's Public Participation Plan (PPP) Update*	July 2023			
	2.3	Regional Transit Coordination and Engagement	Transit Rider Survey Transit Non-Rider Survey	June 2023 June 2024			
	2.4	Regional Consistency Review*					
3.0 Multimodal Planning	3.1	2050 Regional Transportation Plan (RTP)	RTP Modification and/or Amendment to incorporate completed planning activities and studies	March 2024	\$ 64,650	\$ 115,000	\$ 179,650
	3.2	Transit Planning	JAC ADA Paratransit Eligibility Process	June 2024			
			JAC Fixed-Route Policy	June 2024			
			JAC Title VI Program Update	September 2022			
			CAMPO DBE Program Update	September 2022			
			FY 2022 & 2023 JAC Monitoring Report	September 2023			
	3.3	ITS Planning*	Carson Area Transportation System Management Plan	June 2023			
	3.4	Active Transportation Planning	Review of local ordinances related to e-scooter/e-bicycles	Ongoing			
			Complete Streets Design Guide and Toolbox [†]	October 2023			
			Updated CAMPO Bicycle Route Map*	June 2024			
	3.5	Updates to Supporting Regional Planning					
4.0 Transportation Performance and Asset Management*	4.1	Performance Measure Implementation and Management	Safety Performance Measure Targets	February 2023; February 2024	\$ 116,180	\$ 305,820	\$422,000
			Public Transit Agency Safety Targets	December 2022; December 2023			
			Transit Asset Management Targets	October 2022; October 2023			
			Supporting NDOT's CMAQ Targets	October 2022; October 2023			
	4.2	Maintain Travel Demand Model*	2023 TDM Update	December 2023			
	4.3	Data Management, Collection, and Performance Measurement	Annual CAMPO Monitoring Report	September 2022; September 2023			
			Complete pavement survey for Lyon/Douglas County	September 2023			
	4.5	Non-Motorized Asset Management	Annual performance reporting of pavement condition	July 2022; July 2023			
			Expanded ADA inventory of narrowness barriers and ADA Transition Plan Amendment	June 2024			
	4.6	Transit Asset Management	FFY 2023-2026 JAC Transit Asset Management Plan	October 2022			
5.0 Street and Corridor Planning**	5.1	Corridor Studies*	Participation and support for NDOT corridor planning	Ongoing	\$ 56,400	\$ 165,250	\$ 221,650
			Local Road Safety Plan	January 2024			
			US Hwy 50 Corridor Study [†]	December 2024			
			N Carson Complete Streets Feasibility Study [†]	December 2025			
	5.2	Infrastructure Sustainability*	Assessment of and maps showing soil conditions within the CAMPO region	October 2023			
Total UPWP CPG/Local					\$ 398,410	\$ 730,570	\$1,128,980
Total Other Federal/Local**					\$0	\$166,095	\$166,095
Total 2-Year UPWP					\$ 398,410	\$ 896,665	\$ 1,295,075

*Consultant involvement is expected; **Other funding sources; [†] Exempt from Local Match

This page intentionally left blank.



STAFF REPORT

Report To: Carson Area Metropolitan Planning Organization **Meeting Date:** June 12, 2024

Staff Contact: Kelly Norman, Senior Transportation Planner

Agenda Title: For Possible Action – Discussion and possible action regarding proposed revisions to the Carson Area Metropolitan Planning Organization (“CAMPO”) Public Participation Plan (“PPP”).

Staff Summary: The PPP is a planning document that defines a process for providing individuals, affected public agencies, and all interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process. Each metropolitan planning organization (“MPO”) is federally required to have a PPP. The proposed revisions to the PPP include modifications related to the United States Department of Transportation (“USDOT”) Title VI Program. The CAMPO PPP was last amended in July 2023.

Agenda Action: Formal Action / Motion **Time Requested:** 10 minutes

Proposed Motion

I move to approve the PPP, as presented.

Board's Strategic Goal

N/A

Previous Action

July 12, 2023 (Item 5-C) - CAMPO approved the updated PPP.

Background/Issues & Analysis

CAMPO must develop and maintain a PPP in consultation with all interested parties, for the purpose of providing meaningful public involvement in the transportation planning process. CAMPO must periodically review the effectiveness of the procedures and strategies contained in the PPP to ensure a full and open public participation process.

CAMPO staff attended a training session on Title VI of the Civil Rights Act of 1964, provided by the Nevada Department of Transportation on the USDOT Title VI Program. This training prompted staff to review the CAMPO PPP and include minor modifications and clarifications to ensure full compliance with all current Title VI regulations. These updates include:

- Articulating CAMPO’s public participation purpose, goals, and objectives.

- A series of maps representing the location and concentration of historically underserved and/or underrepresented population groups, including minority populations, population in poverty, zero vehicle households, populations with a disability, senior populations, and limited English proficiency populations.
- Outlining reported outcomes and recordkeeping practices.

CAMPO opened a 45-day PPP comment period from April 26, 2024, through June 11, 2024. No public comments have been received.

Applicable Statute, Code, Policy, Rule or Regulation

23 C.F.R. Â§ 450.316

Financial Information

Is there a fiscal impact? No

If yes, account name/number:

Is it currently budgeted? Yes

Explanation of Fiscal Impact: This task falls under CAMPO’s Unified Work Program (“UPWP”), project number G302823001. Tasks completed as part of the UPWP are reimbursable with federal planning funds at a rate of 95%. The local match has been budgeted within CAMPO’s approved FFY 2023-2024 UPWP, Work Element 2.0, Outreach and Engagement.

Alternatives

Provide alternative direction to staff.

Attachment(s):

[5B_CAMPO_Exhibit 1 - Revised Draft PPP.pdf](#)

[5B_CAMPO_Exhibit 2 - CAMPOs UPWP Cost-Funding Summary Table.pdf](#)

Motion: _____

1) _____
2) _____

Aye/Nay

(Vote Recorded By)



Public Participation Plan

Draft: December 31, 2023

Update: Draft 2024

Carson Area Metropolitan Planning Organization

Serving Carson City, Northern Douglas County and Western Lyon County

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.

TABLE OF CONTENTS

1. Introduction	1
2. Public Participation Plan Purpose and Goals.....	2
2.1. Purpose	2
2.2. Outreach Goals and Objectives	3
2.2.1 Underserved and Underrepresented Populations	43
2.2.2 Accessibility	123
3. Federal and State Requirements.....	124
3.1. Federal Requirements	124
3.2. State Requirements	135
4. Outreach Strategies and Tools	146
4.1. In-Person Engagement.....	156
4.2. Digital and Print Engagement.....	167
5. Public Participation for MPO Documents	189
5.1. Regional Transportation Plan	189
5.2. Transportation Improvement Program.....	1910
5.2.1 Transportation Improvement Program Project Outreach	2011
5.3. Unified Planning Work Program.....	2011
5.4. Public Participation Plan	2011
6. Evaluation and Recordkeeping.....	2112
6.1. Reported Outcomes	2414
6.2. Recordkeeping	2414
7. How to Contact CAMPO	2414
1. Introduction	1
2. Public Participation Plan Purpose and Goals.....	2
2.1. Purpose	2
2.2. Outreach Goals	3
2.2.1 Underserved and Underrepresented Populations	3
2.2.2 Accessibility	3

3. Federal and State Requirements.....	4
3.1. Federal Requirements	4
3.2. State Requirements	5
4. Outreach Strategies and Tools	6
4.1. In-Person Engagement.....	6
4.2. Digital and Print Engagement.....	7
5. Public Participation for MPO Documents	9
5.1. Regional Transportation Plan.....	9
5.2. Transportation Improvement Program.....	10
5.2.1 Transportation Improvement Program Project Outreach.....	11
5.3. Unified Planning Work Program.....	11
5.4. Public Participation Plan	11
6. Evaluation.....	12
7. How to Contact CAMPO	14

LIST OF ACRONYMS

ADA	Americans with Disabilities Act
C.F.R.	Code of Federal Regulations
CAMPO	Carson Area Metropolitan Planning Organization
LEP	limited English proficiency
MPO	Metropolitan Planning Organization
NRS	Nevada Revised Statutes
OML	Open Meeting Law
PPP	Public Participation Plan
RTP	Regional Transportation Plan
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program
<u>USDOT</u>	<u>United States Department of Transportation</u>

1. INTRODUCTION

The Carson Area Metropolitan Planning Organization (CAMPO) is committed to promoting meaningful community engagement in the regional transportation planning process. Robust public and stakeholder involvement from planning through implementation will result in investments that meet the needs of the traveling public. This Public Participation Plan (PPP) identifies the goals, strategies, and tools to be used to encourage participation.

CAMPO is the federally recognized Metropolitan Planning Organization (MPO) for the Carson City urbanized area. An MPO is a federally mandated and federally funded transportation policymaking organization that is made up of representatives from local government and governmental transportation authorities.

CAMPO's planning area encompasses nearly all of Carson City (except for the area within the Tahoe Basin), along with portions of northern Douglas County and western Lyon County, as shown in the map below.

Figure 1: CAMPO Planning Area

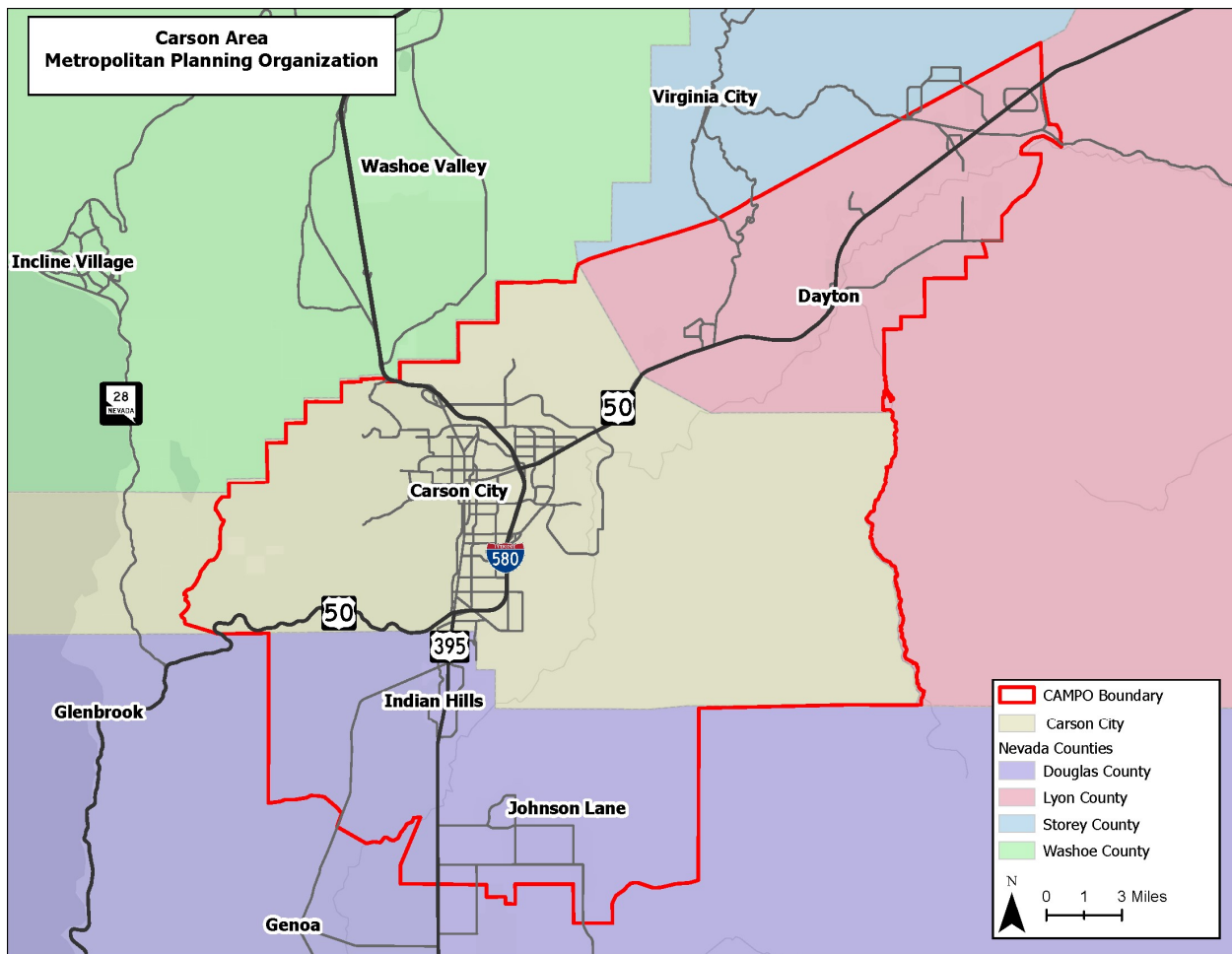


Figure 1: CAMPO Planning Area

Because CAMPO is housed within the Carson City Public Works Department, there is a well-established and collaborative relationship between the two agencies. However, the agencies do not adhere to the same policies or requirements, nor do they maintain the same procedures for public outreach due to the additional federal requirements for MPOs. However, local agencies like Carson City Public Works or the Carson City RTC may use this plan to support their individual public outreach activities in so far as it meets federal requirements for their respective areas.

2. PUBLIC PARTICIPATION PLAN PURPOSE AND GOALS

2.1. Purpose

CAMPO is seeking opportunities to increase meaningful public participation in the transportation planning process. The [U.S. Department of Transportation \(USDOT\)](#) defines meaningful public outreach as a process that proactively seeks full representation from the community, considers public comments and feedback, and incorporates that feedback into

a project, program, or plan when possible. This includes outreach that begins early in the planning process and continues through design and construction, providing opportunities for input that will shape project outcomes, and tailoring outreach methods to the unique needs of each undertaking.

Robust community engagement results in transportation plans and strategies that address the concerns of area residents and businesses and facilitates successful project implementation. The outreach process places a priority on innovative approaches, outreach to underserved communities, and strengthening partnerships with other regional agencies.

Outreach strategies will draw from a set of tools tailored to the type of plan or project and the stage within the planning process. It is important to consider the type of outreach that will be most effective in achieving the desired outcome, such as providing information, visioning, and responding to recommendations to foster meaningful engagement.

CAMPO will use a variety of outreach strategies and tools with the goal of reaching a diverse and representative subset of the region's population. A combination of virtual/online and in-person engagement opportunities will be offered to ensure wide accessibility (see Section 4).



2.2. Outreach Goals and Objectives

2.2.1 Goals

CAMPO's outreach goals seek to provide opportunities for meaningful community and stakeholder engagement throughout the transportation planning process. This means providing opportunities for the community to shape the vision and priorities of both regional plans and corridor-based improvements. The agency's outreach goals are summarized in the following graphic:

- 1 Increase public engagement throughout the transportation planning and project development process
- 2 Consider the concerns and priorities of residents in the selection of transportation investments
- 3 Implement an equitable and inclusive engagement process that bridges language, cultural, and economic differences
- 4 Strengthen community partnerships throughout the region
- 5 Provide reasonable accommodation and access to people with disabilities, so that all residents can easily participate in the regional planning process

2.2.2 Objectives

In order to achieve the goals outlined in the previous section, CAMPO has developed a proactive series of objectives. The various strategies and procedures that will help the agency achieve its desired outcomes are detailed in the remaining sections of this document and summarized below. CAMPO will work to:

- a. Ensure that outreach methods are accessible and relevant for all residents, including underserved and underrepresented populations (e.g., low-income, minority, and limited English proficiency (LEP)).
- b. Hold public meetings and events in physically accessible spaces.
- c. Provide meeting materials in accessible formats (e.g., screen reader accessible and/or multiple languages upon request).
- d. Make use of a variety of both virtual and in-person outreach strategies to ensure convenience, relevance, and accessibility for all residents.
- e. Monitor and document the relative success of various outreach methods throughout the year and adjust subsequent efforts accordingly.

2.2.1 2.2.3 Underserved and Underrepresented Populations

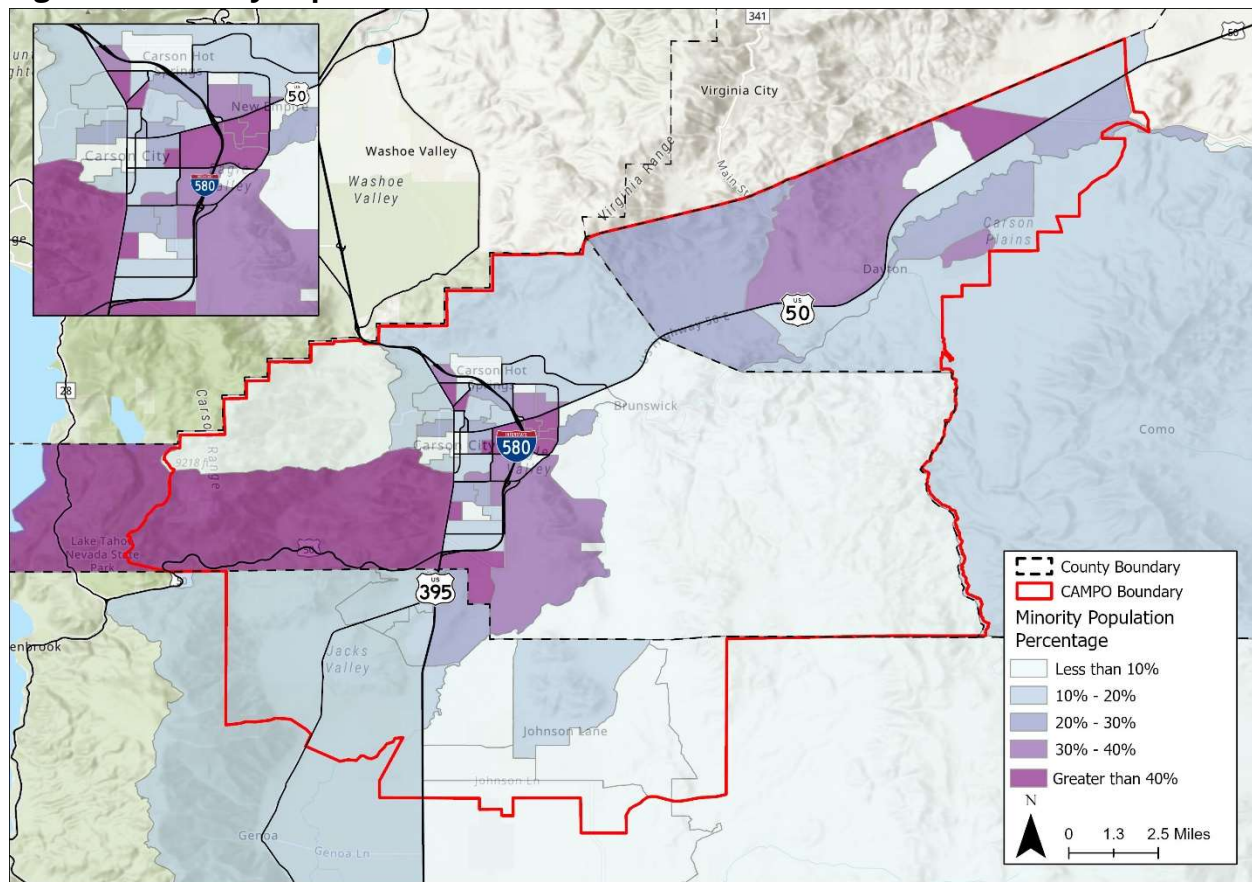
CAMPO is committed to providing an equitable and inclusive planning process, including adherence to ~~federal~~ Title VI ~~requirements Plan~~. This means reaching out to a broad spectrum of residents and targeting populations who may have been traditionally underserved. It also means making special efforts to reach populations who are often underrepresented in the planning process, including ~~youth, minorities, limited English proficiency (LEP) populations, older adults, and individuals with disabilities~~ seniors, individuals with disabilities, low income households, limited English proficiency populations, zero car households, and minority populations.

As outlined in the agency's goals and objectives (Sections 2.2.1 and 2.2.2), CAMPO will employ a variety of outreach strategies to ensure that a diverse set of residents can actively and meaningfully engage in the planning process. Providing both in-person and online engagement opportunities in accessible formats and locations ensures convenience and accessibility for residents by removing several common barriers to participation, including childcare, transportation, time availability (particularly during either daytime or after-work hours), and language/translation concerns.

Ensuring that the outreach process reaches a diverse audience helps produce more equitable plans, policies, and projects. Thus, the agency will strive to move beyond simply satisfying Title VI requirements to create a truly inclusive process.

The following series of maps shows the location and concentration of historically underserved and/or underrepresented population groups, including designated Environmental Justice populations, throughout the CAMPO planning area.

Figure 2: Minority Population

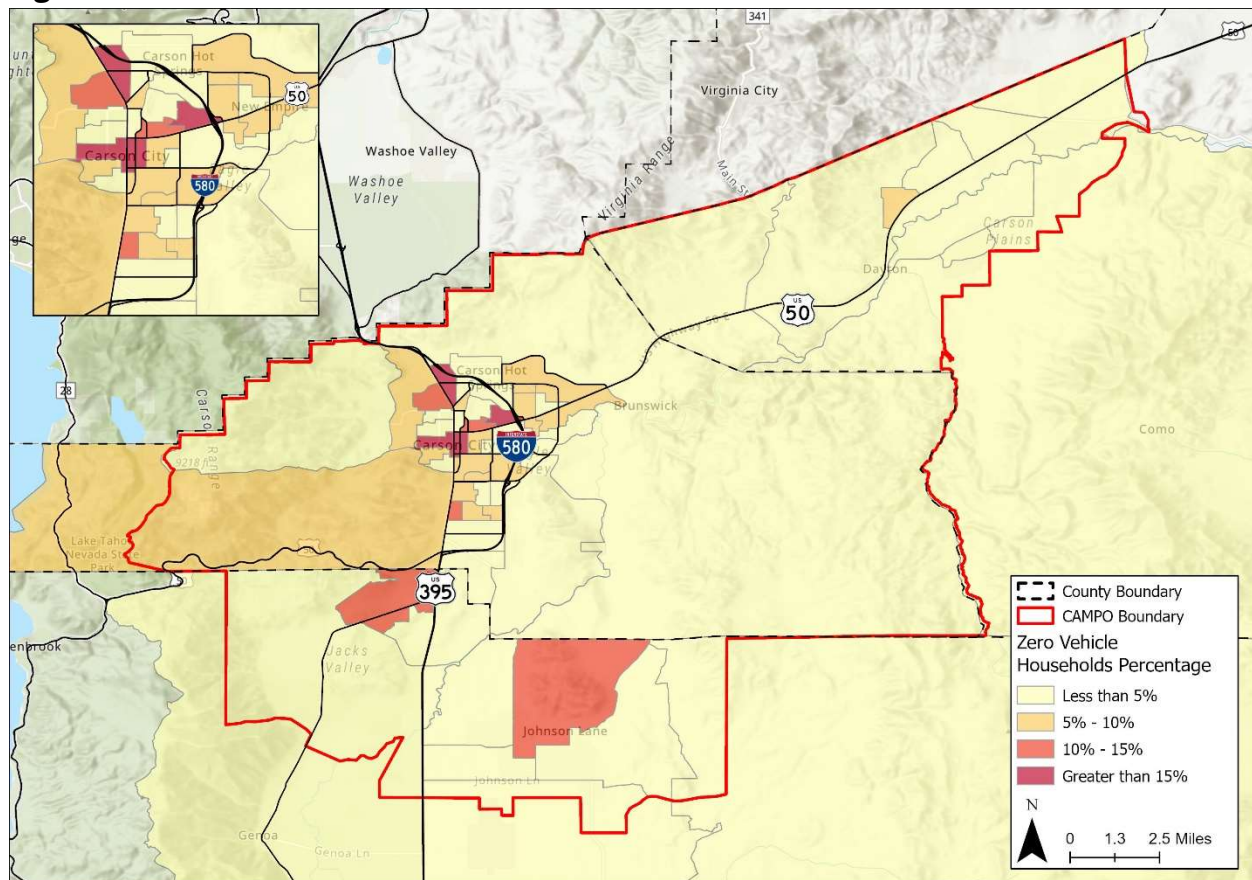


This map displays the percentage of the population living in poverty across Washoe County, Nevada, by census tract. The data is categorized into five levels of poverty, represented by different shades of orange and brown. The map includes major highways (50, 580, 395, 28, 341) and geographical features like the Virginia Range and Carson Range. An inset map provides a closer look at the Carson City area. The legend defines the symbols for county and CAMPO boundaries, the poverty percentage categories, and includes a scale bar in miles.

Legend	
 	County Boundary
 	CAMPO Boundary
Percent of Population Living in Poverty	
	Less than 10%
	10% - 15%
	15% - 20%
	20% - 25%
	Greater than 25%

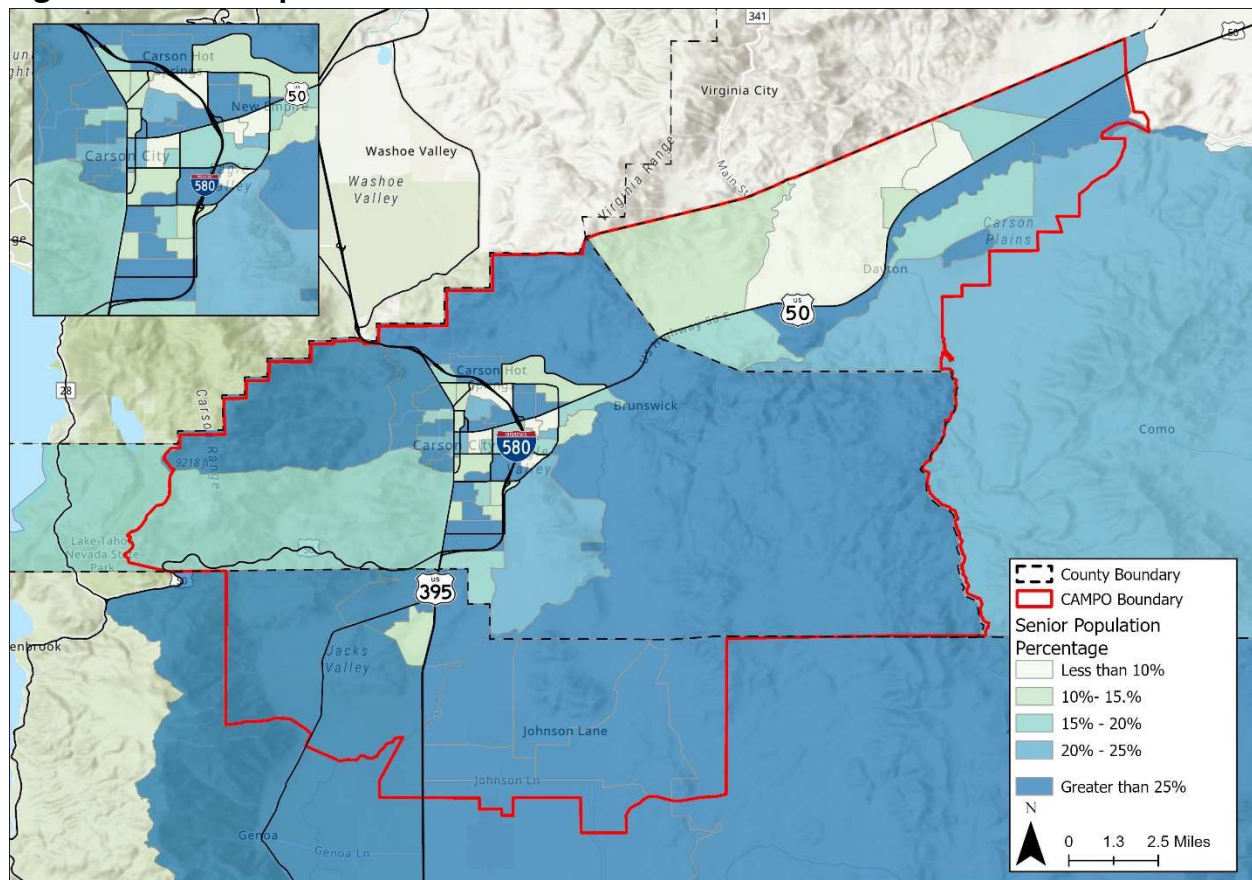
Scale: 0, 1.3, 2.5 Miles

Figure 4: Zero Vehicle Households



[illegible]

Figure 6: Senior Population



2.2.2.2.4 Accessibility

Accessibility includes access to places and information. CAMPO is committed to providing both traditional and [modern-digital](#) accessibility measures. The agency is committed to holding public meetings and events in accessible spaces (i.e., those that are accessible for individuals with disabilities and on transit routes), at convenient times, through adequate public notice, and with meeting materials in accessible formats.

~~In compliance with federal requirements, materials will be provided in multiple languages and/or a screen-reader-accessible format, or translation services will be provided upon request. CAMPO will use visualizations such as maps and charts to help describe plans and will make public information available in electronically accessible formats.~~

CAMPO's metropolitan planning process will be carried out in accordance with the provisions of the Americans with Disabilities Act (ADA) of 1990 and the Rehabilitation Act of 1973, which states:

...that no otherwise qualified individual with a disability in the United States shall, solely by reason of his or her disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

~~In compliance with these federal requirements, materials will be provided in a screen-reader-accessible format upon request. Materials will also be provided in multiple languages and/or translation services will be provided upon request. These provisions ensure that individuals with visual impairments, non-English speakers, and those with limited English proficiency (LEP) can meaningfully participate in the planning process.~~

~~CAMPO will work towards compliance to meet obligations under Title II of the ADA Web Content Accessibility Guidelines (WCAG) including meeting technical standard WCAG 2.1, Level AA by the April 24, 2026 deadline.~~

~~Further, CAMPO will use visualizations such as maps and charts to help describe plans and will make public information available in electronically accessible formats.~~

3. FEDERAL AND STATE REQUIREMENTS

3.1. Federal Requirements

Regional transportation planning is guided by laws, rules, and policies set by [local, state, and federal](#) ~~and state~~ governments. Federal law requires that MPOs develop a PPP identifying opportunities for the public and interested stakeholders to be involved in transportation planning processes. The PPP serves as a handbook that outlines methods for engagement

and strategies for obtaining meaningful input and describes state and Federal regulations regarding public participation.

Under the Bipartisan Infrastructure Law, the latest federal surface transportation funding and authorization bill signed in 2022, MPOs must identify a broad and inclusive list of stakeholders that should be provided with opportunities to comment and be involved in planning processes. This includes affected state and local government agencies, tribal governments, federal land management agencies, transportation disadvantaged populations, transportation providers, traditionally underserved populations, and others. This legislation also encourages MPOs to use social media and web-based tools to foster public participation and solicit public feedback.

Federal law (23 Code of Federal Regulations [C.F.R.] 450.316) dictates that a minimum 45-day comment period is to be provided before the PPP is adopted by the MPO. It must be provided to both the Federal Highway Administration and Federal Transit Administration and also be posted online. MPOs are also required to coordinate with the statewide transportation planning public participation and consultation processes.

CAMPO will continue to adhere to all applicable federal requirements for public participation.

3.2. State Requirements

Public engagement within Nevada must adhere to the [Nevada Open Meeting Law](#) (Nevada Revised Statutes [NRS] 241.020). The Nevada Open Meeting Law (OML) was enacted in 1960 to ensure that the actions and deliberations of public bodies be conducted openly.

Proper notice must be given in advance of each meeting of a public body (prior to 9:00 a.m., three working days before the meeting) and must include:

- Time, place, location, and/or how to join remotely
- Live public comment option
- List of locations where notice is posted and contact info
- Clear statement of topics to be considered
- List of items “for possible action”
- Be posted on agency website and state website

Meeting agendas will be posted at the following locations:

- Carson City Hall: 201 North Carson Street
- Carson City Library: 900 North Roop Street
- Carson City Community Center: 851 E William Street
- Carson City Public Works: 3505 Butti Way

- Carson City Development Services, Planning Division: 108 E Proctor Street
- Douglas County Executive Offices: 1594 Esmeralda Avenue, Minden
- Lyon County Manager's Office: 27 South Main Street, Yerington
- Nevada Department of Transportation: 1263 S Stewart Street, Carson City
- Carson City Website: www.carson.org/agendas
- Official State Website: <https://notice.nv.gov>

Meetings should include periods for public comment at the beginning and end of the meeting, or after each item. CAMPO Board and committee members may participate in meetings remotely; however, a physical location will be provided to allow members of the public to attend and interact with members in real time. The public will also be given the opportunity to hear/observe the meeting live; comment via phone, other remote system, or by prerecorded message; and view materials posted on the CAMPO website per NRS 241.020(11) posting procedures. Written minutes should be kept of each meeting. CAMPO will also continue to adhere to the Nevada OML in its outreach practices.

4. OUTREACH STRATEGIES AND TOOLS

To achieve the goals outlined in Section 2, CAMPO will make use of a variety of outreach strategies and tools, as described below. CAMPO implements a wide variety of planning initiatives, including corridor studies, transportation policies, and area plans, in addition to the required MPO documents. Each individual planning effort may require a customized outreach approach to best meet the needs of the community.

OPPORTUNITIES FOR EDUCATION

- Presentations
- Small Group Meetings
- Community Events
- Open House Events
- Newsletters
- Websites
- StoryMap
- Visualization Techniques

CAMPO will provide a carefully crafted mix of education and opportunities for feedback during all outreach efforts to ensure that residents and other stakeholders are able to participate in an informed and meaningful way. In addition, some engagement tools are targeted toward ongoing outreach and education and to strengthen relationships with community partners, rather than for specific planning projects. Several of the engagement tools described in the following sections, including both in-person and virtual opportunities, are well-suited for providing education. These tools include presentations, small group meetings, community and open house events, newsletters, websites, StoryMap pages, and a variety of visualization techniques. CAMPO will also work to use clear, plain, and accessible language, including non-English languages as appropriate, to ensure broad engagement and participation.

Sign-in sheets shall be provided at each in-person activity, where appropriate, following the requirements in CAMPO's Title VI Plan.

4.1. In-Person Engagement

IN-PERSON ENGAGEMENT

- CAMPO Board Meetings
- Other Council and Commission Meetings
- Public Hearings
- Advisory Committee Meetings
- Stakeholder Meetings
- Small Group Meetings
- Community Events
- Open House Events

CAMPO Board Meetings: Information about core planning products and other key transportation plans and studies will be presented periodically at CAMPO Board Meetings. Some materials will be presented for approval, while others will be for information and/or discussion only.

Other Council and Commission Meetings and Presentations: CAMPO will present to Councils, Commissions, and other elected officials throughout the planning process. These presentations will ensure that elected officials remain apprised of agency efforts and provide an opportunity for questions and feedback before draft and final materials are produced.

Public Hearings: Public hearings provide a formal opportunity for members of the community to provide comments into the public record for consideration by local officials and project team members. Public hearing requirements may be satisfied through CAMPO Board meetings and/or other council and commission meetings.

Advisory Committee Meetings: Advisory committees will be formed for selective plans and projects. Members will meet ~~throughout the planning process~~ to assist with visioning, develop alternatives, review draft work products, and other tasks.

Stakeholder Meetings: These meetings will be used to collect feedback from targeted groups of community leaders and other residents. Stakeholders are often involved throughout the duration of a specific plan or project and have more specific knowledge or experience.

Small Group Meetings: Small group meetings may include targeted meetings or special events to facilitate discussions and question and answer sessions. These meetings provide an opportunity for informal dialogue among residents, planning staff, elected officials, and other community representatives.

Community Events: CAMPO will selectively participate in community events to help distribute information and/or collect feedback about ongoing planning efforts. These events will allow the agency to meet people where they are.

Open House Events: Open houses are typically larger events occurring at selective times during the planning process, such as during visioning, project selection, or draft plan preparation. They may be virtual or in-person and include a presentation, boards, surveys, and opportunities for commenting. They also provide an opportunity for residents to ask questions and interact directly with MPO staff.

4.2. Digital and Print Engagement

DIGITAL AND PRINT ENGAGEMENT

- Electronic Newsletters
- Websites
- StoryMaps
- Social Media
- Surveys
- Visualizations
- Press Releases
- Ads
- Mail Notices
- Comment Forms
- Translation
- Accessible Materials

Electronic Newsletters/Email Lists: Newsletters and email lists are used to share information electronically with larger groups of stakeholders and residents. Interested parties have the ability to sign up to receive correspondence throughout the planning process.

Websites: The web presence for a plan or project can be part of an existing or a new site devoted to the effort. A project website or web page is used to share information about the effort, including purpose, timeline, major milestones, and upcoming events. Draft and final materials can also be posted.

StoryMap: A StoryMap is a specific type of project website used to present maps and data in a more user-friendly format. StoryMaps are interactive and intuitive to use, and relatively easy to develop and customize.

Social Media: The expanded reach of social media has increased its importance in public participation efforts. Social media platforms vary in terms of audience demographics, such as age and geographic area. CAMPO will work to engage a diverse set of residents through platforms such as Facebook, Twitter, Instagram, YouTube, and NextDoor. The agency will emphasize consistent messaging across platforms. Paid advertising may be used to boost views and engagement, as needed.

Surveys: Surveys are an excellent tool for collecting feedback and ideas from a large and diverse audience. Both paper and online versions can be developed to ensure accessibility and inclusiveness. Online versions facilitate the process of compiling and analyzing results.

Visualization Techniques: Photos, infographics, 3D visualizations, before-and-after images, and other visualization techniques help bring plans to life. They also help residents better understand technical concepts. CAMPO is committed to using a variety of visualization techniques to make the planning process more engaging and effective.

Press Releases: Press releases are used to formally announce a plan, study, or upcoming event. They may be shared with local media and partner agencies for further distribution.

Media Ads/Sponsored Segments: Media ads and/or sponsored radio segments may be used to disseminate information and advertise upcoming participation opportunities.

Display Ads: Display ads are larger format or graphical ads used to bring attention to a plan, study, or event. They may be placed in print or online media.

Legal Ads: Legal ads are required for specific plans. These ads are typically included in print media to provide notice of formal comment periods.

Mail Notices: Notices describing participation opportunities may be mailed to affected residents for plans and studies, as appropriate.

Comment Forms: Comment forms are used to collect feedback at various points in the planning process. They may be provided at in-person meetings and events, or on project websites/web pages.

Language Translation: Language translation may be provided proactively for some written materials or upon request.


ADA Accessible Websites and Materials: All print and web materials will meet or exceed federal ADA accessibility requirements to ensure an inclusive planning process. Some websites, web pages, and PDF documents may also be provided in a screen reader accessible format.

5. PUBLIC PARTICIPATION FOR MPO DOCUMENTS

CORE PLANNING PRODUCTS

 **RTP:** Long-range plan that guides transportation planning and policy decisions

 **TIP:** Short-term program that implements the projects in the RTP

 **UPWP:** Statement of work that identifies the planning priorities and activities

 **PPP:** Plan that guides outreach efforts for the RTP, TIP, UPWP, and other studies

CAMPO produces several core transportation planning products, including the Regional Transportation Plan (RTP), the Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP), and the PPP. Each of these documents is produced and maintained separately in compliance with specific federal and/or state regulations, including the Bipartisan Infrastructure Law and the Nevada Open Meeting Law, as described in Section 3. Each of the core planning products have different requirements for public participation as described in the following sections.

5.1. Regional Transportation Plan

The **Regional Transportation Plan (RTP)** is a long-range plan that guides transportation planning and policy decisions over the next 20+ years. It sets the tone for transportation investments by identifying a regional vision, setting goals and objectives, and identifying a fiscally constrained list of projects aimed at achieving the stated vision and goals. The RTP is updated at a minimum of every 5 years.

A final draft for adoption or formal amendment to the RTP will be available for review by the CAMPO Board, general public, and, if applicable, by the Advisory Workgroup, during an official public review period of no less than 30 days. Any comments received during the formal public review period will be documented in a record of public comment developed specifically for each update and provided to CAMPO for its consideration prior to taking final action on the plan. All documented comments will be made available to the general public.

An administrative modification to the RTP is a minor revision that includes but is not limited to changes to document references, project/project phase costs, informational consistency, and other miscellaneous grammatical items as determined by staff. An administrative modification is a revision that does not require public review and comment or a redemonstration of fiscal constraint.

In the event of an administrative modification, CAMPO staff may act to implement minor revisions to the RTP without public review or comment. The CAMPO Board will be informed of any administrative modifications that occur at the next meeting of the Board following the modification.

Approval of a new RTP may include the formation of an advisory workgroup that will meet periodically based upon a predetermined plan development schedule as the development of each section progresses.

5.2. Transportation Improvement Program

The **Transportation Improvement Program (TIP)** implements the projects in the RTP in the near-term, over at least a 4-year period. The TIP is updated at least every 4 years to ensure that high-priority projects from the RTP are being funded and implemented in a timely manner.

The final draft of an adoption or formal amendment to the TIP will be presented for public review for a period of no less than 14 days. Any comments received during the formal public review period will be documented in a record of public comment developed specifically for each update and provided to CAMPO for its consideration prior to taking final action on the plan. All documented comments will be made available to the general public.

An administrative modification to the TIP will follow the same criteria adopted by the Nevada Department of Transportation, which has been approved by the Federal Highway Administration. An administrative modification will be applied under the following situations:

1. When there is a change in a public funding category with no change in the priority of a project in the TIP.
2. When a project is moved from one year of the TIP to another year of the TIP, either forward or back.
3. When a positive cost estimate change representing less than either \$5 million or 20% of the total project cost is requested/anticipated.
4. When a positive or negative change in the unprogrammed balance forward is received.
5. When a positive or negative change in the anticipated fund allocation is received.
6. When a project is added to use federal funds for repayment of previously authorized work and all repayments will come from unallocated funds.
7. When a new planning study is identified.
8. When a project is advance constructed.

In the event of an administrative modification, CAMPO staff may act to implement minor revisions to the TIP without public review or comment. The CAMPO Board will be informed of any administrative modifications that occur at the next meeting of the Board following the modification. CAMPO's public participation process satisfies the public participation process for the TIP.

5.2.1 Transportation Improvement Program Project Outreach

For each project detailed in the CAMPO TIP, CAMPO encourages the lead agency to use the outreach strategies outlined in Section 4 to receive input that informs and shapes the project design prior to completion of the project.

5.3. Unified Planning Work Program

The **Unified Planning Work Program (UPWP)** is a statement of work identifying the planning priorities and activities to be undertaken within the CAMPO planning area over the next 2 years. The UPWP includes a description of planning work and resulting products, details about who will perform the work, the timeframe for completing each of the work elements, the cost of each of the work elements, and the funding source for each of the work elements.

The final draft of an adoption or formal amendment to the UPWP will be presented for public review for a period of no less than 30 days. Any comments received during the formal public review period will be documented in a record of public comment developed specifically for each update and provided to CAMPO for its consideration prior to taking final action on the plan. All documented comments will be made available to the general public.

5.4. Public Participation Plan

The **Public Participation Plan (PPP)** guides outreach efforts for the agency's RTP, TIP, UPWP, and other transportation planning studies, as appropriate. The effectiveness of the PPP will be periodically reviewed to ensure the plan continues to provide an easily accessible process for all of those wishing to be involved. If the CAMPO Board or staff determines that the existing PPP can be improved, a new public comment period will ensue following any significant changes to the document. ~~An update to this document will include the formation of an advisory workgroup that will meet periodically based upon a predetermined plan development schedule as the development of each section progresses.~~

A final draft of an adoption or formal amendment to the PPP will be available for review by the ~~advisory workgroup~~, CAMPO Board, and general public during an official public review period of no less than 45 days. Any comments received during the formal public review period will be documented in a record of public comment developed specifically for each update and provided to CAMPO for its consideration prior to taking final action on the plan. All documented comments will be made available to the general public.

An administrative modification to the PPP is a minor revision that includes but is not limited to changes to document references, changes for informational consistency, and other changes to address miscellaneous grammatical items as determined by staff.

6. EVALUATION AND RECORDKEEPING

CAMPO is constantly seeking opportunities to increase meaningful public participation in the transportation planning process. To ensure continued improvement, the agency is committed to evaluating the effectiveness of outreach strategies being employed on a regular basis. Outreach strategies the agency may use throughout the planning process, along with their desired outcomes and associated evaluation measures are summarized in Table 2. The agency will use a combination of qualitative and quantitative evaluation measures to create a more holistic view of success.

Table 2: Evaluation of Public Outreach Strategies

Strategy	Desired Outcomes	Evaluation Measures
Participation in community events	<ul style="list-style-type: none"> • Share information and collect feedback from a large and diverse audience • Meet people where they are 	<ul style="list-style-type: none"> • Number of interactions • Quality of feedback received
Stakeholder meetings	<ul style="list-style-type: none"> • Collect targeted feedback from area nonprofits and other community-based organizations with an interest in transportation • Build partnerships with community organizations 	<ul style="list-style-type: none"> • Number of meetings • Partnerships formed • Quality of feedback received
Council meetings/ presentations	<ul style="list-style-type: none"> • Give presentations to keep elected officials apprised of CAMPO activities 	<ul style="list-style-type: none"> • Number of meetings attended • Number of presentations given
Advisory committee meetings	<ul style="list-style-type: none"> • Use in-person and virtual formats to increase participation 	<ul style="list-style-type: none"> • Number of meetings with each format offered • Attendance
Informal, small group meetings (e.g., coffee chats)	<ul style="list-style-type: none"> • Use small group meetings to collect targeted feedback 	<ul style="list-style-type: none"> • Number of sessions • Diversity/quality of feedback
Open house events	<ul style="list-style-type: none"> • Use open house meetings to share information with and collect feedback from larger groups 	<ul style="list-style-type: none"> • Number of meetings held • Meeting attendance
Public hearings [*]	<ul style="list-style-type: none"> • Hold project-based public hearings to satisfy federal requirements 	<ul style="list-style-type: none"> • Number of hearings held • Meeting attendance
Electronic newsletters/email lists (eNews)	<ul style="list-style-type: none"> • Provide periodic updates to a broad community contact list 	<ul style="list-style-type: none"> • Number of subscriptions/ individuals on list
Website [*]	<ul style="list-style-type: none"> • Provide 24/7 access to useful transportation resources 	<ul style="list-style-type: none"> • Monthly pageviews • Average length of visit
Social media: Facebook, Twitter,	<ul style="list-style-type: none"> • Reach a large, diverse audience 	<ul style="list-style-type: none"> • Audience reached (number and location)

Strategy	Desired Outcomes	Evaluation Measures
Instagram, YouTube, and/or NextDoor	<ul style="list-style-type: none"> • Advertise events and opportunities to provide feedback • Collaborate with partner organizations to reach a larger audience 	<ul style="list-style-type: none"> • Number of comments, likes, and shares
Surveys	<ul style="list-style-type: none"> • Use map-based and text surveys to gather feedback from large and diverse audiences 	<ul style="list-style-type: none"> • Number of responses
StoryMap	<ul style="list-style-type: none"> • Use StoryMaps to provide information via an interactive experience 	<ul style="list-style-type: none"> • Pageviews • Average duration of user visits
Visualization techniques*	<ul style="list-style-type: none"> • Make complex transportation topics easy to understand 	<ul style="list-style-type: none"> • Type, quality, and quantity of visualizations used
Press releases	<ul style="list-style-type: none"> • Provide information to local media outlets 	<ul style="list-style-type: none"> • Number of press releases
Media ad purchase/ sponsored TV or radio segments	<ul style="list-style-type: none"> • Provide targeted messages developed by the agency on various topics 	<ul style="list-style-type: none"> • Number of ads/segments • Audience reached (number/diversity)
Display ads	<ul style="list-style-type: none"> • Place large format and/or graphical print ads about upcoming meetings 	<ul style="list-style-type: none"> • Number of ads placed
Legal ads*	<ul style="list-style-type: none"> • Place legal ads in print and/or online media as required 	<ul style="list-style-type: none"> • Number of ads placed
Mail notices	<ul style="list-style-type: none"> • Use U.S. Postal Service mail to distribute notices as appropriate 	<ul style="list-style-type: none"> • Number of notices mailed
Comment forms	<ul style="list-style-type: none"> • Provide opportunities to comment at virtual and in-person public meetings 	<ul style="list-style-type: none"> • Number of comments received • Quality of comments received
Language translation*	<ul style="list-style-type: none"> • Provide print and online materials in languages used by local residents 	<ul style="list-style-type: none"> • Number of documents translated • Number of requests received for translation

Strategy	Desired Outcomes	Evaluation Measures
ADA-accessible websites and digital materials*	<ul style="list-style-type: none"> Provide ADA-compliant digital materials 	<ul style="list-style-type: none"> Type and/or quantity of materials translated Plans/projects for which translation services were provided

* Required by federal and/or state statute [for some plans or document types](#)

6.1. Reported Outcomes

CAMPO will collect information about the relative success of the outreach methods used throughout the year (i.e., after each major outreach event). Following each event, key metrics will be summarized and stored for use in an end-of-year report. The agency will develop an annual Public Participation Summary Report, as part of the Annual CAMPO Network Monitoring Report to be posted on the agency's website at the end of each year.

6.2. Recordkeeping

CAMPO will maintain and make available to the public upon request the full record of the agency's engagement, including attendance, including demographics of the attendees at outreach events, and comments from affected communities. This information will be provided as an appendix to the Public Participation Summary Report as part of the Annual CAMPO Network Monitoring Report, described in Section 6.1.

7. HOW TO CONTACT CAMPO

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

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

Comments may be submitted at any time through the CAMPO website, www.carsonareampo.com, by email to campocomments@carson.org or through Carson City's virtual city hall available online at Carson.org/Connect.

Table 5.1 CAMPO FY 2023 and FY 2024 UPWP Cost/Funding Summary

Activity					Funding Breakdown, Overall FY 23 & FY 24		
Work Element	#	Description	Milestones (Excludes Ongoing/Recurring Milestones)	Estimated Completion Date	FY 2023	FY 2024	Total Cost
1.0 MPO Administration	1.1	MPO Administration and Work Program Oversight			\$ 101,180	\$112,500	\$ 213,680
	1.2	Unified Planning Work Program Oversight and Development	FY 2024/ FY 2025 Monetary Agreements FY 2025-2026 UPWP (Draft/ Final)	May 2023; May 2024 May 2024			
	1.3	Transportation Improvement Program (TIP) Administration	FFY 2023-2026 TIP Annual Federal Obligations Report	January 2023 December 2022; December 2023			
	1.4	Professional Development					
2.0 Outreach and Engagement	2.1	MPO Representation			\$ 60,000	\$32,000	\$ 92,000
	2.2	Public Participation	CAMPO's Public Participation Plan (PPP) Update*	July 2023			
	2.3	Regional Transit Coordination and Engagement	Transit Rider Survey Transit Non-Rider Survey	June 2023 June 2024			
	2.4	Regional Consistency Review*					
3.0 Multimodal Planning	3.1	2050 Regional Transportation Plan (RTP)	RTP Modification and/or Amendment to incorporate completed planning activities and studies	March 2024	\$ 64,650	\$ 115,000	\$ 179,650
	3.2	Transit Planning	JAC ADA Paratransit Eligibility Process	June 2024			
			JAC Fixed-Route Policy	June 2024			
			JAC Title VI Program Update	September 2022			
			CAMPO DBE Program Update	September 2022			
			FY 2022 & 2023 JAC Monitoring Report	September 2023			
	3.3	ITS Planning*	Carson Area Transportation System Management Plan	June 2023			
	3.4	Active Transportation Planning	Review of local ordinances related to e-scooter/e-bicycles	Ongoing			
			Complete Streets Design Guide and Toolbox [†]	October 2023			
			Updated CAMPO Bicycle Route Map*	June 2024			
	3.5	Updates to Supporting Regional Planning					
4.0 Transportation Performance and Asset Management*	4.1	Performance Measure Implementation and Management	Safety Performance Measure Targets	February 2023; February 2024	\$ 116,180	\$ 305,820	\$422,000
			Public Transit Agency Safety Targets	December 2022; December 2023			
			Transit Asset Management Targets	October 2022; October 2023			
			Supporting NDOT's CMAQ Targets	October 2022; October 2023			
	4.2	Maintain Travel Demand Model*	2023 TDM Update	December 2023			
	4.3	Data Management, Collection, and Performance Measurement	Annual CAMPO Monitoring Report	September 2022; September 2023			
			Complete pavement survey for Lyon/Douglas County	September 2023			
	4.5	Non-Motorized Asset Management	Annual performance reporting of pavement condition	July 2022; July 2023			
			Expanded ADA inventory of narrowness barriers and ADA Transition Plan Amendment	June 2024			
	4.6	Transit Asset Management	FFY 2023-2026 JAC Transit Asset Management Plan	October 2022			
5.0 Street and Corridor Planning**	5.1	Corridor Studies*	Participation and support for NDOT corridor planning	Ongoing	\$ 56,400	\$ 165,250	\$ 221,650
			Local Road Safety Plan	January 2024			
			US Hwy 50 Corridor Study [†]	December 2024			
			N Carson Complete Streets Feasibility Study [†]	December 2025			
	5.2	Infrastructure Sustainability*	Assessment of and maps showing soil conditions within the CAMPO region	October 2023			
Total UPWP CPG/Local					\$ 398,410	\$ 730,570	\$1,128,980
Total Other Federal/Local**					\$0	\$166,095	\$166,095
Total 2-Year UPWP					\$ 398,410	\$ 896,665	\$ 1,295,075

*Consultant involvement is expected; **Other funding sources; [†] Exempt from Local Match

This page intentionally left blank.



STAFF REPORT

Report To: Carson Area Metropolitan Planning Organization **Meeting Date:** June 12, 2024

Staff Contact: Kelly Norman, Senior Transportation Planner

Agenda Title: For Possible Action – Discussion and possible action regarding formal amendment 23-09 to the Carson Area Metropolitan Planning Organization’s (“CAMPO”) Federal Fiscal Year (“FFY”) 2023-2026 Transportation Improvement Program (“TIP”) to add three new projects and to revise funding information across multiple projects.

Staff Summary: The proposed amendment to CAMPO’s FFY 2023-2026 TIP modifies the TIP at Appendix 1 and Appendix 3 to: update construction dates for the Appion Way Traffic Signal and Intersection Improvement Project and the South Carson Multi-Use Connector Project; update the funding source and construction dates for the North Lompa Multi-Use Path Project; update the funding for the US 50, Carson City, from FRCC11 to East Deer Run Road Project, the District 3 Fifth Street Roundabout Project, and the US 50, East of Dayton, Fortune Drive to Six Mile Canyon Road Preservation Project; and add FFY 2024 5339 FTA Apportionment, FFY 2024 5310 FTA Apportionment, and the US 50 East Carson Complete Streets Corridor Study- Phase 2. All revisions are documents in the attached Exhibit 1.

Agenda Action: Formal Action / Motion **Time Requested:** 5 minutes

Proposed Motion

I move to formally amend CAMPO’s FFY 2023-2026 TIP, as presented.

Board's Strategic Goal

N/A

Previous Action

Background/Issues & Analysis

CAMPO is responsible for carrying out transportation planning activities within the Carson Metropolitan Planning Area. The TIP document is developed in collaboration with Carson City, Douglas County, Lyon County, and the Nevada Department of Transportation (“NDOT”). The projects within the TIP are consistent with CAMPO’s adopted goals and are anticipated to contribute to meeting CAMPO’s performance targets. The adopted goals and performance targets are contained within CAMPO’s 2050 Regional Transportation Plan (“RTP”), available at www.CarsonAreaMPO.com. All

projects programmed within the TIP are financially constrained, meaning funding is reasonably anticipated to be available, as documented within the 2050 RTP.

The proposed amendment will:

- Update construction dates for the Appion Way Traffic Signal and Intersection Improvement Project;
- Update funding for the US 50, Carson City, from FRCC11 to East Deer Run Road Project;
- Update construction dates for the South Carson Multi-Use Connector Project;
- Update funding source and construction dates for the North Lompa Multi-Use Path Project;
- Update funding source for the District 3 Fifth Street Roundabout Project;
- Update funding for the US 50, East of Dayton, Fortune Drive to Six Mile Canyon Road Preservation Project;
- Add FFY 2024 5339 FTA Apportionment;
- Add FFY 2024 5310 FTA Apportionment;
- Add the US 50 East Carson Complete Streets Corridor Study - Phase 2;

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 May 22, 2024, and will end on June 4, 2024. Public comments received after the closing of the public comment period will be provided at the meeting.

Applicable Statute, Code, Policy, Rule or Regulation

23 C.F.R. Â§ 450.328

Financial Information

Is there a fiscal impact? Yes

If yes, account name/number: CAMPO fund, Unified Planning Work Program account 2453028-501210, Task 1.0 – MPO Administration / G302823001.

Is it currently budgeted? Yes

Explanation of Fiscal Impact: The TIP is a federally required document that programs funding for projects that are of 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.

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 2023 & 2024 UPWP, Work Element 1.0, MPO Administration.

Alternatives

Do not approve the TIP amendment and provide alternative direction to staff.

Attachment(s):

[5C_CAMPO_Exhibit_1 - TIP 23-09_Document&ProjectSheets.pdf](#)

[5C_CAMPO_Exhibit 2 - CAMPOs UPWP Cost-Funding Summary Table.pdf](#)

Motion: _____

1) _____

2) _____

Aye/Nay

(Vote Recorded By)

This page intentionally left blank.



**TRANSPORTATION IMPROVEMENT PROGRAM
For
Federal Fiscal Year 2023 through 2026**

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.

CAMPO TIP FFY 2023-2026 Document Revision History

Version	CAMPO Adoption Date	TIP Action	Summary of Changes
23-01	2/8/2023	Formal Adoption	Document revision & update; Consultation with Carson City, Lyon County, Douglas County, Washoe Tribe of Nevada & California, and NDOT stakeholders; Updated project prioritization process
23-02	5/10/2023	Formal Amendment	Add Document Revision History; Add Curry St. project; Close Edmonds MUP project; Map project limits of SRTS Vulnerable User project; Update project limits, funding, and scope of Roop St. Capacity Improvements Detail project limits of N Lompa MUP; Combine FFY 2022 & 2023 FTA 5339 Grant Award Update funding for US 50 Lyon County Preservation, US 50 Spooner Summit Preservation, & Western Nevada Safe Routes to School TAP projects; Update TIP funding sources; Update Appendix 1: Table 1 Update Appendix 3: TIP Project List
23-03	7/14/2023	Formal Amendment	Split District 3, Fifth Street Project into two projects and updated funding; Add Carmine Street Reconstruction Project; Clarify Lead Agency for Carson City Projects; Update funding for Carson City JAC Transit Center; Update funding for Carson City Multi-Use Pathway Rehabilitation and Connection Project; Update Appendix 1: Table 1 Update Appendix 3: TIP Project List
23-04	8/16/2023	Administrative Amendment	Add "HIGHWAY INFRA" funding and definition to TAP Funding Sources Replace a portion of STBG 5K-200K funding for the East 5th Street project with HIGHWAY INFRA funding to support NDOT meeting the State's obligation limit. Update 2024 TAP FLEX STBG funding and local match to reflect one year agreement between WN-SRTS & NDOT
23-05	9/7/2023	Administrative Amendment	FFY 23 September Administrative Modification to update WNSRTS funding.
23-06	11/13/2023	Administrative Amendment	Minor updates to Carmine Street Reconstruction Project limits, map, and budget.
23-07		Administrative Amendment	NDOT initiated change to move FY for US 50, Douglas County/ Carson City, Spooner Summit- Preservation
23-08	3/13/2024	Formal Amendment	Update funding for Carmine Street CDBG Project Update funding for WN-SRTS (TAP) funding District 5, Fifth Street Project is complete District 5, Winnie Lane Project is complete Update funding for Roop Street Capacity Improvements (Continued on next page)

			(Continued from previous page) Update funding for Carson City Jump Around Carson (JAC) Transit Center FFY 2022 & FFY 2023 5310 FTA Apportionment is complete Update 2021 WN-SRTS Vulnerable User Pedestrian Safety Infrastructure Improvement Project Add Goni Road Rehabilitation Project Update Appendix 1: Table 1 Update Appendix 3: TIP Project List
23-09	6/12/2024	Formal Amendment	Update construction dates for Appion Way Traffic Signal and Intersection Improvement Project Update funding for US 50, Carson City, from FRC11 to East Deer Run Road- NDOT Update construction dates for South Carson Multi-Use Connector Update funding source and construction dates for North Lompa Multi-Use Path Update funding source for District 3, Fifth Street Roundabout Add FFY 2024 5339 FTA Apportionment Add FFY 2024 5310 FTA Apportionment Add US 50 East Carson Complete Streets Corridor Study-Phase 2 Update funding for US 50, East of Dayton, Fortune Drive to Six Mile Canyon Road- Preservation- NDOT

Table of Contents

Introduction/ Purpose..... 2

Federal Transportation Legislation 4

Federal Planning Emphasis Areas 5

Federal Planning Factors..... 5

Nevada Strategic Highway Safety Plan (SHSP) 5

CAMPO 2050 RTP 6

Transit Asset Management 6

Financially Constrained Project Listing..... 7

eSTIP..... 7

Administrative Modifications and Formal Amendments 8

TIP Funding Sources..... 9

Appendix 1: Table 1: Programmed Funds by Funding Source and Year for CAMPO’s FFY 2023-2026
Transportation Improvement Program..... 10

Appendix 2: FFY 2023 -2026 TIP Signature Page 11

Appendix 3: FFY 2023 -2026 TIP Project List Version 23-09 12

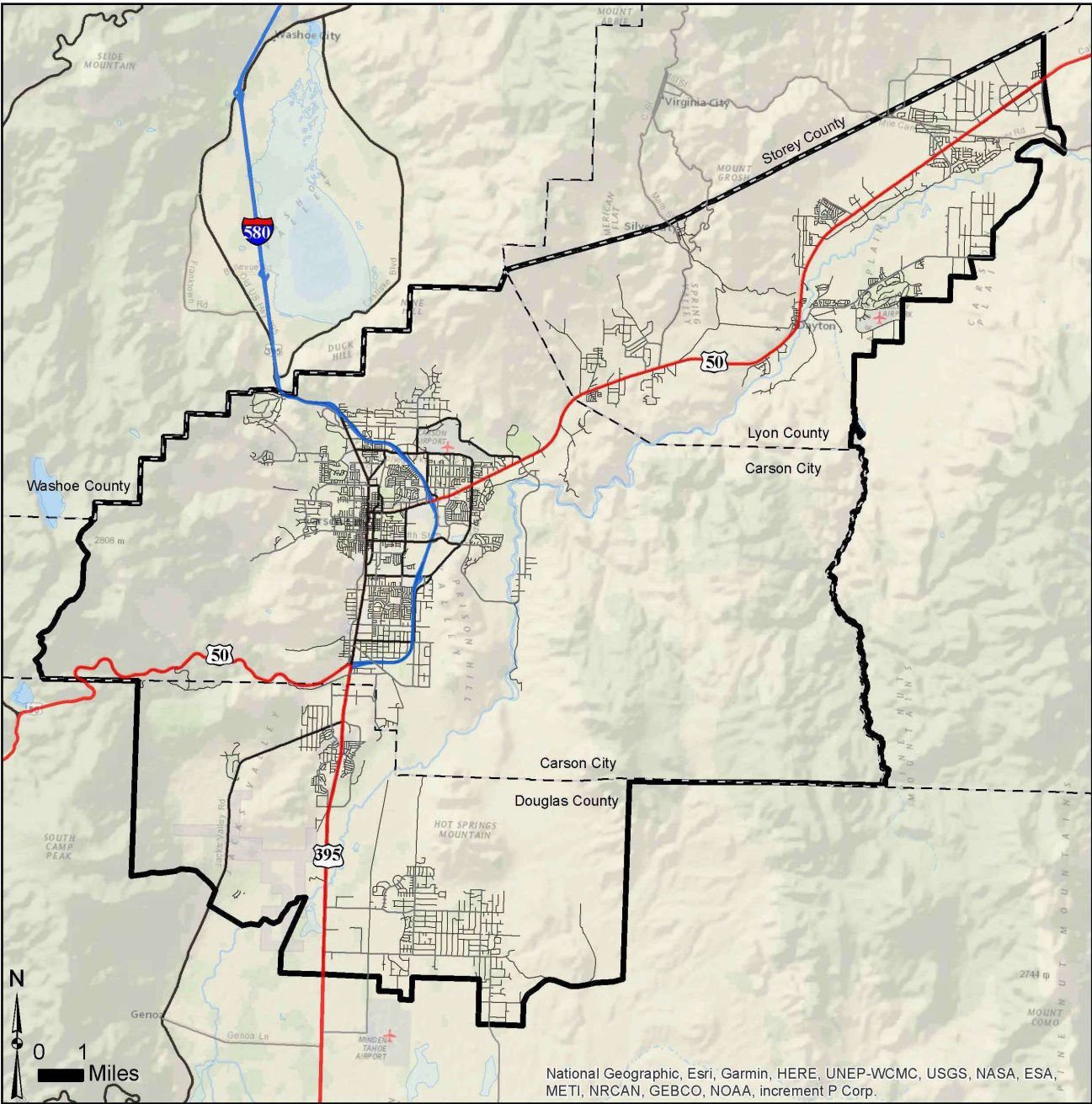
Introduction/ Purpose

The Transportation Improvement Program (TIP) is a prioritized listing of transportation improvement projects covering a four-year period that is developed and formally adopted by the Carson Area Metropolitan Planning Organization (CAMPO). The Nevada Governor, in accordance with Federal regulations, designated the CAMPO in 2003. CAMPO is responsible for carrying out transportation planning activities within the Metropolitan Planning Area (MPA), shown in Figure 1. The MPA encompasses the urbanized areas, as defined by the US Census Bureau, and a larger geographical area that is likely to urbanize within the next 20 years. The central contiguous urbanized area includes most of the City of Carson City, a portion of northern Douglas County, and a portion of western Lyon County. Additionally, there are two urban clusters within the MPA, which are the Johnson Lane area in Douglas County and the Dayton area in Lyon County.

The TIP must be consistent with the Statewide Transportation Improvement Program (STIP) and must be updated at a minimum of every four years and is based on the federal fiscal year (FFY) (October – September). The TIP must be consistent with CAMPO’s long-range Regional Transportation Plan (RTP), available at www.CarsonAreaMPO.com. The TIP contains a listing of all federally funded transportation projects and projects of regional significance, regardless of the funding source. The TIP must identify funding from public and private sources that are reasonably expected to be made available to implement a project. Per federal guidelines, the TIP must include a financially constrained project list. See page 11 for TIP requirements.

The projects that have remained or added to the FY 2023 - FY 2026 CAMPO TIP have been prioritized through a performance-driven, outcome-based approach based on the consideration of the goals, objectives, performance measures, and targets within Federal Legislation, Federal Planning Emphasis Areas, Federal Planning Factors, the Nevada Department of Transportation (NDOT) Strategic Highway Safety Plan (SHSP), NDOT State project prioritization process (One Nevada Transportation Plan), regional priorities outlined in the 2050 CAMPO RTP, CAMPO’s Annual Monitoring Report Performance Targets, and the Jump Around Carson (JAC) Transit Asset Management Plan. CAMPO has coordinated with partner agencies including Lyon County, Douglas County, Carson City, NDOT, Washoe Tribe of Nevada and California, and Jump Around Carson (JAC).

Figure 1: CAMPO MPA Boundary



Federal Transportation Legislation

The Moving America Ahead for Progress in the 21st Century (MAP-21) Act was signed into law in 2012. MAP-21 focused on implementing performance measures and performance-based planning. Under MAP-21, the United States Department of Transportation (DOT) established a requirement for State DOTs and MPOs to set performance targets. Per MAP-21, MPOs must incorporate these targets and associated performance measures into their TIP and RTP.

MAP-21 requires that transportation improvement programs developed by MPOs include a description of the anticipated effort of the program on achieving regional performance targets identified in the RTP. This requirement is designed to directly link investments to performance targets. The TIP is used to program and track the progress of projects in meeting these performance measures. MAP-21 establishes national performance goals for the Federal-aid highway program in seven areas:

- safety;
- infrastructure condition;
- congestion reduction;
- system reliability;
- freight movement and economic vitality;
- environmental sustainability, and
- reduced project delivery delays.

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

On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) was signed into law. This five-year transportation bill continues core provisions from the two previous transportation bills (FAST Act and MAP-21) with an updated emphasis on safety and research, reconnecting communities, and the link between housing and transportation.

The Federal Highway Administration (FHWA) has established defined performance measures and target-setting methodology for MPOs and state transportation agencies to monitor and report. The performance measures are aimed at tracking safety, infrastructure condition, and system performance. CAMPO reports on these targets through its annual Transportation Network Monitoring Report.

Using this Transportation Network Monitoring Report, CAMPO can prioritize projects and programs that aim to achieve these performance measures and help CAMPO's member agencies be competitive when applying for State and Federal discretionary grant funding. The DOT FHWA Safety Performance Measure (PM) Final Rule establishes requirements to assess fatalities and serious injuries on public roads. The five established safety performance measures, based on a five-year rolling average, are:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million Vehicle Miles Traveled
- Number of Non-motorized Fatalities and Serious Injuries

Federal Planning Emphasis Areas

In December 2021, the FHWA and the Federal Transit Administration (FTA) jointly developed Planning Emphasis Areas (PEAs) to promote policy, procedural, and technical topics that are to be considered by metropolitan planning organizations. The PEAs address a mix of planning issues and priority topics identified as requiring additional focus by MPOs.

- Tackling the Climate Crisis- Transition to Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Federal Planning Factors

Transportation legislation lists ten factors that must be considered as part of the transportation planning process for all metropolitan areas. The most recent update with the IIJA includes housing in the fifth planning factor. The following factors shall be explicitly considered, analyzed as appropriate, and reflected in the planning process products (23 USC 134 (h)):

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

Nevada Strategic Highway Safety Plan (SHSP)

NDOT and the Department of Public Safety formed a Technical Working Group to develop a statewide safety plan in 2004, with a recent update in 2021 for the years 2021-2025. Nevada's Strategic Highway Safety Plan (SHSP) is a comprehensive data-driven statewide safety plan that identifies the highest causes of fatalities and serious injuries on Nevada's roadways and provides a coordinated framework for reducing the crashes that

cause fatalities and serious injuries. The SHSP establishes statewide goals and critical emphasis areas focusing on the 6 E's of traffic safety: Equity, Engineering, Education, Enforcement, Emergency Medical Services/Emergency Response/Incident Management, and Everyone. Goals and strategies are developed in consultation with federal, tribal, state, local, and private-sector safety stakeholders. The purpose of the SHSP is to eliminate traffic-related fatalities and serious injuries by combining and sharing resources across disciplines and strategically targeting efforts to the areas of greatest need. Nevada has enlisted state, local, tribal, and federal agencies; institutions; private-sector firms; and concerned citizens to help solve this problem.

One Nevada Transportation Plan

One Nevada Transportation Plan (One Nevada) is Nevada's long-range transportation plan detailing a data-driven, transparent approach to identifying priority projects. CAMPO strives to remain consistent with One Nevada's six goal areas that include data-driven needs identification and validation, consistency with the NDOT priorities, and projects ranked on project readiness, performance targets, and geographic distribution. One Nevada's six critical goal areas are shown below.



CAMPO 2050 RTP

Per federal guidelines, the TIP continues to build upon the goals and objectives articulated in CAMPO's 2050 RTP. By incorporating these goals into short-range programming activities, projects are linked to the region's vision and long-term investment strategy. The five CAMPO goals and performance measures are listed below.

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

Transit Asset Management

MAP-21 required a system to monitor and manage public transportation assets to improve safety, increase reliability and performance, and established performance measures. MAP-21 grouped transit providers into two categories: Tier 1 and Tier 2 based in part on the number of vehicles and the number of fixed routes operated. CAMPO is under the Tier 2 category.

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

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

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

Table 1: Transit Agency Tiers

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

*Useful Life Benchmark is used by transit agencies to track the performance of revenue vehicles and service vehicles

Financially Constrained Project Listing

Per federal regulation, projects included in the STIPs and CAMPO's TIP shall be prioritized and financially constrained by year and based on funding reasonably expected to be available. CAMPO is committed to developing a transparent programming process that allocates funding effectively to maintain an efficient multi-modal transportation system. National performance goals, Nevada State Transportation Planning goals, Regional Transportation goals, and Transit Asset Management are considered during project evaluation and selection. These multi-tiered and coincident goals help plan, prioritize, and program CAMPO transportation investments.

eSTIP

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

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

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

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

- A list and description of all federal funding sources present in CAMPO's FFY 2023 - 2026 Transportation Improvement Program
- A table showing programmed funds by funding source and year for CAMPO's FFY 2023 - 2026 Transportation Improvement Program
- A detailed project listing for all projects in CAMPO's FFY 2023 - 2026 Transportation Improvement Program (see Appendix A)

Administrative Modifications and Formal Amendments

Administrative modifications, as defined in 23 CFR 450.104, are minor revisions to the TIP, as defined by the Public Participation Plan, as small increases to project costs (less than \$5 Million or less than 20% of the total project cost), changes to non-federal funding sources previously included in the TIP, changes to a project phase initiation date or other changes to contact information, description, maps, etc. An administrative modification does not require public review and comment period or a redemonstration of fiscal constraint. All other changes require Formal Amendments. Formal Amendments may include only appendices and a shortened list of projects for efficiency purposes.

TIP Funding Sources

Federal Highway Administration (FHWA)

Carbon 50K-200K	Carbon Reduction Program Funding – areas with population over 50,000 to 200,000
CDS	Congressionally Designated Funding
HIP	Highway Infrastructure Program (HIP) – Made up of two apportionments: FHWA N4510.826 & FHWA N4510.835; distributed to States, suballocated within States. Projects MUST be on the Federal Aid System, with few exceptions.
HSIP	Highway Safety Improvement Program
NHPP	National Highway Performance Program - The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.
RAISE	Rebuilding American Infrastructure with Sustainability and Equity - DOT competitive discretionary grant
SRTS	Safe Routes to School
STBG 5K-200K	Surface Transportation Block Grant Program (canceled) – areas with population over 5,000 to 200,000
STBG 50K-200K	Surface Transportation Block Grant Program – areas with population over 50,000 to 200,000
STBG Statewide	Surface Transportation Block Grant Program – Statewide
TAP 5K-200K	Transportation Alternatives Program (canceled) – areas with a population over 5,000 to 200,000
TAP 50K-200K	Transportation Alternatives Program – areas with a population over 50,000 to 200,000
TAP Flex	Transportation Alternatives Program (canceled) – 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 for small urban areas with a population between 50,000 and 200,000
5310	Enhanced Mobility of Seniors & Individuals with Disabilities – Section 5310 for small urban areas with a population between 50,000 and 200,000
5339	Bus and Bus Facilities – Section 5339 for small urban areas with a 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

Appendix 1: Table 1
Programmed Funds by Funding Source and Year for CAMPO's FFY 2023-2026 Transportation Improvement Program

FUNDING SOURCE	PRIOR	2023	2024	2025	2026	2027	BEYOND	TOTAL YEAR
Anticipated Discretionary Grant	\$0	\$0	\$0	\$0	\$540,000	\$2,460,000	\$0	\$3,000,000
Carbon Reduction Program 50K-200K (Carson City)	\$0	\$0	\$310,212	\$0	\$0	\$0	\$0	\$310,212
Congressionally Directed Spending	\$0	\$108,342	\$2,000,000	\$2,491,658	\$0	\$4,460,000	\$0	\$9,060,000
FTA 5307 Sm Urb Operating	\$0	\$0	\$1,318,156	\$0	\$0	\$0	\$0	\$1,318,156
FTA 5310 Elderly/Disabled Sm Urb Capital	\$0	\$0	\$0	\$193,493	\$0	\$0	\$0	\$193,493
FTA 5339 Bus/Fac Sm Urb Capital	\$0	\$0	\$229,458	\$118,470	\$0	\$0	\$0	\$347,928
HSIP	\$0	\$0	\$0	\$0	\$0	\$2,500,000	\$0	\$2,500,000
NHPP	\$0	\$0	\$0	\$0	\$57,213,750	\$2,960,000	\$0	\$60,173,750
RAISE Grant	\$0	\$0	\$9,300,000	\$0	\$0	\$0	\$0	\$9,300,000
STBG 5K-200K	\$0	\$0	\$0	\$3,800,000	\$0	\$0	\$0	\$3,800,000
STBG State-Wide	\$0	\$0	\$0	\$0	\$19,071,250	\$1,000,000	\$0	\$20,071,250
TAP 5K-200K STBG	\$0	\$0	\$238,418	\$119,209	\$0	\$0	\$0	\$357,627
TAP FLEX STBG	\$170,288	\$212,543	\$1,931,745	\$205,791	\$725,087	\$0	\$0	\$3,245,454
FEDERAL SUBTOTAL	\$873,517	\$320,885	\$15,327,989	\$6,928,621	\$77,550,087	\$13,380,000	\$0	\$114,381,099
Carson City Local - CAMPO	\$6,750	\$11,187	\$2,392,174	\$5,978,098	\$3,445,263	\$38,284,000	\$0	\$50,117,472
Douglas County Local - CAMPO	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$200,000
Local Fund	\$266,345	\$95,582	\$9,274,000	\$533,614	\$135,000	\$615,000	\$0	\$10,919,541
NV Com Dev Block Grant	\$0	\$0	\$0	\$325,850	\$0	\$0	\$0	\$325,850
LOCAL SUBTOTAL	\$273,095	\$106,769	\$11,666,174	\$7,037,562	\$3,580,263	\$38,899,000	\$0	\$61,562,863
State Gas Tax	\$0	\$1,895,000	\$0	\$10,000	\$0	\$0	\$0	\$1,905,000
State Match - Nv	\$0	\$0	\$0	\$0	\$4,015,000	\$340,000	\$0	\$4,355,000
STATE SUBTOTAL	\$0	\$1,895,000	\$0	\$10,000	\$4,015,000	\$340,000	\$0	\$6,260,000
TOTAL	\$1,146,612	\$2,322,654	\$26,994,163	\$13,976,183	\$85,145,350	\$52,619,000	\$0	\$181,057,350

Appendix 2: FFY 2023-2026 TIP Signature Page

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. 49 U.S.C. 5303, Transportation Planning;
2. 23 U.S.C. 134, Federal-Aid Highways;
3. 23 CFR Part 450, Planning Assistance & Standards;
4. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-l) and 49 CFR part 21;
5. 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;
6. Fixing America's Surface Transportation Act (FAST Act, P.L. 114-357) regarding the involvement of disadvantaged business enterprises in the FHWA and the PTA-funded projects (see also 49 CFR Part 26);
7. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
8. 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;
9. The Older Americans Act, as amended (42 U.S.C. 6101), prohibits discrimination on the basis of age in programs or activities receiving Federal financial assistance;
10. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
11. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
12. 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.
13. 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.
14. 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).

Signature of CAMPO Chairperson

Date /

Print Name

Appendix 3: FFY 2023-2026 TIP Project List Version 23-09

ALL Transportation Improvement Program, 23-09-CAMPO Amendment 2023-2027

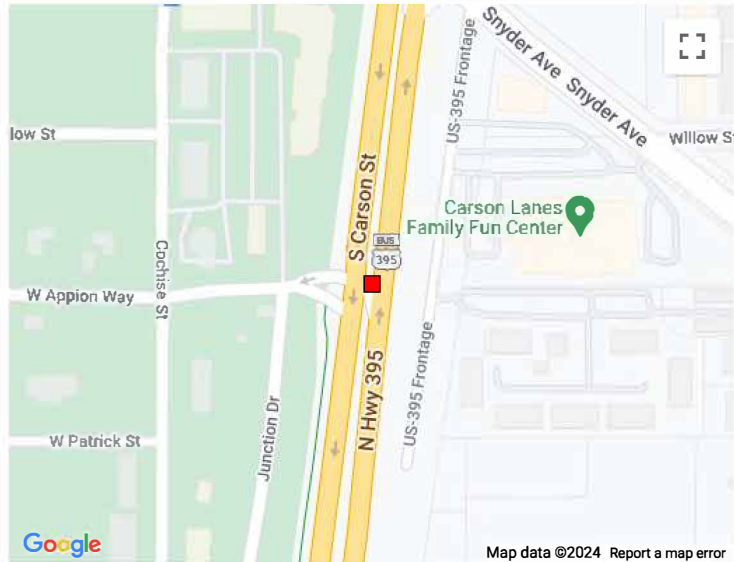
State TIP ID CC20220001
Lead Agency Carson City
Project Type @Signals & Lighting
Project Name Appion Way Traffic Signal and Intersection Improvement Project
Project Limits From Carson Street To Appion Way
Scope Construction of a new traffic signal and intersection improvements at the intersection of S. Carson Street and Appion Way in Carson City.

MPO/TIP CAMPO 23-09
Contact Kelly Norman 7752837525
Air Quality

Local ID
NDOT District 2
TCM

Total Cost \$1,680,000
County CARSON CITY
Construction 2025 start

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
PE	Local Fund	\$227,120	\$89,880	-	-	-	-	-	\$317,000
<i>Total Preliminary Engineering</i>		\$227,120	\$89,880	-	-	-	-	-	\$317,000
CON	Congressionally Directed Spending	-	-	-	\$1,100,000	-	-	-	\$1,100,000
CON	Local Fund	-	-	-	\$263,000	-	-	-	\$263,000
<i>Total Construction</i>		-	-	-	\$1,363,000	-	-	-	\$1,363,000
<i>Total Programmed</i>		\$227,120	\$89,880	-	\$1,363,000	-	-	-	\$1,680,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-11 Amendment 2021-2025	07/13/2022	07/25/2022	07/27/2022	N/A
23-00 Adoption 2023-2027	12/29/2022	01/05/2023	01/11/2023	01/18/2023
23-01 Amendment 2023-2027	03/20/2023	4/19/2023	05/23/2023	04/20/2023
23-02 Amendment 2023-2027	05/10/2023	06/13/2023	06/15/2023	06/13/2023
23-03 Amendment 2023-2027	07/13/2023	08/09/2023	08/09/2023	08/16/2023
23-09 Amendment 2023-2027	Pending	Pending	Pending	N/A

Current Change Reason

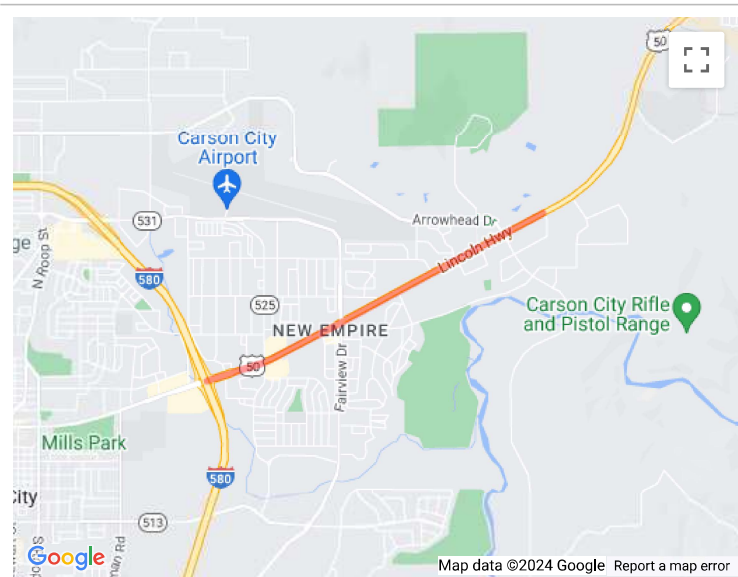
SCHEDULE / FUNDING / SCOPE - Project is moved forward.

Funding Change(s):

Total project cost stays the same \$1,680,000

State TIP ID	CC20220004	MPO/TIP	CAMPO 23-09	Local ID		Total Cost	\$6,995,000
Lead Agency	Nevada DOT	Contact	DENNIS FAULKNER 775-888-7399	NDOT	District 2	County	CARSON CITY
Project Type	@Preservation	Air Quality		TCM		Construction	2027 start
Project Name	US 50, Carson City, from FRCC11 to East Deer Run Road						
Project Limits	At From CC MP 12.556 To CC MP 15.103 of Distance (mile) 2.5 Begin: 12.6 End: 15.1						
Scope	Mill and Overlay with ADA and Multimodal Improvements						

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
PE	State Gas Tax	-	\$160,000	-	-	-	-	-	\$160,000
	Total Preliminary Engineering	-	\$160,000	-	-	-	-	-	\$160,000
ROW	State Gas Tax	-	\$35,000	-	-	-	-	-	\$35,000
	Total Right of Way	-	\$35,000	-	-	-	-	-	\$35,000
CON	HSIP	-	-	-	-	-	\$2,500,000	-	\$2,500,000
CON	NHPP	-	-	-	-	-	\$2,960,000	-	\$2,960,000
CON	STBG State-Wide	-	-	-	-	-	\$1,000,000	-	\$1,000,000
CON	State Match - Nv	-	-	-	-	-	\$340,000	-	\$340,000
	Total Construction	-	-	-	-	-	\$6,800,000	-	\$6,800,000
	Total Programmed	-	\$195,000	-	-	-	\$6,800,000	-	\$6,995,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2027	12/29/2022	01/05/2023	01/11/2023	01/18/2023
23-01 Amendment 2023-2027	03/20/2023	4/19/2023	05/23/2023	04/20/2023
23-02 Amendment 2023-2027	05/10/2023	06/13/2023	06/15/2023	06/13/2023
23-03 Amendment 2023-2027	07/13/2023	08/09/2023	08/09/2023	08/16/2023
23-09 Amendment 2023-2027	Pending	Pending	Pending	N/A

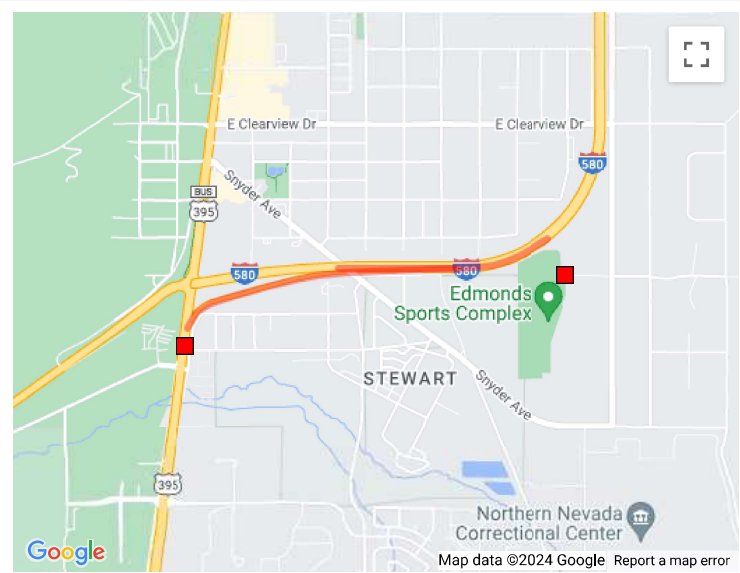
Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other

Funding Change(s):
Total project cost stays the same \$6,995,000

<i>State TIP ID</i>	CC20220010	<i>MPO/TIP</i>	CAMPO 23-09	<i>Local ID</i>		<i>Total Cost</i>	\$2,081,000
<i>Lead Agency</i>	Carson City	<i>Contact</i>	Kelly Norman 7752837525	<i>NDOT</i>	District 2	<i>County</i>	CARSON CITY
<i>Project Type</i>	@Active Transportation (Bike/Ped)	<i>Air Quality</i>		<i>TCM</i>		<i>Construction</i>	2027 start
<i>Project Name</i>	South Carson Multi Use Path Connector						
<i>Project Limits</i>	At S Carson MUP From Edmonds Sports Complex To S Carson Street MUP of Distance (mile) 1.3						
<i>Scope</i>	Design and construct a multi-use path connecting Edmonds Sports Complex to the South Carson Street Multi-use path.						

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
PE	Carson City Local - CAMPO	-	-	-	-	\$317,000	-	-	\$317,000
	<i>Total Preliminary Engineering</i>	-	-	-	-	\$317,000	-	-	\$317,000
CON	Carson City Local - CAMPO	-	-	-	-	-	\$1,764,000	-	\$1,764,000
	<i>Total Construction</i>	-	-	-	-	-	\$1,764,000	-	\$1,764,000
	<i>Total Programmed</i>	-	-	-	-	\$317,000	\$1,764,000	-	\$2,081,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2027	12/29/2022	01/05/2023	01/11/2023	01/18/2023
23-01 Amendment 2023-2027	03/20/2023	4/19/2023	05/23/2023	04/20/2023
23-02 Amendment 2023-2027	05/10/2023	06/13/2023	06/15/2023	06/13/2023
23-03 Amendment 2023-2027	07/13/2023	08/09/2023	08/09/2023	08/16/2023
23-09 Amendment 2023-2027	Pending	Pending	Pending	N/A

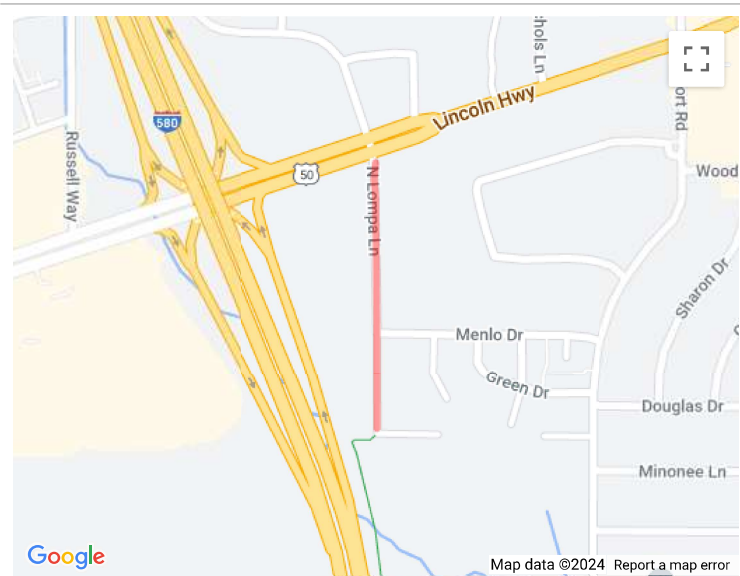
Current Change Reason

SCHEDULE / FUNDING / SCOPE - Project is moved forward.

Funding Change(s):
Total project cost stays the same \$2,081,000

State TIP ID	CC20220011	MPO/TIP	CAMPO 23-09	Local ID		Total Cost	\$871,250
Lead Agency	Carson City	Contact	Kelly Norman 7752837525	NDOT	District 2	County	CARSON CITY
Project Type	@Active Transportation (Bike/Ped)	Air Quality		TCM		Construction	2026 start
Project Name	North Lompa Multi Use Path						
Project Limits	At North Lompa Multi-use Path From Modoc Court To US 50 of Distance (mile) 0.02						
Scope	Design and construct a multi-use path adjacent to I-580 from Modoc Ct to Hwy 50.						

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
PE	Carson City Local - CAMPO	-	-	\$67,087	-	-	-	-	\$67,087
PE	TAP FLEX STBG	-	-	\$40,913	-	-	-	-	\$40,913
	Total Preliminary Engineering	-	-	\$108,000	-	-	-	-	\$108,000
CON	Carson City Local - CAMPO	-	-	-	-	\$38,163	-	-	\$38,163
CON	TAP FLEX STBG	-	-	-	-	\$725,087	-	-	\$725,087
	Total Construction	-	-	-	-	\$763,250	-	-	\$763,250
	Total Programmed	-	-	\$108,000	-	\$763,250	-	-	\$871,250



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2027	12/29/2022	01/05/2023	01/11/2023	01/18/2023
23-01 Amendment 2023-2027	03/20/2023	4/19/2023	05/23/2023	04/20/2023
23-02 Amendment 2023-2027	05/10/2023	06/13/2023	06/15/2023	06/13/2023
23-03 Amendment 2023-2027	07/13/2023	08/09/2023	08/09/2023	08/16/2023
23-09 Amendment 2023-2027	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Update in Funding

Funding Change(s):
Total project cost increased from \$806,000 to \$871,250

State TIP ID CC20230006

Lead Agency Carson City

Project Type @Road Improvement

Project Name District 3, Fifth Street Roundabout

Project Limits At 5th Street From Fairview Drive To Carson River Road of Distance (mile) 0.2615

Scope Pavement improvements between Fairview Drive and Carson River Road, including operational and capacity enhancements to the Fifth Street/Fairview Drive roundabout.

MPO/TIP CAMPO 23-09

Contact Kelly Norman 7752837525

Air Quality

Local ID

NDOT District 2


TCM

Total Cost \$4,980,000

County CARSON CITY

Construction2027 start

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
PE	Carson City Local - CAMPO	-	-	-	-	\$120,000	-	-	\$120,000
	Total Preliminary Engineering	-	-	-	-	\$120,000	-	-	\$120,000
CON	Carson City Local - CAMPO	-	-	-	-	-	\$3,000,000	-	\$3,000,000
CON	Congressionally Directed Spending	-	-	-	-	-	\$1,860,000	-	\$1,860,000
	Total Construction	-	-	-	-	-	\$4,860,000	-	\$4,860,000
	Total Programmed	-	-	-	-	\$120,000	\$4,860,000	-	\$4,980,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
23-03 Amendment 2023-2027	07/13/2023	08/09/2023	08/09/2023	08/16/2023
23-09 Amendment 2023-2027	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Funding Update.

Funding Change(s):
Total project cost stays the same \$4,980,000

State TIP ID CC20240004
Lead Agency Carson Area MPO
Project Type @Transit - Other
Project Name FFY 2024 5339 FTA Apportionment
Project Limits
Scope Grant funding for buses and bus facilities.

MPO/TIP CAMPO 23-09
Contact Chris Martinovich 775-283-7367
Air Quality

Local ID
NDOT District 2
TCM

Total Cost \$148,088
County CARSON CITY
ConstructionN/A

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
OTHER	Carson City Local - CAMPO	-	-	-	\$29,618	-	-	-	\$29,618
OTHER	FTA 5339 Bus/Fac Sm Urb Capital	-	-	-	\$118,470	-	-	-	\$118,470
	Total Other	-	-	-	\$148,088	-	-	-	\$148,088
	Total Programmed	-	-	-	\$148,088	-	-	-	\$148,088

Version History									
TIP Document					MPO Approval State Approval FHWA Approval FTA Approval				
23-09	Amendment	2023-2027			Pending	Pending	Pending		N/A
Current Change Reason									
SCHEDULE / FUNDING / SCOPE - New Project									

*Not Location Specific

State TIP ID XS20240029

Lead Agency Carson Area MPO

Project Type @Transit - Other

Project Name FFY 2024 5310 FTA Apportionment

Project Limits

Scope Funding scoped (117-A1) to be used for Capitalized operating.

MPO/TIP CAMPO 23-09

Contact Chris Martinovich 775-283-7367

Air Quality

Local ID

NDOT District 2

TCM

Total Cost \$241,867

County CARSON CITY

ConstructionN/A

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
OTHER	Carson City Local - CAMPO	-	-	-	\$48,374	-	-	-	\$48,374
OTHER	FTA 5310 Elderly/Disabled Sm Urb Capital	-	-	-	\$193,493	-	-	-	\$193,493
	Total Other	-	-	-	\$241,867	-	-	-	\$241,867
	Total Programmed	-	-	-	\$241,867	-	-	-	\$241,867

Version History									
TIP Document					MPO Approval State Approval FHWA Approval FTA Approval				
23-09	Amendment	2023-2027			Pending	Pending	Pending		N/A
Current Change Reason									
SCHEDULE / FUNDING / SCOPE - New Project									

*Not Location Specific

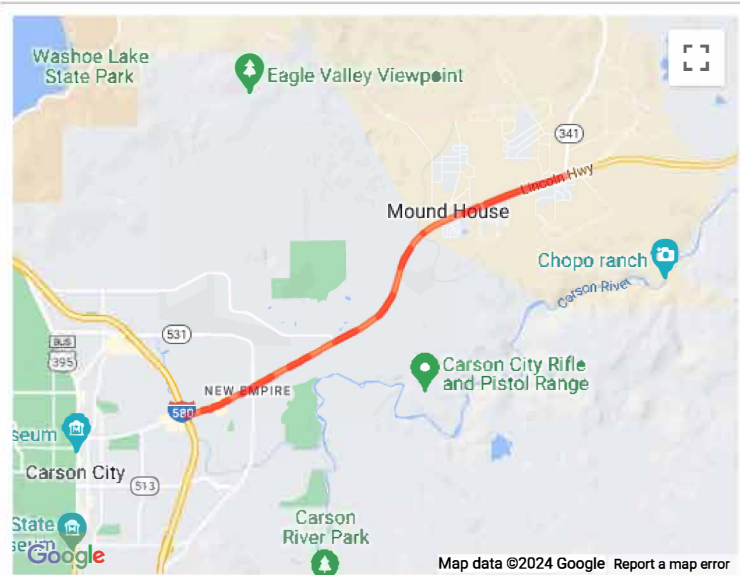
State TIP ID XS20240030
Lead Agency Carson Area MPO
Project Type @Studies
Project Name US 50 East Carson Complete Streets Corridor Study- Phase 2
Project Limits At From I-580 To SR 341 of Distance (mile) 0 Begin: 0 End: 0
Scope Complete Streets corridor study between I-580 in Carson City to State Route 341 in Lyon County, a distance of 6.1 miles.

MPO/TIP CAMPO 23-09
Contact Chris Martinovich 775-283-7367
Air Quality

Local ID
NDOT District 2
TCM

Total Cost \$180,000
County CARSON CITY, LYON
ConstructionN/A

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
OTHER	Carson City Local - CAMPO	-	-	\$9,000	-	-	-	-	\$9,000
OTHER	TAP 5K-200K STBG	-	-	\$119,209	-	-	-	-	\$119,209
OTHER	TAP FLEX STBG	-	-	\$51,791	-	-	-	-	\$51,791
Total Other		-	-	\$180,000	-	-	-	-	\$180,000
Total Programmed		-	-	\$180,000	-	-	-	-	\$180,000



Map data ©2024 Google Report a map error

Version History

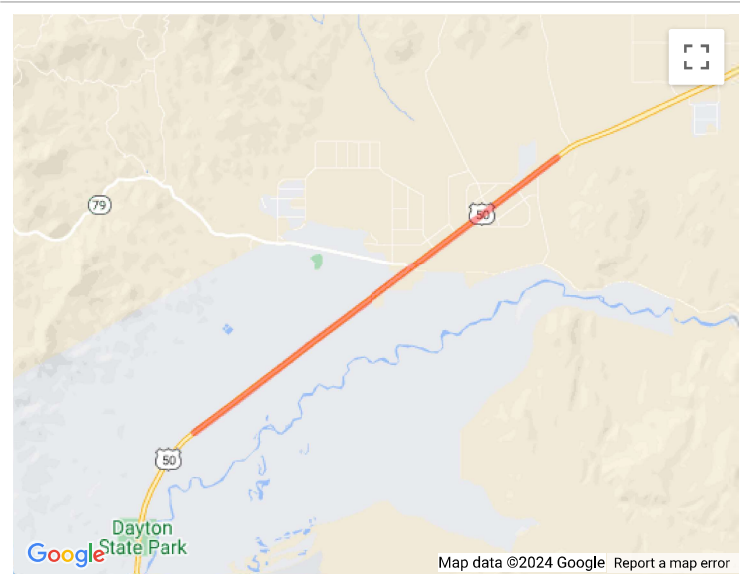
TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
23-09 Amendment 2023-2027	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

State TIP ID	LY20220002	MPO/TIP	CAMPO 23-09	Local ID		Total Cost	\$34,110,000
Lead Agency	Nevada DOT	Contact	Brian Deal 775-888-7654	NDOT	District 2	County	LYON
Project Type	@Preservation	Air Quality		TCM		Construction	2026 start
Project Name	US 50, East of Dayton, Fortune Drive to Six Mile Canyon Road - Preservation						
Project Limits	At From LY MP 8.0 To LY MP 13.8 of Distance (mile) 5.74 Begin: 8.03 End: 13.77						
Scope	Pavement preservation, signage and striping, access control, signal installation, lighting, ITS, and drainage improvements.						

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
ROW	State Gas Tax	-	-	-	\$10,000	-	-	-	\$10,000
	Total Right of Way	-	-	-	\$10,000	-	-	-	\$10,000
CON	NHPP	-	-	-	-	\$24,296,250	-	-	\$24,296,250
CON	STBG State-Wide	-	-	-	-	\$8,098,750	-	-	\$8,098,750
CON	State Match - Nv	-	-	-	-	\$1,705,000	-	-	\$1,705,000
	Total Construction	-	-	-	-	\$34,100,000	-	-	\$34,100,000
	Total Programmed	-	-	-	\$10,000	\$34,100,000	-	-	\$34,110,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2027	12/29/2022	01/05/2023	01/11/2023	01/18/2023
23-01 Amendment 2023-2027	03/20/2023	4/19/2023	05/23/2023	04/20/2023
23-02 Amendment 2023-2027	05/10/2023	06/13/2023	06/15/2023	06/13/2023
23-03 Amendment 2023-2027	07/13/2023	08/09/2023	08/09/2023	08/16/2023
23-09 Amendment 2023-2027	Pending	Pending	Pending	N/A

Current Change Reason

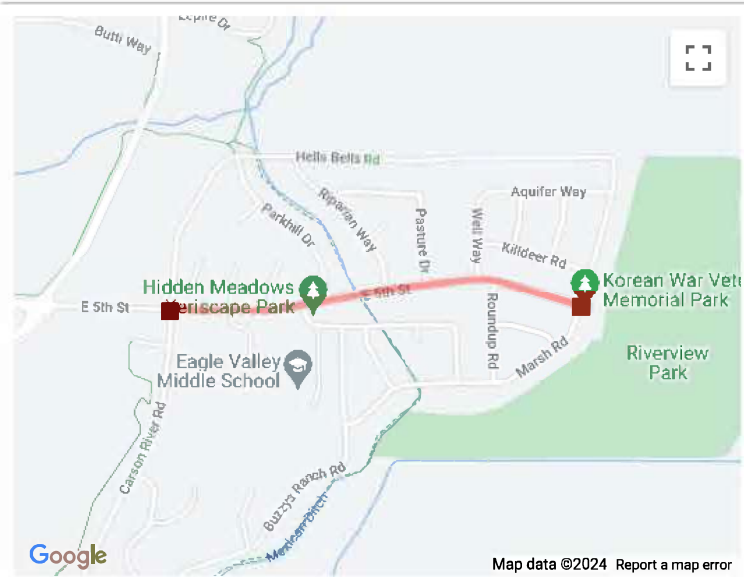
SCHEDULE / FUNDING / SCOPE - Positive change in cost over \$ 5 Million and greater than twenty percent (20%) is requested/anticipated.

Funding Change(s):
Total project cost increased from \$29,010,000 to \$34,110,000

CAMPO Transportation Improvement Program, 23-08-CAMPO, 23-07-CAMPO Amendment 2023-2027

State TIP ID	CC20210001	MPO/TIP	CAMPO 23-08	Local ID		Total Cost	\$2,583,937
Lead Agency	Carson City	Contact	Kelly Norman 7752837525	NDOT	District 2	County	CARSON CITY
Project Type	Preservation					Construction	2023 start
Project Name	District 3, Fifth Street						
Project Limits	At Fifth Street From Carson River Road To Eastern Extent of Distance (mile) .9						
Scope	Rehabilitation and safety improvements to rehabilitate pavement and incorporate Complete Street Elements and landscaping between Carson River Road and the eastern extent.						

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
PE	Carson City Local - CAMPO	\$87,000	-	-	-	-	-	-	\$87,000
PE	STBG 5K-200K	\$115,000	-	-	-	-	-	-	\$115,000
	Total Preliminary Engineering	\$202,000	-	-	-	-	-	-	\$202,000
CON	Carson City Local - CAMPO	-	\$1,114,937	-	-	-	-	-	\$1,114,937
CON	Hghwy Infra 5K-200K	-	\$259,119	-	-	-	-	-	\$259,119
CON	STBG 5K-200K	-	\$1,007,881	-	-	-	-	-	\$1,007,881
	Total Construction	-	\$2,381,937	-	-	-	-	-	\$2,381,937
	Total Programmed	\$202,000	\$2,381,937	-	-	-	-	-	\$2,583,937



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	06/09/2021	06/21/2021	06/22/2021	N/A
21-05 Amendment 2021-2025	07/13/2021	07/16/2021	N/A	N/A
21-10 Amendment 2021-2025	01/20/2022	01/26/2022	N/A	N/A
23-00 Adoption 2023-2027	12/29/2022	01/05/2023	01/11/2023	01/18/2023
23-01 Amendment 2023-2027	03/20/2023	4/19/2023	05/23/2023	04/20/2023
23-02 Amendment 2023-2027	05/10/2023	06/13/2023	06/15/2023	06/13/2023
23-03 Amendment 2023-2027	07/13/2023	08/09/2023	08/09/2023	08/16/2023
23-04 Amendment 2023-2027	08/17/2023	08/22/2023	N/A	N/A
23-08 Amendment 2023-2027	Pending	Pending	Pending	N/A

Current Change Reason

Complete project

Funding Change(s):

Total project cost stays the same \$2,583,937

State TIP ID CC20210008
Lead Agency Carson City
Project Type Preservation
Project Name District 5, Winnie Lane

MPO/TIP CAMPO 23-08
Contact Kelly Norman 7752837525
Construction

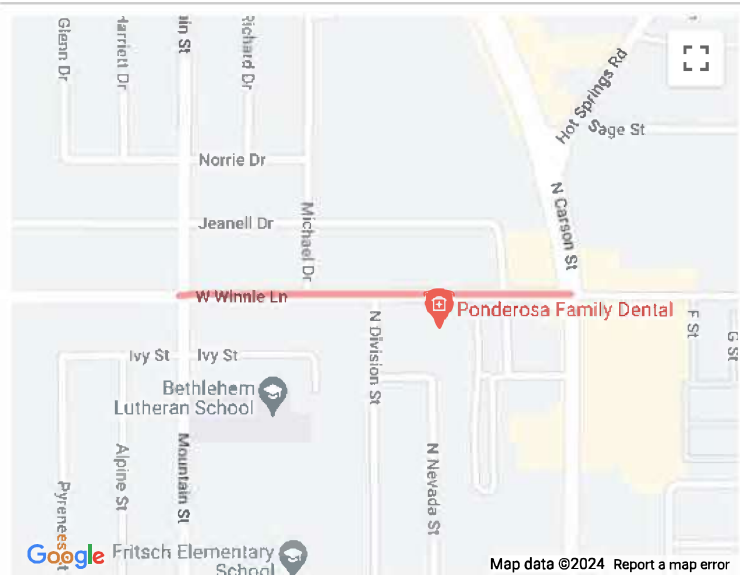
Local ID
NDOT District 2

Total Cost \$920,000
County CARSON CITY
Construction2024 start

Project Limits
At Winnie Lane From Carson Street To Mountain Street of Distance (mile) .48

Scope
Rehabilitate pavement and incorporate Complete Street elements between Mountain and Carson Streets

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
PE	Carson City Local - CAMPO	-	\$110,000	-	-	-	-	-	\$110,000
	Total Preliminary Engineering	-	\$110,000	-	-	-	-	-	\$110,000
CON	Carson City Local - CAMPO	-	-	\$810,000	-	-	-	-	\$810,000
	Total Construction	-	-	\$810,000	-	-	-	-	\$810,000
	Total Programmed	-	\$110,000	\$810,000	-	-	-	-	\$920,000



Map data ©2024 Report a map error

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
21-10 Amendment 2021-2025	01/20/2022	01/26/2022	N/A	N/A
23-00 Adoption 2023-2027	12/29/2022	01/05/2023	01/11/2023	01/18/2023
23-01 Amendment 2023-2027	03/20/2023	4/19/2023	05/23/2023	04/20/2023
23-02 Amendment 2023-2027	05/10/2023	06/13/2023	06/15/2023	06/13/2023
23-03 Amendment 2023-2027	07/13/2023	08/09/2023	08/09/2023	08/16/2023
23-08 Amendment 2023-2027	Pending	Pending	Pending	N/A

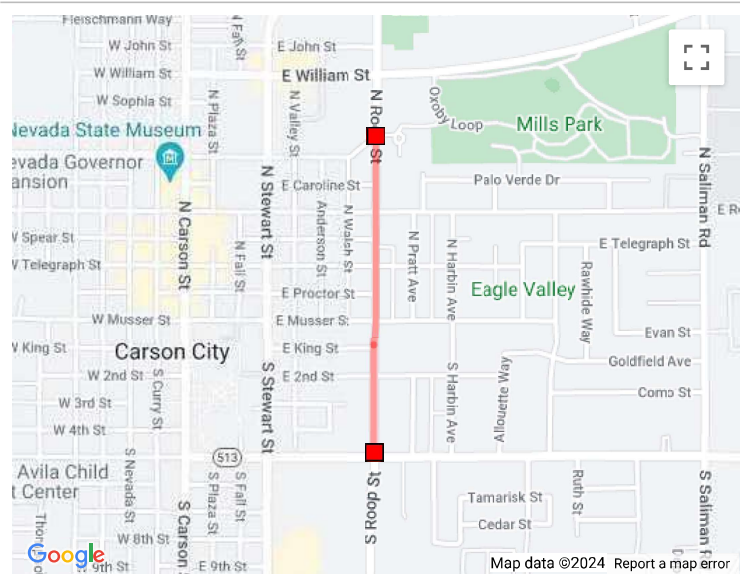
Current Change Reason

Complete project

Funding Change(s):
Total project cost stays the same \$920,000

State TIP ID	CC20220008	MPO/TIP	CAMPO 23-08	Local ID		Total Cost	\$2,961,000
Lead Agency	Carson City	Contact	Kelly Norman 7752837525	NDOT	District 2	County	CARSON CITY
Project Type	Capacity	Construction				Construction	2025 start
Project Name	Rooop Street Capacity Improvements						
Project Limits	At Rooop Street From Washington Street To 5th Street of Distance (mile) 0.5317						
Scope	Expand to three-lane roadway with bike lanes and sidewalks between Washington Street and 5th Street with an update to roadway utilities.						

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
PE	Carson City Local - CAMPO	-	-	\$273,000	-	-	-	-	\$273,000
	Total Preliminary Engineering	-	-	\$273,000	-	-	-	-	\$273,000
CON	Carson City Local - CAMPO	-	-	-	\$2,688,000	-	-	-	\$2,688,000
	Total Construction	-	-	-	\$2,688,000	-	-	-	\$2,688,000
	Total Programmed	-	-	\$273,000	\$2,688,000	-	-	-	\$2,961,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2027	12/29/2022	01/05/2023	01/11/2023	01/18/2023
23-01 Amendment 2023-2027	03/20/2023	4/19/2023	05/23/2023	04/20/2023
23-02 Amendment 2023-2027	05/10/2023	06/13/2023	06/15/2023	06/13/2023
23-03 Amendment 2023-2027	07/13/2023	08/09/2023	08/09/2023	08/16/2023
23-08 Amendment 2023-2027	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Update to funding. 2/22/24 KN

Funding Change(s):
Total project cost decreased from \$4,410,000 to \$2,961,000

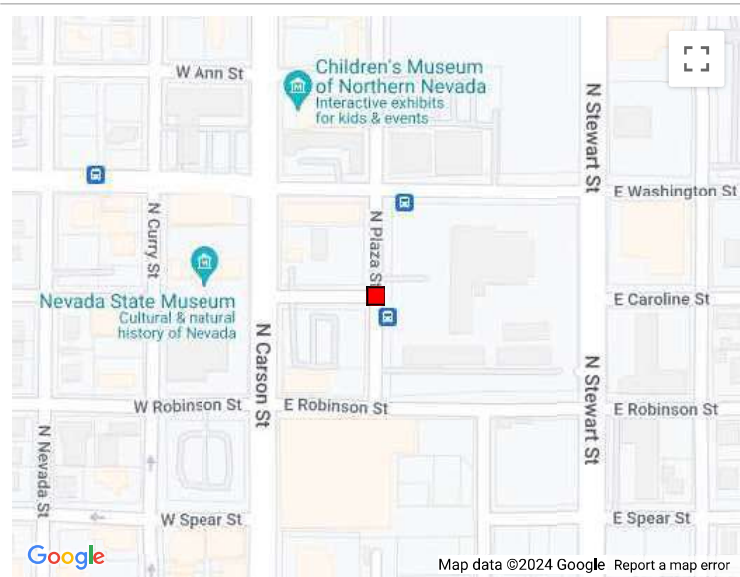
State TIP ID CC20220012
Lead Agency Carson Area MPO
Project Type Transit - Other
Project Name Carson City Jump Around Carson (JAC) Transit Center
Project Limits From Robinson/Plaza
Scope Design for the future construction of a new transit center in Downtown Carson City to better serve transit riders and drivers, and to act as a community hub serving other regional transit agencies.

MPO/TIP CAMPO 23-08
Contact Kelly Norman 7752837525
Construction

Local ID NDOT
District 2

Total Cost \$170,000
County CARSON CITY
ConstructionN/A

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
PE	Carson City Local - CAMPO	-	-	\$170,000	-	-	-	-	\$170,000
	Total Preliminary Engineering	-	-	\$170,000	-	-	-	-	\$170,000
	Total Programmed	-	-	\$170,000	-	-	-	-	\$170,000



Map data ©2024 Google Report a map error

Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2027	12/29/2022	01/05/2023	01/11/2023	01/18/2023
23-01 Amendment 2023-2027	03/20/2023	4/19/2023	05/23/2023	04/20/2023
23-02 Amendment 2023-2027	05/10/2023	06/13/2023	06/15/2023	06/13/2023
23-03 Amendment 2023-2027	07/13/2023	08/09/2023	08/09/2023	08/16/2023
23-08 Amendment 2023-2027	Pending	Pending	Pending	N/A

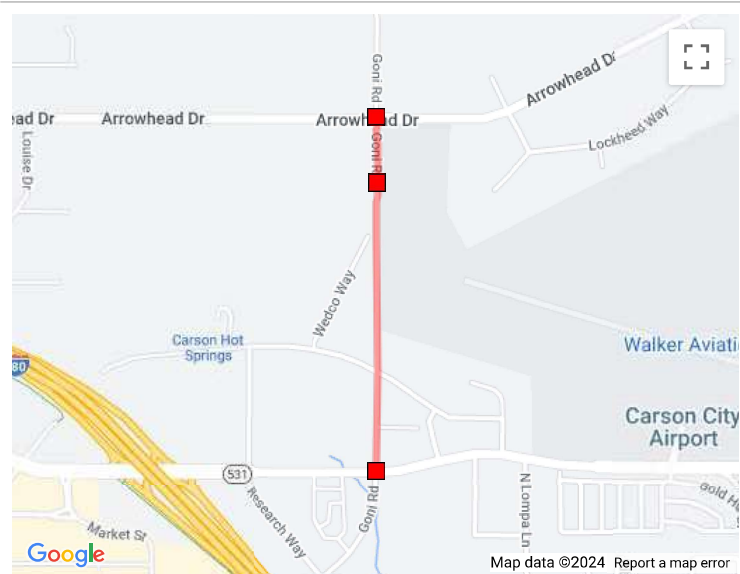
Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Update FY. 2/22/24 KN

Funding Change(s):
Total project cost stays the same \$170,000

State TIP ID	CC20240003	MPO/TIP	CAMPO 23-08	Local ID		Total Cost	\$3,100,100
Lead Agency	Carson Area MPO	Contact	Chris Martinovich 775-283-7367	NDOT	District 2	County	CARSON CITY
Project Type	Road Improvement	Air Quality		TCM		Construction	2026 start
Project Name	Goni Road Rehabilitation						
Project Limits	At Goni Road From College Parkway To Arrowhead Drive of Distance (mile) 0.5821						
Scope	Pavement rehabilitation between College Parkway and Arrowhead Drive including intersection, ADA sidewalk, and traffic signal improvements.						

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
PE	Carson City Local - CAMPO	-	-	\$180,000	-	-	-	-	\$180,000
	Total Preliminary Engineering	-	-	\$180,000	-	-	-	-	\$180,000
ROW	Carson City Local - CAMPO	-	-	-	\$50,000	-	-	-	\$50,000
	Total Right of Way	-	-	-	\$50,000	-	-	-	\$50,000
CON	Carson City Local - CAMPO	-	-	-	-	\$2,870,100	-	-	\$2,870,100
	Total Construction	-	-	-	-	\$2,870,100	-	-	\$2,870,100
	Total Programmed	-	-	\$180,000	\$50,000	\$2,870,100	-	-	\$3,100,100



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
23-08 Amendment 2023-2027	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

<i>State TIP ID</i> CC20230002	<i>MPO/TIP</i> CAMPO 23-08	<i>Local ID</i>	<i>Total Cost</i> \$477,499
<i>Lead Agency</i> Carson Area MPO	<i>Contact</i> Kelly Norman 7752837525	<i>NDOT</i> District 2	<i>County</i> CARSON CITY
<i>Project Type</i> Transit - Other	<i>Construction</i>		<i>Construction</i> N/A
<i>Project Name</i> FFY 2022 & FFY 2023 5310 FTA Apportionment			
<i>Project Limits</i>			
<i>Scope</i> Funding scoped (117-A1) to be used for capitalized operating.			

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
OTHER	Carson City Local - CAMPO	-	\$95,500	-	-	-	-	-	\$95,500
OTHER	FTA 5310 Elderly/Disabled Sm Urb Capital	-	\$381,999	-	-	-	-	-	\$381,999
	<i>Total Other</i>	-	\$477,499	-	-	-	-	-	\$477,499
	<i>Total Programmed</i>	-	\$477,499	-	-	-	-	-	\$477,499

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-01 Amendment 2023-2027	03/20/2023	4/19/2023	05/23/2023	04/20/2023
23-02 Amendment 2023-2027	05/10/2023	06/13/2023	06/15/2023	06/13/2023
23-03 Amendment 2023-2027	07/13/2023	08/09/2023	08/09/2023	08/16/2023
23-08 Amendment 2023-2027	Pending	Pending	Pending	N/A

Current Change Reason

Complete project

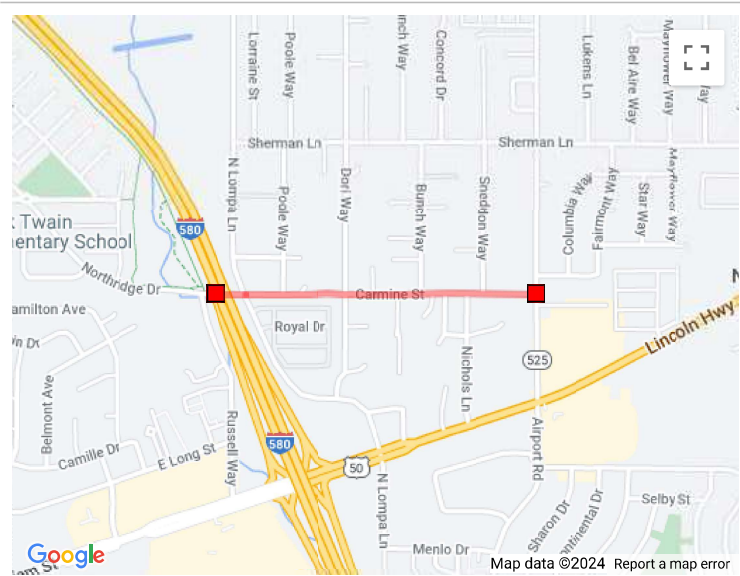
Funding Change(s):

Total project cost stays the same \$477,499

*Not Location Specific

State TIP ID	CC20230005	MPO/TIP	CAMPO 23-08	Local ID		Total Cost	\$523,850
Lead Agency	Carson City	Contact	Kelly Norman 7752837525	NDOT	District 2	County	CARSON CITY
Project Type	Maintenance	Air Quality		TCM		Construction	2025 start
Project Name	Carmine Street CDBG Project						
Project Limits	At Carmine Street From Russell Way To Airport Road of Distance (mile) 0.552						
Scope	Reconstruction of curb, gutter, sidewalk along portions of Carmine Street including enhanced pedestrian connectivity with new and updated sidewalks, bicycle network, and utility improvements.						

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
PE	Carson City Local - CAMPO	-	-	\$143,000	-	-	-	-	\$143,000
	Total Preliminary Engineering	-	-	\$143,000	-	-	-	-	\$143,000
CON	Carson City Local - CAMPO	-	-	-	\$55,000	-	-	-	\$55,000
CON	NV Com Dev Block Grant	-	-	-	\$325,850	-	-	-	\$325,850
	Total Construction	-	-	-	\$380,850	-	-	-	\$380,850
	Total Programmed	-	-	\$143,000	\$380,850	-	-	-	\$523,850



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
23-03 Amendment 2023-2027	07/13/2023	08/09/2023	08/09/2023	08/16/2023
23-06 Amendment 2023-2027	11/13/2023	11/20/2023	N/A	N/A
23-08 Amendment 2023-2027	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Change in funding source, scope, and years

Funding Change(s):
Total project cost decreased from \$4,837,105 to \$523,850

State TIP ID

XS20220006

Lead Agency

Carson City

Project Type

Active Transportation (Bike/Ped)

Project Name

2021 Western Nevada Safe Routes to School Vulnerable User Pedestrian Safety Infrastructure Improvement Project

Project

At Telegraph St From Richmond Ave To Mountain St of Distance (mile) 0.7281 At Musser St From Richmond Ave To Mountain St of Distance (mile) .728 At King St From King St & Richmond Ave At Thompson St From King St To 5th St of Distance (mile) .181 At 5th St From Richmond Ave To Thompson St of Distance (mile) .267

Scope

Improvements of sidewalk gap closures, bicycle enhancements, ADA compliant infrastructure, and intersection enhancements near school zones in West Carson City.

MPO/TIP

CAMPO 23-08

Contact

Kelly Norman 7752837525

Air Quality

Local ID

NDOT District 2

TCM

Total Cost

\$1,776,316

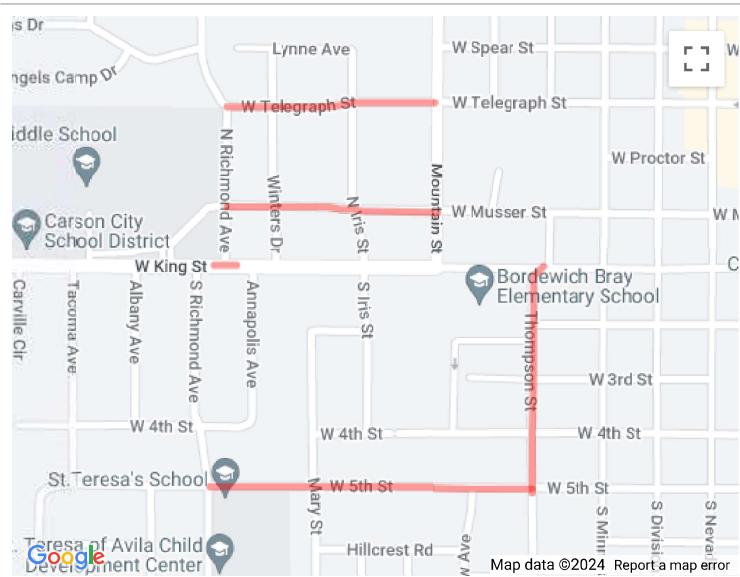
County

CARSON CITY

Construction

2025 start

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
PE	Congressionally Directed Spending	-	\$108,342	-	-	-	-	-	\$108,342
PE	Local Fund	-	\$5,702	-	-	-	-	-	\$5,702
	Total Preliminary Engineering	-	\$114,044	-	-	-	-	-	\$114,044
CON	Congressionally Directed Spending	-	-	-	\$1,391,658	-	-	-	\$1,391,658
CON	Local Fund	-	-	-	\$270,614	-	-	-	\$270,614
	Total Construction	-	-	-	\$1,662,272	-	-	-	\$1,662,272
	Total Programmed	-	\$114,044	-	\$1,662,272	-	-	-	\$1,776,316



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-12 Amendment 2021-2025	08/10/2022	08/23/2022	08/30/2022	N/A
21-13 Amendment 2021-2025	11/22/2022	12/15/2022	N/A	N/A
23-00 Adoption 2023-2027	12/29/2022	01/05/2023	01/11/2023	01/18/2023
23-01 Amendment 2023-2027	03/20/2023	4/19/2023	05/23/2023	04/20/2023
23-02 Amendment 2023-2027	05/10/2023	06/13/2023	06/15/2023	06/13/2023
23-03 Amendment 2023-2027	07/13/2023	08/09/2023	08/09/2023	08/16/2023
23-08 Amendment 2023-2027	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Update funding and FY. 2/22/24 KN

Funding Change(s):

Total project cost increased from \$1,250,000 to \$1,776,316

State TIP ID

XS20220033

Lead Agency

Nevada DOT

Project Type

Preservation

Project Name

US 50, Douglas County/Carson City, Spooner Summit-Preservation

Project Limits

At From DO MP 13.3 To DO MP 14.6 of Distance (mile) 1.3 Begin: 13.3 End: 14.6 At From CC MP 0.0 To CC MP 7.6 of Distance (mile) 7.6 Begin: 0 End: 7.6

Scope

Mill and Fill w/OG Hydraulic Improvements and ITS trunk line

MPO/TIP

CAMPO 23-07

Contact

SHAWN PATERSON 775-888-7655

Air Quality

Local ID

NDOT

District 2

TCM

Total Cost

\$46,200,000

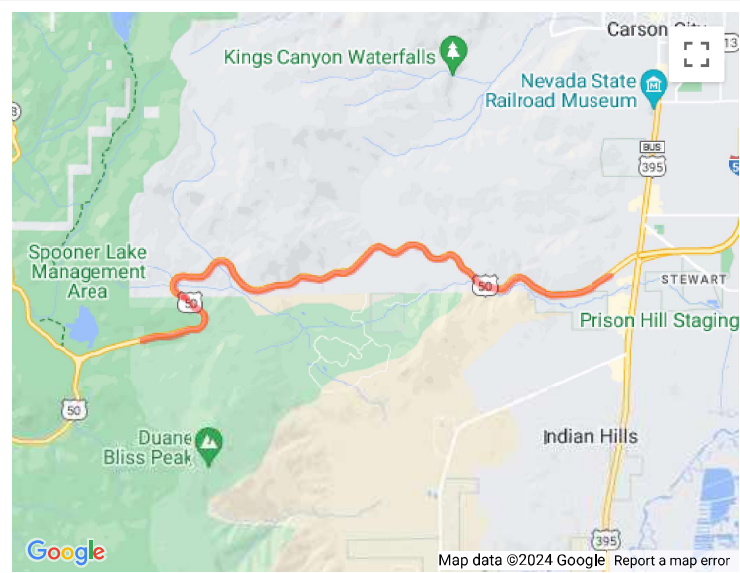
County

CARSON CITY, DOUGLAS

Construction

2026 start

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
CON	NHPP	-	-	-	-	\$32,917,500	-	-	\$32,917,500
CON	STBG State-Wide	-	-	-	-	\$10,972,500	-	-	\$10,972,500
CON	State Match - Nv	-	-	-	-	\$2,310,000	-	-	\$2,310,000
Total Construction		-	-	-	-	\$46,200,000	-	-	\$46,200,000
Total Programmed		-	-	-	-	\$46,200,000	-	-	\$46,200,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2027	12/29/2022	01/05/2023	01/11/2023	01/18/2023
23-01 Amendment 2023-2027	03/20/2023	4/19/2023	05/23/2023	04/20/2023
23-02 Amendment 2023-2027	05/10/2023	06/13/2023	06/15/2023	06/13/2023
23-03 Amendment 2023-2027	07/13/2023	08/09/2023	08/09/2023	08/16/2023
23-07 Amendment 2023-2027	Pending	Pending	N/A	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Project is moved back.

Funding Change(s):
Total project cost stays the same \$46,200,000

<i>State TIP ID</i> XS20210011	<i>MPO/TIP</i> CAMPO 23-08	<i>Local ID</i>	<i>Total Cost</i> \$1,692,434
<i>Lead Agency</i> Nevada DOT	<i>Contact</i> REBECCA KAPULER 775-888-7120	<i>NDOT</i> District 2	<i>County</i> CARSON CITY, DOUGLAS, LYON
<i>Project Type</i> Active Transportation (Bike/Ped)	<i>Construction</i>		<i>Construction</i> N/A
<i>Project Name</i> Western Nevada Safe Routes to Schools Program (TAP)			
<i>Project Limits</i>			
<i>Scope</i> Non-infrastructure Transportation Alternatives Program (TAP) funding to fund the Western Nevada Safe Routes to Schools Program (WN-SRTS).			

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
OTHER	Carson City Local - CAMPO	-	\$11,187	\$17,106	\$17,106	-	-	-	\$45,399
OTHER	Local Fund	\$39,225	-	-	-	-	-	-	\$39,225
OTHER	TAP FLEX STBG	\$170,288	\$212,543	\$325,000	\$325,000	-	-	-	\$1,032,831
OTHER	TAP FLEX STBG (AC)	\$574,979	-	-	-	-	-	-	\$574,979
	<i>Total Other</i>	\$784,492	\$223,730	\$342,106	\$342,106	-	-	-	\$1,692,434
	<i>Total Programmed</i>	\$784,492	\$223,730	\$342,106	\$342,106	-	-	-	\$1,692,434

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-11 Amendment 2021-2025	07/13/2022	07/25/2022	07/27/2022	N/A
21-16 Amendment 2021-2025	07/21/2021	07/22/2021	07/22/2021	07/27/2021
21-28 Amendment 2021-2025	01/24/2022	01/25/2022	N/A	N/A
23-00 Adoption 2023-2027	12/29/2022	01/05/2023	01/11/2023	01/18/2023
23-01 Amendment 2023-2027	03/20/2023	4/19/2023	05/23/2023	04/20/2023
23-02 Amendment 2023-2027	05/10/2023	06/13/2023	06/15/2023	06/13/2023
23-03 Amendment 2023-2027	07/13/2023	08/09/2023	08/09/2023	08/16/2023
23-04 Amendment 2023-2027	08/17/2023	08/22/2023	N/A	N/A
23-05 Amendment 2023-2027	09/07/2023	09/07/2023	N/A	N/A
23-08 Amendment 2023-2027	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, NDOT agreement to extend funding for WN-SRTS

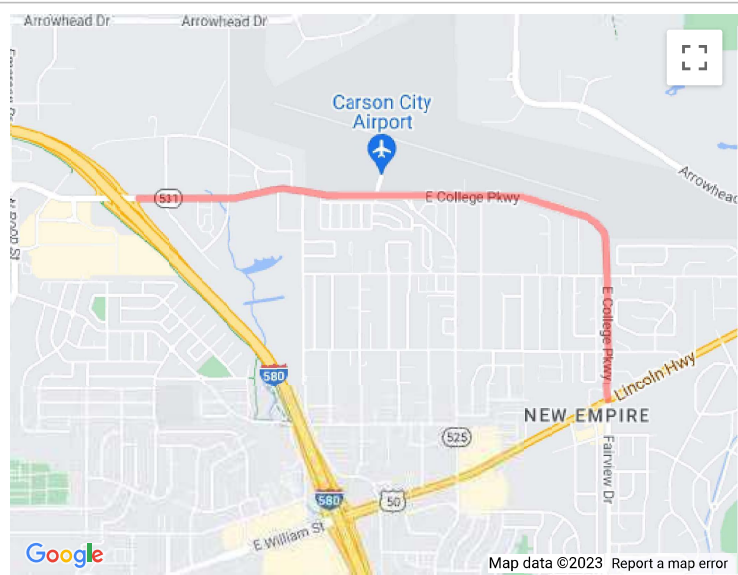
Funding Change(s):

Total project cost increased from \$1,008,222 to \$1,692,434

*Various Locations

State TIP ID	CC20210003	MPO/TIP	CAMPO 23-03	Local ID		Total Cost	\$3,164,000
Lead Agency	Carson City	Contact	Kelly Norman 7752837525	NDOT	District 2	County	CARSON CITY
Project Type	Preservation	Air Quality		TCM		Construction	2025 start
Project Name	District 1, College Parkway						
Project Limits	At College Parkway From I 580 To U.S. 50 of Distance (mile) 2.1						
Scope	Rehabilitate pavement and incorporate Complete Street elements, where feasible, between I-580 and U.S. Hwy 50 East.						

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
PE	Carson City Local - CAMPO	-	-	\$474,000	-	-	-	-	\$474,000
	Total Preliminary Engineering	-	-	\$474,000	-	-	-	-	\$474,000
CON	Carson City Local - CAMPO	-	-	-	\$2,690,000	-	-	-	\$2,690,000
	Total Construction	-	-	-	\$2,690,000	-	-	-	\$2,690,000
	Total Programmed	-	-	\$474,000	\$2,690,000	-	-	-	\$3,164,000



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
21-10 Amendment 2021-2025	01/20/2022	01/26/2022	N/A	N/A
23-00 Adoption 2023-2027	12/29/2022	01/05/2023	01/11/2023	01/18/2023
23-01 Amendment 2023-2027	03/20/2023	4/19/2023	05/23/2023	04/20/2023
23-02 Amendment 2023-2027	05/10/2023	06/13/2023	06/15/2023	06/13/2023
23-03 Amendment 2023-2027	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Project to continue to CAMPO TIP Action 23-03.

Funding Change(s):
Total project cost stays the same \$3,164,000

State TIP ID

CC20210005

Lead Agency

Carson City

Project Type

Preservation

Project Name

East William Street Complete Street Project

Project Limits

At William Street From Carson Street To I 580 of Distance (mile) 1.4

Scope

The corridor level project will preserve the roadway, improve business access, incorporate Complete Streets elements, improve traffic signals, upgrade water, sewer, and storm drain utilities, and enhance the beautification of William Street between Carson Street and I-580.

MPO/TIP

CAMPO 23-03

Contact

Kelly Norman 7752837525

Air Quality

Local ID

NDOT

District 2

TCM

Total Cost

\$18,574,000

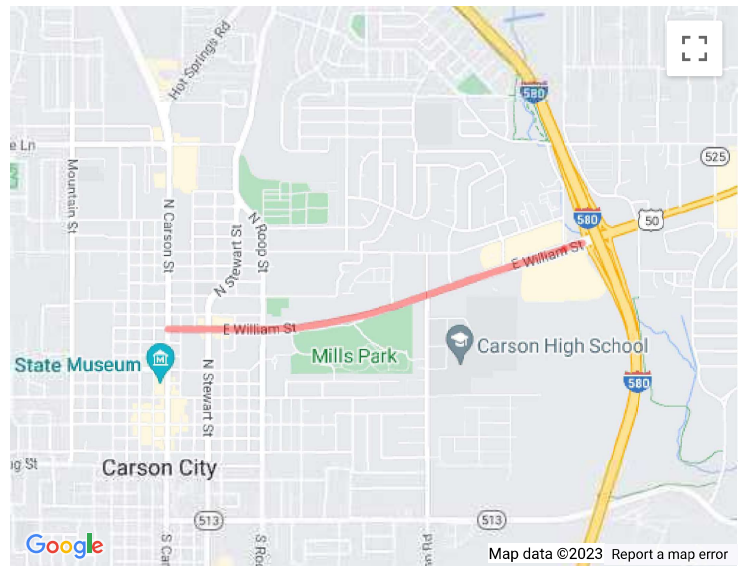
County

CARSON CITY

Construction

2024 start

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
CON	Local Fund	-	-	\$9,274,000	-	-	-	-	\$9,274,000
CON	RAISE Grant	-	-	\$9,300,000	-	-	-	-	\$9,300,000
Total Construction		-	-	\$18,574,000	-	-	-	-	\$18,574,000
Total Programmed		-	-	\$18,574,000	-	-	-	-	\$18,574,000



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
21-09 Amendment 2021-2025	01/12/2022	01/21/2022	01/27/2022	01/22/2022
21-10 Amendment 2021-2025	01/20/2022	01/26/2022	N/A	N/A
23-00 Adoption 2023-2027	12/29/2022	01/05/2023	01/11/2023	01/18/2023
23-01 Amendment 2023-2027	03/20/2023	4/19/2023	05/23/2023	04/20/2023
23-02 Amendment 2023-2027	05/10/2023	06/13/2023	06/15/2023	06/13/2023
23-03 Amendment 2023-2027	Pending	Pending	Pending	N/A

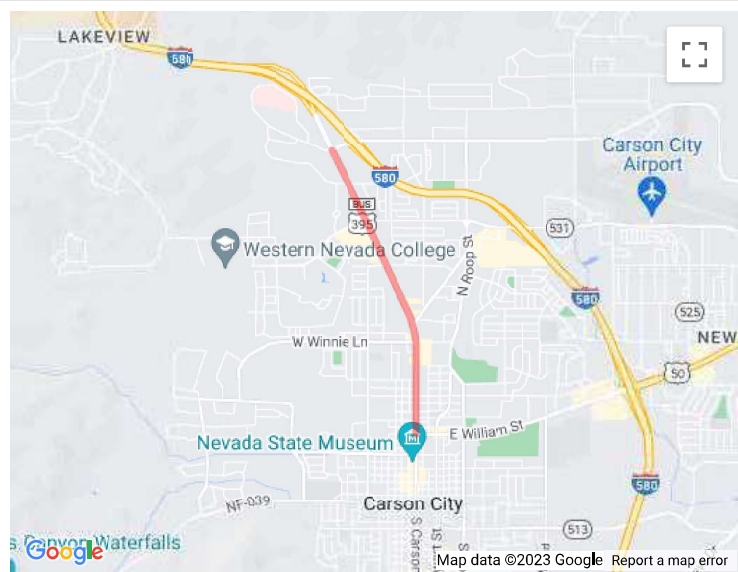
Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Project to continue to CAMPO TIP Action 23-03

Funding Change(s):
Total project cost stays the same \$18,574,000

State TIP ID	CC20210007	MPO/TIP	CAMPO 23-03	Local ID		Total Cost	\$18,230,000
Lead Agency	Carson City	Contact	Kelly Norman 7752837525	NDOT	District 2	County	CARSON CITY
Project Type	Preservation	Air Quality		TCM		Construction	2027 start
Project Name	District 5, North Carson Street-FUTURE PROJECT						
Project Limits	At North Carson Street From William Street To Medical Parkway of Distance (mile) 1.5						
Scope	Rehabilitate pavement, improve business access, incorporate Complete Street elements, and beautify the corridor between William Street and Medical Parkway.						

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
PE	Carson City Local - CAMPO	-	-	-	-	-	\$3,455,000	-	\$3,455,000
	Total Preliminary Engineering	-	-	-	-	-	\$3,455,000	-	\$3,455,000
CON	Carson City Local - CAMPO	-	-	-	-	-	\$14,775,000	-	\$14,775,000
	Total Construction	-	-	-	-	-	\$14,775,000	-	\$14,775,000
	Total Programmed	-	-	-	-	-	\$18,230,000	-	\$18,230,000



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
21-10 Amendment 2021-2025	01/20/2022	01/26/2022	N/A	N/A
23-00 Adoption 2023-2027	12/29/2022	01/05/2023	01/11/2023	01/18/2023
23-01 Amendment 2023-2027	03/20/2023	4/19/2023	05/23/2023	04/20/2023
23-02 Amendment 2023-2027	05/10/2023	06/13/2023	06/15/2023	06/13/2023
23-03 Amendment 2023-2027	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Project to continue to CAMPO TIP Action 23-03

Funding Change(s):
Total project cost stays the same \$18,230,000

<i>State TIP ID</i> CC20210009	<i>MPO/TIP</i> CAMPO 23-03	<i>Local ID</i>	<i>Total Cost</i> \$2,037,539
<i>Lead Agency</i> Carson City	<i>Contact</i> Kelly Norman 7752837525	<i>NDOT</i> District 2	<i>County</i> CARSON CITY
<i>Project Type</i> Active Transportation (Bike/Ped)	<i>Air Quality</i>	<i>TCM</i>	<i>Construction</i> 2024 start
<i>Project Name</i> Carson City Multi-Use Pathway Rehabilitation and Connection Project			
<i>Project Limits</i> At Carson City MUP From S. Roop Street To S. Carson Street of Distance (mile) 7			
<i>Scope</i> The project includes two major components: the rehabilitation of Carson City's existing multi-use path network (7 miles) and construction of a new 10-foot wide multi-use path connection between South Roop Street and South Carson Street.			

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
PE	Carson City Local - CAMPO	\$6,750	-	-	-	-	-	-	\$6,750
PE	TAP 5K-200K STBG (AC)	\$128,250	-	-	-	-	-	-	\$128,250
	<i>Total Preliminary Engineering</i>	\$135,000	-	-	-	-	-	-	\$135,000
CON	Carbon Reduction Program 50K-200K	-	-	\$310,212	-	-	-	-	\$310,212
CON	Carson City Local - CAMPO	-	-	\$172,077	-	-	-	-	\$172,077
CON	TAP FLEX STBG	-	-	\$1,420,250	-	-	-	-	\$1,420,250
	<i>Total Construction</i>	-	-	\$1,902,539	-	-	-	-	\$1,902,539
	<i>Total Programmed</i>	\$135,000	-	\$1,902,539	-	-	-	-	\$2,037,539

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
21-05 Amendment 2021-2025	07/13/2021	07/16/2021	N/A	N/A
21-06 Amendment 2021-2025	07/26/2021	08/05/2021	N/A	N/A
21-07 Amendment 2021-2025	09/16/2021	10/11/2021	N/A	N/A
21-10 Amendment 2021-2025	01/20/2022	01/26/2022	N/A	N/A
23-00 Adoption 2023-2027	12/29/2022	01/05/2023	01/11/2023	01/18/2023
23-01 Amendment 2023-2027	03/20/2023	4/19/2023	05/23/2023	04/20/2023
23-02 Amendment 2023-2027	05/10/2023	06/13/2023	06/15/2023	06/13/2023
23-03 Amendment 2023-2027	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

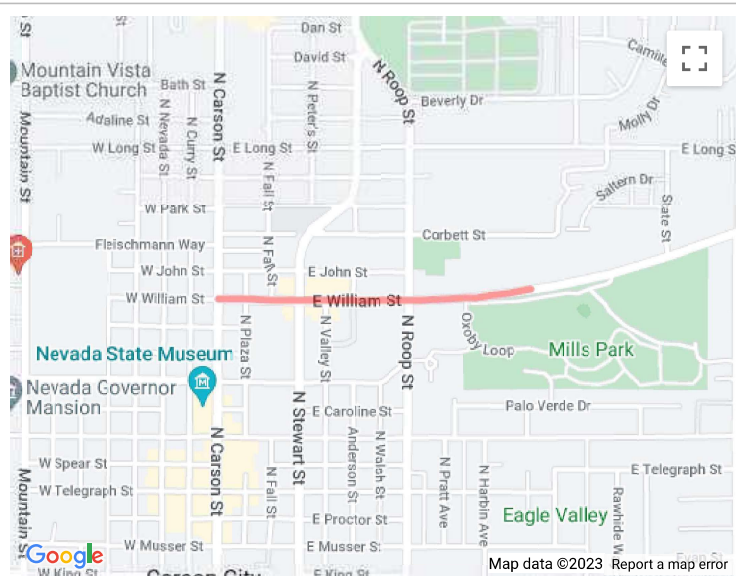
SCHEDULE / FUNDING / SCOPE - Other, Update Funding and Local Match for FY 2024

Funding Change(s):

Total project cost increased from \$1,630,000 to \$2,037,539

State TIP ID	CC20220005	MPO/TIP	CAMPO 23-03	Local ID		Total Cost	\$2,500,000
Lead Agency	Carson City	Contact	Kelly Norman 7752837525	NDOT	District 2	County	CARSON CITY
Project Type	Landscape & Aesthetics	Air Quality		TCM		Construction	2024 start
Project Name	East William Street Overhead Utility Undergrounding Project						
Project Limits	At East William Street From I-580 To North Carson Street of Distance (mile) 1.5						
Scope	Project is using federal funds to underground overhead utility lines along the East William Street corridor between Carson Street and Saliman Road. This project is happening in conjunction with the East William Street Complete Streets Project.						

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
CON	Carson City Local - CAMPO	-	-	\$500,000	-	-	-	-	\$500,000
CON	Congressionally Directed Spending	-	-	\$2,000,000	-	-	-	-	\$2,000,000
	Total Construction	-	-	\$2,500,000	-	-	-	-	\$2,500,000
	Total Programmed	-	-	\$2,500,000	-	-	-	-	\$2,500,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-12 Amendment 2021-2025	08/10/2022	08/23/2022	08/30/2022	N/A
23-00 Adoption 2023-2027	12/29/2022	01/05/2023	01/11/2023	01/18/2023
23-01 Amendment 2023-2027	03/20/2023	4/19/2023	05/23/2023	04/20/2023
23-02 Amendment 2023-2027	05/10/2023	06/13/2023	06/15/2023	06/13/2023
23-03 Amendment 2023-2027	Pending	Pending	Pending	N/A

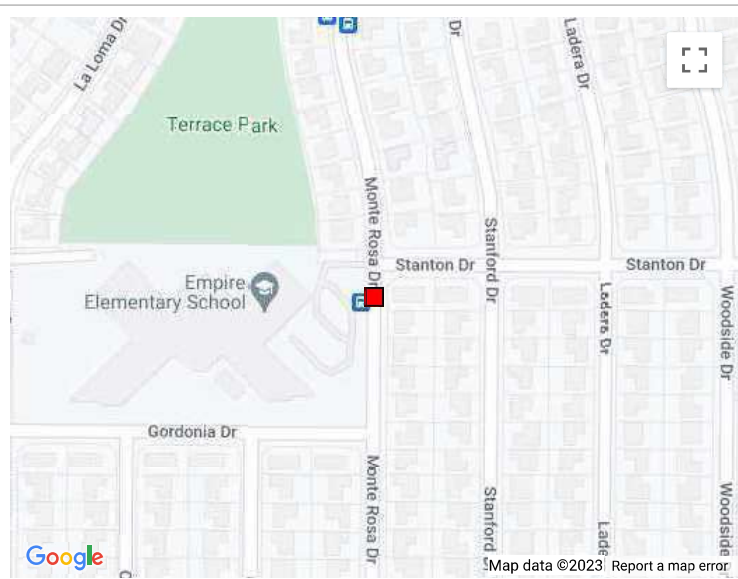
Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Project to continue to CAMPO TIP Action 23-03

Funding Change(s):
Total project cost stays the same \$2,500,000

State TIP ID	CC20220006	MPO/TIP	CAMPO 23-03	Local ID		Total Cost	\$3,750,000
Lead Agency	Carson City	Contact	Kelly Norman 7752837525	NDOT	District 2	County	CARSON CITY
Project Type	Safety	Air Quality		TCM		Construction	2027 start
Project Name	Carson City 'Safe Streets for All' Grant Award Project						
Project Limits	At Streets near Empire Elementary From Butti Way To US 50 of Distance (mile) 1						
Scope	Design and construction of strategic safety improvements as identified in the Western Nevada Safe Routes to School Master Plan utilizing 'Safe Streets for All' grant funding around Empire Elementary School and Fairview Drive.						

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
PE	Anticipated Discretionary Grant	-	-	-	-	\$540,000	-	-	\$540,000
PE	Local Fund	-	-	-	-	\$135,000	-	-	\$135,000
	Total Preliminary Engineering	-	-	-	-	\$675,000	-	-	\$675,000
CON	Anticipated Discretionary Grant	-	-	-	-	-	\$2,460,000	-	\$2,460,000
CON	Local Fund	-	-	-	-	-	\$615,000	-	\$615,000
	Total Construction	-	-	-	-	-	\$3,075,000	-	\$3,075,000
	Total Programmed	-	-	-	-	\$675,000	\$3,075,000	-	\$3,750,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
21-12 Amendment 2021-2025	08/10/2022	08/23/2022	08/30/2022	N/A
23-00 Adoption 2023-2027	12/29/2022	01/05/2023	01/11/2023	01/18/2023
23-01 Amendment 2023-2027	03/20/2023	4/19/2023	05/23/2023	04/20/2023
23-02 Amendment 2023-2027	05/10/2023	06/13/2023	06/15/2023	06/13/2023
23-03 Amendment 2023-2027	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Project to continue to CAMPO TIP Action 23-03

Funding Change(s):
Total project cost stays the same \$3,750,000

State TIP ID	CC20220007	MPO/TIP	CAMPO 23-03	Local ID		Total Cost	\$1,700,000
Lead Agency	Nevada DOT	Contact	Kandee Bahr-Worley 775-888-7323	NDOT	District 2	County	CARSON CITY
Project Type	Environmental	Air Quality		TCM		Construction	2023 start
Project Name	EV Charging at Carson City						
Project Limits							
Scope	Construct New EV Charging at Carson City						

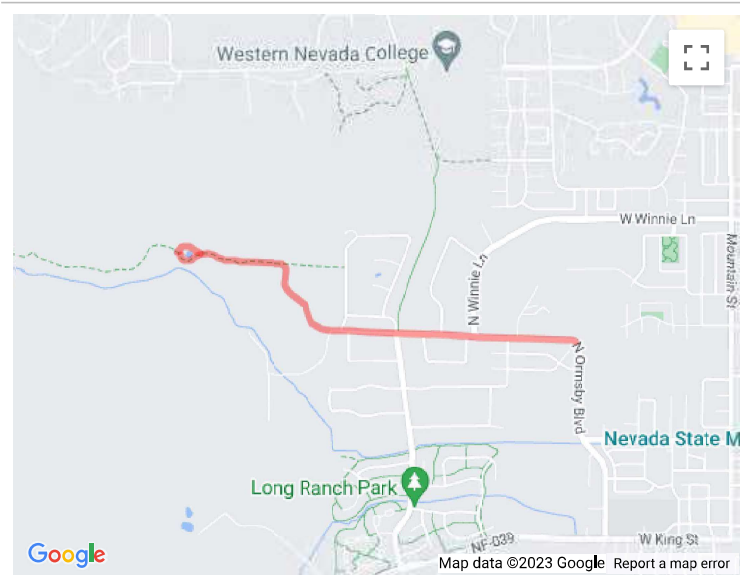
Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
CON	State Gas Tax	-	\$1,700,000	-	-	-	-	-	\$1,700,000
	Total Construction	-	\$1,700,000	-	-	-	-	-	\$1,700,000
	Total Programmed	-	\$1,700,000	-	-	-	-	-	\$1,700,000

						Version History				
<i>TIP Document</i>						<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>	
23-00	Adoption	2023-2027				12/29/2022	01/05/2023	01/11/2023	01/18/2023	
23-01	Amendment	2023-2027				03/20/2023	4/19/2023	05/23/2023	04/20/2023	
23-02	Amendment	2023-2027				05/10/2023	06/13/2023	06/15/2023	06/13/2023	
23-03	Amendment	2023-2027				<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A	
<i>Current Change Reason</i>										
SCHEDULE / FUNDING / SCOPE - Other, Project to continue to CAMPO TIP Action 23-03										
<i>Funding Change(s):</i>										
Total project cost stays the same \$1,700,000										

*Not Location Specific

State TIP ID	CC20220009	MPO/TIP	CAMPO 23-03	Local ID		Total Cost	\$14,490,000
Lead Agency	Carson City	Contact	Kelly Norman 7752837525	NDOT	District 2	County	CARSON CITY
Project Type	Preservation	Air Quality		TCM		Construction	2027 start
Project Name	District 5 Ash Canyon Road-FUTURE PROJECT						
Project Limits	At Ash Canyon Road From Ormsby Blvd. To Open Space Property of Distance (mile) 1						
Scope	Rehabilitate pavement and incorporate Complete Street elements from Ormsby Blvd. to Open Space Property.						

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
PE	Carson City Local - CAMPO	-	-	-	-	-	\$2,170,000	-	\$2,170,000
	Total Preliminary Engineering	-	-	-	-	-	\$2,170,000	-	\$2,170,000
CON	Carson City Local - CAMPO	-	-	-	-	-	\$12,320,000	-	\$12,320,000
	Total Construction	-	-	-	-	-	\$12,320,000	-	\$12,320,000
	Total Programmed	-	-	-	-	-	\$14,490,000	-	\$14,490,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2027	12/29/2022	01/05/2023	01/11/2023	01/18/2023
23-01 Amendment 2023-2027	03/20/2023	4/19/2023	05/23/2023	04/20/2023
23-02 Amendment 2023-2027	05/10/2023	06/13/2023	06/15/2023	06/13/2023
23-03 Amendment 2023-2027	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Update Lead Agency from CAMPO to Carson City. Project to continue to CAMPO TIP Action 23-03.

Funding Change(s):
Total project cost stays the same \$14,490,000

State TIP ID

CC20230001

Lead Agency

Carson Area MPO

Project Type

Transit - Other

Project Name

FFY 2021 FTA 5307 Apportionment

Project Limits

Scope

Funding scoped for Operation, Preventive Maintenance, and Capital

MPO/TIP

CAMPO 23-03

Contact

Kelly Norman 7752837525

Air Quality

Local ID

NDOT District 2

TCM

Total Cost

\$1,647,695

County

CARSON CITY

Construction

N/A

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
OTHER	Carson City Local - CAMPO	-	-	\$329,539	-	-	-	-	\$329,539
OTHER	FTA 5307 Sm Urb Operating	-	-	\$1,318,156	-	-	-	-	\$1,318,156
	<i>Total Other</i>	-	-	\$1,647,695	-	-	-	-	\$1,647,695
	Total Programmed	-	-	\$1,647,695	-	-	-	-	\$1,647,695

State TIP ID CC20230003
Lead Agency Carson Area MPO
Project Type Transit - Other
Project Name FFY 2022 & 2023 FTA 5339 Grant Award
Project Limits
Scope Grant funding for Buses and Bus Facilities

MPO/TIP CAMPO 23-03
Contact Kelly Norman 7752837525
Air Quality

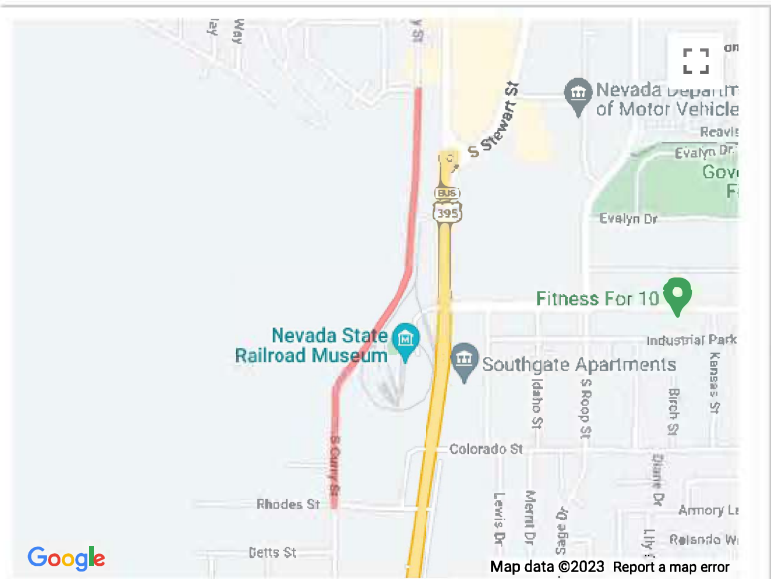
Local ID
NDOT District 2
TCM

Total Cost \$286,823
County CARSON CITY
ConstructionN/A

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
OTHER	Carson City Local - CAMPO	-	-	\$57,365	-	-	-	-	\$57,365
OTHER	FTA 5339 Bus/Fac Sm Urb Capital	-	-	\$229,458	-	-	-	-	\$229,458
Total Other		-	-	\$286,823	-	-	-	-	\$286,823
Total Programmed		-	-	\$286,823	-	-	-	-	\$286,823

			Version History			
<i>TIP Document</i>			<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-01	Amendment	2023-2027	03/20/2023	4/19/2023	05/23/2023	04/20/2023
23-02	Amendment	2023-2027	05/10/2023	06/13/2023	06/15/2023	06/13/2023
23-03	Amendment	2023-2027	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A
<i>Current Change Reason</i>						
SCHEDULE / FUNDING / SCOPE - Other, Project to continue to CAMPO TIP Action 23-03						
<i>Funding Change(s):</i>						
Total project cost stays the same \$286,823						
</						

State TIP ID CC20230004		MPO/TIP CAMPO 23-03		Local ID		Total Cost \$3,900,000			
Lead Agency Carson City		Contact Kelly Norman 7752837525		NDOT District 2		County CARSON CITY			
Project Type Active Transportation (Bike/Ped)		Air Quality		TCM		Construction2027 start			
Project NameCurry Street Complete Streets Improvement Project									
Project Limits		At Curry Street From Rhodes St. To Lake Glen Dr. of Distance (mile) 0.7281							
Scope		The proposed multi-modal Project will provide improved traffic and pedestrian circulation, enhanced access to south Carson City, and a more resilient storm drainage system.							
Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
PE	Carson City Local - CAMPO	-	-	-	\$400,000	-	-	-	\$400,000
	Total Preliminary Engineering	-	-	-	\$400,000	-	-	-	\$400,000
ROW	Carson City Local - CAMPO	-	-	-	-	\$100,000	-	-	\$100,000
	Total Right of Way	-	-	-	-	\$100,000	-	-	\$100,000
CON	Carson City Local - CAMPO	-	-	-	-	-	\$800,000	-	\$800,000
CON	Congressionally Directed Spending	-	-	-	-	-	\$2,600,000	-	\$2,600,000
	Total Construction	-	-	-	-	-	\$3,400,000	-	\$3,400,000
	Total Programmed	-	-	-	\$400,000	\$100,000	\$3,400,000	-	\$3,900,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
23-02 Amendment 2023-2027	05/10/2023	06/13/2023	06/15/2023	06/13/2023
23-03 Amendment 2023-2027	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Project to continue to CAMPO TIP Action 23-03

Funding Change(s):
Total project cost stays the same \$3,900,000

State TIP ID

DO20220007

Lead Agency

Douglas County

Project Type

Road Improvement

Project Name

Johnson Lane Reconstruction Project

Project Limits

At Johnson Lane From Heybourne Road To Vicky Lane of Distance (mile) 1.0

Scope

Full pavement reconstruction of Johnson Lane from Heybourne Road to Vicky Lane including local road approaches, project consists of road widening and drainage facility improvements.

MPO/TIP

CAMPO 23-03

Contact

Jon Erb (775)782-6233

Air Quality

Local ID

NDOT District 2

TCM

Total Cost

\$4,000,000

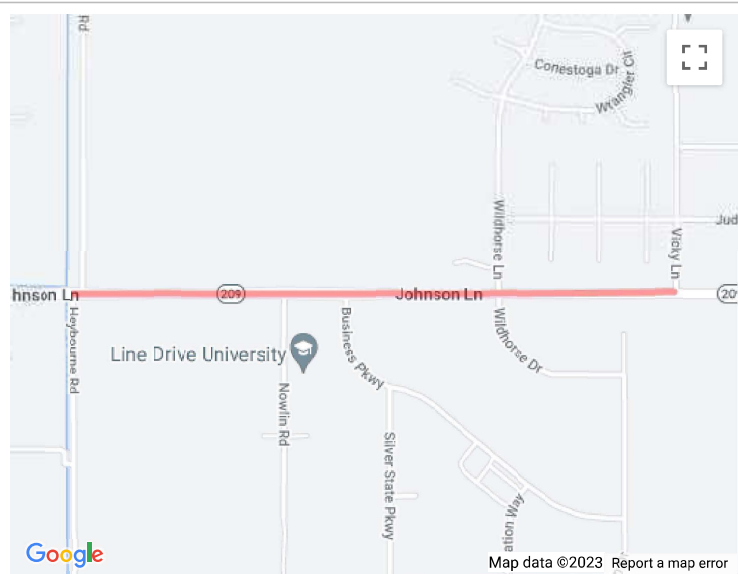
County

DOUGLAS

Construction

2025 start

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
CON	Douglas County Local - CAMPO	-	-	-	\$200,000	-	-	-	\$200,000
CON	STBG 5K-200K	-	-	-	\$3,800,000	-	-	-	\$3,800,000
Total Construction		-	-	-	\$4,000,000	-	-	-	\$4,000,000
Total Programmed		-	-	-	\$4,000,000	-	-	-	\$4,000,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2027	12/29/2022	01/05/2023	01/11/2023	01/18/2023
23-01 Amendment 2023-2027	03/20/2023	4/19/2023	05/23/2023	04/20/2023
23-02 Amendment 2023-2027	05/10/2023	06/13/2023	06/15/2023	06/13/2023
23-03 Amendment 2023-2027	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Project to continue to CAMPO TIP Action 23-03

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

Table 5.1 CAMPO FY 2023 and FY 2024 UPWP Cost/Funding Summary

Activity					Funding Breakdown, Overall FY 23 & FY 24		
Work Element	#	Description	Milestones (Excludes Ongoing/Recurring Milestones)	Estimated Completion Date	FY 2023	FY 2024	Total Cost
1.0 MPO Administration	1.1	MPO Administration and Work Program Oversight			\$ 101,180	\$112,500	\$ 213,680
	1.2	Unified Planning Work Program Oversight and Development	FY 2024/ FY 2025 Monetary Agreements	May 2023; May 2024			
			FY 2025-2026 UPWP (Draft/ Final)	May 2024			
	1.3	Transportation Improvement Program (TIP) Administration	FFY 2023-2026 TIP	January 2023			
			Annual Federal Obligations Report	December 2022; December 2023			
1.4	Professional Development						
2.0 Outreach and Engagement	2.1	MPO Representation			\$ 60,000	\$32,000	\$ 92,000
	2.2	Public Participation	CAMPO's Public Participation Plan (PPP) Update*	July 2023			
	2.3	Regional Transit Coordination and Engagement	Transit Rider Survey	June 2023			
			Transit Non-Rider Survey	June 2024			
	2.4	Regional Consistency Review*					
3.0 Multimodal Planning	3.1	2050 Regional Transportation Plan (RTP)	RTP Modification and/or Amendment to incorporate completed planning activities and studies	March 2024	\$ 64,650	\$ 115,000	\$ 179,650
	3.2	Transit Planning	JAC ADA Paratransit Eligibility Process	June 2024			
			JAC Fixed-Route Policy	June 2024			
			JAC Title VI Program Update	September 2022			
			CAMPO DBE Program Update	September 2022			
			FY 2022 & 2023 JAC Monitoring Report	September 2023			
	3.3	ITS Planning*	Carson Area Transportation System Management Plan	June 2023			
	3.4	Active Transportation Planning	Review of local ordinances related to e-scooter/e-bicycles	Ongoing			
			Complete Streets Design Guide and Toolbox [†]	October 2023			
			Updated CAMPO Bicycle Route Map*	June 2024			
3.5	Updates to Supporting Regional Planning						
4.0 Transportation Performance and Asset Management*	4.1	Performance Measure Implementation and Management	Safety Performance Measure Targets	February 2023; February 2024	\$ 116,180	\$ 305,820	\$422,000
			Public Transit Agency Safety Targets	December 2022; December 2023			
			Transit Asset Management Targets	October 2022; October 2023			
			Supporting NDOT's CMAQ Targets	October 2022; October 2023			
	4.2	Maintain Travel Demand Model*	2023 TDM Update	December 2023			
	4.3	Data Management, Collection, and Performance Measurement	Annual CAMPO Monitoring Report	September 2022; September 2023			
			Complete pavement survey for Lyon/Douglas County	September 2023			
	4.4	Maintain Pavement Management System	Annual performance reporting of pavement condition	July 2022; July 2023			
			Expanded ADA inventory of narrowness barriers and ADA Transition Plan Amendment	June 2024			
4.5	Non-Motorized Asset Management	FFY 2023-2026 JAC Transit Asset Management Plan	October 2022				
5.0 Street and Corridor Planning**	5.1	Corridor Studies*	Participation and support for NDOT corridor planning	Ongoing	\$ 56,400	\$ 165,250	\$ 221,650
			Local Road Safety Plan	January 2024			
			US Hwy 50 Corridor Study [†]	December 2024			
			N Carson Complete Streets Feasibility Study [†]	December 2025			
	5.2	Infrastructure Sustainability*	Assessment of and maps showing soil conditions within the CAMPO region	October 2023			
Total UPWP CPG/Local					\$ 398,410	\$ 730,570	\$1,128,980
Total Other Federal/Local**					\$0	\$166,095	\$166,095
Total 2-Year UPWP					\$ 398,410	\$ 896,665	\$ 1,295,075

*Consultant involvement is expected; **Other funding sources; [†] Exempt from Local Match

This page intentionally left blank.



STAFF REPORT

Report To: Carson Area Metropolitan Planning Organization **Meeting Date:** June 12, 2024

Staff Contact: Chris Martinovich, Transportation Manager

Agenda Title: Transportation Manager's Report

Agenda Action: Other / Presentation **Time Requested:** 5 minutes

Proposed Motion

N/A

Board's Strategic Goal

N/A

Previous Action

Background/Issues & Analysis

Applicable Statute, Code, Policy, Rule or Regulation

Financial Information

Is there a fiscal impact? No

If yes, account name/number:

Is it currently budgeted? No

Explanation of Fiscal Impact:

Alternatives

Motion: _____

- 1) _____
2) _____

Aye/Nay

(Vote Recorded By)

This page intentionally left blank.



STAFF REPORT

Report To: Carson Area Metropolitan Planning Organization **Meeting Date:** June 12, 2024

Staff Contact: Chris Martinovich, Transportation Manager

Agenda Title: Other Comments and Reports

Staff Summary: This item may include future agenda items, status review of additional projects, internal communications and administrative matters, correspondence to CAMPO, project status reports, and comments or other reports from the CAMPO members or staff.

Agenda Action: Other / Presentation **Time Requested:** 5 minutes

Proposed Motion

N/A

Board's Strategic Goal

N/A

Previous Action

Background/Issues & Analysis

Applicable Statute, Code, Policy, Rule or Regulation

Financial Information

Is there a fiscal impact? No

If yes, account name/number:

Is it currently budgeted? No

Explanation of Fiscal Impact:

Alternatives

Motion: _____

1) _____
2) _____

Aye/Nay

(Vote Recorded By)