



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

Day: Wednesday
Date: May 10, 2023
Time: 4:30 pm
Location: Community Center, Robert “Bob” Crowell Board Room
851 East William Street
Carson City, Nevada

AGENDA

NOTICE TO PUBLIC:

Members of the public who wish to view the meeting may watch the livestream of the CAMPO 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 12, 2023

5. Special Presentations

5-A Presentation of a proclamation recognizing May as Motorcycle Safety and Awareness Month.

Staff Summary: This proclamation is to recognize May 2023 as Motorcycle Safety and Awareness Month within the CAMPO region. This proclamation supports CAMPO’s goal of increasing the safety of the transportation system for all users.

6. Public Meeting Item(s):

6-A For Possible Action – Discussion and possible action regarding formal amendment 23-02 to the Carson Area Metropolitan Planning Organization’s (“CAMPO”) Federal Fiscal Year (“FFY”) 2023-2026 Transportation Improvement Program (“TIP”) to add a new project and to make revisions to scope, limits, and funding across multiple projects.

Staff Summary: The proposed amendment to CAMPO’s FFY 2023-2026 TIP consists of multiple project revisions including: adding a new Curry Street project; closing the Edmonds multi-use path (“MUP”) project; mapping project limits of the Safe Routes to School (“SRTS”) Vulnerable User project; updating project limits, funding, and scope for the Roop Street project; detailing project limits of the N. Lompa MUP; combining FFY 2022 & 2023 FTA 5339 Grant Award; updating funding for US 50 Lyon County Preservation, US 50 Spooner Summit Preservation, and Western Nevada SRTS projects; and various updates to the TIP narrative. All revisions are documented in the attached Exhibit 1.

6-B For Possible Action – Discussion and possible action regarding (1) Cooperative Agreement No. PR208-23-802 (“Agreement”) with the Nevada Department of Transportation (“NDOT”) allowing the Carson Area Metropolitan Planning Organization (“CAMPO”) to receive an anticipated \$694,040.75 in Consolidated Planning Grant (“CPG”) funds for Fiscal Year (“FY”) 2024 to be expended in accord with CAMPO’s Unified Planning Work Program (“UPWP”) and subject to a maximum 5% local match obligation estimated as \$36,528.46; and (2) authority for the Transportation Manager to sign the Agreement and future amendments that extend the time for performance or approve funding changes not to exceed 10% of the present Agreement amount.

Staff Summary: Each year, CAMPO and NDOT enter into a Cooperative Agreement for the distribution of CPG funds. The Agreement provides CPG funds for FY 2024 to be used consistent with CAMPO’s operative UPWP, and subject to a 5% local match. CAMPO would be required to utilize these funds on Work Elements 1.0 through 5.0 in its UPWP for FY 2024.

6-C For Possible Action – Discussion and possible action regarding a proposed amendment (“Amendment No. 1”) to CAMPO’s Unified Planning Work Program (“UPWP”) for Fiscal Years (“FY”) 2023 and 2024, which includes an amended budget to carryforward unused FY 2023 funds to FY 2024, a \$298,075 budget increase for FY 2024 to reflect available federal Consolidated Planning Grant (“CPG”) funds and other federal and local funds, and various other revisions to UPWP Work Elements.

Staff Summary: The UPWP establishes the budget for proposed CAMPO work activities and describes how CPG funds will be administered. CAMPO approved a two-year UPWP for FY 2023 and 2024 on May 11, 2022 with an overall budget of \$997,000. Amendment No. 1 modifies funding distribution to carryforward unused FY 2023 funds to FY 2024 and to increase the overall amount of funding available for the UPWP from \$997,000 to \$1,295,075, which consists of \$1,072,531 in CPG funding, \$166,095 in other federal/local funds, and \$56,449 in required local match. The UPWP is subject to a maximum 5% local match.

7. Non-Action Items:

7-A Transportation Manager’s Report

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

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

8. 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.

9. 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
<http://notice.nv.gov>

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A regular meeting of the Carson Area Metropolitan Planning Organization (CAMPO) was scheduled for 4:30 p.m. on Wednesday, April 12, 2023, 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 Jon Erb
 Member Wes Henderson
 Member Lucia Maloney
 Member Lisa Schuette
 Ex-Officio Member Sondra Rosenberg

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

(4:30:21) – Chairperson Bagwell called the meeting to order at 4:30 p.m.

2. ROLL CALL

(4:30:27) – Roll was called, and a quorum was present.

3. PUBLIC COMMENT

(4:31:03) – Chairperson Bagwell entertained public comments. Charles Voight introduced himself as a 56-year resident of Carson City and a Jump Around Carson (JAC) bus rider. Mr. Voight urged CAMPO not to go through any budget cuts and provide drivers with competitive wages. He believed turnover was also an issue with drivers. Donna Gailey praised the JAC Assist team and the service and provided personal information regarding the transportation assistance she and her husband received in time of need. She also urged the Board not to eliminate JAC Assist. Chairperson Bagwell assured both commenters that the elimination of the service was not agendized.

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4. FOR POSSIBLE ACTION: APPROVAL OF MINUTES – MARCH 8, 2023

(4:39:08) – Chairperson Bagwell introduced the item and entertained corrections, comments, or a motion.

(4:39:27) – Member Maloney moved to approve the minutes of the CAMPO March 8, 2023 meeting as presented. The motion was seconded by Member Schuette and carried 6-0-1 with Member Henderson abstaining as he was not present at that meeting.

5. PUBLIC MEETING ITEM(S):

5-A FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION REGARDING (1) A COOPERATIVE AGREEMENT (“AGREEMENT”) WITH THE NEVADA DEPARTMENT OF TRANSPORTATION (“NDOT”) TO PROVIDE \$100,000 IN FEDERAL STATE PLANNING AND RESEARCH (“SPR”) FUNDS TO PURSUE THE FIRST PHASE OF THE US 50 EAST CARSON COMPLETE STREETS STUDY (“PROJECT”), WHICH HAS AN ESTIMATED COST OF \$150,000; AND (2) AUTHORIZING THE TRANSPORTATION MANAGER TO SIGN THE AGREEMENT, AS WELL AS FUTURE AMENDMENTS TO THE AGREEMENT TO EXTEND THE TIME FOR PERFORMANCE OR TO APPROVE FUNDING CHANGES NOT TO EXCEED 10% OF THE PRESENT AGREEMENT AMOUNT.

(4:39:55) – Chairperson Bagwell introduced the item. Ms. Norman gave background and reviewed the Staff Report and Draft Agreement, both of which are incorporated into the record. She highlighted that the Agreement did not require a local match, and that the Project cost was currently estimated to be \$150,000. Ms. Norman also stated that CAMPO staff planned to propose an amendment to the Unified Planning Work Program (UPWP) that commits \$50,000 toward the Project to cover that difference. Chairperson Bagwell entertained member and/or public comments and when none were forthcoming, a motion.

(4:42:27) – Vice Chair Novak moved to approve the Agreement and to authorize the Transportation Manager to sign the Agreement as well as future amendments to the Agreement that extend the time for performance or approve funding changes not exceeding 10 percent of the present Agreement amount. The motion was seconded by Member Henderson and carried 7-0-0.

4:42:375-B FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION REGARDING APPLICATIONS FOR THE DISTRIBUTION OF \$381,999 IN AVAILABLE FEDERAL TRANSIT ADMINISTRATION (“FTA”) SECTION 5310 PROGRAM FUNDS TO (1) THE CARSON CITY REGIONAL TRANSPORTATION COMMISSION (“RTC”) FOR \$381,999 IN CAPITALIZED OPERATING EXPENSES FOR THE JUMP AROUND CARSON (“JAC”) ASSIST ADA PARATRANSIT PROGRAM, AND/OR (2) DOUGLAS COUNTY TO USE UP TO \$85,000 TO PURCHASE AN ADA ACCESSIBLE TRANSPORT VAN FOR THE DOUGLAS AREA RURAL TRANSIT (“DART”) PROGRAM.

(4:43:01) – Chairperson Bagwell introduced the item. Mr. Martinovich noted that he would present the item in lieu of Grant Analyst Rebecca Bustos who was ill. Member Schuette read into the record a

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prepared disclosure statement, advised of no disqualifying conflict of interest, and stated that she would participate in discussion and action. Mr. Martinovich presented the agenda materials and noted that both Carson City and Douglas County had applied for the Grant. He noted that the Carson City Regional Transportation Commission's (RTC's) application for \$381,999 in funding would offset operating expenses for its JAC Assist paratransit program and that the local match had been identified. Mr. Martinovich also noted that Douglas County was seeking \$85,000 to purchase an Americans with Disabilities Act (ADA)-accessible transport van for paratransit services in Douglas County and had secured the required local match.

(4:46:50) – Mr. Martinovich noted that the RTC application was for paratransit operations that provide benefits exclusively to CAMPO residents, whereas the vehicle purchase proposed by the Douglas County application would be used both within and outside of the CAMPO area. He explained that Douglas County's proposed vehicle purchase would also be eligible under other grant programs with similar match requirements, such as Federal Transit Administration (FTA) Section 5339 funding available through a currently open CAMPO Call for Projects, adding that even if Carson City applied for those funds “there are a number of funds that Carson City has yet to expend in previous 5339 [fund] allocations,” adding that there were sufficient dollars there for Douglas County to apply.

(4:48:46) – Mr. Martinovich stated that based on that information, the CAMPO Staff recommended awarding the entire amount to the Carson City RTC. There were no representatives from Douglas County in the audience. Member Erb clarified that the Douglas Area Rural Transit (DART) program was managed by the Douglas County Community Services Department and not by the Transportation Department which he represented. Member Maloney recommended “assuming that there's time for Douglas County Staff to get the necessary approvals, would be to approve the [funding] to RTC as suggested by Staff and direct Staff to accept Douglas County's 5310 application under 5339 Call [for Projects] and for Staff to reach out to Douglas County, should any additional information be needed such to minimize Douglas County Staff's expenditure of time on this shift.” However, Chairperson Bagwell clarified that CAMPO “can't direct that, but they could change their cover page if that's all that was necessary. I don't have any problem with Staff reaching out to Douglas County to let them know, but they need to properly apply under proper funding sources, but make it as easy as possible.” Mr. Martinovich offered to see if there was a way to streamline the grant application process. Vice Chair Novak believed the discussion would lead to approving the JAC request now and endorsing the Douglas County request “as best we can;” however, Chairperson Bagwell clarified that endorsements and comments that deal with any funding source that is not on this agenda could not be part of a motion but the record “properly indicates our support for partner agencies.” She also entertained public comments.

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(4:53:56) – Western Nevada College Director of Facilities Jeff Erickson explained that he was working with Reno RTC to provide free passes to WNC students. He wished to have partnerships with Carson City as well and to include veterans’ needs. Chair Bagwell noted that this comment would be better suited as a general Public Comment (item 7) and entertained a motion.

(4:56:16) – Member Dodson moved to award FFY 2022 and FFY 2023 FTA Section 5310 funding to Carson City RTC in the amount of \$381,999. The motion was seconded by Vice Chair Novak and carried 7-0-0.

6. NON-ACTION ITEMS

6-A TRANSPORTATION MANAGER’S REPORT

(4:57:12) – Mr. Martinovich invited those who had not yet responded to the Public Participation Survey to do so. He also announced that his team would be presenting CAMPO-related items to the Stewart Community Colony. He noted that the UPWP program is out for public comment and would be discussed at the next meeting along with a Transportation Improvement Program (TIP) proposed amendment. Mr. Martinovich also reported on an Emission Reduction Meeting he had attended and on several upcoming grant opportunities.

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

- **FUTURE AGENDA ITEMS**

CAMPO funding summary, and additional items discussed in the Transportation Manager’s Report.

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

(5:00:26) – Vice Chair Novak announced an upcoming International Trails Summit which would be attended by several members of the Parks, Recreation, and Open Space staff. Additionally, he noted that the Nevada Transportation Conference would take place in May. Member Henderson encouraged the CAMPO Board to recognize National Motorcycle Safety Awareness Month in May. Member Schuette stated that she would attend the next meeting remotely.

- **ADDITIONAL STAFF COMMENTS AND STATUS REPORTS**

7. PUBLIC COMMENT

(5:02:03) – Chairperson Bagwell entertained final public comments and recognized the earlier comments made by Mr. Erickson. There were no additional comments.

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8. FOR POSSIBLE ACTION: TO ADJOURN

(5:02:37) – Chairperson Bagwell adjourned the meeting at 5:02 p.m.

The Minutes of the April 12, 2023 Carson Area Metropolitan Planning Organization meeting are so approved on this 10th day of May, 2023.

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STAFF REPORT

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

Meeting Date: May 10, 2023

Staff Contact: Kelly Norman, Transportation Planner

Agenda Title: Presentation of a proclamation recognizing May as Motorcycle Safety and Awareness Month.

Staff Summary: This proclamation is to recognize May 2023 as Motorcycle Safety and Awareness Month within the CAMPO region. This proclamation supports CAMPO’s goal of increasing the safety of the transportation system for all users.

Agenda Action: Other/Presentation **Time Requested:** 10 minutes

Proposed Motion

N/A

Background/Issues & Analysis

The first goal of CAMPO’s Regional Transportation Plan is to increase the safety of the transportation system for all users. CAMPO is encouraging drivers and motorists to remember that motorcyclist safety is everyone’s safety. Bringing awareness of safe driving and riding practices and garnering the cooperation from all road users will help reduce the number of fatalities and injuries on CAMPO’s roads.

Applicable Statute, Code, Policy, Rule or Regulation

N/A

Financial Information

Is there a fiscal impact? Yes No

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

Is it currently budgeted? Yes No

Explanation of Fiscal Impact: N/A

Alternatives

N/A

Supporting Material

-Exhibit-1: Proclamation – May is Motorcycle Safety and Awareness Month

Board Action Taken:

Motion: _____

1) _____

2) _____

Aye/Nay

(Vote Recorded By)



PROCLAMATION

MOTORCYCLE SAFETY & AWARENESS MONTH MAY 2023

WHEREAS, motorcycle riding is a popular form of recreation and transportation for thousands of people across the state and the nation; and

WHEREAS, the safe operation of a motorcycle requires the use of special skills developed through a combination of training and experience, the use of good judgment, and a thorough knowledge of traffic laws and licensing requirements; and

WHEREAS, the safety consideration of motorcycling should be of great concern to motorcyclists, as well as all other motor vehicle operators; and

WHEREAS, it is especially important that the citizens of our state be aware of motorcycles on the streets and highways and recognize the importance of motorcyclist safety; and

WHEREAS, research shows that motorcyclists are significantly overrepresented in traffic crashes and fatalities each year. In fact, in 2020, per vehicle mile traveled, motorcyclists were about 28 times more likely than passenger vehicle occupants to die in a motor vehicle crash and were 4 times more likely to be injured; and

WHEREAS, all motorcycle organizations, clubs, dealerships, groups, enthusiasts, and highway safety officials in our state should join with the Nevada Department of Public Safety in actively promoting safe operation, increased rider training, improved licensing efforts, and an increase in both rider and motorist awareness; and

WHEREAS, the Nevada Department of Public Safety created the Nevada Rider Motorcyclist Safety Program in 1991 to encourage all motor vehicle operators to be especially cautious and look out for these smaller vehicles during the seasonal return of motorcyclists to Nevada's streets and highways;

NOW, THEREFORE, I, Lori Bagwell, Chair of the Carson Area Metropolitan Planning Organization, do hereby proclaim **May 2023** as "**MOTORCYCLE SAFETY AND AWARENESS MONTH**" in the CAMPO region.

CARSON AREA METROPOLITAN PLANNING ORGANIZATION OF CARSON CITY, DOUGLAS
COUNTY AND LYON COUNTY

Dated this 10th day of May, 2023

By Lori Bagwell

Lori Bagwell, CAMPO Chair

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STAFF REPORT

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

Meeting Date: May 10, 2023

Staff Contact: Kelly Norman, Transportation Planner

Agenda Title: For Possible Action – Discussion and possible action regarding formal amendment 23-02 to the Carson Area Metropolitan Planning Organization’s (“CAMPO”) Federal Fiscal Year (“FFY”) 2023-2026 Transportation Improvement Program (“TIP”) to add a new project and to make revisions to scope, limits, and funding across multiple projects.

Staff Summary: The proposed amendment to CAMPO’s FFY 2023-2026 TIP consists of multiple project revisions including: adding a new Curry Street project; closing the Edmonds multi-use path (“MUP”) project; mapping project limits of the Safe Routes to School (“SRTS”) Vulnerable User project; updating project limits, funding, and scope for the Roop Street project; detailing project limits of the N. Lompa MUP; combining FFY 2022 & 2023 FTA 5339 Grant Award; updating funding for US 50 Lyon County Preservation, US 50 Spooner Summit Preservation, and Western Nevada SRTS projects; and various updates to the TIP narrative. All revisions are documented in the attached Exhibit 1.

Agenda Action: Formal Action/Motion

Time Requested: 5 minutes

Proposed Motion

I move to formally amend CAMPO’s Federal Fiscal Year 2023-2026 Transportation Improvement Program, as presented.

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:

- Add document revision history;
- Add a new project, the Curry Street project;
- Close the Edmonds MUP project;
- Map the project limits of SRTS Vulnerable User project;
- Update the project limits, funding, and scope of Roop Street Capacity Improvement project;
- Detail the project limits of the N. Lompa MUP;
- Combine FFY 2022 & 2023 FTA 5339 Grant Award;

- Update funding for the US 50 Lyon County Preservation, the US 50 Spooner Summit Preservation, and Western Nevada SRTS Transportation Alternatives Program projects;
- Update TIP funding sources;
- Update Appendix 1: Table 1
- Update Appendix 3: TIP Project List

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 April 22, 2023 and ended on May 6, 2023. No public comment has been received as of the posting of this agenda. Public comments received after posting the agenda will be provided at the meeting.

Applicable Statute, Code, Policy, Rule or Regulation

23 C.F.R. § 450.328

Financial Information

Is there a fiscal impact? Yes No

If yes, Fund Name, Account Name / Account Number: CAMPO fund, Unified Planning Work Program account 2453028-501210, Task 1.0 – MPO Administration / G302823001.

Is it currently budgeted? Yes No

Explanation of Fiscal Impact: The TIP is a federally required document that programs funding for projects that are of 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 Agreement and provide alternative direction to staff.

Supporting Material

-Exhibit-1: Draft – Formal Amendment 23-02, CAMPO FFY 2023-2026 TIP

-Exhibit-2: CAMPO’s UPWP Cost/Funding Summary Table

Board Action Taken:

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

(Vote Recorded By)



**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	<p>Add Document Revision History;</p> <p>Add Curry St. project;</p> <p>Close Edmonds MUP project;</p> <p>Map project limits of SRTS Vulnerable User project;</p> <p>Update project limits, funding, and scope of Roop St. Capacity Improvements</p> <p>Detail project limits of N Lompa MUP;</p> <p>Combine FFY 2022 & 2023 FTA 5339 Grant Award</p> <p>Update funding for US 50 Lyon County Preservation, US 50 Spooner Summit Preservation, & Western Nevada Safe Routes to School TAP projects;</p> <p>Updated TIP funding sources;</p> <p>Updated Appendix 1: Table 1</p> <p>Updated Appendix 3: TIP Project List</p>

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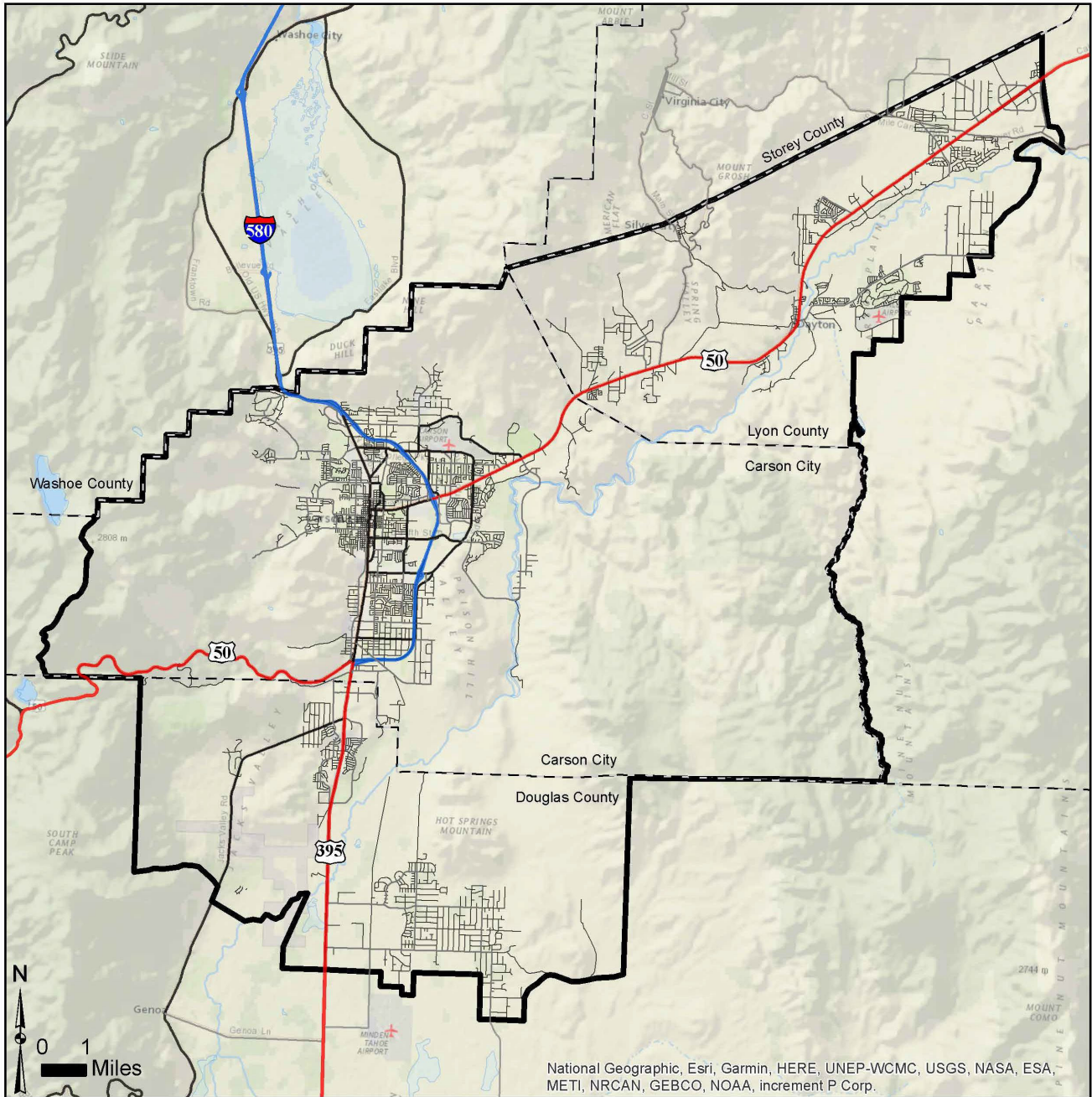
Introduction/ Purpose

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.

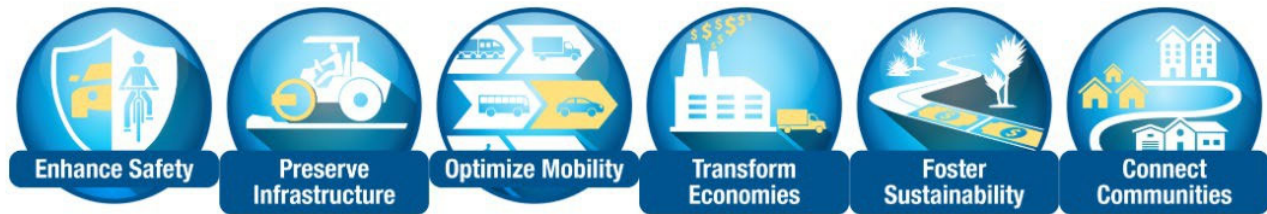
Nevada Strategic Highway Safety Plan (SHSP)

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
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
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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	\$0	\$153,570	\$0	\$0	\$0	\$0	\$0	\$153,570
Congressionally Designated Spending	\$0	\$108,342	\$3,991,658	\$0	\$0	\$0 \$2,600,000	\$0	\$4,100,000 \$6,700,000
FTA 5307 Small Urban Operating	\$0	\$1,318,156	\$0	\$0	\$0	\$0	\$0	\$1,318,156
FTA 5310 Elderly/Disabled Small Urban Capital	\$0	\$205,789 \$381,999	\$0	\$0	\$0	\$0	\$0	\$205,789 \$381,999
FTA 5339 Bus/Fac Small Urban Capital	\$0	\$0	\$113,018 \$229,458	\$0	\$0	\$0	\$0	\$113,018 \$229,458
RAISE Grant	\$0	\$0	\$9,300,000		\$0	\$0	\$0	\$9,300,000
STBG 5K-200K	\$115,000	\$3,551,000	\$0	\$3,800,000	\$0	\$0	\$0	\$7,466,000
STBG Statewide	\$0	\$0	\$0	\$10,972,500	\$8,265,000	\$0	\$0	\$19,237,500
TAP 5K-200K STBG (AC)	\$128,250	\$0	\$0	\$0	\$0	\$0	\$0	\$128,250
TAP FLEX STBG	\$264,338	\$1,443,050	\$2,085,250	\$0	\$0	\$0	\$0	\$3,792,638
TAP FLEX STBG (AC)	\$574,979	\$0	\$0	\$0	\$0	\$0	\$0	\$574,979
FEDERAL SUBTOTAL	\$1,082,567	\$6,779,907 \$6,956,117	\$15,489,926 \$15,606,366	\$3,800,000 \$14,772,500	\$540,000 \$8,805,000	\$2,460,000 \$5,060,000	\$0	\$30,152,400 \$52,282,550
Carson City Local - CAMPO	\$93,750	\$1,603,986 \$1,648,039	\$2,523,005 \$2,552,115	\$5,852,000 \$8,022,000	\$1,764,000	\$32,720,000 \$33,520,000	\$0	\$44,556,741 \$47,599,904
Douglas County Local - CAMPO	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$200,000
Local Fund	\$271,295	\$171,532	\$9,781,298	\$0	\$135,000	\$615,000	\$0	\$10,974,125
LOCAL SUBTOTAL	\$365,045	\$1,775,518 \$ 1,819,571	\$12,304,303 \$12,333,413	\$6,052,000 \$8,222,000	\$1,899,000	\$33,335,000 \$34,135,000	\$0	\$55,730,866 \$58,774,029
State Gas Tax	\$0	\$1,895,000	\$0	\$49,696,000 \$6,810,000	\$28,909,200 \$2,900,000	\$0	\$0	\$80,500,200 \$11,605,000
NHPP	\$0	\$0	\$0	\$32,917,500	\$16,530,000	\$0	\$0	\$49,447,500
State Match - NV	\$0	\$0	\$0	\$2,310,000	\$1,305,000	\$0	\$0	\$3,615,000
STATE SUBTOTAL	\$0	\$1,895,000	\$0	\$49,696,000 \$42,037,500	\$28,909,200 \$20,735,000	\$0	\$0	\$80,500,200 \$64,667,500
TOTAL	\$1,447,612	\$10,450,425 \$10,670,688	\$27,794,229 \$27,939,779	\$59,548,000 \$65,032,000	\$31,248,200 \$31,439,000	\$28,795,000 \$39,195,000	\$0	\$166,333,466 \$175,724,079

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-1) 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 23-02

State TIP ID CC20180015
 Lead Agency Carson City
 Project Type Active Transportation (Bike/Ped)
 Project Name Freeway Multi Use Path to Edmonds Sports Complex

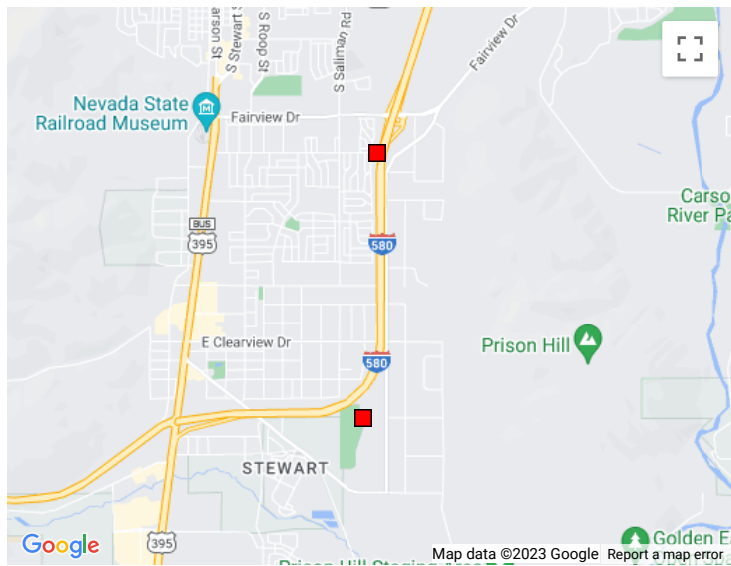
MPO/TIP CAMPO 23-02
 Contact Kelly Norman 7752837525
 Air Quality

Local ID
 NDOT District 2
 TCM

Total Cost \$1,618,000
 County CARSON CITY
 Construction 2023 start

Project Limits At Freeway Multi Use Path From Colorado Street To Edmonds Sports Complex of Distance (mile) 2.3
 Scope Project includes design and construction of approximately 2.3 miles of a multi use path along the freeway

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
PE	Local Fund	\$4,950	-	-	-	-	-	-	\$4,950
PE	TAP FLEX STBG	\$94,050	-	-	-	-	-	-	\$94,050
<i>Total Preliminary Engineering</i>		\$99,000	-	-	-	-	-	-	\$99,000
CON	Local Fund	-	\$75,950	-	-	-	-	-	\$75,950
CON	TAP FLEX STBG	-	\$1,443,050	-	-	-	-	-	\$1,443,050
<i>Total Construction</i>		-	\$1,519,000	-	-	-	-	-	\$1,519,000
Total Programmed		\$99,000	\$1,519,000	-	-	-	-	-	\$1,618,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
20-01 Amendment 2020-2024	01/09/2019	01/10/2019	01/10/2019	N/A
20-10 Amendment 2020-2024	06/15/2020	N/A	N/A	N/A
21-00 Adoption 2021-2025	08/31/2020	09/17/2020	09/21/2020	09/24/2020
21-02 Amendment 2021-2025	02/10/2021	04/20/2021	04/26/2021	05/05/2021
21-10 Amendment 2021-2025	01/20/2022	01/26/2022	N/A	N/A
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	Pending	Pending
23-02 Amendment 2023-2027	Pending	Pending	Pending	Pending

Current Change Reason

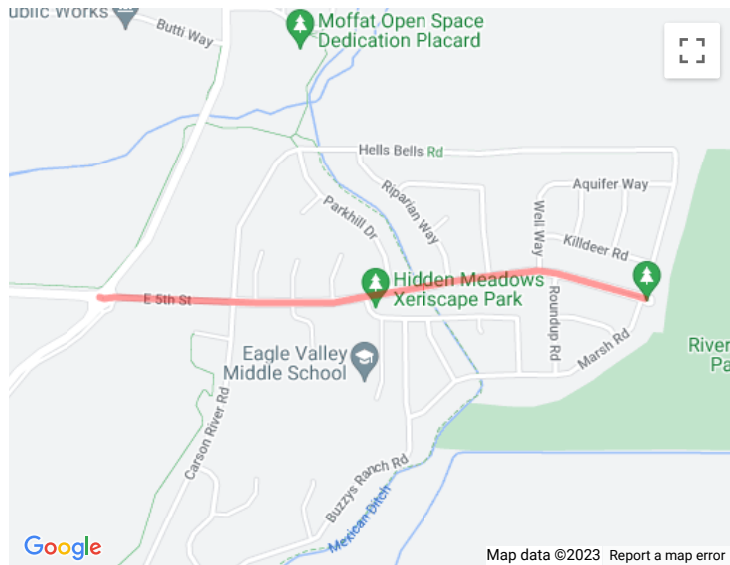
Complete project

Funding Change(s):

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

State TIP ID	CC20210001	MPO/TIP	CAMPO 23-02	Local ID		Total Cost	\$4,696,000
Lead Agency	Carson City	Contact	Kelly Norman 7752837525	NDOT	District 2	County	CARSON CITY
Project Type	Preservation	Air Quality		TCM		Construction	2023 start
Project Name	District 3, Fifth Street						
Project Limits	At Fifth Street From Fairview Drive To Eastern Extent of Distance (mile) .9						
Scope	Rehabilitation and safety improvements to rehabilitate pavement and incorporate Complete Street Elements between Fairview Drive and the eastern extent, including operational and capacity enhancements to the Fifth Street/Fairview Drive roundabout.						

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
PE	Carson City Local - CAMPO	\$87,000	-	-	-	-	-	-	\$87,000
PE	STBG 5K-200K	\$115,000	-	-	-	-	-	-	\$115,000
	<i>Total Preliminary Engineering</i>	\$202,000	-	-	-	-	-	-	\$202,000
CON	Carson City Local - CAMPO	-	\$943,000	-	-	-	-	-	\$943,000
CON	STBG 5K-200K	-	\$3,551,000	-	-	-	-	-	\$3,551,000
	<i>Total Construction</i>	-	\$4,494,000	-	-	-	-	-	\$4,494,000
	Total Programmed	\$202,000	\$4,494,000	-	-	-	-	-	\$4,696,000



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
21-03 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	Pending	Pending
23-02 Amendment 2023-2027	Pending	Pending	Pending	Pending

Current Change Reason

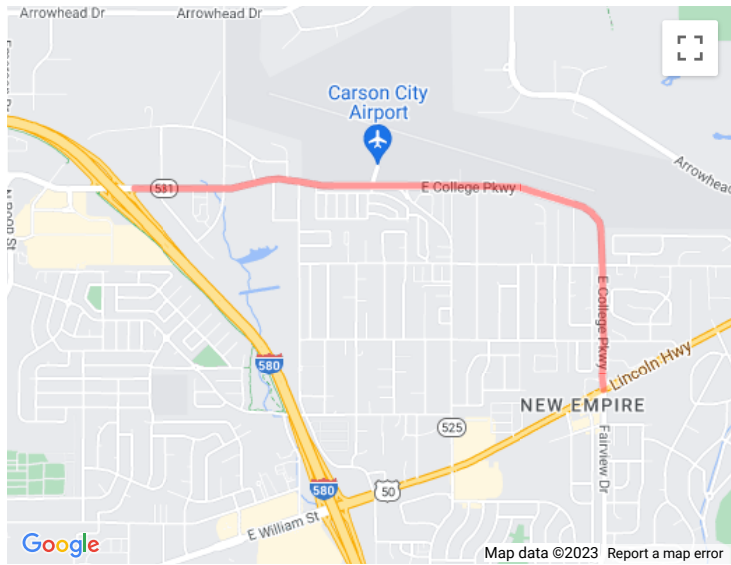
SCHEDULE / FUNDING / SCOPE - Other, Project to continue to CAMPO TIP Action 23-02

Funding Change(s):

Total project cost stays the same \$4,696,000

State TIP ID	CC20210003	MPO/TIP	CAMPO 23-02	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 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
	<i>Total Preliminary Engineering</i>	-	-	\$474,000	-	-	-	-	\$474,000
CON	Carson City Local - CAMPO	-	-	-	\$2,690,000	-	-	-	\$2,690,000
	<i>Total Construction</i>	-	-	-	\$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	Pending	Pending
23-02 Amendment 2023-2027	Pending	Pending	Pending	Pending

Current Change Reason

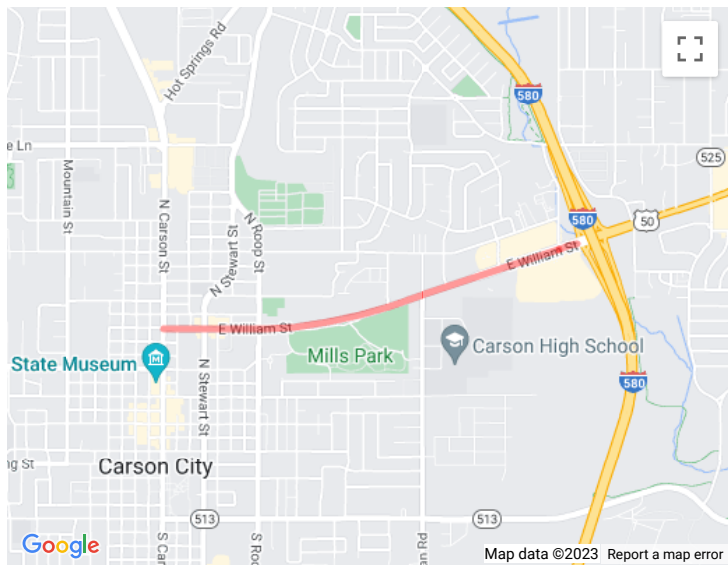
SCHEDULE / FUNDING / SCOPE - Other, Project to continue to CAMPO TIP Action 23-02

Funding Change(s):

Total project cost stays the same \$3,164,000

<i>State TIP ID</i> CC20210005	<i>MPO/TIP</i> CAMPO 23-02	<i>Local ID</i>	<i>Total Cost</i> \$18,574,000
<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> Preservation	<i>Air Quality</i>	<i>TCM</i>	<i>Construction2024</i> start
<i>Project Name</i> East William Street Complete Street Project			
<i>Project Limits</i> At William Street From Carson Street To I 580 of Distance (mile) 1.4			
<i>Scope</i> 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.			

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
<i>Total Construction</i>		-	-	\$18,574,000	-	-	-	-	\$18,574,000
<i>Total Programmed</i>		-	-	\$18,574,000	-	-	-	-	\$18,574,000



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
21-09 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	Pending	Pending
23-02 Amendment 2023-2027	Pending	Pending	Pending	Pending

Current Change Reason

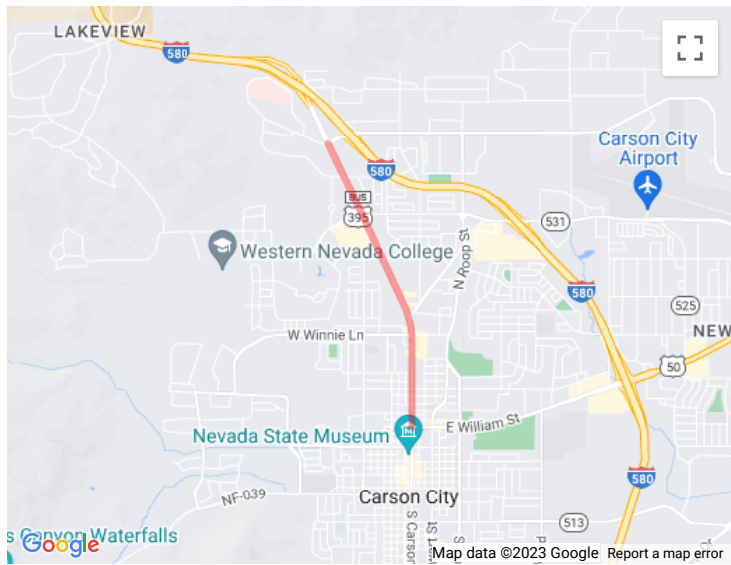
SCHEDULE / FUNDING / SCOPE - Other, Project to continue to CAMPO TIP Action 23-02

Funding Change(s):

Total project cost stays the same \$18,574,000

State TIP ID	CC20210007	MPO/TIP	CAMPO 23-02	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
	<i>Total Preliminary Engineering</i>	-	-	-	-	-	\$3,455,000	-	\$3,455,000
CON	Carson City Local - CAMPO	-	-	-	-	-	\$14,775,000	-	\$14,775,000
	<i>Total Construction</i>	-	-	-	-	-	\$14,775,000	-	\$14,775,000
	<i>Total Programmed</i>	-	-	-	-	-	\$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	Pending	Pending
23-02 Amendment 2023-2027	Pending	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Project to continue to CAMPO TIP Action 23-02

Funding Change(s):

Total project cost stays the same \$18,230,000

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

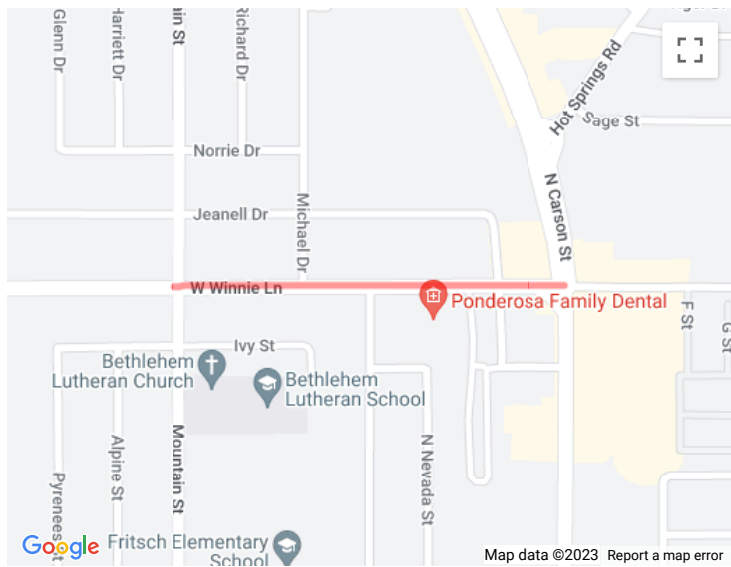
MPO/TIP CAMPO 23-02
 Contact Kelly Norman 7752837525
 Air Quality

Local ID
 NDOT District 2
 TCM

Total Cost \$920,000
 County CARSON CITY
 Construction 2024 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
	<i>Total Preliminary Engineering</i>	-	\$110,000	-	-	-	-	-	\$110,000
CON	Carson City Local - CAMPO	-	-	\$810,000	-	-	-	-	\$810,000
	<i>Total Construction</i>	-	-	\$810,000	-	-	-	-	\$810,000
	<i>Total Programmed</i>	-	\$110,000	\$810,000	-	-	-	-	\$920,000



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	Pending	Pending
23-02 Amendment 2023-2027	Pending	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Project to continue to CAMPO TIP Action 23-02

Funding Change(s):

Total project cost stays the same \$920,000

<i>State TIP ID</i> CC20210009	<i>MPO/TIP</i> CAMPO 23-02	<i>Local ID</i>	<i>Total Cost</i> \$1,630,000
<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> 2024 start
<i>Project Name</i> Carson City Multi-Use Pathway Rehabilitation and Connection Project			

Project Limits
Scope 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	Carson City Local - CAMPO	-	-	\$74,750	-	-	-	-	\$74,750
CON	TAP FLEX STBG	-	-	\$1,420,250	-	-	-	-	\$1,420,250
<i>Total Construction</i>		-	-	\$1,495,000	-	-	-	-	\$1,495,000
<i>Total Programmed</i>		\$135,000	-	\$1,495,000	-	-	-	-	\$1,630,000

*Map Has Not Been Mark

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-02 Amendment 2021-2025	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	Pending	Pending
23-02 Amendment 2023-2027	Pending	Pending	Pending	Pending

Current Change Reason

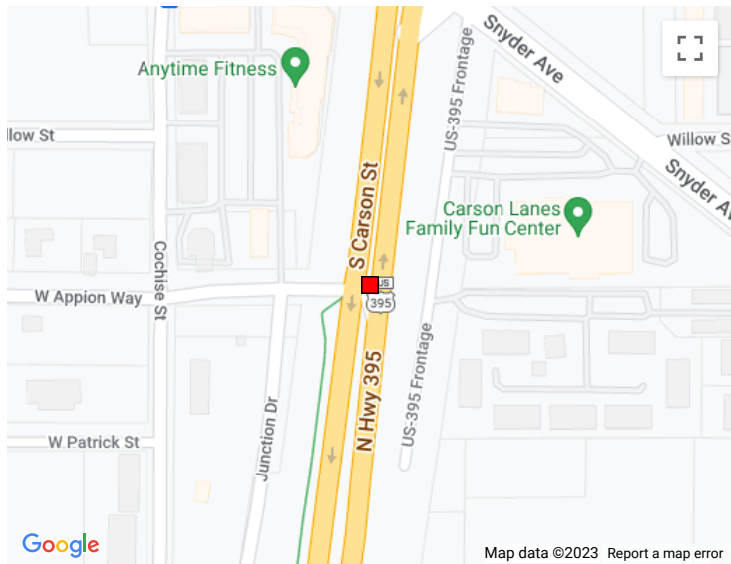
SCHEDULE / FUNDING / SCOPE - Other, Project to continue to CAMPO TIP Action 23-02

Funding Change(s):
 Total project cost stays the same \$1,630,000

*Various Locations

State TIP ID	CC20220001	MPO/TIP	CAMPO 23-02	Local ID		Total Cost	\$1,680,000
Lead Agency	Carson Area MPO	Contact	Kelly Norman 7752837525	NDOT	District 2	County	CARSON CITY
Project Type	Signals & Lighting	Air Quality		TCM		Construction2024 start	
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.						

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 Designated Spending	-	-	\$1,100,000	-	-	-	-	\$1,100,000
CON	Local Fund	-	-	\$263,000	-	-	-	-	\$263,000
	<i>Total Construction</i>	-	-	\$1,363,000	-	-	-	-	\$1,363,000
	Total Programmed	\$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	Pending	Pending
23-02 Amendment 2023-2027	Pending	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Project to continue to CAMPO TIP Action 23-02

Funding Change(s):

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

<i>State TIP ID</i> CC20220004	<i>MPO/TIP</i> CAMPO 23-02	<i>Local ID</i>	<i>Total Cost</i> \$6,995,000
<i>Lead Agency</i> Nevada DOT	<i>Contact</i> Samantha Dowd 775-888-7591	<i>NDOT</i> District 2	<i>County</i> CARSON CITY
<i>Project Type</i> Preservation	<i>Air Quality</i>	<i>TCM</i>	<i>Construction</i> 2025 start
<i>Project Name</i> US 50 Carson City - Preservation			
<i>Project Limits</i> At From CC MP 12.556 To CC MP 15.103 of Distance (mile) 2.5 Begin: 12.6 End: 15.1			
<i>Scope</i> 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
	<i>Total Preliminary Engineering</i>	-	\$160,000	-	-	-	-	-	\$160,000
ROW	State Gas Tax	-	\$35,000	-	-	-	-	-	\$35,000
	<i>Total Right of Way</i>	-	\$35,000	-	-	-	-	-	\$35,000
CON	State Gas Tax	-	-	-	\$6,800,000	-	-	-	\$6,800,000
	<i>Total Construction</i>	-	-	-	\$6,800,000	-	-	-	\$6,800,000
<i>Total Programmed</i>		-	\$195,000	-	\$6,800,000	-	-	-	\$6,995,000



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	<i>Pending</i>	<i>Pending</i>
23-02 Amendment 2023-2027	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>

Current Change Reason

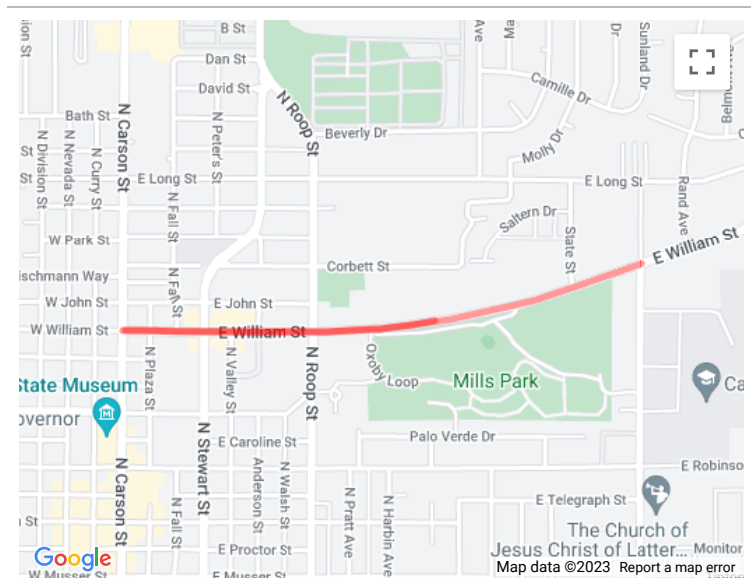
SCHEDULE / FUNDING / SCOPE - Other, Project to continue to CAMPO TIP Action 23-02

Funding Change(s):

Total project cost stays the same \$6,995,000

<i>State TIP ID</i> CC20220005	<i>MPO/TIP</i> CAMPO 23-02	<i>Local ID</i>	<i>Total Cost</i> \$2,500,000
<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> Landscape & Aesthetics	<i>Air Quality</i>	<i>TCM</i>	<i>Construction</i> 2024 start
<i>Project Name</i> East William Street Overhead Utility Undergrounding Project			
<i>Project Limits</i> At East William Street From I-580 To North Carson Street of Distance (mile) 1.5			
<i>Scope</i> 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 Designated Spending	-	-	\$2,000,000	-	-	-	-	\$2,000,000
<i>Total Construction</i>		-	-	\$2,500,000	-	-	-	-	\$2,500,000
<i>Total Programmed</i>		-	-	\$2,500,000	-	-	-	-	\$2,500,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
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	Pending	Pending
23-02 Amendment 2023-2027	Pending	Pending	Pending	Pending

Current Change Reason

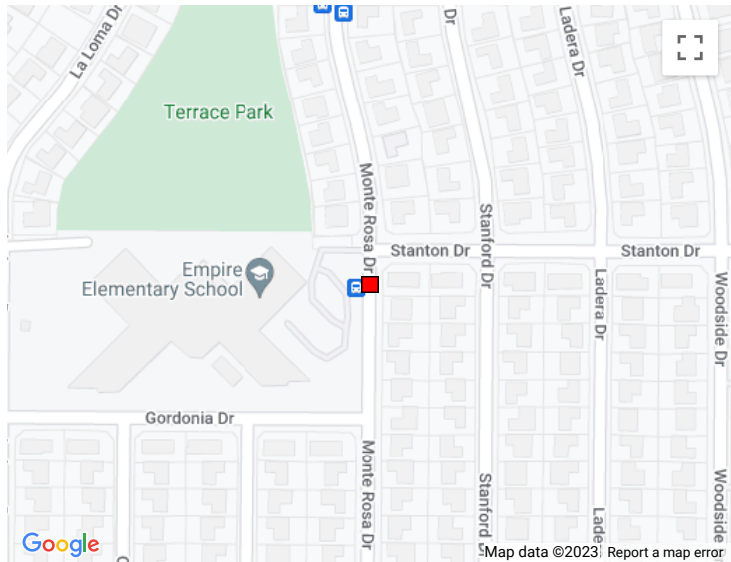
SCHEDULE / FUNDING / SCOPE - Other, Project to continue to CAMPO TIP Action 23-02

Funding Change(s):

Total project cost stays the same \$2,500,000

State TIP ID CC20220006 MPO/TIP CAMPO 23-02 Local ID NDOT District 2 Total Cost \$3,750,000
 Lead Agency Carson City Contact Kelly Norman 7752837525 County CARSON CITY
 Project Type Safety Air Quality TCM Construction2027 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
<i>Total Preliminary Engineering</i>		-	-	-	-	\$675,000	-	-	\$675,000
CON	Anticipated Discretionary Grant	-	-	-	-	-	\$2,460,000	-	\$2,460,000
CON	Local Fund	-	-	-	-	-	\$615,000	-	\$615,000
<i>Total Construction</i>		-	-	-	-	-	\$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	Pending	Pending
23-02 Amendment 2023-2027	Pending	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Project to continue to CAMPO TIP Action 23-02

Funding Change(s):

Total project cost stays the same \$3,750,000

State TIP ID CC20220007
 Lead Agency Nevada DOT
 Project Type Environmental
 Project Name EV Charging at Carson City
 Project Limits
 Scope Construct New EV Charging at Carson City

MPO/TIP CAMPO 23-02
 Contact Kandee Bahr-Worley 775-888-7323
 Air Quality

Local ID
 NDOT District 2
 TCM

Total Cost \$1,700,000
 County CARSON CITY
 Construction 2023 start

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

*Map Has Not Been Mark

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	Pending	Pending
23-02 Amendment 2023-2027	Pending	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Project to continue to CAMPO TIP Action 23-02

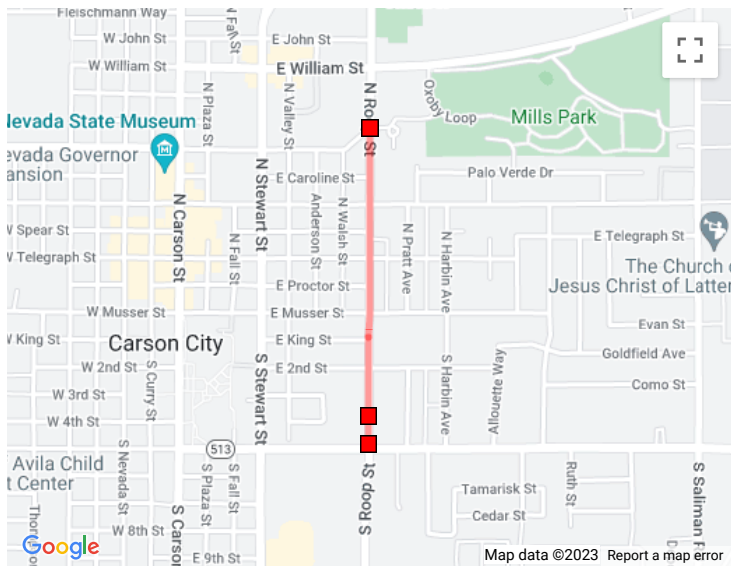
Funding Change(s):

Total project cost stays the same \$1,700,000

*Not Location Specific

<i>State TIP ID</i> CC20220008	<i>MPO/TIP</i> CAMPO 23-02	<i>Local ID</i>	<i>Total Cost</i> \$4,410,000
<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> Capacity	<i>Air Quality</i>	<i>TCM</i>	<i>Construction</i> 2025 start
<i>Project Name</i> Roop Street Capacity Improvements			
<i>Project Limits</i> At Roop Street From Washington Street To 5th Street of Distance (mile) 0.5317			
<i>Scope</i> 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	-	-	\$410,000	-	-	-	-	\$410,000
	<i>Total Preliminary Engineering</i>	-	-	\$410,000	-	-	-	-	\$410,000
CON	Carson City Local - CAMPO	-	-	-	\$4,000,000	-	-	-	\$4,000,000
	<i>Total Construction</i>	-	-	-	\$4,000,000	-	-	-	\$4,000,000
	<i>Total Programmed</i>	-	-	\$410,000	\$4,000,000	-	-	-	\$4,410,000



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	<i>Pending</i>	<i>Pending</i>
23-02 Amendment 2023-2027	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>

Current Change Reason

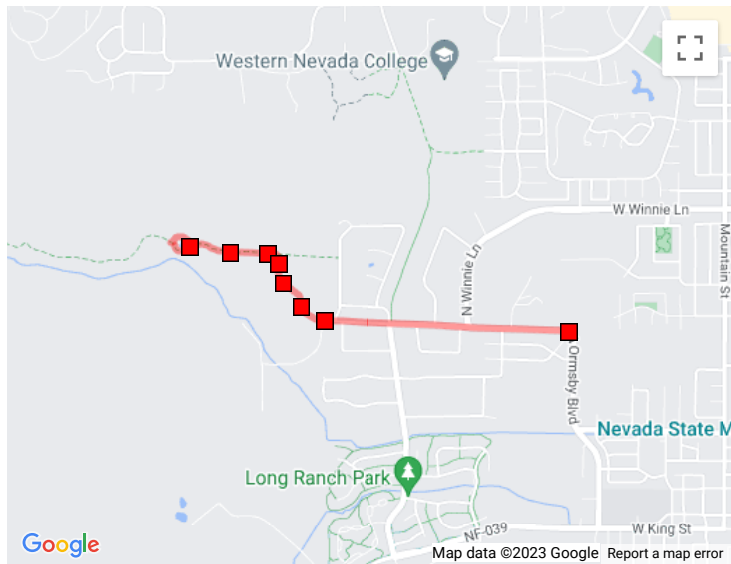
SCHEDULE / FUNDING / SCOPE - Other, Project to continue to CAMPO TIP Action 23-02

Funding Change(s):

Total project cost increased from \$2,640,000 to \$4,410,000

State TIP ID	CC20220009	MPO/TIP	CAMPO 23-02	Local ID		Total Cost	\$14,490,000
Lead Agency	Carson Area MPO	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
	<i>Total Preliminary Engineering</i>	-	-	-	-	-	\$2,170,000	-	\$2,170,000
CON	Carson City Local - CAMPO	-	-	-	-	-	\$12,320,000	-	\$12,320,000
	<i>Total Construction</i>	-	-	-	-	-	\$12,320,000	-	\$12,320,000
	<i>Total Programmed</i>	-	-	-	-	-	\$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	Pending	Pending
23-02 Amendment 2023-2027	Pending	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Project to continue to CAMPO TIP Action 23-02

Funding Change(s):

Total project cost stays the same \$14,490,000

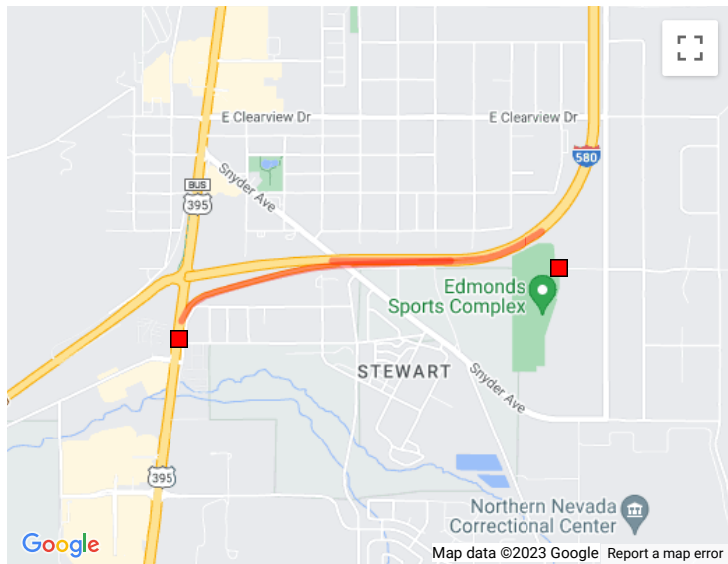
State TIP ID CC20220010
 Lead Agency Carson Area MPO
 Project Type Active Transportation (Bike/Ped)
 Project Name South Carson Multi Use Path Connector
 Project Limits
 Scope Design and construct a multi-use path connecting Edmonds Sports Complex to the South Carson Street Multi-use path.

MPO/TIP CAMPO 23-02
 Contact Kelly Norman 7752837525
 Air Quality

Local ID
 NDOT District 2
 TCM

Total Cost \$2,081,000
 County CARSON CITY
 Construction2026 start

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
	Total Programmed	-	-	-	\$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	Pending	Pending
23-02 Amendment 2023-2027	Pending	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Project to continue to CAMPO TIP Action 23-02

Funding Change(s):

Total project cost stays the same \$2,081,000

*Various Locations

<i>State TIP ID</i> CC20220011	<i>MPO/TIP</i> CAMPO 23-02	<i>Local ID</i>	<i>Total Cost</i> \$806,000
<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> Active Transportation (Bike/Ped)	<i>Air Quality</i>	<i>TCM</i>	<i>Construction</i> 2025 start
<i>Project Name</i> North Lompa Multi Use Path			
<i>Project Limits</i> At North Lompa Multi-use Path From Modoc Court To US 50 of Distance (mile) 0.02			
<i>Scope</i> 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	-	-	\$191,000	-	-	-	-	\$191,000
	<i>Total Preliminary Engineering</i>	-	-	\$191,000	-	-	-	-	\$191,000
CON	Carson City Local - CAMPO	-	-	-	\$615,000	-	-	-	\$615,000
	<i>Total Construction</i>	-	-	-	\$615,000	-	-	-	\$615,000
	<i>Total Programmed</i>	-	-	\$191,000	\$615,000	-	-	-	\$806,000

*Map Has Not Been Mark

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
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	<i>Pending</i>	<i>Pending</i>
23-02 Amendment 2023-2027	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>

Current Change Reason

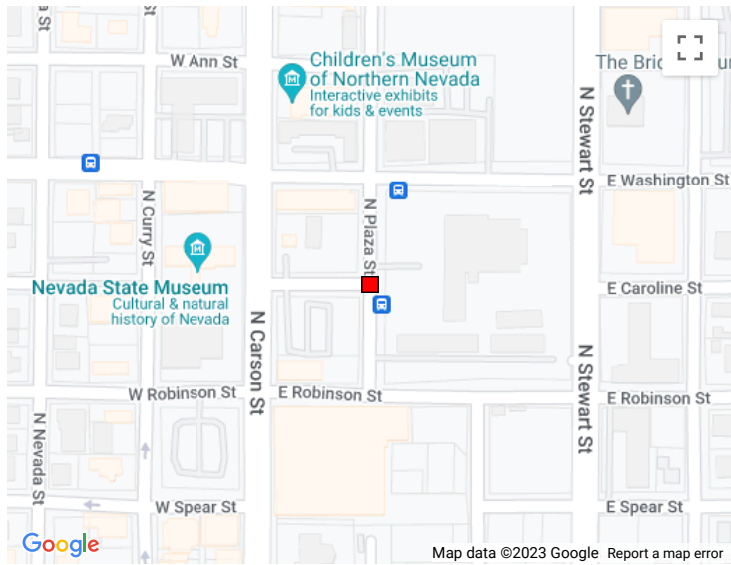
SCHEDULE / FUNDING / SCOPE - Other, Update Project Limits; Project to continue to CAMPO TIP Action 23-02

Funding Change(s):

Total project cost stays the same \$806,000

<i>State TIP ID</i> CC20220012	<i>MPO/TIP</i> CAMPO 23-02	<i>Local ID</i>	<i>Total Cost</i> \$323,570
<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>Air Quality</i>	<i>TCM</i>	<i>Construction</i> N/A
<i>Project Name</i> Carson City Jump Around Carson (JAC) Transit Center			
<i>Project Limits</i> From Robinson/Plaza			
<i>Scope</i> 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.			

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
PE	Carbon Reduction Program 50K-200K	-	\$153,570	-	-	-	-	-	\$153,570
PE	Carson City Local - CAMPO	-	\$170,000	-	-	-	-	-	\$170,000
	<i>Total Preliminary Engineering</i>	-	\$323,570	-	-	-	-	-	\$323,570
	<i>Total Programmed</i>	-	\$323,570	-	-	-	-	-	\$323,570



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	<i>Pending</i>	<i>Pending</i>
23-02 Amendment 2023-2027	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Project to continue to CAMPO TIP Action 23-02

Funding Change(s):

Total project cost stays the same \$323,570

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 23-02
 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

*Map Has Not Been Mark

Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
23-01 Amendment 2023-2027	03/20/2023	4/19/2023	Pending	Pending
23-02 Amendment 2023-2027	Pending	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Project to continue to CAMPO TIP Action 23-02

Funding Change(s):

Total project cost stays the same \$1,647,695

*Not Location Specific

<i>State TIP ID</i> CC20230002	<i>MPO/TIP</i> CAMPO 23-02	<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>Air Quality</i>	<i>TCM</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

*Map Has Not Been Mark

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-01 Amendment 2023-2027	03/20/2023	4/19/2023	<i>Pending</i>	<i>Pending</i>
23-02 Amendment 2023-2027	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Updated funding to include FFY 2022 & FFY 2023 5310 FTA Apportionment; Project to continue to CAMPO TIP Action 23-02

Funding Change(s):

Total project cost increased from \$257,236 to \$477,499

*Not Location Specific

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 23-02
 Contact Kelly Norman 7752837525
 Air Quality

Local ID
 NDOT District 2
 TCM

Total Cost \$286,823
 County CARSON CITY
 Construction N/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
	<i>Total Other</i>	-	-	\$286,823	-	-	-	-	\$286,823
	Total Programmed	-	-	\$286,823	-	-	-	-	\$286,823

*Map Has Not Been Mark

Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
23-01 Amendment 2023-2027	03/20/2023	4/19/2023	Pending	Pending
23-02 Amendment 2023-2027	Pending	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Project to continue to CAMPO TIP Action 23-02

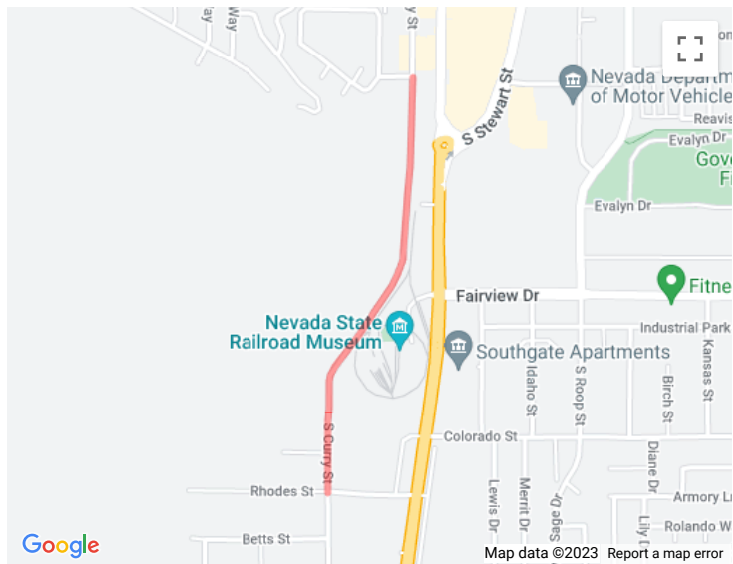
Funding Change(s):

Total project cost increased from \$141,273 to \$286,823

*Not Location Specific

State TIP ID	CC20230004	MPO/TIP	CAMPO 23-02	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 Name	Curry 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
	<i>Total Preliminary Engineering</i>	-	-	-	\$400,000	-	-	-	\$400,000
ROW	Carson City Local - CAMPO	-	-	-	-	\$100,000	-	-	\$100,000
	<i>Total Right of Way</i>	-	-	-	-	\$100,000	-	-	\$100,000
CON	Carson City Local - CAMPO	-	-	-	-	-	\$800,000	-	\$800,000
CON	Congressionally Designated Spending	-	-	-	-	-	\$2,600,000	-	\$2,600,000
	<i>Total Construction</i>	-	-	-	-	-	\$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	Pending	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

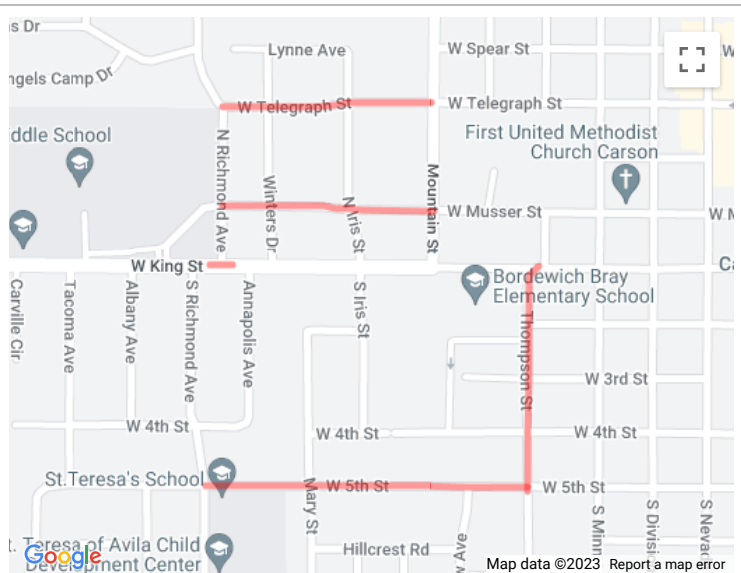
State TIP ID XS20220006
 Lead Agency Carson City
 Project Type Active Transportation (Bike/Ped)
 Project Name 2021 Western Nevada Safe Routes to School Vulnerable User Pedestrian Safety Infrastructure Improvement Project
 Project At Telegraph St From Richmond Ave To Mountain St of Distance (mile) 0.7281 At Musser St From Richmond Ave To Mountain St of Distance (mile) .728 At King St From King St & Richmond Ave At
 Limits 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, and intersection enhancements near school zones in West Carson City.

MPO/TIP CAMPO 23-02
 Contact Kelly Norman 7752837525
 Air Quality

Local ID
 NDOT District 2
 TCM

Total Cost \$1,250,000
 County CARSON CITY
 Construction2024 start

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
PE	Congressionally Designated Spending	-	\$108,342	-	-	-	-	-	\$108,342
PE	Local Fund	-	\$5,702	-	-	-	-	-	\$5,702
<i>Total Preliminary Engineering</i>			-	\$114,044	-	-	-	-	\$114,044
CON	Congressionally Designated Spending	-	-	\$891,658	-	-	-	-	\$891,658
CON	Local Fund	-	-	\$244,298	-	-	-	-	\$244,298
<i>Total Construction</i>			-	\$1,135,956	-	-	-	-	\$1,135,956
<i>Total Programmed</i>			-	\$114,044	\$1,135,956	-	-	-	\$1,250,000



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
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	Pending	Pending
23-02 Amendment 2023-2027	Pending	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Updated Project Limits; Project to continue to CAMPO TIP Action 23-02

Funding Change(s):

Total project cost stays the same \$1,250,000

<i>State TIP ID</i> XS20220033	<i>MPO/TIP</i> CAMPO 23-02	<i>Local ID</i>	<i>Total Cost</i> \$46,200,000
<i>Lead Agency</i> Nevada DOT	<i>Contact</i> SHAWN PATERSON 775-888-7655	<i>NDOT</i> District 2	<i>County</i> CARSON CITY, DOUGLAS
<i>Project Type</i> Preservation	<i>Air Quality</i>	<i>TCM</i>	<i>Construction</i> 2025 start
<i>Project Name</i> US 50, Douglas County/Carson City, Spooner Summit-Preservation			
<i>Project Limits</i> 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			
<i>Scope</i> Mill and Fill w/OG Hydraulic Improvements and ITS trunk line			

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
	<i>Total Construction</i>	-	-	-	\$46,200,000	-	-	-	\$46,200,000
	<i>Total Programmed</i>	-	-	-	\$46,200,000	-	-	-	\$46,200,000

*Map Has Not Been Mark

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
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	<i>Pending</i>	<i>Pending</i>
23-02 Amendment 2023-2027	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Change in a public funding category with no change in the priority of a project in the STIP/RTIP.

Funding Change(s):

Total project cost increased from \$42,886,000 to \$46,200,000

<i>State TIP ID</i> XS20210011	<i>MPO/TIP</i> CAMPO 23-02	<i>Local ID</i>	<i>Total Cost</i> \$1,484,492
<i>Lead Agency</i> Nevada DOT	<i>Contact</i> Albert Jacquez 775-301-9326	<i>NDOT</i> District 2	<i>County</i> CARSON CITY, DOUGLAS, LYON
<i>Project Type</i> Active Transportation (Bike/Ped)	<i>Air Quality</i>	<i>TCM</i>	<i>Construction</i> N/A
<i>Project Name</i> Western Nevada Safe Routes to Schools Program (TAP)			

Project Limits
Scope 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	-	-	\$35,000	-	-	-	-	\$35,000
OTHER	Local Fund	\$39,225	-	-	-	-	-	-	\$39,225
OTHER	TAP FLEX STBG	\$170,288	-	\$665,000	-	-	-	-	\$835,288
OTHER	TAP FLEX STBG (AC)	\$574,979	-	-	-	-	-	-	\$574,979
	<i>Total Other</i>	\$784,492	-	\$700,000	-	-	-	-	\$1,484,492
	<i>Total Programmed</i>	\$784,492	-	\$700,000	-	-	-	-	\$1,484,492

*Map Has Not Been Mark

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-11 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	<i>Pending</i>	<i>Pending</i>
23-02 Amendment 2023-2027	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Change in a public funding category with no change in the priority of a project in the STIP/RTIP.

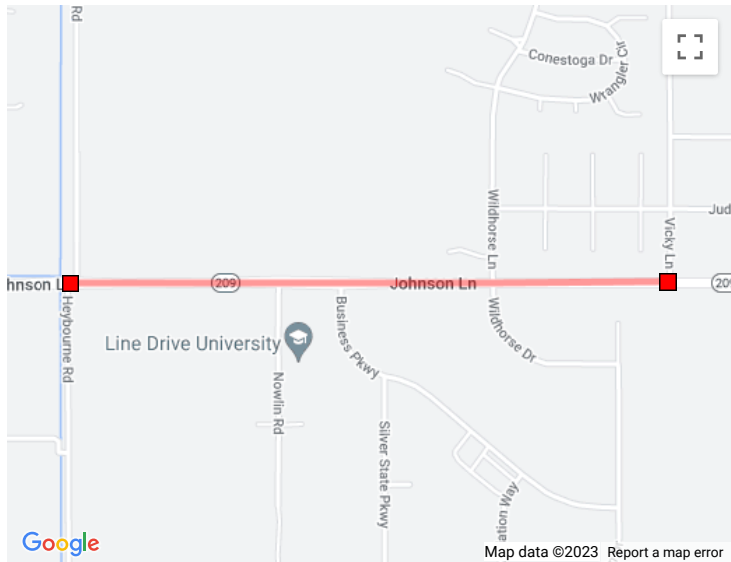
Funding Change(s):

Total project cost stays the same \$1,484,492

*Various Locations

<i>State TIP ID</i> DO20220007	<i>MPO/TIP</i> CAMPO 23-02	<i>Local ID</i>	<i>Total Cost</i> \$4,000,000
<i>Lead Agency</i> Carson Area MPO	<i>Contact</i> Jon Erb (775)782-6233	<i>NDOT</i> District 2	<i>County</i> DOUGLAS
<i>Project Type</i> Road Improvement	<i>Air Quality</i>	<i>TCM</i>	<i>Construction</i> 2025 start
<i>Project Name</i> Johnson Lane Reconstruction Project			
<i>Project Limits</i> At Johnson Lane From Heybourne Road To Vicky Lane of Distance (mile) 1.0			
<i>Scope</i> 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.			

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
<i>Total Construction</i>		-	-	-	\$4,000,000	-	-	-	\$4,000,000
<i>Total Programmed</i>		-	-	-	\$4,000,000	-	-	-	\$4,000,000



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	Pending	Pending
23-02 Amendment 2023-2027	Pending	Pending	Pending	Pending

Current Change Reason

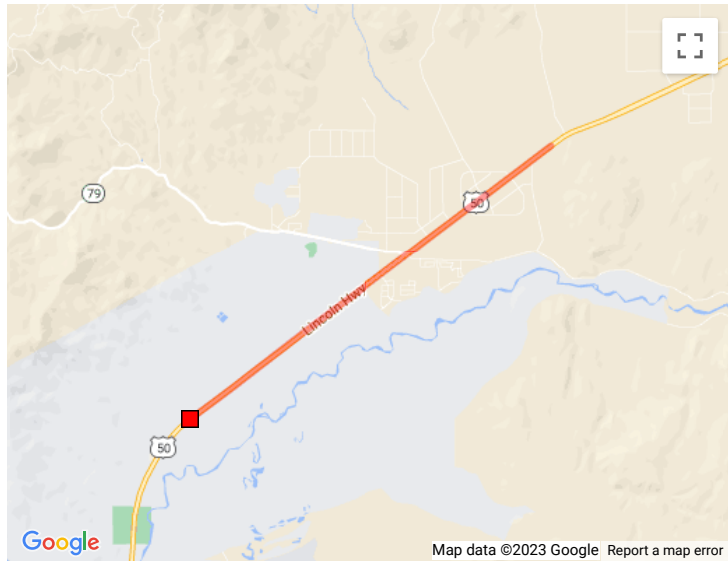
SCHEDULE / FUNDING / SCOPE - Other, Project to continue to CAMPO TIP Action 23-02

Funding Change(s):

Total project cost stays the same \$4,000,000

<i>State TIP ID</i> LY20220002	<i>MPO/TIP</i> CAMPO 23-02	<i>Local ID</i>	<i>Total Cost</i> \$29,010,000
<i>Lead Agency</i> Nevada DOT	<i>Contact</i> Brian Deal 775-888-7654	<i>NDOT</i> District 2	<i>County</i> LYON
<i>Project Type</i> Preservation	<i>Air Quality</i>	<i>TCM</i>	<i>Construction</i> 2026 start
<i>Project Name</i> US 50, East of Dayton, Fortune Drive to Six Mile Canyon Road - Preservation			
<i>Project Limits</i> At From LY MP 8.0 To LY MP 13.8 of Distance (mile) 5.74 Begin: 8.03 End: 13.77			
<i>Scope</i> Outside Lanes (Both Directions): 8" Roadbed Modification, 5" Dense Grade with 0.75" Open Grade. All Other Pavement: 2" Cold Mill, 2" Dense Grade with 0.75" Open Grade.			

Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	FY2027	Future	Total
ROW	State Gas Tax	-	-	-	\$10,000	-	-	-	\$10,000
	<i>Total Right of Way</i>	-	-	-	\$10,000	-	-	-	\$10,000
CON	NHPP	-	-	-	-	\$16,530,000	-	-	\$16,530,000
CON	STBG State-Wide	-	-	-	-	\$8,265,000	-	-	\$8,265,000
CON	State Gas Tax	-	-	-	-	\$2,900,000	-	-	\$2,900,000
CON	State Match - Nv	-	-	-	-	\$1,305,000	-	-	\$1,305,000
	<i>Total Construction</i>	-	-	-	-	\$29,000,000	-	-	\$29,000,000
	<i>Total Programmed</i>	-	-	-	\$10,000	\$29,000,000	-	-	\$29,010,000



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	<i>Pending</i>	<i>Pending</i>
23-02 Amendment 2023-2027	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Change in a public funding category with no change in the priority of a project in the STIP/RTIP.

Funding Change(s):

Total project cost increased from \$28,919,200 to \$29,010,000

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

Work Element	Activity				Funding Breakdown, Overall FY 23 & FY 24		
	#	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			\$112,500	\$112,500	\$225,000
	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			\$62,000	\$32,000	\$94,000
	2.2	Public Participation	CAMPO's Public Participation Plan (PPP) Update	December 2022			
	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)			\$120,000	\$75,000	\$195,000
	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			
			Annual JAC Monitoring Report	March 2023; March 2024			
	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	January 2023			
Complete Streets Design Guide and Toolbox			October 2023				
Updated CAMPO Bicycle Route Map			June 2023				
3.5	Updates to Supporting Regional Planning Documents						
4.0 Transportation Performance and Asset Management	4.1	Performance Measure Implementation and Management	Safety Performance Measure Targets	February 2023; February 2024			
			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	June 2023			
	4.3	Data Management, Collection, and Performance Measurement	Annual CAMPO Monitoring Report	September 2022; September 2023			
	4.4	Maintain Pavement Management System	Completed pavement survey for Lyon/Douglas County	June 2023			
			Annual performance reporting of pavement condition	July 2022; July 2023			
4.5	Non-Motorized Asset Management	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 documents	June 2023	\$31,000	\$10,000	\$41,000
	5.2	Infrastructure Sustainability	Assessment of and maps showing soil conditions within CAMPO region	June 2023			
Total UPWP CPG/Local					\$585,500	\$391,500	\$977,000
Total Other Federal/Local**					\$0	\$0	\$0
Total 2-Year UPWP					\$585,500	\$391,500	\$977,000

*Consultant involvement is expected

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STAFF REPORT

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

Meeting Date: May 10, 2023

Staff Contact: Chris Martinovich, Transportation Manager

Agenda Title: For Possible Action – Discussion and possible action regarding (1) Cooperative Agreement No. PR208-23-802 (“Agreement”) with the Nevada Department of Transportation (“NDOT”) allowing the Carson Area Metropolitan Planning Organization (“CAMPO”) to receive an anticipated \$694,040.75 in Consolidated Planning Grant (“CPG”) funds for Fiscal Year (“FY”) 2024 to be expended in accord with CAMPO’s Unified Planning Work Program (“UPWP”) and subject to a maximum 5% local match obligation estimated as \$36,528.46; and (2) authority for the Transportation Manager to sign the Agreement and future amendments that extend the time for performance or approve funding changes not to exceed 10% of the present Agreement amount.

Staff Summary: Each year, CAMPO and NDOT enter into a Cooperative Agreement for the distribution of CPG funds. The Agreement provides CPG funds for FY 2024 to be used consistent with CAMPO’s operative UPWP, and subject to a 5% local match. CAMPO would be required to utilize these funds on Work Elements 1.0 through 5.0 in its UPWP for FY 2024.

Agenda Action: Formal Action/Motion

Time Requested: 10 minutes

Proposed Motion

I move to approve the Agreement, as presented, and to authorize the Transportation Manager to sign the Agreement as well as future amendments that extend the time for performance or approve funding changes not to exceed 10% of the present Agreement amount.

Background/Issues & Analysis

The Agreement sets forth general provisions for the duties and responsibilities of CAMPO and NDOT, as required by the Federal Highway Administration for metropolitan planning agencies. The Agreement commits CAMPO to perform work tasks in the UPWP for the time period of July 1, 2023 through June 30, 2024 and to comply with the local match requirements for the expenditure of federal CPG funds allocated to the UPWP. Because the Agreement requires CPG funds to be allocated in accord with CAMPO’s operative UPWP, this is related to a separate item regarding an amendment to the UPWP for FY 2023 and FY 2024.

The term of the Agreement is one-year set to expire June 30, 2024. NDOT and CAMPO staff, in coordination with Nevada’s other metropolitan planning organizations (“MPO”), are working toward a longer-term Non-Monetary Agreement, aimed at providing an equitable distribution of CPG funds to each MPO to ensure each MPO can continue to carry out basic transportation planning functions, to support state activities, and to meet federal requirements. A longer-term agreement is anticipated to be finalized over the next year.

Applicable Statute, Code, Policy, Rule or Regulation

NRS 277.110

Financial Information

Is there a fiscal impact? Yes No

If yes, Fund Name, Account Name / Account Number: CAMPO fund, Unified Planning Work Program account / 2453028-501210. Project # G302823001, Tasks 1.0 - 5.0.

Is it currently budgeted? Yes No

Explanation of Fiscal Impact: \$694,040.75 in federal CPG funding is available to perform work tasks in the UPWP for the time period of July 1, 2023 through June 30, 2024. An amendment to the FY 2023 and 2024 UPWP is proposed which will augment the FY 2024 budget to \$730,570 which includes the available federal CPG funding, plus the maximum required 5% local match of \$36,528.46. The local match will be distributed across the member agencies based on population within CAMPO’s metropolitan planning area, as shown in the table below. Any unused CPG funding and local match will carry forward to the next fiscal year.

Figure 1.0: FY 2024 Local Share

County	Pct.	FY 2023 Original Local Match	FY 2023 Local Match After UPWP Amendment #1	Carryforward Match Amount Difference	FY 2024 Estimated Local Match	FY 2024 Reconciled Local Match
Carson City	66.3%	\$19,410	\$13,208	\$6,202	\$24,474	\$18,272
Douglas County	15.4%	\$4,508	\$3,067	\$1,441	\$5,479	\$4,038
Lyon County	18.3%	\$5,357	\$3,646	\$1,711	\$6,575	\$4,864
Total	100%	\$29,275	\$19,921	\$9,354	\$36,528	\$27,174

Alternatives

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

Supporting Material

-Exhibit-1: Cooperative Agreement No. PR208-23-802

Board Action Taken:

Motion: _____

- 1) _____
- 2) _____

Aye/Nay

(Vote Recorded By)

Agreement Number PR208-23-802

COOPERATIVE AGREEMENT

This Agreement is made and entered into on _____, by and between the State of Nevada, acting by and through its Department of Transportation, hereinafter called the "DEPARTMENT", and Carson Area Metropolitan Planning Organization, 3505 Butti Way, Carson City, NV 89701, hereinafter called the "MPO".

WITNESSETH:

WHEREAS, a Cooperative Agreement is defined pursuant to Nevada Revised Statutes (NRS) 277.110 as an agreement between two or more public agencies for the joint exercise of powers, privileges, and authority; and

WHEREAS, pursuant to the provisions contained in Chapter 408 of the Nevada Revised Statutes, the Director of the DEPARTMENT may enter into those agreements necessary to carry out the provisions of the Chapter; and

WHEREAS, NRS 277.110 authorizes any two or more public agencies to enter into agreements for joint or cooperative action; and

WHEREAS, the parties to this Agreement are public agencies and authorized to enter into agreements in accordance with NRS 277.080 to 277.110, inclusive; and

WHEREAS, the purpose of this Agreement is to set forth general provisions for the duties of the parties for the expenditure of the Federal Metropolitan Planning (PL) funds set forth hereinafter called the "PROJECT;" and

WHEREAS, the current Transportation Act provides funding for all modes of transportation under which this PROJECT is eligible for ninety-five percent (95%) federal funds and five percent (5%) matching funds; and

WHEREAS, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have approved a waiver of the five percent (5%) non-Federal matching funds for Federal Metropolitan Planning (PL) funds expended for certain Complete Streets planning activities; and

WHEREAS, the PROJECT has been approved for Federal Planning funds, per Catalog of Federal Domestic Assistance (CFDA) Number CFDA 20.205; and

WHEREAS, the transportation planning services to be provided by the MPO shall be of benefit to the DEPARTMENT, the MPO and to the people of the State of Nevada; and

WHEREAS, the parties hereto are willing and able to perform the services described herein.

NOW, THEREFORE, in consideration of the premises and of the mutual covenants herein contained, it is agreed as follows:

ARTICLE I - MPO AGREES

1. The undersigned signatory MPO hereby commits to complete during State Fiscal Year (FY) 2024 starting July 1, 2023, and ending June 30, 2024, the Unified Planning Work

Program (UPWP) as approved and is incorporated herein by this reference and made an express part of this Agreement.

2. To be responsible for the maintenance of a comprehensive, continuing, and cooperative transportation planning process, and as such, shall be responsible for all transportation planning funds for the study area whose boundaries shall include the limits of the MPO Planning Area Boundary.

3. To be responsible, in cooperation with the DEPARTMENT, for designating the PROJECT priorities on the System of Streets and Highways within the MPO's boundaries, consistent with the guidelines governing the Regional Transportation Improvement Program.

4. To be responsible, in cooperation with the DEPARTMENT, for compiling, reviewing the planning consistency of, and adopting a fiscally constrained Transportation Plan and Transportation Improvement Program for the Metropolitan Planning Area.

5. To develop and implement a public participation program to assist the MPO in identifying community transportation needs and desires. Various methods of providing for public involvement and input may be used as deemed necessary or appropriate. These methods may include but are not limited to meetings, hearings, workshops, citizen committees, and newsletters.

6. To be responsible, in cooperation with the DEPARTMENT, for the annual development, maintenance, adoption, and administration of the MPO UPWP as required by Title 23 Code of Federal Regulations 450.314 and Title 23 Part 420, herein incorporated by reference. The UPWP is a program budget document within which the comprehensive metropolitan planning process is defined so that Federal and DEPARTMENT planning requirements can be met.

7. To provide funds, from sources other than the DEPARTMENT or Federal funds, to cover the balance of the work defined in the UPWP. Any funding provided by the DEPARTMENT as indicated in the UPWP must be expended in the program year indicated. The DEPARTMENT's obligation to provide DEPARTMENT funds lapses at the end of each program year as indicated in the approved UPWP. Eligible costs as well as methods for documenting those costs attributable to the PROJECT contracting requirements shall be governed by the current provision of:

a. Office of Management and Budget (OMB) Title 2 Subtitle A Chapter II Part 200.

8. To invoice the DEPARTMENT quarterly for actual eligible costs (with supporting auditable documentation) of completing planning activities as contained in the approved UPWP. Monthly billings will be allowed, at the DEPARTMENT's discretion, on a case by case basis. Reimbursement shall not exceed the approved federal funds for the fiscal year that is programmed. This Agreement does not cover fund sources other than the PL funds and the 5303 Federal Transit Administration (FTA) funds transferred to FHWA to become PL funds. The MPO is responsible for the non-federal match as required.

9. To invoice the DEPARTMENT for final quarter eligible costs within forty-five (45) calendar days of the program completion.

10. To submit for review a year-end report accounting for the expenditure of all funds and services included as part of the transportation section of the UPWP, with optional quarterly reports accounting on expenditures and services.

11. To permit the DEPARTMENT and the FHWA to audit the books, records, and accounts of the MPO pertaining to the MPO's UPWP. In addition, the MPO will present to the DEPARTMENT the results of any independent audit, review, and/or inspection of the MPO's UPWP prepared by or for the MPO.

12. To provide and maintain all books, documents, papers, accounting records, and other evidence pertaining to costs incurred and to make such materials available at the administrative offices of the MPO at all reasonable times during the tenure of this Agreement and for three (3) years from federal acceptance of the project for work accomplished by the MPO under the UPWP. Such materials will be made available for inspection by authorized representatives of the DEPARTMENT or the FHWA, and copies thereof shall be furnished if requested.

13. To establish a separate fund to provide funding for the transportation planning process and to match Federal transportation planning funds. The estimated maximum amount of local match to be paid by the MPO is Thirty Six Thousand Five Hundred Twenty-Eight and 46/100 Dollars (\$36,528.46).

14. Should MPO expend funds in excess of those federal funds actually encumbered for FY 2024 against this UPWP, those costs shall be borne solely by the MPO.

15. The Director of the DEPARTMENT shall be an ex-officio member for participation in matters pertaining to planning. The Nevada Division Administrator of the FHWA shall act in an advisory capacity.

16. During the performance of this Agreement, the MPO, for itself, its assignees, and successors in interest agrees as follows:

a. Compliance with Regulations: The MPO shall comply with all of the regulations relative to nondiscrimination in federally-assisted programs of 49 CFR Part 21 as they may be amended from time to time (hereinafter "Regulations"), which are herein incorporated by reference and made a part of this Agreement.

b. Nondiscrimination: The MPO, with regard to the professional services performed by it during the Agreement, shall not discriminate on the grounds of race, color, religion, sex, sexual orientation, gender identity or expression, age, disability or national origin in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The MPO shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices, when this Agreement covers a program set forth in Appendix B of the Regulations.

c. Solicitations for Subcontracts, Including Procurement of Materials, and Equipment: In all solicitations either by competitive bidding or negotiation made by the MPO for professional services to be performed under a subcontract, including procurement of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the MPO of the subcontractor's obligations under this Agreement and the Regulations relative to nondiscrimination on the grounds of race, color, religion, sex, sexual orientation, gender identity or expression, age, disability or national origin.

d. Information and Reports: The MPO shall provide all information and reports required by the Regulations, or directives issued pursuant thereto, and shall permit access to its facilities as may be determined by the DEPARTMENT or the Federal Highway Administration (FHWA) to be pertinent to ascertain compliance with such Regulations or directives. Where any information required of the MPO is in the exclusive possession of another who fails or refuses to

furnish this information, the MPO shall so certify to the DEPARTMENT, or the FHWA as appropriate, and shall set forth what efforts it has made to obtain the information.

e. Sanctions for Noncompliance: In the event of the MPO's noncompliance with the nondiscrimination provisions of this Agreement, the DEPARTMENT shall impose such Agreement sanctions as it or the FHWA may determine to be appropriate, including, but not limited to:

1. Withholding of payments to the MPO under this Agreement until the MPO complies, and/or

2. Cancellation, termination or suspension of this Agreement, in whole or in part.

f. Agreements with subcontractors shall include provisions making all subcontractor records available for audit by the DEPARTMENT and/or the FHWA.

g. Incorporation of Provisions: The MPO shall include the provisions of Paragraphs (a) through (f) above in every subcontract, including procurement of materials and leases of equipment, unless exempt by Regulations, order, or instructions issued pursuant thereto. The MPO shall take such action with respect to any subcontract or procurement as the DEPARTMENT or the FHWA may direct as a means of enforcing such provisions, including sanctions for non-compliance. In the event the MPO becomes involved in, or is threatened with, litigation by a subcontractor or supplier as a result of such direction, the MPO may request the DEPARTMENT to enter into such litigation to protect the interests of the DEPARTMENT, and the MPO may request the United States to enter into such litigation to protect the interests of the United States.

ARTICLE II - DEPARTMENT AGREES

1. Subject to availability of funds this FY, UPWP funds encumbered by the DEPARTMENT include, but may not exceed, the following: the estimated amount of federal funds for FY 2024 is Six Hundred Ninety Four Thousand Forty and 75/100 Dollars (\$694,040.75).

2. Reimbursement of these funds will begin when the funds are made available to the DEPARTMENT.

3. To participate in the ongoing transportation planning program and to provide funds for eligible activities in the federally approved Unified Planning Work Program. Any State funds used shall come from monies authorized by NRS Chapter 408, and shall be utilized for funding only by agreement in writing approved by the DEPARTMENT.

4. To program the approved Federal funds each year allocable to the MPO. The DEPARTMENT agrees to reimburse the MPO either ninety-five percent (95%) or one hundred percent (100%), depending on whether non-Federal match is required, of the amount approved by FHWA of the program costs upon receipt of quarterly billings with supporting documentation. Total reimbursement shall not exceed the total amount appropriated for each federal fiscal year. Reimbursement shall not exceed the amount shown for each of the tasks in the approved MPO Unified Planning Work Program.

5. To reimburse the MPO PL funds no later than fifteen (15) calendar days (FAST Act) after the date of receipt as authorized in Title 23 United States Code (USC). The invoice must contain all appropriate documentation and backup material. If the required documentation contains errors or is not included with the Invoice as required, the invoice will be returned to the

respective MPO for correction. After corrections are made, the invoice will be returned to the DEPARTMENT and the 15 calendar day period will begin affective upon stamped receipt of the corrected invoice

6. To notify the MPO within thirty (30) calendar days of the publication of a FHWA Notice as authorized by Congress of the Rescission of Federal Metropolitan Planning funds of the amounts to rescinded from each of the various Metropolitan Planning areas of the State of Nevada under said Notice together with any amounts withheld by the DEPARTMENT and the basis for this allocation.

7. The DEPARTMENT shall inform the MPO and the FHWA Division Office of the amounts allocated (per the mutually agreed upon allocation formula) to the MPO as soon as possible, but no later than thirty (30) calendar days, after PL and 5303 FTA funds have been apportioned by the United States Department of Transportation (USDOT) to the DEPARTMENT.

ARTICLE III - IT IS MUTUALLY AGREED

1. The term of this Agreement shall be from the date first written above through and including June 30, 2024.

2. This Agreement shall not become effective until and unless approved by appropriate official action of the governing body of each party.

3. In the event that MPO performs or causes to be performed any work after: (a) the Agreement's expiration date as set forth within this Agreement, as it may be amended from time to time through written amendment signed by the parties hereto and approved by appropriate official action of the DEPARTMENT's governing body, prior to such expiration date; or (b) termination of this Agreement prior to the expiration date set forth within this Agreement; then the DEPARTMENT shall make no payment for work performed following the expiration or termination dates, and MPO shall forfeit any and all right to payment for such work.

4. MPO, on behalf of itself, its spouses, heirs, executors, administrators, successors, subrogees, servants, insurers, attorneys, independent representatives, personal representatives, agents, and assigns, does hereby waive, release, and forever discharge the State of Nevada, the DEPARTMENT, and each and every of their departments, divisions, agencies, officers, directors, agents, contractors, and employees, from any and all claims, demands, liens, liability, actions, causes of action, and suits for damages, at law and in equity, in any way connected with or arising from the MPO's provision of services and work performed following termination of this Agreement and/or following the expiration date of this Agreement, as it may be amended from time to time through written amendment signed by the parties hereto and approved by appropriate official action of the DEPARTMENT's governing body, prior to such expiration date.

5. Neither the State of Nevada, the DEPARTMENT, nor any of their departments, divisions, agencies, officers, directors, agents, contractors, and employees, shall have authority to extend this Agreement beyond the expiration date set forth within this Agreement, unless such extension is set forth within a written amendment signed by the parties hereto and approved by appropriate official action of the DEPARTMENT's governing body. MPO shall not rely upon any oral or written representations expressed extrinsic to a written amendment signed by the parties hereto and approved by appropriate official action of the DEPARTMENT's governing body prior to such expiration date, purporting to alter or amend this Agreement, including, but not limited to, representations relating to the extension of the Agreement's expiration date.

6. Paragraphs 1 through 6 of this Article III - It is Mutually Agreed, shall survive the termination and expiration of this Agreement.

7. MPO shall not proceed with said work until a copy of this fully executed Agreement is received. If MPO does commence said work prior to receiving a copy of this fully executed Agreement, MPO shall forfeit any and all right to reimbursement for that portion of the work performed prior to said dates. Furthermore, MPO shall not rely on the terms of this Agreement in any way, including, but not limited to, any written or oral representations and warranties made by the DEPARTMENT or any of its agents, employees, or affiliates, or on any dates of performance, deadlines, indemnities, or any other term contained in this Agreement or otherwise prior to the receipt of the fully executed Agreement. In the event MPO violates the provisions of this Section, it waives any and all claims and damages against the DEPARTMENT, its employees, agents and/or affiliates, including, but not limited to, monetary damages and/or any other available remedy at law or in equity.

8. This Agreement may be terminated by either party prior to the date set forth above, provided that a termination shall not be effective until thirty (30) calendar days after a party has served written notice upon the other party. This Agreement may be terminated by mutual consent of both parties or unilaterally by either party without cause. The parties expressly agree that this Agreement shall be terminated immediately if for any reason Federal and/or State Legislature funding ability to satisfy this Agreement is withdrawn, limited, or impaired.

9. All notices or other communications required or permitted to be given under this Agreement shall be in writing and shall be deemed to have been duly given if delivered personally in hand, by telephonic facsimile or electronic mail with simultaneous regular mail, or mailed certified mail, return receipt requested, postage prepaid on the date posted, and addressed to the other party at the address set forth below:

FOR DEPARTMENT:

Tracy Larkin Thomason, Director
Attn: Kevin Verre, Chief, Multimodal Program
Development
Nevada Department of Transportation
Division: Planning
1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7712
Fax: (775) 888-7207
Email: kverre@dot.nv.gov

FOR MPO:

Christopher Martinovich, Transportation Manager
3505 Butti Way
Carson City, Nevada 89701
Phone: (775) 283-7367
Fax: (775) 887-2164
E-mail: CMartinovich@carson.org

10. MPO agrees to pay actual PROJECT costs whether they be greater than or less than the estimates shown herein.

11. MPO shall ensure that any reports, materials, studies, photographs, negatives, drawings or other documents prepared in the performance obligations under this Agreement shall be the exclusive, joint property of MPO and the DEPARTMENT. MPO shall ensure any subconsultant shall not use, willingly allow or cause to have such documents used for any purpose

other than performance of obligations under this Agreement without the written consent of both MPO and the DEPARTMENT.

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

13. To the fullest extent of NRS Chapter 41 liability limitations, each party shall indemnify, hold harmless, and defend, not excluding the other's right to participate, the other from and against all liability, claims, actions, damages, losses, and expenses, including, but not limited to, reasonable attorneys' fees and costs, caused by the negligence, errors, omissions, recklessness, or intentional misconduct of its own officers, employees, and agents. Such obligation shall not be construed to negate, abridge, or otherwise reduce any other right or obligation of indemnity which would otherwise exist as to any party or person described herein. This indemnification obligation is conditioned upon the performance of the duty of the party seeking indemnification (indemnified party) to serve the other party (indemnifying party) with written notice of an actual or pending claim, within thirty (30) calendar days of the indemnified party's notice of such actual or pending claim or cause of action. The indemnifying party shall not be liable for reimbursement of any attorney's fees and costs incurred by the indemnified party due to said party exercising its right to participate with legal counsel.

14. The parties do not waive and intend to assert available NRS Chapter 41 liability limitations in all cases. Agreement liability of both parties shall not be subject to punitive damages. Actual damages for any DEPARTMENT breach shall never exceed the amount of funds which have been appropriated for payment under this Agreement, but not yet paid, for the fiscal year budget in existence at the time of the breach.

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

16. An alteration ordered by the DEPARTMENT, which substantially changes the services provided for by the expressed intent of this Agreement shall be considered extra work and shall be specified in a written amendment which shall set forth the nature and scope thereof. The method of payment for extra work shall be specified at the time the amendment is written.

17. This Agreement and the rights and obligations of the parties hereto shall be governed by, and construed according to, the laws of the State of Nevada. The parties consent to the exclusive jurisdiction of the Nevada state district courts for enforcement of this Agreement.

18. The illegality or invalidity of any provision or portion of this Agreement shall not affect the validity of the remainder of the Agreement, and this Agreement shall be construed as if such provision did not exist. The unenforceability of such provision shall not be held to render any other provision or provisions of this Agreement unenforceable.

19. Except as otherwise expressly provided within this Agreement, all or any property presently owned by either party shall remain in such ownership upon termination of this Agreement, and there shall be no transfer of property between the parties during the course of this Agreement.

20. It is specifically agreed between the parties executing this Agreement that it is not intended by any of the provisions of any part of this Agreement to create in the public or any member thereof a third party beneficiary status hereunder or to authorize anyone not a party to this Agreement to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of this Agreement.

21. Each party agrees to keep and maintain under generally accepted accounting principles full, true, and complete records and documents pertaining to this Agreement and present, at any reasonable time, such information for inspection, examination, review, audit, and copying at any office where such records and documentation are maintained. Such records and documentation shall be maintained for three (3) years after final payment is made.

22. The parties are associated with each other only for the purposes and to the extent set forth in this Agreement. Each party is, and shall be, a public agency separate and distinct from the other party and shall have the right to supervise, manage, operate, control, and direct performance of the details incident to its duties under this Agreement. Nothing contained in this Agreement shall be deemed or construed to create a partnership or joint venture, to create relationships of an employer-employee or principal-agent, or to otherwise create any liability for one agency whatsoever with respect to the indebtedness, liabilities, and obligations of the other agency or any other party.

23. Neither party shall assign, transfer or delegate any rights, obligations, or duties under this Agreement without the prior written consent of the other party.

24. The parties hereto represent and warrant that the person executing this Agreement on behalf of each party has full power and authority to enter into this Agreement and that the parties are authorized by law to engage in the cooperative action set forth herein.

25. Pursuant to NRS 239 information or documents may be open to public inspection and copying. The parties shall have the duty to disclose unless a particular record is confidential by law or a common law balancing of interests.

26. Each party shall keep confidential all information, in whatever form, produced, prepared, observed, or received by that party to the extent that such information is confidential by law or otherwise required to be kept confidential by this Agreement.

27. This Agreement constitutes the entire agreement of the parties and such is intended as a complete and exclusive statement of the promises, representations, negotiations, discussions, and other agreements that may have been made in connection with the subject matter hereof. Unless an integrated attachment to this Agreement specifically displays a mutual intent to amend a particular part of this Agreement, general conflicts in language between any such attachment and this Agreement shall be construed consistent with the terms of this Agreement. Unless otherwise expressly authorized by the terms of this Agreement, no modification or amendment to this Agreement shall be binding upon the parties unless the same is in writing and signed by the respective parties hereto and approved by the Attorney General.

IN WITNESS WHEREOF, the parties have executed this Agreement on the day and year first above written.

Carson Area Metropolitan
Planning Organization

State of Nevada, acting by and through its
DEPARTMENT OF TRANSPORTATION

Christopher Martinovich
Transportation Manager

Director
Approved as to Legality and Form:

Approved as to Form:

Deputy Attorney General

Attorney

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STAFF REPORT

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

Meeting Date: May 10, 2023

Staff Contact: Kelly Norman, Transportation Planner

Agenda Title: For Possible Action – Discussion and possible action regarding a proposed amendment (“Amendment No. 1”) to CAMPO’s Unified Planning Work Program (“UPWP”) for Fiscal Years (“FY”) 2023 and 2024, which includes an amended budget to carryforward unused FY 2023 funds to FY 2024, a \$298,075 budget increase for FY 2024 to reflect available federal Consolidated Planning Grant (“CPG”) funds and other federal and local funds, and various other revisions to UPWP Work Elements.

Staff Summary: The UPWP establishes the budget for proposed CAMPO work activities and describes how CPG funds will be administered. CAMPO approved a two-year UPWP for FY 2023 and 2024 on May 11, 2022 with an overall budget of \$997,000. Amendment No. 1 modifies funding distribution to carryforward unused FY 2023 funds to FY 2024 and to increase the overall amount of funding available for the UPWP from \$997,000 to \$1,295,075, which consists of \$1,072,531 in CPG funding, \$166,095 in other federal/local funds, and \$56,449 in required local match. The UPWP is subject to a maximum 5% local match.

Agenda Action: Formal Action/Motion

Time Requested: 10 minutes

Proposed Motion

I move to approve Amendment No. 1, as presented.

Background/Issues & Analysis

CAMPO receives annual funding from the Federal Highway Administration (“FHWA”) and Federal Transit Administration (“FTA”) for regional transportation planning activities. These two funding sources are combined as CPG funds, which reimburse Metropolitan Planning Organizations (“MPO”), like CAMPO, at a rate of 95% for eligible expenditures consistent with an approved UPWP. The amount of CPG funds allocated to CAMPO is based on an agreed distribution formula between the Nevada Department of Transportation (“NDOT”) and Nevada’s three other MPOs.

An amendment is needed to carryforward unused FY 2023 funds to FY 2024 and to incorporate additional funds available in FY 2024. In addition, CAMPO staff has updated UPWP milestones and/or completion dates for Tasks 2.0, 3.0, 4.0, and 5.0.

CAMPO must submit a UPWP to NDOT, FHWA, and FTA, establishing the budget for proposed activities to be administered throughout the duration of the UPWP. Amendment No. 1 was provided to these agencies, and a 30-day public comment period that meets the requirements within CAMPO’s Public Participation Plan was opened from April 8, 2023 through May 8, 2023. No public comments were received as of the posting of this item.

Applicable Statute, Code, Policy, Rule or Regulation

23 CFR Part 450

Financial Information

Is there a fiscal impact? Yes No

If yes, Fund Name, Account Name / Account Number: CAMPO fund, Unified Planning Work Program account / 2453028-501210, Project # G302823001.

Is it currently budgeted? Yes No

Explanation of Fiscal Impact: An estimated \$1,072,531 in federal CPG funding, \$166,095 in other federal/local funding, and \$56,449 in required local match funding is available to perform Work Elements 1.0 through 5.0 in the UPWP for the two-year time period of July 1, 2022 through June 30, 2024. The required local match is funded by CAMPO’s three member agencies. The FY 2024 UPWP budget for Work Elements 1.0 through 5.0 totals \$896,665. CAMPO’s three member agencies will be invoiced for the required local match as is typical each year. Any unused CPG funding and local match will carry forward to the next fiscal year.

Figure 1.0: FY 2024 Local Share

County	Pct.	FY 2023 Original Local Match	FY 2023 Local Match After UPWP Amendment #1	Carryforward Match Amount Difference	FY 2024 Estimated Local Match	FY 2024 Reconciled Local Match
Carson City	66.3%	\$19,410	\$13,208	\$6,202	\$24,474	\$18,272
Douglas County	15.4%	\$4,508	\$3,067	\$1,441	\$5,479	\$4,038
Lyon County	18.3%	\$5,357	\$3,646	\$1,711	\$6,575	\$4,864
Total	100%	\$29,275	\$19,921	\$9,354	\$36,528	\$27,174

Alternatives

Do not approve Amendment No. 1 and provide alternative direction to staff.

Supporting Material

-Exhibit-1: Amendment No. 1 to FY 2023 & FY 2024 2-Year Draft Unified Planning Work Program (UPWP) with tracked changes

-Exhibit-2: Amendment No. 1 to FY 2023 & FY 2024 2-Year Draft Unified Planning Work Program (UPWP) for approval

Board Action Taken:

Motion: _____

- 1) _____
- 2) _____

Aye/Nay

(Vote Recorded By)

Carson Area Metropolitan Planning Organization



**Fiscal Years 2023-2024: July 1, 2022 – June 30,
2024 UNIFIED PLANNING WORK PROGRAM**

Approved: May 11, 2022

Amended: Pending

Contact Information:

Carson Area Metropolitan Planning Organization

3505 Butti Way

Carson City, NV 89701

Office: (775) 887-

2355

Email: Comments@CarsonAreaMPO.com

CarsonAreaMPO.com

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



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**Carson Area Metropolitan Planning Organization
FY 2023 and FY 2024 CAMPO Unified Planning Work Program
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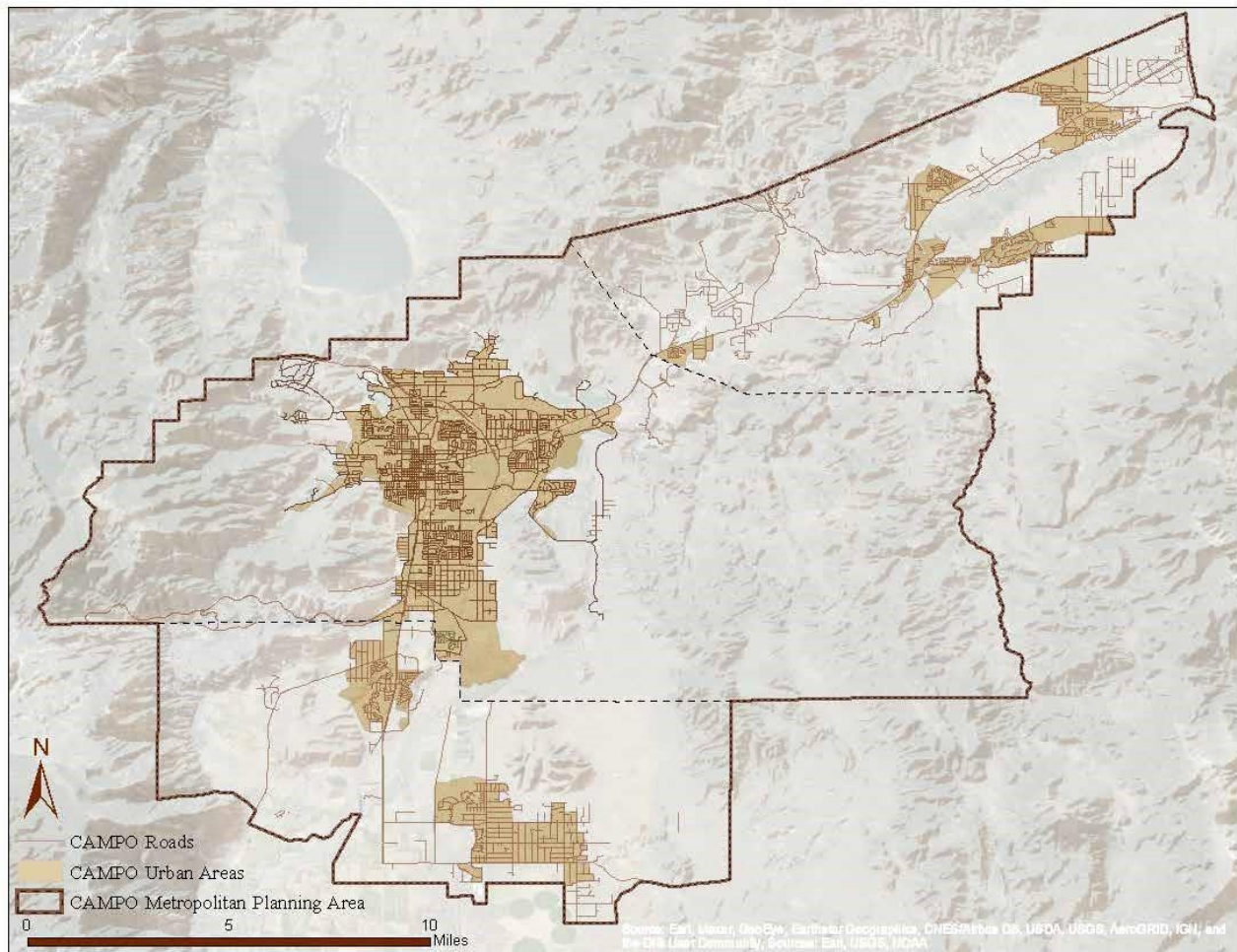
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1.0 Introduction

The Unified Planning Work Program (UPWP) defines the continuing, comprehensive, and cooperative regional transportation planning process for the Carson Area Metropolitan Planning Organization (CAMPO) planning area. It establishes regional planning objectives for Fiscal Years 2023/2024 covering the period of July 1, 2022 through June 30, 2024 and includes a corresponding budget to complete the work. This strategic management tool is organized by Work Elements that identify activities and products to be accomplished during the two-year period. These activities include core metropolitan planning functions, mandated metropolitan planning requirements, and other regional planning activities. As detailed in the Code of Federal Regulations (CFR) 23 CFR 450.308, each activity listed in the UPWP must indicate who will do the work, the schedule for completing the work, the resulting product, the proposed funding, and a summary of total amounts and sources of Federal and matching funds. Funding for metropolitan planning activities is made possible through the U.S. Department of Transportation – both the Federal Highway Administration and the Federal Transit Administration – and through the three local entities – Carson City, Douglas County, and Lyon County. Figure 1.1 depicts the CAMPO Metropolitan Planning Area.

Figure 1.1 CAMPO Metropolitan Planning Area





1.1 Organization Overview

A Metropolitan Planning Organization (MPO) is an organization of local governments in areas with a collective population of 50,000 or over, termed an Urbanized Area. As a condition for receiving Federal transportation dollars, MPOs must have a continuing, cooperative, and comprehensive transportation planning process in cooperation with the State. The MPOs are to cooperate with the State in developing transportation plans and programs for urbanized areas. This transportation planning process results in plans and programs consistent with the area's locally adopted comprehensive plans. On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) was signed into law. This is a five-year transportation bill which continues core provisions in the two previous transportation bills (the Fixing America's Surface Transportation (FAST) Act and Moving Ahead for Progress in the 21st Century Act (MAP-21)) with an updated emphasis on safety and research, reconnecting communities, and the link between housing and transportation.

What is the Carson Area Metropolitan Planning Organization?

In 2002, the US Census Bureau announced the release of the Carson City Urbanized Area geography (according to the 2000 Census), with a population that had surpassed the threshold of 50,000. The urbanized area consists of Carson City, as well as the adjacent, relatively densely inhabited portions of Douglas and Lyon Counties. As a result of surpassing the population criteria of 50,000, the area was required to form a Metropolitan Planning Organization for its transportation planning and programming activities. The Nevada Governor, in accordance with Federal regulations, designated the Carson Area Metropolitan Planning Organization (CAMPO) as a newly formed MPO in the State of Nevada. In 2012, the Census Bureau updated the urbanized area boundaries based on data collected during the 2010 Census, though changes were minor.

CAMPO carries out transportation planning activities within the Metropolitan Planning Area (MPA), shown on Figure 1.1. The MPA encompasses the urbanized area and a larger area that is likely to continue to urbanize within the next 20 years. Currently, there are two urban clusters, as defined by the US Census Bureau, within the MPA. They are the Johnson Lane area in Douglas County and Dayton in Lyon County.

Carson City Public Works staff serves as support staff to CAMPO. There are seven staff members that carry out the daily operations and they include the Transportation Manager, Senior Transportation Planner, Transportation/Traffic Engineer, Transit Coordinator, two (2) Transportation Planner/Analysts, and a Grant Analyst. In addition, CAMPO utilizes Geographic Information Systems (GIS) staff on occasion for geographic analyses, the production of various maps, and other related tasks.

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



1.2 CAMPO Policy Board and Staff

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

Table 1.1 CAMPO Policy Board

Member	Governmental Body Represented
Ms. Lori Bagwell, Chairperson	Carson City
Mr. Gregory Novak Ms. Lisa Schuette , Vice	Carson City
Mr. Wes Henderson	Lyon County
Mr. Chas Macquarie Ms. Lucia Maloney	Carson City
Mr. Jon Erb	Douglas County
Ms. Lisa Schuette Mr. Gregory Novak	Carson City
Mr. Robert (Jim) Dodson	Carson City
Ms. Sondra Rosenberg*	Nevada Department of Transportation

*Non-Voting ex-officio member

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

Table 1.2 CAMPO Staff

Staff Member	Title
Mr. Christopher Martinovich, PE	Transportation Manager
Ms. Kelly Norman	Lead Transportation Planner
Mr. Bryan Byrne, PE	Transportation/Traffic Engineer
Mr. Marquis Williams	Transportation Planner/Analyst
Mr. Scott Bohemier	Transportation Planner/Analyst
Mr. Alex Cruz	Transit Coordinator
Ms. Rebecca Bustos	Grant Analyst

[Note: CAMPO has two vacant positions.](#)

1.3 Responsibilities and Priorities

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

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



1.4 Organizational Procedures and Documents

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

- CAMPO Policies & Procedures
- CAMPO Public Participation Plan
- CAMPO FFY 2021-2024 Transportation Improvement Program
- CAMPO Unified Planning Work Programs
- Carson City's 2020 ADA Transition Plan for Pedestrian Facilities in the Public Right-of-Way
- Carson City Freeway Corridor Multi-Use Path Alignment Studies
- CAMPO Fare & Service Change Policy
- Notice of Protection Under Title VI
- CAMPO Disadvantaged Business Enterprise (DBE) Program
- CAMPO Disadvantaged Business Enterprise (DBE) FFY 2020-22 Goal
- CAMPO Complete Streets Performance Monitoring Program
- 2021 Transportation Network Monitoring Report
- FFY 2022 Annual Obligation Report
- CAMPO Travel Demand Model Validation Report 2015, 2020
- CAMPO Bicycle Friendly Community Report Card 2014, 2018
- CAMPO 2050 Regional Transportation Plan, Amendments, and updates
- Western Nevada Safe Routes to School Master Plan

1.5 Public Involvement

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

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



2.0 Summary of FY 2021 & FY 2022 Accomplishments and Work Efforts

CAMPO developed a two-year UPWP for the first time for Fiscal Year* FY 2017 and FY 2018 and has continued to update in partnership with the U.S. Department of Transportation (U.S. DOT) and Nevada Department of Transportation (NDOT). A two-year UPWP, updated annually, allows greater flexibility for CAMPO and its planning partners to complete more significant activities within a reasonable timeframe, and to better coordinate activities with the funding cycle. A two-year work program does not mean that two years' worth of funding is available in the first year. CAMPO executes a monetary agreement with the NDOT annually.

The following are the primary accomplishments and activities that were undertaken during FY 2021 and FY 2022:

- *2050 Regional Transportation Plan* – The Regional Transportation Plan (RTP) is a long-range planning document, intended to analyze the regional transportation network and to identify current and future needs to maintain a safe, efficient, and sustainable transportation system. CAMPO approved the 2050 RTP on January 13, 2021.
- *Carson Area Transportation System Management Plan* – Staff is working with Kimley Horn to identify and plan for long-term strategies for planning and implementing Coordinated Traffic Signal Systems in the rural Northern Nevada region including those agencies within the CAMPO planning area. Began in the Fall of 2020 and is ongoing through 2023.
- *2021 Network Monitoring Report* – Staff collected data, performed analyses, and produced an annual Monitoring Report for multimodal usage indicators, performance measures, and performance targets, as applicable within the CAMPO planning area. CAMPO approved the 2021 Network Monitoring Report on December 8, 2021.
- *Carson City ADA Transition Plan* – Carson City ADA Transition Plan was developed in the Spring of 2020 based on a plan initially developed in 2015. The 2020 Plan included a full inventory of sidewalks and curb ramps, including missing curb ramps. Significant progress has been made in 2022 to expand the ADA barriers inventory including ADA compliance of curb ramps and documentation of narrowness barriers throughout the CAMPO planning area.
- *Pavement Survey* – Roadways within the Carson City portion of the CAMPO area were inventoried, using a consultant, to assess pavement conditions. This practice is performed every couple of years for CAMPO to maintain a strong database and establish historical benchmarks, thereby providing a more robust analysis of pavement maintenance needs. This process ensures the most informed and efficient decisions are being made to address pavement health. The latest pavement Survey was completed in March 2022.
- *Completed the Federal Transit Administration's Triennial Review* – Every three years CAMPO's operations are reviewed for compliance with Federal Transit Administration (FTA) regulations in twenty administrative areas. Since FTA funds are distributed by CAMPO, CAMPO staff provide assistance to JAC transit as part of the Triennial Review process.

*Fiscal Year (FY) refers to a one-year period from July 1 to June 30. Federal Fiscal Year (FFY) refers to the federal government's fiscal year from October 1 to September 30.



- *Disadvantaged Business Enterprise (DBE) Program and 3-year Goal Update* – The CAMPO DBE program was revised to meet current FTA regulations and the 2020-2022 3-year DBE goal was established.
- *Public Transportation Agency Safety Plan (PTASP)* – Staff updated the PTASP annually in FFY 2021 and FFY 2022 for safety performance measures as required by 49 CFR 673.
- *Transportation Improvement Program (TIP) Activities* – The TIP includes a four-year list of projects and is consistent with all Federal planning regulations. All federally funded projects must be included in the TIP. CAMPO adopted the FFY 2021-2024 TIP February 10, 2021. Regular maintenance of the document was required through four (4) formal and three (3) administrative amendments through July 2022.
- *Title VI Program for Jump Around Carson (JAC) 2020-2022* – Staff prepared an update to the Title VI program to ensure CAMPO’s programs, policies, and activities continue to comply with (U.S. DOT) Title VI regulations, affirming that “no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”
- *Data Collection and Digitization of CAMPO’s ADA Inventory & the Comprehensive Sidewalks & Bicycle Facilities Inventory* – This activity was completed to support the development of Carson City’s 2020 ADA Transition Plan, the Western Nevada Safe Routes to School’s 2019 Carson City Safe Routes to School Master Plan, and to support CAMPO’s need for a more robust understanding of the Bicycle and Pedestrian network within the Metropolitan Planning Area. This ADA data collection and digitization task was completed in May 2022.
- *Collection, analysis, and reporting of Bicycle and Pedestrian Monitoring Data* – CAMPO continued collection of bicycle and pedestrian monitoring data, used to evaluate, and monitor the performance of Complete Streets measures, such as usage of CAMPO’s bicycle and pedestrian network.
- *Ongoing MPO Activities* – These activities included general administration, MPO representation, public participation efforts, regional consistency review, training, UPWP development, and administration of the Surface Transportation Block Grant (STBG) program with partner jurisdictions.
- *East William Complete Streets Project Feasibility Study* –Project planners and engineers sought community input prior to beginning the design and as a part of the East William Complete Streets Feasibility Study. The scope of the Feasibility Study begins at North Carson Street and continues east to the I-580 interchange, approximately 1.5 miles. The Feasibility Study examined features including safety, beautification, traffic operations, landscaping, incorporation of art, and bicycle and pedestrian infrastructure. This is anticipated to be completed in June 2022.



3.0 Federal Transportation Legislation/ Planning Emphasis Areas/ Planning Factors

In November 2021, the Infrastructure Investment and Jobs Act (IIJA) was signed into law. This legislation carries forward and expands the policies, programs, and initiatives established by preceding legislation (including the FAST Act and MAP-21) by introducing new policies and programs that address new and emerging issues that face the nation’s transportation system. These issues include mitigating impacts to existing infrastructure due to climate change, developing and maintaining system resiliency, ensuring equity, researching, and deploying new technologies, connecting housing and transportation, and improving safety for all users.

The metropolitan transportation planning process specified by the IIJA and the implementing regulations contained in 23 CFR 450 requires CAMPO to maintain a cooperative, continuous, and comprehensive framework for making transportation investment decisions in the metropolitan area. Although final guidance has yet to be issued, CAMPO has incorporated IIJA-related elements into the UPWP including an Infrastructure Investment and Jobs Act (IIJA) Implementation Program to proactively address rulemakings and guidance from the enactment of the IIJA.

[In January 2023, the FHWA, and later approved by the FTA, issued a memorandum waiving the non-Federal match requirement for Metropolitan Planning \(PL\), and Metropolitan Planning Program \(MPP\) funds that support complete streets planning activities. For CAMPO, this waiver will apply to activities related to complete street policies and prioritization methods, and well as to plans and projects that integrate multi-modal transportation elements. Tasks that meet the requirements of this waiver have been noted in the UPWP work elements.](#)

3.1 Federal Planning Emphasis Areas

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly develop Planning Emphasis Areas (PEAs) to promote policy, procedural, and technical topics that are to be considered by metropolitan planning organizations in the preparation of work plans. The PEAs address a mix of planning issues and priority topics identified as requiring additional focus by MPOs. In addition to PEAs, the IIJA includes housing factors for consideration in the transportation planning process. This section below introduces updated PEAs and discusses how they are addressed across work elements in the UPWP.

In 2014, the three planning emphasis areas included: MAP-21/ FAST Act Implementation, Regional Models of Cooperation, and Ladders of Opportunity. These planning emphasis areas encouraged MPOs to approach transportation planning through Performance Based Planning and Programming, assured a regional approach to MPO coordination, and encouraged MPOs to document transportation connectivity gaps to essential services including housing, employment, health care, schools/education, and recreation. In 2021, eight planning emphasis areas are required for consideration in MPO planning activities.

Tackling the Climate Crisis- Transition to Clean Energy, Resilient Future- FHWA and FTA work with the State Department of Transportation (State DOT) and MPOs to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52% below 2005 levels by 2030 and net-zero emissions by 2050, and increase resilience to extreme weather events and other natural disasters, and plan for sustainable infrastructure systems, adaptable to impacts of climate change.



Equity and Justice 40 in Transportation Planning- FHWA and FTA work with State DOT and MPOs to encourage the uses of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

Executive Order 13985 (*Advancing Racial Equity and Support for Underserved Communities*) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality.

The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, Executive Order 14008 and M-21-28 provide a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities.

Complete Streets- FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. To be considered complete, these arterial roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations.

Public Involvement- FHWA Division and FTA regional offices should encourage MPOs and State DOTs to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination- FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from the DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. The DOD’s facilities include military bases, ports, and depots, considered essential to national security.

Federal Land Management Agency (FLMA) Coordination- FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMA on infrastructure and connectivity



needs related to access routes and other public roads and transportation services that connect to Federal lands. MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)).

Planning and Environment Linkages (PEL)- PELs consider environmental, community, and economic goals early in the transportation planning process, and use the information, analysis, and products developed during planning to inform the environmental review process.

Data in Transportation Planning- To encourage data sharing principles and data management to be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision making at the State, MPO, regional, and local levels for all parties.

3.2 Federal Planning Factors

This UPWP includes data collection and analytical activities that will facilitate annual reporting about safety, travel delay, pavement condition, alternative mode share, and other performance metrics. This UPWP includes activities to continue the evaluation of the transportation performance measures and performance targets established in the Regional Transportation Plan (RTP). It anticipates that these performance measures will be refined based on statewide MPO/NDOT coordination in the development of future RTPs.

Transportation legislation lists ten factors that must be considered as part of the transportation planning process for all metropolitan areas. The 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.



3.3 Overview of FY 2023 and FY 2024 Work Efforts

CAMPO developed its first two-year UPWP in FY 2017. In working with U.S. DOT and NDOT, it was agreed that CAMPO would continue to implement its UPWP in a two-year cycle, which allows greater flexibility for CAMPO and its planning partners to complete more significant work tasks within a reasonable timeframe and to better coordinate work activities with the funding cycle. A two-year work program does not mean that two years' worth of funding is available in the first year. CAMPO executes a monetary agreement with NDOT annually.

The following are the primary activities to be undertaken during FY 2023 and FY 2024:

- Staff will collect data, perform analyses, and produce an annual Network Monitoring Report for multimodal usage indicators, jobs-housing ratios, performance measures, and performance targets, as applicable within the CAMPO planning area.
- Utilizing consultants, the Carson Area Transportation System Management Plan will be developed to identify and plan for long-term strategies for planning and implementing Coordinated Traffic Signal Systems within the CAMPO planning area. This effort began in 2020 and is expected to be completed in 2023.
- Working with local, regional, and statewide planning partners, staff will continue to regularly meet and consult with the Regional Transportation Stakeholder Coalition to advise staff on inter- and intra-regional transportation and transit challenges/needs. Information about the Regional Transportation Stakeholder Coalition can be found on CAMPO's website.
- The ADA barriers inventory will be systematically expanded to include narrowness barriers throughout the CAMPO planning area. Carson City ADA Transition Plan was developed in Spring of 2020. While the initial plan was developed in 2015, only a small portion of the City was inventoried due to budget constraints. It was anticipated that further inventory of the City would be done incrementally in the future. The 2020 Plan included a full inventory of sidewalks and curb ramps, including missing curb ramps.
- Roadways within the Lyon and/or Douglas County portions of the CAMPO area will be inventoried, using a consultant, to reassess pavement conditions. This practice is performed every couple of years for CAMPO, consistent with best industry practices, to maintain a strong database and establish historical benchmarks, thereby providing a more robust analysis of pavement maintenance needs. This process ensures the most informed and efficient decisions are being made to address pavement health.
- CAMPO will address Infrastructure Sustainability by conducting pavement analysis and geotechnical evaluations of existing soil conditions to assess sustainable prioritization methodologies that consider efficiency, risk, vulnerabilities, and resiliency.
- CAMPO Staff will Implement a Pavement Management Plan to support ongoing planning and programming activities related to roadway infrastructure in Carson City.
- A Local Road Safety Plan will be developed for Carson City, supporting the identification, analysis, and prioritization of safety improvements on Carson City's local and rural roads in partnership with NDOT.
- Resiliency will be incorporated into CAMPO's Asset Management, Multi-modal Planning, ITS, Carson Areas Transportation System Management Plan (CATSMP), and Infrastructure Sustainability. Resiliency is defined as the ability of a City, MPO, or other entity to prepare for



and recover quickly from unexpected interruptions, hazards, or emergencies.

- Staff will administer a survey of transit riders and non-riders (residents and visitors who do not ride the Jump Around Carson (JAC) transit system) to identify needs and opportunities to improve regional transit planning and operations. Feedback received will provide staff direction on what is working well with the system and where improvements can be made to better serve the community.
- The Transit Asset Management Plan will be updated for 2023-2026 for monitoring and managing public transportation assets in the delivery of service to improve safety and increase reliability and performance and establish performance measures as regulated in 49 CFR 625.
- The Complete Streets Policy will be enhanced and updated to begin to include design examples and Complete Street implementation guidance.
- A review and update to CAMPO's Public Participation Plan (PPP) will be completed.



3.4 Federal Planning Emphasis Areas/ Planning Factors and UPWP Activities

Table 3.1 outlines FY 2023 & FY 2024 two-year UPWP Work Elements that address and support each Federal Planning Emphasis Area and IJIA Planning Consideration, as updated with the Infrastructure Investment and Jobs Act of 2021.

Table 3.1 FY 2023 & FY 2024 Two-Year UPWP Work Elements and Federal Planning Emphasis Areas (PEAs)/Planning Considerations

		Work Elements				
		1	2	3	4	5
PEA's	Infrastructure Investment and Jobs Act (IIJA) Implementation Program	X	X	X	X	X
	Tackling the Climate Crisis- Transition to Clean Energy, Resilient Future		X	X	X	X
	Equity and Justice in Transportation Planning	X		X	X	
	Complete Streets			X	X	X
	Public Involvement	X	X	X		X
	Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination				X	
	Federal Land Management Agency (FLMA) Coordination	X	X	X		
	Planning and Environment Linkages (PEL)					X
	Data in Transportation Planning		X	X	X	X
Federal Planning Factors	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency		X	X	X	X
	Increase the safety of the transportation system for motorized and non-motorized users			X	X	X
	Increase the security of the transportation system for motorized and non-motorized users			X	X	X
	Increase accessibility and mobility of people and freight		X	X	X	X
	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns	X	X	X	X	X
	Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight		X	X	X	X
	Promote efficient system management and operation	X	X	X	X	X
	Emphasize the preservation of the existing transportation system			X	X	X
	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation			X	X	X
	Enhance travel and tourism		X	X		X



4.0 FY 2023 & FY 2024 Unified Planning Work Program

CAMPO planning activities are divided into five work elements. Funding sources for CAMPO planning activities include a combination of federal transit and highway programs, as well as local funding used as the “match” for federal consolidated planning grant (CPG) funding. Table 4.1 lists the five work elements and the total estimated cost for each. The following pages contain a detailed description of each of the work elements for the FY 2023 & FY 2024 two-year UPWP, including activities, milestones, estimated completion dates, and estimated costs. A detailed summary table containing estimated cost and funding sources for all work elements combined with all scheduled milestones by fiscal year is attached at the end of this document. Except where noted below for each activity, work will be completed by CAMPO staff.

Table 4.1 Total Budgeted Amount by Work Element and Fiscal Year

Work Element	Description	FY 2023	FY 2024	Total Budgeted Amount
1.0	MPO Administration	<u>\$112,500</u> <u>\$ 101,180</u>	\$112,500	<u>\$225,000</u> <u>\$ 213,680</u>
2.0	Outreach and Engagement	<u>\$62,000</u> <u>\$ 60,000</u>	\$32,000	<u>\$94,000</u> <u>\$ 92,000</u>
3.0	Multimodal Planning	<u>\$120,000</u> <u>\$ 64,650</u>	<u>\$75,000</u> <u>\$115,000</u>	<u>\$195,000</u> <u>\$ 179,650</u>
4.0	Transportation Performance and Asset Management	<u>\$260,000</u> <u>\$ 116,180</u>	\$162,000 <u>\$305,820</u>	\$422,000
5.0	Street and Corridor Planning	<u>\$31,000</u> <u>\$ 56,400</u>	<u>\$10,000</u> <u>\$165,250</u>	<u>\$41,000</u> <u>\$ 221,650</u>
Total UPWP CPG/Local		<u>\$585,500</u> <u>\$ 398,410</u>	<u>\$391,500</u> <u>\$730,570</u>	<u>\$977,000</u> <u>\$ 1,128,980</u>
Total Other Federal/Local**		\$0	\$0 <u>\$ 166,095</u>	\$0 <u>\$ 166,095</u>
Total 2-Year UPWP		<u>\$585,500</u> <u>\$ 398,410</u>	<u>\$391,500</u> <u>\$896,665</u>	<u>\$977,000</u> <u>\$ 1,295,075</u>

**Other Federal/ Local Funding



WORK ELEMENT 1.0 – MPO Administration

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

Work Element and Description		1.0 MPO Administration
FY 2023	CPG	\$106,875 <u>\$ 96,121</u>
	Local Match	\$5,625 <u>\$ 5,059</u>
	Total Cost	\$112,500 <u>\$101,180</u>
FY 2024	CPG	\$106,875
	Local Match	\$5,625
	Total Cost	\$112,500
Combined FY 2023 & FY 2024	CPG	\$213,750 <u>\$202,996</u>
	Local Match	\$11,250 <u>\$10,684</u>
	Total Cost	\$225,000 <u>\$213,680</u>



ACTIVITIES

1.1 MPO Administration and Work Program Oversight

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

Elements:

- Preparation of required MPO reports and memoranda supporting the activities of CAMPO.
- Management and oversight of transportation and planning grants.
- Preparation of monthly, quarterly, and end-of-year summaries and reports.
- Preparation of billings and reimbursement requests and other related grant funding activities.
- Ongoing participation in Nevada’s Planning Executive Group (PEG) initiatives related to MPO coordination and programming.
- MPO Board Support, including providing special reports, researching MPO issues, preparation of board/public meeting materials, and attendance at MPO regular and special meetings.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Agenda and meeting materials for CAMPO board and other public meetings, as needed	Monthly, Ongoing
Miscellaneous reports, analyses, correspondence, task summaries and memoranda, and funding management, as needed	Ongoing
Preparation of monthly, quarterly, and end-of-year summaries and reports	Monthly, Ongoing
Participation in Nevada’s Planning Executive Group (PEG) and initiatives related to MPO coordination and programming	Ongoing



1.2 Unified Planning Work Program Oversight and Development

Description: This activity includes preparation and administration of the Unified Planning Work Program (UPWP), quarterly activity summaries, reporting, invoicing UPWP amendments as needed, and annual monetary agreements.

Elements:

- Development, coordination, management, collaboration, and adoption of the FY 2025-2026 UPWP.
- UPWP management and administration of budgets and agreements.
- Preparation of quarterly, and end-of-year action/activity invoices, summaries, and reports.
- Application and management of Consolidated Planning Grant (CPG) funds for CAMPO operations.

Milestones & Benchmarks:

Milestone	Est. Completion Date
FY 2023/2024 UPWP Administration and Amendments, as needed	Ongoing
UPWP Quarterly Reporting and Invoicing	30 th of each month following the close of each Fiscal Year Quarter
FY 2024 Monetary Agreement	May 2023
FY 2025 Monetary Agreement	May 2024
Adoption of the FY 2025-2026 UPWP (Draft/ Final)	May 2024



1.3 Transportation Improvement Program (TIP) Administration

Description: This activity supports the selection, funding, and implementation of transportation projects that meet State and federal regulations. The MAP-21/FAST Act-compliant Federal Fiscal Year (FFY) 2021-2024 Transportation Improvement Program (TIP) was adopted by the Regional Transportation Commission (RTC) on February 10, 2021. Activities under this task include administration and maintenance of the current FFY 2021-2024 TIP, including the processing of modifications and amendments as needed, and development of the FFY 2023-2026 TIP in cooperation with other local, regional, and statewide agencies. The TIP includes a current four-year listing of projects and will be consistent with all Federal planning regulations, including supporting access and transportation needs of Federal Land Management Agencies (FLMA's) before projects are programmed in the TIP. The format of the TIP will reflect consistency with NDOT's eSTIP platform. This activity includes project tracking and financial tracking that is performance-based and consistent with the goals and objectives of the IJJA, MAP-21, and the FAST Act.

Elements:

- Determine those sufficient federal, State, and local revenue sources are available to fund projects programmed in the TIP.
- Coordinate administration and maintenance of the TIP within the Statewide TIP (STIP).
- Provide the reasonable opportunity for public comment in accordance with the Public Participation Plan and federal regulations.
- Incorporate Equity, Environmental Justice and ADA considerations, as appropriate.
- Consider best available performance information, including performance measures and targets, in prioritization of transportation improvement projects that are expected to support achievement of adopted targets and the IJJA/MAP-21/FAST Act performance measures.
- Prepare modifications and amendments to the TIP, as needed.
- Coordinate modifications and amendments of the TIP program with the STIP to ensure changes are incorporated into the STIP.
- Develop and prepare the FFY 2023-2026 TIP for adoption.
- Coordination with FHWA NV Division office, FTA, NDOT, and CAMPO partner agencies on project development and funding.
- Maintain annual list of obligated projects.
- Perform and document continuing, coordinated, and comprehensive processes that include traditionally underrepresented and underserved populations and their community leaders (e.g., elderly, disabled, low income, and minorities).



Milestones & Benchmarks:

Milestone	Est. Completion Date
FFY 2021-2024 TIP that is updated appropriately to include administrative modifications and formal amendments, as needed	Ongoing through September 2023
Consider the best available performance information, including performance measures and targets, in prioritization of transportation improvement projects that are expected to support the achievement of adopted targets and the IIJA, MAP-21, and FAST Act performance measures	Ongoing
Adopted FFY 2023-2026 TIP	January 2023
Annual Federal Obligations Report	December 29, 2022; December 29, 2023



1.4 Professional Development

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

Elements:

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

Milestones & Benchmarks:

Milestone	Est. Completion Date
Enhanced staff capabilities	Ongoing



WORK ELEMENT 2.0 – Outreach and Engagement

Activities within this work element include MPO representation, early, effective, and continuous public participation, regional coordination, and engagement activities necessary to carry out continuing, comprehensive, and cooperative regional transportation planning activities. Activities are ongoing or recurring meaningful activities designed to continue public participation and engagement efforts, including incorporating Virtual Public Involvement (VPI) opportunities to reach greater numbers of people. Activities include planning for all modes with all stakeholders and meeting the requirements set forth in CAMPO’s Public Participation Plan.

Work Element and Description		2.0 Outreach and Engagement
FY 2023	CPG	\$58,900 <u>\$ 57,000</u>
	Local Match	\$3,100 <u>\$3,000</u>
	Total Cost	\$62,000 <u>\$ 60,000</u>
FY 2024	CPG	\$30,400
	Local Match	\$1,600
	Total Cost	\$32,000
Combined FY 2023 & FY 2024	CPG	\$89,300 <u>\$87,400</u>
	Local Match	\$4,700 <u>\$ 4,600</u>
	Total Cost	\$94,000 <u>\$92,000</u>



ACTIVITIES

2.1 MPO Representation

Description: Staff will represent the MPO at events, conferences and meetings not related to specific other UPWP activities. This activity includes coordination with other regional MPOs, NDOT, Carson City, Douglas County, Lyon County, and other agencies and organizations to ensure development of transportation related projects that serve the best interests of the region. CAMPO staff regularly communicate with the Washoe Tribe of Nevada and California to consider tribal needs in the transportation and transit planning and programming process. This task includes participation in the statewide planning process, including attendance and participation in the Transportation Planning Advisory Committee (TPAC), the development and coordination of the Statewide Transportation Improvement Program (STIP), project selection, and participation in other advisory committees, as appropriate.

Elements:

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

Milestones & Benchmarks:

Milestone	Est. Completion Date
A well-represented MPO with ongoing inter- and intra-regional coordination	Ongoing
Coordinate CAMPO documents with State planning processes and documents	Ongoing



2.2 Public Participation

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

Elements:

- Public noticing and stakeholder engagement for necessary TIP or RTP amendments.
- Activities necessary to host/coordinate public participation activities, including VPI.
- Outreach resulting from the development of corridor/specific studies or local development projects.
- Review and update CAMPO’s Public Participation Plan (PPP)
- Public outreach and noticing are needed the for development of the next UPWP and the next TIP.
- Development of public information campaigns that promote planning initiatives and programs.
- Continuous maintenance of the CAMPO website.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Hosted/coordinated public participation activities, including VPI	Ongoing
Published Notices	Ongoing
Operational website for distribution of current, accurate, and transparent public information	Ongoing
Update CAMPO’s Public Participation Plan (PPP)*	December 2022 July 2023

**Consultant involvement is expected*



2.3 Regional Transit Coordination and Engagement

Description: There are five transit services operating within the CAMPO planning area (Eastern Sierra Transit Authority, Tahoe Transportation District (TTD), Jump Around Carson (JAC), Douglas Area Rural Transit (DART), and RTC Intercity that are subsidized by member counties. This activity includes regional coordination of transit services by CAMPO staff, development and implementation of transit rider and non-rider surveys, ongoing stakeholder engagement related to availability and support of transit services especially for underserved and disadvantaged communities in accordance with the JAC Transit Development and Coordinated Human Services Plan.

Elements:

- Development, preparation, and outreach of transit rider and non-rider survey materials including outreach to underserved and disadvantaged communities.
- Coordinated community, stakeholder, and public outreach regarding transit route planning and study implementation.
- Participation in local and regional planning processes for public transportation projects in which the Carson area has a vested interest.
- Continuing participation in The Regional Transportation Stakeholder Coalition (RTSC).

Milestones & Benchmarks:

Milestone	Est. Completion Date
Coordination and communication among transit operators	Ongoing
Transit Rider Survey	June 2023
Transit Non-Rider Survey	June 2024
Ongoing Meetings with the Regional Transportation Stakeholder Coalition	Ongoing



2.4 Regional Consistency Review

Description: Development or capital improvement projects proposed within the CAMPO boundaries will be reviewed by staff to determine consistency with the RTP and TIP. Reviews will examine the effectiveness of proposed projects as they relate to the ability to relieve/prevent congestion, consideration of likely impacts of transportation policy on housing, land use and development decisions, support access and transportation needs of Federal Land Management Agencies (FLMA's), preservation and efficient utilization of transportation facilities, and other matters as required by federal or State regulation. These activities do not duplicate routine reviews of proposed developments that are conducted by constituent units of government.

Elements:

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

Milestones & Benchmarks:

Milestone	Est. Completion Date
Periodic transportation system review and reports*	Ongoing

**Consultant involvement is expected*



WORK ELEMENT 3.0 – Multimodal Planning

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

Work Element and Description		3.0 Multimodal Planning
FY 2023	CPG	<u>\$114,000</u> <u>\$ 61,417</u>
	Local Match	<u>\$6,000</u> <u>\$ 3,233</u>
	Total Cost	<u>\$120,000</u> <u>\$ 64,650</u>
FY 2024	CPG	<u>\$71,250</u> <u>\$ 109,250</u>
	Local Match	<u>\$3,750</u> <u>\$ 5,750</u>
	Total Cost	<u>\$75,000</u> <u>\$ 115,000</u>
Combined FY 2023 & FY 2024	CPG	<u>\$185,250</u> <u>\$ 170,667</u>
	Local Match	<u>\$9,750</u> <u>\$ 8,983</u>
	Total Cost	<u>\$195,000</u> <u>\$ 179,650</u>



ACTIVITIES

3.1 2050 Regional Transportation Plan (RTP)

Description: The 2050 RTP was adopted on January 13, 2021. This activity includes maintenance and amendments to the 2050 RTP. Early, effective, and continuous outreach on the document will continue, as well as coordination with partner agencies and local governments.

Elements:

- Administration of the 2050 RTP, including ongoing coordination with federal, State, and local partners to explore funding opportunities to implement the plan.
- Participation in public and interagency meetings as a transportation technical resource.
- Continued Public outreach for RTP on goals and concepts that promote equity and environmental sustainability and ensure access to public facilities for all users across all modes.
- Process RTP administrative modifications and/or amendments, as necessary [following completion of planning studies and projects](#).
- Public Outreach and stakeholder coordination for administrative modifications and/or amendments to the RTP, including VPI, as necessary.
- Incorporation of federally required performance measures and/or targets with included consideration of data sharing principals and data management as appropriate.
- Coordination with partner agencies and participation in interagency meetings.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Continued community outreach and education on the 2050 RTP	Ongoing
RTP Modification and/or Amendment	March 2024



3.2 Transit Planning

Description: This activity incorporates responsibilities required of CAMPO as the direct recipient of FTA Section 5307 funds. CAMPO must apply for and manage these funds, including compliance activities and participation in regular federal reviews and audits. This activity also includes development, maintenance, and administration of transit policies and procedures that support implementation of regional transit planning documents, including maintenance of a JAC Fixed-Route Policy and a JAC ADA Paratransit Eligibility process. The task also includes coordination with local Native American tribal communities to seek ways to broaden accessibility to underserved areas. The public outreach and coordination activities within this task specifically relate to transit planning and do not duplicate public outreach and coordination that is conducted under other activities within this UPWP.

Elements:

- Early, effective, and continuous public outreach and promotion of JAC accessibility and transit routes.
- Implementation of the JAC Transit Development and Coordinated Human Services Plan, transit center feasibility study, and route operational adjustments that increase access to public transportation.
- CAMPO/JAC Title VI Program update for FFY 2023-2025
- Title VI Program implementation, monitoring, and updates, as required.
- CAMPO Disadvantaged Business Enterprise (DBE) Program and 3-year Goal for Federal Transit Administration Funds update.
- Participation in public and interagency meetings.
- Maintenance of a JAC ADA Paratransit Eligibility Process and the JAC Fixed-Route policy.
- Collection and analysis of transit ridership data and development of the JAC Annual Monitoring Report.
- Transit responsibilities as a direct recipient – CAMPO, in coordination with NDOT, works with transit operators in the region to identify projects and distribute FTA funds among eligible operators and projects. Efforts under this subtask include training, project identification, allocation of funding, and coordination with FTA, NDOT, and transit operators.



Milestones & Benchmarks:

Milestone	Est. Completion Date
Project identification and allocation of funds among regional transit operators to allow for implementation of FTA transit programs	Ongoing
Maintain JAC ADA Paratransit Eligibility Process and JAC Fixed-Route policy	June 2024
Outreach and promotion of JAC accessibility and transit routes	June 2024
JAC Title VI Program update	September 2022
CAMPO DBE Program Goal Update	September 2022
Early, effective, and continuous public outreach and promotion of JAC accessibility and transit routes	Ongoing
Annual JAC Monitoring Report FY 2022 & 2023 JAC Monitoring Report	Feb 2023; Feb 2024 September 2023



3.3 Intelligent Transportation Systems (ITS) Planning

Description: This activity included two main elements. The first element is identifying and planning for long-term strategies for ~~planning and~~ implementing Coordinated Traffic Signal Systems within the CAMPO planning area through development of a Carson Area Transportation System Management Plan. The Plan will be funded primarily through Federal infrastructure funding. It is anticipated that development of the Plan will span multiple years; consequently, no benchmarks are anticipated until FY 2023. Consultants will be used as needed to complete the Transportation System Management Plan. ~~This~~ The second element of this task ~~also~~ includes planning for long-term strategies and coordination with partner agencies and the private sector related to connected and autonomous vehicles and the development of alternative fuels, including electrification, for the future transportation fleet.

Elements:

- Staff time to manage the Carson Area Transportation System Management Plan and grant agreement.
- ~~Management of the Carson Area Transportation System Management Plan grant agreement and reports.~~
- Coordination with NDOT and other CAMPO agencies related to implementation of ITS concepts, traffic management, and related programs.
- Coordination with NDOT, partner agencies, and private sector businesses on the development of transportation electrification or other alternative fuels policy, programs, and infrastructure.
- Public and stakeholder outreach for ITS plan implementation, shared goals, inclusion of data sharing principals for system reliability and resilience.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Staff coordination with partner jurisdictions and NDOT	Ongoing
Public and stakeholder outreach for Regional ITS plan implementation.	Ongoing
Carson Area Transportation System Management Plan (Draft/ Final)*	June 2023

**Consultant involvement is expected*



3.4 Active Transportation Planning

Description: This activity involves coordination with the Western Nevada Safe Routes to Schools program and regional bicycle and pedestrian non-profit organizations (e.g. Muscle Powered) to identify and plan for active transportation infrastructure challenges and needs throughout the Metropolitan Planning Area. This activity also includes a review of local ordinances and development of guidelines related to e- scooters/e-bicycles for consistency with Nevada Revised Statutes (NRS).

Elements:

- Consideration and development of local plans and/or ordinances related to deployment of e- scooters/e-bicycles and other related micromobility devices.
- Community outreach and coordination with partner agencies, Western Nevada Safe Routes to Schools program, and regional non-profit organizations.
- Participation in local planning processes for active transportation projects in which the Metropolitan Planning Area has a vested interest.
- Enhancement and update to Complete Streets policies and guidance through the creation of a Complete Street Design Guide and Design Guide Toolbox to help guide consistent implementation of Complete Streets Policies in Carson City.
- Update CAMPO bicycle route map including an evaluation of bicycle stress, or how stressful the ride is to the bicyclist.
- Interagency coordination with state, FLMA, and local agency partners (NDOT, FHWA, CFL, BLM, Carson City, Douglas County, Lyon County, Washoe Tribe of Nevada and California), regarding multi-modal access to public lands.
- Periodic updates to existing supporting planning documents.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Community outreach and agency coordination	Ongoing
Planning considerations and a review of local ordinances related to the deployment of electrical e- scooters/e- bicycles share programs and associated access and electrical infrastructure needs.	January 2023 Ongoing
Complete Streets Design Guide and Toolbox [†]	October 2023
Updated CAMPO Bicycle Route Map [*]	June 2023 2024

[†] Exempt from Local Match ^{*}Consultant involvement is expected



3.5 Updates to Supporting Regional Planning Documents

Description: This activity includes any necessary updates to the existing planning documents, as required, as well as development, maintenance, and administration of transportation policies that support the implementation of regional transportation planning documents.

Elements:

- Coordination of data collection across CAMPO partner jurisdictions, transit operators, NDOT, and FHWA in response to established performance measure target-setting requirements.
- Development, maintenance, and administration of transportation policies, as required.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Periodic review/reports on planning documents and policies	Ongoing



WORK ELEMENT 4.0 – Transportation Performance and Asset Management

The activities in this work element support and implement federal and State requirements for performance-based planning to inform decision-making, including: transportation data collection, management, needs identification and data sharing; travel demand modeling and forecasting; development of performance measures and targets; and various other information gathering, analyses, monitoring and reporting, as needed. This work element also supports multi-modal asset management throughout the CAMPO planning area using ongoing data collection, analyses, sharing and reporting to inform decision-making that promotes efficient system management and operation; improves the resiliency and reliability of the transportation system; and emphasizes preservation of the existing transportation system. Resiliency is defined as the ability of a City, MPO, or other entity to recover quickly from unexpected interruptions, hazards or emergencies.

Work Element and Description		4.0 Transportation Performance and Asset Management
FY 2023	CPG	\$247,000 <u>\$ 110,371</u>
	Local Match	\$13,000 <u>\$ 5,809</u>
	Total Cost	\$260,000 <u>\$116,180</u>
FY 2024	CPG	\$153,900 <u>\$ 290,529</u>
	Local Match	\$8,100 <u>\$ 15,291</u>
	Total Cost	\$162,000 <u>\$ 305,820</u>
Combined FY 2023 & FY 2024	CPG	\$400,900
	Local Match	\$21,100
	Total Cost	\$422,000



ACTIVITIES

4.1 Performance Measure Implementation and Management

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

Elements:

- Coordination and advancement of data collection and sharing across CAMPO partner jurisdictions, transit operators, NDOT and FHWA in response to established performance measure target-setting requirements.
- Technical analyses and model outputs that support development and implementation of IIJA/MAP-21/Fast Act performance-based planning requirements.
- Preparation and development of documentation as required.
- Adopted performance measures targets, including Safety Performance Measure Targets; Public Transit Agency Safety Targets; Transit Asset Management Targets; and Monitoring and Supporting NDOT’s Congestion Management Air Quality (CMAQ) Targets for the CAMPO Metropolitan Planning Area, as applicable.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Safety Performance Measure Targets	February 2023; February 2024
Public Transit Agency Safety Targets	December 2022; December 2023
FTA Transit Asset Management Targets	October 2022; October 2023
Supporting NDOT’s CMAQ Targets	October 2022; October 2023
Documentation as required	Ongoing
Ongoing participation in Nevada’s Performance Measures Working Group	Ongoing



4.2 Maintain Travel Demand Model

Description: Staff will work with a consultant to maintain the travel demand model to meet ongoing forecasting needs. Staff will coordinate as needed on network planning and connectivity to ensure strategic connections to the national highway system for defense department facilities are preserved. The model will be maintained with the most recent traffic volume counts available (segments/intersections) as well as population and land use assumptions. There are periodic needs to provide information to other agencies both within and outside the CAMPO planning area that is derived from, or is an input to, the modeling process. Staff will continue to monitor inter- and intra-regional growth, updating the model as needed.

Elements:

- Ongoing travel demand modeling services through consultant service, including model maintenance activities to incorporate most current population and transportation network data.
- Using a consultant, produce requested model outputs for alternatives analysis, planning studies, or other regional activities as needed/requested.
- Using a consultant, update the travel demand model and associated forecasting software and tools as necessary, which may include updated demographics data (i.e., 2020 Census), and/or acquisition/incorporation of passively derived Origin-Destination data.
- Provision of information from the modeling process as needed/requested.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Update to CAMPO Travel Demand Model based on latest Census and other household survey data and incorporation of county partner agency model information*	June December 2023
Requested model outputs for alternatives analysis, planning studies, or other regional activities as needed/requested*	Ongoing

**Consultant involvement is expected*



4.3 Data Management, Collection, and Performance Measurement

Description: This activity builds from prior UPWP tasks and supports monitoring of transportation performance measures included in the 2050 RTP. Staff will continue to collect multimodal performance data within CAMPO’s planning area, recording any changes or trends, and providing recommendations that may be used to inform future transportation improvement projects or policies. This task includes development of annual Monitoring Reports and incorporation into the 2050 RTP and associated regional planning documents, as appropriate.

Elements:

- Ongoing data collection and installation of devices related to safety, regional bicycle and pedestrian counts, vehicular movements, and other transportation infrastructure data as needed.
- Analyses of collected data on auto, transit, bicycle, and pedestrian use.
- Annual preparation and dissemination of CAMPO’s Monitoring Report.
- Coordinate the dissemination and consideration of transportation-related performance data.
- Maintain and continue to refine GIS network files related to transportation assets within the CAMPO region such as socioeconomic data, housing data, safety data, land use changes, and environmental data as well as ITS infrastructure, traffic analysis zones, and other GIS files necessary to support a variety of CAMPO planning needs.
- Periodic recommendations and/or reports.
- Coordinate the dissemination and consideration of transportation-related performance data.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Annual CAMPO Monitoring Report	September 2022; September 2023
Ongoing performance monitoring and multimodal data collection	Ongoing
Bicycle, pedestrian, and automobile counts	Ongoing



4.4 Maintain Pavement Management System

Description: This activity involves regular updates and maintenance of the Pavement Management System following improvements or changes to the street network or land uses. A consultant will be hired to collect data on the CAMPO roadway network, building upon the previous 2021-2022 Pavement Survey. Staff will report on performance measures annually as they relate to pavement maintenance needs and project identification. Staff will continue to implement Carson City’s pavement management plan, expanding the plan to cover CAMPO’s Metropolitan Planning Area if/as requested by partner agencies.

Elements:

- Conduct regular updates and maintenance of the Pavement Management System.
- Using a contractor, collect pavement survey data for Lyon County/Douglas County roadways, funding permitting.
- Annual performance reporting of pavement condition within the CAMPO planning area.
- Update and enhancement of Carson City’s Pavement Management Plan to incorporate planning methodologies related to project identification and prioritization

Milestones & Benchmarks:

Milestone	Est. Completion Date
Up-to-date pavement management system*	Ongoing
Complete pavement survey for Lyon County/Douglas County *	June 2023- September 2023
Annual performance reporting of pavement condition within the CAMPO planning area to support development of pavement maintenance projects by partner agencies	October 2022; October 2023
Implementation and Maintenance of Carson City’s Pavement Management Plan	Ongoing

**Consultant involvement is expected*



4.5 Non-Motorized Asset Management

Description: Staff will continue to monitor and evaluate the existing bicycle and pedestrian network, work with member agencies and local advocates, and pursue grant opportunities to improve the accessibility and connectivity of the system to ensure safety and connectedness for all road users. This will include incremental improvements to the ADA Transition Plan through collection and analysis of bicycle and pedestrian asset data, including ADA access barriers by zones; school zones, the Redevelopment Authority Citizens Committee (RACC) Redevelopment Areas, Bus Routes, and “Last quarter mile” of bus stop analysis.

Elements:

- Funding permitting, conduct an inventory of narrow access barriers throughout the CAMPO planning area.
- Incorporate expanded ADA inventory of narrowness barriers through an amendment of the ADA Transition Plan for Carson City.
- Conduct mapping activities that support integration of inventory data with CAMPO’s web-based mapping platform.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Expanded ADA inventory of narrowness barriers and ADA Transition Plan Amendment	June 2024
Improved access and connectivity of the bicycle and pedestrian network	Ongoing
Continuous updates to non-motorized assets, including sidewalks, ramps, and bicycle facilities, integrated into CAMPO’s web-based mapping platform, including map production	Ongoing



4.6 Transit Asset Management

Description: These activities include ongoing maintenance of the Federal Fiscal Year (FFY) 2019-2022 JAC Transit Asset Management (TAM) Plan, including monitoring of performance targets, and development of an updated FFY 2023-2026 JAC Transit Asset Management Plan.

Elements:

- Maintain the inventory and projection of transit assets, life expectancies, replacement costs, and maintenance activities and costs.
- Ongoing monitoring of TAM performance targets.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Current and maintained JAC Transit Asset Management Plan, including modifications and amendments, as needed	Ongoing
Ongoing monitoring of TAM performance targets	Ongoing
Federal Fiscal Year (FFY) 2023- 2026 JAC Transit Asset Management (TAM) Plan	October 2022



WORK ELEMENT 5.0 – Street and Corridor Planning

The activities in this work element focus on studying transportation corridors and ensuring infrastructure sustainability. The Corridor Studies activity consists of short- and long-range transportation planning activities within the CAMPO Metropolitan Planning Area that may be conducted by Staff and/or Consultants to understand travel behavior, land use including housing and occupational locations, multi-modal needs, necessary safety and operational improvements, preliminary environmental linkages including transportation-stormwater effects, and alternatives analyses for various corridors within the planning area. The Infrastructure Sustainability activity includes assessing transportation infrastructure sustainability through agency coordination and related planning and outreach activities for alternative fuel vehicles (including electric vehicles), additional geotechnical assessment, and planning for Transportation hazards and resiliency.

Work Element and Description		5.0 Street and Corridor Planning
FY 2023	CPG	\$29,450 \$ 53,580
	Local Match	\$1,550 \$ 2,820
	Total Cost	\$31,000 \$ 56,400
FY 2024	CPG	\$9,500 \$ 156,987
	Local Match	\$500 \$ 8,263
	Total Cost	\$10,000 \$ 165,250
Combined FY 2023 & FY 2024	CPG	\$38,950 \$ 210,567
	Local Match	\$2,050 \$ 11,083
	Total Cost	\$41,000 \$ 221,650



ACTIVITIES

5.1 Corridor Studies

Description: This task includes short- and long-range transportation planning activities within the CAMPO Metropolitan Planning Area that may be conducted by Staff and/or Consultants to understand travel behavior, land use including housing and occupational locations, multi-modal needs, necessary safety and operational improvements, preliminary environmental linkages including transportation-stormwater effects, and alternatives analyses for various corridors within the planning area. Periodic reports related to analyses and findings will be produced. The goal of Complete Streets planning is to provide a safe and equitable transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. Corridor projects identified in CAMPO’s 2050 Regional Transportation Plan will be considered for study within this task in coordination with local partners and the NDOT.

Elements:

- Participation and support for NDOT corridor planning documents.
- Coordination and development of a Carson City Local Road Safety Plan in partnership with NDOT subject to NDOT guidance and Support and funding availability.
- Consider Planning and Environmental Linkage (PEL) concepts and practices in corridor study planning reviews where appropriate.
- [Manage the development of regional corridor studies.](#)

Milestones & Benchmarks:

Milestone	Est. Completion Date
Participation and support for NDOT corridor planning documents	Ongoing
Local Road Safety Plan*	<u>March 2023-January 2024</u>
<u>US 50 East Carson Complete Streets Study*[†]</u>	<u>December 2024</u>
<u>N. Carson Complete Streets Feasibility Study*[†]</u>	<u>December 2025</u>

*Consultant involvement is expected [†] [Exempt from Local Match](#)



5.2 Infrastructure Sustainability

Description: This activity includes assessing transportation infrastructure sustainability through agency coordination and related planning and outreach activities for alternative fuel vehicles (including electric vehicles), additional geotechnical assessment, and planning for Transportation hazards and resiliency. This activity also includes reviewing Planning and Environmental Linkages (PEL) including transportation-stormwater effects; a collaborative approach to transportation planning using information and analysis to consider environmental, community, and economic goals that inform the environmental review process.

Elements:

- Agency coordination with partner jurisdictions and other related planning and outreach for alternative fuel vehicles and deployment of associated infrastructure.
- Conduct pavement analysis and geotechnical investigations to assess sustainable project prioritization methodologies considering elements such as efficiency, risk, vulnerabilities, and resiliency.
- Incorporate Transportation Hazard and Resiliency Planning in identifying assets, needs, and vulnerabilities within the transportation network, including assessing resilience in project development and design through enhancement of Carson City’s Hazard Mitigation Plan.
- Include PEL concepts and practices in environmental and planning review.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Assessment of development of and maps showing soil conditions within CAMPO region*	June-October 2023
Agency coordination with partner jurisdictions and other related planning and outreach activities for alternative fuel vehicles and deployment of associated infrastructure	Ongoing

**Consultant involvement is expected*



5.0 FY 2023 & FY 2024 UPWP Budget & Combined Scheduled Milestones

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

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

Activity						Funding Breakdown, Overall FY 23 & FY 24		
Work Element	#	Descripti	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			\$112,5000	\$112,500	\$225,000	
	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	\$ 101,180		\$ 213,680	
	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			\$62,000	\$32,000	\$94,000	
	2.2	Public Participation	CAMPO's Public Participation Plan (PPP) Update*	December 2022 July 2023	\$ 60,000		\$ 92,000	
	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	\$120,000 \$ 64,650	\$75,000 \$ 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				
			Annual FY 2022 & 2023 JAC Monitoring Report	March 2023; March 2024 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	January 2023 Ongoing					
		Complete Streets Design Guide and Toolbox ^Δ	October 2023					
3.5	Updates to Supporting Regional Planning	Updated CAMPO Bicycle Route Map*	June 2023 2024					
4.0 Transportation Performance and Asset Management* *	4.1	Performance Measure Implementation and Management	Safety Performance Measure Targets	February 2023; February 2024	\$260,000 \$ 116,180	\$162,000 \$ 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	June 2023 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	June 2023 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	June 2023 Ongoing	\$31,000	\$10,000	\$41,000	
			Local Road Safety Plan	January 2024	\$ 56,400	\$ 165,250	\$ 221,650	
			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	June October 2023				
Total UPWP CPG/Local					\$585,500 \$ 398,410	\$391,500 \$ 730,570	\$977,000 \$1,128,980	
Total Other Federal/Local**					\$0	\$0 \$166,095	\$0 \$166,095	
Total 2-Year UPWP					\$585,500 \$ 398,410	\$391,500 \$ 896,665	\$977,000 \$ 1,295,075	

*Consultant involvement is expected; **Other funding sources; ^Δ Exempt from Local Match

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Carson Area Metropolitan Planning Organization



**Fiscal Years 2023-2024: July 1, 2022 – June 30,
2024 UNIFIED PLANNING WORK PROGRAM**

Approved: May 11, 2022

Amended: Pending

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 FY 2023 and FY 2024 CAMPO Unified Planning Work Program
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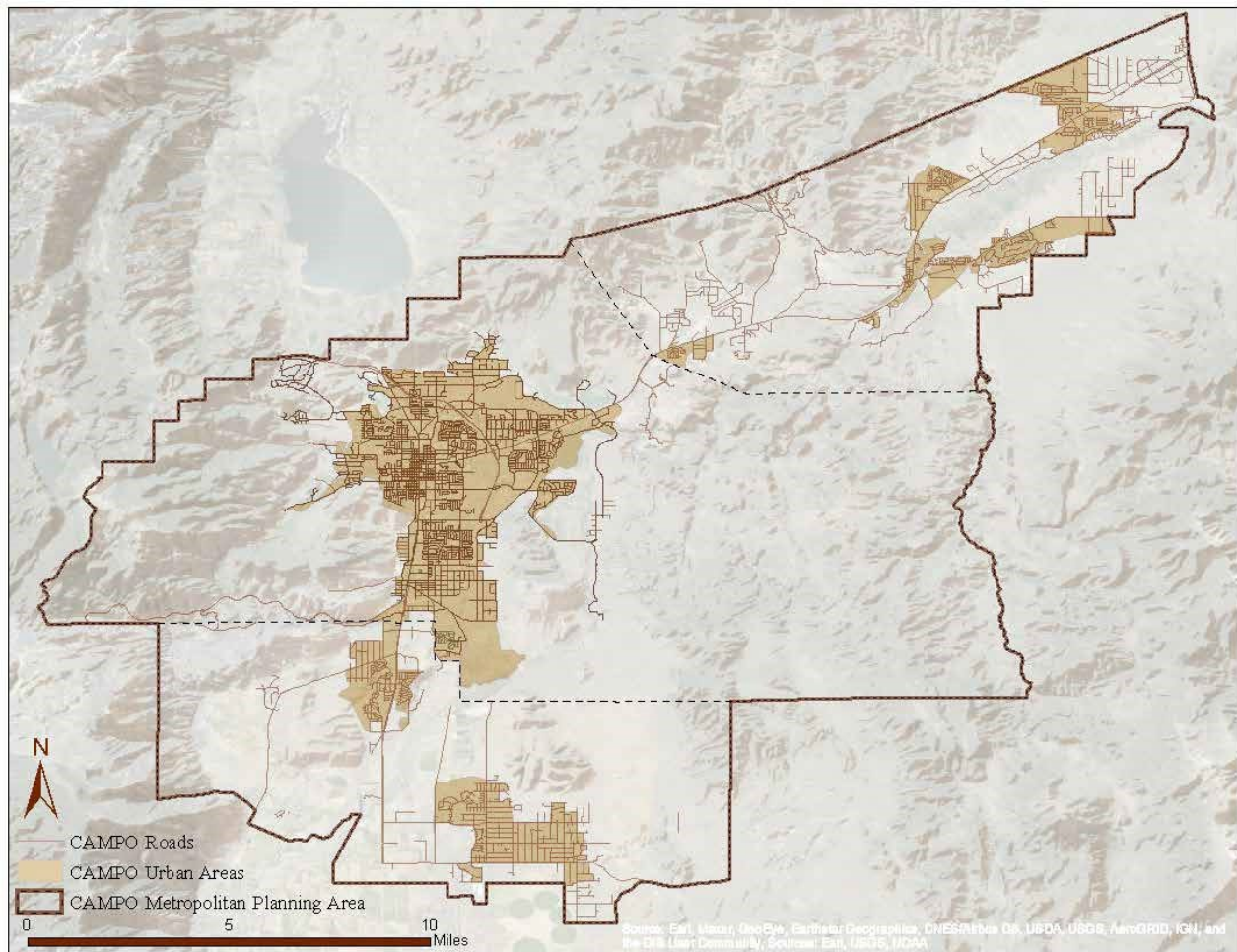
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1.0 Introduction

The Unified Planning Work Program (UPWP) defines the continuing, comprehensive, and cooperative regional transportation planning process for the Carson Area Metropolitan Planning Organization (CAMPO) planning area. It establishes regional planning objectives for Fiscal Years 2023/2024 covering the period of July 1, 2022 through June 30, 2024 and includes a corresponding budget to complete the work. This strategic management tool is organized by Work Elements that identify activities and products to be accomplished during the two-year period. These activities include core metropolitan planning functions, mandated metropolitan planning requirements, and other regional planning activities. As detailed in the Code of Federal Regulations (CFR) 23 CFR 450.308, each activity listed in the UPWP must indicate who will do the work, the schedule for completing the work, the resulting product, the proposed funding, and a summary of total amounts and sources of Federal and matching funds. Funding for metropolitan planning activities is made possible through the U.S. Department of Transportation – both the Federal Highway Administration and the Federal Transit Administration – and through the three local entities – Carson City, Douglas County, and Lyon County. Figure 1.1 depicts the CAMPO Metropolitan Planning Area.

Figure 1.1 CAMPO Metropolitan Planning Area





1.1 Organization Overview

A Metropolitan Planning Organization (MPO) is an organization of local governments in areas with a collective population of 50,000 or over, termed an Urbanized Area. As a condition for receiving Federal transportation dollars, MPOs must have a continuing, cooperative, and comprehensive transportation planning process in cooperation with the State. The MPOs are to cooperate with the State in developing transportation plans and programs for urbanized areas. This transportation planning process results in plans and programs consistent with the area's locally adopted comprehensive plans. On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) was signed into law. This is a five-year transportation bill which continues core provisions in the two previous transportation bills (the Fixing America's Surface Transportation (FAST) Act and Moving Ahead for Progress in the 21st Century Act (MAP-21)) with an updated emphasis on safety and research, reconnecting communities, and the link between housing and transportation.

What is the Carson Area Metropolitan Planning Organization?

In 2002, the US Census Bureau announced the release of the Carson City Urbanized Area geography (according to the 2000 Census), with a population that had surpassed the threshold of 50,000. The urbanized area consists of Carson City, as well as the adjacent, relatively densely inhabited portions of Douglas and Lyon Counties. As a result of surpassing the population criteria of 50,000, the area was required to form a Metropolitan Planning Organization for its transportation planning and programming activities. The Nevada Governor, in accordance with Federal regulations, designated the Carson Area Metropolitan Planning Organization (CAMPO) as a newly formed MPO in the State of Nevada. In 2012, the Census Bureau updated the urbanized area boundaries based on data collected during the 2010 Census, though changes were minor.

CAMPO carries out transportation planning activities within the Metropolitan Planning Area (MPA), shown on Figure 1.1. The MPA encompasses the urbanized area and a larger area that is likely to continue to urbanize within the next 20 years. Currently, there are two urban clusters, as defined by the US Census Bureau, within the MPA. They are the Johnson Lane area in Douglas County and Dayton in Lyon County.

Carson City Public Works staff serves as support staff to CAMPO. There are seven staff members that carry out the daily operations and they include the Transportation Manager, Senior Transportation Planner, Transportation/Traffic Engineer, Transit Coordinator, two (2) Transportation Planner/Analysts, and a Grant Analyst. In addition, CAMPO utilizes Geographic Information Systems (GIS) staff on occasion for geographic analyses, the production of various maps, and other related tasks.

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



1.2 CAMPO Policy Board and Staff

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

Table 1.1 CAMPO Policy Board

Member	Governmental Body Represented
Ms. Lori Bagwell, Chairperson	Carson City
Mr. Gregory Novak, Vice Chairperson	Carson City
Mr. Wes Henderson	Lyon County
Ms. Lucia Maloney	Carson City
Mr. Jon Erb	Douglas County
Ms. Lisa Schuette	Carson City
Mr. Robert (Jim) Dodson	Carson City
Ms. Sondra Rosenberg*	Nevada Department of Transportation

*Non-Voting ex-officio member

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

Table 1.2 CAMPO Staff

Staff Member	Title
Mr. Christopher Martinovich, PE	Transportation Manager
Ms. Kelly Norman	Lead Transportation Planner
Mr. Bryan Byrne, PE	Transportation/Traffic Engineer
Mr. Scott Bohemier	Transportation Planner/Analyst
Ms. Rebecca Bustos	Grant Analyst

Note: CAMPO has two vacant positions.

1.3 Responsibilities and Priorities

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

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



1.4 Organizational Procedures and Documents

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

- CAMPO Policies & Procedures
- CAMPO Public Participation Plan
- CAMPO FFY 2021-2024 Transportation Improvement Program
- CAMPO Unified Planning Work Programs
- Carson City's 2020 ADA Transition Plan for Pedestrian Facilities in the Public Right-of-Way
- Carson City Freeway Corridor Multi-Use Path Alignment Studies
- CAMPO Fare & Service Change Policy
- Notice of Protection Under Title VI
- CAMPO Disadvantaged Business Enterprise (DBE) Program
- CAMPO Disadvantaged Business Enterprise (DBE) FFY 2020-22 Goal
- CAMPO Complete Streets Performance Monitoring Program
- 2021 Transportation Network Monitoring Report
- FFY 2022 Annual Obligation Report
- CAMPO Travel Demand Model Validation Report 2015, 2020
- CAMPO Bicycle Friendly Community Report Card 2014, 2018
- CAMPO 2050 Regional Transportation Plan, Amendments, and updates
- Western Nevada Safe Routes to School Master Plan

1.5 Public Involvement

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

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



2.0 Summary of FY 2021 & FY 2022 Accomplishments and Work Efforts

CAMPO developed a two-year UPWP for the first time for Fiscal Year* FY 2017 and FY 2018 and has continued to update in partnership with the U.S. Department of Transportation (U.S. DOT) and Nevada Department of Transportation (NDOT). A two-year UPWP, updated annually, allows greater flexibility for CAMPO and its planning partners to complete more significant activities within a reasonable timeframe, and to better coordinate activities with the funding cycle. A two-year work program does not mean that two years' worth of funding is available in the first year. CAMPO executes a monetary agreement with the NDOT annually.

The following are the primary accomplishments and activities that were undertaken during FY 2021 and FY 2022:

- *2050 Regional Transportation Plan* – The Regional Transportation Plan (RTP) is a long-range planning document, intended to analyze the regional transportation network and to identify current and future needs to maintain a safe, efficient, and sustainable transportation system. CAMPO approved the 2050 RTP on January 13, 2021.
- *Carson Area Transportation System Management Plan* – Staff is working with Kimley Horn to identify and plan for long-term strategies for planning and implementing Coordinated Traffic Signal Systems in the rural Northern Nevada region including those agencies within the CAMPO planning area. Began in the Fall of 2020 and is ongoing through 2023.
- *2021 Network Monitoring Report* – Staff collected data, performed analyses, and produced an annual Monitoring Report for multimodal usage indicators, performance measures, and performance targets, as applicable within the CAMPO planning area. CAMPO approved the 2021 Network Monitoring Report on December 8, 2021.
- *Carson City ADA Transition Plan* – Carson City ADA Transition Plan was developed in the Spring of 2020 based on a plan initially developed in 2015. The 2020 Plan included a full inventory of sidewalks and curb ramps, including missing curb ramps. Significant progress has been made in 2022 to expand the ADA barriers inventory including ADA compliance of curb ramps and documentation of narrowness barriers throughout the CAMPO planning area.
- *Pavement Survey* – Roadways within the Carson City portion of the CAMPO area were inventoried, using a consultant, to assess pavement conditions. This practice is performed every couple of years for CAMPO to maintain a strong database and establish historical benchmarks, thereby providing a more robust analysis of pavement maintenance needs. This process ensures the most informed and efficient decisions are being made to address pavement health. The latest pavement Survey was completed in March 2022.
- *Completed the Federal Transit Administration's Triennial Review* – Every three years CAMPO's operations are reviewed for compliance with Federal Transit Administration (FTA) regulations in twenty administrative areas. Since FTA funds are distributed by CAMPO, CAMPO staff provide assistance to JAC transit as part of the Triennial Review process.

*Fiscal Year (FY) refers to a one-year period from July 1 to June 30. Federal Fiscal Year (FFY) refers to the federal government's fiscal year from October 1 to September 30.



- *Disadvantaged Business Enterprise (DBE) Program and 3-year Goal Update* – The CAMPO DBE program was revised to meet current FTA regulations and the 2020-2022 3-year DBE goal was established.
- *Public Transportation Agency Safety Plan (PTASP)* – Staff updated the PTASP annually in FFY 2021 and FFY 2022 for safety performance measures as required by 49 CFR 673.
- *Transportation Improvement Program (TIP) Activities* – The TIP includes a four-year list of projects and is consistent with all Federal planning regulations. All federally funded projects must be included in the TIP. CAMPO adopted the FFY 2021-2024 TIP February 10, 2021. Regular maintenance of the document was required through four (4) formal and three (3) administrative amendments through July 2022.
- *Title VI Program for Jump Around Carson (JAC) 2020-2022* – Staff prepared an update to the Title VI program to ensure CAMPO’s programs, policies, and activities continue to comply with (U.S. DOT) Title VI regulations, affirming that “no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”
- *Data Collection and Digitization of CAMPO’s ADA Inventory & the Comprehensive Sidewalks & Bicycle Facilities Inventory* – This activity was completed to support the development of Carson City’s 2020 ADA Transition Plan, the Western Nevada Safe Routes to School’s 2019 Carson City Safe Routes to School Master Plan, and to support CAMPO’s need for a more robust understanding of the Bicycle and Pedestrian network within the Metropolitan Planning Area. This ADA data collection and digitization task was completed in May 2022.
- *Collection, analysis, and reporting of Bicycle and Pedestrian Monitoring Data* – CAMPO continued collection of bicycle and pedestrian monitoring data, used to evaluate, and monitor the performance of Complete Streets measures, such as usage of CAMPO’s bicycle and pedestrian network.
- *Ongoing MPO Activities* – These activities included general administration, MPO representation, public participation efforts, regional consistency review, training, UPWP development, and administration of the Surface Transportation Block Grant (STBG) program with partner jurisdictions.
- *East William Complete Streets Project Feasibility Study* –Project planners and engineers sought community input prior to beginning the design and as a part of the East William Complete Streets Feasibility Study. The scope of the Feasibility Study begins at North Carson Street and continues east to the I-580 interchange, approximately 1.5 miles. The Feasibility Study examined features including safety, beautification, traffic operations, landscaping, incorporation of art, and bicycle and pedestrian infrastructure. This is anticipated to be completed in June 2022.



3.0 Federal Transportation Legislation/ Planning Emphasis Areas/ Planning Factors

In November 2021, the Infrastructure Investment and Jobs Act (IIJA) was signed into law. This legislation carries forward and expands the policies, programs, and initiatives established by preceding legislation (including the FAST Act and MAP-21) by introducing new policies and programs that address new and emerging issues that face the nation’s transportation system. These issues include mitigating impacts to existing infrastructure due to climate change, developing and maintaining system resiliency, ensuring equity, researching, and deploying new technologies, connecting housing and transportation, and improving safety for all users.

The metropolitan transportation planning process specified by the IIJA and the implementing regulations contained in 23 CFR 450 requires CAMPO to maintain a cooperative, continuous, and comprehensive framework for making transportation investment decisions in the metropolitan area. Although final guidance has yet to be issued, CAMPO has incorporated IIJA-related elements into the UPWP including an Infrastructure Investment and Jobs Act (IIJA) Implementation Program to proactively address rulemakings and guidance from the enactment of the IIJA.

In January 2023, the FHWA, and later approved by the FTA, issued a memorandum waiving the non-Federal match requirement for Metropolitan Planning (PL), and Metropolitan Planning Program (MPP) funds that support complete streets planning activities. For CAMPO, this waiver will apply to activities related to complete street policies and prioritization methods, and well as to plans and projects that integrate multi-modal transportation elements. Tasks that meet the requirements of this waiver have been noted in the UPWP work elements.

3.1 Federal Planning Emphasis Areas

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly develop Planning Emphasis Areas (PEAs) to promote policy, procedural, and technical topics that are to be considered by metropolitan planning organizations in the preparation of work plans. The PEAs address a mix of planning issues and priority topics identified as requiring additional focus by MPOs. In addition to PEAs, the IIJA includes housing factors for consideration in the transportation planning process. This section below introduces updated PEAs and discusses how they are addressed across work elements in the UPWP.

In 2014, the three planning emphasis areas included: MAP-21/ FAST Act Implementation, Regional Models of Cooperation, and Ladders of Opportunity. These planning emphasis areas encouraged MPOs to approach transportation planning through Performance Based Planning and Programming, assured a regional approach to MPO coordination, and encouraged MPOs to document transportation connectivity gaps to essential services including housing, employment, health care, schools/education, and recreation. In 2021, eight planning emphasis areas are required for consideration in MPO planning activities.

Tackling the Climate Crisis- Transition to Clean Energy, Resilient Future- FHWA and FTA work with the State Department of Transportation (State DOT) and MPOs to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52% below 2005 levels by 2030 and net-zero emissions by 2050, and increase resilience to extreme weather events and other natural disasters, and plan for sustainable infrastructure systems, adaptable to impacts of climate change.



Equity and Justice 40 in Transportation Planning- FHWA and FTA work with State DOT and MPOs to encourage the uses of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

Executive Order 13985 (*Advancing Racial Equity and Support for Underserved Communities*) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality.

The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, Executive Order 14008 and M-21-28 provide a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities.

Complete Streets- FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. To be considered complete, these arterial roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations.

Public Involvement- FHWA Division and FTA regional offices should encourage MPOs and State DOTs to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination- FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from the DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. The DOD’s facilities include military bases, ports, and depots, considered essential to national security.

Federal Land Management Agency (FLMA) Coordination- FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMA on infrastructure and connectivity



needs related to access routes and other public roads and transportation services that connect to Federal lands. MPOs must appropriately involve FLMA in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)).

Planning and Environment Linkages (PEL)- PELs consider environmental, community, and economic goals early in the transportation planning process, and use the information, analysis, and products developed during planning to inform the environmental review process.

Data in Transportation Planning- To encourage data sharing principles and data management to be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision making at the State, MPO, regional, and local levels for all parties.

3.2 Federal Planning Factors

This UPWP includes data collection and analytical activities that will facilitate annual reporting about safety, travel delay, pavement condition, alternative mode share, and other performance metrics. This UPWP includes activities to continue the evaluation of the transportation performance measures and performance targets established in the Regional Transportation Plan (RTP). It anticipates that these performance measures will be refined based on statewide MPO/NDOT coordination in the development of future RTPs.

Transportation legislation lists ten factors that must be considered as part of the transportation planning process for all metropolitan areas. The 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.



3.3 Overview of FY 2023 and FY 2024 Work Efforts

CAMPO developed its first two-year UPWP in FY 2017. In working with U.S. DOT and NDOT, it was agreed that CAMPO would continue to implement its UPWP in a two-year cycle, which allows greater flexibility for CAMPO and its planning partners to complete more significant work tasks within a reasonable timeframe and to better coordinate work activities with the funding cycle. A two-year work program does not mean that two years' worth of funding is available in the first year. CAMPO executes a monetary agreement with NDOT annually.

The following are the primary activities to be undertaken during FY 2023 and FY 2024:

- Staff will collect data, perform analyses, and produce an annual Network Monitoring Report for multimodal usage indicators, jobs-housing ratios, performance measures, and performance targets, as applicable within the CAMPO planning area.
- Utilizing consultants, the Carson Area Transportation System Management Plan will be developed to identify and plan for long-term strategies for planning and implementing Coordinated Traffic Signal Systems within the CAMPO planning area. This effort began in 2020 and is expected to be completed in 2023.
- Working with local, regional, and statewide planning partners, staff will continue to regularly meet and consult with the Regional Transportation Stakeholder Coalition to advise staff on inter- and intra-regional transportation and transit challenges/needs. Information about the Regional Transportation Stakeholder Coalition can be found on CAMPO's website.
- The ADA barriers inventory will be systematically expanded to include narrowness barriers throughout the CAMPO planning area. Carson City ADA Transition Plan was developed in Spring of 2020. While the initial plan was developed in 2015, only a small portion of the City was inventoried due to budget constraints. It was anticipated that further inventory of the City would be done incrementally in the future. The 2020 Plan included a full inventory of sidewalks and curb ramps, including missing curb ramps.
- Roadways within the Lyon and/or Douglas County portions of the CAMPO area will be inventoried, using a consultant, to reassess pavement conditions. This practice is performed every couple of years for CAMPO, consistent with best industry practices, to maintain a strong database and establish historical benchmarks, thereby providing a more robust analysis of pavement maintenance needs. This process ensures the most informed and efficient decisions are being made to address pavement health.
- CAMPO will address Infrastructure Sustainability by conducting pavement analysis and geotechnical evaluations of existing soil conditions to assess sustainable prioritization methodologies that consider efficiency, risk, vulnerabilities, and resiliency.
- CAMPO Staff will Implement a Pavement Management Plan to support ongoing planning and programming activities related to roadway infrastructure in Carson City.
- A Local Road Safety Plan will be developed for Carson City, supporting the identification, analysis, and prioritization of safety improvements on Carson City's local and rural roads in partnership with NDOT.
- Resiliency will be incorporated into CAMPO's Asset Management, Multi-modal Planning, ITS, Carson Areas Transportation System Management Plan (CATSMP), and Infrastructure Sustainability. Resiliency is defined as the ability of a City, MPO, or other entity to prepare for



and recover quickly from unexpected interruptions, hazards, or emergencies.

- Staff will administer a survey of transit riders and non-riders (residents and visitors who do not ride the Jump Around Carson (JAC) transit system) to identify needs and opportunities to improve regional transit planning and operations. Feedback received will provide staff direction on what is working well with the system and where improvements can be made to better serve the community.
- The Transit Asset Management Plan will be updated for 2023-2026 for monitoring and managing public transportation assets in the delivery of service to improve safety and increase reliability and performance and establish performance measures as regulated in 49 CFR 625.
- The Complete Streets Policy will be enhanced and updated to begin to include design examples and Complete Street implementation guidance.
- A review and update to CAMPO's Public Participation Plan (PPP) will be completed.



3.4 Federal Planning Emphasis Areas/ Planning Factors and UPWP Activities

Table 3.1 outlines FY 2023 & FY 2024 two-year UPWP Work Elements that address and support each Federal Planning Emphasis Area and IJIA Planning Consideration, as updated with the Infrastructure Investment and Jobs Act of 2021.

Table 3.1 FY 2023 & FY 2024 Two-Year UPWP Work Elements and Federal Planning Emphasis Areas (PEAs)/Planning Considerations

		Work Elements				
		1	2	3	4	5
PEA's	Infrastructure Investment and Jobs Act (IJIA) Implementation Program	X	X	X	X	X
	Tackling the Climate Crisis- Transition to Clean Energy, Resilient Future		X	X	X	X
	Equity and Justice in Transportation Planning	X		X	X	
	Complete Streets			X	X	X
	Public Involvement	X	X	X		X
	Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination				X	
	Federal Land Management Agency (FLMA) Coordination	X	X	X		
	Planning and Environment Linkages (PEL)					X
	Data in Transportation Planning		X	X	X	X
Federal Planning Factors	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency		X	X	X	X
	Increase the safety of the transportation system for motorized and non-motorized users			X	X	X
	Increase the security of the transportation system for motorized and non-motorized users			X	X	X
	Increase accessibility and mobility of people and freight		X	X	X	X
	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns	X	X	X	X	X
	Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight		X	X	X	X
	Promote efficient system management and operation	X	X	X	X	X
	Emphasize the preservation of the existing transportation system			X	X	X
	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation			X	X	X
	Enhance travel and tourism		X	X		X



4.0 FY 2023 & FY 2024 Unified Planning Work Program

CAMPO planning activities are divided into five work elements. Funding sources for CAMPO planning activities include a combination of federal transit and highway programs, as well as local funding used as the “match” for federal consolidated planning grant (CPG) funding. Table 4.1 lists the five work elements and the total estimated cost for each. The following pages contain a detailed description of each of the work elements for the FY 2023 & FY 2024 two-year UPWP, including activities, milestones, estimated completion dates, and estimated costs. A detailed summary table containing estimated cost and funding sources for all work elements combined with all scheduled milestones by fiscal year is attached at the end of this document. Except where noted below for each activity, work will be completed by CAMPO staff.

Table 4.1 Total Budgeted Amount by Work Element and Fiscal Year

Work Element	Description	FY 2023	FY 2024	Total Budgeted Amount
1.0	MPO Administration	\$ 101,180	\$112,500	\$ 213,680
2.0	Outreach and Engagement	\$ 60,000	\$32,000	\$ 92,000
3.0	Multimodal Planning	\$ 64,650	\$115,000	\$ 179,650
4.0	Transportation Performance and Asset Management	\$ 116,180	\$162,000 \$305,820	\$422,000
5.0	Street and Corridor Planning	\$ 56,400	\$165,250	\$ 221,650
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

**Other Federal/Local Funding



WORK ELEMENT 1.0 – MPO Administration

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

Work Element and Description		1.0 MPO Administration
FY 2023	CPG	\$ 96,121
	Local Match	\$ 5,059
	Total Cost	\$101,180
FY 2024	CPG	\$106,875
	Local Match	\$5,625
	Total Cost	\$112,500
Combined FY 2023 & FY 2024	CPG	\$202,996
	Local Match	\$10,684
	Total Cost	\$213,680



ACTIVITIES

1.1 MPO Administration and Work Program Oversight

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

Elements:

- Preparation of required MPO reports and memoranda supporting the activities of CAMPO.
- Management and oversight of transportation and planning grants.
- Preparation of monthly, quarterly, and end-of-year summaries and reports.
- Preparation of billings and reimbursement requests and other related grant funding activities.
- Ongoing participation in Nevada’s Planning Executive Group (PEG) initiatives related to MPO coordination and programming.
- MPO Board Support, including providing special reports, researching MPO issues, preparation of board/public meeting materials, and attendance at MPO regular and special meetings.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Agenda and meeting materials for CAMPO board and other public meetings, as needed	Monthly, Ongoing
Miscellaneous reports, analyses, correspondence, task summaries and memoranda, and funding management, as needed	Ongoing
Preparation of monthly, quarterly, and end-of-year summaries and reports	Monthly, Ongoing
Participation in Nevada’s Planning Executive Group (PEG) and initiatives related to MPO coordination and programming	Ongoing



1.2 Unified Planning Work Program Oversight and Development

Description: This activity includes preparation and administration of the Unified Planning Work Program (UPWP), quarterly activity summaries, reporting, invoicing UPWP amendments as needed, and annual monetary agreements.

Elements:

- Development, coordination, management, collaboration, and adoption of the FY 2025-2026 UPWP.
- UPWP management and administration of budgets and agreements.
- Preparation of quarterly, and end-of-year action/activity invoices, summaries, and reports.
- Application and management of Consolidated Planning Grant (CPG) funds for CAMPO operations.

Milestones & Benchmarks:

Milestone	Est. Completion Date
FY 2023/2024 UPWP Administration and Amendments, as needed	Ongoing
UPWP Quarterly Reporting and Invoicing	30 th of each month following the close of each Fiscal Year Quarter
FY 2024 Monetary Agreement	May 2023
FY 2025 Monetary Agreement	May 2024
Adoption of the FY 2025-2026 UPWP (Draft/ Final)	May 2024



1.3 Transportation Improvement Program (TIP) Administration

Description: This activity supports the selection, funding, and implementation of transportation projects that meet State and federal regulations. The MAP-21/FAST Act-compliant Federal Fiscal Year (FFY) 2021-2024 Transportation Improvement Program (TIP) was adopted by the Regional Transportation Commission (RTC) on February 10, 2021. Activities under this task include administration and maintenance of the current FFY 2021-2024 TIP, including the processing of modifications and amendments as needed, and development of the FFY 2023-2026 TIP in cooperation with other local, regional, and statewide agencies. The TIP includes a current four-year listing of projects and will be consistent with all Federal planning regulations, including supporting access and transportation needs of Federal Land Management Agencies (FLMA's) before projects are programmed in the TIP. The format of the TIP will reflect consistency with NDOT's eSTIP platform. This activity includes project tracking and financial tracking that is performance-based and consistent with the goals and objectives of the IJJA, MAP-21, and the FAST Act.

Elements:

- Determine those sufficient federal, State, and local revenue sources are available to fund projects programmed in the TIP.
- Coordinate administration and maintenance of the TIP within the Statewide TIP (STIP).
- Provide the reasonable opportunity for public comment in accordance with the Public Participation Plan and federal regulations.
- Incorporate Equity, Environmental Justice and ADA considerations, as appropriate.
- Consider best available performance information, including performance measures and targets, in prioritization of transportation improvement projects that are expected to support achievement of adopted targets and the IJJA/MAP-21/FAST Act performance measures.
- Prepare modifications and amendments to the TIP, as needed.
- Coordinate modifications and amendments of the TIP program with the STIP to ensure changes are incorporated into the STIP.
- Develop and prepare the FFY 2023-2026 TIP for adoption.
- Coordination with FHWA NV Division office, FTA, NDOT, and CAMPO partner agencies on project development and funding.
- Maintain annual list of obligated projects.
- Perform and document continuing, coordinated, and comprehensive processes that include traditionally underrepresented and underserved populations and their community leaders (e.g., elderly, disabled, low income, and minorities).



Milestones & Benchmarks:

Milestone	Est. Completion Date
FFY 2021-2024 TIP that is updated appropriately to include administrative modifications and formal amendments, as needed	Ongoing through September 2023
Consider the best available performance information, including performance measures and targets, in prioritization of transportation improvement projects that are expected to support the achievement of adopted targets and the IIJA, MAP-21, and FAST Act performance measures	Ongoing
Adopted FFY 2023-2026 TIP	January 2023
Annual Federal Obligations Report	December 29, 2022; December 29, 2023



1.4 Professional Development

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

Elements:

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

Milestones & Benchmarks:

Milestone	Est. Completion Date
Enhanced staff capabilities	Ongoing



WORK ELEMENT 2.0 – Outreach and Engagement

Activities within this work element include MPO representation, early, effective, and continuous public participation, regional coordination, and engagement activities necessary to carry out continuing, comprehensive, and cooperative regional transportation planning activities. Activities are ongoing or recurring meaningful activities designed to continue public participation and engagement efforts, including incorporating Virtual Public Involvement (VPI) opportunities to reach greater numbers of people. Activities include planning for all modes with all stakeholders and meeting the requirements set forth in CAMPO’s Public Participation Plan.

Work Element and Description		2.0 Outreach and Engagement
FY 2023	CPG	\$ 57,000
	Local Match	\$3,000
	Total Cost	\$ 60,000
FY 2024	CPG	\$30,400
	Local Match	\$1,600
	Total Cost	\$32,000
Combined FY 2023 & FY 2024	CPG	\$87,400
	Local Match	\$ 4,600
	Total Cost	\$92,000



ACTIVITIES

2.1 MPO Representation

Description: Staff will represent the MPO at events, conferences and meetings not related to specific other UPWP activities. This activity includes coordination with other regional MPOs, NDOT, Carson City, Douglas County, Lyon County, and other agencies and organizations to ensure development of transportation related projects that serve the best interests of the region. CAMPO staff regularly communicate with the Washoe Tribe of Nevada and California to consider tribal needs in the transportation and transit planning and programming process. This task includes participation in the statewide planning process, including attendance and participation in the Transportation Planning Advisory Committee (TPAC), the development and coordination of the Statewide Transportation Improvement Program (STIP), project selection, and participation in other advisory committees, as appropriate.

Elements:

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

Milestones & Benchmarks:

Milestone	Est. Completion Date
A well-represented MPO with ongoing inter- and intra-regional coordination	Ongoing
Coordinate CAMPO documents with State planning processes and documents	Ongoing



2.2 Public Participation

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

Elements:

- Public noticing and stakeholder engagement for necessary TIP or RTP amendments.
- Activities necessary to host/coordinate public participation activities, including VPI.
- Outreach resulting from the development of corridor/specific studies or local development projects.
- Review and update CAMPO’s Public Participation Plan (PPP)
- Public outreach and noticing are needed the for development of the next UPWP and the next TIP.
- Development of public information campaigns that promote planning initiatives and programs.
- Continuous maintenance of the CAMPO website.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Hosted/coordinated public participation activities, including VPI	Ongoing
Published Notices	Ongoing
Operational website for distribution of current, accurate, and transparent public information	Ongoing
Update CAMPO’s Public Participation Plan (PPP)*	July 2023

**Consultant involvement is expected*



2.3 Regional Transit Coordination and Engagement

Description: There are five transit services operating within the CAMPO planning area (Eastern Sierra Transit Authority, Tahoe Transportation District (TTD), Jump Around Carson (JAC), Douglas Area Rural Transit (DART), and RTC Intercity that are subsidized by member counties. This activity includes regional coordination of transit services by CAMPO staff, development and implementation of transit rider and non-rider surveys, ongoing stakeholder engagement related to availability and support of transit services especially for underserved and disadvantaged communities in accordance with the JAC Transit Development and Coordinated Human Services Plan.

Elements:

- Development, preparation, and outreach of transit rider and non-rider survey materials including outreach to underserved and disadvantaged communities.
- Coordinated community, stakeholder, and public outreach regarding transit route planning and study implementation.
- Participation in local and regional planning processes for public transportation projects in which the Carson area has a vested interest.
- Continuing participation in The Regional Transportation Stakeholder Coalition (RTSC).

Milestones & Benchmarks:

Milestone	Est. Completion Date
Coordination and communication among transit operators	Ongoing
Transit Rider Survey	June 2023
Transit Non-Rider Survey	June 2024
Ongoing Meetings with the Regional Transportation Stakeholder Coalition	Ongoing



2.4 Regional Consistency Review

Description: Development or capital improvement projects proposed within the CAMPO boundaries will be reviewed by staff to determine consistency with the RTP and TIP. Reviews will examine the effectiveness of proposed projects as they relate to the ability to relieve/prevent congestion, consideration of likely impacts of transportation policy on housing, land use and development decisions, support access and transportation needs of Federal Land Management Agencies (FLMA's), preservation and efficient utilization of transportation facilities, and other matters as required by federal or State regulation. These activities do not duplicate routine reviews of proposed developments that are conducted by constituent units of government.

Elements:

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

Milestones & Benchmarks:

Milestone	Est. Completion Date
Periodic transportation system review and reports*	Ongoing

**Consultant involvement is expected*



WORK ELEMENT 3.0 – Multimodal Planning

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

Work Element and Description		3.0 Multimodal Planning
FY 2023	CPG	\$ 61,417
	Local Match	\$ 3,233
	Total Cost	\$ 64,650
FY 2024	CPG	\$ 109,250
	Local Match	\$ 5,750
	Total Cost	\$ 115,000
Combined FY 2023 & FY 2024	CPG	\$ 170,667
	Local Match	\$ 8,983
	Total Cost	\$ 179,650



ACTIVITIES

3.1 2050 Regional Transportation Plan (RTP)

Description: The 2050 RTP was adopted on January 13, 2021. This activity includes maintenance and amendments to the 2050 RTP. Early, effective, and continuous outreach on the document will continue, as well as coordination with partner agencies and local governments.

Elements:

- Administration of the 2050 RTP, including ongoing coordination with federal, State, and local partners to explore funding opportunities to implement the plan.
- Participation in public and interagency meetings as a transportation technical resource.
- Continued Public outreach for RTP on goals and concepts that promote equity and environmental sustainability and ensure access to public facilities for all users across all modes.
- Process RTP administrative modifications and/or amendments, as necessary following completion of planning studies and projects.
- Public Outreach and stakeholder coordination for administrative modifications and/or amendments to the RTP, including VPI, as necessary.
- Incorporation of federally required performance measures and/or targets with included consideration of data sharing principals and data management as appropriate.
- Coordination with partner agencies and participation in interagency meetings.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Continued community outreach and education on the 2050 RTP	Ongoing
RTP Modification and/or Amendment	March 2024



3.2 Transit Planning

Description: This activity incorporates responsibilities required of CAMPO as the direct recipient of FTA Section 5307 funds. CAMPO must apply for and manage these funds, including compliance activities and participation in regular federal reviews and audits. This activity also includes development, maintenance, and administration of transit policies and procedures that support implementation of regional transit planning documents, including maintenance of a JAC Fixed-Route Policy and a JAC ADA Paratransit Eligibility process. The task also includes coordination with local Native American tribal communities to seek ways to broaden accessibility to underserved areas. The public outreach and coordination activities within this task specifically relate to transit planning and do not duplicate public outreach and coordination that is conducted under other activities within this UPWP.

Elements:

- Early, effective, and continuous public outreach and promotion of JAC accessibility and transit routes.
- Implementation of the JAC Transit Development and Coordinated Human Services Plan, transit center feasibility study, and route operational adjustments that increase access to public transportation.
- CAMPO/JAC Title VI Program update for FFY 2023-2025
- Title VI Program implementation, monitoring, and updates, as required.
- CAMPO Disadvantaged Business Enterprise (DBE) Program and 3-year Goal for Federal Transit Administration Funds update.
- Participation in public and interagency meetings.
- Maintenance of a JAC ADA Paratransit Eligibility Process and the JAC Fixed-Route policy.
- Collection and analysis of transit ridership data and development of the JAC Annual Monitoring Report.
- Transit responsibilities as a direct recipient – CAMPO, in coordination with NDOT, works with transit operators in the region to identify projects and distribute FTA funds among eligible operators and projects. Efforts under this subtask include training, project identification, allocation of funding, and coordination with FTA, NDOT, and transit operators.



Milestones & Benchmarks:

Milestone	Est. Completion Date
Project identification and allocation of funds among regional transit operators to allow for implementation of FTA transit programs	Ongoing
Maintain JAC ADA Paratransit Eligibility Process and JAC Fixed-Route policy	June 2024
Outreach and promotion of JAC accessibility and transit routes	June 2024
JAC Title VI Program update	September 2022
CAMPO DBE Program Goal Update	September 2022
Early, effective, and continuous public outreach and promotion of JAC accessibility and transit routes	Ongoing
FY 2022 & 2023 JAC Monitoring Report	September 2023



3.3 Intelligent Transportation Systems (ITS) Planning

Description: This activity included two main elements. The first element is identifying and planning for long-term strategies for implementing Coordinated Traffic Signal Systems within the CAMPO planning area through development of a Carson Area Transportation System Management Plan. The Plan will be funded primarily through Federal infrastructure funding. It is anticipated that development of the Plan will span multiple years; consequently, no benchmarks are anticipated until FY 2023. Consultants will be used as needed to complete the Transportation System Management Plan. The second element of this task includes planning for long-term strategies and coordination with partner agencies and the private sector related to connected and autonomous vehicles and the development of alternative fuels, including electrification, for the future transportation fleet.

Elements:

- Staff time to manage the Carson Area Transportation System Management Plan and grant agreement.
- Coordination with NDOT and other CAMPO agencies related to implementation of ITS concepts, traffic management, and related programs.
- Coordination with NDOT, partner agencies, and private sector businesses on the development of transportation electrification or other alternative fuels policy, programs, and infrastructure.
- Public and stakeholder outreach for ITS plan implementation, shared goals, inclusion of data sharing principals for system reliability and resilience.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Staff coordination with partner jurisdictions and NDOT	Ongoing
Public and stakeholder outreach for Regional ITS plan implementation.	Ongoing
Carson Area Transportation System Management Plan (Draft/ Final)*	June 2023

**Consultant involvement is expected*



3.4 Active Transportation Planning

Description: This activity involves coordination with the Western Nevada Safe Routes to Schools program and regional bicycle and pedestrian non-profit organizations (e.g. Muscle Powered) to identify and plan for active transportation infrastructure challenges and needs throughout the Metropolitan Planning Area. This activity also includes a review of local ordinances and development of guidelines related to e- scooters/e-bicycles for consistency with Nevada Revised Statutes (NRS).

Elements:

- Consideration and development of local plans and/or ordinances related to deployment of e- scooters/e-bicycles and other related micromobility devices.
- Community outreach and coordination with partner agencies, Western Nevada Safe Routes to Schools program, and regional non-profit organizations.
- Participation in local planning processes for active transportation projects in which the Metropolitan Planning Area has a vested interest.
- Enhancement and update to Complete Streets policies and guidance through the creation of a Complete Street Design Guide and Design Guide Toolbox to help guide consistent implementation of Complete Streets Policies in Carson City.
- Update CAMPO bicycle route map including an evaluation of bicycle stress, or how stressful the ride is to the bicyclist.
- Interagency coordination with state, FLMA, and local agency partners (NDOT, FHWA, CFL, BLM, Carson City, Douglas County, Lyon County, Washoe Tribe of Nevada and California), regarding multi-modal access to public lands.
- Periodic updates to existing supporting planning documents.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Community outreach and agency coordination	Ongoing
Planning considerations and a review of local ordinances related to the deployment of electrical e- scooters/e- bicycles share programs and associated access and electrical infrastructure needs.	Ongoing
Complete Streets Design Guide and Toolbox [†]	October 2023
Updated CAMPO Bicycle Route Map*	June 2024

[†] Exempt from Local Match *Consultant involvement is expected



3.5 Updates to Supporting Regional Planning Documents

Description: This activity includes any necessary updates to the existing planning documents, as required, as well as development, maintenance, and administration of transportation policies that support the implementation of regional transportation planning documents.

Elements:

- Coordination of data collection across CAMPO partner jurisdictions, transit operators, NDOT, and FHWA in response to established performance measure target-setting requirements.
- Development, maintenance, and administration of transportation policies, as required.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Periodic review/reports on planning documents and policies	Ongoing



WORK ELEMENT 4.0 – Transportation Performance and Asset Management

The activities in this work element support and implement federal and State requirements for performance-based planning to inform decision-making, including: transportation data collection, management, needs identification and data sharing; travel demand modeling and forecasting; development of performance measures and targets; and various other information gathering, analyses, monitoring and reporting, as needed. This work element also supports multi-modal asset management throughout the CAMPO planning area using ongoing data collection, analyses, sharing and reporting to inform decision-making that promotes efficient system management and operation; improves the resiliency and reliability of the transportation system; and emphasizes preservation of the existing transportation system. Resiliency is defined as the ability of a City, MPO, or other entity to recover quickly from unexpected interruptions, hazards or emergencies.

Work Element and Description		4.0 Transportation Performance and Asset Management
FY 2023	CPG	\$ 110,371
	Local Match	\$ 5,809
	Total Cost	\$116,180
FY 2024	CPG	\$ 290,529
	Local Match	\$ 15,291
	Total Cost	\$ 305,820
Combined FY 2023 & FY 2024	CPG	\$400,900
	Local Match	\$21,100
	Total Cost	\$422,000



ACTIVITIES

4.1 Performance Measure Implementation and Management

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

Elements:

- Coordination and advancement of data collection and sharing across CAMPO partner jurisdictions, transit operators, NDOT and FHWA in response to established performance measure target-setting requirements.
- Technical analyses and model outputs that support development and implementation of IIJA/MAP-21/Fast Act performance-based planning requirements.
- Preparation and development of documentation as required.
- Adopted performance measures targets, including Safety Performance Measure Targets; Public Transit Agency Safety Targets; Transit Asset Management Targets; and Monitoring and Supporting NDOT’s Congestion Management Air Quality (CMAQ) Targets for the CAMPO Metropolitan Planning Area, as applicable.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Safety Performance Measure Targets	February 2023; February 2024
Public Transit Agency Safety Targets	December 2022; December 2023
FTA Transit Asset Management Targets	October 2022; October 2023
Supporting NDOT’s CMAQ Targets	October 2022; October 2023
Documentation as required	Ongoing
Ongoing participation in Nevada’s Performance Measures Working Group	Ongoing



4.2 Maintain Travel Demand Model

Description: Staff will work with a consultant to maintain the travel demand model to meet ongoing forecasting needs. Staff will coordinate as needed on network planning and connectivity to ensure strategic connections to the national highway system for defense department facilities are preserved. The model will be maintained with the most recent traffic volume counts available (segments/intersections) as well as population and land use assumptions. There are periodic needs to provide information to other agencies both within and outside the CAMPO planning area that is derived from, or is an input to, the modeling process. Staff will continue to monitor inter- and intra-regional growth, updating the model as needed.

Elements:

- Ongoing travel demand modeling services through consultant service, including model maintenance activities to incorporate most current population and transportation network data.
- Using a consultant, produce requested model outputs for alternatives analysis, planning studies, or other regional activities as needed/requested.
- Using a consultant, update the travel demand model and associated forecasting software and tools as necessary, which may include updated demographics data (i.e., 2020 Census), and/or acquisition/incorporation of passively derived Origin-Destination data.
- Provision of information from the modeling process as needed/requested.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Update to CAMPO Travel Demand Model based on latest Census and other household survey data and incorporation of county partner agency model information*	December 2023
Requested model outputs for alternatives analysis, planning studies, or other regional activities as needed/requested*	Ongoing

**Consultant involvement is expected*



4.3 Data Management, Collection, and Performance Measurement

Description: This activity builds from prior UPWP tasks and supports monitoring of transportation performance measures included in the 2050 RTP. Staff will continue to collect multimodal performance data within CAMPO’s planning area, recording any changes or trends, and providing recommendations that may be used to inform future transportation improvement projects or policies. This task includes development of annual Monitoring Reports and incorporation into the 2050 RTP and associated regional planning documents, as appropriate.

Elements:

- Ongoing data collection and installation of devices related to safety, regional bicycle and pedestrian counts, vehicular movements, and other transportation infrastructure data as needed.
- Analyses of collected data on auto, transit, bicycle, and pedestrian use.
- Annual preparation and dissemination of CAMPO’s Monitoring Report.
- Coordinate the dissemination and consideration of transportation-related performance data.
- Maintain and continue to refine GIS network files related to transportation assets within the CAMPO region such as socioeconomic data, housing data, safety data, land use changes, and environmental data as well as ITS infrastructure, traffic analysis zones, and other GIS files necessary to support a variety of CAMPO planning needs.
- Periodic recommendations and/or reports.
- Coordinate the dissemination and consideration of transportation-related performance data.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Annual CAMPO Monitoring Report	September 2022; September 2023
Ongoing performance monitoring and multimodal data collection	Ongoing
Bicycle, pedestrian, and automobile counts	Ongoing



4.4 Maintain Pavement Management System

Description: This activity involves regular updates and maintenance of the Pavement Management System following improvements or changes to the street network or land uses. A consultant will be hired to collect data on the CAMPO roadway network, building upon the previous 2021-2022 Pavement Survey. Staff will report on performance measures annually as they relate to pavement maintenance needs and project identification. Staff will continue to implement Carson City’s pavement management plan, expanding the plan to cover CAMPO’s Metropolitan Planning Area if/as requested by partner agencies.

Elements:

- Conduct regular updates and maintenance of the Pavement Management System.
- Using a contractor, collect pavement survey data for Lyon County/Douglas County roadways, funding permitting.
- Annual performance reporting of pavement condition within the CAMPO planning area.
- Update and enhancement of Carson City’s Pavement Management Plan to incorporate planning methodologies related to project identification and prioritization

Milestones & Benchmarks:

Milestone	Est. Completion Date
Up-to-date pavement management system*	Ongoing
Complete pavement survey for Lyon County/Douglas County *	September 2023
Annual performance reporting of pavement condition within the CAMPO planning area to support development of pavement maintenance projects by partner agencies	October 2022; October 2023
Implementation and Maintenance of Carson City’s Pavement Management Plan	Ongoing

**Consultant involvement is expected*



4.5 Non-Motorized Asset Management

Description: Staff will continue to monitor and evaluate the existing bicycle and pedestrian network, work with member agencies and local advocates, and pursue grant opportunities to improve the accessibility and connectivity of the system to ensure safety and connectedness for all road users. This will include incremental improvements to the ADA Transition Plan through collection and analysis of bicycle and pedestrian asset data, including ADA access barriers by zones; school zones, the Redevelopment Authority Citizens Committee (RACC) Redevelopment Areas, Bus Routes, and “Last quarter mile” of bus stop analysis.

Elements:

- Funding permitting, conduct an inventory of narrow access barriers throughout the CAMPO planning area.
- Incorporate expanded ADA inventory of narrowness barriers through an amendment of the ADA Transition Plan for Carson City.
- Conduct mapping activities that support integration of inventory data with CAMPO’s web-based mapping platform.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Expanded ADA inventory of narrowness barriers and ADA Transition Plan Amendment	June 2024
Improved access and connectivity of the bicycle and pedestrian network	Ongoing
Continuous updates to non-motorized assets, including sidewalks, ramps, and bicycle facilities, integrated into CAMPO’s web-based mapping platform, including map production	Ongoing



4.6 Transit Asset Management

Description: These activities include ongoing maintenance of the Federal Fiscal Year (FFY) 2019-2022 JAC Transit Asset Management (TAM) Plan, including monitoring of performance targets, and development of an updated FFY 2023-2026 JAC Transit Asset Management Plan.

Elements:

- Maintain the inventory and projection of transit assets, life expectancies, replacement costs, and maintenance activities and costs.
- Ongoing monitoring of TAM performance targets.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Current and maintained JAC Transit Asset Management Plan, including modifications and amendments, as needed	Ongoing
Ongoing monitoring of TAM performance targets	Ongoing
Federal Fiscal Year (FFY) 2023- 2026 JAC Transit Asset Management (TAM) Plan	October 2022



WORK ELEMENT 5.0 – Street and Corridor Planning

The activities in this work element focus on studying transportation corridors and ensuring infrastructure sustainability. The Corridor Studies activity consists of short- and long-range transportation planning activities within the CAMPO Metropolitan Planning Area that may be conducted by Staff and/or Consultants to understand travel behavior, land use including housing and occupational locations, multi-modal needs, necessary safety and operational improvements, preliminary environmental linkages including transportation-stormwater effects, and alternatives analyses for various corridors within the planning area. The Infrastructure Sustainability activity includes assessing transportation infrastructure sustainability through agency coordination and related planning and outreach activities for alternative fuel vehicles (including electric vehicles), additional geotechnical assessment, and planning for Transportation hazards and resiliency.

Work Element and Description		5.0 Street and Corridor Planning
FY 2023	CPG	\$ 53,580
	Local Match	\$ 2,820
	Total Cost	\$ 56,400
FY 2024	CPG	\$ 156,987
	Local Match	\$ 8,263
	Total Cost	\$ 165,250
Combined FY 2023 & FY 2024	CPG	\$ 210,567
	Local Match	\$ 11,083
	Total Cost	\$ 221,650



ACTIVITIES

5.1 Corridor Studies

Description: This task includes short- and long-range transportation planning activities within the CAMPO Metropolitan Planning Area that may be conducted by Staff and/or Consultants to understand travel behavior, land use including housing and occupational locations, multi-modal needs, necessary safety and operational improvements, preliminary environmental linkages including transportation-stormwater effects, and alternatives analyses for various corridors within the planning area. Periodic reports related to analyses and findings will be produced. The goal of Complete Streets planning is to provide a safe and equitable transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. Corridor projects identified in CAMPO’s 2050 Regional Transportation Plan will be considered for study within this task in coordination with local partners and the NDOT.

Elements:

- Participation and support for NDOT corridor planning documents.
- Coordination and development of a Carson City Local Road Safety Plan in partnership with NDOT subject to NDOT guidance and Support and funding availability.
- Consider Planning and Environmental Linkage (PEL) concepts and practices in corridor study planning reviews where appropriate.
- Manage the development of regional corridor studies.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Participation and support for NDOT corridor planning documents	Ongoing
Local Road Safety Plan*	January 2024
US 50 East Carson Complete Streets Study* †	December 2024
N. Carson Complete Streets Feasibility Study* †	December 2025

**Consultant involvement is expected † Exempt from Local Match*



5.2 Infrastructure Sustainability

Description: This activity includes assessing transportation infrastructure sustainability through agency coordination and related planning and outreach activities for alternative fuel vehicles (including electric vehicles), additional geotechnical assessment, and planning for Transportation hazards and resiliency. This activity also includes reviewing Planning and Environmental Linkages (PEL) including transportation-stormwater effects; a collaborative approach to transportation planning using information and analysis to consider environmental, community, and economic goals that inform the environmental review process.

Elements:

- Agency coordination with partner jurisdictions and other related planning and outreach for alternative fuel vehicles and deployment of associated infrastructure.
- Conduct pavement analysis and geotechnical investigations to assess sustainable project prioritization methodologies considering elements such as efficiency, risk, vulnerabilities, and resiliency.
- Incorporate Transportation Hazard and Resiliency Planning in identifying assets, needs, and vulnerabilities within the transportation network, including assessing resilience in project development and design through enhancement of Carson City’s Hazard Mitigation Plan.
- Include PEL concepts and practices in environmental and planning review.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Assessment of development of and maps showing soil conditions within CAMPO region*	October 2023
Agency coordination with partner jurisdictions and other related planning and outreach activities for alternative fuel vehicles and deployment of associated infrastructure	Ongoing

**Consultant involvement is expected*



5.0 FY 2023 & FY 2024 UPWP Budget & Combined Scheduled Milestones

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

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

Activity					Funding Breakdown, Overall FY 23 & FY 24				
Work Element	#	Descrip	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	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					
	4.4	Maintain Pavement Management System	Complete pavement survey for Lyon/Douglas County	September 2023					
Annual performance reporting of pavement condition			July 2022; July 2023						
4.5	Non-Motorized Asset Management	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