



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

Day: Wednesday
Date: July 11, 2018
Time: Beginning at 4:30 pm
Location: Community Center, Sierra Room, 851 East William Street, Carson City, Nevada

AGENDA

AGENDA NOTES: The Carson Area Metropolitan Planning Organization (CAMPO) is pleased to make reasonable accommodations for members of the public who are disabled and wish to attend the meeting. If special arrangements for the meeting are necessary, please notify Carson Area Metropolitan Planning Organization staff in writing at 3505 Butti Way, Carson City, Nevada, 89701, or Comments@CarsonAreaMPO.com, or call Lucia Maloney at (775) 887-2355 at least 24 hours in advance.

For more information or for copies of the supporting material regarding any of the items listed on the agenda, please contact Lucia Maloney, Transportation Manager, at (775) 887-2355. Additionally, the agenda with all supporting material is posted on the CAMPO website at www.carson.org/agendas, or is available upon request at 3505 Butti Way, Carson City, Nevada, 89701.

1. ROLL CALL AND DETERMINATION OF A QUORUM

2. AGENDA MANAGEMENT NOTICE: The Chair may take items on the agenda out of order; combine two or more agenda items for consideration; and/or remove an item from the agenda or delay discussion relating to an item on the agenda at any time.

3. DISCLOSURES: Any member of the CAMPO Board may inform the Chair of his or her intent to make a disclosure of a conflict of interest on any item appearing on the agenda or on any matter relating to the CAMPO's official business. Such disclosures must also be made at such time the specific agenda item is introduced.

4. PUBLIC COMMENT: Members of the public who wish to address the CAMPO Board may approach the podium and speak on any matter relevant to or within the authority of CAMPO. Comments are limited to three minutes per person per topic. If your item requires extended discussion, please request the Chair to calendar the matter for a future CAMPO meeting. No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an Agenda as an item upon which action may be taken.

5. APPROVAL OF MINUTES:

5.A (For Possible Action) May 9, 2018 Draft Minutes

6. PUBLIC MEETING ITEM(S):

6.A (For Possible Action) To approve an amendment to the Federal Fiscal Year (FFY) 2018-2021 Transportation Improvement Program (TIP).

Staff Summary: The amendment proposes to amend projects and add language regarding the linkage between performance measures and Federal funding investments.

6.B (For Possible Action) To approve submission of a grant application for Federal Transit Administration Fiscal Year 2018 Section 5339(b) discretionary funds program for relocation of the Jump Around Carson transfer plaza.

Staff Summary: The FTA announced the availability of approximately \$336.3 million of Fiscal Year (FY) 2018 funds for buses, bus facilities, and bus equipment. The Carson Area Metropolitan Planning Organization is preparing to submit a grant application for this competitive program. The application requests funding for the relocation of the Jump Around Carson (JAC) transfer plaza, which creates the opportunity for individuals to transfer between JAC's fixed routes and other regional transit providers.

6.C (For Possible Action) To direct the Transportation Manager to issue a support letter to the Nevada Department of Transportation (NDOT) on CAMPO's behalf.

Staff Summary: On May 11, 2018, Tahoe Transportation District (TTD) staff presented information to their board on proposed service changes to the Lake & Valley Express routes which connect Carson City and Douglas County to the Lake Tahoe Basin. TTD has opened a public comment period and is accepting comments through July 13 on sustainable transit options for their transit service. TTD staff will present information on proposed interregional transit service changes.

7. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS (Non-Action Items):

7.A Future Agenda Items

8. BOARD COMMENTS (Information only): Status reports and comments from the members of the CAMPO Board.

9. PUBLIC COMMENT: Members of the public who wish to address the CAMPO Board may approach the podium and speak on any matter relevant to or within the authority of CAMPO. Comments are limited to three minutes per person per topic. If your item requires extended discussion, please request the Chair to calendar the matter for a future CAMPO meeting. No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an Agenda as an item upon which action may be taken.

10. The Next Meeting is Tentatively Scheduled: 4:30 p.m., Wednesday, August 8, 2018, at the Sierra Room - Community Center, 851 East William Street.

11. ADJOURNMENT: For Possible Action

This agenda has been posted at the following locations on Thursday, July 5, 2018, before 5:00 p.m.:

City Hall, 201 North Carson Street

Community Center, Sierra Room, 851 East William Street

Carson City Library, Carson City Library, 900 North Roop Street

Carson City Public Works, 3505 Butti Way

Carson City Planning Division, 108 E. Proctor Street

Douglas County Executive Offices, 1594 Esmeralda Avenue, Minden

Lyon County Manager's Office, 27 South Main Street, Yerington

Nevada Department of Transportation, 1263 S. Stewart Street, Carson City

City Website: www.carson.org/agendas

State Website: <https://notice.nv.gov>

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A regular meeting of the Carson Area Metropolitan Planning Organization was scheduled for 4:30 p.m. on Wednesday, May 9, 2018 in the Community Center Sierra Room, 851 East William Street, Carson City, Nevada.

PRESENT: Chairperson Mark Kimbrough
Vice Chairperson Brad Bonkowski
Member Don Alt
Member Lori Bagwell
Member Jon Erb
Member Chas Macquarie
Member Greg Stedfield
Ex-Officio Member Sondra Rosenberg

STAFF: Darren Schulz, Public Works Department Director
Lucia Maloney, Transportation Manager
Graham Dollarhide, Transit Coordinator
Hailey Lang, Transportation Planner
Cortney Bloomer, Bicycle and Pedestrian Coordinator
Dan Yu, Deputy District Attorney
Kathleen King, Chief 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.

- 1. CALL TO ORDER AND DETERMINATION OF A QUORUM (4:30:32)** - Chairperson Kimbrough called the meeting to order at 4:30 p.m. Ms. King called the roll; a quorum was present.
- 2. AGENDA MANAGEMENT NOTICE (4:31:01)** - Chairperson Kimbrough entertained modifications to the agenda; however, none were forthcoming.
- 3. DISCLOSURES (4:31:11)** - Chairperson Kimbrough entertained disclosures; however, none were forthcoming.
- 4. PUBLIC COMMENT (4:31:20)** - Chairperson Kimbrough entertained public comment; however, none was forthcoming.
- 5. ACTION ON APPROVAL OF MINUTES - April 11, 2018 (4:31:37)** - Chairperson Kimbrough introduced this item, and entertained a motion. **Vice Chairperson Bonkowski moved to approve the minutes, as presented. Member Bagwell seconded the motion. Motion carried unanimously.**
- 6. PUBLIC MEETING ITEMS:**
 - 6(A) POSSIBLE ACTION TO APPROVE THE FISCAL YEAR 2019 AND FISCAL YEAR 2020 UNIFIED PLANNING WORK PROGRAM ("UPWP") (4:32:09)** - Chairperson Kimbrough introduced this item. Ms. Maloney reviewed the agenda materials, and responded to questions of clarification. Chairperson Kimbrough entertained additional questions or comments of the CAMPO

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members and, when none were forthcoming, of the public. When no public comment was forthcoming, Chairperson Kimbrough entertained a motion. **Vice Chairperson Bonkowski moved to approve the Fiscal Year 2019 and Fiscal Year 2020 Unified Planning Work Program document with the change, as discussed on the record, to correct the figures at Table 5.1. Member Macquarie seconded the motion.** Chairperson Kimbrough entertained discussion on the motion and, when none was forthcoming, called for a vote. **Motion carried 7-0.**

6(B) POSSIBLE ACTION TO AUTHORIZE THE TRANSPORTATION MANAGER TO SIGN AGREEMENT NO. PR125-18-804 FOR COMMITMENT TO COMPLETE THE FISCAL YEAR 2019 UNIFIED PLANNING WORK PROGRAM, AND TO AUTHORIZE THE TRANSPORTATION MANAGER TO SIGN FUTURE AMENDMENTS TO THIS AGREEMENT REGARDING TIME EXTENSIONS OR A CHANGE IN THE VALUE OF FUNDING OF UP TO 20% OF THE INITIAL FUNDING AMOUNT (4:35:41) - Chairperson Kimbrough introduced this item, and Ms. Maloney reviewed the agenda materials. Ms. Maloney responded to questions of clarification, and discussion followed. Chairperson Kimbrough entertained public comment and, when none was forthcoming, a motion. **Member Bagwell moved to authorize the Transportation Manager to sign Agreement No. PR125-18-804 for commitment to complete the FY 2019 Unified Planning Work Program, and to authorize the Transportation Manager to sign future amendments to this agreement regarding time extensions or a change in the value of funding, up to 10 percent of the initial funding amount. Vice Chairperson Bonkowski seconded the motion.** Chairperson Kimbrough entertained additional discussion and, when none was forthcoming, called for a vote. **Motion carried 7-0.**

7. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS; FUTURE AGENDA ITEMS (4:43:17) - Chairperson Kimbrough introduced this item, and Ms. Maloney reviewed the tentative agenda for the June CAMPO meeting.

8. CAMPO MEMBER COMMENTS (4:43:58) - Chairperson Kimbrough entertained CAMPO member comments. Member Erb reported several ongoing road projects in Douglas County, and detailed the same. Vice Chairperson Bonkowski advised that the Downtown Curry Street project begins May 15th.

9. PUBLIC COMMENT (4:45:48) - NDOT Transportation Planner Lewis Lem discussed an NDOT study on public transportation needs across five counties in northern Nevada. He anticipates the study will begin soon.

10. THE NEXT MEETING IS TENTATIVELY SCHEDULED FOR 4:30 P.M. ON WEDNESDAY, JUNE 13, 2018 IN THE COMMUNITY CENTER SIERRA ROOM, 851 EAST WILLIAM STREET (4:47:11) - Chairperson Kimbrough read this information into the record.

11. ACTION ON ADJOURNMENT (4:47:22) - Member Bagwell moved to adjourn the meeting at 4:47 p.m. The motion was seconded and carried unanimously.

The Minutes of the May 9, 2018 Carson Area Metropolitan Planning Organization meeting are so approved this ____ day of July, 2018.

MARK KIMBROUGH, Chair



STAFF REPORT

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

Meeting Date: July 11, 2018

Staff Contact: Hailey Lang, Transportation Planner

Agenda Title: (For Possible Action) To approve an amendment to the Federal Fiscal Year (FFY) 2018-2021 Transportation Improvement Program (TIP).

Staff Summary: The amendment proposes to amend projects and add language regarding the linkage between performance measures and Federal funding investments.

Agenda Action: Formal Action/Motion

Time Requested: 5 minutes

Proposed Motion

Move to approve an amendment to the Federal Fiscal Year (FFY) 2018-2021 Transportation Improvement Program (TIP).

Background/Issues & Analysis

TIP amendments are required for the following actions:

- Adding a new project
- Significantly changing a project (by scope or cost)
- Deleting a project

Added Project

- Bus Procurement
 - Acquisition of two Jump Around Carson (JAC) fixed route buses.
- I-580 Carson City Roadway Rehabilitation
 - Roadway rehabilitation of I-580 between William Street and Carson City/Washoe County line. This is a Nevada Department of Transportation (NDOT) project located within the CAMPO boundary.

Amended Projects

- South Carson Street Complete Streets Project
 - Combined the *South Carson Street Corridor Improvements* project with *South Carson Street Pedestrian/Bicycle and Associated Improvements* project into one project that incorporates TIGER award.
 - Design and construction of improvements to South Carson Street from 5th Street to Roland Street.
- Stewart Street Pedestrian Safety Improvements
 - Installation of pedestrian safety improvements to include rapid flashing beacons, Refuge Island, and lighting. This amendment increases funding, based on the latest NDOT project estimate.

TIP amendments require a 30-day public comment period. The public comment period for this action was open from April 30 through May 29, 2018. Public comment was received only from Nevada Department of Transportation (NDOT).

Applicable Statute, Code, Policy, Rule or Regulation

CFR 450.104

Financial Information

Is there a fiscal impact? Yes No

If yes, account name/number: See explanation below.

Is it currently budgeted? Yes No

Explanation of Fiscal Impact:

-The Bus Procurement project is budgeted for in FY 2019. The estimate project cost is \$447,480 with a local match of \$191,776 from account #225-3026-430.77 Transit Fund/Vehicle Purchase Account.

-The South Carson Complete Streets project is anticipated to be budgeted for in FY 2019. The estimate project cost is \$17,257,559 with a local match of \$9,687,357 from multiple infrastructure accounts.

-The Stewart Street Pedestrian Safety Improvements project is budgeted for in FY 2018. This estimate project cost is \$600,000 with a local match of \$30,000 from account #250-3035-431.70-40 RTC Fund/Capital Projects, Construction Account.

Supporting Material

-Draft TIP Amendment

-Project Listings

Board Action Taken:

Motion: _____

1) _____

Aye/Nay

2) _____

(Vote Recorded By)

CARSON AREA METROPOLITAN PLANNING ORGANIZATION



TRANSPORTATION IMPROVEMENT PROGRAM

Federal Fiscal Year 2018 through Federal Fiscal Year 2021

Adopted 8/9/17

Administratively Amended 11/27/2017

Administratively Amended 1/16/2018

Formally Amended X/XX/XXX

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INTRODUCTION

What is the Purpose of this Document?

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). CAMPO carries out transportation planning activities within the Metropolitan Planning Area (MPA), shown in Figure 1. The MPA encompasses the urbanized area and a larger area that is likely to continue to urbanize within the next 20 years. The 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, as defined by the US Census Bureau, within the MPA. They are the Johnson Lane area in Douglas County and Dayton in Lyon County.



Figure 1: CAMPO MPO Boundary

The TIP must be consistent with the Statewide Transportation Improvement Program (STIP) and must be updated at a minimum of every four years. The CAMPO TIP will expire when federal approval of the STIP expires. The TIP must be consistent with CAMPO's long-range Regional Transportation Plan (RTP). The TIP contains a listing of all federally funded transportation improvements programmed for the CAMPO planning area. The TIP must include all regionally significant projects regardless of the funding source. The TIP must identify funding from public and private sources that is reasonably expected to be made available to implement the improvements listed. Therefore, the TIP must also contain a financial plan.

PERFORMANCE-BASED PLANNING AND PROGRAMMING

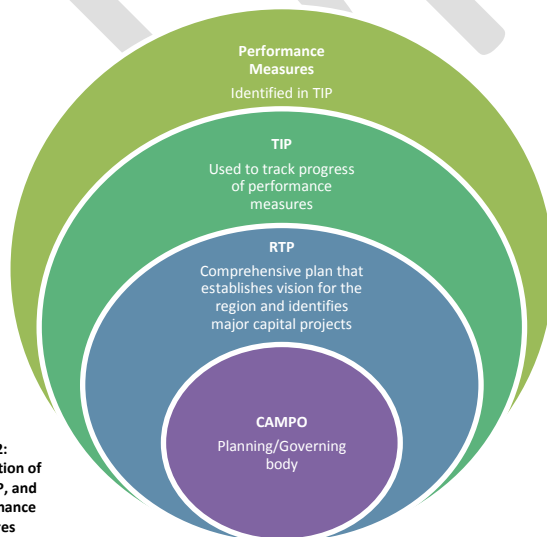


Figure 2: Integration of RTP, TIP, and Performance Measures

The Moving America Ahead for Progress in the 21st Century (MAP-21) Act was signed into law in 2012. The highlight of this transportation bill is a focus on implementing performance measures and performance-based planning. Under MAP-21, the Department of Transportation (DOT) establishes performance measures and requires state DOTs to develop performance targets in consultation with MPOs. States must make progress towards these performance targets, and MPOs must incorporate these performance measures and targets into their TIPs and RTPs (Figure 2).

MAP-21 requires that TIPs 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 will be used to track progress of these performance measures, specifically those related to project accomplishment.

MAP-21 establishes national performance goals for the Federal-aid highway program in seven areas: 1) safety; 2) infrastructure condition; 3) congestion reduction; 4) system reliability; 5) freight movement and economic vitality; 6) environmental sustainability; and 7) reduced project delivery delays. A performance-based planning and funding system is more likely to identify and mitigate transportation system deficiencies than fixed allocation funding processes. CAMPO is committed to developing a transparent programming process that allocates funding effectively to maintain an efficient multi-modal transportation system. National performance goals are considered during project evaluation and selection. CAMPO has developed performance measures to help allocate transportation funds based on performance data. The national goals help plan and program transportation investment. Established performance measures and adopted targets will be used to evaluate projects. Below are examples of how specific projects may be linked to national goals and performance measures.

1. **Safety:** Achieve significant reduction in traffic fatalities and serious injuries on all public roads. Projects are evaluated based on available crash statistics and whether the project includes addition of FHWA proven safety countermeasures or other safety improvements that address the type of crashes being reported.
2. **Infrastructure Condition:** Maintain the highway infrastructure asset system in a state of good repair. Projects are evaluated and prioritized through an assessment of roadway condition data.
3. **Congestion Reduction:** Achieve a significant reduction in congestion on the National Highway System. Projects are evaluated based on traffic counts or CAMPO's travel demand model.
4. **System Reliability:** Improve the efficiency of the surface transportation system. Projects are evaluated on whether or not system redundancy or capacity are improved.
5. **Freight Movement and Economic Vitality:** Improve the national freight network and support regional economic development. Projects are evaluated on whether or not they will improve regional freight routes.
6. **Environmental Sustainability:** Enhance the performance of the transportation system while protecting and enhancing the natural environment. Projects are evaluated based on presence of design features that are anticipated to result in improved air quality.
7. **Reduce Project Delivery Delays:** Reduce the project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process. Projects are evaluated and prioritized on their potential to experience delay.

The TIP continues to build upon the goals and objectives articulated in the 2040 RTP. By incorporating RTP goals into short-range programming activities, projects are linked to the region's vision and long-term investment strategy. The linkage between National Goals/2040 RTP Goals and the 2040 RTP Performance Measures is depicted in the following table.

National Goals / 2040 RTP Goals	2040 RTP Performance Measures
Safety- Increase the safety of the transportation system for all users	<ul style="list-style-type: none"> - Number (5-year rolling average) of fatal crashes in CAMPO boundary - Number (5-year rolling average) of fatal crashes involving a bicyclist or pedestrian in the CAMPO boundary - Number (5-year rolling average) of serious crashes in the CAMPO boundary - Number (5-year rolling average) of serious injuries involving a bicyclist or pedestrian in the CAMPO boundary - Rate of fatalities (5-year rolling average) per 100 million VMT (vehicle miles traveled) in the CAMPO boundary - Rate of serious injuries (5-year rolling average) per 100 million VMT (vehicle miles traveled) in the CAMPO boundary
Infrastructure Condition- Maintain a sustainable regional transportation system Congestion Reduction*	<ul style="list-style-type: none"> - Average Pavement Condition Index (PCI) rating for collector and arterial roadways within the CAMPO boundary by jurisdiction - Percentage of roadways with a PCI rating of 55 or below in the CAMPO boundary by jurisdiction - Percentage of structurally deficient bridge decks with a roadway functional classification of 1-5 <p>CAMPO is not required to set performance measure targets regarding Congestion Reduction because CAMPO does not meet urbanized population threshold and does not have qualifying National Highway System (NHS) roadways within boundary.</p>
System Reliability- Increase the mobility and reliability of the transportation system for all users	<ul style="list-style-type: none"> - The number of transportation facilities improved to ADA standards within the CAMPO boundary by jurisdiction - The cost per revenue hour/mile/trip for Jump Around Carson (fixed route and paratransit) and RTC Intercity - The number of passengers per revenue hour/mile for Jump Around Carson (fixed route and paratransit) and RTC Intercity - Monthly ridership for Jump Around Carson (fixed route and paratransit) and RTC Intercity - Farebox recovery rate for Jump Around Carson (fixed route and paratransit) and RTC Intercity - On-time performance for Jump Around Carson's fixed route and RTC Intercity - Travel Demand Model estimated travel times
Freight Movement and Economic Vitality- Maintain and develop a transportation system that supports economic vitality	<ul style="list-style-type: none"> - Travel times, during peak hours, from the travel demand model for U.S. Highway 395 and Highway 50
Environmental Sustainability- Provide an integrated transportation system	<ul style="list-style-type: none"> - Number of Complete Street projects constructed within the CAMPO boundary - Miles of bicycle lane added or reconstructed - Miles of sidewalk added or reconstructed - Miles of shared use path added or reconstructed
Reduced Project Delivery Delays*	<p>There are no required performance measure targets regarding Reduced Project Delivery Delays.</p>

*CAMPO has not established performance measures for Congestion Reduction or Reduced Project Delivery Delays

Table 1: Linking Goals and Performance Measures

Transit Asset Management

MAP-21 requires a system to monitor and manage public transportation assets to improve safety, increase reliability and performance, and established performance measures. MAP-21 groups transit providers in two categories: Tier 1 and Tier 2. CAMPO is under the Tier 2 category. The following table defines the two categories, which generally are based on size of the public transportation agency.

Tier 1	Tier 2
Operates rail OR; More than 100 vehicles across all fixed route modes OR; More than 100 vehicles in one non-fixed route mode	Subrecipient of 5311 funds OR; American Indian Tribe OR; Less than 100 vehicles across all fixed route modes OR; Less than 100 vehicles in one non-fixed route mode

Table 2: Transit Agency Tiers

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 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.

Asset	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 a measure transit agencies use to track the performance of revenue vehicles and service vehicles.

Table 3: Transit Asset Management Measures

PROJECT LISTING

As determined by federal regulation, projects included in the STIP and TIP shall be prioritized and financially constrained by year. CAMPO is establishing a performance based planning approach to help prioritize projects, based on goals and objectives approved in CAMPO's 2040 RTP. The objectives from the RTP will be incorporated into the prioritization of TIP projects.

Table 4 on page 8 shows estimated revenues by funding source over the four-year TIP period for all projects included in the TIP. **Appendix A** provides a detailed project listing of all transportation improvements in the CAMPO planning area that are federally funded. Available funding has been identified for each year covered under the TIP. The funding identified will be used for capital, maintenance, and operational costs.

Transportation improvements have been categorized under the five general categories of roadway, transit, bicycle and pedestrian, environmental, or other. The phase of each improvement is described as one or more of the following: preliminary engineering (PE), right-of-way (ROW), construction, and other.

eSTIP

The eSTIP is a searchable database that can be filtered based on several different criteria. Changes to the TIP or STIP will be in real-time so that users can find the most up-to-date information on any project in the STIP. Project data in the eSTIP is available to view and download on the eSTIP website. The project tables developed as part of the TIP, as well as amendments and administrative modifications to the TIP, are available online at <https://estip.nevadadot.com/>.

Federal Funding Types

Federal Highway Administration (FHWA)

HSIP	Highway Safety Improvement Program
NHPP	National Highway Performance Program
SRTS	Safe Routes to School
STBG 5K-200K	Surface Transportation Block Grant Program – areas with population over 5,000 to 200,000
STP 5K-200K	Surface Transportation Program (superseded by STBG Program) – areas with population over 5,000 to 200,000
TAP 5K-200K	Transportation Alternatives Program (cancelled) – areas with population over 5,000 to 200,000
TAP Flex	Transportation Alternatives Program (cancelled) – funds flexed by the State DOT to small urban and rural areas
TIGER	Transportation Investment Generating Economic Recovery – DOT competitive discretionary grant

Federal Transit Administration (FTA)

- 5307 Urbanized Area Formula Grants – Section 5307, small urban areas with population between 50,000 and 200,000
- 5310 Enhanced Mobility of Seniors & Individuals with Disabilities – Section 5310, small urban areas with population between 50,000 and 200,000
- 5339 Bus and Bus Facilities – Section 5339, small urban areas with population between 50,000 and 200,000
- 5339(b) Bus and Bus Facilities Discretionary Program – competitive program open to all urban and rural recipients eligible under Section 5307, as well as States and Indian Tribes

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**Table 4
Programmed Funds by Funding Source by Year in the 2018-2021 Transportation Improvement Program**

REVENUE BY FUNDING SOURCE					
FUNDING SOURCE	2018	2019	2020	2021	2018 - 2021
FTA 5307 Sm Urb Capital	\$1,584,575	\$2,315,539	\$1,821,316	\$1,662,838	\$6,556,788
FTA 5307 Sm Urb Operating	\$741,550	\$942,550	\$1,293,550	\$945,050	\$2,151,660
FTA 5310 Elderly/Disabled Sm Urb Capital	\$106,956	\$106,956	\$106,956	\$106,956	\$427,824
FTA 5339 Bus/Fac Sm Urb Capital	\$95,000	\$542,480	\$95,000	\$95,000	\$922,480
HSIP	\$9,681,195	\$0	\$0	\$0	\$9,681,195
NHPP	\$5,700,000	\$9,500,000	\$0	\$0	\$16,300,000
STBG 5K-200K	\$741,550	\$543,954	\$0	\$0	\$1,285,504
TAP 5K-200K STBG	\$76,000	\$109,000	\$0	\$0	\$185,000
TAP FLEX STBG	\$403,682	\$527,500	\$0	\$0	\$931,182
TIGER	\$0	\$0	\$7,570,202	\$0	\$7,570,202
Fed SUBTOTAL	\$19,130,508	\$14,587,979	\$10,887,024	\$2,809,844	\$46,011,835
Local Fund	\$9,616,659	\$17,251,216	\$15,749,693	\$1,769,794	\$44,387,362
Local SUBTOTAL	\$9,616,659	\$17,251,216	\$15,749,693	\$1,769,794	\$44,387,362
State Match - NV	\$8,660	\$500,000	\$0	\$0	\$508,660
State SUBTOTAL	\$8,660	\$500,000	\$0	\$0	\$508,660
TOTAL	\$28,755,827	\$32,339,195	\$26,636,717	\$4,579,638	\$90,907,857

*Funding included for all programmed funds located within the CAMPO Boundary. Agency funding includes Nevada Department of Transportation (NDOT), Carson Area Metropolitan Planning Organization (CAMPO), Carson City, Douglas County, and Lyon County.

The Carson Area Metropolitan Planning Organization (CAMPO) certifies that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR Part 450;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, religion, national origin, sex, disability or age in employment or business opportunity;
4. Fixing America's Surface Transportation Act (FAST Act, P.L. 114-357) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded projects (see also 49 CFR Part 26);
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
10. Public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the POP requirements of the Section 5307 Program.
11. 23 CFR part 450 section 218, a TIP shall include, to the maximum extent practicable, a discussion of the anticipated effect of the TIP toward achieving performance targets, linking investment priorities to those performance targets.
12. 49 CFR 625 (under the authority of Sec. 20019 of Pub. L. 112-141, 126 Stat. 707, 49 U.S.C. 5326; Sec. 20025(a) of Pub. L. 112-141, 126 Stat. 718, 49 CFR 1.91.) regarding transit asset management (TAM).

Mark Kimbrough
CAMPO Chair

Appendix A: FFY 2018-2021 Transportation Improvement Program Project Listings

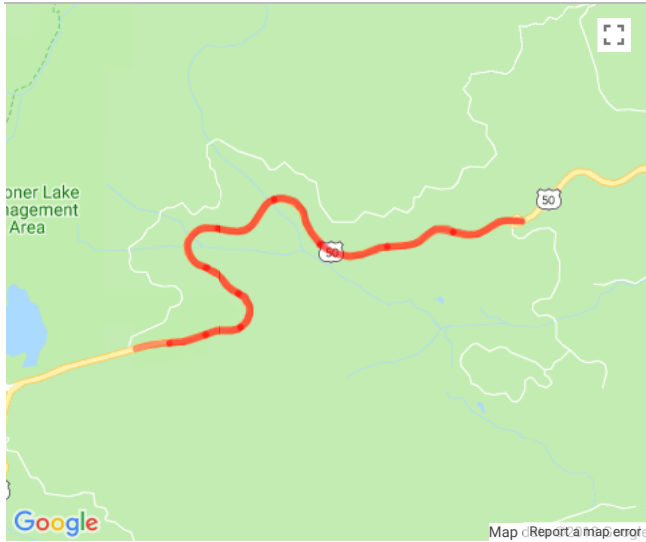
ALL Transportation Improvement Program, 18-00 Adoption 2018-2022

34 Projects Listed

State TIP ID CC20100004
Lead Agency Nevada DOT
Project Type Environmental Project
Project Name US 50 Drainage Improvements
Project Limits At From Spooner Summit To Clear Creek Interchange of Distance (mile) 3 Begin: 0 End: 3
Description Construct multiple storm drains, drop inlets, trench drains, slope flattening, grading, concrete curb and gutters and channel work.

<i>MPO/TIP</i>	CAMPO 18-02	<i>Local ID</i>	NDOT013	<i>Total Cost</i>	\$6,000,000
<i>Contact</i>	Eric Yount (775)888-7531	<i>NDOT</i>	District 2	<i>County</i>	CARSON CITY
<i>Air Quality</i>	Exempt	<i>TCM</i>		<i>Construction</i>	2018 start

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
CON	Local Fund	-	\$300,000	-	-	-	-	-	\$300,000
CON	NHPP	-	\$5,700,000	-	-	-	-	-	\$5,700,000
	<i>Total Construction</i>	-	\$6,000,000	-	-	-	-	-	\$6,000,000
	<i>Total Programmed</i>	-	\$6,000,000	-	-	-	-	-	\$6,000,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
15-02 Amendment 2015-2019	03/11/2015	3/17/2015	05/19/2015	N/A
16-00 Adoption 2016-2020	08/12/2015	09/17/2015	10/01/2015	N/A
16-11 Amendment 2016-2020	03/07/2017	03/07/2017	03/07/2017	N/A
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	N/A
18-02 Amendment 2018-2022	01/16/2018	01/16/2018	01/16/2018	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Project is moved forward.

Funding Change(s):

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

<i>State TIP ID</i> CC20130027	<i>MPO/TIP</i> CAMPO 18-00	<i>Local ID</i> CC031	<i>Total Cost</i> \$73,111
<i>Lead Agency</i> Carson City	<i>Contact</i> Graham Dollarhide (775)283-7583	<i>NDOT</i> District 2	<i>County</i> CARSON CITY
<i>Project Type</i> Transit - Other	<i>Air Quality</i> Exempt	<i>TCM</i>	<i>Construction</i> N/A
<i>Project Name</i> Transit Security			
<i>Project Limits</i>			
<i>Description</i> Security improvements on buses and bus facilities			

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
OTHER	FTA 5307 Sm Urb Capital	\$20,073	\$9,604	\$9,604	\$9,604	\$9,604	-	-	\$58,489
OTHER	Local Fund	\$5,018	\$2,401	\$2,401	\$2,401	\$2,401	-	-	\$14,622
	<i>Total Other</i>	\$25,091	\$12,005	\$12,005	\$12,005	\$12,005	-	-	\$73,111
	<i>Total Programmed</i>	\$25,091	\$12,005	\$12,005	\$12,005	\$12,005	-	-	\$73,111

*Not Location Specific

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
15-00 Adoption 2015-2019	08/13/2014	12/15/2014	01/14/2015	N/A
16-00 Adoption 2016-2020	08/12/2015	09/17/2015	10/01/2015	N/A
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	N/A

Current Change Reason

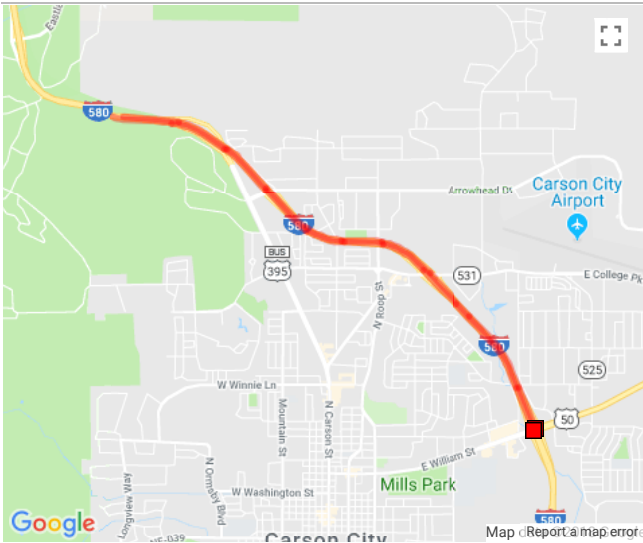
SCHEDULE / FUNDING / SCOPE - Carry over from 16-00

Funding Change(s):

Total project cost increased from \$52,204 to \$73,111

State TIP ID CC20140017	MPO/TIP CAMPO 18-04	Local ID NDOT011	Total Cost \$10,000,000
Lead Agency Nevada DOT	Contact Samantha Dowd 775-888-7589	NDOT District 2	County CARSON CITY
Project Type Rd Recons/Rehab/Resurf	Air Quality Exempt	TCM	Construction 2019 start
Project Name 1 580 Carson City Roadway Rehabilitation			
Project Limits At From Williams Street To .66 Miles South of CC/WA County Line of Distance (mile) 3.24 Begin: 5.25 End: 8.49			
Description Roadway Rehabilitation			

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
CON	NHPP	-	-	\$9,500,000	-	-	-	-	\$9,500,000
CON	State Match - Nv	-	-	\$500,000	-	-	-	-	\$500,000
<i>Total Construction</i>		-	-	\$10,000,000	-	-	-	-	\$10,000,000
Total Programmed		-	-	\$10,000,000	-	-	-	-	\$10,000,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
15-00 Adoption 2015-2019	08/13/2014	12/15/2014	01/14/2015	N/A
16-00 Adoption 2016-2020	08/12/2015	09/17/2015	10/01/2015	N/A
16-05 Amendment 2016-2020	09/13/2016	09/13/2016	09/13/2016	N/A
16-11 Amendment 2016-2020	03/07/2017	03/07/2017	03/07/2017	N/A
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	N/A
18-04 Amendment 2018-2022	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Positive change in cost over \$5 Million and greater than twenty percent (20%) of the estimated dollar amount of the project is requested and/or anticipated.

Funding Change(s):

Total project cost increased from \$5,000,000 to \$10,000,000

<i>State TIP ID</i> CC20140018	<i>MPO/TIP</i> CAMPO 18-00	<i>Local ID</i> CC034	<i>Total Cost</i> \$499,303
<i>Lead Agency</i> Carson City	<i>Contact</i> Tonia Andree (775)888-7988	<i>NDOT</i> District 2	<i>County</i> CARSON CITY
<i>Project Type</i> Rd Improvement	<i>Air Quality</i> Exempt	<i>TCM</i>	<i>Construction</i> 2016 start
<i>Project Name</i> Carson City Signal Modifications and ADA Intersection Improvements			
<i>Project Limits</i>			
<i>Description</i> Signal System Modification and supporting infrastructure and construct ADA improvements at intersection right-of-way.			

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
CON	HSIP	\$342,380	-	-	-	-	-	-	\$342,380
CON	HSIP (AC)	\$131,958	-	-	-	-	-	-	\$131,958
CON	Local Fund	\$24,965	-	-	-	-	-	-	\$24,965
<i>Total Construction</i>		\$499,303	-	-	-	-	-	-	\$499,303
<i>Total Programmed</i>		\$499,303	-	-	-	-	-	-	\$499,303



Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
15-00 Adoption 2015-2019	08/13/2014	12/15/2014	01/14/2015	N/A	
15-01 Amendment 2015-2019	08/13/2014	12/15/2014	01/14/2015	N/A	
15-03 Amendment 2015-2019	03/23/2015	03/23/2015	03/23/2015	N/A	
16-00 Adoption 2016-2020	08/12/2015	09/17/2015	10/01/2015	N/A	
16-01 Amendment 2016-2020	12/15/2015	12/15/2015	12/15/2015	N/A	
16-03 Amendment 2016-2020	03/29/2016	03/29/2016	03/29/2016	N/A	
16-07 Amendment 2016-2020	08/30/2016	08/30/2016	08/30/2016	N/A	
16-08 Amendment 2016-2020	12/07/2016	12/07/2016	12/07/2016	N/A	
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	N/A	

Current Change Reason

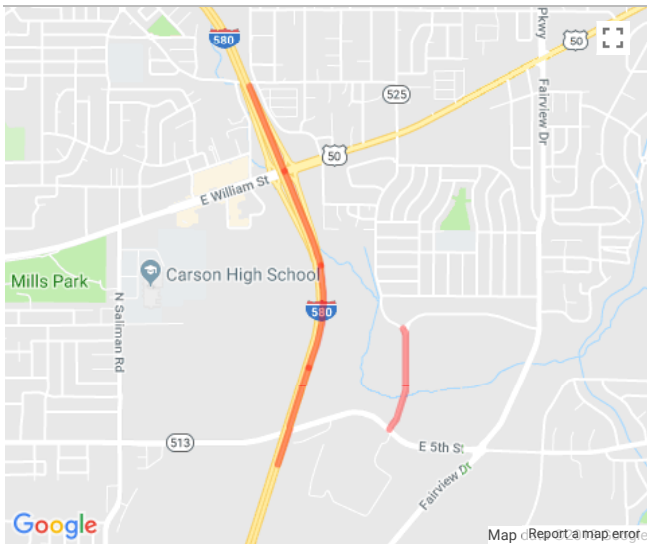
Complete project

Funding Change(s):

Total project cost stays the same \$499,303

<i>State TIP ID</i> CC20140019	<i>MPO/TIP</i> CAMPO 18-00	<i>Local ID</i> CC035	<i>Total Cost</i> \$623,211
<i>Lead Agency</i> Carson City	<i>Contact</i> Dirk Goering (775) 283-7431	<i>NDOT</i> District 2	<i>County</i> CARSON CITY
<i>Project Type</i> Bicycle & Pedestrian	<i>Air Quality</i> Exempt	<i>TCM</i>	<i>Construction</i> 2017 start
<i>Project Name</i> Carson City Freeway Multi-Use Path			
<i>Project Limits</i> At Carson City Freeway Multi-Use Path From Northridge Drive To Linear Park Path of Distance (mile) 1.5			
<i>Description</i> Construct paved 10-ft off-street path with 2-ft shoulders along east side of Carson City Freeway corridor			

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
ROW	Local Fund	\$125	-	-	-	-	-	-	\$125
ROW	TAP FLEX STBG	\$2,375	-	-	-	-	-	-	\$2,375
<i>Total Right of Way</i>		\$2,500	-	-	-	-	-	-	\$2,500
CON	Local Fund	\$31,036	-	-	-	-	-	-	\$31,036
CON	TAP FLEX STBG	\$589,675	-	-	-	-	-	-	\$589,675
<i>Total Construction</i>		\$620,711	-	-	-	-	-	-	\$620,711
<i>Total Programmed</i>		\$623,211	-	-	-	-	-	-	\$623,211



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
15-00 Adoption 2015-2019	08/13/2014	12/15/2014	01/14/2015	N/A
15-01 Amendment 2015-2019	08/13/2014	12/15/2014	01/14/2015	N/A
16-00 Adoption 2016-2020	08/12/2015	09/17/2015	10/01/2015	N/A
16-01 Amendment 2016-2020	12/15/2015	12/15/2015	12/15/2015	N/A
16-05 Amendment 2016-2020	09/13/2016	09/13/2016	09/13/2016	N/A
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	N/A

Current Change Reason

Complete project

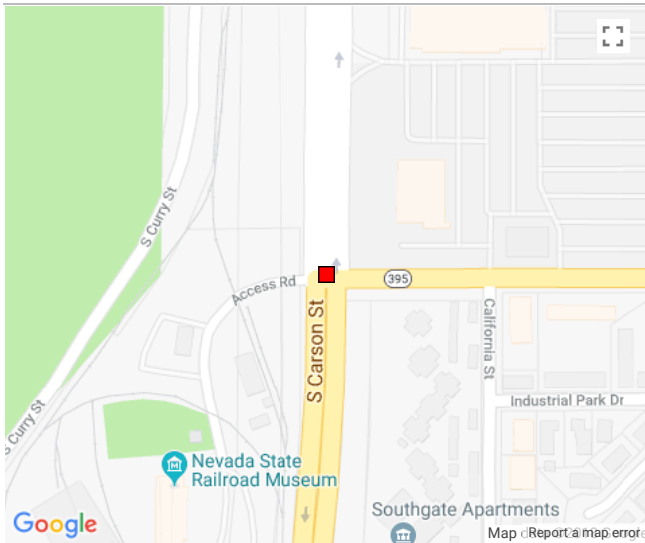
Funding Change(s):

Total project cost stays the same \$623,211

State TIP ID CC20150002
 Lead Agency Carson City
 Project Type Other Misc.
 Project Name Nevada Dept. of Cultural Affairs - Division of Museums and History - Landscape & Entry Sign Improvements
 Project Limits From Carson Street
 Description Landscape & entry sign improvements at the museum entry on Carson Street

MPO/TIP	CAMPO 18-00	Local ID	NSRM002	Total Cost	\$67,000
Contact	Dirk Goering (775) 283-7431	NDOT	District 2	County	CARSON CITY
Air Quality	Exempt	TCM		Construction	2016 start

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
CON	Local Fund	\$12,000	-	-	-	-	-	-	\$12,000
CON	TAP FLEX STBG	\$55,000	-	-	-	-	-	-	\$55,000
<i>Total Construction</i>		\$67,000	-	-	-	-	-	-	\$67,000
Total Programmed		\$67,000	-	-	-	-	-	-	\$67,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
15-00 Adoption 2015-2019	08/13/2014	12/15/2014	01/14/2015	N/A
15-01 Amendment 2015-2019	08/13/2014	12/15/2014	01/14/2015	N/A
16-00 Adoption 2016-2020	08/12/2015	09/17/2015	10/01/2015	N/A
16-04 Amendment 2016-2020	06/08/2016	06/14/2016	06/14/2016	N/A
16-05 Amendment 2016-2020	09/13/2016	09/13/2016	09/13/2016	N/A
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	N/A

Current Change Reason

Complete project

Funding Change(s):

Total project cost stays the same \$67,000

<i>State TIP ID</i> CC20150004	<i>MPO/TIP</i> CAMPO 18-00	<i>Local ID</i> CC007	<i>Total Cost</i> \$4,933,000
<i>Lead Agency</i> Carson City	<i>Contact</i> Graham Dollarhide (775)283-7583	<i>NDOT</i> District 2	<i>County</i> CARSON CITY
<i>Project Type</i> Transit -Operating	<i>Air Quality</i> Exempt	<i>TCM</i>	<i>Construction</i> N/A
<i>Project Name</i> Jump Around Carson (JAC) Transit Service			
<i>Project Limits</i>			
<i>Description</i> Continued Operations of Fixed Route & Paratransit Services			

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
OTHER	FTA 5307 Sm Urb Operating	\$791,500	\$300,000	\$400,000	\$575,000	\$400,000	-	-	\$2,466,500
OTHER	Local Fund	\$791,500	\$300,000	\$400,000	\$575,000	\$400,000	-	-	\$2,466,500
	<i>Total Other</i>	\$1,583,000	\$600,000	\$800,000	\$1,150,000	\$800,000	-	-	\$4,933,000
	Total Programmed	\$1,583,000	\$600,000	\$800,000	\$1,150,000	\$800,000	-	-	\$4,933,000

*Not Location Specific

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
15-00 Adoption 2015-2019	08/13/2014	12/15/2014	01/14/2015	N/A
16-00 Adoption 2016-2020	08/12/2015	09/17/2015	10/01/2015	N/A
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Carry over from 16-00

Funding Change(s):

Total project cost increased from \$3,263,000 to \$4,933,000

<i>State TIP ID</i> CC20150006	<i>MPO/TIP</i> CAMPO 18-00	<i>Local ID</i> CC008	<i>Total Cost</i> \$268,000
<i>Lead Agency</i> Carson City	<i>Contact</i> Graham Dollarhide (775)283-7583	<i>NDOT</i> District 2	<i>County</i> CARSON CITY
<i>Project Type</i> Transit -Operating	<i>Air Quality</i> Exempt	<i>TCM</i>	<i>Construction</i> N/A
<i>Project Name</i> RTC INTERCITY Transit Service: Reno to Carson City			
<i>Project Limits</i>			
<i>Description</i> RTC INTERCITY Operations within CAMPO Boundary, Commuter Service - M-F			

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
OTHER	FTA 5307 Sm Urb Operating	\$41,500	\$21,500	\$22,500	\$23,500	\$25,000	-	-	\$134,000
OTHER	Local Fund	\$41,500	\$21,500	\$22,500	\$23,500	\$25,000	-	-	\$134,000
	<i>Total Other</i>	\$83,000	\$43,000	\$45,000	\$47,000	\$50,000	-	-	\$268,000
	<i>Total Programmed</i>	\$83,000	\$43,000	\$45,000	\$47,000	\$50,000	-	-	\$268,000

*Not Location Specific

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
15-00 Adoption 2015-2019	08/13/2014	12/15/2014	01/14/2015	N/A
16-00 Adoption 2016-2020	08/12/2015	09/17/2015	10/01/2015	N/A
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Carry over from 16-00

Funding Change(s):

Total project cost increased from \$171,000 to \$268,000

<i>State TIP ID</i> CC20150007	<i>MPO/TIP</i> CAMPO 18-00	<i>Local ID</i> CC037	<i>Total Cost</i> \$200,000
<i>Lead Agency</i> Carson City	<i>Contact</i> Graham Dollarhide (775)283-7583	<i>NDOT</i> District 2	<i>County</i> CARSON CITY
<i>Project Type</i> Transit-Capital & Rehab	<i>Air Quality</i> Exempt	<i>TCM</i>	<i>Construction</i> 2016 start
<i>Project Name</i> Improved Connectivity and Accessibility to Bus Stops			
<i>Project Limits</i>			
<i>Description</i> Construction/rehabilitation of pedestrian access/walkways near transit stops			

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
CON	FTA 5307 Sm Urb Capital	\$160,000	-	-	-	-	-	-	\$160,000
CON	Local Fund	\$40,000	-	-	-	-	-	-	\$40,000
	<i>Total Construction</i>	\$200,000	-	-	-	-	-	-	\$200,000
	<i>Total Programmed</i>	\$200,000	-	-	-	-	-	-	\$200,000

*Various Locations

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
15-00 Adoption 2015-2019	08/13/2014	12/15/2014	01/14/2015	N/A
16-00 Adoption 2016-2020	08/12/2015	09/17/2015	10/01/2015	N/A
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	N/A

Current Change Reason

Complete project

Funding Change(s):

Total project cost stays the same \$200,000

<i>State TIP ID</i> CC20150010	<i>MPO/TIP</i> CAMPO 18-00	<i>Local ID</i> CC004	<i>Total Cost</i> \$0
<i>Lead Agency</i> Carson City	<i>Contact</i> Graham Dollarhide (775)283-7583	<i>NDOT</i> District 2	<i>County</i> CARSON CITY
<i>Project Type</i> Transit-Capital & Rehab	<i>Air Quality</i> Exempt	<i>TCM</i>	<i>Construction</i> N/A

Project Name Vehicle Purchase for Public Transit Service - Carson City
Project Limits
Description Two (2) Buses for Carson City JAC Assist service

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
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*Not Location Specific

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
15-00 Adoption 2015-2019	08/13/2014	12/15/2014	01/14/2015	N/A
16-00 Adoption 2016-2020	08/12/2015	09/17/2015	10/01/2015	N/A
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	N/A

Current Change Reason

Delete project

Funding Change(s):

Total project cost decreased from \$270,000 to

<i>State TIP ID</i> CC20150011	<i>MPO/TIP</i> CAMPO 18-00	<i>Local ID</i> CC006	<i>Total Cost</i> \$1,503,443
<i>Lead Agency</i> Carson City	<i>Contact</i> Graham Dollarhide (775)283-7583	<i>NDOT</i> District 2	<i>County</i> CARSON CITY
<i>Project Type</i> Transit-Maintenance	<i>Air Quality</i> Exempt	<i>TCM</i>	<i>Construction</i> N/A
<i>Project Name</i> Preventive Maintenance			
<i>Project Limits</i>			
<i>Description</i> Capital Cost of Preventive Maintenance			

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
OTHER	FTA 5307 Sm Urb Capital	\$328,000	\$154,754	\$240,000	\$240,000	\$240,000	-	-	\$1,202,754
OTHER	Local Fund	\$82,000	\$38,689	\$60,000	\$60,000	\$60,000	-	-	\$300,689
	<i>Total Other</i>	\$410,000	\$193,443	\$300,000	\$300,000	\$300,000	-	-	\$1,503,443
	<i>Total Programmed</i>	\$410,000	\$193,443	\$300,000	\$300,000	\$300,000	-	-	\$1,503,443

*Not Location Specific

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
15-00 Adoption 2015-2019	08/13/2014	12/15/2014	01/14/2015	N/A
16-00 Adoption 2016-2020	08/12/2015	09/17/2015	10/01/2015	N/A
16-02 Amendment 2016-2020	03/28/2016	03/28/2016	03/28/2016	N/A
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	N/A

Current Change Reason

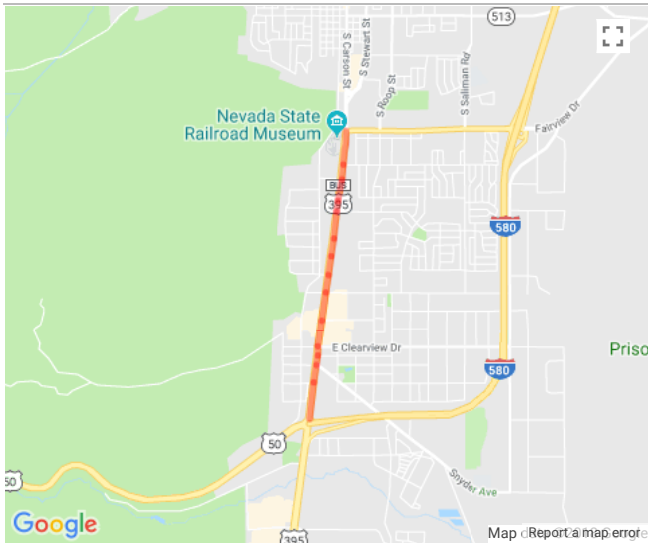
SCHEDULE / FUNDING / SCOPE - Carry over from 16-02

Funding Change(s):

Total project cost increased from \$722,000 to \$1,503,443

State TIP ID CC20150012 | MPO/TIP CAMPO 18-00 | Local ID NDOT012 | Total Cost \$5,215,000
 Lead Agency Nevada DOT | Contact Steve Bird (775)888-7591 | NDOT District 2 | County CARSON CITY
 Project Type Rd Recons/Rehab/Resurf | Air Quality Exempt | TCM | Construction 2016 start
 Project Name Carson Street Resurfacing
 Project Limits At From Fairview To US 50 Intersection of Distance (mile) 1.99 Begin: .56 End: 2.55
 Description Coldmill with plantmix bituminous surface with open graded surface

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
PE	STP 5K-200K	\$204,250	-	-	-	-	-	-	\$204,250
PE	State Match - Nv	\$10,750	-	-	-	-	-	-	\$10,750
<i>Total Preliminary Engineering</i>		\$215,000	-	-	-	-	-	-	\$215,000
CON	State Gas Tax	\$5,000,000	-	-	-	-	-	-	\$5,000,000
<i>Total Construction</i>		\$5,000,000	-	-	-	-	-	-	\$5,000,000
Total Programmed		\$5,215,000	-	-	-	-	-	-	\$5,215,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
15-02 Amendment 2015-2019	03/11/2015	3/17/2015	05/19/2015	N/A
15-04 Amendment 2015-2019	05/12/2015	05/12/2015	05/12/2015	N/A
16-00 Adoption 2016-2020	08/12/2015	09/17/2015	10/01/2015	N/A
16-04 Amendment 2016-2020	06/08/2016	06/14/2016	06/14/2016	N/A
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	N/A

Current Change Reason

Complete project

Funding Change(s):

Total project cost stays the same \$5,215,000

<i>State TIP ID</i> CC20150022	<i>MPO/TIP</i> CAMPO 18-00	<i>Local ID</i> CC046	<i>Total Cost</i> \$987,948
<i>Lead Agency</i> Carson City	<i>Contact</i> Graham Dollarhide (775)283-7583	<i>NDOT</i> District 2	<i>County</i> CARSON CITY
<i>Project Type</i> Transit-Capital & Rehab	<i>Air Quality</i>	<i>TCM</i>	<i>Construction</i> N/A
<i>Project Name</i> Vehicle Purchase for Public Transit Service - Carson City			
<i>Project Limits</i>			
<i>Description</i> Buses for Carson City Jump Around Carson (JAC) revenue service fleet.			

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
OTHER	FTA 5307 Sm Urb Capital	-	\$400,000	\$200,000	\$39,756	\$200,000	-	-	\$839,756
OTHER	Local Fund	-	\$70,588	\$35,294	\$7,016	\$35,294	-	-	\$148,192
	<i>Total Other</i>	-	\$470,588	\$235,294	\$46,772	\$235,294	-	-	\$987,948
	<i>Total Programmed</i>	-	\$470,588	\$235,294	\$46,772	\$235,294	-	-	\$987,948

*Not Location Specific

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
16-00 Adoption 2016-2020	08/12/2015	09/17/2015	10/01/2015	N/A
16-10 Amendment 2016-2020	04/12/2017	04/18/2017	04/18/2017	N/A
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Carry over from 16-10

Funding Change(s):

Total project cost decreased from \$1,431,000 to \$987,948

<i>State TIP ID</i> CC20150023	<i>MPO/TIP</i> CAMPO 18-00	<i>Local ID</i> CC047	<i>Total Cost</i> \$18,445
<i>Lead Agency</i> Carson City	<i>Contact</i> Graham Dollarhide (775)283-7583	<i>NDOT</i> District 2	<i>County</i> CARSON CITY
<i>Project Type</i> Transit-Capital & Rehab	<i>Air Quality</i>	<i>TCM</i>	<i>Construction</i> N/A
<i>Project Name</i> Purchase of Bus Stop Amenities			
<i>Project Limits</i>			
<i>Description</i> Purchase/install shelters, benches, and/or other amenities at transit stops			

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
OTHER	FTA 5307 Sm Urb Capital	-	-	\$14,756	-	-	-	-	\$14,756
OTHER	Local Fund	-	-	\$3,689	-	-	-	-	\$3,689
	<i>Total Other</i>	-	-	\$18,445	-	-	-	-	\$18,445
	<i>Total Programmed</i>	-	-	\$18,445	-	-	-	-	\$18,445

*Various Locations

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
16-00 Adoption 2016-2020	08/12/2015	09/17/2015	10/01/2015	N/A
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Carry over from 16-00

Funding Change(s):

Total project cost decreased from \$60,000 to \$18,445

<i>State TIP ID</i> CC20150024	<i>MPO/TIP</i> CAMPO 18-00	<i>Local ID</i>	<i>Total Cost</i> \$717,700
<i>Lead Agency</i> Carson City	<i>Contact</i> Graham Dollarhide (775)283-7583	<i>NDOT</i> District 2	<i>County</i> CARSON CITY
<i>Project Type</i> Transit -Operating	<i>Air Quality</i>	<i>TCM</i>	<i>Construction</i> N/A
<i>Project Name</i> Capital Cost of Contracting for Public Transit Service -- Carson City			
<i>Project Limits</i>			
<i>Description</i> Capital Cost of Enhanced Mobility for Seniors and Individuals with Disabilities			

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
OTHER	FTA 5307 Sm Urb Operating	\$190,000	\$96,040	\$96,040	\$96,040	\$96,040	-	-	\$574,160
OTHER	Local Fund	\$47,500	\$24,010	\$24,010	\$24,010	\$24,010	-	-	\$143,540
	<i>Total Other</i>	\$237,500	\$120,050	\$120,050	\$120,050	\$120,050	-	-	\$717,700
	<i>Total Programmed</i>	\$237,500	\$120,050	\$120,050	\$120,050	\$120,050	-	-	\$717,700

*Not Location Specific

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
16-00 Adoption 2016-2020	08/12/2015	09/17/2015	10/01/2015	N/A
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Carry over from 16-00

Funding Change(s):

Total project cost increased from \$475,000 to \$717,700

<i>State TIP ID</i>	CC20150029	<i>MPO/TIP</i>	CAMPO 18-00	<i>Local ID</i>	CC045	<i>Total Cost</i>	\$475,000
<i>Lead Agency</i>	Carson City	<i>Contact</i>	Graham Dollarhide (775)283-7583	<i>NDOT</i>	District 2	<i>County</i>	CARSON CITY
<i>Project Type</i>	Transit-Capital & Rehab	<i>Air Quality</i>		<i>TCM</i>		<i>Construction</i>	N/A
<i>Project Name</i>	Bus and Bus Facilities for Public Transportation						
<i>Project Limits</i>	FTA Section 5339 funds to be allocated among eligible recipients within the CAMPO boundary. These funds may be used for capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.						

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
OTHER	FTA 5339 Bus/Fac Sm Urb Capital	-	\$95,000	\$95,000	\$95,000	\$95,000	-	-	\$380,000
OTHER	Local Fund	-	\$23,750	\$23,750	\$23,750	\$23,750	-	-	\$95,000
	<i>Total Other</i>	-	\$118,750	\$118,750	\$118,750	\$118,750	-	-	\$475,000
	<i>Total Programmed</i>	-	\$118,750	\$118,750	\$118,750	\$118,750	-	-	\$475,000

*Not Location Specific

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
16-00 Adoption 2016-2020	08/12/2015	09/17/2015	10/01/2015	N/A
16-05 Amendment 2016-2020	09/13/2016	09/13/2016	09/13/2016	N/A
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Carry over from 16-05

Funding Change(s):

Total project cost decreased from \$938,848 to \$475,000

<i>State TIP ID</i>	CC20160004	<i>MPO/TIP</i>	CAMPO 18-00	<i>Local ID</i>		<i>Total Cost</i>	\$4,754,790
<i>Lead Agency</i>	Carson Area MPO	<i>Contact</i>	Dirk Goering (775) 283-7431	<i>NDOT</i>	District 2	<i>County</i>	CARSON CITY
<i>Project Type</i>	Rd Recons/Rehab/Resurf	<i>Air Quality</i>		<i>TCM</i>		<i>Construction</i>	2017 start
<i>Project Name</i>	Sierra Vista Lane FLAP Grant						
<i>Project Limits</i>	At Sierra Vista From Pinion Hills To Rio Vista Lane of Distance (mile) 2.5						
<i>Description</i>	Reconstruct a 2.5 mile portion of Sierra Vista Lane and provide improved parking areas with way finding signs to improve recreational access for visitors to Federal lands. The Sierra Vista Lane transportation facility provides access to two recreational destinations, the Carson River and the Pine Nut Mountains.						

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
PE	FHWA FLAP	\$415,790	-	-	-	-	-	-	\$415,790
PE	Local Fund	\$100,000	-	-	-	-	-	-	\$100,000
<i>Total Preliminary Engineering</i>		\$515,790	-	-	-	-	-	-	\$515,790
CON	FHWA FLAP	\$4,101,838	-	-	-	-	-	-	\$4,101,838
CON	Local Fund	\$137,162	-	-	-	-	-	-	\$137,162
<i>Total Construction</i>		\$4,239,000	-	-	-	-	-	-	\$4,239,000
<i>Total Programmed</i>		\$4,754,790	-	-	-	-	-	-	\$4,754,790



Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
16-04 Amendment	2016-2020	06/08/2016	06/14/2016	06/14/2016	N/A
16-05 Amendment	2016-2020	09/13/2016	09/13/2016	09/13/2016	N/A
16-08 Amendment	2016-2020	12/07/2016	12/07/2016	12/07/2016	N/A
18-00 Adoption	2018-2022	08/09/2017	09/12/2017	09/29/2017	N/A

Current Change Reason

Complete project

Funding Change(s):

Total project cost stays the same \$4,754,790

<i>State TIP ID</i> CC20160015	<i>MPO/TIP</i> CAMPO 18-00	<i>Local ID</i>	<i>Total Cost</i> \$1,426,644
<i>Lead Agency</i> Nevada DOT	<i>Contact</i> Steve Bird (775)888-7591	<i>NDOT</i> District 2	<i>County</i> CARSON CITY
<i>Project Type</i> Rd Recons/Rehab/Resurf	<i>Air Quality</i>	<i>TCM</i>	<i>Construction</i> 2016 start
<i>Project Name</i> SR 529 Micro Surface and Patching South Carson Street			
<i>Project Limits</i> At From Overland Street To Fairview Drive of Distance (mile) 1.61 Begin: .38 End: 1.99			
<i>Description</i> Micro surface, patching and pedestrian improvements			

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
CON	Local Fund	\$6,707	-	-	-	-	-	-	\$6,707
CON	State Gas Tax	\$1,419,937	-	-	-	-	-	-	\$1,419,937
<i>Total Construction</i>		\$1,426,644	-	-	-	-	-	-	\$1,426,644
<i>Total Programmed</i>		\$1,426,644	-	-	-	-	-	-	\$1,426,644



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
16-04 Amendment 2016-2020	06/08/2016	06/14/2016	06/14/2016	N/A
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	N/A

Current Change Reason

Complete project

Funding Change(s):

Total project cost stays the same \$1,426,644

<i>State TIP ID</i> CC20160017	<i>MPO/TIP</i> CAMPO 18-00	<i>Local ID</i>	<i>Total Cost</i> \$280,000
<i>Lead Agency</i> Carson City	<i>Contact</i> Graham Dollarhide (775)283-7583	<i>NDOT</i> District 2	<i>County</i> CARSON CITY
<i>Project Type</i> Transit-Capital & Rehab	<i>Air Quality</i>	<i>TCM</i>	<i>Construction</i> N/A
<i>Project Name</i> Transit operations facility			
<i>Project Limits</i> From Butti Way			
<i>Description</i> Retrofit the former animal shelter to house the Jump Around Carson (JAC) transit operations.			

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
OTHER	FTA 5307 Sm Urb Capital	\$80,000	-	-	-	-	-	-	\$80,000
OTHER	Local Fund	\$200,000	-	-	-	-	-	-	\$200,000
	<i>Total Other</i>	\$280,000	-	-	-	-	-	-	\$280,000
	<i>Total Programmed</i>	\$280,000	-	-	-	-	-	-	\$280,000

*Map Has Not Been Marked

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
16-04 Amendment 2016-2020	06/08/2016	06/14/2016	06/14/2016	N/A
16-05 Amendment 2016-2020	09/13/2016	09/13/2016	09/13/2016	N/A
16-10 Amendment 2016-2020	04/12/2017	04/18/2017	04/18/2017	N/A
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	N/A

Current Change Reason

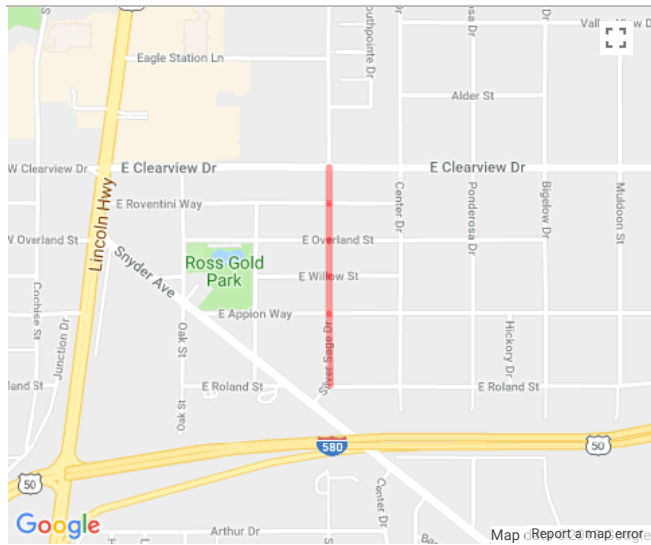
Complete project

Funding Change(s):

Total project cost stays the same \$280,000

<i>State TIP ID</i> CC20160018	<i>MPO/TIP</i> CAMPO 18-00	<i>Local ID</i>	<i>Total Cost</i> \$748,000
<i>Lead Agency</i> Carson City	<i>Contact</i> Dirk Goering (775) 283-7431	<i>NDOT</i> District 2	<i>County</i> CARSON CITY
<i>Project Type</i> Rd Recons/Rehab/Resurf	<i>Air Quality</i>	<i>TCM</i>	<i>Construction</i> 2018 start
<i>Project Name</i> Silver Sage Drive Reconstruction			
<i>Project Limits</i> At Silver Sage Drive From Roland Street To Clearview Drive of Distance (mile) .38			
<i>Description</i> Reconstruct Silver Sage Drive, from Roland Street to Clearview Drive			

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
PE	Local Fund	\$4,890	-	-	-	-	-	-	\$4,890
PE	STBG 5K-200K	\$92,910	-	-	-	-	-	-	\$92,910
<i>Total Preliminary Engineering</i>		\$97,800	-	-	-	-	-	-	\$97,800
CON	Local Fund	-	\$32,510	-	-	-	-	-	\$32,510
CON	STBG 5K-200K	-	\$617,690	-	-	-	-	-	\$617,690
<i>Total Construction</i>		-	\$650,200	-	-	-	-	-	\$650,200
<i>Total Programmed</i>		\$97,800	\$650,200	-	-	-	-	-	\$748,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
16-09 Amendment	2016-2020	01/11/2017	02/03/2017	02/03/2017
18-00 Adoption	2018-2022	08/09/2017	09/12/2017	09/29/2017

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Carry over from 16-09

Funding Change(s):

Total project cost stays the same \$748,000

<i>State TIP ID</i>	CC20170001	<i>MPO/TIP</i>	CAMPO 18-00	<i>Local ID</i>		<i>Total Cost</i>	\$325,000
<i>Lead Agency</i>	Carson City	<i>Contact</i>	Dirk Goering (775) 283-7431	<i>NDOT</i>	District 2	<i>County</i>	CARSON CITY
<i>Project Type</i>	Rd Recons/Rehab/Resurf	<i>Air Quality</i>		<i>TCM</i>		<i>Construction</i>	2017 start
<i>Project Name</i>	Airport Road						
<i>Project Limits</i>	At Airport Road From Fifth Street To Butti Way of Distance (mile) .37						
<i>Description</i>	The project is a pavement improvement project between Fifth Street and Butti Way. The project will make needed improvements to the cross section of the road to address drainage and add sidewalks.						

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
PE	Local Fund	\$250	-	-	-	-	-	-	\$250
PE	STBG 5K-200K	\$4,750	-	-	-	-	-	-	\$4,750
<i>Total Preliminary Engineering</i>		\$5,000	-	-	-	-	-	-	\$5,000
CON	Local Fund	\$16,000	-	-	-	-	-	-	\$16,000
CON	STBG 5K-200K	\$304,000	-	-	-	-	-	-	\$304,000
<i>Total Construction</i>		\$320,000	-	-	-	-	-	-	\$320,000
<i>Total Programmed</i>		\$325,000	-	-	-	-	-	-	\$325,000

*Map Has Not Been Marked

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
16-09 Amendment 2016-2020	01/11/2017	02/03/2017	02/03/2017	N/A
16-11 Amendment 2016-2020	03/07/2017	03/07/2017	03/07/2017	N/A
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	N/A

Current Change Reason

Complete project

Funding Change(s):

Total project cost stays the same \$325,000

<i>State TIP ID</i>	CC20170002	<i>MPO/TIP</i>	CAMPO 18-02	<i>Local ID</i>		<i>Total Cost</i>	\$750,000
<i>Lead Agency</i>	Carson City	<i>Contact</i>	Dirk Goering (775) 283-7431	<i>NDOT</i>	District 2	<i>County</i>	CARSON CITY
<i>Project Type</i>	Bicycle & Pedestrian	<i>Air Quality</i>		<i>TCM</i>		<i>Construction</i>	2019 start
<i>Project Name</i>	I 580 Multi Use Path (Linear Ditch to Colorado Street)						
<i>Project Limits</i>							
<i>Description</i>	TAP funding for design and construction of approximately 4,200 lineal feet of multi-use pathway, including drainage systems, fencing, erosion control, revegetation and related improvements.						

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
PE	Local Fund	-	\$4,000	-	-	-	-	-	\$4,000
PE	TAP 5K-200K STBG	-	\$76,000	-	-	-	-	-	\$76,000
	<i>Total Preliminary Engineering</i>	-	\$80,000	-	-	-	-	-	\$80,000
CON	Local Fund	-	-	\$33,500	-	-	-	-	\$33,500
CON	TAP 5K-200K STBG	-	-	\$109,000	-	-	-	-	\$109,000
CON	TAP FLEX STBG	-	-	\$527,500	-	-	-	-	\$527,500
	<i>Total Construction</i>	-	-	\$670,000	-	-	-	-	\$670,000
	<i>Total Programmed</i>	-	\$80,000	\$670,000	-	-	-	-	\$750,000

*Map Has Not Been Marked

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
16-10 Amendment 2016-2020	04/12/2017	04/18/2017	04/18/2017	N/A
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	N/A
18-01 Amendment 2018-2022	11/27/2017	11/27/2017	11/27/2017	N/A
18-02 Amendment 2018-2022	01/16/2018	01/16/2018	01/16/2018	N/A

Current Change Reason

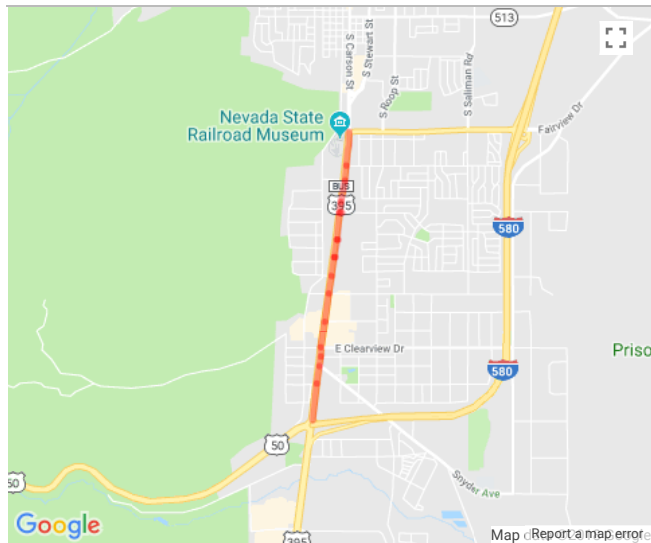
SCHEDULE / FUNDING / SCOPE - Other

Funding Change(s):

Total project cost stays the same \$750,000

<i>State TIP ID</i> CC20170003	<i>MPO/TIP</i> CAMPO 18-04	<i>Local ID</i>	<i>Total Cost</i> \$0
<i>Lead Agency</i> Carson City	<i>Contact</i> Dirk Goering (775) 283-7431	<i>NDOT</i> District 2	<i>County</i> CARSON CITY
<i>Project Type</i> Bicycle & Pedestrian	<i>Air Quality</i>	<i>TCM</i>	<i>Construction</i> N/A
<i>Project Name</i> South Carson Street Pedestrian/Bicycle and associated Improvements			
<i>Project Limits</i> At South Carson Street From Roland Street To Fairview Drive of Distance (mile) 1.88			
<i>Description</i> To design and construct pedestrian/bicycle and associated improvements			

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
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Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
16-10 Amendment 2016-2020	04/12/2017	04/18/2017	04/18/2017	N/A
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	N/A
18-04 Amendment 2018-2022	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>	N/A

Current Change Reason

Delete project

Funding Change(s):

Total project cost decreased from \$1,181,445 to

Project combined with the South Carson Street Complete Streets Project TIP ID #CC2018002

<i>State TIP ID</i> CC20170004	<i>MPO/TIP</i> CAMPO 18-00	<i>Local ID</i>	<i>Total Cost</i> \$650,000
<i>Lead Agency</i> Carson City	<i>Contact</i> Dirk Goering (775) 283-7431	<i>NDOT</i> District 2	<i>County</i> CARSON CITY
<i>Project Type</i> Other Misc.	<i>Air Quality</i>	<i>TCM</i>	<i>Construction</i> N/A
<i>Project Name</i> Non-infrastructure Safe Routes to School			
<i>Project Limits</i>			
<i>Description</i> Grant funding for Safe Routes to School Coordinator position and associated activities			

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
OTHER	Local Fund	\$32,500	-	-	-	-	-	-	\$32,500
OTHER	SRTS	\$617,500	-	-	-	-	-	-	\$617,500
	<i>Total Other</i>	\$650,000	-	-	-	-	-	-	\$650,000
	Total Programmed	\$650,000	-	-	-	-	-	-	\$650,000

*Not Location Specific

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
16-10 Amendment 2016-2020	04/12/2017	04/18/2017	04/18/2017	N/A
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	N/A

Current Change Reason

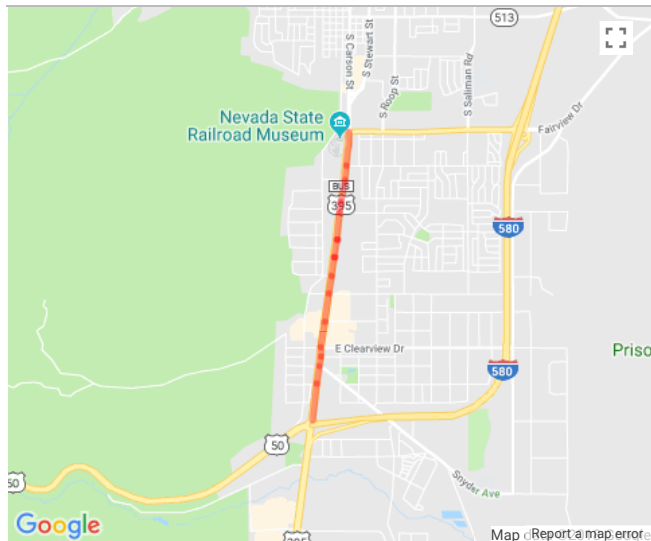
Complete project

Funding Change(s):

Total project cost stays the same \$650,000

<i>State TIP ID</i> CC20170005	<i>MPO/TIP</i> CAMPO 18-04	<i>Local ID</i>	<i>Total Cost</i> \$0
<i>Lead Agency</i> Carson City	<i>Contact</i> Dirk Goering (775) 283-7431	<i>NDOT</i> District 2	<i>County</i> CARSON CITY
<i>Project Type</i> Rd Improvement	<i>Air Quality</i>	<i>TCM</i>	<i>Construction</i> N/A
<i>Project Name</i> South Carson Street Corridor Improvements			
<i>Project Limits</i> At South Carson Street From Roland Street To Fairview Drive of Distance (mile) 1.88			
<i>Description</i> Design and construction for improvements to South Carson Street Corridor upon transfer of the road segment from NDOT to Carson City			

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
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Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	N/A
18-04 Amendment 2018-2022	Pending	Pending	Pending	N/A

Current Change Reason

Delete project

Funding Change(s):

Total project cost decreased from \$5,128,847 to

Project to be combined with the South Carson Complete Streets Project TIP ID #CC2018002

<i>State TIP ID</i> CC20170008	<i>MPO/TIP</i> CAMPO 18-04	<i>Local ID</i>	<i>Total Cost</i> \$600,000
<i>Lead Agency</i> Nevada DOT	<i>Contact</i> Lori Campbell (775)888-7462	<i>NDOT</i> District 2	<i>County</i> CARSON CITY
<i>Project Type</i> Pedestrian	<i>Air Quality</i>	<i>TCM</i>	<i>Construction</i> 2018 start
<i>Project Name</i> Stewart Street Pedestrian Safety Improvements			
<i>Project Limits</i> From Stewart Street and Little Lane			
<i>Description</i> Install pedestrian safety improvements to include rapid flashing beacons, refuge island, and lighting			

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
PE	Local Fund	-	\$30,000	-	-	-	-	-	\$30,000
	<i>Total Preliminary Engineering</i>	-	\$30,000	-	-	-	-	-	\$30,000
CON	HSIP	-	\$570,000	-	-	-	-	-	\$570,000
	<i>Total Construction</i>	-	\$570,000	-	-	-	-	-	\$570,000
	<i>Total Programmed</i>	-	\$600,000	-	-	-	-	-	\$600,000



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	N/A
18-04 Amendment 2018-2022	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Positive cost estimate change of less than \$5 Million is requested/anticipated.

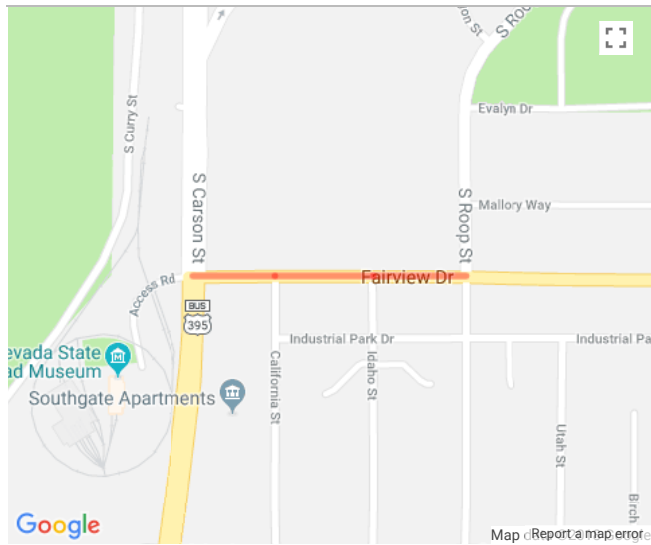
Funding Change(s):

Total project cost increased from \$347,368 to \$600,000

Overall project increased to \$600,000

<i>State TIP ID</i> CC20180009	<i>MPO/TIP</i> CAMPO 18-03	<i>Local ID</i>	<i>Total Cost</i> \$592,583
<i>Lead Agency</i> Carson Area MPO	<i>Contact</i> Dirk Goering (775) 283-7431	<i>NDOT</i> District 2	<i>County</i> CARSON CITY
<i>Project Type</i> Rd Recons/Rehab/Resurf	<i>Air Quality</i>	<i>TCM</i>	<i>Construction</i> 2019 start
<i>Project Name</i> Fairview Drive Reconstruction			
<i>Project Limits</i> At Fairview Drive From S. Carson Street To Roop Street of Distance (mile) .23			
<i>Description</i> Mill and overlay.			

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
PE	Local Fund	-	\$1,000	-	-	-	-	-	\$1,000
PE	STBG 5K-200K	-	\$19,000	-	-	-	-	-	\$19,000
<i>Total Preliminary Engineering</i>		-	\$20,000	-	-	-	-	-	\$20,000
CON	Local Fund	-	-	\$28,629	-	-	-	-	\$28,629
CON	STBG 5K-200K	-	-	\$543,954	-	-	-	-	\$543,954
<i>Total Construction</i>		-	-	\$572,583	-	-	-	-	\$572,583
<i>Total Programmed</i>		-	\$20,000	\$572,583	-	-	-	-	\$592,583



Version History

<i>TIP Document</i>	<i>MPO</i>	<i>State</i>	<i>FHWA</i>	<i>FTA</i>
18-03 Amendment	Approval	Approval	Approval	Approval
2018-2022	03/14/2018	03/20/2018	03/23/2018	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

<p>State TIP ID CC20180010</p> <p>Lead Agency Nevada DOT</p> <p>Project Type Study/Planning</p> <p>Project Name Carson City Sheriff Office Data Collection and Analysis</p> <p>Project Limits</p> <p>Description Improve crash data collection and analysis in Carson City</p>	<p>MPO/TIP CAMPO 18-03</p> <p>Contact Jaime Tuddao (775)888-7467</p> <p>Air Quality</p>	<p>Local ID</p> <p>NDOT District 2</p> <p>TCM</p>	<p>Total Cost \$173,196</p> <p>County CARSON CITY</p> <p>Construction N/A</p>
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Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
OTHER	HSIP	-	\$164,536	-	-	-	-	-	\$164,536
OTHER	State Match - Nv	-	\$8,660	-	-	-	-	-	\$8,660
	<i>Total Other</i>	-	\$173,196	-	-	-	-	-	\$173,196
	Total Programmed	-	\$173,196	-	-	-	-	-	\$173,196

*Not Location Specific

Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
18-03 Amendment 2018-2022	03/14/2018	03/20/2018	03/23/2018	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

<i>State TIP ID</i> CC20180011	<i>MPO/TIP</i> CAMPO 18-04	<i>Local ID</i>	<i>Total Cost</i> \$639,256
<i>Lead Agency</i> Carson City	<i>Contact</i> Graham Dollarhide (775)283-7583	<i>NDOT</i> District 2	<i>County</i> CARSON CITY
<i>Project Type</i> Transit-Capital & Rehab	<i>Air Quality</i>	<i>TCM</i>	<i>Construction</i> N/A
<i>Project Name</i> Bus procurement			
<i>Project Limits</i>			
<i>Description</i> Acquisition of two Jump Around Carson (JAC) fixed route buses.			

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
OTHER	FTA 5339 Bus/Fac Sm Urb Capital	-	-	\$447,480	-	-	-	-	\$447,480
OTHER	Local Fund	-	-	\$191,776	-	-	-	-	\$191,776
	<i>Total Other</i>	-	-	\$639,256	-	-	-	-	\$639,256
	<i>Total Programmed</i>	-	-	\$639,256	-	-	-	-	\$639,256

*Not Location Specific

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
18-04 Amendment 2018-2022	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

State TIP ID CC20180012

Lead Agency Carson City

Project Type Rd Improvement

Project Name South Carson Street Complete Streets Project

Project Limits

At South Carson Street From 5th Street To Roland Street of Distance (mile) 2.5 Begin: 0

Description

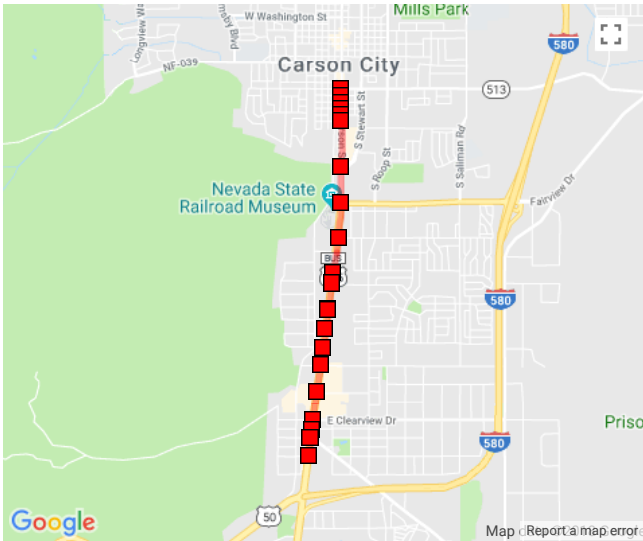
Design and construct improvements

MPO/TIP CAMPO 18-04
Contact Dirk Goering (775) 283-7431
Air Quality

Local ID
NDOT District 2
TCM

Total Cost \$17,257,559
County CARSON CITY
Construction 2020 start

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
CON	Local Fund	-	-	-	\$9,687,357	-	-	-	\$9,687,357
CON	TIGER	-	-	-	\$7,570,202	-	-	-	\$7,570,202
Total Construction		-	-	-	\$17,257,559	-	-	-	\$17,257,559
Total Programmed		-	-	-	\$17,257,559	-	-	-	\$17,257,559



Version History

TIP Document	MPO Approval	State Approval	FHWA Approval	FTA Approval
18-04 Amendment 2018-2022	Pending	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New Project

Project created to incorporate TIGER award

<i>State TIP ID</i>	NV20130012	<i>MPO/TIP</i>	CAMPO 18-00	<i>Local ID</i>	CC028	<i>Total Cost</i>	\$737,475
<i>Lead Agency</i>	Carson City	<i>Contact</i>	Graham Dollarhide (775)283-7583	<i>NDOT</i>	District 2	<i>County</i>	CARSON CITY
<i>Project Type</i>	Transit - Other	<i>Air Quality</i>	Exempt	<i>TCM</i>		<i>Construction</i>	N/A
<i>Project Name</i>	Capital Cost of Enhanced Mobility for Seniors and Individuals with Disabilities						
<i>Project Limits</i>							
<i>Description</i>	Funding for the provision of improved mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options for Public Transit Service in Carson City.						

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
OTHER	FTA 5310 Elderly/Disabled Sm Urb Capital	\$161,956	\$106,956	\$106,956	\$106,956	\$106,956	-	-	\$589,780
OTHER	Local Fund	\$40,739	\$26,739	\$26,739	\$26,739	\$26,739	-	-	\$147,695
	<i>Total Other</i>	\$202,695	\$133,695	\$133,695	\$133,695	\$133,695	-	-	\$737,475
	Total Programmed	\$202,695	\$133,695	\$133,695	\$133,695	\$133,695	-	-	\$737,475

*Not Location Specific

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
15-00 Adoption 2015-2019	08/13/2014	12/15/2014	01/14/2015	N/A
16-00 Adoption 2016-2020	08/12/2015	09/17/2015	10/01/2015	N/A
16-05 Amendment 2016-2020	09/13/2016	09/13/2016	09/13/2016	N/A
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Carry over from 16-05

Funding Change(s):

Total project cost increased from \$336,390 to \$737,475

<i>State TIP ID</i>	LY20150018	<i>MPO/TIP</i>	CAMPO 18-00	<i>Local ID</i>	LC002	<i>Total Cost</i>	\$30,000
<i>Lead Agency</i>	Lyon County	<i>Contact</i>	Mike Workman (775)246-6220	<i>NDOT</i>	District 2	<i>County</i>	LYON
<i>Project Type</i>	Rd Improvement	<i>Air Quality</i>	Exempt	<i>TCM</i>		<i>Construction</i>	2016 start
<i>Project Name</i>	US 50/Dayton Valley Rd Intersection Improvements						
<i>Project Limits</i>	At From Dayton Valley Road of Distance (mile) 0 Begin: 0 End: 0						
<i>Description</i>	Back-up Power						

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
CON	Local Fund	\$30,000	-	-	-	-	-	-	\$30,000
		<i>Total Construction</i>	\$30,000	-	-	-	-	-	\$30,000
		<i>Total Programmed</i>	\$30,000	-	-	-	-	-	\$30,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
15-00 Adoption 2015-2019	08/13/2014	12/15/2014	01/14/2015	N/A
16-00 Adoption 2016-2020	08/12/2015	09/17/2015	10/01/2015	N/A
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	N/A

Current Change Reason

Complete project

Funding Change(s):

Total project cost stays the same \$30,000

<i>State TIP ID</i>	LY20170002	<i>MPO/TIP</i>	CAMPO 18-00	<i>Local ID</i>		<i>Total Cost</i>	\$424,928
<i>Lead Agency</i>	Lyon County	<i>Contact</i>	Dirk Goering (775) 283-7431	<i>NDOT</i>	District 2	<i>County</i>	LYON
<i>Project Type</i>	Other Misc.	<i>Air Quality</i>		<i>TCM</i>		<i>Construction</i>	N/A
<i>Project Name</i>	Dayton Railroad Depot Restoration						
<i>Project Limits</i>							
<i>Description</i>	Restoration of the Carson and Colorado Railroad Depot in Dayton, NV (Lyon County)						

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total
OTHER	Local Fund	-	\$21,246	-	-	-	-	-	\$21,246
OTHER	TAP FLEX STBG	-	\$403,682	-	-	-	-	-	\$403,682
	<i>Total Other</i>	-	\$424,928	-	-	-	-	-	\$424,928
	<i>Total Programmed</i>	-	\$424,928	-	-	-	-	-	\$424,928

*Map Has Not Been Marked

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
16-10 Amendment 2016-2020	04/12/2017	04/18/2017	04/18/2017	N/A
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Carry over from 16-10

Funding Change(s):

Total project cost increased from \$211,578 to \$424,928

<i>State TIP ID</i>	XS20150003	<i>MPO/TIP</i>	CAMPO 18-00	<i>Local ID</i>	LC003	<i>Total Cost</i>	\$150,000
<i>Lead Agency</i>	Lyon County	<i>Contact</i>	Dustin Homan (775)463-6551	<i>NDOT</i>	District 2	<i>County</i>	LYON
<i>Project Type</i>	Bicycle & Pedestrian	<i>Air Quality</i>	Exempt	<i>TCM</i>		<i>Construction</i>	N/A
<i>Project Name</i>	Carson River Multi-Use Path						
<i>Project Limits</i>	At Carson River Multi-Use Path From Deer Run Road To Santa Maria Park of Distance (mile) 4.5						
<i>Description</i>	River Corridor multi-use trail feasibility analysis and preliminary design						

Phase	Fund Source	Prior	FY2018	FY2019	FY2020	FY2021	FY2022	Future	Total	
PE	Local Fund	-	\$150,000	-	-	-	-	-	\$150,000	
				<i>Total Preliminary Engineering</i>						
				<i>Total Programmed</i>						

*Map Has Not Been Marked

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
15-00 Adoption 2015-2019	08/13/2014	12/15/2014	01/14/2015	N/A
16-00 Adoption 2016-2020	08/12/2015	09/17/2015	10/01/2015	N/A
16-05 Amendment 2016-2020	09/13/2016	09/13/2016	09/13/2016	N/A
18-00 Adoption 2018-2022	08/09/2017	09/12/2017	09/29/2017	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Carry over from 16-05

Funding Change(s):

Total project cost stays the same \$150,000



STAFF REPORT

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

Meeting Date: July 11, 2018

Staff Contact: Graham Dollarhide, Transit Coordinator

Agenda Title: (For Possible Action) To approve submission of a grant application for Federal Transit Administration Fiscal Year 2018 Section 5339(b) discretionary funds Program for relocation of the Jump Around Carson transfer plaza.

Staff Summary: The FTA announced the availability of approximately \$336.3 million of Fiscal Year (FY) 2018 funds for buses, bus facilities, and bus equipment. The Carson Area Metropolitan Planning Organization is preparing to submit a grant application for this competitive program. The application requests funding for the relocation of the Jump Around Carson (JAC) transfer plaza, which creates the opportunity for individuals to transfer between JAC's fixed routes and other regional transit providers.

Agenda Action: Formal Action/Motion

Time Requested: 10 minutes

Proposed Motion

Move to approve submission of a grant application for Federal Transit Administration Fiscal Year 2018 Section 5339(b) discretionary funds Program for relocation of the Jump Around Carson transfer plaza.

Background/Issues & Analysis

These funds are available on a competitive basis to eligible recipients across the country (and United States territories). While the funds are available on an annual basis, they are distinct from the formula funds apportioned directly to CAMPO. In April 2018, CAMPO was awarded funding from this program for the replacement of two JAC fixed route buses.

The estimated cost for this project is estimated at \$500,000 and will be 80 percent federal with a 20 percent local match requirement. The local match amount of approximately \$100,000 would come out of the FY 2020 budget. Project elements include ADA improvements, restroom facilities, bus shelters, signage, lighting, and other amenities. Planning and design is projected to take approximately one year with construction beginning as early as summer 2019.

Relocation of the transfer plaza will alleviate several challenges to the current operations of JAC:

- Easily accessible restroom facilities for bus drivers who currently have to walk to the Nugget and back during the six-minute layover at the Transfer Plaza. Lack of readily accessible restroom facilities causes service delays.
- Elimination of conflicts with activity at the Federal Building on Plaza Street. JAC has received multiple complaints about the current location, and has worked with the property manager in the past to add benches. The benches were necessary to keep people from leaning on and damaging their fence.
- Relocation and associated rerouting will allow for better service to the Carson City Justice Court. Law enforcement, justice officials, and passengers have requested transit service at the courthouse.
- Improved on-time performance and overall better service to city residents and businesses.

Applicable Statute, Code, Policy, Rule or Regulation

49 U.S.C 5339

Financial Information

Is there a fiscal impact? Yes No

If yes, account name/number: See explanation below.

Is it currently budgeted? Yes No

Explanation of Fiscal Impact:

-The local match requirement is estimated at \$100,000 and would come out of the FY 2020 budget and would come from the Transit Fund, Vehicle Purchase account / 225-3026-430.77-05.

Alternatives

-Do not approve grant submission

Supporting Material

-Notice of Funding Opportunity (NOFO)

Board Action Taken:

Motion: _____

1) _____

2) _____

Aye/Nay

(Vote Recorded By)

TABLE 1—FY 16 GRANTS FOR BUSES AND BUS FACILITIES COMPETITION PROJECT SELECTIONS—Continued

State	Applicant	Project ID	Project description	Funded amount	Project rating
WA	Intercity Transit	D2017–BUSC–116	Pattison Street Facility Renovation and Expansion Project.	\$1,375,000	Highly Recommended.
WA	King County Department of Transportation.	D2017–BUSC–117	2 Projects: (1) Eastlake Off-Street Layover Facility/ (2) King County Metro Fleet Replacement—Battery Electric Buses.	\$1,375,000	Highly Recommended.
WA	Muckleshoot Indian Tribe	D2017–BUSC–118	Muckleshoot Transit Bus Facility Rehabilitation.	\$800,000	Highly Recommended.
WA	Pierce County Public Transportation Benefit Area Corporation.	D2017–BUSC–119	CNG Bus Replacement	\$1,375,000	Highly Recommended.
WA	Skagit Transit System	D2017–BUSC–120	Skagit Transit System Maintenance Operations and Administration Facility Project.	\$1,375,000	Highly Recommended.
WA	Snohomish County Transportation Benefit Area.	D2017–BUSC–121	Double Decker Replacement Buses.	\$1,375,000	Highly Recommended.
WA	Spokane Transit Authority	D2017–BUSC–122	Fixed Route Coaches	\$1,375,000	Highly Recommended.
WI	City of Oshkosh	D2017–BUSC–123	Bus Replacement	\$1,200,000	Highly Recommended.
WI	Wisconsin Department of Transportation (WisDOT).	D2017–BUSC–124	City of Hartford Replacement non-accessible Mini-van.	\$32,000	Highly Recommended.
WI	Wisconsin Department of Transportation (WisDOT).	D2017–BUSC–125	Rural Transit Technology Improvements.	\$134,880	Highly Recommended.
WI	City of Appleton	D2017–BUSC–126	2 Projects: (1) Bus Replacement/ (2) Facilities Renovation Project.	\$350,506	Highly Recommended.
WI	City of Janesville	D2017–BUSC–127	Replacement Buses	\$350,506	Highly Recommended.
WI	City of Sheboygan	D2017–BUSC–128	Roof Replacement for Shoreline Metro Administrative and Maintenance Facility.	\$350,506	Highly Recommended.
WI	Wisconsin Department of Transportation (WisDOT).	D2017–BUSC–129	City of West Bend—Replacement non-accessible mini-van and replacement ADA-accessible cutaway mini-buses.	\$181,600	Highly Recommended.
WV	Eastern Panhandle Transit Authority.	D2017–BUSC–130/ D2017–BUSC–131	Transit Operations and Transfer Center.	\$4,491,510/ \$8,490	Highly Recommended.
.....	Total	\$264,446,775

[FR Doc. 2018–13558 Filed 6–22–18; 8:45 am]

BILLING CODE P**DEPARTMENT OF TRANSPORTATION****Federal Transit Administration****Fiscal Year 2018 Competitive Funding Opportunity; Grants for Buses and Bus Facilities Infrastructure Investment Program****AGENCY:** Federal Transit Administration (FTA), DOT.**ACTION:** Notice of funding opportunity (NOFO).

SUMMARY: The Federal Transit Administration (FTA) announces the opportunity to apply for approximately \$366.3 million in fiscal year (FY) 2018 funds under the Grants for Buses and Bus Facilities Infrastructure Investment Program (CFDA #20.526). As required

by federal transit law and subject to funding availability, funds will be awarded competitively to assist in the financing of capital projects to replace, rehabilitate, purchase or lease buses and related equipment, and to rehabilitate, purchase, construct or lease bus-related facilities. Projects may include costs incidental to the acquisition of buses or to the construction of facilities, such as the costs of related workforce development and training activities, and project administration expenses. FTA may award additional funds if they are made available to the program prior to the announcement of project selections.

DATES: Complete proposals must be submitted electronically through the *GRANTS.GOV* “APPLY” function by 11:59 p.m. Eastern Time on August 6, 2018. Prospective applicants should initiate the process by promptly registering on the *GRANTS.GOV*

website to ensure completion of the application process before the submission deadline. Instructions for applying can be found on FTA’s website at <http://transit.dot.gov/howtoapply> and in the “FIND” module of *GRANTS.GOV*. The *GRANTS.GOV* funding opportunity ID is FTA–2018–005–TPM. Mail and fax submissions will not be accepted.

FOR FURTHER INFORMATION CONTACT: Mark Bathrick, FTA Office of Program Management, 202–366–9955, or mark.bathrick@dot.gov.

SUPPLEMENTARY INFORMATION:**Table of Contents**

- A. Program Description
- B. Federal Award Information
- C. Eligibility Information
- D. Application and Submission Information
- E. Application Review
- F. Review and Selection Process

G. Federal Award Administration
H. Technical Assistance and Other Program Information

I. Federal Awarding Agency Contacts

A. Program Description

Section 5339(b) of Title 49, United States Code, as amended by the Fixing America's Surface Transportation (FAST) Act (Pub. L. 114-94, Dec. 4, 2015), authorizes FTA to award funds for the Grants for Buses and Bus Facilities Infrastructure Investment Program (Buses and Bus Infrastructure Program) through a competitive process, as described in this notice, for capital projects to replace, rehabilitate, purchase or lease buses and related equipment and to rehabilitate, purchase, construct or lease bus-related facilities.

The purpose of the Buses and Bus Infrastructure Program is to assist in the financing of buses and bus facilities capital projects, including replacing, rehabilitating, purchasing or leasing buses or related equipment, and rehabilitating, purchasing, constructing or leasing bus-related facilities.

The Buses and Bus Infrastructure Program provides funds to designated recipients that allocate funds to fixed route bus operators, and to States, and local governmental authorities that operate fixed route bus service. FTA also may award grants to eligible recipients for projects to be undertaken by subrecipients that are public agencies or private non-profit organizations engaged in public transportation. In accordance with 49 U.S.C. 5339(b)(2), FTA will "consider the age and condition of buses, bus fleets, related equipment, and bus-related facilities" in selecting projects for funding. FTA may prioritize projects that demonstrate how they will address significant repair and maintenance needs, improve the safety of transit systems, and deploy connective projects that include advanced technologies to connect bus systems with other networks.

B. Federal Award Information

Federal transit law at 49 U.S.C. 5338(a)(2)(M) authorizes \$246,514,000 in FY 2018 funds for the Section 5339(b) Buses and Bus Infrastructure Program. The Consolidated Appropriations Act, 2018 appropriated an additional \$161,446,000 for the Buses and Bus Infrastructure Program. After the oversight takedown and previously announced allocations of \$37,973,775 in FY 2018 Buses and Bus Infrastructure Program funds to projects competitively selected during the FY 2017 Buses and Bus Infrastructure Program competition on April 5, 2018, \$366,293,150 is available for the Buses and Bus

Infrastructure Program through this notice.

As required under 49 U.S.C. 5339(b)(5), a minimum of 10 percent of the amount awarded under the Buses and Bus Infrastructure Program will be awarded to projects located in rural areas. As required by 49 U.S.C. 5339(b)(8), no single grantee will be awarded more than 10 percent of the amounts made available.

FTA will grant pre-award authority to incur costs for selected projects beginning on the date that project selections are announced. Funds are only available for projects that have not incurred costs prior to the selection of projects and will remain available for obligation for three Federal fiscal years, not including the year in which the funds are allocated to projects.

C. Eligibility Information

1. Eligible Applicants

Under 49 U.S.C. 5339(b)(1), eligible applicants include designated recipients that allocate funds to fixed route bus operators, states or local governmental entities that operate fixed route bus service, and Indian tribes. Eligible subrecipients include all otherwise eligible applicants and also private nonprofit organizations engaged in public transportation.

Under 49 U.S.C. 5339(b)(3), States may submit a statewide application on behalf of public agencies or private nonprofit organizations engaged in public transportation in rural areas or for other areas for which a State allocates funds. Except for projects proposed by Indian tribes, all proposals for projects in rural (non-urbanized) areas must be submitted by a State, either individually or as a part of a statewide application. States and other eligible applicants may also submit consolidated proposals for projects in urbanized areas. The submission of a statewide or consolidated urbanized area application shall not preclude the submission and consideration of any application from other eligible recipients in an urbanized area in a State. Proposals may contain projects to be implemented by the recipient or its subrecipients.

To be considered eligible, applicants must be able to demonstrate the requisite legal, financial and technical capabilities to receive and administer Federal funds under this program.

2. Cost Sharing or Matching

The maximum federal share for projects selected under the Buses and Bus Infrastructure Program is 80 percent of the net project cost, unless noted below by one of the exceptions.

i. The maximum federal share is 85 percent of the net project cost of acquiring vehicles (including clean-fuel or alternative fuel vehicles) that are compliant with the Clean Air Act (CAA) and/or the Americans with Disabilities Act (ADA) of 1990.

ii. The maximum federal share is 90 percent of the net project cost of acquiring, installing or constructing vehicle-related equipment or facilities (including clean fuel or alternative-fuel vehicle-related equipment or facilities) that are required by the ADA of 1990, or that are necessary to comply with or maintaining compliance with the Clean Air Act. The award recipient must itemize the cost of specific, discrete, vehicle-related equipment associated with compliance with ADA or CAA to be eligible for the maximum 90 percent Federal share for these costs.

Eligible sources of local match include the following: Cash from non-Government sources other than revenues from providing public transportation services; revenues derived from the sale of advertising and concessions; amounts received under a service agreement with a State or local social service agency or private social service organization; revenues generated from value capture financing mechanisms; or funds from an undistributed cash surplus; replacement or depreciation cash fund or reserve; or new capital. In addition, transportation development credits or documentation of in-kind match may substitute for local match if identified in the application.

3. Eligible Projects

Under 49 U.S.C. 5339(b)(1), eligible projects are capital projects to replace, rehabilitate purchase, or lease buses, vans, and related equipment, and capital projects to rehabilitate, purchase, construct, or lease bus-related facilities.

Recipients are permitted to use up to 0.5 percent of their requested grant award for workforce development activities eligible under 49 U.S.C. 5314(b) and an additional 0.5 percent for costs associated with training at the National Transit Institute. Applicants must identify the proposed use of funds for these activities in the project proposal and identify them separately in the project budget.

D. Application and Submission Information

1. Address

Applications must be submitted electronically through *GRANTS.GOV*. General information for submitting applications through *GRANTS.GOV* can

be found at <https://www.transit.dot.gov/funding/grants/applying/applying-fta-funding> along with specific instructions for the forms and attachments required for submission. Mail and fax submissions will not be accepted. A complete proposal submission consists of two forms: The SF424 Application for Federal Assistance (downloaded from *GRANTS.GOV*) and the supplemental form for the FY 2018 Buses and Bus Infrastructure Program (downloaded from *GRANTS.GOV* or the FTA website at www.transit.dot.gov/busprogram). Applicants may also attach additional supporting information. Failure to submit the information as required can delay or prevent review of the application.

2. Content and Form of Application Submission

A complete proposal submission consists of two forms: The SF424 Application for Federal Assistance and the FY 2018 Buses and Bus Infrastructure Program supplemental form. The supplemental form and any supporting documents must be attached to the "Attachments" section of the SF424. A complete application must include responses to all sections of the SF424 Application for Federal Assistance and the supplemental form, unless indicated as optional. The information on the supplemental form will be used to determine applicant and project eligibility for the program, and to evaluate the proposal against the selection criteria described in part E of this notice.

FTA will accept only one supplemental form per SF424 submission. FTA encourages States and other applicants to consider submitting a single supplemental form that includes multiple activities to be evaluated as a consolidated proposal. If a State or other applicant chooses to submit separate proposals for individual consideration by FTA, each proposal must be submitted using a separate SF424 and supplemental form.

Applicants may attach additional supporting information to the SF424 submission, including but not limited to letters of support, project budgets, fleet status reports, or excerpts from relevant planning documents. Supporting documentation must be described and referenced by file name in the appropriate response section of the supplemental form, or it may not be reviewed.

Information such as proposer name, Federal amount requested, local match amount, description of areas served, etc. may be requested in varying degrees of detail on both the SF424 and

Supplemental Form. Proposers must fill in all fields unless stated otherwise on the forms. Applicants should not place N/A or "refer to attachment" in lieu of typing in responses in the field sections. If information is copied into the supplemental form from another source, applicants should verify that pasted text is fully captured on the supplemental form and has not been truncated by the character limits built into the form. Proposers should use both the "Check Package for Errors" and the "Validate Form" validation buttons on both forms to check all required fields on the forms, and ensure that the federal and local amounts specified are consistent.

The SF424 Mandatory Form and the Supplemental Form will prompt applicants for the required information, including:

- a. Applicant Name
- b. Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number
- c. Key contact information (including contact name, address, email address, and phone)
- d. Congressional district(s) where project will take place
- e. Project Information (including title, an executive summary, and type)
- f. A detailed description of the need for the project
- g. A detailed description on how the project will support the Bus Infrastructure Program's objectives
- h. Evidence that the project is consistent with local and regional planning objectives
- i. Evidence that the applicant can provide the local cost share
- j. A description of the technical, legal, and financial capacity of the applicant
- k. A detailed project budget
- l. An explanation of the scalability of the project
- m. Details on the local matching funds
- n. A detailed project timeline

3. Unique Entity Identifier and System for Award Management (SAM)

Each applicant is required to: (1) Be registered in SAM before submitting an application; (2) provide a valid unique entity identifier in its application; and (3) continue to maintain an active SAM registration with current information at all times during which the applicant has an active Federal award or an application or plan under consideration by FTA. These requirements do not apply if the applicant: (1) Is an individual; (2) is excepted from the requirements under 2 CFR 25.110(b) or (c); or (3) has an exception approved by FTA under 2 CFR 25.110(d). FTA may not make an award until the applicant has complied with all applicable unique

entity identifier and SAM requirements. If an applicant has not fully complied with the requirements by the time FTA is ready to make an award, FTA may determine that the applicant is not qualified to receive an award and use that determination as a basis for making a Federal award to another applicant. All applicants must provide a unique entity identifier provided by SAM. Registration in SAM may take as little as 3–5 business days, but since there could be unexpected steps or delays (for example, if you need to obtain an Employer Identification Number), FTA recommends allowing ample time, up to several weeks, for completion of all steps. For additional information on obtaining a unique entity identifier, please visit www.sam.gov.

4. Submission Dates and Times

Project proposals must be submitted electronically through *GRANTS.GOV* by 11:59 p.m. Eastern on August 6, 2018. Mail and fax submissions will not be accepted.

FTA urges proposers to submit applications at least 72 hours prior to the due date to allow time to correct any problems that may have caused either *Grants.gov* or FTA systems to reject the submission. Proposals submitted after the deadline will only be considered under extraordinary circumstances not under the applicant's control. Deadlines will not be extended due to scheduled website maintenance. *GRANTS.GOV* scheduled maintenance and outage times are announced on the *GRANTS.GOV* website.

Within 48 hours after submitting an electronic application, the applicant should receive two email messages from *GRANTS.GOV*: (1) Confirmation of successful transmission to *GRANTS.GOV* and (2) confirmation of successful validation by *GRANTS.GOV*. If confirmations of successful validation are not received or a notice of failed validation or incomplete materials is received, the applicant must address the reason for the failed validation, as described in the email notice, and resubmit before the submission deadline. If making a resubmission for any reason, applicants must include all original attachments regardless of which attachments were updated and check the box on the supplemental form indicating this is a resubmission.

Proposers are encouraged to begin the process of registration on the *GRANTS.GOV* site well in advance of the submission deadline. Registration is a multi-step process, which may take several weeks to complete before an application can be submitted. Registered proposers may still be required to take

steps to keep their registration up to date before submissions can be made successfully: (1) Registration in the System for Award Management (SAM) is renewed annually; and, (2) persons making submissions on behalf of the Authorized Organization Representative (AOR) must be authorized in GRANTS.GOV by the AOR to make submissions.

5. Funding Restrictions

Funds under this NOFO cannot be used to reimburse applicants for otherwise eligible expenses incurred prior to FTA award of a Grant Agreement until FTA has issued pre-award authority for selected projects.

6. Other Submission Requirements

Applicants are encouraged to identify scaled funding options in case insufficient funding is available to fund a project at the full requested amount. If an applicant indicates that a project is scalable, the applicant must provide an appropriate minimum funding amount that will fund an eligible project that achieves the objectives of the program and meets all relevant program requirements. The applicant must provide a clear explanation of how the project budget would be affected by a reduced award. FTA may award a lesser amount whether or not a scalable option is provided.

E. Application Review

FTA will evaluate project proposals for the Buses and Bus Infrastructure Program based on the criteria described in this notice. Projects will be evaluated primarily on the responses provided in the supplemental form. Additional information may be provided to support the responses; however, any additional documentation must be directly referenced on the supplemental form, including the file name where the additional information can be found.

a. Demonstration of Need

Applications will be evaluated based on the quality and extent to which they demonstrate how the proposed project will address an unmet need for capital investment in bus vehicles and/or supporting facilities. For example, an applicant may demonstrate an excessive reliance on vehicles that are beyond their intended service life, insufficient maintenance facilities due to size or condition, a vehicle fleet that is insufficient to meet current ridership demands, or passenger facilities that are insufficient for their current use. Applicants should address whether the project represents a one-time or periodic need that cannot reasonably be funded

from FTA formula program allocations and State or local resources. As a part of the response for demonstration of need, applicants should provide the following information:

i. For bus projects (replacement, rehabilitation or expansion): Applicants must provide information on the age, condition and performance of the asset(s) to be replaced or rehabilitated by the proposed project. For service expansion requests, applicants must provide information on the proposed service expansion and the benefits for transit riders and the community from the new service. For all vehicle projects, the proposal must address how the project conforms to FTA's spare ratio guidelines.

ii. For bus facility and equipment projects (replacement, rehabilitation, and/or expansion): Applicants must provide information on the age and condition of the asset to be rehabilitated or replaced relative to its minimum useful life.

b. Demonstration of Benefits

Applications will be evaluated based on how well they describe how the proposed project will improve the condition of the transit system, improve the reliability of transit service for its riders, and enhance access and mobility within the service area.

System Condition: FTA will evaluate the potential for the project to improve the condition of the transit system by repairing and/or replacing assets that are in poor condition or have surpassed their minimum or intended useful life benchmarks, lowering the average age of vehicles in the fleet, and/or reducing the cost of maintaining outdated vehicles, facilities and equipment.

Service Reliability: FTA will evaluate the potential for the project to reduce the frequency of breakdowns or other service interruptions as caused by the age and condition of the agency's bus fleet. Applicants should document their current service reliability metrics and benchmark goals, including their strategy for improving reliability with or without the award of Bus Infrastructure Program funds.

Enhanced Access and Mobility: FTA will evaluate the potential for the project to improve access and mobility for the transit riding public, such as through increased reliability, improved headways, creation of new transportation choices, or eliminating gaps in the current route network. Proposed benefits should be based on documented ridership demand and be well-described or documented through a study or route planning proposal.

c. Planning and Local/Regional Prioritization

Applicants must demonstrate how the proposed project will be consistent with local and regional long-range planning documents and local government priorities. This will involve assessing whether the project is consistent with the transit priorities identified in the long range plan; and/or contingency/illustrative projects included in that plan; or the locally developed human services public transportation coordinated plan. Applicants are not required to submit copies of such plans, but should describe how the project will support regional goals. Additional consideration will be given to applications including support letters from local and regional planning organizations, local government officials, public agencies, and/or non-profit or private sector partners attesting to the consistency of the proposed project with these plans. Applicants may also address how the proposed project will impact overall system performance, asset management performance, or specific performance measures tracked and monitored by the applying entity to demonstrate how the proposed project will address local and regional planning priorities.

Evidence of additional local or regional prioritization (*i.e.*, STIP and LRTP) should include letters of support for the project from local government officials, public agencies (*i.e.*, MPOs), and non-profit or private sector partners.

d. Local Financial Commitment

Applicants must identify the source of the local cost share and describe whether such funds are currently available for the project or will need to be secured if the project is selected for funding. FTA will consider the availability of the local cost share as evidence of local financial commitment to the project. Additional consideration will be given to those projects for which local funds have already been made available or reserved. Applicants should submit evidence of the availability of funds for the project, for example by including a board resolution, letter of support from the State, or other documentation of the source of local funds such as a budget document highlighting the line item or section committing funds to the proposed project.

e. Project Implementation Strategy

Projects will be evaluated based on the extent to which the project is ready to implement within a reasonable

period of time and whether the applicant's proposed implementation plans are reasonable and complete.

In assessing whether the project is ready to implement within a reasonable period of time, FTA will consider whether the project qualifies for a Categorical Exclusion (CE), or whether the required environmental work has been initiated or completed for projects that require an Environmental Assessment (EA) or Environmental Impact Statement (EIS) under the National Environmental Policy Act of 1969 (NEPA), as amended. The proposal must also state whether grant funds can be obligated within 12 months from time of award, if selected, and indicate the timeframe under which the Metropolitan Transportation Improvement Program (TIP) and/or Statewide Transportation Improvement Program (STIP) can be amended to include the proposed project. Additional consideration will be given to projects for which grant funds can be obligated within 12 months from time of award.

In assessing whether the proposed implementation plans are reasonable and complete, FTA will review the proposed project implementation plan, including all necessary project milestones and the overall project timeline. For projects that will require formal coordination, approvals or permits from other agencies or project partners, the applicant must demonstrate coordination with these organizations and their support for the project, such as through letters of support.

f. Technical, Legal, and Financial Capacity

Applicants must demonstrate that they have the technical, legal and financial capacity to undertake the project. FTA will review relevant oversight assessments and records to determine whether there are any outstanding legal, technical, or financial issues with the applicant that would affect the outcome of the proposed project. Applicants with outstanding legal, technical, or financial compliance issues from a Federal Transit Administration compliance review or Federal Transit grant-related Single Audit finding must explain how corrective actions taken will mitigate negative impacts on the project.

F. Review and Selection Process

In addition to other FTA staff that may review the proposals, a technical evaluation committee will evaluate proposals based on the published evaluation criteria. After applying the

above preferences, the FTA Administrator will consider the following key Departmental objectives:

- (A) Supporting economic vitality at the national and regional level;
- (B) Utilizing alternative funding sources and innovative financing models to attract non-Federal sources of infrastructure investment;
- (C) Accounting for the life-cycle costs of the project to promote the state of good repair;
- (D) Using innovative approaches to improve safety and expedite project delivery; and
- (E) Holding grant recipients accountable for their performance and achieving specific, measurable outcomes identified by grant applicants.

Prior to making an award, FTA is required to review and consider any information about the applicant that is in the designated integrity and performance system accessible through SAM (currently FAPIIS). An applicant, at its option, may review information in the designated integrity and performance systems accessible through SAM and comment on any information about itself that a Federal awarding agency previously entered and is currently in the designated integrity and performance system accessible through SAM.

The FTA Administrator will determine the final selection of projects for program funding. FTA may consider geographic diversity, diversity in the size of the transit systems receiving funding, and/or the applicant's receipt of other discretionary awards in determining the allocation of program funds. Not less than 10 percent of the Buses and Bus Infrastructure Program funds will be distributed to projects in rural areas. In addition, FTA will not award more than 10 percent of the funds to a single grantee.

G. Federal Award Administration

i. Federal Award Notice

Subsequent to an announcement by the FTA Administrator of the final project selections, which will be posted on the FTA website, FTA will publish a list of the selected projects, a summary of final scores for selected projects, Federal award amounts and recipients in the **Federal Register**. Project recipients should contact their FTA regional offices for additional information regarding allocations for projects under the Buses and Bus Infrastructure Program.

At the time the project selections are announced, FTA will extend pre-award authority for the selected projects. There is no blanket pre-award authority for these projects before announcement.

ii. Award Administration

Funds under the Buses and Bus Infrastructure Program are available to designated recipients that allocate funds to fixed route bus operators, or state or local governmental entities, including Indian tribes, that operate fixed route bus service. There is no minimum or maximum grant award amount; however, FTA intends to fund as many meritorious projects as possible. Only proposals from eligible recipients for eligible activities will be considered for funding. Due to funding limitations, proposers that are selected for funding may receive less than the amount originally requested. In those cases, applicants must be able to demonstrate that the proposed projects are still viable stand-alone projects that can be completed with the amount awarded.

iii. Administrative and National Policy Requirements

a. Pre-Award Authority

The FTA will issue specific guidance to recipients regarding pre-award authority at the time of selection. The FTA does not provide pre-award authority for discretionary funds until projects are selected and even then there are Federal requirements that must be met before costs are incurred. Funds under this NOFO cannot be used to reimburse applicants for otherwise eligible expenses incurred prior to FTA award of a Grant Agreement until FTA has issued pre-award authority for selected projects through a notification in the **Federal Register**, or unless FTA has issued a "Letter of No Prejudice" for the project before the expenses are incurred. For more information about FTA's policy on pre-award authority, please see the FY 2017 Apportionment Notice published on January 19, 2017.

b. Grant Requirements

If selected, awardees will apply for a grant through FTA's Transit Award Management System (TrAMS). Recipients of Buses and Bus Infrastructure Program funding in urban areas are subject to the grant requirements of section 5307 Urbanized Area Formula Grant program, including those of FTA Circular 9030.1E. Recipients of Buses and Bus Infrastructure Program funding in rural areas are subject to the grant requirements of section 5311 Formula Grants for Rural Areas Program, including those of FTA Circular 9040.1G. All recipients must follow the Grants Management Requirements of FTA Circular 5010.1E, and the labor protections of 49 U.S.C. 5333(b). Technical assistance regarding these

requirements is available from each FTA regional office.

c. Buy America

The FTA requires that all capital procurements meet FTA's Buy America requirements, which require that all iron, steel, or manufactured products be produced in the U.S. These requirements help create and protect manufacturing jobs in the U.S. The Bus Infrastructure Program will have a significant economic impact toward meeting the objectives of the Buy America law. The FAST Act amended the Buy America requirements to provide for a phased increase in the domestic content for rolling stock. For FY 2018 and FY 2019, the cost of components and subcomponents produced in the United States must be more than 65 percent of the cost of all components. For FY 2020 and beyond, the cost of components and subcomponents produced in the United States must be more than 70 percent of the cost of all components. There is no change to the requirement that final assembly of rolling stock must occur in the United States. FTA issued final guidance on the implementation of the phased increase in domestic content on September 1, 2016. Any proposal that will require a waiver must identify the items for which a waiver will be sought in the application.

d. Disadvantaged Business Enterprise

FTA requires that its recipients receiving planning, capital and/or operating assistance that will award prime contracts exceeding \$250,000 in FTA funds in a Federal fiscal year comply with the Disadvantaged Business Enterprise (DBE) program regulations at 49 CFR part 26. Applicants should expect to include any funds awarded, excluding those to be used for vehicle procurements, in setting their overall DBE goal. Note, however, that projects including vehicle procurements remain subject to the DBE program regulations. The rule requires that, prior to bidding on any FTA-assisted vehicle procurement, entities that manufacture vehicles, perform post-production alterations or retrofitting must submit a DBE Program plan and goal methodology to FTA. Further, to the extent that a vehicle remanufacturer is responding to a solicitation for new or remanufactured vehicles with a vehicle to which the remanufacturer has provided post-production alterations or retro-fitting (e.g., replacing major components such as engine to provide a "like new" vehicle), the vehicle remanufacturer is considered a transit

vehicle manufacturer and must also comply with the DBE regulations.

FTA will then issue a transit vehicle manufacturer (TVM) concurrence/certification letter. Grant recipients must verify each entity's compliance with these requirements before accepting its bid. A list of compliant, certified TVMs is posted on FTA's web page at <https://www.fta.dot.gov/regulations-and-guidance/civil-rights-ada/eligible-tvms-list>. Please note, that this list is nonexclusive and recipients must contact FTA before accepting bids from entities not listed on this web-posting. Recipients may also establish project specific DBE goals for vehicle procurements. The FTA will provide additional guidance as grants are awarded. For more information on DBE requirements, please contact Janelle Hinton, Office of Civil Rights, 202-366-9259, email: janelle.hinton@dot.gov.

e. Planning

FTA encourages proposers to notify the appropriate State Departments of Transportation and MPOs in areas likely to be served by the project funds made available under this program. Selected projects must be incorporated into the long-range plans and transportation improvement programs of states and metropolitan areas before they are eligible for FTA funding.

f. Standard Assurances

By submitting a grant application, the applicant assures that it will comply with all applicable federal statutes, regulations, executive orders, directives, FTA circulars, and other federal administrative requirements in carrying out any project supported by the FTA grant. Further, the applicant acknowledges that it is under a continuing obligation to comply with the terms and conditions of the grant agreement issued for its project with FTA. The applicant understands that Federal laws, regulations, policies, and administrative practices might be modified from time to time and may affect the implementation of the project. The applicant agrees that the most recent Federal requirements will apply to the project, unless FTA issues a written determination otherwise. The applicant must submit the Certifications and Assurances before receiving a grant if it does not have current certifications on file.

g. Reporting

Post-award reporting requirements include the electronic submission of Federal Financial Reports and Milestone Progress Reports in FTA's electronic grants management system.

H. Technical Assistance and Other Program Information

This program is not subject to Executive Order 12372, "Intergovernmental Review of Federal Programs." FTA will consider applications for funding only from eligible recipients for eligible projects listed in Section C. Complete applications must be submitted through GRANTS.GOV by 11:59 p.m. eastern time on August 6, 2018. For assistance with GRANTS.GOV please contact GRANTS.GOV by phone at 1-800-518-4726 or by email at support@grants.gov. Contact information for FTA's regional offices can be found on FTA's website at <https://www.transit.dot.gov/about/regional-offices/regional-offices>.

I. Federal Awarding Agency Contacts

For further information concerning this notice please contact the Buses and Bus Infrastructure Program manager, Mark Bathrick, via email at mark.bathrick@dot.gov, or by phone at 202-366-9955. A TDD is available for individuals who are deaf or hard of hearing at 800-877-8339. In addition, FTA will post answers to questions and requests for clarifications on FTA's website at <http://transit.dot.gov/busprogram>. FTA staff will also conduct a webinar for potential applicants to learn more about the program and submittal process. To ensure applicants receive accurate information about eligibility or the program, applicants are encouraged to contact FTA directly, rather than through intermediaries or third parties, with questions.

Issued in Washington, DC.

K. Jane Williams,
Acting Administrator.

[FR Doc. 2018-13554 Filed 6-22-18; 8:45 am]

BILLING CODE P

DEPARTMENT OF THE TREASURY

Office of Foreign Assets Control

Notice of OFAC Sanctions Actions

AGENCY: Office of Foreign Assets Control, Treasury.

ACTION: Notice.

SUMMARY: The Department of the Treasury's Office of Foreign Assets Control (OFAC) is publishing the names of one or more persons that have been placed on OFAC's Specially Designated Nationals and Blocked Persons List based on OFAC's determination that one or more applicable legal criteria were satisfied. All property and interests in property subject to U.S. jurisdiction of



STAFF REPORT

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

Meeting Date: July 11, 2018

Staff Contact: Graham Dollarhide, Transit Coordinator

Agenda Title: (For Possible Action) To direct the Transportation Manager to issue a support letter to the Nevada Department of Transportation (NDOT) on CAMPO's behalf.

Staff Summary: On May 11, 2018, Tahoe Transportation District (TTD) staff presented information to their board on proposed service changes to the Lake & Valley Express routes which connect Carson City and Douglas County to the Lake Tahoe Basin. TTD has opened a public comment period and is accepting comments through July 13 on sustainable transit options for their transit service. TTD staff will present information on proposed interregional transit service changes.

Agenda Action: Formal Action/Motion

Time Requested: 5 minutes

Proposed Motion

Move to direct the Transportation Manager to issue a support letter to the Nevada Department of Transportation (NDOT) on CAMPO's behalf.

Background/Issues & Analysis

On June 6, Carson City hosted a meeting to discuss implications of TTD's proposed service changes for the region and its residents. Representatives from Carson City Public Works, CAMPO, Carson City RTC, and TTD were present for the meeting.

Discussion at the meeting included creative solutions to jointly support and maintain current levels of service for the Lake & Valley Express routes, which are important for residents commuting to Tahoe as well as transit-dependent residents who travel within the region for health services (dialysis, etc.). One takeaway was a need for TTD and Carson City to meet with NDOT management to discuss possible funding options, which may include Federal Transit Administration Section 5311 funds that are intended to serve rural transit. Absent Douglas County participation—the only “rural” provider, whose participation is necessary to access 5311 funds to support this service—it was agreed that NDOT must assist, or possibly participate in any regional solution.

Staff will continue to engage with regional partners to ensure the continued and long term interregional transit service.

Applicable Statute, Code, Policy, Rule or Regulation

N/A

Financial Information

Is there a fiscal impact? Yes No

If yes, account name/number: N/A

Is it currently budgeted? Yes No

Explanation of Fiscal Impact: N/A

Supporting Material

-TTD Transit System Evolution Presentation

Board Action Taken:

Motion: _____

1) _____

2) _____

Aye/Nay

(Vote Recorded By)

Tahoe Transportation District

Transit System Evolution

Proposed Public Transit Changes for South Lake Tahoe

June 2018

Factors Influencing Public Transit

Challenges

- Workforce development and retention
- Fleet and capital asset replacement and improvement
- Funding availability and forecast
- Performance measures for regulatory compliance

TTD Response

- Service changes to optimize system
- Pursuit of sustainable resources

Factors Influencing Public Transit

Workforce Development and Retention

- Economy is affecting workforce availability
- Affordable housing is limited
- Staff shortages impact service levels

Factors Influencing Public Transit

Fleet and Capital Asset Replacement and Improvement

- Over 50% of the transit fleet qualifies for replacement
- Current funding will only replace a bus every few years
- Maintenance facility in need of updating
- Three new electric buses require new infrastructure

Factors Influencing Public Transit

Performance Measures for Regulatory Compliance

- Performance measures affect operational decisions
- Fares and funding match requirements must be met
- State of Good Repair requirements for fleet must be met
- Non-compliance can reduce funds and eligibility

Action to Date

Working to Maximize Public Transit

- Successful statutory language bringing Tahoe reliable annual federal funds for transit
- Moved to direct operations versus contracted to begin process of more sustainable long term changes
- Investing heavily into staff training and maintenance
- More competitive salary structure
- Evaluating needed revenue streams comparable to other successful resort communities



Existing Services

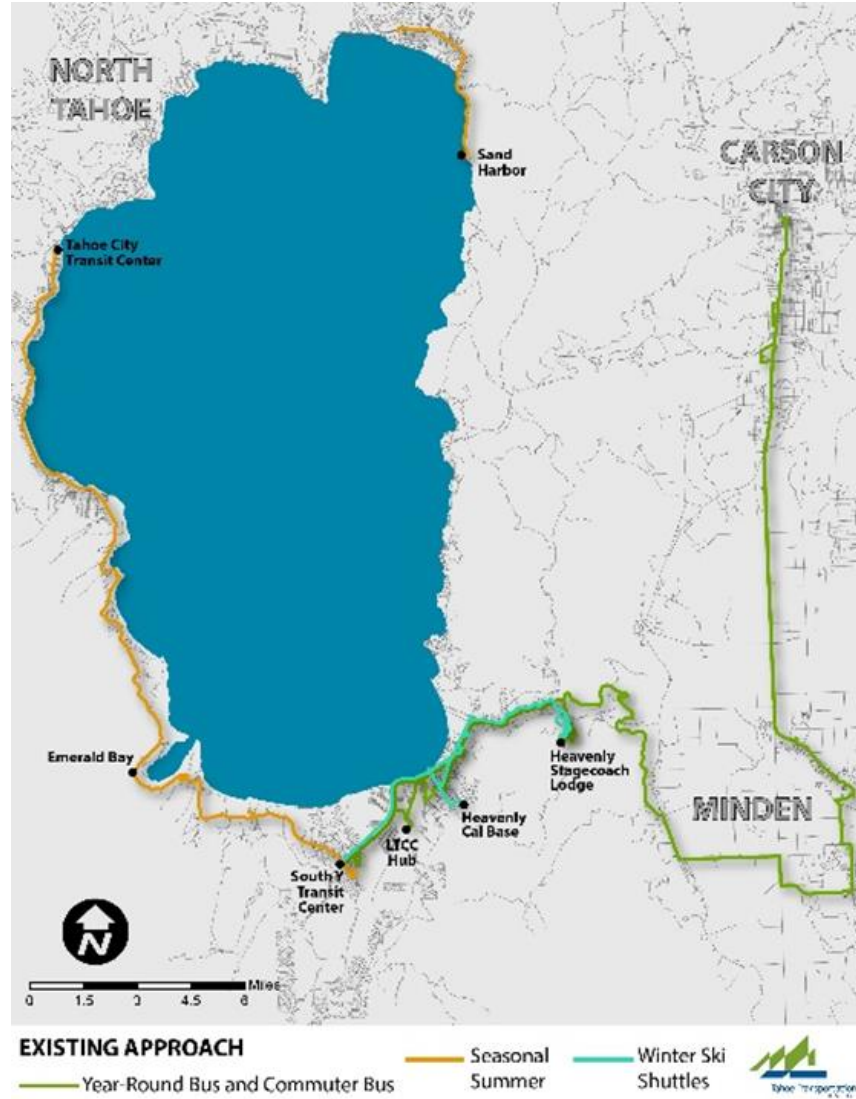
The Existing approach is unsustainable at this time.

This approach is included to serve as a comparison.

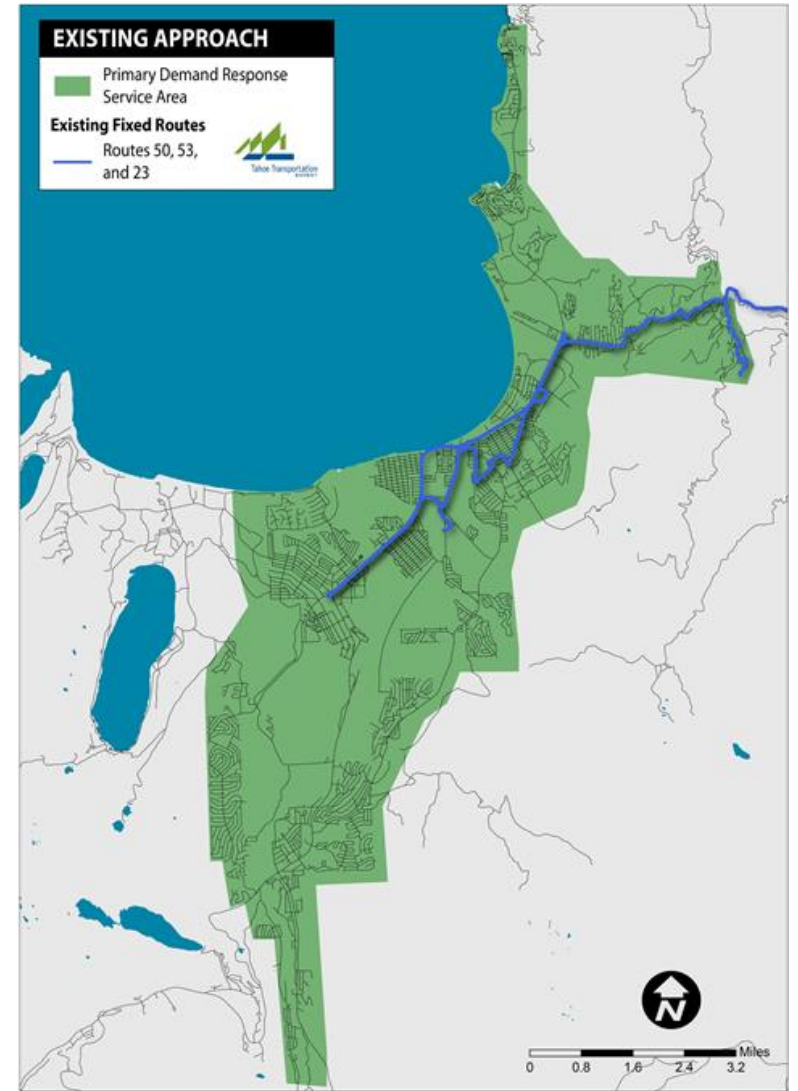
- Local Routes
 - Route 50
 - Route 53
 - Route 23
- Commuter Routes
 - Route 19x
 - Route 20x
- Seasonal Routes
 - East Shore Express
 - Emerald Bay Shuttle
 - Winter Routes
- Demand Response Service
 - The service area extends far beyond the $\frac{3}{4}$ mile requirement
- 20 Service Hours

Existing Services

Service Map



Paratransit Map



Baseline Approach

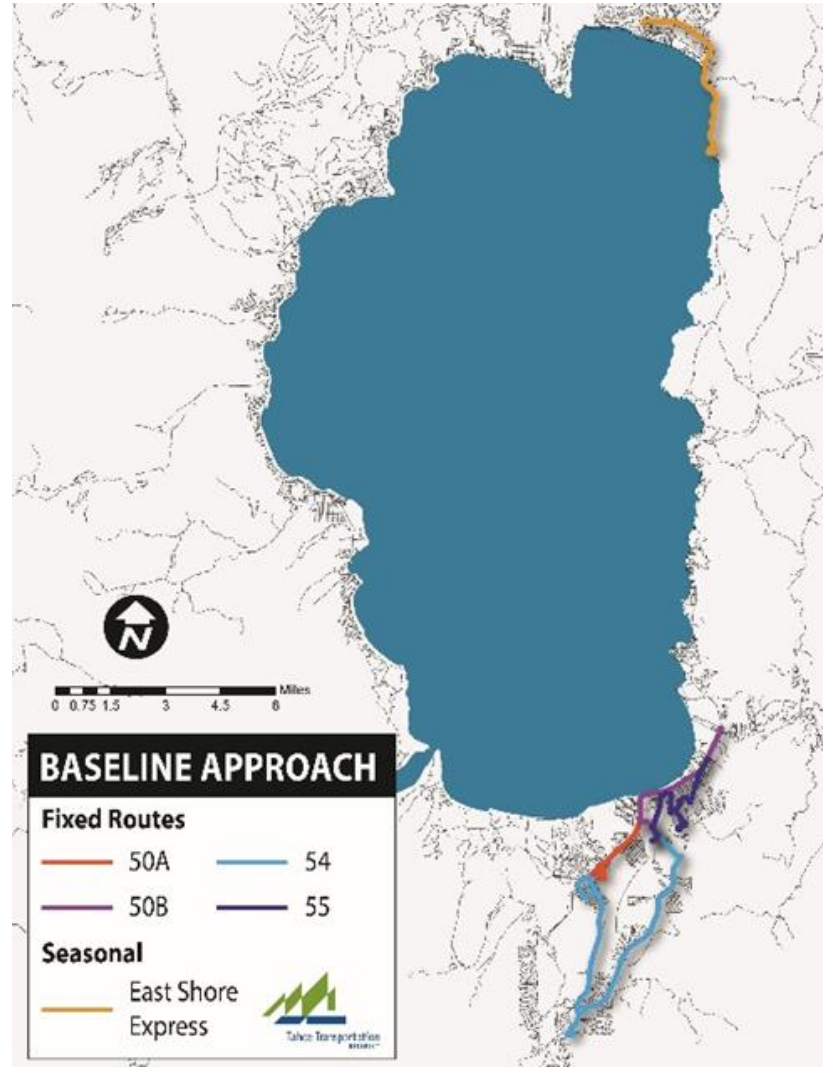
The Baseline re-boots public transit to focus on providing sustainable transit services.

The Baseline approach represents responsible operation of public transit with the secured funding currently available.

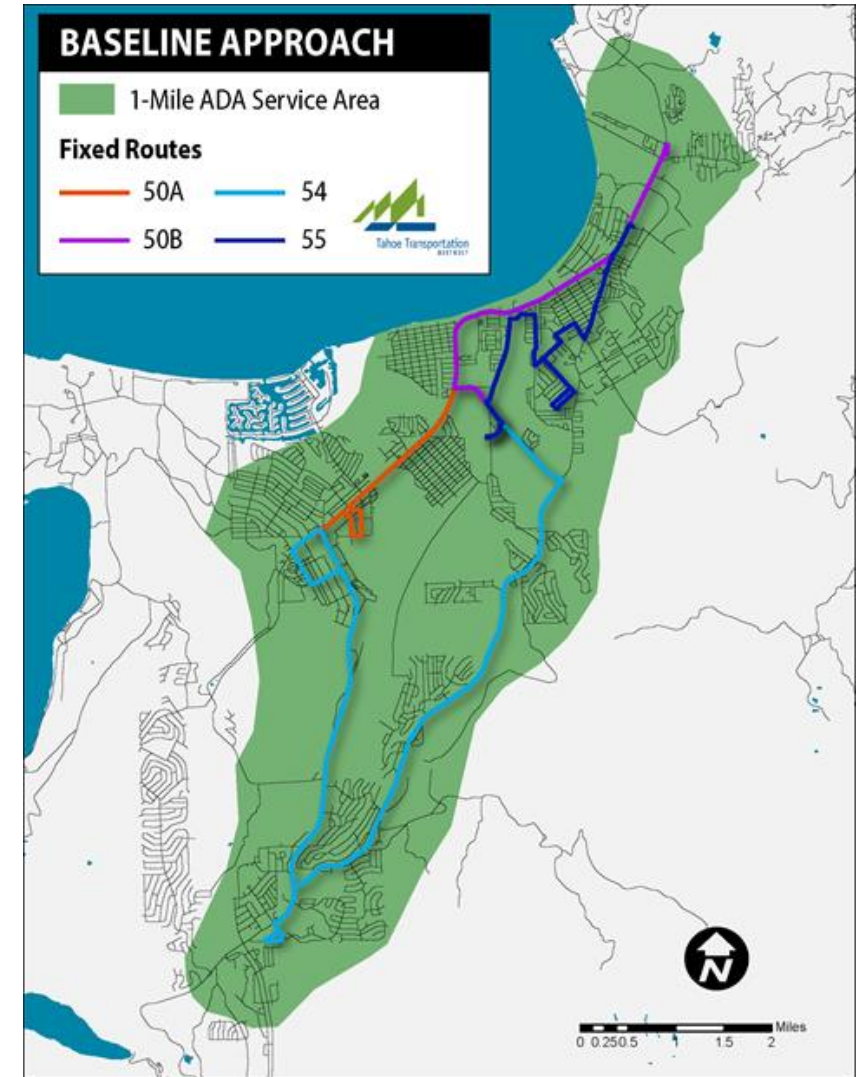
- Local Routes
 - Route 50A
 - Route 50B
 - Route 54
 - Route 55
 - Both routes will operate every thirty (30) minutes
- Seasonal Routes
 - East Shore Express
- Complementary Paratransit Service
 - Proposed service area to extend one mile beyond the fixed routes
- Discontinued Routes
 - Commuter Routes 19x and 20x
 - Emerald Bay Shuttle
 - Route 23
 - Winter Routes
- 10 Service Hours

Baseline Approach

Services Map



Paratransit Map



Balanced Approach

The Balanced approach changes are projected to increase frequency, increase access, and utilize electric buses.

This approach relies on discretionary funding and use of one-time only funding to avoid an operating deficit.

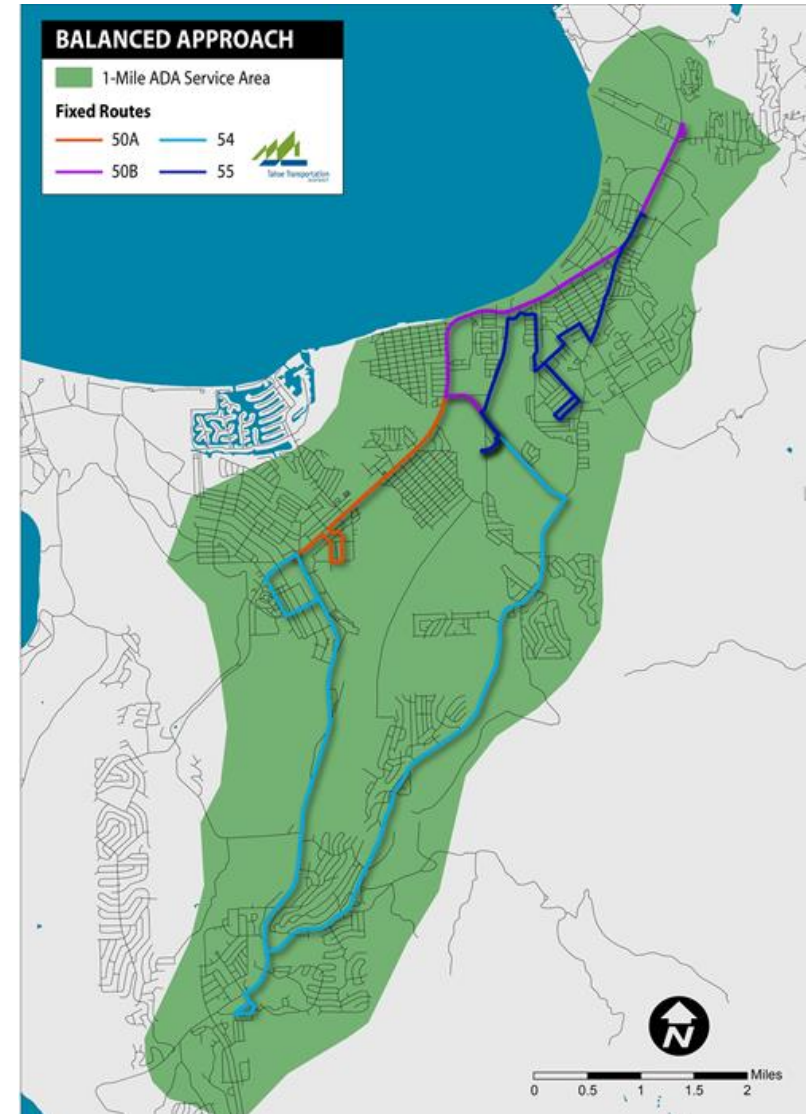
- Local Routes
 - Route 50A
 - Route 50B
 - Route 54
 - Route 55
 - Routes will operate every thirty minutes
- Commuter Routes
 - Route 19x
 - Route 20x
- Seasonal Routes
 - East Shore Express
 - Emerald Bay Shuttle
 - Winter Routes 10 (Pioneer Trail) and 12 (Ski Run)
- Complementary Paratransit Service
 - Proposed service area to extend one mile beyond the fixed route.
- Discontinued Routes
 - Route 23
 - Winter Routes 11, 13, 14, and 15
- 16 Service Hours

Balanced Approach

Services Map



Paratransit Map



Sustainable Approach

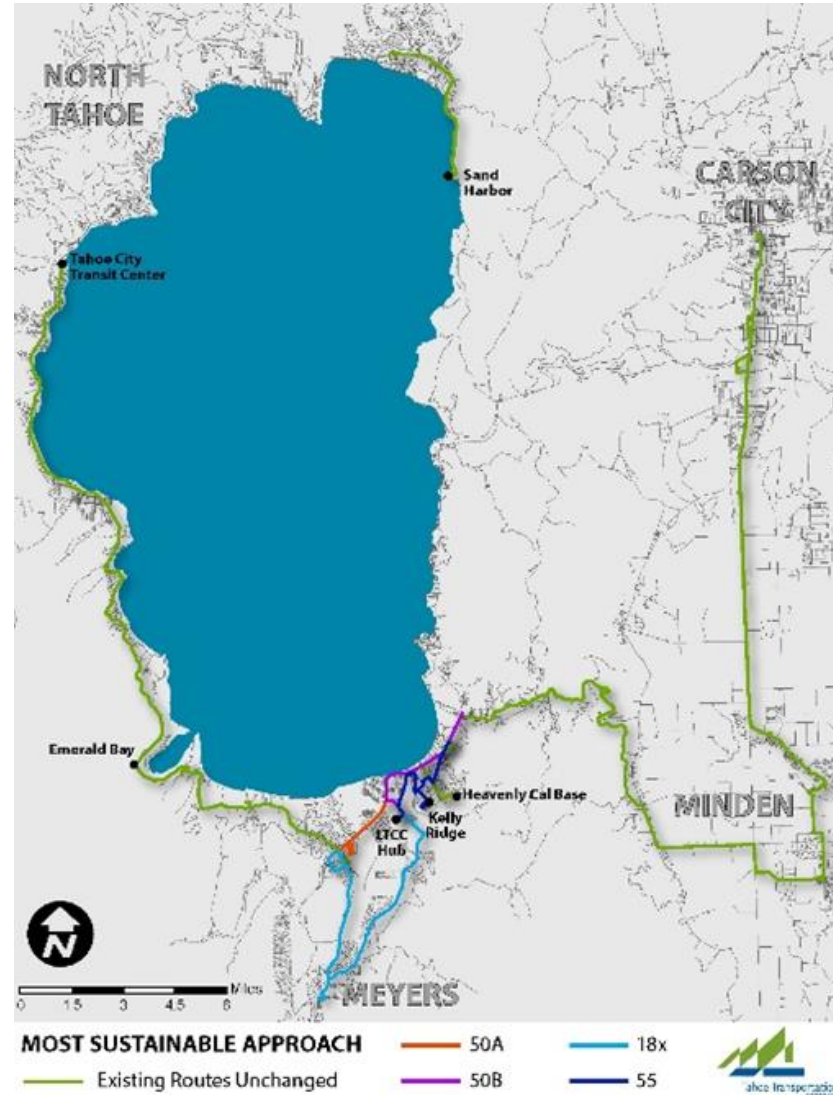
The Sustainable approach changes are projected to increase frequency, increase access, and utilize electric buses.

The Sustainable approach relies on discretionary funding and use of one-time only funding to avoid an operating deficit.

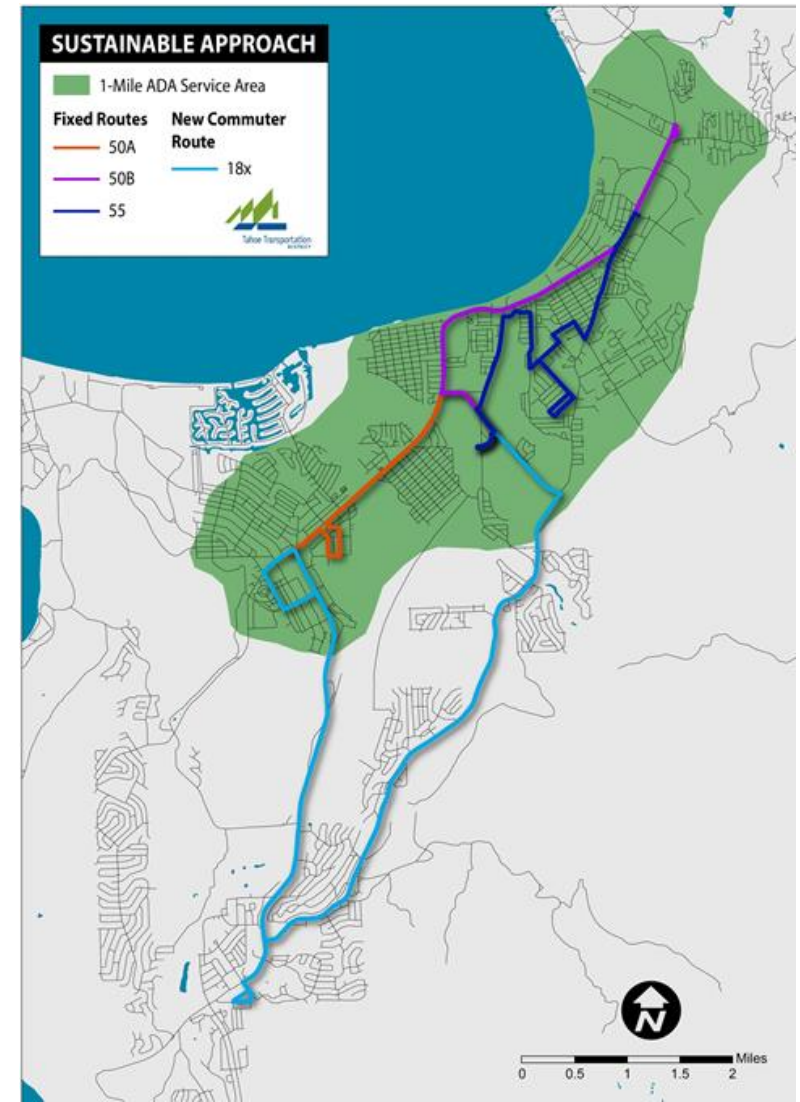
- Local Routes
 - Route 50A
 - Route 50B
 - Route 55
 - Routes will operate every thirty minutes
- Commuter Routes
 - Route 18x
 - Route 19x
 - Route 20x
- Seasonal Routes
 - East Shore Express
 - Emerald Bay Shuttle
 - Winter Routes 10 (Pioneer Trail) and 12 (Ski Run)
- Complementary Paratransit Service
 - Proposed service area to extend one mile beyond the fixed routes; excluding Routes 18x, 19x, and 20x
- Discontinued Routes
 - Route 23
 - Winter Routes 11, 13, 14, and 15
- 12 Service Hours

Sustainable Approach

Services Map



Paratransit Map



Public Comment Period

The public comment period commenced on May 11, 2018 and closes on July 13, 2018.

Please submit comments to: planning@tahoetransportation.org

or via mail:

Tahoe Transportation District
Attn: Transit Public Comments
P.O. Box 499
Zephyr Cove, NV 89448

The public hearing will be held on **July 13, 2018 at 9:30 a.m.**
at **128 Market St., Stateline, NV.**



Questions?

George Fink, Transit System Program Manager

Tahoe Transportation District

gfink@tahoetransportation.org

775.589.5325

