



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

Day: Wednesday
Date: April 13, 2022
Time: 4:30 pm
Location: Community Center, Robert “Bob” Crowell Board Room
851 East William Street
Carson City, Nevada

AGENDA

NOTICE TO PUBLIC:

- Members of the public who wish to view the meeting may watch the livestream of the CAMPO meeting at www.carson.org/granicus and by clicking on “In progress” next to the meeting date, or by tuning in to cable channel 191. Livestream of the meeting is provided solely as a courtesy and convenience to the public. Carson City does not give any assurance or guarantee that the livestream or cable channel access will be reliable. Although all reasonable efforts will be made to provide livestream, unanticipated technical difficulties beyond the control of City staff may delay, interrupt, or render unavailable continuous livestream capability.
- The public may provide public comment in advance of a meeting by written submission to the following email address: cmartinovich@carson.org. For inclusion or reference in the minutes of the meeting, your public comment must include your full name and be submitted via email by not later than 3:00 p.m. the day before the meeting.

1. **Call to Order – Carson Area Metropolitan Planning Organization (CAMPO)**
2. **Roll Call**
3. **Public Comment:****
The public is invited at this time to comment on and discuss any topic that is relevant to, or within the authority of this public body.
4. **For Possible Action: Approval of Minutes – March 9, 2022**
5. **Public Meeting Item(s):**

5-A For Discussion Only – Presentation, discussion and solicitation of public comment regarding a draft Unified Planning Work Program (“UPWP”) covering two years, Fiscal Year (“FY”) 2023 and FY 2024

Staff Summary: Staff has developed a draft UPWP for FY 2023 and FY 2024 (July 1, 2022 – June 30, 2024). The UPWP establishes the budget for proposed CAMPO activities and describes how federal Consolidated Planning Grant (“CPG”) funds will be administered.

5-B For Discussion Only – Presentation and discussion regarding the current pavement condition of local and regional roadways in Carson City.

Staff Summary: In the fall of 2021, a pavement survey was completed covering 363 lane miles of the City’s regional and local roadways. CAMPO staff will present a summary of the current Pavement Condition Index (“PCI”) based on the results of that survey.

6. Non-Action Items:

6-A Transportation Manager’s Report

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

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

7. Public Comment:**

The public is invited at this time to comment on any matter that is not specifically included on the agenda as an action item. No action may be taken on a matter raised under this item of the agenda.

8. For Possible Action: To Adjourn

****PUBLIC COMMENT LIMITATIONS** – The CAMPO will provide at least two public comment periods in compliance with the minimum requirements of the Open Meeting Law prior to adjournment. No action may be taken on a matter raised under public comment unless the item has been specifically included on the agenda as an item upon which action may be taken. **At the discretion of the Chair, public comment may be limited to three minutes per speaker to facilitate the efficient conduct of a meeting and to provide reasonable opportunity for comment from all members of the public who wish to speak.** Testimony from a person who is directly involved with an item, such as City staff, an applicant or a party to an administrative hearing or appeal, is not considered public comment and would not be subject to a three-minute time limitation.

Agenda Management Notice - Items on the agenda may be taken out of order; the public body may combine two or more agenda items for consideration; and the public body may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.

Titles of agenda items are intended to identify specific matters. If you desire detailed information concerning any subject matter itemized within this agenda, including copies of the supporting material regarding any of the items listed on the agenda, please contact Christopher Martinovich, Transportation Manager, in writing at 3505 Butti Way, Carson City, Nevada, 89701 or at cmartinovich@carson.org, or by phone at (775) 887-2355. You are encouraged to attend this meeting and participate by commenting on any agenda item.

Notice to persons with disabilities: Members of the public who are disabled and require special assistance or accommodations at the meeting are requested to notify CAMPO staff in writing at 3505 Butti Way, Carson City, Nevada, 89701 or at cmartinovich@carson.org, or by calling Christopher Martinovich at (775) 887-2355 at least 24 hours in advance of the meeting.

This agenda and backup information are available on the City's website at www.carson.org/agendas and at the office for Carson City Public Works - 3505 Butti Way, Carson City, Nevada, 89701 (775) 887-2355.

This notice has been posted at the following locations:

Carson City Public Works, 3505 Butti Way

Community Center, 851 East William Street

City Hall, 201 North Carson Street

Carson City Library, 900 North Roop Street

Community Development Permit Center, 108 East Proctor Street

Douglas County Executive Offices, 1594 Esmeralda Avenue, Minden

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

Lyon County Utilities, 34 Lakes Blvd, Dayton

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

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

PRESENT: Chairperson Lori Bagwell
 Vice Chairperson Lisa Schuette
 Member Robert “Jim” Dodson
 Mr. Jon Erb (representing Member Walt Nowasad)
 Member Chas Macquarie
 Member Gregory Novak
 Ex-Officio Member Sondra Rosenberg

STAFF: Dan Stucky, Deputy Public Works Director
 Chris Martinovich, Transportation Manager
 Adam Tully, Deputy District Attorney
 Bryan Byrne, Transportation/Traffic Engineer
 Kelly Norman, Transportation Planner/Analyst
 Marquis Williams, Transportation Planner/Analyst
 Scott Bohemier, Transportation Planner
 Rebecca Bustos, Grant Analyst
 Alex Cruz, Transit Coordinator
 Tamar Warren, Senior Public Meetings Clerk

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

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

(4:30:16) – Chairperson Bagwell called the meeting to order at 4:30 p.m. and highlighted the fact that due to the lifting of COVID-19 restrictions, members of the public would now be able to comment on each agenda item. She invited those wishing to provide comments to fill out their information on the public comment sign-in sheet.

2. ROLL CALL

(4:31:04) – Roll was called, and a quorum was present. Member Wes Henderson was absent.

3. PUBLIC COMMENT

(4:31:38) – Chairperson Bagwell entertained public comments; however, none were forthcoming.

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4. FOR POSSIBLE ACTION: APPROVAL OF MINUTES – FEBRUARY 9, 2022

(4:31:48) – Chairperson Bagwell introduced the item and entertained corrections, comments, or a motion.

(4:32:00) – Member Novak moved to approve the minutes of the CAMPO February 9, 2022 meeting as presented. The motion was seconded by Member Macquarie and carried 5-0-0.

5. PUBLIC MEETING ITEM(S):

5-A FOR DISCUSSION ONLY – PRESENTATION AND DISCUSSION PROVIDING AN UPDATE ON THE CARSON AREA TRANSPORTATION SYSTEM MANAGEMENT PLAN (“CATSMP”).

(4:32:16) – Chairperson Bagwell introduced the item and welcomed Mr. Erb to the meeting, noting that his appointment to represent Douglas County would take place “shortly,” after which he would be eligible to vote.

(4:32:50) – Mr. Martinovich reviewed the Staff Report and the Carson Area Transportation System Management Plan (CATSMP) Informational Update, both of which are incorporated into the record. He also responded to clarifying questions. Member Macquarie was informed that Carson City maintained all the traffic signals in the CAMPO area, Douglas County in the Highway 395 area, and Storey County. Mr. Martinovich clarified for Member Novak that not all traffic signals in the City “are tied together,” and that many were stand-alone ones. He clarified that “we have the ability to communicate with all of Carson City’s traffic signals;” however, he believed Staff could not communicate with Douglas County unless they were done manually. Mr. Martinovich also noted that if a need for better communication is identified in the study, then all appropriate agencies would work together to implement a communication strategy.

6. NON-ACTION ITEMS

6-A TRANSPORTATION MANAGER’S REPORT

(5:55:28) – Mr. Martinovich introduced newly hired Transportation Planner Scott Bohemier. He also noted that Staff were exploring multiple grant opportunities and updated the members on the Nevada Department of Transportation’s (NDOT’s) Advisory Working Group (AWG) meeting which had addressed several funding mechanisms. Mr. Martinovich explained that Staff had been working on the Unified Planning Work Program (UPWP) and expected a draft to be presented to the CAMPO Board in April 2022 with a planned adoption in May 2022. He expected the pavement survey to be presented in the April meeting, as well.

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

- **FUTURE AGENDA ITEMS**
- **STATUS REVIEW OF ADDITIONAL PROJECTS**

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- **INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS**
- **CORRESPONDENCE TO CAMPO**
- **ADDITIONAL STATUS REPORTS AND COMMENTS FROM CAMPO**
- **ADDITIONAL STAFF COMMENTS AND STATUS REPORTS**

None.

7. PUBLIC COMMENT

(5:00:38) – Chairperson Bagwell entertained final public comments; however, none were forthcoming.

8. ADJOURNMENT: FOR POSSIBLE ACTION

(5:00:51) – Chairperson Bagwell adjourned the meeting at 5:00 p.m.

The Minutes of the March 9, 2022 Carson Area Metropolitan Planning Organization meeting are so approved this 13th day of April, 2022.

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STAFF REPORT

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

Meeting Date: April 13, 2022

Staff Contact: Kelly Norman, Transportation Planner

Agenda Title: For Discussion Only – Presentation, discussion and solicitation of public comment regarding a draft Unified Planning Work Program (“UPWP”) covering two years, Fiscal Year (“FY”) 2023 and FY 2024.

Staff Summary: Staff has developed a draft UPWP for FY 2023 and FY 2024 (July 1, 2022 – June 30, 2024). The UPWP establishes the budget for proposed CAMPO activities and describes how federal Consolidated Planning Grant (“CPG”) funds will be administered.

Agenda Action: Other/Presentation

Time Requested: 15 minutes

Proposed Motion

N/A

Background/Issues & Analysis

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

CAMPO is permitted to approve and submit a UPWP covering two years; however, CPG funding is generally only available for acceptance and expenditure in one-year increments.

CAMPO’s Public Participation Plan requires a 30-day public comment period before the draft UPWP document may be approved. The 30-day public comment period opened on April 1, 2022 and will close May 1, 2022. Notice of the public comment period and CAMPO’s April 13, 2022 meeting were published on the CAMPO website (www.carsonareampo.com) on April 1, 2022, and in the Record Courier and Nevada Appeal on Saturday April 9, 2022. Public comments on the draft UPWP will be accepted in person at the April 13, 2022 CAMPO meeting and throughout the public comment period via the following options:

Mail or In Person: Carson Area Metropolitan Planning Organization
3505 Butti Way, Carson City, NV 89701
Phone: 775-887-2355
E-mail: Comments@CarsonAreaMPO.com

Prior to the beginning of each fiscal year, CAMPO must submit a UPWP to NDOT, FHWA, and FTA establishing the budget for proposed activities to be administered throughout the year. A copy of the draft UPWP for FY 2023 and FY 2024 has been distributed to each of these organizations for comment.

Staff anticipates bringing a UPWP for FY 2023 and 2024 back to CAMPO for final approval at CAMPO’s upcoming May 11, 2022 meeting.

Applicable Statute, Code, Policy, Rule or Regulation

49 U.S.C. §§ 5305, 5305; 23 C.F.R. Part 450

Financial Information

Is there a fiscal impact? Yes No

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

Is it currently budgeted? Yes No

Explanation of Fiscal Impact: The proposed UPWP budget for FY 2023 is \$585,500, which requires a 5% local match. The local match is \$29,275, distributed across the member agencies based on population within CAMPO’s metropolitan planning area, as shown in the table below.

FY 2023 Local Share

County	Pct.	FY 2021 Local Share Draft
Carson City	66.3%	\$19,410
Douglas County	15.4%	\$4,508
Lyon County	18.3%	\$5,357
Total	100%	\$29,275

Alternatives

N/A

Supporting Material

-Exhibit-1: Draft FY 2023 & FY 2024 Two-Year Unified Planning Work Program (“UPWP”)

Board Action Taken:

Motion: _____

1) _____

Aye/Nay

2) _____

(Vote Recorded By)

Carson Area Metropolitan Planning Organization



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

Approved: TBD

Contact Information:

Carson Area Metropolitan Planning Organization

3505 Butti Way

Carson City, NV 89701

Office: (775) 887-

2355

Email: Comments@CarsonAreaMPO.com

CarsonAreaMPO.com

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



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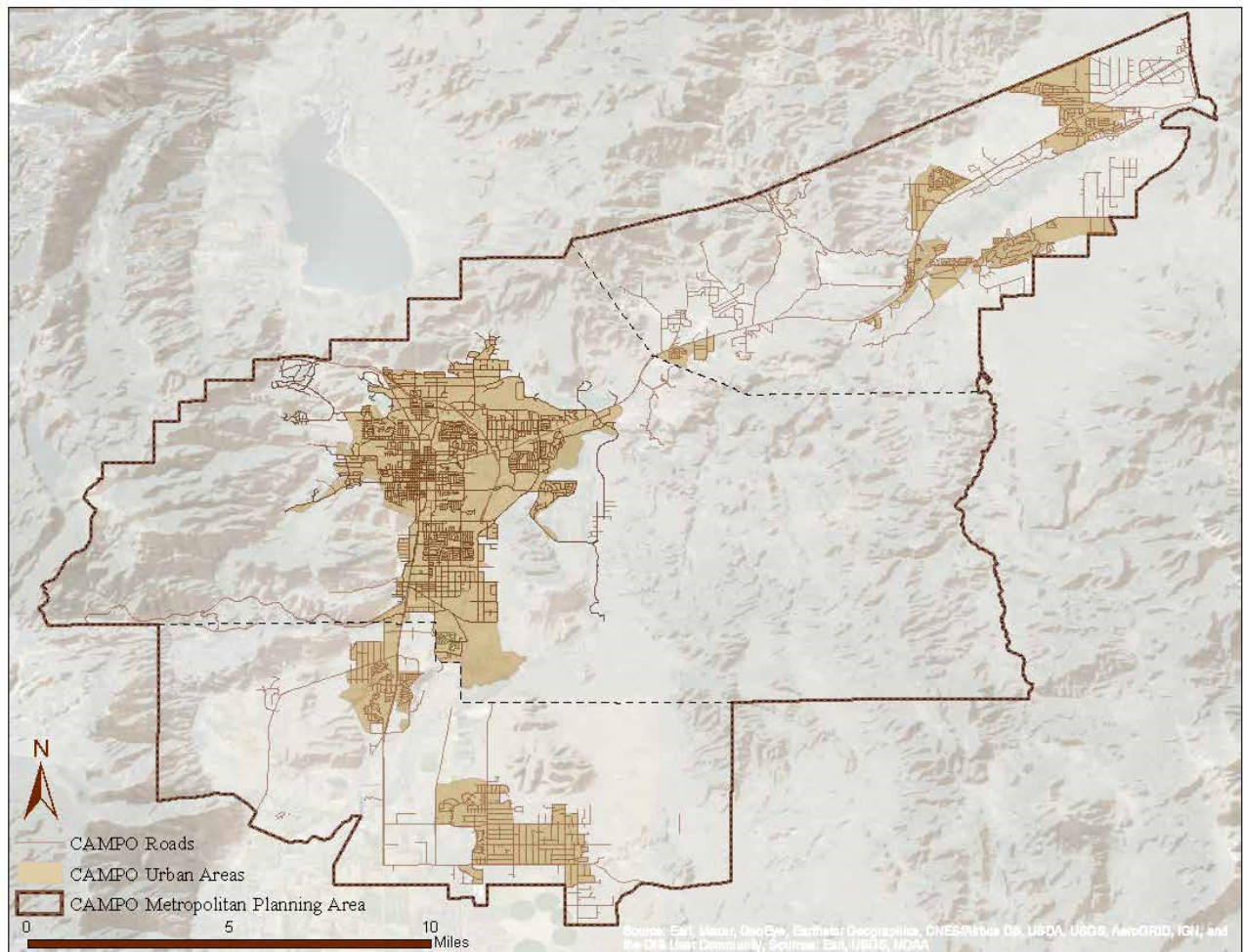
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1.0 Introduction

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

Figure 1.1 CAMPO Metropolitan Planning Area





1.1 Organization Overview

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

What is the Carson Area Metropolitan Planning Organization?

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

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

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

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



1.2 CAMPO Policy Board and Staff

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

Table 1.1 CAMPO Policy Board

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

**Non-Voting ex-officio member*

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

Table 1.2 CAMPO Staff

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

1.3 Responsibilities and Priorities

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

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



1.4 Organizational Procedures and Documents

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

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

1.5 Public Involvement

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

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



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

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

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

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

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



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



3.0 Federal Transportation Legislation/ Planning Emphasis Areas/ Planning Factors

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

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

3.1 Federal Planning Emphasis Areas

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

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

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

Equity and Justice⁴⁰ in Transportation Planning- FHWA and FTA work with State DOT and MPO's encourage uses of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public



transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

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

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

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

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

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

Federal Land Management Agency (FLMA) Coordination- FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)).

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



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

3.2 Federal Planning Factors

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

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

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

3.3 Overview of FY 2023 and FY 2024 Work Efforts

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



executes a monetary agreement with NDOT annually.

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

- Staff will collect data, perform analyses, and produce an annual Monitoring Report for multimodal usage indicators, jobs-housing ratios, performance measures, and performance targets, as applicable within the CAMPO planning area.
- Utilizing consultants, the Carson Area Transportation System Management Plan will be developed to identify and plan for long-term strategies for planning and implementing Coordinated Traffic Signal Systems within the CAMPO planning area. This effort began in 2020 and is expected to be completed in 2023.
- Working with local, regional, and statewide planning partners, staff will continue to regularly meet and consult with the Regional Transportation Stakeholder Coalition to advise staff on inter- and intra-regional transportation and transit challenges/needs. Information about the Regional Transportation Stakeholder Coalition can be found on CAMPO's website.
- Carson City ADA Transition Plan was developed in Spring 2020. While the initial plan was developed in 2015, only a small portion of the City was inventoried due to budget constraints. It was anticipated that further inventory of the City would be done incrementally in the future. The 2020 Plan included a full inventory of sidewalks and curb ramps, including missing curb ramps. The ADA barriers inventory will be systematically expanded to include narrowness barriers throughout the CAMPO planning area.
- Roadways within the Lyon and/or Douglas County portions of the CAMPO area will be inventoried, using a consultant, to reassess pavement conditions. This practice is performed every couple of years for CAMPO, consistent with best industry practices, in order to maintain a strong database and establish historical benchmarks, thereby providing a more robust analysis of pavement maintenance needs. This process ensures the most informed and efficient decisions are being made to address pavement health.
- CAMPO will address Infrastructure Sustainability by conducting pavement analysis and geotechnical evaluations of existing soil conditions to assess sustainable prioritization methodologies that consider efficiency, risk, vulnerabilities, and resiliency.
- Implementation of a Pavement Management Plan to support ongoing planning and programming activities related to roadway infrastructure in Carson City.
- A Local Road Safety Plan will be developed for Carson City, supporting identification, analyses, and prioritization of safety improvements on Carson City's local and rural roads in partnership with NDOT.
- Incorporate Resiliency into CAMPO's Asset Management, Multi-modal Planning, ITS, Carson Areas Transportation System Management Plan (CATSMP), and Infrastructure Sustainability. Resiliency is defined as the ability of a City, MPO, or other entity to recover quickly from unexpected interruptions, hazards or emergencies.
- Administer a survey of transit riders and non-riders (residents and visitors who do not ride the Jump Around Carson (JAC) transit system) to identify needs and opportunities to improve regional transit planning and operations. Feedback received will provide staff direction on what is working well with the system and where improvements can be made to better serve the community.



- The Transit Asset Management Plan will be updated for 2023-2026 for monitoring and managing public transportation assets in the delivery of service to improve safety and increase reliability and performance, and to establish performance measures as regulated in 49 CFR 625.
- The Complete Streets Policy will be enhanced and updated to begin to include design examples and Complete Street implementation guidance.
- A review and update to CAMPO's Public Participation Plan (PPP) will be completed.



3.4 Federal Planning Emphasis Areas/ Planning Factors and UPWP Activities

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

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

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



4.0 FY 2023 & FY 2024 Unified Planning Work Program

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

Table 4.1 Total Budgeted Amount by Work Element and Fiscal Year

Work Element	Description	FY 2023	FY 2024	Total Budgeted Amount
1.0	MPO Administration	\$112,500	\$112,500	\$225,000
2.0	Outreach and Engagement	\$62,000	\$32,000	\$94,000
3.0	Multimodal Planning	\$120,000	\$75,000	\$195,000
4.0	Transportation Performance and Asset Management	\$260,000	\$162,000	\$422,000
5.0	Street and Corridor Planning	\$31,000	\$10,000	\$41,000
Total UPWP CPG/Local		\$585,500	\$391,500	\$977,000
Total Other Federal/Local**		\$0	\$0	\$0
Total 2-Year UPWP		\$585,500	\$391,500	\$977,000

***Other Federal Funding*



WORK ELEMENT 1.0 – MPO Administration

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

Work Element and Description		1.0 MPO Administration
FY 2023	CPG	\$106,875
	Local Match	\$5,625
	Total Cost	\$112,500
FY 2024	CPG	\$106,875
	Local Match	\$5,625
	Total Cost	\$112,500
Combined FY 2023 & FY 2024	CPG	\$213,750
	Local Match	\$11,250
	Total Cost	\$225,000



ACTIVITIES

1.1 MPO Administration and Work Program Oversight

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

Elements:

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

Milestones & Benchmarks:

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



1.2 Unified Planning Work Program Oversight and Development

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

Elements:

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

Milestones & Benchmarks:

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



1.3 Transportation Improvement Program (TIP) Administration

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

Elements:

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



Milestones & Benchmarks:

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



1.4 Professional Development

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

Elements:

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

Milestones & Benchmarks:

Milestone	Est. Completion Date
Enhanced staff capabilities	Ongoing



WORK ELEMENT 2.0 – Outreach and Engagement

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

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



ACTIVITIES

2.1 MPO Representation

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

Elements:

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

Milestones & Benchmarks:

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



2.2 Public Participation

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

Elements:

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

Milestones & Benchmarks:

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



2.3 Regional Transit Coordination and Engagement

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

Elements:

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

Milestones & Benchmarks:

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



2.4 Regional Consistency Review

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

Elements:

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

Milestones & Benchmarks:

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

**Consultant involvement is expected*



WORK ELEMENT 3.0 – Multimodal Planning

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

Work Element and Description		3.0 Multimodal Planning
FY 2023	CPG	\$114,000
	Local Match	\$6,000
	Total Cost	\$120,000
FY 2024	CPG	\$71,250
	Local Match	\$3,750
	Total Cost	\$75,000
Combined FY 2023 & FY 2024	CPG	\$185,250
	Local Match	\$9,750
	Total Cost	\$195,000



ACTIVITIES

3.1 2050 Regional Transportation Plan (RTP)

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

Elements:

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

Milestones & Benchmarks:

Milestone	Est. Completion Date
Continued community outreach and education on the 2050 RTP	Ongoing



3.2 Transit Planning

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

Elements:

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



Milestones & Benchmarks:

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



3.3 Intelligent Transportation Systems (ITS) Planning

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

Elements:

- Staff time to manage the Carson Area Transportation System Management Plan.
- Management of the Carson Area Transportation System Management Plan grant agreement and reports.
- Coordination with NDOT and other CAMPO agencies related to implementation of ITS concepts and programs.
- Public and stakeholder outreach for ITS plan implementation, shared goals, inclusion of data sharing principals for system reliability and resilience.

Milestones & Benchmarks:

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

**Consultant involvement is expected*



3.4 Active Transportation Planning

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

Elements:

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

Milestones & Benchmarks:

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



3.5 Updates to Supporting Regional Planning Documents

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

Elements:

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

Milestones & Benchmarks:

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



WORK ELEMENT 4.0 – Transportation Performance and Asset Management

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

Work Element and Description		4.0 Transportation Performance and Asset Management
FY 2023	CPG	\$247,000
	Local Match	\$13,000
	Total Cost	\$260,000
FY 2024	CPG	\$153,900
	Local Match	\$8,100
	Total Cost	\$162,000
Combined FY 2023 & FY 2024	CPG	\$400,900
	Local Match	\$21,100
	Total Cost	\$422,000



ACTIVITIES

4.1 Performance Measure Implementation and Management

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

Elements:

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

Milestones & Benchmarks:

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



4.2 Maintain Travel Demand Model

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

Elements:

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

Milestones & Benchmarks:

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

**Consultant involvement is expected*



4.3 Data Management, Collection, and Performance Measurement

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

Elements:

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

Milestones & Benchmarks:

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



4.4 Maintain Pavement Management System

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

Elements:

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

Milestones & Benchmarks:

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

**Consultant involvement is expected*



4.5 Non-Motorized Asset Management

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

Elements:

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

Milestones & Benchmarks:

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



4.6 Transit Asset Management

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

Elements:

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

Milestones & Benchmarks:

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



WORK ELEMENT 5.0 – Street and Corridor Planning

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

Work Element and Description		5.0 Street and Corridor Planning
FY 2023	CPG	\$29,450
	Local Match	\$1,550
	Total Cost	\$31,000
FY 2024	CPG	\$9,500
	Local Match	\$500
	Total Cost	\$10,000
Combined FY 2023 & FY 2024	CPG	\$38,950
	Local Match	\$2,050
	Total Cost	\$41,000



ACTIVITIES

5.1 Corridor Studies

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

Elements:

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

Milestones & Benchmarks:

Milestone	Est. Completion Date
Participation and support for NDOT corridor planning documents	Ongoing
Local Road Safety Plan*	March 2023

**Consultant involvement is expected*



5.2 Infrastructure Sustainability

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

Elements:

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

Milestones & Benchmarks:

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

**Consultant involvement is expected*



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

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

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

Work Element	Activity				Funding Breakdown, Overall FY 23 & FY 24		
	#	Description	Milestones (Excludes Ongoing/Recurring Milestones)	Estimated Completion Date	CPG	Local Match	Total Cost
1.0 MPO Administration	1.1	MPO Administration and Work Program Oversight			\$112,5000	\$112,500	\$225,000
	1.2	Unified Planning Work Program Oversight and Development	FY 2024/ FY 2025 Monetary Agreements	May 2023; May 2024			
			FY 2025-2026 UPWP (Draft/ Final)	May 2024			
			Annual Federal Obligations Report	December 2022; December 2023			
1.3	Transportation Improvement Program (TIP) Administration	FFY 2023-2026 TIP	January 2023				
1.4	Professional Development						
2.0 Outreach and Engagement	2.1	MPO Representation			\$62,000	\$32,000	\$94,000
	2.2	Public Participation	CAMPO's Public Participation Plan (PPP) Update	December 2022			
	2.3	Regional Transit Coordination and Engagement	Transit Rider Survey	June 2023			
			Transit Non-Rider Survey	June 2024			
2.4	Regional Consistency Review*						
3.0 Multimodal Planning	3.1	2050 Regional Transportation Plan (RTP)			\$120,000	\$75,000	\$195,000
	3.2	Transit Planning	JAC ADA Paratransit Eligibility Process	June 2024			
			JAC Fixed-Route Policy	June 2024			
			JAC Title VI Program Update	September 2022			
			CAMPO DBE Program Update	September 2022			
	3.3	ITS Planning*	Annual JAC Monitoring Report	March 2023; March 2024			
	3.4	Active Transportation Planning	Carson Area Transportation System Management Plan	June 2023			
Review of local ordinances related to e-scooter/e-bicycles			January 2023				
Complete Streets Design Guide and Toolbox			October 2023				
3.5	Updates to Supporting Regional Planning Documents	Updated CAMPO Bicycle Route Map	June 2023				
4.0 Transportation Performance and Asset Management	4.1	Performance Measure Implementation and Management	Safety Performance Measure Targets	February 2023; February 2024	\$260,000	\$162,000	\$422,000
			Public Transit Agency Safety Targets	December 2022; December 2023			
			Transit Asset Management Targets	October 2022; October 2023			
			Supporting NDOT's CMAQ Targets	October 2022; October 2023			
	4.2	Maintain Travel Demand Model*	2023 TDM Update	June 2023			
	4.3	Data Management, Collection, and Performance Measurement	Annual CAMPO Monitoring Report	September 2022; September 2023			
	4.4	Maintain Pavement Management System	Completed pavement survey for Lyon/Douglas County	June 2023			
Annual performance reporting of pavement condition			July 2022; July 2023				
4.5	Non-Motorized Asset Management	Expanded ADA inventory of narrowness barriers and ADA Transition Plan Amendment	June 2024				
4.6	Transit Asset Management	FFY 2023-2026 JAC Transit Asset Management Plan	October 2022				
5.0 Street and Corridor Planning**	5.1	Corridor Studies	Participation and support for NDOT corridor planning documents	June 2023	\$31,000	\$10,000	\$41,000
	5.2	Infrastructure Sustainability	Assessment of and maps showing soil conditions within CAMPO region	June 2023			
Total UPWP CPG/Local					\$585,500	\$391,500	\$977,000
Total Other Federal/Local**					\$0	\$0	\$0
Total 2-Year UPWP					\$585,500	\$391,500	\$977,000

*Consultant involvement is expected

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STAFF REPORT

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

Meeting Date: April 13, 2022

Staff Contact: Chris Martinovich, Transportation Manager

Agenda Title: For Discussion Only – Presentation and discussion regarding the current pavement condition of local and regional roadways in Carson City.

Staff Summary: In the fall of 2021, a pavement survey was completed covering 363 lane miles of the City’s regional and local roadways. CAMPO staff will present a summary of the current Pavement Condition Index (“PCI”) based on the results of that survey.

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

Proposed Motion

N/A

Background/Issues & Analysis

CAMPO contracted with Applied Research Associates, Inc. (“ARA”) in June 2021 to collect data on the condition of 363 lane miles of local and regional roadways in Carson City. The Pavement Management Services Project consisted of a field survey using a specialized van to collect pavement condition data on all roadways within Carson City for use with the City’s pavement management software, MicroPAVER. The project was conducted as part of Task 4.0, Transportation Performance Management, of CAMPO’s approved Unified Planning Work Program (“UPWP”) for Fiscal Years 2021 & 2022.

PCI is the most commonly used metric nationally for assessing pavement condition. Published specifications for collecting and calculating PCI exist under ASTM D6433. The detailed survey documents the type, severity and extent of each distress and reports them using on a scale ranging from 0-100, 0 being the worst pavement condition, and 100 being the best pavement condition. A map showing the PCI of all roadways in Carson City is shown in Exhibit 1.

The City began using MicroPAVER in 2015 to track pavement condition using data first collected in 2011. MicroPAVER is an asset management tool used to model and predict pavement deterioration based on real-world data. Exhibit 2 is a summary of PCI by roadway functional classification for 2015 to present. Exhibit 2 shows the actual PCI for 2017 and 2022 based on real-world pavement studies, and the remaining years estimate PCI using MicroPAVER’s modeling.

The data collected is input into Carson City’s MicroPAVER software where it is used to inform and identify future pavement rehabilitation projects and priorities as part of the City’s Pavement Management Plan. A similar survey was also completed by CAMPO for Douglas County in 2019.

Applicable Statute, Code, Policy, Rule or Regulation

N/A

Financial Information

Is there a fiscal impact? Yes No

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

Is it currently budgeted? Yes No

Explanation of Fiscal Impact:

Supporting Material

-Exhibit-1: 2022 Pavement Condition Map for Carson City

-Exhibit-2: Carson City Pavement Condition Index – Report Card

-Exhibit-3: CAMPO’s Unified Planning Work Program Cost/Funding Summary Table

Board Action Taken:

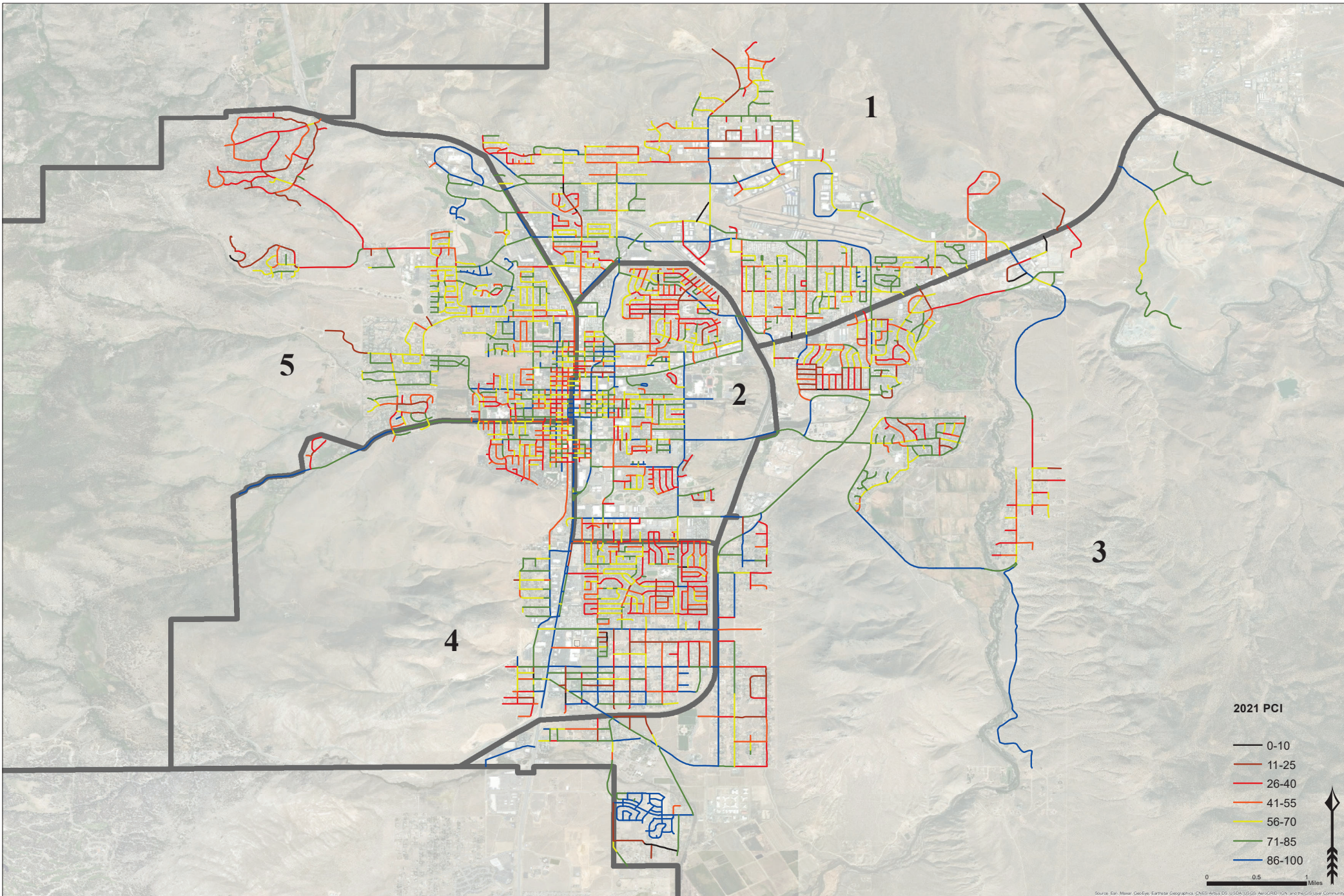
Motion: _____

1) _____

2) _____

Aye/Nay

(Vote Recorded By)



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Pavement Condition Index (PCI) - Annual Report Card											
Facility Type		Average Estimated PCI - Fiscal Year								Percent Change 2017-2022	Percent Change 2015-2022
		2015	2016	2017*	2018	2019	2020	2021	2022*		
City-wide	Regional Roads	68	68	67	68	67	67	63	74	10%	8%
	Local Roads	63	62	61	59	57	53	49	56	-9%	-11%
	All Roads	65	64	63	62	60	58	54	62	-2%	-4%
Performance District 1	Regional Roads	68	67	67	66	66	62	56	69	3%	1%
	Local Roads	62	62	62	60	56	52	48	57	-7%	-8%
	All Roads	64	64	64	62	59	55	51	61	-4%	-5%
Performance District 2	Regional Roads	74	74	73	72	70	71	68	80	9%	9%
	Local Roads	70	67	64	60	58	54	49	53	-18%	-25%
	All Roads	71	70	67	65	62	60	56	63	-7%	-12%
Performance District 3	Regional Roads	75	74	72	74	74	71	68	77	6%	2%
	Local Roads	53	53	57	57	57	54	51	58	1%	10%
	All Roads	60	60	62	62	62	59	56	64	3%	7%
Performance District 4	Regional Roads	58	59	61	64	62	75	69	79	28%	37%
	Local Roads	60	59	58	56	52	49	45	51	-13%	-16%
	All Roads	59	59	59	59	56	58	53	61	2%	2%
Performance District 5	Regional Roads	68	67	64	63	62	58	53	65	2%	-4%
	Local Roads	70	68	66	64	61	57	52	60	-10%	-15%
	All Roads	69	68	65	64	61	57	52	62	-6%	-11%

* Completed Pavement Survey

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

The attached Cost/Funding Summary Table is an excerpt from:

The Carson Area Metropolitan Planning Organization's

2021/2022 Unified Planning Work Program

Full document available here: <https://www.carson.org/home/showpublisheddocument/75651>

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

Work Element	Activity				Funding Breakdown, Overall FY 21 & FY 22		
	#	Description	Milestones (Excludes Ongoing/Recurring Milestones)	Estimated Completion Date	CPG	Local Match	Total Cost
1.0 MPO Administration	1.1	MPO Administration and Work Program Oversight	Adoption of the FY 2023-2024 UPWP	May 2022	\$256,500	\$13,500	\$270,000
			Annual Monetary Agreement	May 2021; May 2022			
	1.2	Transportation Improvement Program (TIP) Administration	Adopted FFY 2020-2023 TIP	February 2021			
			Annual Federal Obligations Report	December 30, 2020; December 30, 2021			
1.3	Professional Development						
2.0 Outreach and Engagement	2.1	MPO Representation			\$90,250	\$4,750	\$95,000
	2.2	Public Participation					
	2.3	Regional Transit Coordination and Engagement	Transit Rider Survey	June 2021			
			Transit Non-Rider Survey	June 2022			
			Establishment of a CAMPO Coordination Coalition	May 2021			
			Establishment of a Transit Ambassador Pilot Program	September 2021			
2.4	Regional Consistency Review						
3.0 Multimodal Planning	3.1	2040/2050 Regional Transportation Plan (RTP)	Final, Adopted 2050 RTP	January 2021	\$204,520	\$10,764	\$215,284
	3.2	Transit Planning	JAC ADA Paratransit Eligibility Process	May 2021			
			JAC Fixed-Route Policy	July 2021			
	3.3	ITS Planning*	Carson Area Transportation System Management Plan	June 2022			
	3.4	Active Transportation Planning	Review of local ordinances related to e-scooter/e-bicycles	January 2021			
3.5	Updates to Supporting Regional Planning Documents and Policies						
4.0 Transportation Performance Management	4.1	MAP-21/FAST Act Implementation and Performance Measures	Safety Performance Measure Targets	February 2021; February 2022	\$240,697	\$12,668	\$253,365
			Public Transit Agency Safety Targets	February 2021; February 2022			
			Transit Asset Management Targets	October 2020; October 2021			
			Supporting NDOT's CMAQ Targets	October 2020; October 2021			
	4.2	Maintain Travel Demand Model*					
	4.3	Data Management, Collection, and Performance Measurement	Annual CAMPO Monitoring Report	September 2020; September 2021			
	4.4	Maintain Pavement Management System*	Completed pavement survey for Carson City	June 2021			
			Annual performance reporting of pavement condition	July 2020; July 2021			
4.5	Non-Motorized Asset Management	Expanded ADA inventory of narrowness barriers	June 2022				
4.6	Transit Asset Management						
5.0 Multi-modal Corridor Planning**	5.1	Corridor Studies	E. William Street Feasibility Study	April 2022	\$95,000	\$5,000	\$100,000
Total UPWP CPG/Local					\$791,967	\$41,682	\$833,649
Total Other Federal/Local**					\$95,000	\$5,000	\$100,000
Total 2-Year UPWP					\$866,967	\$46,682	\$933,649

*Consultant involvement is expected; ** Other Federal Funding