



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

Day: Wednesday
Date: September 14, 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. Public comment during a meeting is limited to three minutes for each speaker.

1. Call to Order – Carson Area Metropolitan Planning Organization (CAMPO)

2. Roll Call

3. Public Comment:**

The public is invited at this time to comment on and discuss any topic that is relevant to, or within the authority of this public body.

4. For Possible Action: Approval of Minutes – August 10, 2022

5. Public Meeting Item(s):

5-A For Discussion Only – Discussion and presentation regarding the Nevada Department of Transportation’s (“NDOT”) U.S. Highway 50 Dayton Operational Study (“Study”).

Staff Summary: NDOT staff will present information on the Study as it relates to the identification of concepts for enhanced highway safety, access management and traffic operations to address

future growth. The Study limits are east of Dayton, along U.S. Highway 50, between Pinecone Road and Neigh Road.

5-B For Possible Action – Discussion and possible action regarding the Carson Area Metropolitan Planning Organization (“CAMPO”) Disadvantaged Business Enterprise (“DBE”) Program, including a proposed three-year DBE participation goal of 1.43 % of all Federal Transit Administration (“FTA”) assisted contacts awarded by CAMPO during Federal Fiscal Years (“FFY”) 2023-2025.

Staff Summary: Every three years, recipients of FTA funds must establish a DBE Program goal for anticipated contract opportunities that are funded by FTA grants. Per Federal regulations, the DBE participation goal is expressed as the percentage of CAMPO’s anticipated FTA funds to be expended on contracts with certified DBEs during FFY 2023-2025. The percentage rate goal is determined based on a review of established DBE certified businesses available to perform work on CAMPO’s FTA-funded contacts during the 3-year period. Staff recommends that CAMPO set a DBE participation goal of 1.43% for FFY 2023-2025 for submission to the FTA. The goal for FFY 2020-2022 was 0.72%.

5-C For Discussion Only – Discussion and presentation regarding the Carson Area Metropolitan Planning Organization’s (“CAMPO”) activities during Fiscal Year (“FY”) 2022.

Staff Summary: FY 2022 ended on June 30, 2022. Staff will present a summary of FY 2022 CAMPO planning activities and accomplishments.

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

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

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

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

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

This notice has been posted at the following locations:

Carson City Public Works, 3505 Butti Way
Community Center, 851 East William Street
City Hall, 201 North Carson Street
Carson City Library, 900 North Roop Street
Community Development Permit Center, 108 East Proctor Street
Douglas County Executive Offices, 1594 Esmeralda Avenue, Minden
Lyon County Manager's Office, 27 South Main Street, Yerington
Lyon County Utilities, 34 Lakes Blvd, Dayton
Nevada Department of Transportation, 1263 S. Stewart Street, Carson City
www.carson.org/agendas
<http://notice.nv.gov>

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CARSON AREA METROPOLITAN PLANNING ORGANIZATION
Minutes of the August 10, 2022 Meeting
Page 1

DRAFT

A regular meeting of the Carson Area Metropolitan Planning Organization (CAMPO) was scheduled for 4:30 p.m. on Wednesday, August 10, 2022, in the Community Center, Robert “Bob” Crowell Boardroom, 851 East William Street, Carson City, Nevada.

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

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

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

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

(4:30:31) – Vice Chairperson Schuette called the meeting to order at 4:30 p.m.

2. ROLL CALL

(4:30:49) – Roll was called, and a quorum was present. Chairperson Bagwell was absent.

3. PUBLIC COMMENT

(4:31:12) – Vice Chairperson Schuette entertained public comments; however, none were forthcoming.

4. FOR POSSIBLE ACTION: APPROVAL OF MINUTES – JULY 13, 2022

(4:31:25) – Vice Chairperson Schuette introduced the item and entertained corrections, comments, or a motion.

CARSON AREA METROPOLITAN PLANNING ORGANIZATION

Minutes of the August 10, 2022 Meeting

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DRAFT

(4:31:44) – Member Macquarie moved to approve the minutes of the CAMPO July 13, 2022 meeting as presented. The motion was seconded by Member Dodson and carried 6-0-0.

5. PUBLIC MEETING ITEM(S):

5-A FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION REGARDING A FORMAL AMENDMENT TO THE CARSON AREA METROPOLITAN PLANNING ORGANIZATION’S (“CAMPO”) FEDERAL FISCAL YEAR (“FFY”) 2021- 2024 TRANSPORTATION IMPROVEMENT PROGRAM (“TIP”) TO (1) PROGRAM \$1 MILLION IN CONGRESSIONALLY DESIGNATED SPENDING (“CDS”) APPROPRIATIONS AND \$250,000 OF LOCAL FUNDING FOR THE 2021 WESTERN NEVADA SAFE ROUTES TO SCHOOL VULNERABLE USER PEDESTRIAN SAFETY INFRASTRUCTURE IMPROVEMENT PROJECT (“WNSRTS PROJECT”); (2) PROGRAM \$1.5 MILLION IN CDS APPROPRIATIONS AND \$375,000 OF LOCAL FUNDING FOR THE 2022 WNSRTS PROJECT; (3) PROGRAM \$2 MILLION OF CDS APPROPRIATIONS AND \$500,000 OF LOCAL FUNDING FOR THE EAST WILLIAM STREET OVERHEAD UTILITY UNDERGROUNDING PROJECT; (4) PROGRAM \$3,000,000 OF ANTICIPATED SAFE STREETS FOR ALL (“SS4A”) FEDERAL GRANT FUNDING, AND \$750,000 OF LOCAL FUNDING FOR THE CARSON CITY SS4A GRANT AWARD PROJECT; AND (5) MOVE \$1,412,650 IN FEDERAL TRANSPORTATION ALTERNATIVES PROGRAM (“TAP”) FUNDING AND \$74,350 OF LOCAL FUNDING FROM FFY 2022 TO FFY 2023 FOR THE FREEWAY MULTI USE PATH TO EDMONDS SPORT COMPLEX PROJECT.

(4:32:16) – Vice Chairperson Schuette introduced the item. Mr. Williams gave background and presented the Staff Report and the accompanying Transportation Improvement Program’s proposed amendment, highlighting the updated funding sources, all of which are incorporated into the record. Ex-Officio Member Rosenberg congratulated Staff on obtaining the new and “needed funding.” Vice Chair Schuette thanked Staff for meeting with her earlier to provide further information and entertained public comments; however, none were forthcoming. She also entertained a motion.

(5:06:24) – Member Macquarie moved to formally amend CAMPO’s Federal Fiscal Year 2021-2024 Transportation Improvement Program, as presented. The motion was seconded by Member Novak and carried 6-0-0.

6. NON-ACTION ITEMS

6-A TRANSPORTATION MANAGER’S REPORT

(4:37:44) – Mr. Martinovich explained that the US Highway 50 corridor study would be presented at the next meeting. He also noted that several new agreements were in the works which might be agendized for the September CAMPO meeting.

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

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DRAFT

(4:38:58) – Ex-Officio Member Rosenberg noted that the Nevada Department of Transportation’s (NDOT’s) Statewide Transportation Improvement Program and Work Program are available for comment on the NDOT’s website for comments. She also announced an amendment to the consultant’s contract “who is helping us implement the One Nevada Transportation Plan.”

- **FUTURE AGENDA ITEMS**

Previously discussed.

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

(4:40:48) – Member Novak announced a High Water Mark Unveiling Ceremony near Highway 580 at Fifth Street on August 11, 2022. He also noted that the 26th Annual Lake Tahoe Summit would take place on Tuesday, August 16, 2022, at Sand Harbor State Park to discuss ways to improve the environment of the Tahoe Basin.

- **ADDITIONAL STAFF COMMENTS AND STATUS REPORTS**

7. PUBLIC COMMENT

(4:42:03) – Vice Chairperson Schuette entertained final public comments; however, none were forthcoming.

8. FOR POSSIBLE ACTION: TO ADJOURN

(4:42:15) – Vice Chairperson Schuette adjourned the meeting at 5:12 p.m.

The Minutes of the August 10, 2022 Carson Area Metropolitan Planning Organization meeting are so approved this 14th day of September, 2022.

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STAFF REPORT

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

Meeting Date: September 14, 2022

Staff Contact: Christopher Martinovich, Transportation Manager

Agenda Title: For Discussion Only – Discussion and presentation regarding the Nevada Department of Transportation’s (“NDOT”) U.S. Highway 50 Dayton Operational Study (“Study”).

Staff Summary: NDOT staff will present information on the Study as it relates to the identification of concepts for enhanced highway safety, access management and traffic operations to address future growth. The Study limits are east of Dayton, along U.S. Highway 50, between Pinecone Road and Neigh Road.

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

Proposed Motion

N/A.

Background/Issues & Analysis

In recent years, traffic has increased on sections of U.S. Highway 50 around Dayton, with some areas growing from 12,500 vehicles daily in 2014 to nearly 18,000 in 2019. In light of this growth, NDOT conducted the Study, which covers U.S. Highway 50 east of Dayton between Pinecone Road and Neigh Road. The Study was completed in July 2021.

Concepts developed as part of the Study range from limiting highway access points, to the construction of new highway access points via multiple intersections. Specific enhancements could include a divided highway, additional highway lanes or frontage roads, roundabouts, traffic signals and other intersection designs. Any potential improvements would be made in future years, based on available funding.

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

Alternatives

N/A

Supporting Material

- Exhibit-1: NDOT U.S. Highway 50 Presentation
- Exhibit-2: Study Fact Sheet


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CAMPO Informational Presentation
US50 Dayton



Laura Wise, Scoping Project Coordinator
Kevin Verre, Planning
September 14, 2022

1



AGENDA

- Operational Study Overview
- Recommended Corridor Vision
- Projects on US50
- One Nevada - Next Steps





2

NEVADA DOT
SAFE AND CONNECTED

US50 DAYTON OPERATIONAL STUDY

- Study Purpose
 - Coordinate with local partners and the public to develop a corridor vision addressing the identified safety and operational needs
- Limits
 - Pinecone Road to Neigh Road
- Project Partners
 - Lyon County, Storey County, CAMPO, Carson City
- Project Website- <https://www.dot.nv.gov/projects-programs/programs-studies/u-s-50-dayton-operational-study>






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NEVADA DOT
SAFE AND CONNECTED

OPERATIONAL STUDY ELEMENTS

- Evaluated Existing and Projected
 - Safety
 - Number and types of crashes
 - Intersection Analysis
 - Operations
 - Traffic Volumes
 - Travel Time Delay
 - Level of Service
 - Future Development
 - Public Input





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NEVADA DOT
SAFE AND CONNECTED

EVALUATED ALTERNATIVES

No.	US 50 Intersections	Scenario			Controlled Access
		Existing	Arterial	Parkway	
1	Pine Cone Rd	TWSC	Signal	TWSC Right-in/Right-out	TWSC
2	Retail Rd/River Rd	TWSC Right-in/Right-out	Signal	Signal	Signal
3	Fortune Dr	Signalized High-T	Signalized High-T	Signalized High-T	Signalized High-T
4	Traditions Plow/Segale Rd	TWSC	Signal	Signalized High-T	Signals at Interchange
5	Enterprise Way West	TWSC	TWSC Right-in/Right-out	TWSC Right-in/Right-out	No Access
6	Occidental Dr West	TWSC	TWSC Right-in/Right-out	TWSC Right-in/Right-out	
7	Riverboat Rd/Cardelli Rd	TWSC	Signal	Signal	
8	Occidental Dr East	TWSC	Signal	TWSC Right-in/Right-out	Signals at Interchange
9	Six Mile Canyon Rd/Fort Churchill Rd	TWSC	Signal	Signal	
10	Lafond Ave	TWSC	Signal	TWSC Right-in/Right-out	
11	Mark Twain Rd	TWSC	TWSC Right-in/Right-out	TWSC Right-in/Right-out	No Access
12	Rainbow Dr West	TWSC	TWSC Right-in/Right-out	TWSC Right-in/Right-out	
13	Pinenut Dr	TWSC	Signal	TWSC	
14	Rainbow Dr East	TWSC	TWSC	TWSC Right-in/Right-out	Signals at Interchange
15	Bryce St	TWSC	Signal	Signal	






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- Arterial
 - Slower speeds
 - Maintain access
- Parkway
 - Consolidate access points
 - Frontage roads
- Controlled Access
 - Limited access
 - Frontage roads

NEVADA DOT
SAFE AND CONNECTED


OPERATIONAL STUDY RECOMMENDATION

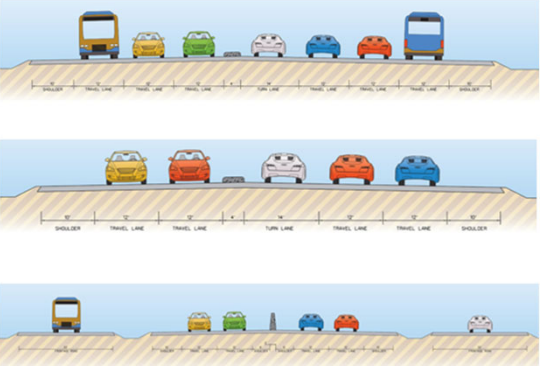
- Parkway
 - Intersections
 - 6 Signalized Intersections
 - Use of High-T Intersections
 - Frontage Road System
 - Lanes and Speed Limit
 - 6 lanes at 45 mph from Pinecone to Six Mile/Ft. Churchill
 - 4 lanes at 60 mph from Six Mile to Neigh/Ft. Churchill
- Future Consideration
 - Controlled Access Facility



PRELIMINARY

SUBJECT TO CHANGE





6



CURRENT CORRIDOR PROJECT STATUS

- Parkway Recommendation submitted for One Nevada Prioritization
- Horse Fencing Contract
 - Construction is completed from SR341 to Chaves
- NDOT Safety and CAMPO are working on Local Road Safety Plan
 - Lyon County has yet to start a Local Road Safety Plan with NDOT
- Future pavement rehabilitation project in design
 - Paving limits are East of Fortune to Chaves
 - Programmed for fiscal year 2025-2026



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CURRENT PROJECT IN DESIGN

- Intersections
 - 2 Signalized Intersections
 - Riverboat/Cardelli and Six Mile/Ft. Churchill
- Lanes and Speed Limit
 - 6 lanes at 45 mph from Fortune to Six Mile/Ft. Churchill

PRELIMINARY
SUBJECT TO CHANGE



8

THE ONE NEVADA PROCESS

• What is the One Nevada Process?

A data-driven, transparent process to identify and fund the best projects that achieve NDOT's One Nevada Goals.

Enhance
Safety

Preserve
Infrastructure

Optimize
Mobility

Transform
Economies

Foster
Sustainability

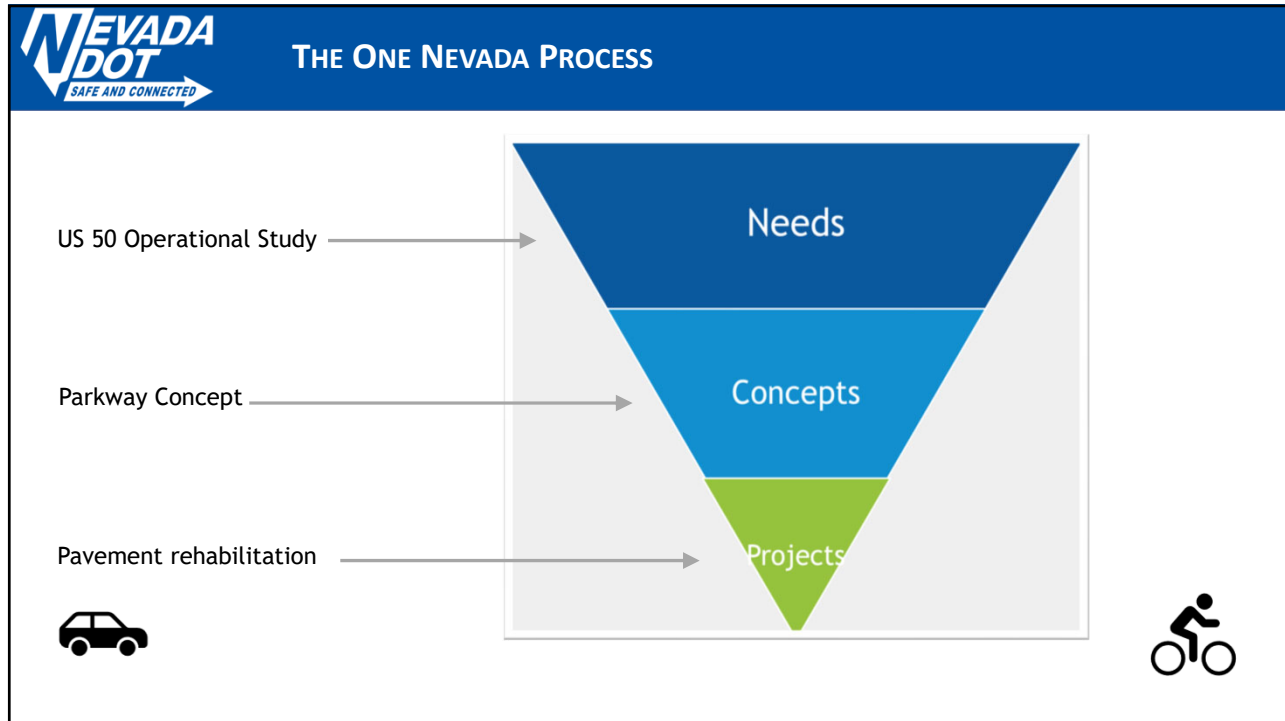
Connect
Communities

9

THE ONE NEVADA PROCESS

Long-Range Need Identification	Identify data-driven needs that are not being addressed and advance those needs into action	Needs
Needs Validation	Validate needs using data and shepherd valid needs forward to action	
Unified Project Concept (UPC) Database	Identify comprehensive list of projects to be considered for funding (coordinating the 5-year plan and STIP parking lots)	Concepts
Mid-Range Program Level Screening	Evaluate project concepts using consistent NDOT process as well as division specific processes to recommend priority projects	
STIP & AWP Project Prioritization	Rank projects according to ability to meet One Nevada Goals and Cost Effectiveness	
STIP & AWP Harmonization	Harmonize the program of projects based on funding eligibility, project readiness, performance targets, and geographic distribution	Projects

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NEVADA DOT
SAFE AND CONNECTED

Laura Wise, Scoping Project Coordinator
Kevin Verre, Planning
info@dot.nv.gov | 775.888.7000

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U.S. 50 Dayton Operational Study



MAY 2021

FACT SHEET

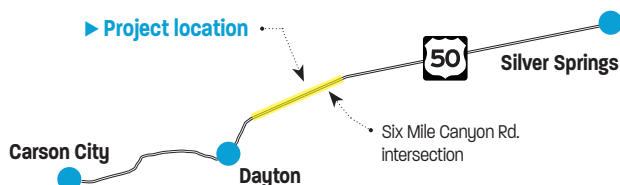
PROJECT DESCRIPTION AND BENEFITS

Due to increased traffic, and continued residential and commercial growth, the Nevada Department of Transportation (NDOT) conducted a study to look at potential future enhancements along U.S. 50 in Dayton, Nevada. The study looked at long-term highway improvements to enhance safety, capacity and intersection operations along an eight-mile stretch of U.S. 50 from Pinecone Road to Neigh Road.

As a result of the study, three long-term concepts emerged for potential future consideration. The concepts range from controlling or limiting points of highway access for a smoother highway commute to additional highway access via multiple intersection control designs. Specific possible enhancements could include a divided highway, additional highway lanes or frontage roads, roundabouts, traffic signals, and other intersection designs.

PROJECT AREA

The U.S. 50 Dayton Operational study looked at current and projected traffic operations coupled with considerations for future development along U.S. 50 from Pinecone Road to Neigh Road.



OUTREACH AND MORE INFORMATION

NDOT wants to hear from you! To gather feedback from the community, a virtual public information meeting will be held on May 11, 2021 at 5:30 p.m.; however, feedback is welcome any time before June 1, 2021, and can be submitted to NdotUS50Dayton@c-agroup.com.

STAY INFORMED

Additional information on the study is available anytime on the project website: www.dot.nv.gov/us50dayton. If you need accommodations or are unavailable to view the public meeting over the Internet, please contact:

NDOT Public Involvement Specialist Cassie Mlynarek
cmlynarek@dot.nv.gov | 702-232-5288

MAYO DE 2021

HOJA DE HECHOS

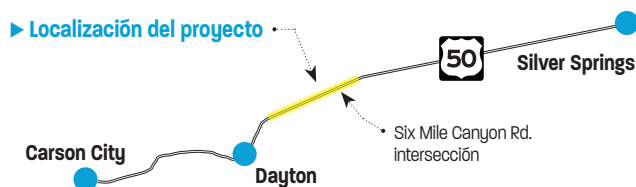
DESCRIPCIÓN Y BENEFICIOS DEL PROYECTO

Debido al aumento de tráfico y al continuo crecimiento residencial y comercial, el Departamento de Transporte de Nevada (NDOT, por sus siglas en inglés) realizó un estudio para examinar posibles mejoras futuras a lo largo del U.S. 50 en Dayton, Nevada. El estudio analizó mejoras a las autopistas para mejorar la seguridad, la capacidad y las operaciones de intersección a lo largo de un tramo de ocho millas en el U.S. 50 de Pinecone Road hasta Neigh Road.

Como resultado del estudio, surgieron tres conceptos a largo plazo para considerarse posiblemente en un futuro. Los conceptos van desde controlar o limitar los puntos de acceso a la autopista para un traslado más tranquilo, hasta un acceso adicional a la autopista a través de múltiples diseños de control de intersección. Las posibles mejoras específicas podrían incluir una autopista dividida, carriles adicionales o rutas laterales, rotondas, señales de tráfico y otros diseños de intersección.

ÁREA DEL PROYECTO

El estudio operativo del U.S. 50 Dayton examina las operaciones de tráfico actuales y proyectadas junto con consideraciones para un desarrollo futuro a lo largo del U.S. 50 desde Pinecone Road hasta Neigh Road.



PARTICIPACIÓN COMUNITARIA Y MÁS INFORMACIÓN

¡NDOT quiere escuchar su opinión! Para recolectar retroalimentación de la comunidad, se llevará a cabo una reunión de información pública virtual el 11 de mayo de 2021 a las 5:30 p.m.; sin embargo, la retroalimentación es bienvenida en cualquier momento antes del 1 de junio de 2021 y puede enviarse a NdotUS50Dayton@c-group.com.

MANTÉNGASE INFORMADO

Información adicional sobre el estudio está disponible en cualquier momento en la página web del proyecto: www.dot.nv.gov/us50dayton. Si necesita ajuste o no puede ver la reunión pública por internet, por favor comuníquese con:

Cassie Mlynarek, Especialista de Participación Pública de NDOT
cmlynarek@dot.nv.gov | 702-232-5288



STAFF REPORT

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

Meeting Date: September 14, 2022

Staff Contact: Alex Cruz, Transit Coordinator

Agenda Title: For Possible Action – Discussion and possible action regarding the Carson Area Metropolitan Planning Organization (“CAMPO”) Disadvantaged Business Enterprise (“DBE”) Program, including a proposed three-year DBE participation goal of 1.43% of all Federal Transit Administration (“FTA”) assisted contacts awarded by CAMPO during Federal Fiscal Years (“FFY”) 2023-2025.

Staff Summary: Every three years, recipients of FTA funds must establish a DBE Program goal for anticipated contract opportunities that are funded by FTA grants. Per Federal regulations, the DBE participation goal is expressed as the percentage of CAMPO’s anticipated FTA funds to be expended on contracts with certified DBEs during FFY 2023-2025. The percentage rate goal is determined based on a review of established DBE certified businesses available to perform work on CAMPO’s FTA-funded contacts during the 3-year period. Staff recommends that CAMPO set a DBE participation goal of 1.43% for FFY 2023-2025 for submission to the FTA. The goal for FFY 2020-2022 was 0.72%.

Agenda Action: Formal Action/Motion

Time Requested: 10 minutes

Proposed Motion

I move to submit CAMPO’s Disadvantaged Business Enterprise Program with a participation goal of 1.43% for FFY 2023 to 2025 to the FTA.

Background/Issues & Analysis

U.S. Department of Transportation regulations require entities receiving FTA funds to set a DBE participation goal every three years. Those regulations also provide guidelines to assist entities in determining what will be an appropriate DBE participation goal.

In accordance with these guidelines CAMPO staff recommends a participation goal of 1.43% for FFY 2023-2025 based on the type of anticipated FTA-funded projects during that period, as well as available DBE certified businesses qualified to perform on those projects. The type of project refers to the North American Industry Classification System (“NAICS”), which is used to differentiate types of businesses. After identifying business types anticipated to perform work on FTA-funded projects during FFY 2023-2025, CAMPO staff identified the number of certified DBEs operating the applicable business types in Carson City, Douglas County, Lyon County, Storey County and Washoe County through Nevada Unified Certification Program (“NUCP”) records. The NUCP is the certifying body for DBEs in Nevada.

CAMPO staff prepared materials for DBE and public consultation and comment concerning the DBE Program in accordance with CAMPO’s Public Participation Plan and Federal regulations. The public comment period was open from July 30, 2022 through August 29, 2022. No comments were received during this period, and no additional actions to adjust the goal were taken as a result.

A stakeholders meeting was held on August 16, 2022, to present the proposed DBE participation goal and methodology document for review and comment. No comments were received that impacted the proposed DBE participation goal methodology, though there was discussion regarding the types of projects CAMPO expected to have in the future. Questionnaires were also distributed to solicit written public comment on the DBE goal methodology; no completed questionnaires were received.

Subject to CAMPO's input, a final packet containing the DBE goal, methodology document, proof of publication, public announcements, and comments will be submitted to the FTA on or before October 1, 2022, for review and approval.

Failure to meet a DBE goal does not limit CAMPO's ability to receive future FTA funding. If the participation goal is not met, a Shortfall Analysis and Corrective Action Plan is completed at the end of each three-year period. The Corrective Action Plan must outline the steps CAMPO will take to increase DBE participation on future projects.

Applicable Statute, Code, Policy, Rule or Regulation

49 CFR § 26.45; *see also* 49 CFR Part 26

Financial Information

Is there a fiscal impact? Yes No

If yes, Fund Name, Account Name / Account Number: CAMPO fund, Unified Planning Work Program account 2453028-501210, Task 3.0 – Multimodal Planning / G302823001.

Is it currently budgeted? Yes No

Explanation of Fiscal Impact: The fiscal impact associated with this item is for staff time to develop and establish the DBE Program goal. CAMPO's Unified Planning Work Program ("UPWP") tasks are reimbursable with federal planning funds at a rate of 95%. The 5% local match has been budgeted within CAMPO's approved Fiscal Years 2023 & 2024 UPWP, Work Element 3.0, Multimodal Planning, Task 3.2 Transit Planning.

Alternatives

-Do not authorize staff to submit the DBE Program goal and provide alternative direction to staff.

Supporting Material

-Exhibit-1: Methodology for CAMPO DBE 3-Year Program Goal for FFY 23-25

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



**Disadvantaged Business Enterprise (DBE)
Program Goal for
Federal Transit Administration Funds**

Proposed Three (3) Year DBE Goal: 1.43%

Federal Fiscal Years (FFY) 2023-2025

(October 1, 2022 – September 30, 2025)

Recipient: Carson Area Metropolitan Planning Organization (CAMPO)

Preparer: Alex Cruz, Transit Coordinator, DBE Liaison Officer, 775.283.7358

Purpose of this Document:

The Carson Area Metropolitan Planning Organization (CAMPO) and the Carson City Regional Transportation Commission (RTC) are committed to carrying out all of the Disadvantaged Business Enterprise (DBE) requirements of 49 CFR Part 26, which provides guidelines to assure that all contracts and procurements are administered without discrimination on the basis of race, color, sex, or national origin, and DBEs have an equal opportunity to compete for and participate in the performance of all agreements, contracts, and subcontracts awarded by CAMPO and RTC.

49 CFR Part 26 Section 45 defines a three-year goal setting method for recipients of Federal Transit Administration (FTA) funds. The purpose of this goal is to provide a guideline for FTA funding recipients to ensure nondiscrimination in the award and administration of Department of Transportation (DOT)-assisted contracts, to create a level playing field on which DBE's can compete fairly for DOT-assisted contracts, and to provide appropriate flexibility to recipients of Federal financial assistance in establishing and providing opportunities for DBEs.

Furthermore, in the process of establishing this goal and methodology, CAMPO seeks to educate existing DBEs and potential DBE certification applicants on participation in the DBE program and potential contracting opportunities.

1.0 CAMPO DBE 3-Year Goal for FFY 2023 through FFY 2025

1.1 Federal Transit Administration (FTA) regulations dictate that recipients of FTA funding must create a three (3) year goal in accordance with 49 CFR Part 26.

1.2 In alignment with 49 CFR Part 26, CAMPO has determined a DBE 3-year race neutral goal of **1.43%**. This goal is expressed as a percentage of FTA funds (excluding FTA funds to be used for the purchase of transit vehicles) that are allocated through CAMPO. The goal reflects an anticipated level of DBE participation in FTA-assisted contracts in the three forthcoming fiscal years. The new goal has increased from the previous 3-year goal based on an increase of DBE's available to submit proposals for expected projects funded in whole or in part with FTA funding.

2.0 Data Collection and Analysis

2.1 Annual FTA apportionment funding available to CAMPO was established in the Infrastructure Investment and Jobs Act (IIJA) in 2022. FTA Section 5307 funding allocated to CAMPO per Federal Fiscal Year (FFY) is:

- \$1,914,787 in FFY 2023
- \$1,964,572 in FFY 2024
- \$2,005,828 in FFY 2025

Additional discretionary funding through FTA Section 5310 which supports enhanced mobility of seniors and individuals with disabilities is typically awarded to CAMPO each year based on population. The estimated amounts for the next three fiscal years (based on a 2% increase from FFY 2022) is:

- \$209,900 in FFY 2023
- \$214,100 in FFY 2024
- \$218,400 in FFY 2025

The amounts listed in this section do not include additional discretionary grants or any local matching funds.

2.2 CAMPO annually awards FTA funding to eligible Transit Operators and Contractors within its planning area. Jump Around Carson (JAC) Transit currently holds an Operating Service Contract for public transit within the MPO area and may regularly undertake projects to enhance transit services. Table 1 provides a list of anticipated DOT-assisted projects and estimated cost, by industry classification.

Table 1 – Anticipated Projects and Expenditures by Trade Classification FFY 2023-2025				
Project Type	NAICS Code	NAICS Description	Dollar Amount	% of Total
Operating Service Contract	485113	Transit Operators	\$4,213,330	53.89%
Transit Facility Upgrades – Lighting	238210	Electrical Contractors	\$60,000	0.77%
	335132	Street Lighting Vendors	\$150,000	1.92%
Transit Facility Upgrades – Transit Center	236220	Commercial Building Construction Contractor	\$2,000,000	25.58%
	541310	Architectural services	\$1,000,000	12.79%
Rehabilitation/Renovation of Pedestrian Access/Walkways – Sidewalk and Bus Stop Construction	237310; 484220	Streets, Roads, Public Sidewalks, Construction; Specialized Freight (except Used Goods) Trucking, Local	\$245,000	3.13%
Professional Services – Public Outreach	541820	Public Relations Agencies	\$50,000	0.64%
Professional Services – Computer Software	541512	Computer System Design	\$100,000	1.28%
Total			\$7,818,330	

CAMPO commonly sees DBE certified trucking companies being used by larger non-DBE general contractors for the construction of pedestrian access/sidewalk projects in the region; therefore, the NAICS code (448220) specific to sand and gravel transportation was combined with the general streets and roads construction NAICS code (237310) for the purposes of the project calculation.

2.3 To calculate the DBE goal, two geographical market areas were utilized to ensure a reasonable and relevant representation for the anticipated project types. The geographical market for construction contractors includes the five (5) jurisdictions of Carson City a Consolidated Municipality, Douglas County, Lyon County, Storey County, and Washoe County. The market for transit operators and street lighting vendors included the statewide region as companies for these services tend to operate outside and across multiple statewide jurisdictions.

2.4 U.S. Census Bureau data was collected on the nine (9) industry classification (Table 1) to determine the availability of companies within the relevant geographical market. The data can be found at: <https://factfinder.census.gov/>

2.5 DBE availability for the projects noted in Table 1 was drawn from the Nevada Unified Certification Program (NUCP) records, which is the certifying body for DBE's in Nevada (See Table 2 in Section 3.0). The link to the NUCP database is: <http://nevadadbe.com/dbe-vendors>

2.6 The Nevada Department of Transportation (NDOT) updated their DBE goal for FFY 2021-2023 to a race-neutral 0.63%. This is the most up-to-date information available as of the publishing of this document. CAMPO’s proposed race-neutral goal of 1.43% is found to reasonable since CAMPO’s market area in more focused as compared to NDOT as NDOT funds transit operations in rural areas of the State where DBE participation is more limited. The study can be found at:
<https://www.dot.nv.gov/home/showpublisheddocument/17632/637218508810300000>

3.0 Methodology

3.1 49 CFR Part 26.45 indicates methods for calculating a DBE goal based on a percentage of available DBE firms by industry classification and within the relevant geographical area. Further adjustments will be made after the public comment period is closed and after staff has concluded consultation with DBE stakeholders, as required by 49 CFR Part 26.45(d) and Part 26.45(g)(1).

3.2 Table 2 indicates the percentages of DBE’s available in Nevada that could be reasonably expected to submit proposals on upcoming projects funded in whole or in part with FTA funds, in compliance with 49 CFR Part 26.45. The data discussed in Section 2.0 was the basis for these numbers. Furthermore, the table shows weighting for each project based on the percentage of funds CAMPO intends to expend.

Table 2 – DBE Availability by NAICS Code and Project Weight					
Project	NAICS	Total DBEs	Total Businesses	DBE %	Weighted
Operating Service Contract	485113	0	0	0	0.00%
Transit Facility Upgrades – Lighting	238210	2	189	1.06%	0.01%
Transit Facility Upgrades – Lighting	335132	0	0	0	0.00%
Transit Facility Upgrades – Transit Center	236220	2	104	1.92%	0.48%
Transit Facility Upgrades – Transit Center	541310	1	37	2.70%	0.34%
Rehabilitation/Renovation of Pedestrian Access/Walkways – Sidewalk and Bus Stop Construction	237310; 484220	11	73	15.07%	0.47%
Professional Services – Public Outreach	541820	5	33	15.15%	0.10%
Professional Services – Computer Software	541512	1	115	0.87%	0.01%

3.3 The percentages of total federal funds for expenditure, found in Table 1, are multiplied by the weighted percentages of DBEs for each project as shown in Table 2. The following equation was used to determine the final overall DBE goal of 1.43%:

$$(53.89\%*0.00\%) + (0.77\%*1.06\%) + (1.92\%*0.00\%) + (25.58\%*1.92\%) + (12.79\%*2.70\%) + (3.13\%*15.07\%) + (0.64\%*15.15\%) + (1.28\%*0.87\%) = .0143$$

= Total DBE Goal: 1.43%

4.0 Establishing Race Neutral and Race Conscious Splits

4.1 In keeping with the Ninth Circuit Court of Appeals decision in *Western States Paving v. Washington State Department of Transportation*, CAMPO proposes to set the goal as race-neutral for this goal period. Race-neutral DBE participation includes any time a DBE is awarded a prime contract through customary competitive procurement procedures, is awarded a subcontract on a prime contract that does or does not carry a DBE requirement, or wins a subcontract from a prime contractor that did not consider its DBE status in making the award (e.g., a prime contractor that uses a strict low bid system to award subcontracts).

5.0 Public Participation

5.1 The public comment period for public review of CAMPO's proposed 3-year DBE goal, along with the methodology and calculations, began on July 30, 2022, and ran through August 29, 2022. Individuals with disabilities or other mobility challenges may contact the office below to obtain this document in an accessible format in accordance with JAC's approved Title VI plan. Translated Spanish copies will also be made available upon request. All questions and comments may be directed to Comments@CarsonAreaMPO.com. Members of the public may also contact the JAC Transit Coordinator staff by telephone to 775-283-7583. All comments will be considered for adjustment and establishment of the goal.

5.2 A public meeting for DBE Stakeholders, certified DBE companies, and uncertified DBE eligible companies was held to receive comment on this document and to inform local interest groups on August 16, 2022. A presentation by the DBE Liaison Officer delivered information to attendees on the 3-year goal methodology, DBE Certification requirements, and benefits of the DBE certification. The DBE Liaison answered questions from attendees regarding the types of projects CAMPO expects within the following three years. The DBE Liaison discussed the proposed projects mentioned within the DBE plan with the attendee and the scopes of work for those identified projects. Notices and invitations are anticipated to be sent to the following locations and organizations:

- Carson City Chamber of Commerce
- Washoe Tribe of Nevada and California

- United Latino Community
- Dayton Chamber of Commerce
- Carson Valley Chamber of Commerce
- WNC Latino Outreach and ESL
- Local DBE certified companies
- Associated General Contractors of Nevada (AGC)

Attachment 1 – Public Outreach Materials

6.0 Future Updates

6.1 Updates to this document occur every three years in accordance with federal regulations or when major revisions are necessary. Future updates to the DBE Program Goal will include any proposed rulemaking related to the IIJA.



**PUBLIC INFORMATION ON THE
CARSON AREA METROPOLITAN PLANNING ORGANIZATION
3 YEAR DBE GOAL SETTING METHODOLOGY**

An official public comment period for the Carson Area Metropolitan Planning Organization's (CAMPO) Federal Fiscal Years 2023 - 2025 Disadvantaged Business Enterprise (DBE) Goal Setting Method will **begin on July 30, 2022 and close end of day August 29, 2022**. The FFYs 2020-2022 3 Year DBE Goal Setting Method is a document that formalizes a DBE participation goal for FTA-Assisted contract opportunities. Information on CAMPO and Nevada DBE Certification can be found at www.carsonareampo.com and www.nevadadbbe.com, respectively.

A final document will be presented to the CAMPO Board on September 14, 2022. The public is encouraged to attend the meeting to provide input on the DBE 3 Year Goal Setting Methodology. A draft for public comment is available on CAMPO's website at carsonareampo.com and at ridejac.com. Hard copies are available for review at the JAC Transit office, 3770 Butti Way, Carson City, Nevada. In accordance with Title VI, individuals with disability may contact the office listed below to obtain this document in an accessible format. Translated copies will also be made available upon request. The meeting details are as follows:

**Tuesday, August 16, 2022, 3:00 p.m.
Carson City Community Center, Robert "Bob" Crowell Board Room
851 East William Street, Carson City, Nevada**

If an individual is unable to attend the board meeting, staff members are available during business hours, Monday through Friday, to meet with the public and to answer any questions regarding the DBE Goal Setting Method.

Comments or questions may be directed to staff via the following options:

Mail: Carson Area Metropolitan Planning Organization
3505 Butti Way, Carson City, NV 89701
Phone: 775-283-7583
E-mail: Comments@CarsonAreaMPO.com

**Carson Area Metropolitan Planning Organization (CAMPO) DBE Goal Update
Consultation Questionnaire FFY 2023-25 Stakeholders Meeting 8-16-2022**

The Carson Area Metropolitan Planning Organization (CAMPO) is in the process of updating its Disadvantaged Business Enterprise (DBE) goal for the period Federal Fiscal Year (FFY) 2023 – 2025. Federal regulation at 49 C.F.R. 26.45(g) provides guidelines for consultation with interested individuals, parties, or firms that may have a stake in the DBE goals set during this process. This form is being provided to make responding easier for these parties. Please respond to any of the following questions:

Name of Firm: _____

Address: _____

Contact Person: _____

Phone: _____

Email: _____

DBE Certifications (include dates): _____

Type of work performed by firm (include NAICS codes, if known): _____

1. In your experience, has a company you are part of or familiar with had any difficulty in competing for contracts in the local market area? If so, what may have been the cause?

2. Prior to today's presentation, were you aware of the DBE Certification: (Check one) Yes ___ No ___

3. After today's presentation, do you believe that your company or a company you are familiar with may be able to better compete for contracts if they receive the DBE certification?

4. After today's presentation, what comments do you have on the DBE Goal setting method established by CAMPO? Are there any other factors that should be considered in establishing this goal?

5. Barriers: What types of barriers (actual or perceived) are there with regards to doing business with public agencies? Please describe your experience with learning about prime and sub contract opportunities, restrictive contract specifications, getting paid on work performed, unfair treatment or discrimination, unfavorable work environments, bid shopping, etc.

Please provide any additional comments you may have:

Please remit this information to:

Alex Cruz
DBE Liaison Officer
775-283-7583
Acruz@carson.org
Carson Area Metropolitan Planning Organization
3707 Butti Way
Carson City, Nevada 89701

Your participation in this effort is appreciated and will help establish realistic DBE goals for future CAMPO projects.



Carson Area
Metropolitan Planning Organization
CAMPO


CAMPO's
Disadvantaged Business Enterprise
(DBE) Goal for
Federal Fiscal Years 2023-2025

Aug. 16, 2022

1

Agenda

1. Quick Overview of the Disadvantaged Business Enterprise Certification program
2. CAMPO 3-year goals summary
3. Discussion of methodology and future projects
4. Summary of CAMPO future planning efforts



Carson Area
Metropolitan Planning Organization
CAMPO

2

DBE Certification Overview

- ▶ Remove barriers to participation in federally funded contracts
- ▶ Regulated by 49 CFR Part 26
- ▶ Application through Nevada Unified Certification Program
www.nevadadb.com



3

DBE Certification Requirements

▶ 3 Basic Requirements:

1. Business Size - Gross receipts for the last three (3) years must average \$28,480,000 or less. (49 CFR Part 26, USDOT Final Rule 12/14/2020)
2. Control & Ownership - Ownership and management of the company must reside 51% or more in an individual who can prove historical social or economic disadvantage. (49 CFR Part 26 26.69)
3. Personal Net Worth - The owner of the company must have a personal net worth less than \$1,320,000 not including primary residence or assets and liabilities involved with the business. (49 CFR Part 26 26.67)



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3 Year DBE Goal

- ▶ CAMPO FFY 2023-25 Goal: 1.43%
- ▶ Factors
 1. 49 CFR Part 26 - Guidelines
 2. FTA Funding Allocation
 3. Upcoming or Ongoing Local Projects
 4. Availability of DBE Certified agencies in the market area
- ▶ Anticipated Projects:
 1. Operating Service Contracts
 2. Transit Facility Upgrades - Security and Electrical
 3. Rehabilitation and Renovation of Pedestrian Walkways
 4. Professional software services



5

Goal Setting Methodology

**Table 1 – Anticipated Projects and Expenditures by Trade Classification
FFY 2023-2025**

Project Type	NAICS Code	NAICS Description	Dollar Amount	% of Total
Operating Service Contract	485113	Transit Operators	\$4,213,330	53.89%
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Transit Facility Upgrades – Transit Center	236220	Commercial Building Construction Contractor	\$2,000,000	25.58%
	541310	Architectural services	\$1,000,000	12.79%
Rehabilitation/Renovation of Pedestrian Access/Walkways – Sidewalk and Bus Stop Construction	237310;	Streets, Roads, Public Sidewalks, Construction; Specialized Freight (except Used Goods) Trucking, Local	\$245,000	3.13%
	484220			
Professional Services – Public Outreach	541820	Public Relations Agencies	\$50,000	0.64%
Professional Services – Computer Software	541512	Computer System Design	\$100,000	1.28%
Total			\$7,818,330	

To set a goal, first we took a look at our upcoming projects & contracts:

- Transit Operator Contract
- Possible Transit Station
- Bus Stop Solar Lighting
- Transit Stops Sidewalk Rehab
- Transit Software/Outreach



View the Full Goal Setting Methodology: CarsonAreaMPO.com & RideJAC.com

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Goal Setting Methodology

Table 2 – DBE Availability by NAICS Code and Project Weight

Project	NAICS	Total DBEs	Total Businesses	DBE %	Weighted
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Professional Services – Public Outreach	541820	5	33	15.15%	0.10%
Professional Services – Computer Software	541512	1	115	0.87%	0.01%

Next, we check the NAICS codes for our projects and find how many DBEs are available.

$\% \text{ of Total from Table 1} \times \% \text{ of DBE from Table 2} = \% \text{ Weighted}$

Sum of all $\% \text{ Weighted} = \text{DBE Goal}$



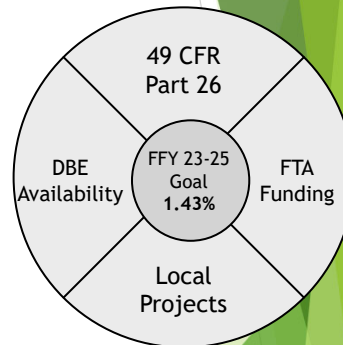
View the Full Goal Setting Methodology: CarsonAreaMPO.com & RideJAC.com

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Goal Setting Methodology

3 Year Goals - Relevant Agencies

- ▶ FTA Nationwide Goal: 10% - Constant
- ▶ NDOT 2020-2022: 2.63% (Race Neutral) 6.67% (Race Conscious) FTA: 0.63%
- ▶ Reno/Tahoe International Airport: 4.7%
- ▶ Washoe RTC: 1.5%
- ▶ Tahoe Transportation District: 3.1%



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That's it!

Any questions or comments?
- email: Acruz@carson.org



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

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

*Consultant involvement is expected



STAFF REPORT

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

Meeting Date: September 14, 2022

Staff Contact: Chris Martinovich, Transportation Manager

Agenda Title: For Discussion Only – Discussion and presentation regarding the Carson Area Metropolitan Planning Organization’s (“CAMPO”) activities during Fiscal Year (“FY”) 2022.

Staff Summary: FY 2022 ended on June 30, 2022. Staff will present a summary of FY 2022 CAMPO planning activities and accomplishments.

Agenda Action: Other/Presentation

Time Requested: 10 minutes

Proposed Motion

N/A

Background/Issues & Analysis

Long-term planning is accomplished through activities identified in CAMPO’s Unified Planning Work Program (“UPWP”), a two-year document that covered FY 2021 and FY 2022. A summary of budgetary performance, accomplishment of scheduled milestones, and additional comments related to FY 2022 activities is provided below.

Budgets: CAMPO approved one amendment during the FY 2022 UPWP. Amendment #2 occurred on May 11, 2022. The purpose of this amendment was to complete a budget revision moving \$10,000 from Task 1.0 into Task 4.0 to ensure Task 4.0 was adequately funded for the remainder of the FY.

The FY 2022 budgeted amount for all UPWP Work Elements was \$558,649.00. All tasks identified in the UPWP were completed at a total cost of \$373,736.29. All five Work Elements were completed under the budgeted amounts. Remaining funds will be rolled forward for use in the FY 2023 and FY 2024 UPWP.

Scheduled Milestones: Nearly all scheduled FY 2022 UPWP milestones were completed successfully. Activity 2.3, Transit Rider Survey, was scheduled for completion in June 2022. The survey was to be coupled with other outreach related to Jump Around Carson (“JAC”) transit’s route refresh. Survey materials have been prepared and are available at many JAC public events; however, the public outreach effort for the route refresh has not begun. It is anticipated to be completed within the 2022 calendar year.

Additional Comments on FY 2022 Activities: This past year has been a year of challenges, changes, and growth. The continued challenges presented by COVID-19 have altered the way we conduct business and public outreach, like many organizations; however, CAMPO staff are up for these challenges and are looking forward to revising the Public Participation Plan this winter. Staffing changes in both the transportation

manager and senior transportation planner positions occurred over the past year resulting in a loss of institutional knowledge, but also have afforded new opportunities for professional growth for other staff. CAMPO would like to thank Lucia Maloney and Dirk Goering for their service to the organization.

CAMPO staff are resilient and remain dedicated to their work despite taking on new and unfamiliar roles. We remain committed to meeting the goals of the organization and serving the public at large. We are confident that we can work together to successfully accomplish the tasks established in the next UPWP.

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: CAMPO FY 2021-2022 Q4 & Annual UPWP Report



FY 2021 and FY 2022 Unified Planning Work Program

FY 2022 4th Quarter Progress Report: April 8, 2022 – June 30, 2022

Fiscal Year Ending: June 30, 2022

Prepared: July 22, 2022

Work Elements:

1.0 MPO Administration

2.0 Outreach and Engagement

3.0 Multimodal Planning

4.0 Transportation Performance Management

5.0 Multi-Modal Corridor Planning – Separate Agreement and Reimbursement Request

Work Program Revisions

FY 2021 1st Quarter Work Program Revisions: No amendments this quarter.

FY 2021 2nd Quarter Work Program Revisions: No amendments this quarter.

FY 2021 3rd Quarter Work Program Revisions: CAMPO staff initiated Amendment #1 to the 2-year Unified Planning Work Program. A 30-day public comment period that meets the requirements within CAMPO's Public Participation Plan was opened from March 3rd through April 4th. No public comments were received. However, agency comments were provided by NDOT and Carson City staff. The CAMPO board unanimously approved the UPWP, as amended, at their April 14, 2021 meeting. The FY 2021 Q4 progress report will be revised accordingly.

FY 2021 4th Quarter Work Program Revisions: An amendment to the 2-year UPWP was approved by the CAMPO board at their April 14, 2021 meeting. CAMPO received official Notice to Proceed from NDOT on May 27, 2021 for July 1, 2021 FY 2022 start date and new funding agreement. The budget amounts shown within the cost/funding summary table, below, have been revised to incorporate the approved amendment for the 2-year UPWP.

FY 2022 1st Quarter Work Program Revisions: No amendments this quarter.

FY 2022 2nd Quarter Work Program Revisions: No amendments this quarter.

FY 2022 3rd Quarter Work Program Revisions: No amendments this quarter.

FY 2022 4th Quarter Work Program Revisions: Amendment #2 to the 2-year UPWP was approved by the CAMPO Board at their May 11, 2022 meeting. CAMPO approved a budget revision moving \$10,000 from Task 1.0 into Task 4.0. The budget amounts shown in within the cost/funding summary table, below, have been revised to incorporate the approved amendment.



CAMPO FY 2021 and FY 2022 UPWP Cost/Funding Summary, Adopted May 13, 2020; Amended May 11, 2022

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	\$247,000	\$13,000	\$260,000
			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			
2.4	Regional Consistency Review	Establishment of a Transit Ambassador Pilot Program	September 2021				
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	\$250,197	\$13,168	\$263,365
			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
<i>Total UPWP CPG/Local</i>					\$791,967	\$41,682	\$833,649
<i>Total Other Federal/Local**</i>					\$95,000	\$5,000	\$100,000
Total 2-Year UPWP					\$886,967	\$46,682	\$933,649

*Consultant involvement is expected; ** Other Federal Funding



FY 2022 Annual Summary

Budgets: As described in the section above, CAMPO approved one amendment during the second year of the 2-year FY 2021 & FY 2022 UPWP. Amendment #2 occurred on May 11, 2022. The purpose of this amendment was to complete a budget revision moving \$10,000 from Task 1.0 into Task 4.0 to ensure Task 4.0 was adequately funded.

The FY 2022 budgeted amount for all UPWP Work Elements was \$558,649.00. All tasks identified in the UPWP were completed at a total cost of \$373,736.29. All five Work Elements were completed under the budgeted amounts. Remaining funds will be rolled forward for use in the FY 2023 & FY 2024 UPWP.

Scheduled Milestones: Nearly all scheduled FY 2022 UPWP milestones were completed successfully. Activity 2.3, Transit Rider Survey, was scheduled for completion in June 2022. The survey was to be coupled with other outreach related to Jump Around Carson (JAC) Transit's route refresh. Survey materials have been prepared and are available at any JAC public event; however, the public outreach effort for the route refresh has not begun. It is anticipated to be completed within the 2022 calendar year.

Additional Comments: This past year has been a year of challenges, changes, and growth. The continued challenges presented by COVID-19 have altered the way we conduct business and public outreach, like many organizations; however, CAMPO staff are up for these challenges and are looking forward to revising the Public Participation Plan this winter. Staffing changes in both the transportation manager and senior transportation planner positions occurred over the past year resulting in a loss of institutional knowledge, but also have afforded new opportunities for professional growth for other staff. CAMPO would like to thank Lucia Maloney and Dirk Goering for their service to the organization.

CAMPO staff are resilient and remain dedicated to their work despite taking on new and unfamiliar roles. We remain committed to meeting the goals of the organization and serving the public at large. We are confident that we can work together to successfully accomplish the tasks established in the next UPWP.



FY 2022 Q4 Activity/Progress

Work Element 1.0 MPO Administration

Quarterly Progress on Work Element Activities:

1.1 MPO Administration and Work Program Oversight

- Supported and developed materials for the CAMPO Board and CAMPO monthly meetings and responded to requests from the CAMPO Board.
- Prepared and reviewed reimbursement requests.
- Administered and monitored UPWP tasks and activities.
- Developed and issued Draft and Final versions of FY2023 - FY2024 UPWP for agency and public comment. Unanimously approved by CAMPO in May 2022.
- Executed the annual monetary agreement with NDOT.
- Managed and provided oversight on transportation planning grants.
- Prepared and submitted the FY2022 UPWP 3rd quarter invoice and report.
- Staff continued updates to CAMPO's web-based mapping software required for MPO administration.

1.2 Transportation Improvement Program (TIP) Administration

- Completed two TIP Amendments, Amendments 21-10 and 21-11.
- Coordinated with FHWA, NDOT, FTA, Carson City RTC, and other partner jurisdictions.

1.3 Professional Development

- Supported staff professional memberships.
- Staff attendance at the AASHTO Census Data Conference.



Estimated Progress Toward Milestone(s):

Activity	Milestone	Estimated Completion Date	Estimated Progress Toward Milestone	Revised Estimated Completion Date
1.1	Adoption of the FY 2023-2024 UPWP	May 2022	100%	
1.1	Annual Monetary Agreement	May 2021; May 2022	100% FY21 / 100% FY22	
1.2	Adopted FFY 2021-2024 TIP	September 2020	100%	February 2021
1.2	Annual Federal Obligations Report	December 30, 2020; December 30, 2021	100% FY21 / 100% FY22	January 2021

Budget Summary:

- At end of FY 2021 Q1, 97% of this Work Element budget is remaining.
- At end of FY 2021 Q2, 87% of this Work Element budget is remaining.
- At end of FY 2021 Q3, 71% of this Work Element budget is remaining.
- At the end of FY 2021 Q4, -38% of this Work Element budget, as amended April 14, 2021, was remaining.
- At the end of FY 2022 Q1, 80% of this Work Element budget is remaining.
- At the end of FY 2022 Q2, 71% of this Work Element budget is remaining.
- At the end of FY 2022 Q3, 53% of this Work Element budget is remaining.
- At the end of FY 2022 Q4, 37% of this Work Element budget is remaining

Work Element 2.0 Outreach and Engagement

Quarterly Progress Toward Benchmarks:

2.1 MPO Representation

- Participated in statewide planning activities, including monthly Planning Executive Group and Operations Management Group meetings, Sustainable Funding Advisory Working Group (AWG), NVACTS, Transportation Planning Advisory Committee (TPAC) meetings, the Nevada Advisory Committee on Traffic Safety, TRPA’s Transportation Technical Implementation Committee (TTIC), NDOT’s Electric Vehicle Committee (NEVI), and Nevada Freight Advisory Committee.
- Represented the MPO at miscellaneous regional and statewide gatherings including the WTS Conference in Seattle, Washington and the Nevada Transportation Conference in Reno.
- Coordinated with other regional MPOs, NDOT, Carson City, Douglas County, and Lyon County.



- Provided expertise on consistency between regional planning documents and capital projects within CAMPO’s Metropolitan Planning Area.

2.2 Public Participation

- Staff conducted outreach related to ongoing CAMPO activities include public comment on the FY 2023 – FY 2024 UPWP.
- Staff conducted outreach related to implementation and amendments of CAMPO’s FFY 2021-2024 Transportation Improvement Program (TIP).
- CAMPO staff attended a public meeting for the William Street Feasibility Study.
- Updates to contract information shown on the CAMPO Website and in CAMPO related documents.

2.3 Regional Transit Coordination and Engagement

- Participated in local and regional planning processes for public transportation projects.
- Participated in discussions and presentations related to the Neighbor Network of Northern Nevada’s Mobility as a Service Plan (“N4”).
- Staff held a meeting with the CAMPO Coordinating Coalition in June to update stakeholders on project status and outreach activities.
- Conducted a public outreach campaign as part of Jump Around Carson (JAC) Transit fare increases and provided opportunity for rider and non-rider surveys. Additional opportunity for non-rider surveys is in development as part of possible route changes the transit system.

2.4 Regional Consistency Review

- Provided input on proposed developments of regional significance.
- Responded to inquiries from Carson City Connect.
- Staff coordinated with the Carson City Community Development Department on development projects and role of Land Use in Transportation.

Estimated Progress Toward Milestone(s):

Activity	Milestone	Estimated Completion Date	Estimated Progress Toward Milestone	Revised Estimated Completion Date
2.3	Transit Rider Survey	June 2021	100%	August 2021
2.3	Transit Non-Rider Survey	June 2022	90%	Fall 2022
2.3	Establishment of a CAMPO Coordination Coalition	May 2021	100%	October 2021
2.3	Establishment of a Transit Ambassador Pilot Program	September 2021	100%	February 2022



Budget Summary:

- At end of FY 2021 Q1, 99% of this Work Element budget is remaining.
- At end of FY 2021 Q2, 92% of this Work Element budget is remaining.
- At end of FY 2021 Q3, 87% of this Work Element budget is remaining.
- At the end of FY 2021 Q4, 62% of this Work Element budget, as amended April 14, 2021, was remaining.
- At the end of FY 2022 Q1, 75% of this Work Element budget is remaining.
- At the end of FY 2022 Q2, 70% of this Work Element budget is remaining.
- At the end of FY 2022 Q3, 47% of this Work Element budget is remaining.
- At the end of FY 2022 Q4, 33% of this Work Element budget is remaining.

Work Element 3.0 Multimodal Planning

Quarterly Progress Toward Benchmarks:

3.1 2040/2050 Regional Transportation Plan (RTP)

- Reviewed projects for consistency with RTP.
- Reviewed the RTP and provided NDOT with priorities related to Projects in CAMPO on State owned facilities.

3.2 Transit Planning

- Coordinated FTA grants funds and complied with FTA regulations.
- Conducted research related to possible fare increases for JAC Transit including a fare equity analysis.
- Staff completed a draft of the JAC Fixed Route Policy and will release it when fares are implemented this fall.

3.3 ITS Planning

- Staff continue to work with Kimley-Horn on analysis and project management of the Carson Area Transportation System Management Plan. The data collection for this project has been completed. Life-Cycle costing is being completed.



3.4 Active Transportation Planning

- CAMPO staff began supporting the WNSRTS Program in the development of a Safe Routes to School Master Plan for Douglas County.

3.5 Updates to Supporting Regional Planning Documents and Policies

- N/A

Estimated Progress Toward Milestone(s):

Activity	Milestone	Estimated Completion Date	Estimated Progress Toward Milestone	Revised Estimated Completion Date
3.1	Final, Adopted 2050 RTP	September 2020	100%	January 2021
3.2	JAC ADA Paratransit Eligibility Process	March 2021	100%	
3.2	JAC Fixed-Route Policy	July 2021	100%	June 2022
3.3	Carson Area Transportation System Management Plan	October 2021	50%	June 2023
3.4	Review of local ordinances related to e-scooter/e-bicycles	January 2021	100%	

Budget Summary:

- At end of FY 2021 Q1, 75% of this Work Element budget is remaining.
- At end of FY 2021 Q2, 50% of this Work Element budget is remaining.
- At end of FY 2021 Q3, 38% of this Work Element budget is remaining.
- At the end of FY 2021 Q4, 12% of this Work Element budget, as amended April 14, 2021, was remaining.
- At the end of FY 2022 Q1, 80% of this Work Element budget is remaining.
- At the end of FY 2022 Q2, 72% of this Work Element budget is remaining.
- At the end of FY 2022 Q3, 60% of this Work Element budget is remaining.
- At the end of FY 2022 Q4, 54% of this Work Element budget is remaining.



Work Element 4.0 Transportation Performance Management

Quarterly Progress Toward Benchmarks:

4.1 MAP-21/FAST Act Implementation and Performance Measures

- Coordinated with MPOs and NDOT on performance measurement at bi-monthly Performance Measures Working Group meetings.

4.2 Maintain Travel Demand Model

- Staff coordinated with the consultant to maintain the TDM and provide information to consultants related to development projects.

4.3 Data Management, Collection, and Performance Measurement

- Collected data related to safety, regional bicycle and pedestrian counts, and vehicular movements.

4.4 Maintain Pavement Management System

- Consultant support of the Pavement Asset Management Database, PAVER.

4.5 Non-Motorized Asset Management

- Staff developed a methodology and created an asset management database related to additional ADA barriers including documenting missing sidewalks and physical obstructions, like poles. Staff collected ADA barriers within all school zones in Carson City and along William Street and N. Carson Street. All data is maintained in the GIS Asset Management Database and will be incorporated into a future update to the ADA Transition Plan for use in project identification and prioritization.

4.6 Transit Asset Management

- N/A



Estimated Progress Toward Milestone(s):

Activity	Milestone	Estimated Completion Date	Estimated Progress Toward Milestone	Revised Estimated Completion Date
4.1	Safety Performance Measure Targets	February 2021; February 2022	100%	
4.1	Public Transit Agency Safety Targets	February 2021; February 2022	100%	
4.1	Transit Asset Management Targets	October 2020; October 2021	100%	
4.1	Support NDOT's CMAQ Targets	October 2020; October 2021	100%	
4.3	Annual CAMPO Monitoring Report	September 2020; September 2021	100%	December 2020 / November 2021
4.4	Completed pavement survey for Carson City	June 2021	100%	January 2022
4.4	Annual performance reporting of pavement condition within the CAMPO planning area	July 2020; July 2021	100%	December 2021 / February 2022 following updated pavement survey data.
4.5	Expanded ADA inventory of narrowness barriers	June 2022	100%	

Budget Summary:

- At end of FY 2021 Q1, 85% of this Work Element budget is remaining.
- At end of FY 2021 Q2, 79% of this Work Element budget is remaining.
- At end of FY 2021 Q3, 66% of this Work Element budget is remaining.
- At the end of FY 2021 Q4, 26% of this Work Element budget, as amended April 14, 2021, was remaining.
- At the end of FY 2022 Q1, 84% of this Work Element budget is remaining.
- At the end of FY 2022 Q2, 45% of this Work Element budget is remaining.
- At the end of FY 2022 Q3, 13% of this Work Element budget is remaining.
- At the end of FY 2022 Q4, 14% of this Work Element budget is remaining.



Work Element 5.0 Multi-Modal Corridor Planning

Work Element 5.0 for the East William Street Feasibility Study is funded using other Federal Funding and is under a separate agreement with NDOT (P441-21-802). Detailed updates regarding this project were provided as part of a separate reimbursement request. The final invoice and progress report were submitted to NDOT in June 2022.

5.1 Corridor Studies

Final Report Summary:

- Public Outreach activities:
 - Completion of Public Outreach activities and report including input for final feasibility study.
 - Presentation to the RTC Board in May.
- Completion of environmental coordination and development/finalization of technical memos.
- Development and review of final Feasibility Study report.
- Coordination with design consultant on the development of preliminary design alternatives for the study.
- Invoice 3 preparation.