



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

**Day:** Wednesday  
**Date:** March 8, 2023  
**Time:** 4:30 pm  
**Location:** Community Center, Robert “Bob” Crowell Board Room  
851 East William Street  
Carson City, Nevada

### AGENDA

#### NOTICE TO PUBLIC:

Members of the public who wish to view the meeting may watch the livestream of the CAMPO meeting at [www.carson.org/granicus](http://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](mailto: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 – February 8, 2023**

**5. Public Meeting Item(s):**

5-A For Discussion Only – Discussion and presentation regarding an update to CAMPO’s Public Participation Plan (“PPP”).

Staff Summary: The PPP is a planning document that defines a process for providing individuals, affected public agencies, and all interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process. Each metropolitan planning organization

(“MPO”) is federally required to have a PPP. CAMPO began the process to update its PPP in December 2022. The update is intended to modernize the PPP to follow new requirements issued by the federal government, encourage meaningful public outreach using new virtual and electronic methods, and improve public participation outreach with CAMPO’s partner agencies. The PPP was last amended in August 2019.

5-B For Possible Action – Discussion and possible action regarding the submission of a 2023 Transportation Alternatives Program (“TAP”) grant application to the Nevada Department of Transportation (“NDOT”) for \$180,000, subject to a 5% local match totaling \$9,000, to complete phase 2 of the US 50 East Carson Complete Streets Corridor Study (“Project”).

Staff Summary: NDOT is requesting TAP grant applications for community-based transportation projects that improve safety, expand travel choices, and enhance the transportation user experience. Staff is seeking approval to submit a grant application for the Project in the amount of \$180,000. TAP is a federally funded program through the Federal Highway Administration and requires a minimum of a 5% local match. TAP grant applications will be accepted through April 14, 2023.

## 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

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**\*\*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](mailto: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](mailto: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](http://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://www.carson.org/agendas)

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**CARSON AREA METROPOLITAN PLANNING ORGANIZATION**  
**Minutes of the February 8, 2023 Meeting**  
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**DRAFT**

A regular meeting of the Carson Area Metropolitan Planning Organization (CAMPO) was scheduled for 4:30 p.m. on Wednesday, February 8, 2023, in the Community Center, Robert “Bob” Crowell Boardroom, 851 East William Street, Carson City, Nevada.

**PRESENT:** Chairperson Lori Bagwell  
 Vice Chairperson Gregory Novak  
 Member Robert “Jim” Dodson  
 Member Jon Erb  
 Member Wes Henderson (via WebEx)  
 Member Lucia Maloney  
 Member Lisa Schuette  
 Kevin Verrie for Ex-Officio Member Sondra Rosenberg

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

(4:31:28) – Chairperson Bagwell called the meeting to order at 4:31 p.m.

**2. ROLL CALL**

(4:31:34) – Roll was called, and a quorum was present.

**3. PUBLIC COMMENT**

(4:32:01) – Chairperson Bagwell entertained public comments; however, none were forthcoming. Ms. Norman acknowledged that in 2003, the Governor of Nevada had designated CAMPO as the agency responsible for metropolitan transportation planning in the Carson City urbanized area, which consists of Carson City, northern Douglas County, and western Lyon County. Ms. Norman thanked the present and past board members and transportation managers as well.

**4. FOR POSSIBLE ACTION: APPROVAL OF MINUTES – JANUARY 11, 2023**

**CARSON AREA METROPOLITAN PLANNING ORGANIZATION**

**Minutes of the February 8, 2023 Meeting**

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**DRAFT**

(4:33:17) – Chairperson Bagwell introduced the item and entertained corrections, comments, or a motion. Vice Chair Novak noted a correction that has been made.

**(4:34:49) – Vice Chair Novak moved to approve the minutes of the CAMPO January 11, 2023 meeting as amended. The motion was seconded by Member Schuette and carried 7-0-0.**

**5. PUBLIC MEETING ITEM(S):**

**5-A FOR DISCUSSION ONLY – DISCUSSION AND PRESENTATION BY THE NEVADA DEPARTMENT OF TRANSPORTATION (“NDOT”) ON THE WRONG WAY DRIVER SYSTEM PROJECT AND THE ADVANCED SIGNAL WARNING SYSTEM (“ASWS”) PROJECT.**

(4:35:15) – Chairperson Bagwell introduced the item. Rodney Schilling, NDOT [Nevada Department of Transportation] Traffic Operations Chief Engineer, reviewed a PowerPoint presentation, incorporated into the record as late material, and responded to clarifying questions. Chairperson Bagwell thanked Mr. Schilling and entertained public comments; however, none were forthcoming. This item was not agendized for action.

**5-B FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION REGARDING CAMPO’S PROPOSED REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (“TIP”) FOR FEDERAL FISCAL YEAR (“FFY”) 2023 - 2026, INCLUDING POTENTIAL ADOPTION OF THE FFY 2023 - 2026 TIP.**

(4:57:19) – Chairperson Bagwell introduced the item. Ms. Norman gave background and reviewed the Staff Report including a supporting document titled *CAMPO Transportation Improvement Program For Federal Fiscal Year 2023 through 2026*, all of which are incorporated into the record. She also responded to clarifying questions. Mr. Martinovich reviewed the project prioritization process and noted that they wished to be consistent with that of the State. Chairperson Bagwell noted for the record that the project prioritization is “based upon the constraint of the funding sources” and is prioritized within the appropriate funding source. Member Henderson addressed the US 50, East of Dayton, Fortune Drive to Six Mile Canyon Road Preservation Project and thanked NDOT for the work done so far; however, he requested that the project be moved up prior to 2026. Member Maloney highlighted several “project nuances” such as the coordination with NDOT and called the document “better than it’s ever been.” Member Schuette pointed out the cost reduction for the Winnie Lane project, From Carson Street To Mountain Street, and Ms. Norman explained that it was due to the project length decrease. Chairperson Bagwell entertained public comments.

(5:08:08) – Jediah Haller introduced himself and inquired about the funding process, allocation, and prioritization at the City, State, and Federal levels. Chairperson Bagwell explained the CAMPO multi-county planning process which included highlighting projects for the next 30 years, receiving public input on the plan, and creating an overall project list after which grants and funding sources were sought. She clarified that when a project is not in the Transportation Improvement Program (TIP), it will not be funded.

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**DRAFT**

Mr. Martinovich offered to speak to Mr. Haller after the meeting. Chairperson Bagwell entertained a motion.

**(5:14:34) – Member Schuette moved to adopt CAMPO’s Federal Fiscal Year 2023-2026 Transportation Improvement Program, as presented. The motion was seconded by Member Erb and carried 7-0-0.**

**6. NON-ACTION ITEMS**

**6-A TRANSPORTATION MANAGER’S REPORT**

(5:15:07) – Mr. Martinovich updated the Board on the February 2-3, 2022 Nevada Clean Energy and Transportation Conference he had attended with Ms. Norman in Reno. He noted that the discussions had focused on alternative energy vehicles, charging them, and the loss of fuel tax revenue. Mr. Martinovich also explained that they were working with a consultant on a public participation plan and with NDOT on “a variety of studies” such as the US 50 corridor study from Hwy 580 to Mound House. He stated that Staff were coordinating with NDOT to secure grants for the Transportation Alternatives Program (TAP). Mr. Martinovich also noted that applications had been received to fill two vacant positions.

**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**

(5:18:47) – Vice Chair Novak reported that Bill Draft Request (BDR) 801 would revise provisions governing highway funding in Nevada. He also announced that meetings had begun on the Federal Highway Administration Every Day Counts initiative, adding that the Nevada Transportation Conference was planned for May 2023.

- **ADDITIONAL STAFF COMMENTS AND STATUS REPORTS**

**7. PUBLIC COMMENT**

(5:19:50) – Chairperson Bagwell entertained final public comments; however, none were forthcoming.

**8. FOR POSSIBLE ACTION: TO ADJOURN**

(5:20:05) – Chairperson Bagwell adjourned the meeting at 5:20 p.m.

The Minutes of the February 8, 2023, Carson Area Metropolitan Planning Organization meeting are so approved on this 8<sup>th</sup> day of March, 2023.

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## STAFF REPORT

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

**Meeting Date:** March 8, 2023

**Staff Contact:** Kelly Norman, Transportation Planner

**Agenda Title: For Discussion Only** – Discussion and presentation regarding an update to CAMPO’s Public Participation Plan (“PPP”).

**Staff Summary:** The PPP is a planning document that defines a process for providing individuals, affected public agencies, and all interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process. Each metropolitan planning organization (“MPO”) is federally required to have a PPP. CAMPO began the process to update its PPP in December 2022. The update is intended to modernize the PPP to follow new requirements issued by the federal government, encourage meaningful public outreach using new virtual and electronic methods, and improve public participation outreach with CAMPO’s partner agencies. The PPP was last amended in August 2019.

**Agenda Action:** Other/ Presentation

**Time Requested:** 10 minutes

### Proposed Motion

N/A

### Background/Issues & Analysis

CAMPO must develop and maintain a PPP in consultation with all interested parties for the purposes of providing meaningful public involvement in the transportation planning process. CAMPO must periodically review the effectiveness of the procedures and strategies contained in the PPP to ensure a full and open public participation process. CAMPO’s PPP was last reviewed and amended in August 2019. Since then, the tools and methods of public outreach and engagement have evolved, and federal regulations have changed, warranting a review and update of the PPP. A formal amendment to the PPP is anticipated to be brought to CAMPO in mid-2023.

Staff, with the support of a consultant, Parametrix, has been reviewing new regulations, holding interviews, and conducting research into new tools for public participation. Staff has held interviews with public information officers from Lyon County, Douglas County, and Carson City, and has also conducted peer agency discussions with similar sized MPOs including the Bend MPO in Bend, Oregon; the Dixie MPO in St. George, Utah; the Lake Havasu MPO in Lake Havasu City, Arizona; and the Washoe County Regional Transportation Commission. Staff have planned interviews with both the Nevada Department of Transportation and the Washoe Tribe of Nevada and California. Topics discussed during the interviews included the agencies’ use of video technology, survey methods, languages of outreach material, and website-based or social media platforms. Staff also discussed lessons learned following the COVID-19 pandemic and any positive or negative feedback received. Staff also held a meeting with the Federal Highway Administration related to the new federal regulations for public participation. CAMPO thanks those agencies who participated in the interviews.

CAMPO will launch a public survey on March 9, 2023, that will remain open until the end of May 2023. The survey will inform CAMPO how transportation issues affect the public’s daily lives and the preferred method(s) of transportation public outreach.

**Applicable Statute, Code, Policy, Rule or Regulation**

23 CFR § 450.316

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

**Supporting Material**

-Exhibit-1: PPP Summary of Outreach and Research Progress Presentation

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

**Board Action Taken:**

Motion: \_\_\_\_\_

1) \_\_\_\_\_

2) \_\_\_\_\_

Aye/Nay

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\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_  
(Vote Recorded By)



## Public Participation Plan

### Outreach and Research Progress

March 8, 2023

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## Agenda

1. Federal requirements
2. State requirements
3. Current practice & tools
4. Local/Regional partners
5. Peer agencies
6. Public Survey
7. Next Steps



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## Project Goals

### Develop best practices for an update of the CAMPO Public Participation Plan:

- Increase meaningful public involvement
- Develop innovative approaches
- Focus on underserved communities
- Build partnerships with partner agencies



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## Federal Requirements

- **Minimum 45-day comment period on update to PPP**
- **Provide PPP to FHWA and FTA and post online**
- **Define the engagement process for:**
  - Individuals
  - Agencies
  - Transit employees & customers
  - Transportation providers (intercity bus, vanpool & private)
  - Freight shippers and services
  - Pedestrians, cyclists, disabled residents
  - Other interested parties



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## Federal Requirements

### Changes in the Bipartisan Infrastructure Law:

- Encourage MPOs to use social media and web-based tools to foster public participation and solicit public feedback

### October 2022 Guidance



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## Nevada Public Open Meeting Law

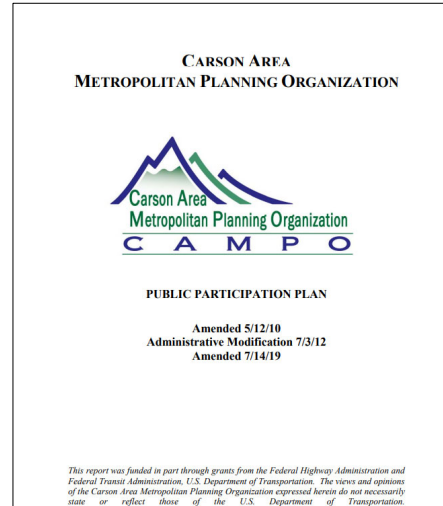
- **Must meet OML requirements for noticing the meeting**
- **Include periods for public comments consistent with the OML**
- **CAMPO has in-person meetings that public can attend;**
- **CAMPO members appear remotely but there's still a physical location where public can attend and interact with members in real time;**
- **CAMPO members appear remotely without any physical location for public to attend/interact but public can hear/observe the meeting live; it can comment via phone, other remote system, or by pre-recorded message; and we have a website and following posting procedures at NRS 241.020(11)**



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## Current Practice & Tools

- Compliant with FAST Act/BIL
- Compliant with OML
- Advisory Workgroups used as needed for specific projects
- 30-day public comment period for most documents
  - 14-day comment period for TIP
  - 45-day comment period for PPP
- Outreach tools
  - Nevada Appeal ads
  - Electronic newsletters
  - Social media (Carson City and Public Works Facebook)
  - Surveys



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## Local/ Regional Partner Discussion

- Resources for community involvement and public information?
- Methods of collaboration with CAMPO on public outreach?
- What works/ what doesn't?
- What opportunities for joint public outreach activities with CAMPO?
- How can CAMPO improve engagement with local residents?



Federal Highway Administration



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## Peer Agency Discussion

- Existing Staffing and Organizational Structure
- Local Agency Coordination
- Public Participation/Community Engagement Practices



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## General Public Survey

1. Do you feel that transportation planning is important to you and/or your family? (yes/no)
2. How would you prefer to receive information or interact with CAMPO staff in transportation planning ?
3. In what types of transportation planning are you most likely to participate?
4. How likely are you to attend an in-person public meeting about transportation? (on a scale of 1-5)
5. How likely are you to attend an online public meeting about transportation (on a scale of 1-5)
6. Are there barriers that prevent you from participating in transportation planning? (Yes/No)
7. What is your age range?



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## Next Steps

- PPP Survey opens March 9, 2023
- Compile survey results
- Review and compile outreach & research
- Draft Public Participation Plan – minimum 45-day comment period beginning May 2023



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## Public Participation Plan Outreach & Review Team



Kelly Norman, M.S., AICP  
 Transportation Planner



Amy Cummings, AICP, LEED, AP  
 Transit Director/ Nevada Planning  
 Manager

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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 FY 2025-2026 UPWP (Draft/ Final) FFY 2023-2026 TIP	May 2023; May 2024 May 2024 January 2023				
	1.3	Transportation Improvement Program (TIP) Administration	Annual Federal Obligations Report	December 2022; December 2023				
	1.4	Professional Development						
2.0 Outreach and Engagement	2.1	MPO Representation	CAMPO's Public Participation Plan (PPP) Update	December 2022		\$62,000	\$32,000	\$94,000
	2.2	Public Participation	Transit Rider Survey	June 2023				
	2.3	Regional Transit Coordination and Engagement	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 JAC Fixed-Route Policy JAC Title VI Program Update CAMPO DBE Program Update Annual JAC Monitoring Report Carson Area Transportation System Management Plan	June 2024 June 2024 September 2022 September 2022 March 2023; March 2024 June 2023				
	3.3	ITS Planning*	Review of local ordinances related to e-scooter/e-bicycles	January 2023				
	3.4	Active Transportation Planning	Complete Streets Design Guide and Toolbox Updated CAMPO Bicycle Route Map	October 2023 June 2023				
	3.5	Updates to Supporting Regional Planning Documents	Safety Performance Measure Targets Public Transit Agency Safety Targets	February 2023; February 2024 December 2022; December 2023		\$260,000	\$162,000	\$422,000
	4.1	Performance Measure Implementation and Management	Transit Asset Management Targets Supporting NDOT's CMAQ Targets 2023 TDM Update Annual CAMPO Monitoring Report	October 2022; October 2023 October 2022; October 2023 June 2023 September 2022; September 2023				
	4.2	Maintain Travel Demand Model*	Completed pavement survey for Lyon/Douglas County	June 2023				
	4.3	Data Management, Collection, and Performance Measurement	Annual performance reporting of pavement condition	July 2022; July 2023				
4.0 Transportation Performance and Asset Management	4.4	Maintain Pavement Management System	Expanded ADA inventory of narrowness barriers and ADA Transition Plan Amendment	June 2024				
	4.5	Non-Motorized Asset Management	FFY 2023-2026 JAC Transit Asset Management Plan	October 2022				
	4.6	Transit Asset Management	Participation and support for NDOT corridor planning documents	June 2023		\$31,000	\$10,000	\$41,000
	5.1	Corridor Studies	Assessment of and maps showing soil conditions within CAMPO region	June 2023				
5.0 Street and Corridor Planning**	5.2	Infrastructure Sustainability						
						\$585,500	\$391,5000	\$977,000
					\$0	\$0	\$0	
					\$585,500	\$391,500	\$977,000	
					Total 2-Year UPWP			

\*Consultant involvement is expected

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## STAFF REPORT

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

**Meeting Date:** March 8, 2023

**Staff Contact:** Kelly Norman, Transportation Planner

**Agenda Title: For Possible Action** – Discussion and possible action regarding the submission of a 2023 Transportation Alternatives Program (“TAP”) grant application to the Nevada Department of Transportation (“NDOT”) for \$180,000, subject to a 5% local match totaling \$9,000, to complete phase 2 of the US 50 East Carson Complete Streets Corridor Study (“Project”).

**Staff Summary:** NDOT is requesting TAP grant applications for community-based transportation projects that improve safety, expand travel choices, and enhance the transportation user experience. Staff is seeking approval to submit a grant application for the Project in the amount of \$180,000. TAP is a federally funded program through the Federal Highway Administration and requires a minimum of a 5% local match. TAP grant applications will be accepted through April 14, 2023.

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

### Proposed Motion

I move to approve the submission of the grant application as presented.

### Background/Issues & Analysis

NDOT announced the opening of the 2023 TAP funding cycle on February 14, 2023. Applications can be submitted as an infrastructure, planning, or non-infrastructure project. Eligible infrastructure projects include the construction of pedestrian and bicycle facilities, historic preservation, vegetation management, and environmental mitigation, among others. Eligible planning projects include the analysis required to develop an eligible infrastructure project, including project scope, schedule, and budget. Eligible non-infrastructure projects include Safe-Routes to School programs.

Staff is seeking approval to submit a planning grant application for the Project and is requesting \$171,000 in grant funding, with a 5% local match of \$9,000, for a total of \$180,000 for the Project. The Project is to complete phase 2 of a corridor study along US Highway 50 between I-580 in Carson City and Highlands Drive in Lyon County by analyzing complete streets elements, including pedestrian, bicyclist, cultural, historic, landscape, aesthetic, freight, and environmental considerations. Phase 1 of the Project includes a safety and traffic operations analysis and is anticipated to be funded jointly by NDOT and CAMPO under a separate agreement.

The Project’s main goals are to review and update past corridor information, gather public outreach, conduct data collection, assess corridor operations, consider planning and environmental linkages, and assess future transit opportunities. The Project will result in the development of specific conceptual roadway enhancements, cost estimates for design and construction, and possible enhancement implementation schedules.

**Applicable Statute, Code, Policy, Rule or Regulation**

Carson City Grant Policy, 23 U.S.C § 133(h)(3)

**Financial Information**

Is there a fiscal impact?  Yes  No

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

For revenues: CAMPO Fund, Federal Grants 2453081-431010

For expenses: CAMPO Fund, CAMPO Grants account / 2453028-501210, and Regional Transportation Fund, Complete Streets account / 2503035-501235.

Is it currently budgeted?  Yes  No

Explanation of Fiscal Impact: The Federal share of project costs for which an expenditure is made under the TAP grant may not exceed 95% with a 5% minimum local match. If approved, the total estimated local match would be approximately \$9,000 for the Project. Local match for the portion of the Project in Carson City would be transferred from the Regional Transportation Fund, Complete Streets account 2503035-501235, which has an available balance of \$36,984. Local Match for the portion of the Project in Lyon County, estimated to be \$720, would come from Lyon County’s contribution to CAMPO. If approved and awarded the grant, the revenue and capital project expenses will be augmented by \$171,000 and \$180,000, respectively.

**Alternatives**

-Do not submit the application and provide alternative direction to staff.

**Supporting Material**

-Exhibit-1: Project phase 2 draft scope of work

-Exhibit-2: TA Set-Aside Program Fact Sheet

**Board Action Taken:**

Motion: \_\_\_\_\_

1) \_\_\_\_\_

2) \_\_\_\_\_

Aye/Nay

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\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_  
(Vote Recorded By)

## **US50 East Carson Complete Streets Study**

The US50 East Carson Complete Streets Study (Study) will identify, evaluate, and recommend potential safety and multimodal (vehicular, transit, pedestrian, and bicycle) transportation improvements along US Highway 50 in east Carson City between Interstate 580 and Highlands Drive in Mound House, Lyon County to improve safety for all users of the corridor. The results of this Study will be used to identify and inform the design and construction of future corridor projects.

It is anticipated that a Consultant will be used for major portions of this Study and will work alongside CAMPO and NDOT staff to complete the analysis. The Study is anticipated to be completed in two phases. Phase 1 will focus on basic safety and traffic operations and is being funded through a separate cooperative agreement with NDOT. Phase 2 will include pedestrian, bicyclist, cultural, historic, landscape, aesthetic, freight, and environmental considerations. The phases of the Study will be implemented to accommodate funding availability.

Summary of Estimated Cost by Phase:

### **Phase 1: Planned Cooperative agreement between NDOT and CAMPO**

- Total Cost Estimate = \$150,000

### **Phase 2: Transportation Alternatives Program (TAP) Grant**

- Total Cost Estimate = \$180,000
  - o Anticipate using TAP grant funding with local match provided by CAMPO

**Total Study Cost Estimate = \$330,000**

**Anticipated Completion Date for both Phases: June 2024**

# US50 East Carson Complete Streets Study

## Phase 2



**Phase 2: Pedestrian, Bicyclist, Cultural, Historic, Landscape, Aesthetic, Freight, and Environmental Considerations**

**Funding Source: TBD – Anticipated Transportation Alternatives Program (TAP) grant funding**

### **Task 1 – Management and Outreach**

- **Project Management** – The consultant(s) shall be responsible for the ongoing management of the Study, as described in Phase 1.
- **Public Outreach and Information Sharing** – The consultant will assist CAMPO and provide materials for the public outreach process as listed below and must be consistent with specific outreach requirements outlined in 23 U.S.C. 168: Integration of Planning and Environmental Review, specifically Section (d), subsections (5A, 5B, 5C).
  - Assistance in the creation of Informational Exhibits for:
    - Physical mailers/door hangers
    - Website
    - Online survey
    - Online interactive public comment map
  - Online Survey 1 – Develop an online survey to solicit public input on identifying corridor roadway, traffic, transit, pedestrian, and bicycle issues and needs along the corridor. This Study survey can be posted by CAMPO. The survey will be released in conjunction with the Online interactive public comment map. The consultant will compile the results.
  - Public Meeting – The consultant will assist the CAMPO to organize one (1) public meeting anticipated to be held during the later stages of the Study to identify and discuss possible roadway, traffic, transit, pedestrian, and bicycle improvements

and to receive feedback and comments from community members on the project purpose and need.

- Identification of Stakeholders – Building on the effort from Phase 1, the Consultant will lead the Stakeholder process. This process will be consistent with the PEL process, identify stakeholders to consult and collaborate throughout the corridor planning process specifically to identify potential (Environmental, Community, Economic, Traffic, Safety, Multimodal, freight) impacts, accelerated project delivery, better environmental outcomes, and timely permit decisions.
- Summary of Outreach – The Consultant will document the public outreach process that was completed for this project in the form of a technical memo, including a record of articles, meeting dates, attendees, press releases, comments, discussion and outcomes, meeting attendance, and collateral materials.

## **Task 2 – Existing Conditions Data Collection**

- **Existing Studies** – Review existing cultural, historic, landscape, and aesthetics, environmental studies, future planned bike/ pedestrian, and existing and future freight plans and projects that are relevant to the corridor and incorporate them into the analysis.
- **Data Collection** – Collect 12-hour pedestrian, bicycle, motorcycle, freight, ADA counts in at least 3 specific locations, TBD
- **Safety** – Collect any additional available crash statistics, focusing on bicycle, pedestrian, motorcycle, transit, or freight-related crashes, to analyze potential safety issues, locations, and possible solutions. The Consultant should identify any gaps in the data. The safety data collection and analysis should focus on systemic processes; spot analysis may be incorporated where appropriate. The output from the safety data analysis should build on the Phase 1 safety analysis and include appropriate graphs, tables, and heat maps.
- **Utility identification** – Coordinate with Carson City and utility companies to identify utilities that may be affected by the project.
- **Multi-Use Path** – Review the existing pavement condition and connectivity of the multi-use paths along US 50.

## **Task 3 – Environmental/ PEL Considerations**

- **Conduct environmental and planning tasks** with consideration of environmental, community, and economic goals to inform, scope, and streamline the future NEPA process, which would be completed under a separate scope of work. To assist with environmental planning, the Consultant will collect the following data:
  - Historic Resources. Conduct initial Section 106 investigation. Conduct a records search and a site visit. Develop a memorandum outlining preliminary recommendations for National Register of Historic Places (NRHP) eligibility.
  - Environmental Justice. Using US Census Bureau and American Community Survey, supplemented with information from other local sources, identify low-income and/or minority neighborhoods and businesses. Supplement data through additional research including analysis of business licenses, housing assistance,

- etc. Assess impacts on EJ neighborhoods and businesses based on the conceptual alternatives and identify what benefits and mitigations may occur.
- Identify Section 4(f) and Section 6(f) recreational resources and constraints.
- Biological Resources. Obtain information from U.S. Fish and Wildlife Service (USFWS), NDOW, Natural Diversity Information Source (NDIS), and Natural Heritage Program (NHP) regarding sensitive or rare species in the project area. This does not include species-specific surveys with species-specific protocols.
- Identify Planning & Environmental Linkages (PEL). PELs consider environmental, community, and economic goals early in the transportation planning process, and use the information, analysis, and products developed during planning to inform the environmental review process.
- Wetlands/Waters. Identify preliminary jurisdictional wetlands and waters boundaries per the U.S. per the Corps of Engineers 1987 Wetland Delineation Manual and Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region.
- Hazardous Materials. Conduct research of environmental regulatory databases to identify sites of concern that could affect project design or alternatives.
- Permits. Develop a list of potential future environmental permits and approvals for construction (USACE, USFWS, NDEP, etc.)

#### **Task 4 – Additional Corridor Needs and Enhancement Analysis**

- **Project Goals** – The Consultant will work with CAMPO and NDOT to build upon the goal identified in Phase 1 to add pedestrian, bicyclist, cultural, historic, landscape, aesthetic, freight, and environmental considerations of goals for the corridor based on public input and collected data.
- **Transit Analysis** – The Consultant will work with Carson City staff to identify current and future transit services, routes, connectivity, and safety improvements.
- **Pedestrian / Bicycle Analysis** – The Consultant will coordinate with CAMPO to identify existing and planned pedestrian and bicycle facilities and the connectivity of the pedestrian and bicycle network along the corridor. The 12-hour pedestrian bicycle and ADA counts conducted as part of the traffic data collected will be used as part of this documentation.
- **Conceptual Roadway Enhancements** – The consultant will develop additional conceptual corridor enhancements to those identified in Phase 1 to support decision-making and ensure alternatives are feasible and constructible based on the identified constraints. There may be different alternatives for different segments of the roadway. Potential alternatives should include:
  - Bicycle and Pedestrian Connectivity
  - Urban design concepts for amenities such as landscaping, street trees, and public art.
  - Others as identified through the public process.
- **Cost Analysis** – Order of magnitude cost estimates for design and construction of recommended bike, pedestrian, cultural, historic, landscape/aesthetic, freight, and environmental corridor enhancements. Cost estimates will be prepared to support a preferred alternative. The costs will focus on major bid items and project soft costs.



### **Task 5: Project Identification and Implementation Plan**

- **Project Identification Refinement** – Beginning with the projects identified in Phase 1 and using the identified needs and recommended concepts from this Phase 2, develop new discrete projects or refine previously identified project concepts. Projects and concepts should continue to include an assessment of complexity and outline a realistic implementation schedule based on readiness and constraints.

### **Task 6: Report Preparation**

- **Report Update:** Update the report completed as part of Phase 1 to add pedestrian, bicyclist, cultural, historic, landscape, aesthetic, freight, and environmental considerations graphics and illustrations of the recommended corridor enhancements. The report will build on the US 50 East Carson Complete Streets Study Phase 1 Report.

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# Transportation Alternatives Set-Aside Program

## Project Background

The Transportation Alternatives (TA) Set-Aside Program provides federal funds for a variety of smaller-scale, non-traditional, community-based transportation projects that improve safety, expand travel choices, and enhance the transportation experience. These projects are intended to integrate travel modes and improve the cultural, historic, and environmental aspects of our transportation infrastructure.

### Technical Support for Applicants

NDOT will conduct pre-meetings with local agencies to help them understand the process and requirements before applying.

## Eligible Project Types

Eligible project types include the following, at any stage of project development, including planning, design, and construction:

- Bicycle, pedestrian, and nonmotorized transportation facilities
- Traffic calming, lighting, and safety-related infrastructure
- Projects to achieve ADA compliance
- Turnouts, overlooks, and viewing areas
- Recreational trails
- Safe Routes to School (SRTS), including infrastructure, non-infrastructure, and coordinator positions\*
- Vulnerable road user safety assessments
- Environmental mitigation related to stormwater, water pollution prevention, wildlife crossings, and habitat connectivity
- Rails to trails
- Community improvement activities:
  - Removal of outdoor advertising
  - Vegetation management
  - Historic preservation related to historic transportation facilities
- Micromobility projects, including bike and scooter share

\* SRTS Programs apply to students K-12<sup>th</sup> grade

## Eligible Applicants

- Local governments
- Regional transportation authorities
- Transit agencies
- Natural resource or public land agencies
- School districts/schools
- Tribal governments
- Metropolitan Planning Organizations serving a population under 200,000
- Nonprofit organizations
- Other local or regional governmental entities with responsibility for oversight of transportation or recreational trails
- States, at the request of an eligible entity

### Project Sponsor Expectations

- Federal funds contribute up to 95% of the total eligible project cost. Sponsors must ensure other sources of non-federal transportation funding can cover the minimum 5% local match
- Project budget must include 20% contingency for infrastructure projects
- Applicant is required to cover cost overages
- TA is a federal cost reimbursement grant program – no funding is provided upfront
- Regular project reporting to NDOT is required

## Application Process

Per federal guidelines, NDOT utilizes a competitive application process to select projects for the TA Set-Aside Program. NDOT will be hosting an informational webinar and offering pre-application meetings for potential applicants.

## Getting Started

As a potential project sponsor, first establish that your project is eligible and determine its qualifying category:

- **Infrastructure** (Engineering, environmental analysis, and/or construction)
- **Non-Infrastructure** (SRTS programs)
- **Planning** (Scope, schedule, budget development)

Program information and online application are available at: <https://www.dot.nv.gov/projects-programs/transportation-alternatives-program>

## One Nevada Goals

NDOT developed the One Nevada Transportation Plan, the state's Long-Range Transportation Plan, that establishes goals for transparent decision-making. The six One Nevada goals will be integrated into TA application screening to better align the prioritization process with both federal and state priorities.



## Scoring Criteria

### Infrastructure-Related Improvements

### Non-Infrastructure-Related Improvements

<b>Enhance Safety</b>	Project identified in a safety plan Project is located in a high crash area Project incorporates proven safety countermeasures	Project provides safety education
<b>Preserve Infrastructure</b>	Project improves functionality of an existing transportation facility	NA
<b>Optimize Mobility</b>	Project improves conditions for walking, bicycling, or accessing transit	Project improves knowledge about alternative modes of transportation
<b>Transform Economies</b>	Project supports local land use goals	NA
<b>Foster Sustainability</b>	Project improves alternatives to driving	Project improves alternatives to driving for students
<b>Connect Communities</b>	Project improves connections between communities or to community facilities	Improves knowledge and skills needed for students to safely walk and bike to school
<b>Equity</b>	Project benefits a low-income or underserved community	Project benefits a low-income or underserved community

Each of the included criteria is worth 1 point, with three potential points available for safety infrastructure.

## Alignment with State and Federal Goals

The Federal Highway Administration (FHWA) encourages states to prioritize **safety, equity, and climate sustainability** in their project selection process.

Scoring criteria developed as part of this program align with federal priorities and NDOT's One Nevada prioritization process.