CARSON AREA
METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

Federal Fiscal Year 2014 through Federal Fiscal Year 2017

Approved 8/14/13

This report was funded in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The views and opinions of the Carson Area Metropolitan Planning Organization expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

INTRODUCTION

What is a Metropolitan Planning Organization?

A Metropolitan Planning Organization is an organization of local governments in areas with a collective population of 50,000 or over, termed an Urbanized Area. As a condition for receiving Federal transportation dollars, MPOs must have a continuing, cooperative, and comprehensive transportation planning process in cooperation with the State. The MPOs are to cooperate with the State in developing transportation plans and programs for urbanized areas. This transportation planning process results in plans and programs consistent with the area's locally adopted comprehensive plans. On October 1, 2012, the current transportation legislation, Moving Ahead for Progress in the 21st Century (MAP-21) took effect, reaffirming the role of MPOs.

What is the Carson Area Metropolitan Planning Organization?

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

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

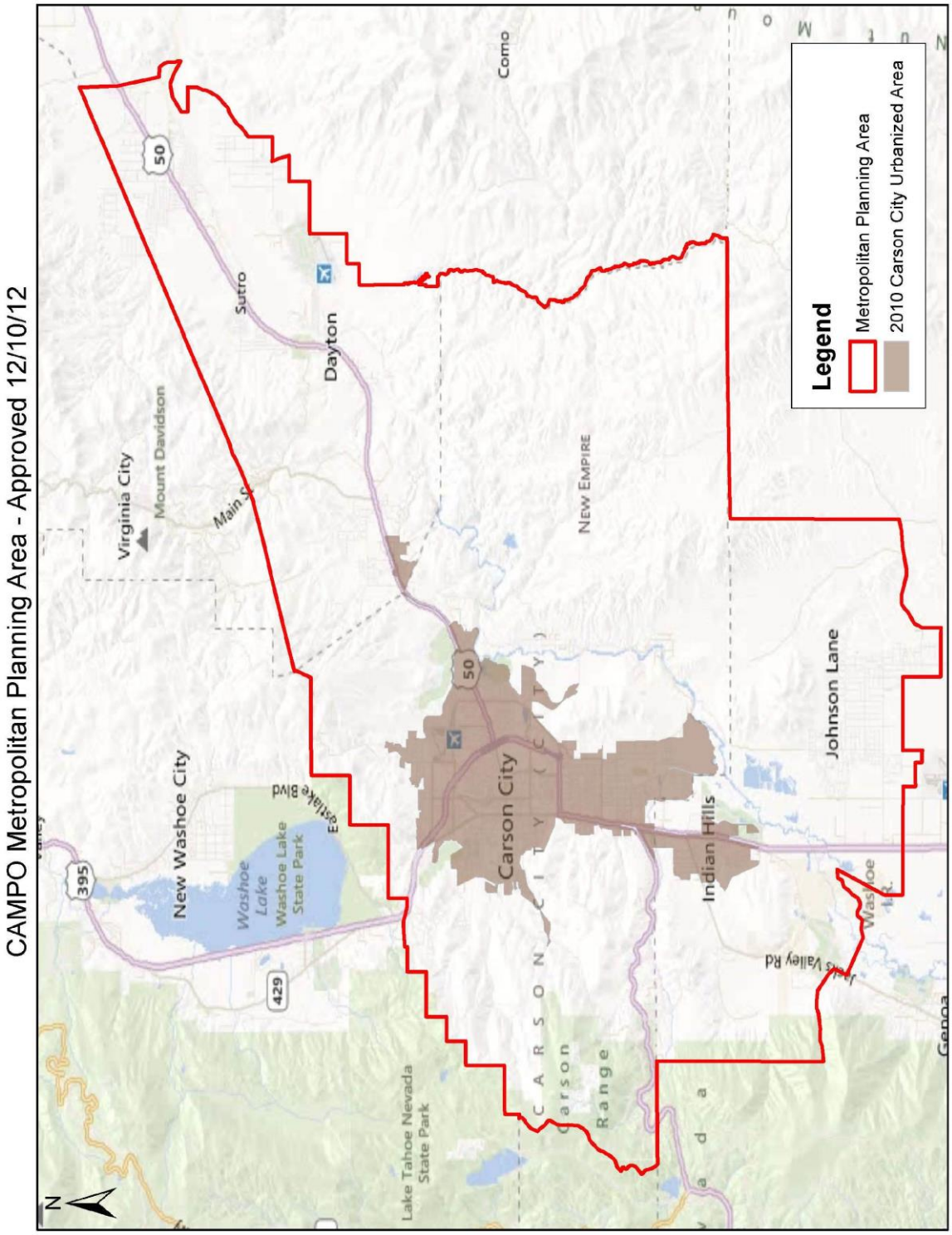
CAMPO is governed by a seven-member Policy Board consisting of representatives of Carson City, Douglas County, and Lyon County. A representative of the Nevada Department of Transportation (NDOT) serves as an ex-offico, non-voting member. Carson City operates a transit system within the CAMPO planning area. Additionally, through an agreement with RTC Washoe, Carson City provides partial funding for an intercity transportation service based in Reno that operates within the CAMPO planning area. The representation on the MPO Policy Board from Carson City also represents the interests of the transit system.

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

What is the Purpose of this Document?

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

Figure 1


CAMPO Metropolitan Planning Area - Approved 12/10/12
Legend
Metropolitan Planning Area
2010 Carson City Urbanized Area
Como
Sutro
Dayton
Virginia City
Mount Davidson
Main St
New Empire
Johnson Lane
Carson City
Indian Hills
New Washoe City
Washoe Lake
Washoe Lake State Park
Eastlake Blvd
Lake Tahoe Nevada State Park
Carson Range
Jacks Valley Rd
Washoe R.
Genoa
50
395
429
N

FINANCIAL PLAN

The following section includes an updated excerpt from the financial element of the *CAMPO 2035 Regional Transportation Plan* (RTP) in order to provide further detail regarding funding sources for transportation improvements, as well as to demonstrate consistency between the TIP and RTP. It should be noted that since the 2035 RTP was adopted, Congress passed a two-year transportation bill titled Moving Ahead for Progress in the 21st Century (MAP-21), which took effect on October 1, 2012. Many of the funding sources under the previous SAFETEA-LU legislation were continued. Perhaps the biggest change to come out of MAP-21 is the consolidation of the Transportation Enhancements, Safe Routes to School, Recreational Trails, and Scenic Byways programs into one program called Transportation Alternatives. In addition, there are no appropriations (earmarks) under MAP-21.

Introduction

As is required, metropolitan planning organizations must include a financial plan as part of the RTP to demonstrate adequate funding for projects listed in the plan. The financial plan must be fiscally constrained to identify public and private resources that are reasonably expected to be available. Federal requirements allow projections for future revenues to be based on historical trends.

Due to the uncertainty of funding based upon historical trends, aggregate cost ranges or cost bands may be used to define costs beyond a 10-year projection. In addition, costs must be expressed in year-of-expenditure dollars. This is achieved by applying an annual inflation rate. In coordination with the Nevada Department of Transportation (NDOT) and the state's three other metropolitan planning organizations (MPOs), CAMPO has assumed a flat (0% increase) projected growth in revenues in State and Federal funds for the ensuing five years (FY 2013 through FY 2017), and a 1% and 2.5% annual increase in State and Federal revenues, respectively, thereafter. Likewise, CAMPO has assigned a rate of 3% per year to project costs to account for inflation. CAMPO must identify any potential funding gaps or shortfalls prior to the adoption of the RTP or TIP. In addition to the cost of project implementation, CAMPO must identify potential operations and maintenance costs for existing facilities.

Funding Sources

The following sections identify revenue sources from federal, state, local resources. These resources are reasonably expected to be available based upon historic trends.

Federal Highway Administration (FHWA) Funds

National Highway Performance Program (NHPP) – The purposes of the NHPP are (1) to provide support for the condition and performance of the National Highway System (NHS); (2) to provide support for the construction of new facilities on the NHS; and (3) to ensure that investments of

Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS

Surface Transportation Program (STP) – This is a flexible funding category that can be used for new construction, maintenance, transit capital improvements, and other traffic management programs.

Highway Safety Improvement Program (HSIP) – The goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

Transportation Alternatives Program (TAP) – A new program under MAP-21 (as previously described). NDOT has indicated that they will honor the previous agreed upon distribution for Transportation Enhancement funds and direct five percent of statewide TAP funds to projects in the CAMPO metropolitan planning area. It should be noted that any remaining funds in the Transportation Enhancements and Safe Routes to School programs under SAFETEA-LU will also be used for projects listed in the TIP.

Federal Transit Administration (FTA) Funds

Section 5307 (Urbanized Area Formula Grants) – These funds are available to urban areas with a population greater than 50,000 and can be used for transit capital and planning.

Section 5310 (Elderly Persons and Persons with Disabilities) – These are capital grants for the purchase of rolling stock and services that directly benefit transportation for the elderly and people with disabilities.

Section 5316 (Job Access and Reverse Commute Program) – These funds provide capital, planning and operating expenses for projects that transport low income individuals to and from jobs and activities related to employment, and for reverse commute projects.

Section 5339 (Bus and Bus Facility Grants) – Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

State Funds

State Highway Fund – This is a special revenue fund established to account for the receipt and expenditure of dedicated highway user revenue. The State Highway Fund receives the majority of its revenue from a 17.65 cent per gallon portion of the state gas tax. Additional revenue comes from taxes and fees collected by the Nevada Department of Motor Vehicles.

As stated in the Nevada Revised Statute (NRS) 408.271 NDOT may expend money, when authorized by the Legislature, for expenditure from the interest earned by investment of the State Highway Fund to conduct studies of transportation or to match for capital acquisition.

A portion of the State Highway Fund is used to fund projects applied for through the Transportation Systems Projects program. The Transportation Systems Projects program provides state funding for projects that address the following general categories.

- Safety
- Congestion Relief
- Economic Development
- New Development
- Bridge Replacement
- Environmental Issues
- Transportation Enhancements

State Transit Capital Matching Funds – In the past, NDOT provided an annual funding to the state's Metropolitan Planning Organizations (MPOs) that could be used as a local match to FTA funds for capital purchases. Unfortunately, due to state budget constraints this funding is no longer being made available. However, should this funding be made available in the future, CAMPO would resume as an eligible recipient.

Landscape and Aesthetics Community Match Program – Funds from this program are used to help communities retrofit existing State highways with landscape and aesthetic treatments. NDOT will reimburse 50 percent of project costs up to $500,000. Projects must have a minimum cost of $100,000 to be eligible for the 50 percent reimbursement. NOTE: This program is also currently on hold.

Local Funds

Carson City Regional Transportation Commission (RTC) – The Carson City RTC receives a nine cent per gallon gas tax that can be used for roadway construction and improvements.

Carson City Street Maintenance Fund – This is a local fund that receives revenues through a combination of county taxes and fees for services. The revenue received from this fund is used for roadway maintenance and operations. Some of the taxes that contribute to the fund include the following.

- County Option One Cent Motor Vehicle Fuel Tax
- County Option Sales Tax
- State Shared Revenue 5.35 Cent Motor Vehicle Fuel Tax

Carson City Quality of Life Initiative – This is a quarter-cent sales tax that can be used finance recreational facilities such as trails and shared paths.

Douglas County Regional Transportation Commission (RTC) – The Douglas County RTC receives a four cent per gallon gas tax which is used primarily for roadway maintenance.

Douglas County State Shared Revenue 6.35 Cent Motor Vehicle Fuel Tax – This tax can be used for routine maintenance and capacity improvements on all Douglas County roads.

Lyon County Regional Transportation Commission (RTC)

One Percent Room/Transient Occupancy Tax – NRS 244.33512 allows the 1 percent room tax to be used for transit projects and road rehabilitation/maintenance projects in the Lake Tahoe area.
Development-Based Taxes and Fees

- Carson City administers a 1% fee on new residential construction (up to $1,000) that can be used to finance recreational facilities such as trails and shared paths.
- Douglas County administers a $500 per unit fee on all new residential construction which can be used for the construction and maintenance of roadways.
- Douglas County also administers a $0.50/per square foot fee on commercial developments that can be used for the construction and maintenance of roadways.

Other Federal Funds

Other funds, such as Community Development Block Grants (CDBGs), may be available through grant opportunities. In addition, there are often opportunities to receive funding through private sources, such as developer fees. Funding from private sources will be sought when applicable and appropriate.

PROJECT LISTING

Tables 1 and 2 list the total cost and revenue estimates for capital and operations over the four-year TIP period for all projects included in the TIP. Table 3 provides a detailed listing of all transportation improvements in the CAMPO planning area with programmed funding. Available funding has been identified for each year covered under the TIP and the funding sources are listed as well. The funding identified will be used for capital, maintenance, and operational costs. The transportation improvements have been categorized as roadway, public transit, bicycle and pedestrian, or other. The phase of each improvement is described as one or more of the following: engineering, property acquisition, construction, maintenance, operations, capital acquisition, and planning.

Table 1 Estimated Costs and Revenues for Capital Improvements in the 2014-2017 Transportation Improvement Program

TRANSPORTATION IMPROVEMENT COSTS	FY 2014-17
Public Transit	
Carson City (JAC)	$3,917,000
CAMPO - Grantee Responsibilities	100,000
Streets and Highways	
Carson City	120,000
Lyon County	30,000
Nevada Department of Transportation	70,200,000
Bicycle/Pedestrian Improvements	
Carson City	997,000
Lyon County	200,000
Other Improvements	
Nevada Division of Cultural Affairs	76,000
V&T Railway Commission	343,000
Total Costs	**$75,983,000**
REVENUE SOURCES	**FY 2014-17**
Public Transit	
Section 5307	$1,966,000
Section 5307/CDBG	900,000
Section 5310	234,000
Section 5339/CDBG	400,000
Carson City	497,000
CAMPO	20,000
Streets and Highways	
Carson City	6,000
Lyon County	30,000
State Match (NDOT)	3,510,000
Federal Funds	
National Highway Performance Program	66,690,000
Federal Safety	114,000
Bicycle/Pedestrian Improvements	
Carson City	37,000
Lyon County	152,000
Transportation Alternatives Program	527,000
Safe Routes to School/Enhancement	481,000
Other Improvements	
Federal Funds	
STP - Enhancement	57,000
FY09 Appropriation	243,000
Nevada State Railroad Museum	19,000
V&T Railway Commission	100,000
Total Revenue	**$75,983,000**
Balance	**$0**

Table 2 Estimated Costs and Revenues for Transit Operations in the 2014-2017 Transportation Improvement Program

OPERATION & MAINTENANCE COSTS	FY 2014-17
Public Transit	
Carson City (JAC)	2,698,000
Carson City (Intercity)	160,000
Streets and Highways	
Nevada Department of Transportation	6,300,000
Total Costs	**$9,158,000**
REVENUE SOURCES	**FY 2014-17**
Public Transit	
Section 5307	$1,389,000
Section 5316	$40,000
Carson City RTC (JAC)	1,389,000
Carson City RTC (Intercity)	40,000
Streets and Highways	
State Match (NDOT)	300,000
National Highway Performance Program	6,000,000
Total Revenues	**$9,158,000**
Balance	**$0**

Table 3
Carson Area Metropolitan Planning Organization (CAMPO) Transportation Improvement Program
FFY 2014 to FFY 2017 - 8/14/13

Project Number	Implementing Agency	Project Description	Limits	Improvements	Phase						Project Contributions ($000's)						
						2014	2015	2016	2017	Total	Federal	Fund Type	State	Fund Type	Local	Fund Type	TOTAL
Roadway Improvements																	
NDOT003	NDOT	US 50 Carson City Package 1 of the US 50 Upper Clear Creek Watershed Storm Drain Project	1.95 miles west of the junction of Forest Service Rd to the junction of Tahoe Golf Club Drive interchange	Construction of storm drain trunkline, drop inlets, trench drains, detention basin, slope flattening grading, concrete curb & gutters, channel work	C		6,200			6,200	5,890	NHPP	310	State Match			6,200
NDOT006	NDOT	US 50 Widening and Corridor Improvements	Mound House from Carson City/Lyon County line to 1 mile east of SR 341	Widen roadway to accommodate raised median islands, construct new interchange and off-system roads	C				22,000	22,000	20,900	NHPP	1,100	State Match			22,000
NDOT007	NDOT	US 395, Carson City Freeway Package 2B-3	South Carson St (SR 529) to Fairview Dr	US 50 Jct to Snyder Grade Separation: Interim Roadway; and Snyder grade separation to Fairview: four lane controlled access freeway to include signs, lighting, sound walls and L&A	C		42,000			42,000	39,900	NHPP	2,100	State Match			42,000
NDOT008	NDOT	US 50 3R Preservation Project	US 50 from Deer Run Road in Carson City to the Carson City/Lyon County line.	Mill and fill with open grade wearing course and isolated patching	M	3,150				3,150	3,000	NHPP	150	State Match			3,150
NDOT009	NDOT	US 50 3R Preservation Project	US 50 from the Carson City/Lyon County line to 0.5 miles east of the junction with SR 341.	Mill and fill with open grade	M	3,150				3,150	3,000	NHPP	150	State Match			3,150
CC024	CCRTC	Fairview Drive Median Safety Improvement	Carson Street to Roop Street	Install a concrete median with left turn pockets	C	120				120	114	Federal Safety			6	CCRTC	120
LC002	LCRTC	US 50/Dayton Valley Rd Intersection Improvements	US50/Dayton Valley Rd	Back-up Power	C	30				30					30	LC Roads	30
				Roadway Totals		6,450	48,200	0	22,000	76,650	72,804		3,810		36		76,650
Public Transit Improvements																	
CC025	CCRTC	Vehicle Purchase for Public Transit Service - Carson City	For Jump Around Carson (JAC) Operations	One (1) bus for Carson City JAC fixed route service	CA	220				220	183	5307			37	CCRTC	220
CC004	CCRTC	Vehicle Purchase for Public Transit Service - Carson City	For Jump Around Carson (JAC) Operations	Three (3) Buses for Carson City JAC Assist service	CA			400		400	340	5307			60	CCRTC	400
CC006	CCRTC	Preventive Maintenance	For Jump Around Carson (JAC) Operations	Capital Cost of Preventive Maintenance	CA	115	118	122	126	481	385	5307			96	CCRTC	481
CC007	CCRTC	Jump Around Carson (JAC) Transit Service	Carson City	Continued Operations of Fixed Route & Paratransit Services	O	645	664	684	705	2,698	1,349	5307			1,349	CCRTC	2,698
CC008	CCRTC	RTC INTERCITY Transit Service: Reno to Carson City	Operations within the CAMPO Boundary	RTC INTERCITY Operations within CAMPO Boundary, Commuter Service - M-F	O	**40**	**40**	40	40	160	80	**5316**/5307			80	CCRTC	160
CC015	CCRTC	Bus stop improvements	Improved access to transit stops throughout JAC service area	Rehabilitation/renovation of transit stops and pedestrian access/walkways near transit stops	C, CA	300	300	300		900	900	5307/CDBG				CCRTC	900
CC018	CCRTC	Acquire Bus Passenger Shelters	For transit stops throughout JAC service area	Acquisition and installation of bus passenger shelters	CA	31		33		64	51	5307			13	CCRTC	64
CC027	CCRTC	Architectural and Engineering (A&E) Services for Fleet Maintenance Facility Expansion	Fleet Services Facility at 3303 Butti Way, Bldg. 2	Feasibility study to document condition and adequacy of existing facility, preliminary concept building design, environmental documentation, and development of a staging and financing plan	E	120				120	96	5307			24	CCRTC	120
CC028	CCRTC	Capital Cost of Contracting for Public Transit Service – Carson City	For Jump Around Carson (JAC) Purchased Transportation	Capital Cost of Enhanced Mobility for Seniors and Individuals with Disabilities	CA	292				292	234	5310			58	CCRTC	292
CC029	CCRTC	Construction of Fleet Maintenance Facility	Fleet Services Facility at 3303 Butti Way, Bldg. 2	Construction of fleet maintenance facility for JAC buses.	C	1,000				1,000	800	5307			200	CCRTC	1,000
CC030	CCRTC	Improved Connectivity and Accessibility to Bus Stops	Various locations throughtout Carson City	Construction/rehabilitation of pedestrian access/walkways near transit stops	C	400				400	400	5339/CDBG				CCRTC	400
CC031	CCRTC	Transit Security	Buses and bus facilities	Security improvements on buses and bus facilities	C	10	10	10	10	40	32	5307			8	CCRTC	40
MPO001	CAMPO	Responsibilities as Grantee	CAMPO	Provide certifications & assurances, apply for and manage FTA funds	CA	25	25	25	25	100	80	5307			20	CAMPO	100
				Public Transit Totals		3,198	1,158	1,614	905	6,876	4,930		0		1,946		6,876
Bicycle and Pedestrian Improvements																	
CC020	CCRTC	Hells Bells Pedestrian Project	Hells Bells Rd from Mexican Trail to E Fifth St and E Fifth St from Hells Bells Rd to Eagle Valley Middle School	Construct sidewalk, curb and gutter, storm drain improvements	E, C	237				237	237	SRTS					237
CC021	CCRTC	E. Fifth Street Bike Lane Improvements	E. Fifth Street from Saliman Road to Fifth Street freeway overpass	Widen roadway to accommodate bike lanes	E, C	256				256	244	SRTS / Enhancement			12	CCRTC	256
CC022	CCRTC	Route 50 Bike Path Improvements	William Street from Saliman Road to just west of the US 50 freeway interchange	Remove/replace approx. 1,600 ft AC path with 10-ft concrete path, improve drainage, install signs/striping	E, C	210				210	200	TAP			10	CCRTC	210
CC032	CCRTC	Western Nevada College Sidewalk Improvements	South side of College Pkwy from the west end of existing sidewalk leading to WNC campus	Construction of approx. 3,150 sq. ft. of ADA accessible sidewalk and crosswalks	C	105				105	100	TAP			5	CCRTC	105
CC033	CCRTC	Highway 50 East Multi-Use Path Maintenance and Safety Upgrade	North side of US Hwy 50 E from Lompa Ln to College Parkway/Fairview Drive	Restoration/replacement of AC path, ADA, sign, striping, drainage improvements	C	189				189	180	TAP			9	CCRTC	189
LC003	LC	Carson River Multi-use path	Deer Run Road to Santa Maria Park	River Corridor multi-use trail feasibility analysis and preliminary design	P				150	150					150	LC Gen Fund	150
LC004	LC	Dayton Schools Safe Routes to School Project	Vicinity of Dayton Elementary, Middle, and High Schools. Dayton Valley Road	Purchase & install street signs, radar signs, paint crosswalks & curbs	CA	50				50	48	TAP			2	LC Roads	50
				Bicycle and Pedestrian Totals		1,047	0	0	150	1,197	1,008		0		189		1,197

Table 3
Carson Area Metropolitan Planning Organization (CAMPO) Transportation Improvement Program
FFY 2014 to FFY 2017 - 8/14/13

Project Number	Implementing Agency	Project Description	Limits	Improvements	Phase	2014	2015	2016	2017	Total	Project Contributions ($000's) Federal	Fund Type	State	Fund Type	Local	Fund Type	TOTAL
Other Improvements																	
NSRM002	NSRM	Nevada Dept. of Cultural Affairs - Division of Museums and History - Landscape & Entry Sign Improvements	Nevada State Railroad Museum 2180 South Carson Street	Landscape & entry sign improvements at the museum entry on Carson Street	C	76				76	57	STP Enhancement	19	NSRM			76
VT001	Nevada Commission for Reconstruction of the V&T Railway	Re -Construction of the V&T Railroad - Phase 3B; Eastgate Station Expansion	From Eureka Siding through the Carson River Canyon to Balloon Track @ Merrimac Siding (2.5 Mainline Miles); Eastgate Station Expansion from existing track to Flint Drive vicinity (0.5 Miles)	Reconstruction of approx. 2.5 miles of mainline railroad track on existing railroad grade in Carson River Canyon; Eastgate Station Expansion Improvements off Flint Drive including passenger/yard tracks and service facilities, depot & maintence facilities.	A, E	268	25	25	25	343	243	FY 09 Appropriation			100	Commission Local Funds	343
				Other Totals		344	25	25	25	419	300		19		100		419
				GRAND TOTALS		11,039	49,383	1,639	23,080	85,142	79,041		3,829		2,271		85,141

Implementing Agency: NDOT, Nevada Department of Transportation; CCRTC, Carson City Regional Transportation Commission; LCRTC, Lyon County Regional Transportation Commission; NSRM, Nevada State Railroad Museum
Phase: E, Engineering; A, Property Acquisition; C, Construction; M, Maintenance; O, Operations; CA, Capital Acquisition; P, Planning

Funding Sources:

FHWA	Surface Transportation Program (STP) (Can be either Statewide, Safety, or Enhancement)
FHWA	National Highway Performance Program (NHPP)
FHWA	Safe Routes to School (SRTS)
FHWA	Transportation Alternatives Program (TAP)
FTA	Urbanized Formula Grants (49USC 5307, 5310, 5316, 5339)
HUD	Community Development Block Grant (CDBG)

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

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR Part 450;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the SAFETEA–LU (Pub. L. 109–59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37,and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
10. Public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the POP requirements of the Section 5307 Program.

Charles DesJardins
CAMPO Chair