

CARSON AREA METROPOLITAN PLANNING ORGANIZATION



Fiscal Year 2016: July 1, 2015 – June 30, 2016

UNIFIED PLANNING WORK PROGRAM

Approved 5/13/15

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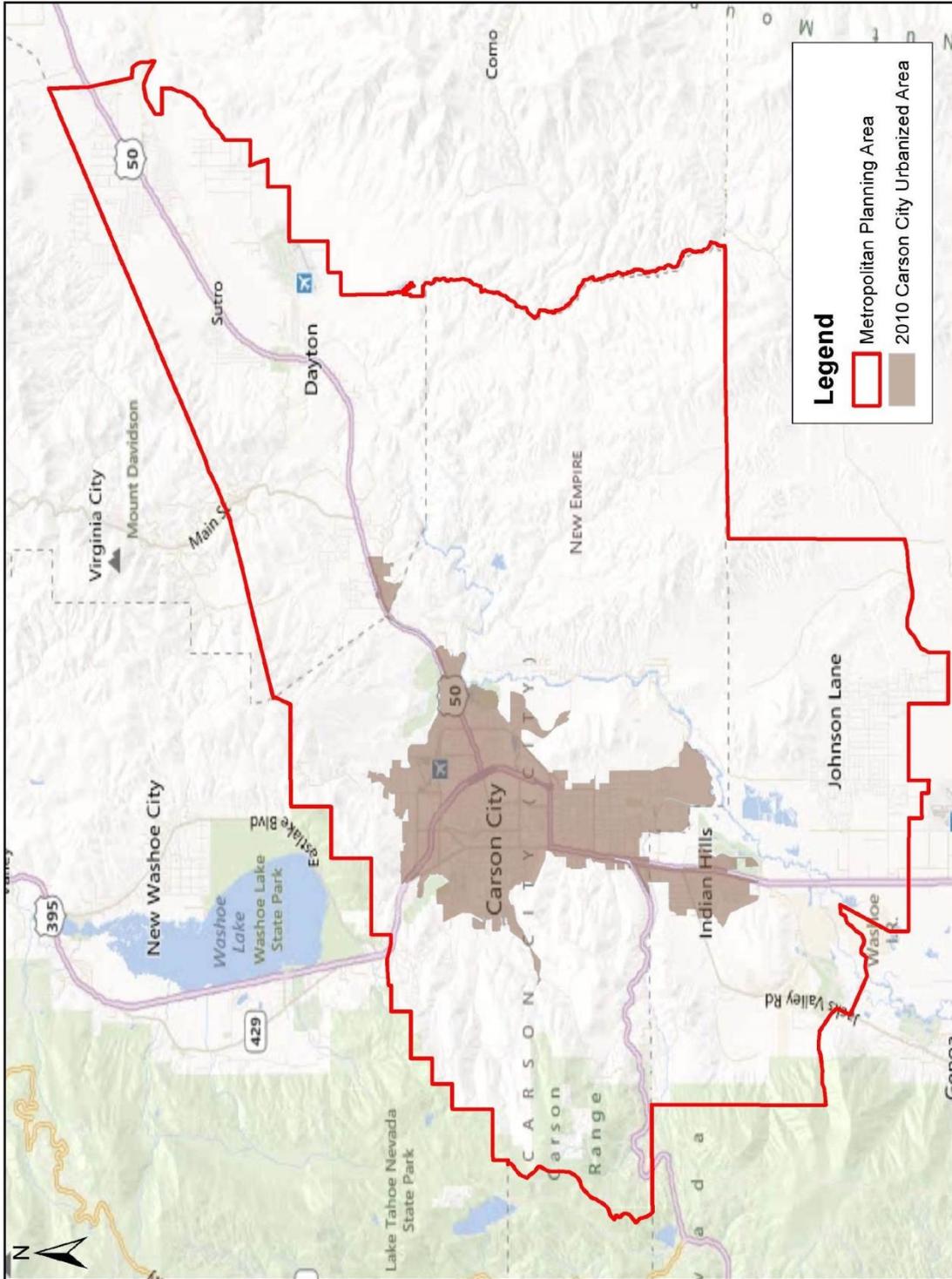
**Carson Area Metropolitan Planning Organization
2016 CAMPO Unified Planning Work Program
Table of Contents**

1.0 Introduction	
1.1 CAMPO Service Area	1
1.2 CAMPO Policy Board	2
1.3 Organization Overview	3
1.4 Responsibility and Priorities	4
1.5 Organizational Procedures and Documents	5
2.0 Work Efforts	
2.1 MAP-21 Federal Planning Emphasis Areas	6
2.2 Summary of FY 2015 Accomplishments and Work Efforts	7
2.3 Overview of FY 2016 Work Efforts	8
2.4 CAMPO's Work Efforts and the Federal Planning Emphasis Areas	9
3.0 FY 2016 Unified Planning Work Program	
Task 1.1 – General Administrative and Work Program Oversight	10
Task 1.2 – UPWP Development	10
Task 1.3 – MPO Representation	11
Task 1.4 – Training	11
Task 1.5 – Public Participation	11
Task 1.6 – MAP-21 Implementation	12
Task 2.1 – Development of 2040 Regional Transportation Plan	12
Task 2.2 – Update Travel Demand Model	13
Task 2.3 – Complete and Maintain Transportation Improvement Program	13
Task 2.4 – Regional Consistency Review	14
Task 3.1 – Model Maintenance and Support Activities	14
Task 3.2 – Maintain Pavement Management System	15
Task 4.1 – Non-Motorized Network Planning	15
Task 4.2 – Complete Streets Performance Monitoring	15
Task 5.1 – Responsibilities as Direct Recipient	16
Task 5.2 – Regional Transit Coordination	16
4.0 Unified Planning Work Program Budget	
4.1 Budget Assumptions	17
4.2 CAMPO 2016 UPWP Cost/Funding Summary	18

1.0 Introduction

1.1 CAMPO Service Area

CAMPO Metropolitan Planning Area - Approved 12/10/12



1.2 CAMPO Policy Board

**Carson Area Metropolitan Planning Organization (CAMPO)
Policy Board Membership**

Member	Governmental Body Represented
Mr. Ray Fierro, Chairperson	Lyon County
Mr. Jon Erb, Vice-Chairperson	Douglas County
Mr. Brad Bonkowski	Carson City
Mr. Bob Crowell	Carson City
Mr. Mark Kimbrough	Carson City
Mr. Robert McQueary	Carson City
Mr. Jim Smolenski	Carson City
Ms. Sondra Rosenberg*	Nevada Department of Transportation

*Non-Voting ex-officio

1.3 Organization Overview

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 on the map on a previous page. 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-officio, 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, Transportation Planner, and Transit Coordinator. 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 purpose of this document is to outline the transportation planning and programming activities of the Carson Area Metropolitan Planning Organization for fiscal year 2016 (July 1, 2015 to June 30, 2016). Funding for the MPO activities are made possible through the US Department of Transportation – both the Federal Highway Administration and the Federal Transit Administration – and through the three local entities – Carson City, Douglas County, and Lyon County. The work efforts to be undertaken and their associated costs and funding are described in this document. Public outreach is conducted in accordance with CAMPO's Public Participation Plan to encourage participation in the development of the Unified Planning Work Program (UPWP).

1.4 Responsibility and Priorities

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

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

1.5 Organizational Procedures and Documents

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

CAMPO Policies & Procedures
CAMPO Public Participation Plan
CAMPO FFY 2015-18 Transportation Improvement Program
CAMPO FY 2015 Unified Planning Work Program
CAMPO Pedestrian Safety Guidelines
Carson City Freeway Corridor Multi-Use Path Alignment Study - Pt. 1
Carson City Freeway Corridor Multi-Use Path Alignment Study - Pt. 2
CAMPO Fare & Service Change Policy
Notice of Protection Under Title VI
CAMPO Disadvantaged Business Enterprise (DBE) Program
CAMPO Disadvantaged Business Enterprise (DBE) FFY 2014-16 Goal
CAMPO 2035 Regional Transportation Plan
CAMPO Travel Demand Model Validation Report (2013)

2.0 WORK EFFORTS

2.1 MAP-21 Federal Planning Emphasis Areas

In 2014, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued a statement encouraging MPOs to give priority to certain planning emphasis areas when updating their unified planning work programs (UPWP). The three planning emphasis areas are MAP-21 Implementation, Regional Models of Cooperation and Ladders of Opportunity, and are described below:

MAP-21 Implementation - Transition to Performance Based Planning and Programming. The development and implementation of a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.

Models of Regional Planning Cooperation - Promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning. Coordination across MPO and across State boundaries includes the coordination of transportation plans and programs, corridor studies, and projects across adjacent MPO and State boundaries. It also includes collaboration among State DOT(s), MPOs, and operators of public transportation on activities such as: data collection, data storage and analysis, analytical tools, and performance based planning.

Ladders of Opportunity - Access to essential services - as part of the transportation planning process identify transportation connectivity gaps in access to essential services. Essential services include housing, employment, health care, schools/education, and recreation. This emphasis area could include MPO and State identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.

2.2 SUMMARY OF FY 2015 ACOMPLISHMENTS AND WORK EFFORTS

The following are the primary tasks that were undertaken during FY 2015.

- An update to the Carson City Pavement Management System was completed. Carson City's street network was inventoried and the updated database provides a new baseline to assess roadway conditions and better manage the pavement system.
- The American with Disabilities Act Transition Plan for Transportation Facilities was completed. The ADA Transition Plan provides an estimated cost and prioritization schedule to bring Carson City sidewalks, transit stops, and signalized intersections in compliance with ADA.
- Staff worked with the consultant for the Travel Demand Model to implement a tool that has the capability to analyze the level of service at individual intersections under existing and forecast scenarios. In addition, the consultant performed a traffic flow analysis based on the proposed design for the Downtown Carson Street improvements.
- Non-motorized network planning continued to be an important part of CAMPO activities as the demand for bicycle and pedestrian facilities and improved connectivity remains strong. This task allowed staff to work with planning partners to continue to grow the bicycle and pedestrian network, including much progress on the planning and development of the Carson City Freeway multi-use path.
- The Transportation Improvement Program (TIP) was updated for federal fiscal years 2014-2017. Though the TIP is required to be updated at least every four years, CAMPO is committed to updating it on an annual basis to better track project development and funding. Staff worked with our State and Federal planning partners, as well as fellow MPOs, to develop a more uniform TIP that is being implemented as part of an on-line electronic Statewide Transportation Improvement Program (eSTIP). The eSTIP is anticipated to be operational for the FFY 2016 STIP.
- Staff responded to new and changing requirements associated with MAP-21, by collaborating with the U.S. Department of Transportation, Nevada Department of Transportation, and other metropolitan planning organizations in reviewing and commenting on Federal Notices of Proposed Rulemaking (NPRMs) regarding performance measures and implementation of performance management in the transportation planning process.

2.3 OVERVIEW OF FY 2016 WORK EFFORTS

The following are the primary tasks to be undertaken during FY 2016.

- Many tasks listed in previous years' programs are considered to be ongoing and will be included in this program as well. These tasks include general administration, UPWP development, MPO representation, training, and public participation efforts.
- The current MAP-21 transportation bill is under continued resolution and set to expire on May 31, 2015. While it is likely that the bill will be extended through another continuing resolution, eventually reauthorization or authorization of a new bill will be approved by the U.S. Congress. Staff will monitor the transportation legislature and respond to any potential requirements of a new bill. In addition, staff will use this task to work with our State and Federal planning partners, as well as fellow MPOs, to develop performance measures required by MAP-21 as more information continues to become available.
- CAMPO will continue to work with transit operators in the region to identify projects and distribute FTA funds among eligible operators and projects.
- Staff will develop the 2040 Regional Transportation Plan (RTP) to extend the planning horizon from 2035 to 2040. In addition, the plan will incorporate an updated travel demand model, reflect new capital improvements since 2012, updated financial assumptions, and examine performance based planning.
- Staff will work with a consultant to update the travel demand model to be used for analysis in the 2040 RTP. The model will utilize updated traffic volume counts and adjusted intersection counts. The majority of the cost for this task will be associated with consultant services, with a minority of the cost used to reimburse staff project management.
- Staff will update the Transportation Improvement Program (TIP). The format of the TIP will be updated to reflect consistency with the eSTIP, which is expected to be operational by the 2016 federal fiscal year.
- Staff will update the Pavement Management System following improvements or changes to the street network. Staff will use this task to provide data to CAMPO to report on performance measures as they relate to pavement maintenance.
- In anticipation of Complete Streets measures along Carson Street and elsewhere in the CAMPO area, staff will collect baseline information to evaluate and monitor the performance of Complete Streets measures in the future.
- CAMPO staff, in coordination with NDOT, will work with transit operators in the region to identify projects and distribute FTA funds among eligible operators and projects. Efforts under this task include training, project identification, allocation of funding, and coordination with FTA, NDOT, and transit operators.
- Staff will continue to participate in regional transit coordination with the three transit services operating within the CAMPO planning area (JAC, RTC Intercity, and BlueGo). CAMPO staff will coordinate the services from a regional perspective.

2.4 CAMPO's Work Efforts and the Federal Planning Emphasis Areas

The table below is a summary of how CAMPO's 2016 Work Efforts align with the three Federal prioritized planning emphasis areas as described previously. As illustrated below, all three of the Federal planning emphasis areas are integrated into CAMPO's 2016 Work Efforts.

Summary of CAMPO's 2016 Work Efforts and the Federal Planning Emphasis Areas

2016 UPWP Work Tasks		MAP-21 Implementation	Models of Regional Planning Cooperation	Ladders of Opportunity
1.1	General Administration and Work Program Oversight	x		
1.2	UPWP Development		x	
1.3	MPO Representation		x	x
1.4	Training	x		
1.5	Public Participation			x
1.6	MAP-21 Implementation	x	x	x
2.1	Development of 2040 Regional Transportation Plan	x	x	
2.2	Update Travel Demand Model	x	x	x
2.3	Complete and Maintain Transportation Improvement Program		x	
2.4	Regional Consistency Review		x	x
3.1	Model Maintenance and Support Activities	x		
3.2	Maintain Pavement Management System	x		
4.1	Non-Motorized Network Planning		x	x
4.2	Complete Streets Performance Monitoring	x		x
5.1	Responsibilities as Direct Recipient	x	x	x
5.2	Regional Transit Coordination		x	x

One of the primary 2016 Work Efforts that pertains to MAP-21 and Models of Regional Cooperation planning emphasis areas is the development of the 2040 Regional Transportation Plan (RTP), which is one of CAMPO's fundamental documents that guides future work efforts. Development of the RTP is dependent upon working with regional partners to identify common goals and capitalize on regional opportunities. The RTP will focus on transitioning to performance-based planning and programming, as outlined in MAP-21 legislation, including the development of specific performance measures. Outreach efforts will be critical in developing those measures. In addition, the plan will establish baseline data to evaluate future performance.

The Ladders of Opportunity planning emphasis areas will be reflected in the development of performance measures and baseline data. This work will support other work tasks in the UPWP and allow staff to evaluate and refine work efforts related to the maintenance of the Pavement Management System, implementation of Complete Streets measures, and the delivery of essential services. In addition, CAMPO's regional transit coordination and non-motorized network planning work efforts will benefit from regional cooperation by helping to identify transportation connectivity gaps to essential services including employment, health care, schools/education, and recreation.

3.0 FY 2016 UNIFIED PLANNING WORK PROGRAM

The following section describes each of the work tasks for the 2016 UPWP, including funding amounts and estimated benchmarks. A summary table that outlines the estimated cost and funding sources for all work elements is attached at the end of this document. Except where noted below for each task, work will be completed by CAMPO staff.

WORK ELEMENT 1.0 – MPO Administration

Tasks

- 1.1 General Administration and Work Program Oversight - This task will be undertaken by staff, and include the following:
- 1.1.1 Preparation of required MPO reports and memoranda supporting the activities of CAMPO.
 - 1.1.2 Budget and task/activity summaries.
 - 1.1.3 Preparation of billings and reimbursement requests and other related activities.
 - 1.1.4 Application and management of CPG funds for CAMPO operations.
 - 1.1.5 Memberships in related professional organizations and subscriptions to related professional periodicals.
 - 1.1.6 Obtaining and maintaining professional certifications.
 - 1.1.7 MPO Board Support – providing special reports, researching MPO issues, preparation of staff agendas, and attendance at MPO regular and special meetings.

Product: Reports, budget, task summaries, funding for CAMPO and local transit operators, and UPWP amendments as needed.

Funding:	CPG	\$90,250
	<u>Local</u>	<u>\$4,750</u>
	Total	\$95,000

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

- 1.2 Unified Planning Work Program Development – Staff will prepare for adoption of the FY 2017 UPWP and coordinate UPWP activities with other local, regional and statewide agencies. This task also includes UPWP amendments as needed.

Product: An adopted FY 2017 UPWP and any amendments to the FY 2016 UPWP as needed.

Funding:	CPG	\$9,500
	<u>Local</u>	<u>\$500</u>
	Total	\$10,000

Estimated Benchmarks: Draft document March 2016

Estimated Completion Date: May 2016

- 1.3 MPO Representation – Staff will represent the MPO at events and meetings not related to specific other UPWP tasks. This task also includes coordination with other regional MPOs, NDOT, Carson City, Douglas County, Lyon County, and other agencies and organizations to ensure development of transportation related projects that serve the best interests of the region.

Product: A well-represented MPO and appropriate coordination.

Funding:	CPG	\$33,250
	<u>Local</u>	<u>\$1,750</u>
	Total	\$35,000

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

- 1.4 Training – Provide appropriate training to CAMPO staff. This work program will focus on training to enhance the capabilities of staff and Board members in exercising the responsibilities of the MPO. This task will include the acquisition of materials for in-house training when appropriate.

Product: Enhanced staff capabilities.

Funding:	CPG	\$23,750
	<u>Local</u>	<u>\$1,250</u>
	Total	\$25,000

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

- 1.5 Public Participation – Under this activity, continuing public participation efforts will be conducted by staff throughout the program period related to numerous work tasks, including the update of the TIP, development of the 2040 RTP, the development of the UPWP for the next fiscal year, and other activities. This task also includes the publication of notices and the maintenance of the CAMPO website, as the website is a useful tool to inform constituents of CAMPO’s purpose and current activities.

Product: Public participation activities, including the publication of notices and an operating website for public information.

Funding:	CPG	\$19,000
	<u>Local</u>	<u>\$1,000</u>
	Total	\$20,000

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

- 1.6 MAP-21 Implementation – Staff will work to comply with new requirements under MAP-21 as they continue to be communicated from the U.S. Department of Transportation (DOT), with an emphasis on developing performance measures.

Product: Compliance with MAP-21 and the development of documentation as required.

Funding:	CPG	\$23,750
	<u>Local</u>	<u>\$1,250</u>
	Total	\$25,000

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

WORK ELEMENT 2.0 - Regional Transportation Plan

Tasks

- 2.1 Development of 2040 Regional Transportation Plan (RTP) – CAMPO staff will need to extend the planning horizon from 2035 to 2040. The updated plan will incorporate an updated travel demand model, and will reflect new capital improvements since 2012. The plan will also incorporate updated financial assumptions to be developed in coordination with the Federal Highway Administration, Nevada Department of Transportation, and other metropolitan planning organizations. Finally, the plan will examine performance based planning, though specific requirements are still forthcoming from the U.S. Department of Transportation.

Product: Updated and extended RTP and travel demand model.

Funding:	CPG	\$47,500
	<u>Local</u>	<u>\$2,500</u>
	Total	\$50,000

Estimated Benchmarks: Development of workgroup August-2015, incorporation of travel demand model results-October 2015, draft document-March 2016, and public meeting-April 2016

Estimated Completion Date: May 2016

2.2 Update to Travel Demand Model – Staff will work with a consultant to update the travel demand model. The model will be updated with the most recent traffic volume counts available and adjusted intersection counts. The model will be validated and traffic forecasts for 2025 and 2040 will be prepared. The majority of the cost for this task will be associated with consultant services, with a minority of the cost used to reimburse staff project management.

Product: An extended and validated travel demand model.

Funding:	CPG	\$42,750
	<u>Local</u>	<u>\$2,250</u>
	Total	\$45,000

Estimated Benchmarks: Updated model and validation report-October 2015
Estimated Completion Date: December 2015

2.3 Complete and Maintain the Transportation Improvement Program (TIP) – The TIP will be revised and extended. The TIP will include a four-year list of projects and be consistent with all Federal planning regulations. The format of the TIP will be updated to reflect consistency with the eSTIP, which is expected to be operational by the 2016 federal fiscal year. Administrative modifications and/or formal amendments will be made as necessary throughout the period. Staff will perform all activities under this task.

Product: Updated TIP

Funding:	CPG	\$14,250
	<u>Local</u>	<u>\$750</u>
	Total	\$15,000

Estimated Benchmarks: Draft document August-2015
Estimated Completion Date: September 2015, with potential amendments and administrative modifications throughout the fiscal year as needed.

2.4 Regional Consistency – Projects proposed within the CAMPO boundaries will be subjected to a review by staff to determine consistency with the RTP and TIP. Reviews will examine the effectiveness of proposed projects as they relate to the ability to relieve/prevent congestion, consideration of likely impacts of transportation policy on land use and development decisions, preservation and efficient utilization of transportation facilities, and other matters required by federal regulation. This effort will not duplicate routine reviews of proposed developments that are conducted by constituent units of government.

Product: Periodic transportation system review and reports. Input on proposed developments of regional significance with regard to the RTP and TIP. Annual growth management reviews will be conducted.

Funding:	CPG	\$4,750
	<u>Local</u>	<u>\$250</u>
	Total	\$5,000

Estimated Benchmarks: N/A
 Estimated Completion Date: Ongoing

WORK ELEMENT 3.0 - Street and Highway Planning

Tasks

3.1 Travel Demand Model Maintenance and Support Activity – This task consists of on-demand travel demand modeling services through consultant service. There are periodic needs to provide information to other agencies both within and outside the CAMPO area that is derived from, or is an input to, the modeling process. The majority of the cost of this project will be associated with consultant costs, with a minority of cost used to reimburse staff project management.

Product: Provision of information from the modeling process as requested.

Funding:	CPG	\$19,000
	<u>Local</u>	<u>\$1,000</u>
	Total	\$20,000

Estimated Benchmarks: N/A
 Estimated Completion Date: Ongoing as needed

- 3.2 Maintain the Pavement Management System – Staff will update the Pavement Management System following improvements or changes to the street network. Staff will also use this task to provide data to CAMPO to report on performance measures as they relate to pavement maintenance.

Product: Pavement data and up-to-date Pavement Management System.

Funding:	CPG	\$23,750
	<u>Local</u>	<u>\$1,250</u>
	Total	\$25,000

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

WORK ELEMENT 4.0 – Non-Motorized Planning

Tasks

- 4.1 Non-Motorized Network Planning – Staff will continue to evaluate the existing bicycle and pedestrian network, work with member agencies and local advocates, and pursue grant opportunities to improve the accessibility and connectivity of the system.

Product: Improved access and connectivity of the bicycle and pedestrian network.

Funding:	CPG	\$19,000
	<u>Local</u>	<u>\$1,000</u>
	Total	\$20,000

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

- 4.2 Complete Streets Performance Monitoring – In anticipation of Complete Streets measures along Carson Street and elsewhere in the CAMPO area, staff will collect baseline information to evaluate and monitor the performance of Complete Streets measures in the future.

Product: Baseline information to evaluate the performance of Complete Streets.

Funding:	CPG	\$14,250
	<u>Local</u>	<u>\$750</u>
	Total	\$15,000

Estimated Benchmarks: Identify performance measures-September 2015

Estimated Completion Date: December 2015, but with ongoing data collection

WORK ELEMENT 5.0 - Public Transit Planning

Tasks

- 5.1 Responsibilities as Direct Recipient/Transit Project Identification and Allocation of Regional Transit Funds – CAMPO, in coordination with NDOT, works with transit operators in the region to identify projects and distribute FTA funds among eligible operators and projects. Efforts under this task include training, project identification, allocation of funding, and coordination with FTA, NDOT, and transit operators.

Product: Project identification and allocation of funds among regional transit operators to allow for implementation of FTA transit programs.

Funding:	CPG	\$19,000
	<u>Local</u>	<u>\$1,000</u>
	Total	\$20,000

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

- 5.2 Regional Transit Coordination – There are three transit services operating within the CAMPO planning area (JAC, RTC Intercity, and BlueGo) that are subsidized by member counties. CAMPO staff will coordinate the services from a regional perspective. This work task will be funded with FTA 5303 funds at an 80% reimbursement rate, as opposed to the 95% reimbursement rate received in CPG funds for all other work tasks in this program.

Product: Coordination and communication among transit operators.

Funding:	FTA 5303	\$14,800
	<u>Local</u>	<u>\$3,700</u>
	Total	\$18,500

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

4.0 Unified Planning Work Program Budget

Budget Assumptions

CAMPO receives an annual apportionment of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds that may be used for transportation planning activities. The FHWA funds are from the planning (PL) program and the FTA funds are allocated from the Section 5303 program. These two funding sources are combined as Consolidated Planning Grant (CPG) funds and may be used to reimburse up to 95% of eligible expenses. The CPG funds are allocated to CAMPO based on an agreed upon distribution formula between NDOT and Nevada's three other MPOs. In addition, CAMPO is utilizing 5303 funds, from a previous allocation as a one time use, for Work Task 5.2. This standalone 5303 allocation is not associated with the CPG funds and is reimbursable at an 80% rate as opposed to the 95% rate of the CPG funds. See the individual work efforts described earlier in this report and the summary budget table, on the next page, for further information on the MPO's revenue and expenses.

CAMPO 2016 UPWP Cost/Funding Summary

Major Work Element	Work Task		Funding Breakdown		
	Number	Description	CPG/5303	Local Match	Total Cost
1.0 MPO Administration	1.1	General Administration and Work Program Oversight	\$90,250	\$4,750	\$95,000
	1.2	UPWP Development	\$9,500	\$500	\$10,000
	1.3	MPO Representation	\$33,250	\$1,750	\$35,000
	1.4	Training	\$23,750	\$1,250	\$25,000
	1.5	Public Participation	\$19,000	\$1,000	\$20,000
	1.6	MAP-21 Implementation	\$23,750	\$1,250	\$25,000
2.0 Regional Transportation Plan	2.1	Development of 2040 Regional Transportation Plan	\$47,500	\$2,500	\$50,000
	2.2	Update Travel Demand Model*	\$42,750	\$2,250	\$45,000
	2.3	Complete and Maintain Transportation Improvement Program	\$14,250	\$750	\$15,000
	2.4	Regional Consistency Review	\$4,750	\$250	\$5,000
3.0 Street and Highway Planning	3.1	Model Maintenance and Support Activities*	\$19,000	\$1,000	\$20,000
	3.2	Maintain Pavement Management System	\$23,750	\$1,250	\$25,000
4.0 Non-Motorized Planning	4.1	Non-Motorized Network Planning	\$19,000	\$1,000	\$20,000
	4.2	Complete Streets Performance Monitoring	\$14,250	\$750	\$15,000
5.0 Public Transit Planning	5.1	Responsibilities as Direct Recipient	\$19,000	\$1,000	\$20,000
	5.2	Regional Transit Coordination^	\$14,800	\$3,700	\$18,500
Total Funding			\$418,550	\$24,950	\$443,500

*Consultant involvement is expected for the following work tasks: 2.2 and 3.1.

^Task 5.2 is funded with FTA Section 5303 funds, which requires a 20% match as opposed to 5% as for CPG funds.

Distribution of Local Share		
County	Pct.	Cost
Carson City	66.3	\$16,542
Douglas County	15.4	\$3,842
Lyon County	18.3	\$4,566
Total	100.0	\$24,950