

Carson Area Metropolitan Planning Organization



Fiscal Years 2019-2020: July 1, 2018 – June 30, 2020

UNIFIED PLANNING WORK PROGRAM

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Carson Area Metropolitan Planning Organization
 FY 2019 and FY 2020 CAMPO Unified Planning Work Program
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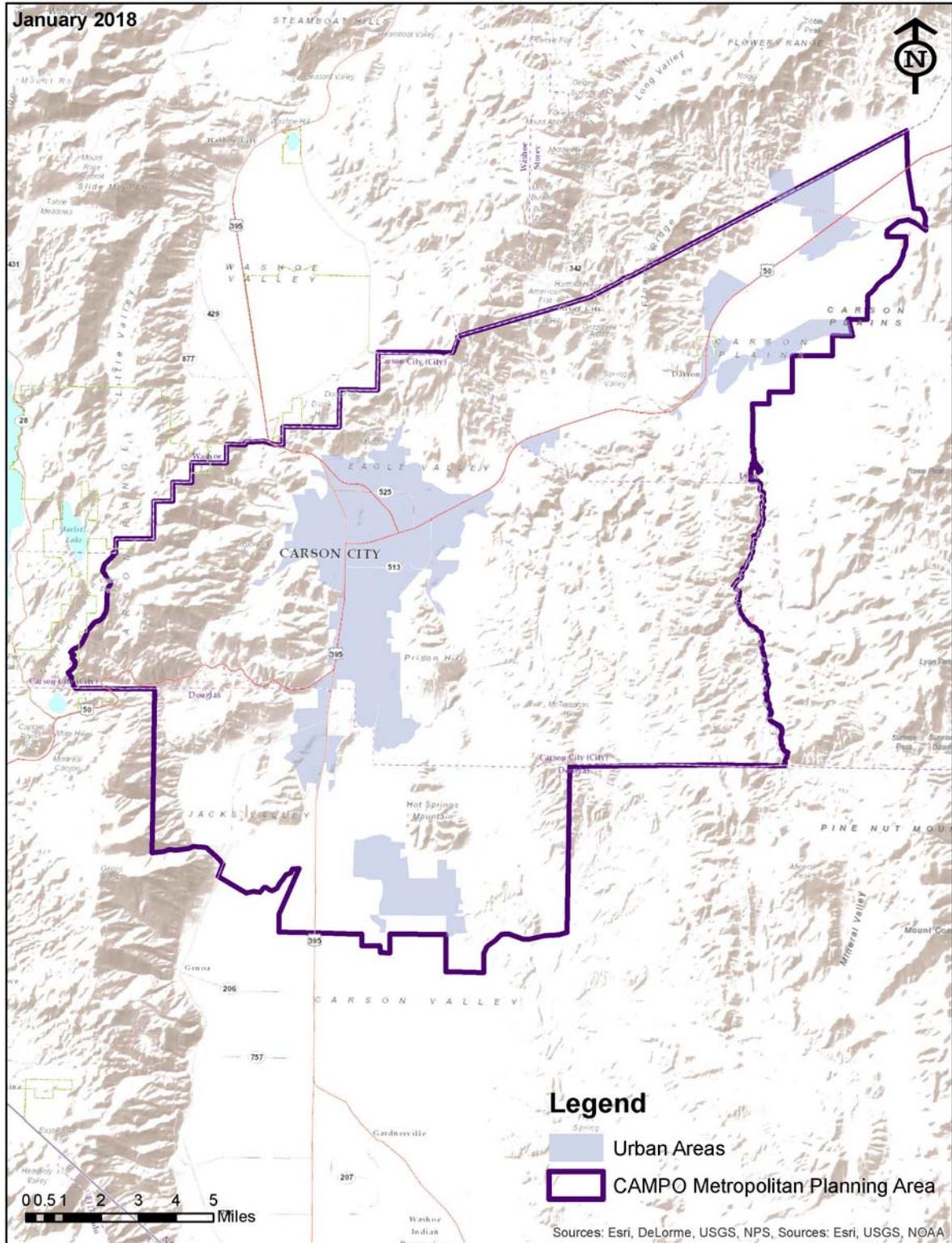
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1.0 Introduction

The Unified Planning Work Program defines the continuing, comprehensive, and cooperative regional transportation planning process for the Carson Area Metropolitan Planning Organization (CAMPO) planning area. It establishes regional planning objectives for Fiscal Years 2019/2020 covering the period of July 1, 2018 through June 30, 2020 and includes a corresponding budget to complete the work. This strategic management tool is organized by Work Elements that identify activities and products to be accomplished during the two-year period. These activities include core metropolitan planning functions, mandated metropolitan planning requirements, and other regional planning activities. As detailed in 23 CFR 450.308, each activity listed in the UPWP must indicate who will do the work, the schedule for completing the work, the resulting product, the proposed funding, and a summary of total amounts and sources of Federal and matching funds. Funding for metropolitan planning activities is made possible through the U.S. Department of Transportation – both the Federal Highway Administration and the Federal Transit Administration – and through the three local entities – Carson City, Douglas County, and Lyon County. Figure 1.1 depicts the CAMPO Metropolitan Planning Area.

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Figure 1.1 CAMPO Metropolitan Planning Area



1.1 Organization Overview

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 December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law, reaffirming the role of MPOs. This is a five-year transportation bill which extends most of the provisions in the previous two-year bill, Moving Ahead for Progress in the 21st Century Act (MAP-21).

What is the Carson Area Metropolitan Planning Organization?

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

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

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

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

1.2 CAMPO Policy Board and Staff

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

Table 1.1 CAMPO Policy Board

Member	Governmental Body Represented
Mr. Mark Kimbrough, Chairperson	Carson City
Mr. Brad Bonkowski, Vice-Chairperson	Carson City
Mr. Barry Penzel	Douglas County
Mr. Chas Macquarie	Carson City
Ms. Vida Keller <u>Mr. Bob Hastings</u>	Lyon County
Mr. Greg Stedfield	Carson City
Ms. Lori Bagwell	Carson City
Ms. Sondra Rosenberg*	Nevada Department of Transportation

*Non-Voting ex-officio member

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

Table 1.2 CAMPO Staff

Staff Member	Title
Mrs. Lucia Maloney, PMP	Transportation Manager
Mr. Dirk Goering, AICP	Senior Transportation Planner
Mr. Dan H. Anderson	Transportation Planner/Analyst
Ms. Karissa Moffett <u>Kelly Norman</u>	<u>Transportation Planner/Analyst</u> Bicycle and Pedestrian Coordinator
Mr. Michael Reynolds <u>Vacant</u>	Transit Coordinator

1.3 Responsibilities and Priorities

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

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

- Provide an integrated transportation system

1.4 Organizational Procedures and Documents

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

- CAMPO Policies & Procedures
- CAMPO Public Participation Plan
- CAMPO FFY 2018-2021 Transportation Improvement Program
- CAMPO Unified Planning Work Programs
- CAMPO Pedestrian Safety Guidelines
- Carson City Freeway Corridor Multi-Use Path Alignment Studies
- CAMPO Fare & Service Change Policy
- Notice of Protection Under Title VI
- CAMPO Disadvantaged Business Enterprise (DBE) Program
- CAMPO Disadvantaged Business Enterprise (DBE) FFY 2017-2016 Goal
- CAMPO Complete Streets Performance Monitoring Program
- FFY 2018 Annual Obligation Report
- CAMPO Travel Demand Model Validation Report 2015
- CAMPO Bicycle Friendly Community Report Card 2014
- CAMPO Regional Transportation Plan

1.5 Public Involvement

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

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

2.0 Summary of FY 2017 & FY 2018 Accomplishments and Work Efforts

In working with the U.S. Department of Transportation (U.S. DOT) and Nevada Department of Transportation (NDOT), it was determined that CAMPO would develop a two-year UPWP for the first time for FY 2017 and FY 2018. This allowed greater flexibility for CAMPO and its planning partners to complete more significant work tasks within a reasonable timeframe, and to better coordinate work tasks with the funding cycle. A two-year work program does not mean that two years' worth of funding is available in the first year. CAMPO cannot, and did not, seek reimbursement of funds in advance of obligation.

The following are the primary tasks that were undertaken during FY 2017 and FY 2018:

- *South Carson Street Complete Streets Study* – Staff worked with a consultant to help guide the vision for South Carson Street from Fifth Street to the I-580/Spooner Junction intersection. This is one of the primary travel corridors within the CAMPO area.
- *Travel Demand Model Update* – CAMPO staff hired a consultant team to update the travel demand model in anticipation of the next Regional Transportation Plan (RTP) update and in response to planning and/or completion of several major projects that will have a significant impact on the CAMPO region, including: completion of the Carson City Freeway, completion of the Downtown Carson Complete Street project, and further development of the Tahoe Reno Industrial Center (TRIC).
- *2017 Carson City Pavement Survey* – Carson City's roadway network was inventoried and the pavement conditions were reassessed in partnership with a contractor. This practice is performed every couple of years to strengthen the existing database and track historical benchmarks to provide a more robust analysis of pavement maintenance needs. This process ensures the most informed and efficient decisions are being made to address pavement health.
- *2017 Jump Around Carson (JAC) Transit User Survey* – This survey identified needs and concerns of the existing ridership base. Feedback received provided staff direction on what is working well with the system and where improvements can be made to better serve riders.
- *Adoption of Federally-Required Performance Measures and Targets* – On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. In partnership with State and Federal planning partners, as well as fellow MPOs, staff continued to develop federally-mandated performance measures and targets, including adoption of Transit Asset Management (TAM) and Safety performance measure targets.
- *Transportation Improvement Program (TIP) Activities* – The TIP includes a four-year list of projects and is consistent with all Federal planning regulations. All federally funded projects must be included in the TIP. CAMPO staff worked to update the TIP, resulting in adoption of the FFY 2018-2021 TIP. Regular maintenance of the document was required through formal and administrative amendments.

- *Collection of Baseline Complete Streets Performance Information* – CAMPO began collection of baseline performance information, used to evaluate and monitor the performance of Complete Streets measures. Staff collected data on the Downtown Carson Complete Streets project and other key corridors throughout Carson City to understand changes or trends as a result of implementation of the City’s Complete Streets Monitoring Program and Complete Streets Policy.
- *Ongoing MPO Activities* – These tasks included general administration, MPO representation, public participation efforts, regional consistency review, training, and UPWP development.

3.0 Federal Planning Emphasis Areas/FAST Act Planning Factors

The Federal Highway Administration (FHWA), in consultation with the Federal Transit Administration (FTA), develops Planning Emphasis Areas (PEAs) to promote policy, procedural, and technical topics that are to be considered by metropolitan planning organizations in preparation of work plans. The PEAs address a mix of planning issues and priority topics identified as requiring additional focus by MPOs. In addition to PEAs, the FAST Act expanded the scope of factors to consider in the transportation planning process. The sections below introduce PEAs and the FAST Act Planning factors and discuss how both are addressed across work elements in the UPWP.

3.1 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. The three planning emphasis areas described below are FAST Act Implementation (recently updated from MAP-21), Regional Models of Cooperation, and Ladders of Opportunity.

MAP-21/FAST Act 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 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.

3.2 FAST Act Planning Factors

The metropolitan transportation planning process specified by the FAST Act and the implementing regulations contained in Title 23 Part 450 of the Code of Federal Regulations (CFR) requires CAMPO to maintain a cooperative, continuous, and comprehensive framework for making transportation investment decisions in the metropolitan area.

The FAST Act carries forward and expands the performance-based transportation planning framework established under MAP-21. This UPWP includes data collection and analytical tasks that will facilitate annual reporting about safety, travel delay, pavement condition, alternative mode share, and other performance metrics. This UPWP includes tasks to continue evaluation of the transportation performance measures and performance targets established in the RTP. It anticipates that these performance measures will be refined based on statewide MPO/NDOT coordination in the development of future RTPs.

Transportation legislation lists ten factors that must be considered as part of the transportation planning process for all metropolitan areas. The following factors shall be explicitly considered, analyzed as appropriate, and reflected in the planning process products (23 CFR Section 134 (h)):

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

3.3 Overview of FY 2019 and FY 2020 Work Efforts

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

The following are the primary tasks to be undertaken during FY 2019 and FY 2020:

- Administer a survey of transit non-riders (residents and visitors who do not ride the Jump Around Carson (JAC) transit system) to identify needs and concerns. Feedback received will provide staff direction on what is working well with the system and where improvements can be made to better serve the community.
- The Carson City ADA Transition Plan will be updated. While the initial plan was developed in 2015, only a small portion of the City was inventoried due to budget constraints. It was anticipated that further inventory of the City would be done incrementally in the future. It is also a requirement to update the Transition Plan on a periodic basis. Now that development of the plan has occurred, more funding can go toward further inventory of facilities than previously. Consultant involvement is expected for this task.
- Roadways within the Douglas County portion of the CAMPO area will be inventoried, using a consultant, to reassess pavement conditions. This practice is performed every couple of years for Carson City and needs to be conducted in other portions of the CAMPO planning area to build a strong database and establish historical benchmarks, thereby providing a more robust analysis of pavement maintenance needs. This process ensures the most informed and efficient decisions are being made to address pavement health.
- Implementation of a Pavement Management Plan to support ongoing planning and programming activities related to roadway infrastructure in Carson City.
- The travel demand model, with a consultant team, will be maintained in anticipation of the next RTP update. As the economy continues to improve to pre-recession levels and our region grows, CAMPO expects changes in land use due to development projects, shifting socio-demographic characteristics, and continued updates to the roadway network. The model will be maintained with the most recent traffic volumes, population, and land use assumptions.
- A Transit Development and Coordinated Plan will identify the immediate needs of the transit system over the next five year period, as well as a longer-term vision for the service. It will also include interdisciplinary coordination and will specifically meet requirements for a locally developed, coordinated public transit-human services transportation plan, as required for receiving FTA Section 5310 funds.
- Ongoing tasks that include general administration, MPO representation, public participation efforts, regional consistency review, training, and UPWP development.

- On December 4, 2015, the Fixing America’s Surface Transportation (FAST) Act was signed into law. Staff will monitor applicable transportation legislation and respond to any potential requirements of the new bill. In addition, staff will use this task to work with our State and Federal planning partners, as well as fellow MPOs, to continue to develop performance measures initially mandated by MAP-21.
- Update and maintain the Transportation Improvement Program (TIP) through the new eSTIP platform.

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3.4 Federal Planning Emphasis Areas/FAST Act Planning Considerations and UPWP Tasks

Table 3.1 outlines FY 2019/FY2020 2-year UPWP Work Elements that address and support each Federal Planning Emphasis Area and FAST Act Planning Consideration. As illustrated below, all Federal Planning Emphasis Areas and FAST Act Planning Considerations are integrated into CAMPO's FY 2019/FY 2020 two-year work program.

Table 3.1 FY 2019/FY 2020 2-Year UPWP Work Elements and Federal Planning Emphasis Areas/Planning Considerations

		Work Elements				
		1.0	2.0	3.0	4.0	5.0
PEAs	MAP-21/FAST Act Implementation	X	X	X	X	X
	Models of Regional Planning Cooperation	X	X	X	X	
	Ladders of Opportunity		X	X	X	
FAST Act Planning Factors	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency			X	X	X
	Increase the safety of the transportation system for motorized and non-motorized users			X	X	X
	Increase the security of the transportation system for motorized and non-motorized users			X	X	X
	Increase accessibility and mobility of people and freight			X		X
	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		X	X		
	Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight		X	X	X	X
	Promote efficient system management and operation	X			X	X
	Emphasize the preservation of the existing transportation system				X	X
	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation			X		X
	Enhance travel and tourism		X	X		

4.0 FY 2019 – FY 2020 Unified Planning Work Program

CAMPO planning activities are divided into five work elements. Funding sources for CAMPO planning activities include a combination of federal transit and highway programs, as well as local funding used as the “match” for federal consolidated planning grant (CPG) funding. Table 4.1 lists the five work elements and total estimated cost for each. The following pages contain a detailed description of each of the work elements for the FY 2019/FY 2020 2-year UPWP, including work tasks, work products, estimated benchmarks, and estimated costs. A detailed summary table containing 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.

Table 4.1 Total Budgeted Amount by Work Element and Fiscal Year

Work Element	Description	FY 2019	FY 2020	Total Budgeted Amount
1.0	MPO Administration	\$ <u>142,000</u> <u>133,997</u>	\$ <u>144,302</u> <u>151,902</u>	\$ <u>286,302</u> <u>285,899</u>
2.0	Regional Coordination and Engagement	\$ <u>19,100</u> <u>17,910</u>	\$ <u>13,900</u> <u>15,100</u>	\$ <u>33,000</u> <u>33,010</u>
3.0	Regional Multimodal Planning	\$ <u>121,550</u> <u>59,502</u>	\$ <u>76,892</u> <u>128,357</u>	\$ <u>198,442</u> <u>187,859</u>
4.0	Transportation Performance Management	\$ <u>71,350</u> <u>58,342</u>	\$ <u>71,650</u> <u>95,550</u>	\$ <u>143,000</u> <u>153,892</u>
5.0	Asset Planning and Management	\$ <u>63,050</u> <u>53,094</u>	\$ <u>50,900</u> <u>60,940</u>	\$ <u>113,950</u> <u>114,034</u>
<i>Total</i>		\$ <u>417,050</u> <u>322,845</u>	\$ <u>357,644</u> <u>451,849</u>	\$774,694

WORK ELEMENT 1.0 – MPO Administration

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

TASKS

1.1 General Administration and Work Program Oversight

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

Task Elements:

- Preparation of required MPO reports and memoranda supporting the activities of CAMPO.
- Management and administration of budgets and agreements.
- Preparation of quarterly and end-of-year task/activity summaries and reports.
- Preparation of billings and reimbursement requests and other related activities.
- Grant management and oversight of transportation planning grants.
- Application and management of Consolidated Planning Grant (CPG) funds for CAMPO operations.
- MPO Board Support, including: providing special reports, researching MPO issues, preparation of board/public meeting materials, and attendance at MPO regular and special meetings.

Expected Products:

- Monthly agenda and meeting materials for CAMPO board meetings and other public hearings, as needed.
- Miscellaneous reports, analyses, correspondence, task summaries and memoranda, and funding management and invoicing for CAMPO and local transit operators, as needed.

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

Funding:

CPG	\$148,487,149,743
Local	\$7,815,881
Total	\$156,302,157,624

1.2 Unified Planning Work Program (UPWP) Development and Administration

Description: This task includes administration of the FY 2019/FY 2020 2-year UPWP, and development of the FY 2021/FY 2022 2-year UPWP in cooperation with other local, regional, and statewide agencies. This task also includes UPWP amendments, as needed.

Task Elements:

- Administration of the FY 2019/FY 2020 2-year UPWP document.
- Implement the UPWP including amendments, as required.
- Development and preparation of the FY 2021/FY 2022 2-year UPWP.

Expected Products:

- FY 2018 UPWP 4th quarter report.
- FY 2019/FY 2020 2-year UPWP quarterly reports.
- Amendments to the FY 2019/FY 2020 2-year UPWP, as needed.
- An adopted FY 2021/FY 2022 2-year UPWP.

Estimated Benchmarks: Draft FY 2021/FY 2022 2-year UPWP, March 2020

Estimated Completion Date: Ongoing Tasks

Funding:

CPG	\$ 14,250 16,466
Local	\$750867
Total	\$ 15,000 17,333

1.3 MPO Representation

Description: Staff will represent the MPO at events and meetings not related to specific other UPWP tasks. This task 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. This task includes participation in the statewide planning process, including attendance and participation in the TPAC, the development and coordination of the Statewide Transportation Improvement Program (STIP), project selection, and participation in other advisory committees, as appropriate.

Task Elements:

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

Expected Products:

- A well-represented MPO with ongoing inter- and intra-regional coordination.
- Coordinated State planning processes and documents.

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

Funding:

CPG	\$57,000,56,375
Local	\$3,000,967
Total	\$60,000,59,342

1.4 Professional Development

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

Task Elements:

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

Expected Products:

- Enhanced staff capabilities.

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

Funding:

CPG	\$52,250,49,020
Local	\$2,750,2,580
Total	\$55,000,51,600

WORK ELEMENT 2.0 – Regional Coordination and Engagement

Tasks within this work element include public participation, regional coordination, and engagement tasks necessary to carry out a continuing, comprehensive, and cooperative regional transportation planning activities. Tasks are ongoing activities designed to continue public participation and engagement efforts related to planning for all modes with all stakeholders, and to meet the requirements set forth in CAMPO’s Public Participation Plan.

2.1 Public Participation

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

Task Elements:

- Public noticing and stakeholder engagement for necessary TIP or RTP amendments.
- Activities necessary to host/coordinate public participation activities.
- Property owner outreach resulting from development of corridor/specific studies or local development projects.
- Public outreach and noticing needed for development of the next UPWP, ~~and~~ next TIP, and the 2050 RTP.
- Development of public information campaigns that promote planning initiatives and programs.
- Continuous maintenance of the CAMPO website.

Expected Products:

- Hosted/coordinated public participation activities.
- Published notices.
- An operational website for distribution of current, accurate, and transparent public information.

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

Funding:

CPG	\$19,000
Local	\$1,000
Total	\$20,000

2.2 Regional Transit Coordination and Engagement

Description: There are five transit services operating within the CAMPO planning area (Eastern Sierra Transit Authority, BlueGo, Jump Around Carson, Douglas Area Rural Transit, and RTC Intercity) that are subsidized by member counties. This task includes regional coordination of transit services by CAMPO staff, development and implementation of a transit non-rider survey, and ongoing stakeholder engagement.

Task Elements:

- Development and preparation of transit non-rider survey materials and workforce, and implementation of distribution channels.
- Hosted/coordinated public participation activities related to transit planning and implementation.
- Participation in local and regional planning processes for public transportation projects in which the Carson area has a vested interest.

Expected Products:

- Coordination and communication among transit operators.
- Analysis of survey results from transit non-riders.

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing, Draft/Final Transit non-rider survey results, Spring 2019

Funding:

CPG	\$12,350 <u>12,360</u>
Local	\$650 <u>651</u>
Total	\$13,000 <u>13,010</u>

WORK ELEMENT 3.0 – Regional Multimodal Planning

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

3.1 **2040/2050 Regional Transportation Plan (RTP)**

Description: The 2040 RTP was adopted by CAMPO in August 2016. This task includes maintenance of the 2040 RTP and any necessary administrative modifications or amendments. Community outreach on the document will continue, as well as coordination with partner agencies and local governments. This task also includes activities ~~to be conducted in anticipation of associated with the drafting of~~ CAMPO's 2045 2050 RTP, planned to be adopted in early FY 2021.

Task Elements:

- Administration of the 2040 RTP, including ongoing coordination with federal, State, and local partners to explore funding opportunities to implement the plan.
- Participation in public and interagency meetings as a transportation technical resource.
- Continued public outreach on RTP goals and concepts that promotes vibrant communities and improves public health.
- Processed RTP administrative modifications and/or amendments, as necessary.
- Project review that ensures consistency with established transportation plans and policies.
- Incorporation of federally required performance measures and/or targets as necessary.
- Draft 2050 RTP

Expected Products:

- RTP modifications and amendments, as necessary.
- Continued community outreach and education on the 2040 RTP.
- Draft 2050 RTP

Estimated Benchmarks: ~~N/A~~Draft 2050 Regional Transportation Plan (RTP), June 2019

Estimated Completion Date: Ongoing

Funding:

CPG	\$ <u>27,92232,259</u>
Local	\$ <u>1,4701,698</u>
Total*	\$ <u>29,39233,957</u>

**Consultant involvement is expected*

3.2 Transit Planning

Description: This task incorporates responsibilities required of CAMPO as the direct recipient of FTA Section 5307 funds. CAMPO must apply for and manage these funds, including compliance activities and participation in regular federal reviews and audits. Staff will develop a JAC Transit Development and Coordinated Human Services Plan, which will include short range (1-5 years) and long range (6-20 years) planning, as well as meet the requirements for a locally developed Coordinated Transit-Human Services plan. As envisioned, the Transit Development and Coordinated Human Services Plan seeks to identify the immediate needs of the transit system over the next five year period, as well as a longer term vision for the service. The plan will document opportunities and challenges of the transit system and present a budget for operation of the system. The plan will be paid for in part through an interagency agreement with the Nevada Department of Transportation (NDOT). This task also includes development, maintenance, and administration of transit policies and procedures that support implementation of regional transit planning documents. The public outreach and coordination activities within this task specifically relate to transit planning and do not duplicate public outreach and coordination that is conducted under other tasks within this UPWP. Consultants may be used as needed to complete the tasks noted below.

Task Elements:

- Community outreach.
- Coordination with partner agencies.
- Participation in public and interagency meetings.
- Development of a Transit Development and Coordinated Human Services Plan.
- Title VI Program updates.
- DBE Program updates.
- DBE Goal updates.
- Transit responsibilities as a direct recipient – CAMPO, in coordination with NDOT, works with transit operators in the region to identify projects and distribute FTA funds among eligible operators and projects. Efforts under this subtask include training, project identification, allocation of funding, and coordination with FTA, NDOT, and transit operators.

Expected Products:

- Transit Development and Coordinated Human Services Plan.
- Project identification and allocation of funds among regional transit operators to allow for implementation of FTA transit programs.
- Title VI Program document for FFY 2020-22.
- DBE Program document for FFY 2020-22.
- DBE Goal creation for FFY 2020-22.

Estimated Benchmarks: Draft Transit Development and Coordinated Human Services Plan, August 2019; Final Transit Development and Coordinated Human Services Plan, September 2019; Title VI and DBE Program documents, Fall 2019.

Estimated Completion Date: Ongoing

Funding:

CPG	\$ <u>90,250,74,670</u>
Local	\$ <u>4,750,3,930</u>
Total*	\$ <u>95,000,78,600</u>

**Consultant involvement is expected*

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3.3 Intelligent Transportation Systems (ITS) Planning

Description: This task involves identifying and planning for long term strategies for planning and implementing Coordinated Traffic Signal Systems within the CAMPO planning area through development of a Carson Area Transportation System Management Plan. The Carson Area Transportation System Management Plan will be funded primarily through Federal infrastructure funding, with funding for additional CAMPO staff support coming from this Task. It is anticipated that development of the Plan will span multiple years; consequently, no benchmarks are anticipated until FY 2021.

Task Elements:

- Staff time to initiate and manage the Carson Area Transportation System Management Plan.

Expected Products:

- Staff coordination with partner jurisdictions and NDOT.

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

Funding:

CPG	\$13,348
Local	\$703
Total	\$14,050

**Consultant involvement is expected*

3.4 Updates to Supporting Regional Planning Documents

Description: This task includes updating the Carson City Americans with Disabilities Act (ADA) Transition Plan and obtaining plan approval from the Nevada Department of Transportation. Staff will work with a consultant to identify new areas of Carson City to be inventoried and added to the ADA Transition Plan and to update the existing planning document with new information. This task includes updates to CAMPO's Public Participation Plan (PPP). Finally, this task includes development, maintenance, and administration of transportation policies that support implementation of regional transportation planning documents.

Task Elements:

- Development of ADA Transition Plan updates.
- Development of Public Participation Plan updates.

Expected Products:

- Updated and expanded ADA Transition Plan.
- Updated Public Participation Plan.

Estimated Benchmarks: N/A

Estimated Completion Date: Updated Public Participation Plan, August 2019; Updated ADA Transition Plan, ~~July 2019~~ March 2020.

Funding:

CPG	\$ 33,250 <u>34,422</u>
Local	\$ 1,750 <u>1,812</u>
Total*	\$ 35,000 <u>36,234</u>

**Consultant involvement is expected*

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3.5 Regional Consistency Review

Description: Development or capital improvement 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 as required by federal or State regulation. The activities within this task do not duplicate routine reviews of proposed developments that are conducted by constituent units of government.

Task Elements:

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

Expected Products:

- Periodic transportation system review and reports.

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

Funding:

CPG	\$23,750,767
Local	\$1,251,251
Total	\$25,002,018

WORK ELEMENT 4.0 – Transportation Performance Management

The activities in this work element support and implement federal and State requirements for performance-based planning to inform decision-making, including: transportation data collection and management; travel demand modeling and forecasting; development of performance measures and targets; and various other information gathering, analyses, monitoring and reporting, as needed. This task includes development and implementation of the Transportation Improvement Program (TIP).

4.1 MAP-21/FAST Act Implementation and Performance Measures

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

Task Elements:

- Coordination of data collection across CAMPO partner jurisdictions, transit operators, NDOT and FHWA in response to established performance measure target-setting requirements.
- Conduct technical analyses and model outputs that support development and implementation of MAP-21/Fast Act performance-based planning requirements.
- Preparation and development of documentation as required.

Expected Products:

- Compliance with MAP-21/FAST Act.
- Documentation as required.
- Ongoing participation in Nevada’s Planning Executive Group (PEG) and PEG Performance Measures Working Group.

Estimated Benchmarks: Adopted performance measure targets that meet MAP-21/Fast Act requirements.

Estimated Completion Date: Ongoing

Funding:

CPG	\$ 30,400 37,145
Local	\$1,6001,955
Total	\$ 32,000 39,100

4.2 Update and Maintain the Transportation Improvement Program

Description: This task supports the selection, funding, and implementation of transportation projects that meet State and federal regulations. The MAP-21/FAST Act compliant Federal Fiscal Year (FFY) 2018-2021 Transportation Improvement Program (TIP) was adopted by the Regional Transportation Commission (RTC) on August 9, 2017. Activities under this task include administration and maintenance of the current FFY 2018-2021 TIP, including processing of modifications and amendments as needed, and development of the FFY 2020-2023 TIP in cooperation with other local, regional, and statewide agencies. The TIP includes a current four-year listing of projects and will be consistent with all Federal planning regulations. The format of the TIP will reflect consistency with NDOT's eSTIP platform. This task includes project tracking and financial tracking that is performance-based and consistent with the goals and objectives of MAP-21 and the FAST Act.

Task Elements:

- Determine that sufficient federal, State, and local revenue sources are available to fund projects programmed in the TIP.
- Coordinate administration and maintenance of the TIP within the Statewide TIP (STIP).
- Provide reasonable opportunity for public comment in accordance with the Public Participation Plan and federal regulations.
- Incorporate Environmental Justice and ADA considerations, as appropriate.
- Consider best available performance information, including performance measures and targets, in prioritization of transportation improvement projects that are expected to support achievement of adopted targets MAP-21/FAST Act performance measures.
- Prepare modifications and amendments to the TIP, as needed.
- Coordinate modifications and amendments of the TIP program with the STIP to ensure changes are incorporated into the STIP.
- Develop and prepare the FFY 2020-2023 TIP for adoption.
- Ongoing participation in Nevada's Planning Executive Group (PEG) initiatives related to programming.
- Coordination with FHWA NV Division office, FTA, NDOT, and CAMPO partner agencies on project development and funding.
- Develop annual list of obligated projects.
- Document continuing, coordinated and comprehensive processes that include traditionally underrepresented and underserved populations and their community leaders (e.g., elderly, disabled, low income, and minorities).

Expected Products:

- FFY 2018-2021 TIP that is updated appropriately to include administrative modifications and amendments, as needed.
- Adopted FFY 2020-2023 TIP.
- Annual Federal Obligations Report.

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

Funding:

CPG	\$ 22,800 24,751
Local	\$1,2001,303
Total	\$ 24,000 26,054

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4.3 Maintain Travel Demand Model

Description: Staff will work with a consultant to maintain the travel demand model in preparation for the next Regional Transportation Plan update and to meet ongoing forecasting needs. The model will be maintained with the most recent traffic volume counts available (segments/intersections) as well as population and land use assumptions. There are periodic needs to provide information to other agencies both within and outside the CAMPO planning area that is derived from, or is an input to, the modeling process. The majority of task costs are associated with consultant costs, with staff project management also included.

Task Elements:

- Ongoing travel demand modeling services through consultant service, including model maintenance activities to incorporate most current population and transportation network data.
- Using a contractor, produce requested model outputs for alternatives analysis, planning studies, or other regional activities as needed/requested.
- Using a contractor, update travel demand model and associated forecasting software and tools as necessary.
- Provision of information from the modeling process as needed/requested.

Expected Products:

- Validated and maintained travel demand model.

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

Funding:

CPG	\$ 39,900 40,565
Local	\$ 2,100 2,135
Total*	\$ 42,000 42,700

**Consultant involvement is expected*

4.4 Data Management, Collection, and Performance Measurement

Description: This task builds from prior UPWP tasks and supports monitoring of transportation performance measures included in the 2040 RTP. Staff will continue to collect baseline information to evaluate and monitor the performance of Complete Streets and transportation infrastructure within CAMPO’s planning area. Staff will collect data, record any changes or trends, and provide recommendations that may be used to inform future transportation improvement projects or policies. This task includes an update to CAMPO’s Complete Streets Performance Monitoring Program, which will expand the program from identified complete streets corridors to include data collection, monitoring, and reporting procedures across all transportation modes within the CAMPO area.

Task Elements:

- Ongoing data collection along facilities identified within the Complete Streets Performance Monitoring Program.
- Ongoing data collection related to safety, regional bicycle and pedestrian counts, vehicular movements, and other transportation infrastructure data as needed.
- Analyses of collected data on auto, transit, bicycle, and pedestrian use.
- Updates to the Complete Streets Performance Monitoring Program to comprehensively include all transportation modes within the CAMPO area.
- Coordinate the dissemination and consideration of transportation-related performance data.
- Periodic recommendations and/or reports.
- Development of an annual performance measure tracking report.

Expected Products:

- Updated Complete Streets Performance Monitoring Program document.
- FY 2019 and FY 2020 Annual Performance Measure Tracking Reports.

Estimated Benchmarks: Draft Updated Monitoring Program document, July 2019; Final Monitoring Program document, August 2019; FY 2019 Annual Performance Measure Tracking Report, September 2019.

Estimated Completion Date: August/September 2019 and Ongoing

Funding:

CPG	\$42,75043,736
Local	\$2,2502,302
Total	\$45,00046,038

WORK ELEMENT 5.0 – Asset Planning and Management

The activities in this work element support multi-modal asset management throughout the CAMPO planning area using ongoing data collection, analyses, and reporting to inform decision-making that promotes: efficient system management and operation; improves the resiliency and reliability of the transportation system; and emphasizes preservation of the existing transportation system. This task includes development and implementation of the Transportation Improvement Program (TIP).

5.1 Maintain Pavement Management System

Description: This task involves regular updates and maintenance of the Pavement Management System following improvements or changes to the street network or land uses. A consultant will be hired to collect data on the Douglas County roadway network within the CAMPO planning area. Staff will use this task to provide data to CAMPO to report on performance measures as they relate to pavement maintenance.

Task Elements:

- Conduct regular updates and maintenance of the Pavement Management System.
- Using a contractor, collect pavement survey data for the Douglas County roadways within the CAMPO planning area in a format that meets the individual needs of both Douglas County and CAMPO.

Expected Products:

- Up-to-date pavement management system.
- Pavement data.

Estimated Benchmarks: Completed pavement survey for Douglas County roadways within the CAMPO planning area.

Estimated Completion Date: Douglas County pavement survey, Summer 2019; Ongoing

Funding:

CPG	\$42,703,42,706
Local	\$2,248,248
Total*	\$44,950,44,954

**Consultant involvement is expected*

5.35.2 Roadway Asset Management

Description: CAMPO staff recently completed an initial draft of a Pavement Management Plan to support ongoing planning and programming activities related to roadway infrastructure in Carson City. This task begins implementation of that plan and includes activities required to amend the plan to incorporate future roadway condition data, or other amendments, as needed.

Task Elements:

- Implementation and Ongoing Maintenance of the Pavement Management Plan.

Expected Products:

- Up-to-date Pavement Management Plan.
- Ongoing activities supporting implementation of the plan, including annual pavement assessments supporting performance-based pavement rehabilitation investments.
- Reports to CAMPO on plan implementation and performance, as appropriate.

Estimated Benchmarks: N/A

Estimated Completion Date: Ongoing

Funding:

CPG	\$ 28,500 28,671
Local	\$ 1,500 1,509
Total	\$ 30,000 30,180

5.45.3 Non-Motorized Asset Management

Description: 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. Using a consultant, this task includes a comprehensive sidewalk and bicycle facility inventory that will be mapped using ArcGIS. The inventory may be used to update maps within CAMPO's 2040/2050 RTP.

Task Elements:

- Conduct a non-motorized asset inventory (sidewalks, ramps, bicycle facilities) identifying ADA barriers.
- Conduct mapping activities that support integration of inventory data with CAMPO's web-based mapping platform.

Expected Products:

- Improved access and connectivity of the bicycle and pedestrian network.
- Sidewalks and bicycle facilities inventory.
- Maps of non-motorized assets, including sidewalks, ramps, and bicycle facilities, integrated into CAMPO's web-based mapping platform.

Estimated Benchmarks: Sidewalks and bicycle facilities inventory, Fall 2019; Ongoing

Estimated Completion Date: Ongoing

Funding:

CPG	\$ <u>25,65025,365</u>
Local	\$ <u>1,3501,335</u>
Total*	\$ <u>27,00026,700</u>

**Consultant involvement is expected*

5.55.4 Transit Asset Management

Description: The activities within this task include development of a Transit Asset Management (TAM) Plan that is compliant with the FAST Act. Ongoing maintenance of the Plan, including annual performance target setting, will also be included.

Task Elements:

- Conduct an inventory and projection of transit assets, life expectancies, replacement costs, and maintenance activities and costs.
- Ongoing monitoring and updating of performance targets.

Expected Products:

- Draft and Final TAM Plan.
- Annual performance target updates in accordance with Federal requirements.

Estimated Benchmarks: Attainment of performance targets annually, and adherence to maintenance and replacement schedule established in the TAM Plan.

Estimated Completion Date: Ongoing and October 2018.

Funding:

CPG	\$ 11,400 11,590
Local	\$ 600 610
Total	\$ 12,000 12,200

5.0 FY 2019 – FY 2020 Unified Planning Work Program Budget

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

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Table 5.1 CAMPO FY 2019 and FY 2020 UPWP Cost/Funding Summary
Amended 5/8/2019X/X/XXXX

Major Work Element	Work Task		Funding Breakdown		
	Task #	Description	CPG	Local Match	Total Cost
1.0 MPO Administration	1.1	General Administration and Work Program Oversight	\$148,487,149,743	\$7,815,881	\$156,302,157,624
	1.2	UPWP Development and Administration	\$14,250,16,466	\$750,867	\$15,000,17,333
	1.3	MPO Representation	\$57,000,56,375	\$3,000,2,967	\$60,000,59,342
	1.4	Professional Development	\$52,250,49,020	\$2,750,2,580	\$55,000,51,600
2.0 Regional Coordination and Engagement	2.1	Public Participation	\$19,000	\$1,000	\$20,000
	2.2	Regional Transit Coordination and Engagement	\$12,350,12,360	\$650,651	\$13,000,13,010
3.0 Regional Multimodal Planning	3.1	2040 Regional Transportation Plan (RTP)*	\$27,922,32,259	\$1,470,1,698	\$29,392,33,957
	3.2	Transit Planning*	\$90,250,74,670	\$4,750,3,930	\$95,000,78,600
	3.3	ITS Planning	\$13,348	\$703	\$14,050
	3.4	Updates to Supporting Regional Planning Documents and Policies*	\$33,250,34,422	\$1,750,1,812	\$35,000,36,234
	3.5	Regional Consistency Review	\$23,750,23,767	\$1,250,1,251	\$25,000,25,018
4.0 Transportation Performance Management	4.1	MAP-21/FAST Act Implementation and Performance Measures	\$30,400,37,145	\$1,600,1,955	\$32,000,39,100
	4.2	Update and Maintain the Transportation Improvement Program	\$22,800,24,751	\$1,200,1,303	\$24,000,26,054
	4.3	Maintain Travel Demand Model*	\$39,900,40,565	\$2,100,2,135	\$42,000,42,700
	4.4	Data Management, Collection, and Performance Measurement	\$42,750,43,736	\$2,250,2,302	\$45,000,46,038
5.0 Asset Planning and Management	5.1	Maintain Pavement Management System*	\$42,703,42,706	\$2,248,2,248	\$44,950,44,954
	5.2	Roadway Asset Management	\$28,500,28,671	\$1,500,1,509	\$30,000,30,180
	5.3	Non-Motorized Asset Management*	\$25,650,25,365	\$1,350,1,335	\$27,000,26,700
	5.4	Transit Asset Management	\$11,400,11,590	\$600,610	\$12,000,12,200
Total Funding			\$735,959	\$38,735	\$774,694

*Consultant involvement is expected