

**NOTICE OF SPECIAL PUBLIC MEETING OF THE
CARSON AREA METROPOLITAN PLANNING ORGANIZATION
FRIDAY, APRIL 24, 2009
(This meeting will begin immediately after the adjournment
of the Carson City RTC meeting, which begins at 12:00 P.M.)
COMMUNITY CENTER- SIERRA ROOM
851 EAST WILLIAM STREET
CARSON CITY, NEVADA**

NOTE: The Carson Area Metropolitan Planning Organization is pleased to make reasonable accommodations for members of the public who are disabled and wish to attend the meeting. If special arrangements for the meeting are necessary, please notify Carson Area Metropolitan Planning Organization staff in writing at 3505 Butti Way, Carson City, Nevada, 89701, or ddoenges@ci.carson-city.nv.us, or call Dan Doenges at (775) 887-2355 as soon as possible (requests are required prior to 12:00 p.m. on April 21, 2009).

For more information regarding any of the items listed on the agenda, please contact the Metropolitan Planning Organization staff at (775) 887-2355. Additionally, the agenda with all supporting material is posted on the CAMPO website at www.carsonareampo.com.

AGENDA

- A. ROLL CALL AND DETERMINATION OF A QUORUM**
- B. APPROVAL OF MINUTES:**
None
- C. MODIFICATION OF AGENDA:** This is the tentative schedule for the meeting. CAMPO reserves the right to take items in a different order to accomplish business in the most efficient manner.
- D. PUBLIC COMMENT:** Members of the public who wish to address the Metropolitan Planning Organization may approach the podium and speak on matters related to the Metropolitan Planning Organization, but not on items agendaized for this meeting. Comments are limited to three minutes per person or topic. If your item requires extended discussion, please request the Chair to calendar the matter for a future Metropolitan Planning Organization meeting. No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an Agenda as an item upon which action may be taken.
- E. DISCLOSURES:** Any member of the Metropolitan Planning Organization that may wish to explain any contact with the public regarding an item on the agenda or business of the Metropolitan Planning Organization.

F. PUBLIC MEETING ITEMS:

F-1 Action to approve the CAMPO federal fiscal year 2009-2012 Transportation Improvement Program (TIP) as amended.

Staff Summary: Following a public comment period that ended on April 16, 2009, the existing TIP has been amended to reflect the addition of several projects to be implemented with funds made available through the American Recovery and Reinvestment Act (ARRA).

F-2 Information regarding a proposed amendment to the CAMPO Public Participation Plan.

Staff Summary: Staff is proposing to modify the existing Public Participation Plan to better define actions that do and do not invoke a public review and comment period under federal definition.

G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS (Non-Action Items)

G-1 Future Agenda Items

H. ADJOURNMENT

The next meeting is tentatively scheduled for 5:30 p.m., Wednesday, May 13, 2009, at the Sierra Room - Community Center, 851 East William Street.

This agenda has been posted at the following locations

On Monday, April 20, 2009, before 5:00 p.m.:

CITY HALL, 201 North Carson Street

CARSON CITY LIBRARY, 900 North Roop Street

COMMUNITY CENTER, SIERRA ROOM, 851 East William Street

CARSON CITY PUBLIC WORKS, 3505 Butti Way

PLANNING DIVISION, 2621 Northgate Lane, Suite 62

DOUGLAS COUNTY EXECUTIVE OFFICES, 1594 Esmeralda Avenue, Minden

LYON COUNTY PLANNING DEPARTMENT, 801 Overland Loop, Suite 201, Dayton

NEVADA DEPARTMENT OF TRANSPORTATION, 1263 S. Stewart Street, Carson City

**CARSON AREA METROPOLITAN PLANNING ORGANIZATION
REQUEST FOR BOARD ACTION**

Date Submitted: April 10, 2009

Meeting Date: April 24, 2009

To: Carson Area Metropolitan Planning Organization

From: Dan Doenges, Senior Transportation Planner

Subject Title: Action to approve the CAMPO federal fiscal year 2009-2012 Transportation Improvement Program (TIP) as amended.

Staff Summary: Following a public comment period that ended on April 16, 2009, the existing TIP has been amended to reflect the addition of several projects to be implemented with funds made available through the American Recovery and Reinvestment Act (ARRA).

Type of Action Requested: (check one)

() None – Information Only

() Formal Action/Motion

Recommended Board Action: I move to approve the CAMPO federal fiscal year 2009-2012 Transportation Improvement Program (TIP) as amended.

Explanation for Recommended Action: CAMPO will receive \$1,092,274 in Federal Transit Administration (FTA) 5307 funds through ARRA to be used for capital expenses for transit services. This funding will be distributed proportionately among Carson City and Douglas County. Each operator has listed the projects for which they intend to expend the funds. In addition, \$3 million in ARRA funding specifically for Transportation Enhancements projects has been added to TIP for construction of Phase 3A of the V&T Railroad.

A TIP amendment requires a 30-day public comment period, which began March 17, 2009, and ended April 16, 2009. The public comment period was noticed and posted on the CAMPO website. In addition, a public information meeting was held in an open house format. No comments were received during the public comment period other than the implementing agencies' requests.

Applicable Statue, Code, Policy, Rule or Policy: N/A

Fiscal Impact: N/A

Explanation of Impact: N/A

Funding Source: N/A

Alternatives: Modify proposed amendment.

Supporting Material: Amendment of the FFY 2009 – FFY 2012 CAMPO Transportation Improvement Program.

Prepared By: Dan Doenges, Senior Transportation Planner

Board Action Taken:

Motion: _____ 1) _____ Aye/Nay
2) _____ _____

_____ (Vote Recorded By)

**CARSON AREA
METROPOLITAN PLANNING ORGANIZATION
(CAMPO)**



TRANSPORTATION IMPROVEMENT PROGRAM

Federal Fiscal Year 2009 through Federal Fiscal Year 2012

Proposed Amendment 4/24/09

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.

What is the Carson Area Metropolitan Planning Organization?

In 2002, the US Bureau of Census declared that the population of the Carson Urbanized Area, according to the 2000 Census, had surpassed the population threshold of 50,000. The urbanized area consists of Carson City, as well as the abutting, relatively densely inhabited portions of Douglas and Lyon Counties. As of the year 2000 Census approximately 84.5% of the urbanized area population was in Carson City, 12.5% in Douglas County, and about 3.0% in Lyon County. 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. CAMPO is governed by a seven-member Policy Board consisting of representatives of Carson City, Douglas County, Lyon County, and the Nevada Department of Transportation.

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.

FINANCIAL PLAN

The following section includes an excerpt from the financial element of the *CAMPO 2030 Regional Transportation Plan* in order to provide further detail regarding funding sources for transportation improvements, as well as to demonstrate consistency between the TIP and RTP.

Introduction

As per requirements established in the current surface transportation act, the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), metropolitan planning organizations must include a financial plan as part of the Regional Transportation Plan (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 coordinating with the Nevada Department of Transportation (NDOT), the Carson Area Metropolitan Planning Organization (CAMPO) has assigned a rate of 3.8% 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 Transportation Improvement Program (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 System (NHS) – This program provides funding for improvements to urban and rural roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals. Nevada receives approximately \$46 million annually through this program, and may transfer up to 50 percent of these funds to other federal programs.

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

High Priority Projects Program (HPPP) – These funds are designated for specific demonstration projects by Congress. Congressional earmarks for these projects must be spent over the 5-year authorization period of SAFETEA-LU. There are currently four of these projects within the CAMPO area, and this program has been listed as a potential funding source under the assumption that Congress will renew the current SAFETEA-LU authorization.

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 5309 (Bus and Facility Grants) – These are discretionary funds allocated to state and local transit providers to be used for capital acquisition.

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 5311 (Non Urbanized Area Formula Program) – These funds provide capital, administrative, and operating assistance to transit service providers for projects that benefit residents in non-urbanized areas. Though CAMPO is primarily an urbanized area, these funds may be used for distribution to operators that provide fixed route services between cities.

Section 5316 (Job Access and Reverse Commute) – These are discretionary funds determined by a formula based on the number of low-income persons residing in a state. They are available to programs that offer job access for low-income persons that live in a city, but work in a suburban location.

Section 5317 (New Freedom Program) – These funds are available through a formula grant program and can be used for services and facility improvements that go beyond those required by the Americans with Disabilities Act (ADA).

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

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.

Discretionary funding is available through NDOT’s Betterments Program, which are used for general improvements to existing areas. Some other programs that NDOT administers include the Highway Safety Improvement Program (HSIP), Bridge Program, and the Transportation Enhancement Program, which are federally funded.

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 may be available through grant opportunities. The following is a list of some grants that have been successfully awarded in the past for various improvements, but is by no means an exhaustive list. There may be grants that could be pursued in other categories; for example, a Transit Security Grant.

- Safe Routes to School (SRTS)
- Community Development Block Grant (CDBG)
- Recreational Trails

In addition to the public funding sources listed above, 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, bicycle and pedestrian, public transit, 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
2009-2012 Transportation Improvement Program**

TRANSPORTATION IMPROVEMENT COSTS		FY 2009-12
<u>Public Transit</u>		
Carson City (JAC)		\$2,337,000
Douglas County (DART)		196,000
<u>Bicycle and Pedestrian</u>		
Carson City		752,000
<u>Streets and Highways</u>		
Carson City		150,000
NDOT		26,865,000
<u>Other Improvements</u>(1)		
Nevada Division of Cultural Affairs		988,000
V&T Railway Commission		11,555,000
Total Costs		\$42,843,000
REVENUE SOURCES		FY 2009-12
<u>Public Transit</u>		
Section 5307		\$678,000
ARRA - Section 5307		\$1,092,000
Section 5309		474,000
Carson City		278,000
Douglas County		11,000
<u>Bicycle and Pedestrian</u>		
Carson City		
Carson City RTC		38,000
STP - Enhancement		714,000
<u>Streets and Highways</u>		
Carson City RTC		150,000
Other Funding		
NDOT Bond		14,654,000
High Priority Project		2,211,000
NHS		8,000,000
STP - Statewide		2,000,000
<u>Other Improvements</u>(1)		
Federal Funds		
STP - Enhancement		939,000
ARRA - Enhancement		3,000,000
High Priority Project		8,127,000
Nevada Division of Cultural Affairs		49,000
V&T Railway Commission		428,000
Total Revenue		\$42,843,000
Balance		\$0

1- Nevada State Railroad Museum & V&T Railway

**Table 2 Estimated Costs and Revenues for Transit Operations in the
2009-2012 Transportation Improvement Program**

OPERATION & MAINTENANCE	
COSTS	FY 2009-12
Public Transit	
CAMPO - Grantee Responsibilities	\$58,000
Carson City (JAC)	3,345,000
Carson City (Intercity)	254,000
Douglas County	1,185,000
STATA	400,000
Total Costs	\$5,242,000
REVENUE SOURCES	
	FY 2009-12
Public Transit	
Section 5307	\$2,598,000
Section 5316	86,000
CAMPO	29,000
Carson City RTC (JAC)	1,660,000
Carson City RTC (Intercity)	127,000
Douglas County	542,000
STATA	200,000
Total Revenues	\$5,242,000
Balance	\$0

**Carson Area Metropolitan Planning Organization (CAMPO) Transportation Improvement Program
FFY 2009 to FFY 2012**

Implementing Agency	Project Description	Limits	Improvements	Phase	Cost by Year (\$000's)					Project Contributions (\$000's)					TOTAL	
					2009	2010	2011	2012	Total	Federal	Fund Type	State	Fund Type	Local		Fund Type
Roadway Improvements																
NDOT	US 395/Carson Freeway Construct a Controlled Access Facility	South Carson Street SR 529 to East William Street SR 530 (Phase 2)	Design and Property Acquisition for Phase 2 of the US 395 Freeway	E, A	3,750	3,500	3,633	3,771	14,654	14,654	Bond					14,654
CCRTC	US 395 Carson Freeway Phase 2 (Northern Leg) Freeway Landscape Improvements	N. Carson St. to Carmine St. Grade Separation	US 395 Freeway Landscape Phase 2 (Northern Leg)	E, C	2,361				2,361	1,711	SAFETEA-LU Earmark	500	Community Match	150	CCRTC	2,361
NDOT	US 50 Storm Drain Project, Phase 1	US 395 from US 395 at US 50 to Clear Creek at Center Road Crossing	Sedimentation basin, water quality basin, trunk to detention basin, and outfall pipe to Clear Creek	C	8,000				8,000	8,000	NHS					8,000
NDOT	US 50 Storm Drain Project, Phase 2	US 50 from Spooner Summit to US 395, DO 13.0 to CC 0.0	Roadway runoff collection, storm drain trunk line, and manholes	C	2,000				2,000	2,000	STP Statewide					2,000
Roadway Totals					16,111	3,500	3,633	3,771	27,015	26,365		500		150		27,015
Bicycle and Pedestrian Improvements																
CCRTC	Pedestrian/Bicycle Safety Improvements - Goni Road & E. 5th Street	Goni Road, Arrowhead Rd to Conestoga Dr & E. 5th Street, Fairview Drive to Carson River Rd.	Construct new Sidewalks	E,C	752				752	714	STP Enhancement			38	CCRTC	752
Bicycle and Pedestrian Totals					752	0	0	0	752	714		0		38		752
Public Transit Improvements																
CCRTC	Vehicle Purchase for Public Transit Service - Carson City	For Jump Around Carson (JAC) Operations	Two (2) Buses for Carson City JAC and JAC Assist service	CA	200				200	160	5307			40	CCRTC	200
CCRTC	Vehicle Purchase for Public Transit Service - Carson City	For Jump Around Carson (JAC) Operations	Two (2) Buses for Carson City JAC and JAC Assist service	CA		208			208	166	5307			42	CCRTC	208
CCRTC	Vehicle Purchase for Public Transit Service - Carson City	For Jump Around Carson (JAC) Operations	Two (2) Buses for Carson City JAC and JAC Assist service	CA			215		215	172	5307			43	CCRTC	215
CCRTC	Vehicle Purchase for Public Transit Service - Carson City	For Jump Around Carson (JAC) Operations	Two (2) Buses for Carson City JAC and JAC Assist service	CA			224		224	179	5307			45	CCRTC	224
CCRTC	Automatic Tire Chain Procurement and Installation for Bus Fleet	For Jump Around Carson (JAC) Operations	Purchase and Install Automatic Tire Chains for Ten (10) Buses	CA	30				30	24	5309			6	CCRTC	30
CCRTC	Vehicle Purchase for Public Transit Service	For Jump Around Carson (JAC) Operations	Four (4) buses including related equipment	CA	673				673	673	ARRA			0	N/A	673
CCRTC	Administration of ARRA funds	For Jump Around Carson (JAC) Operations	Administration of ARRA funds	CA	8				8	8	ARRA			0	N/A	8
CCRTC	Capital paratransit services	For Jump Around Carson (JAC) Operations	For ADA complimentary services	CA	109				109	109	ARRA			0	N/A	109
CCRTC	Capital preventative maintenance	For Jump Around Carson (JAC) Operations	Preventative maintenance on JAC vehicles	CA	100				100	100	ARRA			0	N/A	100
CCRTC	Routing Software	For Jump Around Carson (JAC) Operations	Routing software to increase efficiency of JAC Assist operations	CA	60				60	60	ARRA			0	N/A	60
DC	Facility Improvements - Douglas County	For operations within Douglas County	Bus stop improvements and power facilities at vehicle storage facility for bus plug-ins	C, CA	10				10	8	5309			2	DC Senior Services	10
DC	Acquisition of vehicle related equipment	For operations within Douglas County	Vehicle related equipment	CA	28				28	22	5309			6	DC Senior Services	28
DC	Acquisition of vehicle related equipment	For operations within Douglas County	Vehicle related equipment	CA	16				16	13	5309			3	DC Senior Services	16
DC	Acquisition of vehicle and related equipment	For operations within Douglas County	Purchase of vehicle and vehicle equipment	CA	100				100	100	ARRA			0	N/A	100
DC	Transit computer system	For operations within Douglas County	Purchase of computer equipment and related software	CA	20				20	20	ARRA			0	N/A	20
DC	Acquisition of vehicle equipment	For operations within Douglas County	Vehicle equipment for existing vehicles	CA	22				22	22	ARRA			0	N/A	22
CCRTC	Bus stop improvements	At transit stop locations of the Jump Around Carson transit system and Intercity service	Bus stop improvements, including acquisition of shelters and related amenities	C, CA	209				209	167	5309			42	CCRTC	209
CCRTC	Acquisition of vehicles and bus-related equipment - JAC system	For operations within the CAMPO Boundary	Acquisition of three vehicles and bus-related equipment for service expansion and vehicle replacement	CA	285				285	228	5309			57	CCRTC	285
CCRTC	Acquisition of vehicle equipment - JAC system	For operations within the CAMPO Boundary	Purchase of vehicle equipment and capital for existing vehicles	CA	16				16	13	5309			3	CCRTC	16
CAMPO	Responsibilities as Grantee	CAMPO	Provide certifications & assurances, apply for and manage FTA funds	O	20				20	10	5307			10	CAMPO	20
CAMPO	Responsibilities as Grantee	CAMPO	Provide certifications & assurances, apply for and manage FTA funds	O		12			12	6	5307			6	CAMPO	12
CAMPO	Responsibilities as Grantee	CAMPO	Provide certifications & assurances, apply for and manage FTA funds	O			12		12	6	5307			6	CAMPO	12
CAMPO	Responsibilities as Grantee	CAMPO	Provide certifications & assurances, apply for and manage FTA funds	O			13		13	6	5307			6	CAMPO	13
CCRTC	Jump Around Carson (JAC) Transit Service	Carson City	Continued Operations of Fixed Route & Paratransit Services	O	790				790	398	5307			392	CCRTC	790
CCRTC	Jump Around Carson (JAC) Transit Service	Carson City	Continued Operations of Fixed Route & Paratransit Services	O		820			820	412	5307			408	CCRTC	820
CCRTC	Jump Around Carson (JAC) Transit Service	Carson City	Continued Operations of Fixed Route & Paratransit Services	O			851		851	428	5307			423	CCRTC	851

CCRTC	Jump Around Carson (JAC) Transit Service	Carson City	Continued Operations of Fixed Route & Paratransit Services	O				884	884	444	5307			439	CCRTC	884
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	60				60	30	5307			30	CCRTC	60
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		62			62	31	5307			31	CCRTC	62
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			65		65	32	5307			32	CCRTC	65
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				67	67	34	5307			34	CCRTC	67
CCRTC	Transit service from Carson City to South Lake Tahoe via Spooner Junction	Operations within the CAMPO Boundary	STATA Operations within CAMPO Boundary	O	172				172	86	5316			86	STATA	172
CCRTC	Transit service from Carson City to South Lake Tahoe via Spooner Junction	Operations within the CAMPO Boundary	STATA Operations within CAMPO Boundary	O	28				28	14	5307			14	STATA	28
CCRTC	Transit service from Carson City to South Lake Tahoe via Spooner Summit	Operations within the CAMPO Boundary	STATA Operations within CAMPO Boundary	O		200			200	100	5307			100	STATA	200
DC	Douglas Area Rural Transit (DART)	Northern Douglas County within CAMPO Boundary	DART Operations within CAMPO Boundary	O	280				280	152	5307			128	DC Senior Services	280
DC	Douglas Area Rural Transit (DART)	Northern Douglas County within CAMPO Boundary	DART Operations within CAMPO Boundary	O		291			291	158	5307			133	DC Senior Services	291
DC	Douglas Area Rural Transit (DART)	Northern Douglas County within CAMPO Boundary	DART Operations within CAMPO Boundary	O			302		302	164	5307			138	DC Senior Services	302
DC	Douglas Area Rural Transit (DART)	Northern Douglas County within CAMPO Boundary	DART Operations within CAMPO Boundary	O				313	313	170	5307			143	DC Senior Services	313
Public Transit Totals						3,236	1,593	1,445	1,500	7,774	4,926		0		2,848	7,774
Other Improvements																
NSRM	Nevada Dept. of Cultural Affairs - Division of Museums and History - New displays	Nevada State Railroad Museum 2180 South Carson Street	New Displays and Building improvements	E, C	585				585	556	STP Enhancement			29	NV Dept. of Cultural Affairs	585
NSRM	Nevada Dept. of Cultural Affairs - Division of Museums and History - Storage facility	Nevada State Railroad Museum 2180 South Carson Street	Large Object Collection storage Facility	E, C	403				403	383	STP Enhancement			20	NV Dept. of Cultural Affairs	403
Nevada Commission for Reconstruction of the V&T Railway	Design, ROW Acquisition, Construction of the V&T Railroad from Carson City to Virginia City	Gold Hill Depot in Storey County to the Carson City Depot in Carson City	Design, ROW Acquisition, and the construction of the railway for the V&T Railroad along the majority of the original railway ROW	A, E, C	8,555				8,555	8,127	High Priority Project			428	V&T Railway Commission	8,555
Nevada Commission for Reconstruction of the V&T Railway	Phase 3A Construction of the V&T Railroad	Near the Carson City Model Airplane Field in Lyon County, through Lyon County (0.16 miles) and Carson City (0.90 miles) ending at the beginning of Phase 3B near the Carson River	Reconstruction of approx. 1.06 miles of rail and ties on new and existing railroad grade; construction of new siding above the Eureka Mill site, a temporary access road, and a waterline to serve the Eastgate Siding located east of Flint Drive	A, E, C	3,000				3,000	3,000	ARRA - Enhancement			0	N/A	3,000
Other Totals						12,543	0	0	0	12,543	12,066		0		477	12,543
GRAND TOTALS						32,642	5,093	5,078	5,271	48,084	44,071		500	0	3,513	48,084

Implementing Agency: NDOT, Nevada Department of Transportation; CCRTC, Carson City Regional Transportation Commission; DC, Douglas County; STATA, South Tahoe Area Transit Authority; 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	SAFETEA-LU High Priority Project (HPP)
FTA	Urbanized Formula Grant (49USC5307)
FTA	Bus and Bus-Related Facilities (49USC5309)
FTA	Elderly and Persons with Disabilities Grants (49USC5310)
FTA	American Recovery and Reinvestment Act (ARRA)
FTA	Job Access and Reverse Commute (49USC5316)

**CARSON AREA METROPOLITAN PLANNING ORGANIZATION
REQUEST FOR BOARD ACTION**

Date Submitted: April 10, 2009

Meeting Date: April 24, 2009

To: Carson Area Metropolitan Planning Organization

From: Dan Doenges, Senior Transportation Planner

Subject Title: Information regarding a proposed amendment to the CAMPO Public Participation Plan.

Staff Summary: Staff is proposing to modify the existing Public Participation Plan to better define actions that do and do not invoke a public review and comment period under federal definition.

Type of Action Requested: (check one)

() None – Information Only

() Formal Action/Motion

Recommended Board Action: N/A

Explanation for Recommended Action: Staff is recommending including language in the Public Participation Plan that addresses the administrative modification process as it relates to minor revisions to the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). In addition, there are a few technical revisions that need to be made to update the existing plan for accuracy. Modification of the Public Participation Plan requires a 45-day public comment period, which was noticed and opened on Sunday, April 19, 2009. In addition, a public informational meeting will be held to allow the general public to review the proposed amendment and submit comments to and/or ask questions of staff.

Applicable Statute, Code, Policy, Rule or Policy: Federal Register 23 CFR § 450.316

Fiscal Impact: N/A

Explanation of Impact: N/A

Funding Source: N/A

Alternatives: N/A

Supporting Material: Proposed draft CAMPO Public Participation Plan.

Prepared By: Dan Doenges, Senior Transportation Planner

Board Action Taken:

Motion: _____ 1) _____ Aye/Nay
2) _____ _____

_____ (Vote Recorded By)

Carson Area Metropolitan Planning Organization

Public Participation Plan



Carson Area Metropolitan Planning Organization

Serving Carson City, Northern Douglas County and Western Lyon County

Introduction

Subsequent to the year 2000 Decennial Census, the Carson area exceeded a population of 50,000 people as determined by the Bureau of the Census. As a result, the Governor of Nevada designated the Carson Area Metropolitan Planning Organization (CAMPO) as the metropolitan planning organization (MPO) for the Carson Urbanized Area on February 26, 2003.

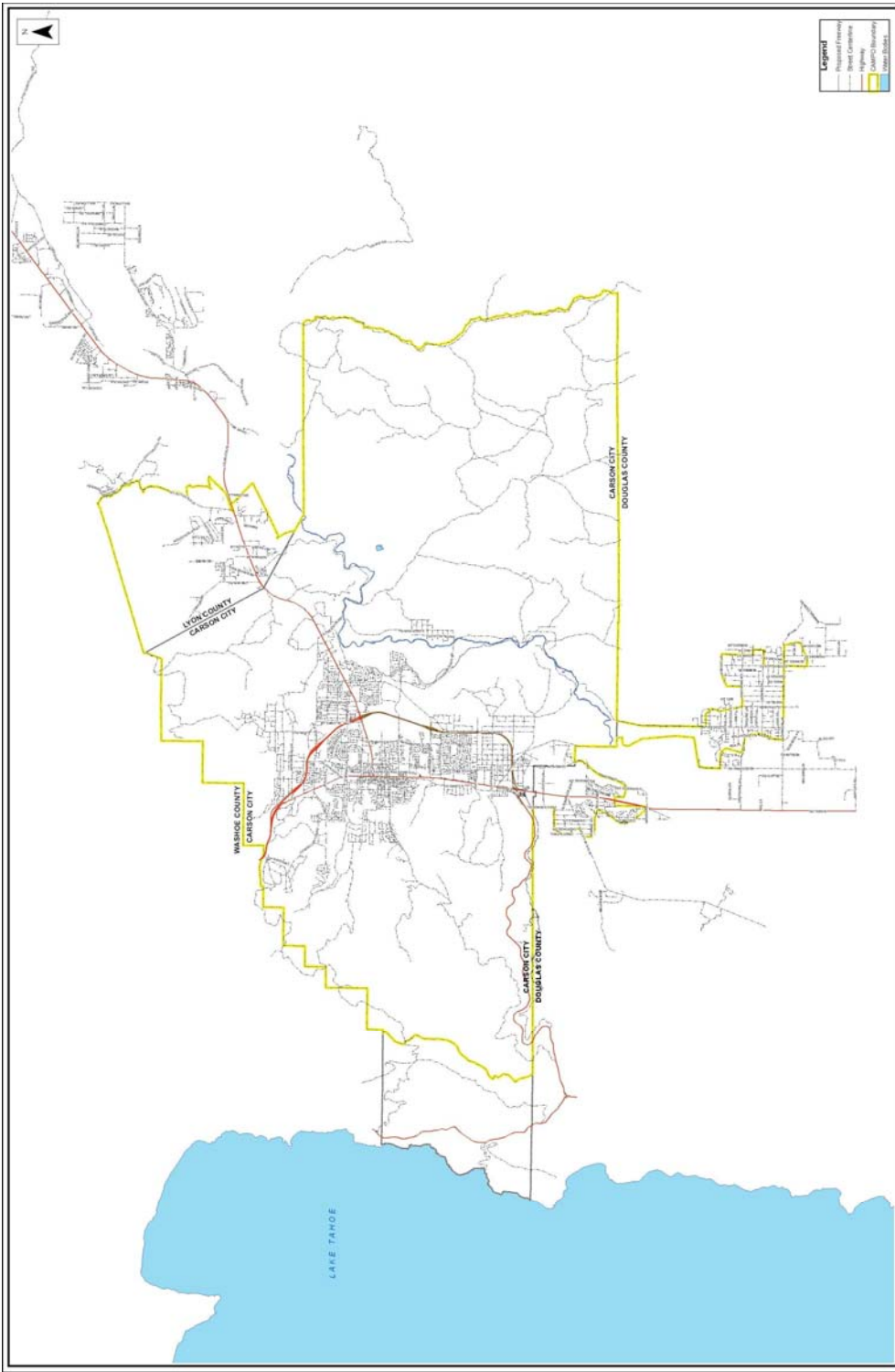
The CAMPO metropolitan planning area (MPA) boundaries encompass all of Carson City (with the exception of the western portion fronting Lake Tahoe – this portion is included within the Tahoe MPO) and portions of northern Douglas County and western Lyon County. Figure 1 depicts CAMPO's boundaries. CAMPO is governed by a seven (7)-member board consisting of the five (5) members of the Carson City Regional Transportation Commission (RTC), one (1) member representing Douglas County and one (1) member representing Lyon County. In addition, a representative from the Nevada Department of Transportation serves as an ex officio, non-voting member in an effort to continually coordinate the metropolitan transportation planning process with the statewide transportation planning process. Carson City provides the staffing necessary to execute the daily functions and responsibilities of the MPO.

The primary responsibility of CAMPO is the continuous, cooperative, and comprehensive multimodal transportation planning process for the urbanized area. Among other state and federal requirements, this includes the development of a Regional Transportation Plan (RTP) with a minimum 20-year planning horizon and a Transportation Improvement Program (TIP) with a minimum of a four-year horizon.

On August 10, 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law. With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion nationwide, SAFETEA-LU represents the largest surface transportation investment in U.S. history. SAFETEA-LU further refines and expands upon two previous transportation bills: the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21). Due to the recently adopted SAFETEA-LU legislation, MPOs across the nation are subject to new planning requirements promulgated on February 14, 2007.

This document was created in accordance with the SAFETEA-LU requirements regarding public participation in the metropolitan transportation planning process. The following sections further describe the procedures, strategies, and desired outcomes of the public participation process as it pertains to citizen and interested party input in the CAMPO transportation planning process.

Figure 1 CAMPO Metropolitan Planning Area



Objectives of the Public Participation Plan

The Public Participation Plan (PPP) has been drafted in accordance with the guidelines under the Final Rule of 23 CFR §450.316 Metropolitan Transportation Planning. CAMPO is committed to compliance with all federal laws and regulation throughout the public participation process including adherence to Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act of 1990. The following is a list of objectives that CAMPO has committed to achieve through the Public Participation Plan.

1. Notification of the Public and Targeted Groups
2. Solicited Input
3. Demonstrated Consideration
4. Continued Evaluation

These four general objectives are further expanded upon in the corresponding sections below as strategies with their corresponding outcomes (bulleted).

1. Notify all citizens and interested parties of metropolitan planning issues and processes and provide access to information and public participation activities in a timely manner.
 - Adequate public notice and an agenda consisting of the time and location of CAMPO meetings will be posted in multiple locations and be made available upon request. This policy is also in accordance with the Nevada open meetings laws (NRS: Chapter 241 – Meetings of State and Local Agencies).
 - All agendas/meeting notices and, to the extent possible, all other technical information will be made electronically available on the official CAMPO website at www.carsonareampo.com. In addition, all agenda materials will be written in a concise manner that can be easily understood by the general public.
 - CAMPO currently maintains a mailing list of potential interested parties including various federal, state and local agencies, organizations, private providers, tribes, and local media. Meeting agendas are physically or electronically mailed to every individual on the mailing list.
 - All CAMPO meetings will be held at convenient and accessible locations in close proximity to public transportation with consideration and accommodation made for individuals covered under the Americans with Disabilities Act (ADA).
 - CAMPO Policy Board meetings are generally held on the second Wednesday of each month at 5:30 p.m. With the exception of a scheduling conflict, meetings are typically held in the Sierra Room at the Community Center at 851 East William Street in Carson City. The Community Center and Sierra Room are ADA accessible. All agendas are posted prior to the meeting (as per NRS 241) at the following locations.

Deleted: meeting

Deleted: at a minimum of six (6) days

- CARSON CITY CITY HALL, 201 North Carson Street

- CARSON CITY LIBRARY, 900 North Roop Street
- CARSON CITY COMMUNITY CENTER, SIERRA ROOM, 851 East William Street
- CARSON CITY PUBLIC WORKS, 3505 Butti Way
- CARSON CITY DEVELOPMENT SERVICES, PLANNING DIVISION, 2621 Northgate Lane, Suite 62
- DOUGLAS COUNTY EXECUTIVE OFFICES, 1594 Esmeralda Avenue, Minden
- LYON COUNTY DAYTON SERVICE OFFICE, 801 Overland Loop, Suite 201, Dayton
- NEVADA DEPARTMENT OF TRANSPORTATION, 1263 S. Stewart Street, Carson City

Deleted: ADMINISTRATION COMPLEX

Deleted: 27 South Main Street, Yerington

- Every special meeting of the CAMPO Board or other project-specific public open house events will be publicly noticed under the legal notice section of the *Nevada Appeal*. CAMPO may also notice the event in multiple newspapers and may issue a press release summarizing the content of the event. In addition, documentation will be prepared and distributed to all contacts on a CAMPO maintained list.
 - An effort will be made to meet requests for CAMPO documents made by non-English speaking and visually impaired citizens. CAMPO will seek the services of an interpreter upon request.
2. Solicit the participation of citizens and interested parties in the transportation planning process and provide a reasonable opportunity to comment on proposed planning documents and projects.

- CAMPO Staff will create Advisory Workgroups specific to the development and adoption of transportation planning documents as required and other special studies as warranted. Advisory Workgroups will generally consist of representatives from federal, state, and local government agencies; tribes; private transportation providers; the freight industry; and local organizations with knowledge, expertise, and/or an interest in the subject matter of the planning document that is being developed or updated.
- A period devoted to comment from the public and interested parties will be provided at all CAMPO meetings.
- Comments may be submitted at anytime on the CAMPO website.
- Significant updates to CAMPO documents, excluding administrative modifications, will be given a minimum 30-day public review and comment period; with the exception of this Public Participation Plan, which will be given a minimum of 45 days for review and public comment. All public comment and review periods will be adequately noticed prior to the official opening. An administrative modification, as defined in 23 CFR §450.104, is a minor revision to a long-range metropolitan transportation plan or Transportation Improvement Program (TIP) that includes minor changes to project/project phase costs, minor

Deleted: Any

changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment or redemonstration of fiscal constraint.

- In the event that the final draft of a document significantly differs than the preliminary draft at the close of a public comment period, an additional opportunity to review and comment will be provided following the completion of the revised draft.
 - When applicable, and to the extent possible, CAMPO will employ visualization techniques in the form of maps, graphs and other techniques in an effort to best convey information being presented on transportation planning documents and related issues to citizens and interested parties. Information will be presented in a clear, concise manner and all technical terms will be defined.
 - Any member of the general public may request to receive emails containing project updates, meeting agendas, and CAMPO documents. Citizens can sign up to be included on an email list at any CAMPO meeting or event, or via a request submitted on the CAMPO web site.
 - CAMPO will identify and consider the needs of those traditionally underserved by existing transportation systems and those that may face challenges in accessing employment and other services, as appropriate to specific planning activities.
 - CAMPO will seek the services of an interpreter for public meetings when necessary.
3. Demonstrate explicit consideration to public input received.
- CAMPO Staff will address any questions or comments received in a timely and courteous manner.
 - CAMPO will demonstrate explicit consideration to all public input received during the development of any transportation planning document. Staff will consider citizen and interested party comments before making a recommendation to the CAMPO Board.
 - The extent to which any comments from the public or an interested party are considered will be explained in the record of public comment.
 - Records of public comment will be provided to CAMPO Board members and those on the CAMPO mailing list prior to any CAMPO action, and will be made available to the public.
4. Continue to evaluate the public participation process and provide improvements to the plan when possible.
- The outreach effort will be evaluated following the completion of each plan development or update.
 - If it is determined that an outreach effort could be improved upon, the Public Participation Plan will be reviewed and modified as needed.

Participation Efforts Specific to CAMPO Plan Updates and Studies

Regional Transportation Plan

The Regional Transportation Plan (RTP) is the official multimodal transportation plan which addresses a minimum 20-year planning horizon that is developed, adopted and updated by CAMPO through the transportation planning process. The RTP typically includes, but is not limited to, the following elements: Status of the Existing Transportation System, Demographics, and Land Use, and the Effect of Anticipated Growth; Goals and Objectives; Planned Improvements to all Transportation Modes; and an Implementation Plan including a Financial Plan. An update to this document will include the formation of an Advisory Workgroup that will meet periodically based upon a pre-determined plan development schedule as the development of each section progresses. A final draft will be available for review by the Advisory Workgroup, CAMPO Board, and general public during an official public review period not less than 30 days. Any comments received during the formal public review period will be documented in a record of public comment developed specifically for each update and provided to CAMPO for its consideration prior to taking final action on the plan. All documented comments will be made available to the general public. In the event of an administrative modification, CAMPO staff may act to implement minor revisions to the RTP upon approval of the CAMPO Board without public review or comment.

Transportation Improvement Program

The Transportation Improvement Program (TIP) is a prioritized listing of transportation projects covering a period of four years that is developed and formally adopted by CAMPO as part of the metropolitan transportation planning process. The TIP is a requirement for projects to be eligible for federal funding. The final draft will be presented for public review for a period not less than 30 days. Any comments received during the formal public review period will be documented in a record of public comment developed specifically for each update and provided to CAMPO for its consideration prior to taking final action on the plan. All documented comments will be made available to the general public. In the event of an administrative modification, CAMPO staff may act to implement minor revisions to the TIP upon approval of the CAMPO Board without public review or comment.

Unified Planning Work Program

The Unified Planning Work Program (UPWP) is a statement of work identifying the planning priorities and activities to be undertaken within the CAMPO planning area. The UPWP at a minimum includes a description of planning work and resulting products, details on whom will perform the work, the timeframe for completing each of the work elements, the cost of each of the work elements and the source of funding for each of the work elements. The final draft will be presented for public review for a period not less than 30 days. Any comments received during the formal public review period will be documented in a record of public comment developed specifically for each update and provided to CAMPO for its consideration prior to taking final action on the plan. All documented comments will be made available to the general public.

Public Participation Plan

The Public Participation Plan (PPP), which is the scope of this document, is to be developed in consultation with all interested parties and shall describe the procedures, strategies and desired outcomes of the public participation process as it pertains to the CAMPO transportation planning process. The effectiveness of the PPP will be periodically reviewed to ensure that the plan continues to provide an easily accessible process for all of those wishing to be involved. If the CAMPO Board or staff determines that the existing PPP can be improved, a new public comment period will ensue following any significant changes to the document. An update to this document will include the formation of an Advisory Workgroup that will meet periodically based upon a pre-determined plan development schedule as the development of each section progresses. A final draft will be available for review by the Advisory Workgroup, CAMPO Board, and general public during an official public review period not less than 45 days. Any comments received during the formal public review period will be documented in a record of public comment developed specifically for each update and provided to CAMPO for its consideration prior to taking final action on the plan. All documented comments will be made available to the general public.

Other Transportation Planning Studies

Other transportation planning studies refers to any other document or plan development that may seek to improve any or all modes of transportation within the CAMPO area, but is not necessarily a requirement in securing metropolitan transportation planning funds. Some examples of these types of plans may include a Travel Demand Model Development, Transit Development Plan (TDP), an Intelligent Transportation Systems (ITS) plan, a specific corridor study, etc. These types of plans would still benefit from the public participation process. The development of a document of this type may warrant the formation of an Advisory Workgroup that will meet periodically based upon a pre-determined plan development schedule as the development of each section progresses. A final draft will be available for review by the Advisory Workgroup, CAMPO Board, and general public during an official public review period not less than 30 days. Any comments received during the formal public review period will be documented in a record of public comment developed specifically for each update and provided to CAMPO for its consideration prior to taking final action on the plan. All documented comments will be made available to the general public.

How to Contact CAMPO

All comments received at a CAMPO meeting or event will be recorded or accepted in person at the time of a meeting. In addition, comments will be accepted at any other time and may be submitted via mail or faxed to the following address.

Carson City Public Works Department
Attention: Transportation Division
3505 Butti Way
Carson City, NV 89701

(P) 775-887-2355
(F) 775-887-2112

Comments may also be submitted on the CAMPO web site at www.carsonareampo.com.