



**CARSON CITY CONSOLIDATED  
MUNICIPALITY  
NOTICE OF THE MEETING OF THE  
CARSON AREA METROPOLITAN PLANNING  
ORGANIZATION**

**Day:** Wednesday  
**Date:** September 10, 2025  
**Time:** Beginning at 4:30 pm  
**Location:** Community Center, Robert 'Bob' Crowell Board Room  
851 East William Street  
Carson City, Nevada

**AGENDA**

**NOTICE TO THE PUBLIC:**

Members of the public who wish to view the meeting may watch the livestream of the Carson Area Metropolitan Planning Organization meeting at [www.carson.org/granicus](http://www.carson.org/granicus) and by clicking on “In progress” next to the meeting date, or by tuning in to cable channel 191. Livestream of the meeting is provided solely as a courtesy and convenience to the public. Carson City does not give any assurance or guarantee that the livestream or cable channel access will be reliable. Although all reasonable efforts will be made to provide livestream, unanticipated technical difficulties beyond the control of City staff may delay, interrupt, or render unavailable continuous livestream capability.

The public may provide public comment in advance of a meeting by written submission to the following email address: [cmartinovich@carson.org](mailto:cmartinovich@carson.org). For inclusion or reference in the minutes of the meeting, your public comment must include your full name and be submitted via email by not later than 3:00 p.m. the day before the meeting. Public comment during a meeting is limited to three minutes for each speaker.

**1. Call to Order - Carson Area Metropolitan Planning Organization (CAMPO)**

**2. Roll Call**

**3. Public Comment:\*\***

The public is invited at this time to provide comment on any topic that relates to a matter over which this public body has supervision, control, jurisdiction or advisory power, including any such matter that is not specifically included on the agenda as an action item. No action may be taken on a matter raised during this period for public comment.

**4. For Possible Action: Approval of Minutes - August 13, 2025**

4.A Minutes for August 13, 2025  
[Click Here for Staff Report](#)

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

5.A For Possible Action – Discussion and possible action regarding approval of the Federal Fiscal Year (“FFY”) 2026 – 2028 Title VI Program (“Program”) for the Carson Area Metropolitan Planning Organization (“CAMPO”) and the Jump Around Carson (“JAC”) transit system. (Marcus Myers, Transit Coordinator)  
[Click Here for Staff Report](#)

5.B For Possible Action – Discussion and possible action regarding approval of using a Project Prioritization Criteria and Methodology Summary (“Summary”) for prioritizing projects as part of the Carson Area Metropolitan Planning Organization (“CAMPO”) 2050 Regional Transportation Plan (“RTP”) including discussion on recommended criterion, scoring, weighting, and other topics to be used for prioritizing projects in the RTP. (Chris Martinovich, Transportation Manager)  
[Click Here for Staff Report](#)

5.C For Discussion Only – Discussion and presentation regarding the Carson Area Metropolitan Planning Organization’s (“CAMPO”) activities during Fiscal Year (“FY”) 2025 which may include discussion of Unified Planning Work Program (“UPWP”) budgetary performance and accomplishment of scheduled milestones. (Chris Martinovich, Transportation Manager)  
[Click Here for Staff Report](#)

## **6. Non-Action Items**

6.A Transportation Manager’s Report (Chris Martinovich, Transportation Manager)  
[Click Here for Staff Report](#)

6.B Nevada Department of Transportation Report (Rebecca Kapuler, Assistant Director of Planning, NDOT)  
[Click Here for Staff Report](#)

6.C Other comments and reports, which may include future agenda items, status review of additional projects, internal communications and administrative matters, correspondence to CAMPO, project status reports, and comments or other reports from the CAMPO members or staff. (Chris Martinovich, Transportation Manager)  
[Click Here for Staff Report](#)

## **7. Public Comment:\*\***

The public is invited at this time to provide comment on any topic that relates to a matter over which this public body has supervision, control, jurisdiction or advisory power, including any such matter that is not specifically included on the agenda as an action item. No action may be taken on a matter raised during this period for public comment.

## **8. For Possible Action: To Adjourn**

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**\*\*PUBLIC COMMENT LIMITATIONS** - The CAMPO will provide at least two public comment periods in compliance with the minimum requirements of the Open Meeting Law prior to adjournment. No action may be taken on a matter raised under public comment unless the item has been specifically included on the agenda as an item upon which action may be taken. **Public comment will be limited to three minutes per speaker to facilitate the efficient conduct of a meeting and to provide reasonable opportunity for comment from all members of the public who wish to speak.**

Testimony from a person who is directly involved with an item, such as City staff, an applicant or a party to an administrative hearing or appeal, is not considered public comment and would not be subject to a three-minute time limitation.

**Agenda Management Notice** - Items on the agenda may be taken out of order; the public body may combine two or more agenda items for consideration; and the public body may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.

Titles of agenda items are intended to identify specific matters. If you desire detailed information concerning any subject matter itemized within this agenda, including copies of the supporting material regarding any of the items listed on the agenda, please contact Christopher Martinovich, Transportation Manager, in writing at 3505 Butti Way, Carson City, Nevada, 89701 or at [cmartinovich@carson.org](mailto:cmartinovich@carson.org), or by phone at (775) 887-2355. You are encouraged to attend this meeting and participate by commenting on any agendized item.

**Notice to persons with disabilities:** Members of the public who are disabled and require special assistance or accommodations at the meeting are requested to notify CAMPO staff in writing at 3505 Butti Way, Carson City, Nevada, 89701 or at [cmartinovich@carson.org](mailto:cmartinovich@carson.org), or by calling Christopher Martinovich at (775) 887-2355 at least 24 hours in advance of the meeting.

This agenda and backup information are available on the City's website at [www.carson.org/agendas](http://www.carson.org/agendas) and at the office for Carson City Public Works - 3505 Butti Way, Carson City, Nevada, 89701 (775) 887-2355.

This notice has been posted at the following locations:

Carson City Public Works, 3505 Butti Way

Community Center, 851 East William Street

City Hall, 201 North Carson Street

Carson City Library, 900 North Roop Street

Community Development Permit Center, 108 East Proctor Street

Douglas County Executive Offices, 1594 Esmeralda Avenue, Minden

Lyon County Manager's Office, 27 South Main Street, Yerington

Lyon County Utilities, 34 Lakes Blvd, Dayton

Nevada Department of Transportation, 1263 S. Stewart Street, Carson City

[www.carson.org/agendas](http://www.carson.org/agendas)

<https://notice.nv.gov>



## STAFF REPORT

**Report To:**

**Meeting Date:** September 10, 2025

**Staff Contact:**

**Agenda Title:** Minutes for August 13, 2025

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

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**Proposed Motion**

I move to approve the minutes, as presented.

**Board's Strategic Goal**

**Previous Action**

**Background/Issues & Analysis**

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

**Financial Information**

Is there a fiscal impact? No

If yes, account name/number:

Is it currently budgeted? No

**Explanation of Fiscal Impact:**

**Alternatives**

**Attachment(s):**

08-13-25 Minutes (CAMPO).pdf

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

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

Aye/Nay

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(Vote Recorded By)

# CARSON AREA METROPOLITAN PLANNING ORGANIZATION

## Minutes of the August 13, 2025 Meeting

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**DRAFT**

A regular meeting of the Carson Area Metropolitan Planning Organization (CAMPO) was scheduled for 4:30 p.m. on Wednesday, August 13, 2025, in the Community Center, Robert “Bob” Crowell Boardroom, 851 East William Street, Carson City, Nevada.

**PRESENT:** Chairperson Gregory Novak  
Vice Chairperson Lucia Maloney  
Member Lori Bagwell  
Member John Cassinelli  
Member Robert “Jim” Dodson  
Member Lisa Schuette  
Laura Wise for Ex-Officio Member Rebecca Kapuler

**STAFF:** Darren Schulz, Public Works Director  
Chris Martinovich, Transportation Manager  
Lucas Burr, Deputy District Attorney  
Kelly Norman, Senior Transportation Planner/Analyst  
Casey Sylvester, Transportation/Traffic Engineer  
Jared Cragun, Transportation Planner/Analyst  
Rebecca Bustos, Grant Analyst  
Marcus Myers, Transit Coordinator  
Tamar Warren, Senior Deputy Clerk

**NOTE:** A recording of these proceedings, the CAMPO’s agenda materials, and any written comments or documentation provided to the Clerk during the meeting are part of the public record. These materials are available for review in the Clerk’s Office during regular business hours. All approved minutes are posted on <https://www.carson.org/government/city-meetings>.

### 1. CALL TO ORDER – CARSON AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO)

(4:30:04) – Chairperson Novak called the meeting to order at 4:30 p.m.

### 2. ROLL CALL

(4:30:08) – Roll was called, and a quorum was present. Member Jon Erb was absent.

### 3. PUBLIC COMMENT

(4:30:40) – Chairperson Novak entertained public comments. Mark Costa suggested using geotextiles in road construction. He stated that they were used in other countries as separators, filters, and drainage layers, and reinforcements to improve road stability, prevent erosion, and extend the lifespan of the roads. Mr. Costa also suggested looking into drones to identify and fix road damage, such as potholes or cracks.

### 4. FOR POSSIBLE ACTION: APPROVAL OF MINUTES

# CARSON AREA METROPOLITAN PLANNING ORGANIZATION

## Minutes of the August 13, 2025 Meeting

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**DRAFT**

#### **4.A MINUTES FOR JULY 9, 2025**

(4:34:16) – Chairperson Novak introduced the item and entertained corrections and/or a motion.

**(4:34:22) – Vice Chair Maloney moved to approve the minutes of the CAMPO July 9, 2025, meeting as presented. The motion was seconded by Member Bagwell and carried 6-0-0.**

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

**5-A FOR DISCUSSION ONLY – DISCUSSION AND PRESENTATION REGARDING ACTIVITIES RELATED TO THE CARSON AREA METROPOLITAN PLANNING ORGANIZATION’S (“CAMPO”) REGIONAL TRANSPORTATION PLAN (“RTP”) AND THE JUMP AROUND CARSON (“JAC”) COORDINATED HUMAN SERVICES PLAN (“CHSP”) WHICH COULD INCLUDE OUTREACH SUMMARY, SURVEY RESULTS, AVAILABLE FUNDING, PROJECT PRIORITIZATION, PLANNED PUBLIC OUTREACH ACTIVITIES, AND OTHER TOPICS RELATED TO UPDATING THE RTP AND CHSP.**

(4:34:41) – Chairperson Novak introduced the item. Ms. Norman gave background, and along with Mr. Martinovich and Mr. Myers, reviewed the 2050 CAMPO Regional Transportation Plan and Coordinated Human Services Plan, incorporated into the record, and responded to clarifying questions. Chair Novak noted that “the timing [of the Plan] is good;” however, he suggested obtaining input from the Bureau of Land Management (BLM) and the Forest Service. Mr. Martinovich also assured Member Dodson that Staff planned to break off Transportation from Road and Highway, adding that they were also looking for additional ways to save money. Vice Chair Maloney highlighted that the Plan “contained all the regionally significant projects” and wished to understand the process by which local agencies may choose to use some of the funding for non-regionally significant projects. Mr. Martinovich explained that her suggestions had been considered. This item was not agendized for action.

**5.B FOR POSSIBLE ACTION - DISCUSSION AND POSSIBLE ACTION REGARDING AN APPLICATION FOR THE DISTRIBUTION OF \$122,280 IN AVAILABLE FEDERAL TRANSIT ADMINISTRATION (“FTA”) SECTION 5339(A) PROGRAM FUNDS TO THE CARSON CITY REGIONAL TRANSPORTATION COMMISSION (“RTC”) TO PARTIALLY FUND THE REPLACEMENT OF AN AMERICANS WITH DISABILITIES ACT (“ADA”) ACCESSIBLE TRANSIT VEHICLE FOR JUMP AROUND CARSON (“JAC”).**

(5:03:58) – Chair Novak introduced the item. Ms. Norman gave background and referenced the Carson City Regional Transportation Commission’s (RTC’s) *Grant Application Packet for Federal Transit Administration Section 5339(a) Program Apportionment Funding for Federal Fiscal Years (FFY) 2025*, incorporated into the record as an attachment to the Staff Report. There were no member or public comments; therefore, Chair Novak entertained a motion.

**(5:06:03) – Member Bagwell moved to award \$122,280 in FTA 5339(a) Program funds to the RTC. The motion was seconded by Member Schuette and carried 6-0-0.**

# CARSON AREA METROPOLITAN PLANNING ORGANIZATION

## Minutes of the August 13, 2025 Meeting

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#### **5.C FOR POSSIBLE ACTION - DISCUSSION AND POSSIBLE ACTION REGARDING AN APPLICATION FOR THE DISTRIBUTION OF \$200,155 IN AVAILABLE FEDERAL TRANSIT ADMINISTRATION (“FTA”) SECTION 5310 PROGRAM FUNDS TO THE CARSON CITY REGIONAL TRANSPORTATION COMMISSION (“RTC”) FOR THE CAPITALIZED OPERATING EXPENSES OF THE JUMP AROUND CARSON (“JAC”) JAC ASSIST PARATRANSIT PROGRAM.**

(5:06:29) – Chairperson Novak introduced the item. Ms. Norman provided background and referenced the application packet included in the agenda materials. She also explained that the Carson City RTC had applied for \$200,155 in funding to offset operating expenses for its JAC Assist Paratransit program, adding that RTC had secured sufficient funding for the 20 percent local match. There were no member or public comments. Chair Novak entertained a motion.

**(5:07:55) – Vice Chair Maloney moved to award \$200,155 in FTA Section 5310 Program funds to the RTC. The motion was seconded by Member Dodson and carried 6-0-0.**

#### **5.D FOR POSSIBLE ACTION - DISCUSSION AND POSSIBLE ACTION REGARDING (1) HIGHWAY AGREEMENT NO. PR235-25-063 (“AGREEMENT”) FOR THE NEVADA DEPARTMENT OF TRANSPORTATION (“NDOT”) TO FUND A FEASIBILITY STUDY (“STUDY”) FOR THE EAST DAYTON BRIDGE PROJECT (“PROJECT”) LOCATED IN THE DAYTON VALLEY AREA OF LYON COUNTY THROUGH \$1,254,000 IN SURFACE TRANSPORTATION BLOCK GRANT (“STBG”) FUNDS, PLUS A 5% LOCAL MATCH OF \$66,000 FOR A TOTAL PROJECT COST OF \$1,320,000; AND (2) AUTHORIZATION FOR THE TRANSPORTATION MANAGER TO EXECUTE THE AGREEMENT AS WELL AS ANY FUTURE AMENDMENTS TO THE AGREEMENT REGARDING EXTENSIONS OF TIME OR CHANGES IN FUNDING AMOUNTS NOT TO EXCEED 10% OF THE PRESENT AMOUNT.**

(5:08:18) – Chairperson Novak introduced the item. Member Schuette read into the record a prepared disclosure statement, advised of no disqualifying conflict of interest, and stated that she would participate in discussion and action. Mr. Martinovich gave background and reviewed the Staff Report, incorporated into the record. He also highlighted that the Agreement between the Nevada Department of Transportation (NDOT) and CAMPO included \$1,254,000 in STBG funding for the Project, which required a five percent local match, to be reimbursed by Lyon County, in an amount not to exceed \$66,000. Member Cassinelli explained that the five percent local match had been approved by the Lyon County Board of Commissioners and the Lyon County RTC. He believed that the feasibility study would identify the best location for the bridge. Chair Novak inquired whether the project would be considered a State Route or a County Route, and recommended engaging in right-of-way and access controls as well. He also entertained public comments and when none were forthcoming, a motion.

**(5:13:35) – Member Cassinelli moved to approve the Agreement as presented and to authorize the Transportation Manager to execute the Agreement as well as any future**

# **CARSON AREA METROPOLITAN PLANNING ORGANIZATION**

## **Minutes of the August 13, 2025 Meeting**

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**amendments to the Agreement regarding extensions of time or changes in funding amounts not to exceed 10 percent of the present amount. The motion was seconded by Member Schuette and carried 6-0-0.**

## **6. NON-ACTION ITEMS**

### **6.A TRANSPORTATION MANAGER'S REPORT**

(5:14:30) – Mr. Martinovich reported on the progress made by Staff on the compilation of the local roads safety data to provide to NDOT, in response to a letter received from the Secretary of Transportation. He also updated the members on the recommendation for the US 50 East Carson Complete Streets Corridor Study, noting that a meeting with NDOT had been scheduled for August 21, 2025, to go over the final recommendations, which would also be presented to the CAMPO Board at a future date.

### **6.B NEVADA DEPARTMENT OF TRANSPORTATION REPORT**

(5:15:39) – Ms. Wise announced that the Fallen NDOT Workers' Memorial in Carson City had been rehabilitated, and new flowers had been placed to honor the 27 workers killed on the job since 1948. She also reminded motorists to follow the "move over law," by moving over one lane when passing NDOT crews. Ms. Wise also highlighted several NDOT highway construction projects completed during his tenure, and informed the members that the highest peak on I-580, near the Galena Creek Bridge, was named Guinn Peak, to honor Former Nevada Governor Kenny Guinn. Ms. Wise announced that August was the final month to submit children's Safe Routes to School art for a contest sponsored by NDOT, and stated that the grand prize winner's art would be featured on a mural in Carson City.

### **6.C OTHER COMMENTS AND REPORTS**

(5:19:49) – Member Schuette thanked Molly Walt for overseeing the Coordinated Human Services [Transportation] Plan meeting.

## **7. PUBLIC COMMENT**

(5:20:25) – Chairperson Novak entertained final public comments. Mr. Costa stated that he looked forward to the Regional Transportation Plan (RTP), calling it an ambitious schedule. He wished to see a clear prioritization of "what our transportation is supposed to accomplish." He also believed that it lacked "a strong tie-in between that and what the public prefers." Mr. Costa hoped for maximum public participation, suggesting that the public select "the relative importance" of the goals, requesting more detailed definitions of goals.

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

(5:23:57) – Chairperson Novak adjourned the meeting at 5:23 p.m.

**CARSON AREA METROPOLITAN PLANNING ORGANIZATION**

**Minutes of the August 13, 2025 Meeting**

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**DRAFT**

The Minutes of the August 13, 2025, Carson Area Metropolitan Planning Organization meeting are so approved on this 10<sup>th</sup> day of September 2025.



## STAFF REPORT

<b>Report To:</b>	Carson Area Metropolitan Planning Organization	<b>Meeting Date:</b>	September 10, 2025
<b>Staff Contact:</b>	Darren Schulz, Public Works Director		
<b>Agenda Title:</b>	For Possible Action – Discussion and possible action regarding approval of the Federal Fiscal Year (“FFY”) 2026 – 2028 Title VI Program (“Program”) for the Carson Area Metropolitan Planning Organization (“CAMPO”) and the Jump Around Carson (“JAC”) transit system. (Marcus Myers, Transit Coordinator)		
<b>Agenda Action:</b>	Formal Action / Motion	<b>Time Requested:</b>	5 minutes

### Proposed Motion

I move to approve the FFY 2026 - 2028 Title VI Program.

### Board's Strategic Goal

N/A

### Previous Action

January 11, 2023 (Item 5.D) – CAMPO approved the FFY 2023 – 2025 Title VI Program.

### Background/Issues & Analysis

CAMPO provides funding for the operation of the JAC transit system, which includes fixed route and paratransit services for the Carson City area. As a condition of receiving Federal Transit Administration (“FTA”) financial assistance from the U.S. Department of Transportation (“USDOT”) to operate these services, transit agencies must ensure their programs, policies, and activities comply with USDOT’s Title VI regulations. The Program was developed to guide CAMPO in its administration and management of Title VI related activities, and details how CAMPO meets the requirements under 49 CFR part 21.

CAMPO is committed to ensuring that no person on the basis of race, color, or national origin will be excluded from participation or subjected to discrimination in the level and/or quality of transit services or related benefits provided by CAMPO’s employees, affiliates, and contractors. The attached Program document outlines the Title VI requirements and provides a response from CAMPO staff on how CAMPO and JAC meet those requirements. In preparing the FFY 2026 - 2028 Program document, staff determined that CAMPO and JAC continue to be in compliance with Title VI requirements.

The most significant updates to the Program documents include the following:

- Revised responses to requirements surrounding sub-recipients and the creation of a Sub-Recipient Compliance Assessment Tool, included as an attachment to the Program.

- Removal of language referencing Executive Order 13166, “Improving Access to Services for Persons with Limited English Proficiency”, which was revoked by Executive Order 14224, “Designating English as the Official Language of the United States.”
- Revisions to the Language Assistance Plan (“LAP”), including updated census data, and removal of language referencing Executive Order 13166.

The 2023 – 2025 Title VI Program document was last updated and approved by CAMPO in January 2023. The Program document was posted on CAMPO’s website for a 15-day period, which closes September 9, 2025. Any public comments received after the agenda is posted will be presented to CAMPO as late material.

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

49 CFR Part 21

**Financial Information**

**Is there a fiscal impact?** No

**If yes, account name/number:**

**Is it currently budgeted?** Yes

**Explanation of Fiscal Impact:** There are no fiscal impacts associated with the development of the Title VI Program. The Title VI Program update is a requirement for all direct recipients of FTA funding and is funded through CAMPO’s Unified Planning Work Program, Project No. G302825001 – Task 4.0, Multimodal Transportation Planning.

**Alternatives**

Do not approve the FFY 2026 – 2028 Title VI Program and provide an alternate direction to staff.

**Attachment(s):**

[5A\\_CAMPO\\_Exhibit 1 - Title VI Program FFY 2026-2028.pdf](#)

[5A\\_CAMPO\\_Exhibit 2 - UPWP Cost Summary Table.pdf](#)

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

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

Aye/Nay

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

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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

# Title VI Program for Jump Around Carson (JAC)



Federal Fiscal Year 2026 - 2028

Approved date:





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## 1.0 Title VI Program Overview

The Carson Area Metropolitan Planning Organization (CAMPO) provides funding for operation of the Jump Around Carson (JAC) transit system, which includes fixed route and paratransit services for the Carson City area. As a condition of receiving Federal Transit Administration (FTA) financial assistance from the U.S. Department of Transportation (USDOT) to operate these services, transit agencies must ensure their programs, policies, and activities comply with USDOT's Title VI regulations. The following program was developed to guide CAMPO in its administration and management of Title VI-related activities for JAC, and details how CAMPO and JAC meet the requirements under Title 49 CFR part 21. FTA Circular 4702.1B, was consulted to ensure compliance with USDOT's Title VI regulations.

### 1.1 Non-Discrimination Policy Statement

It is the policy of CAMPO and JAC that no person shall on the grounds of race, color, sex or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination in any transit related activity as provided by Title VI of the Civil Rights Act of 1964 and related statutes such as The Civil Rights Restoration Act of 1987.

This policy applies to all operations of CAMPO and/or JAC, including its contractors and anyone who acts on their behalf. This policy also applies to the operations of any department or agency to which the CAMPO extends federal financial assistance.

Prohibited discrimination may be intentional or unintentional. Seemingly neutral acts that have disparate impacts on individuals of a protected group and lack a substantial legitimate justification are a form of prohibited discrimination. Harassment and retaliation are also prohibited forms of discrimination.

Examples of prohibited types of discrimination based on race, color, or national origin include: Denial to an individual of any service, financial aid, or other benefit; Distinctions in the quality, quantity, or manner in which a benefit is provided; Segregation or separate treatment; Restriction in the enjoyment of any advantages, privileges, or other benefits provided; Discrimination in any activities related to highway and infrastructure or facility built or repaired; and Discrimination in employment.

### 1.2 Title VI/Non-Discrimination Assurances

Per federal regulations, CAMPO, as a recipient of federal funds is required to sign assurances that pledge:

Title VI of the Civil Rights Act of 1964 states:

*"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."* CAMPO is committed



to ensuring no person on the basis of race, color, or national origin will be excluded from participation or subjected to discrimination in the level and quality of transit services or related benefits provided by CAMPO's employees, affiliates, or contractors as is outlined in Title VI of the Civil Rights Act of 1964.

Making a Title VI Complaint:

Any person who believes that they have been subject to unlawful discriminatory practice under Title VI may file a complaint with CAMPO and/or JAC. Any such complaint must be in writing and filed within 180 days following the date of the alleged discriminatory occurrence. For information on how to file a complaint, see Attachment B

FTA Circular 4702.1B Chapter 4.3 requires the appropriate governing board(s) to approve the transit agencies Title VI plan. This Title VI plan has been presented to the Carson Area Metropolitan Planning Organization for approval.

CAMPO APPROVAL:

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Greg Novak, Chair  
Carson City Regional Transportation Commission

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Date

## 2.0 TITLE VI REQUIREMENTS & RESPONSES

### 2.1 GENERAL REPORTING REQUIREMENTS

FTA Circular 4702.1B provides guidance on the reporting requirements for recipients and subrecipients of FTA funding to ensure their activities comply with USDOT Title VI regulations. Below are summaries of each requirement and how CAMPO's Title VI Program fulfills each requirement

#### 2.1.1 Requirement to provide Title VI assurances

**Requirement:** In accordance with Title 49 CFR Section 21.7(a), every application for financial assistance from FTA must be accompanied by an assurance that the applicant will carry out the program in compliance with USDOT's Title VI regulations. This requirement shall be fulfilled when the applicant/recipient submits its annual certifications and assurances to FTA.

**Response:** CAMPO shall continue to submit its annual Title VI assurance as part of its annual Certification and Assurance submission to the Federal Transit Administration (FTA) in the Transit Award Management System (TrAMS).

#### 2.1.2 Requirement to prepare and submit a Title VI Program

**Requirement:** FTA requires all direct and primary recipients document their compliance with USDOT's Title VI regulations by submitting a Title VI Program to their FTA regional civil rights officer once every three (3) years or as otherwise directed by FTA. For all recipients (including subrecipients), the Title VI Program must be approved by the recipient's board of directors or appropriate governing entity or official(s) responsible for policy decisions prior to submission to FTA. Recipients shall submit a copy of the board resolution, meeting minutes, or similar documentation with the Title VI Program as evidence that the board of directors or appropriate governing entity or official(s) has approved the Title VI Program. FTA will review and concur or request the recipient provide additional information.

**Response:** CAMPO will continue to submit a Title VI Program to the FTA RegionIX Civil Rights Officer once every three (3) years. The last plan was submitted on January 13, 2023.

#### 2.1.3 Requirement to notify beneficiaries of protection under Title VI

**Requirement:** The Title VI Program shall include recipient's Title VI notice to the public that indicates the recipient complies with Title VI and informs members of the public of the protections against discrimination afforded to them by Title VI. A list of locations where the notice is posted needs to be provided.

**Response:** CAMPO staff oversees the JAC public transportation system in the urbanized area of Carson City and has included a notice of beneficiary rights under Title VI, per the guidelines in Appendix B of Circular 4702.1B. This notice is in English and Spanish and is posted on the CAMPO website ([www.carsonareampo.com](http://www.carsonareampo.com)) and the JAC website ([www.ridejac.com](http://www.ridejac.com)). In addition, a notice is publicly displayed in the Carson City Public Works

office, JAC administrative office and on JAC fixed route and paratransit brochures which are available on every transit vehicle and distributed throughout Carson City. A screenshot of the website and a picture of the notice posted in the JAC Administrative Office are available in Attachment A.

## 2.1.4 Requirement of Title VI complaint procedures and complaint form

**Requirement:** All recipients shall develop and display procedures to the public for filing, investigating, and tracking Title VI complaints. Recipients must develop a Title VI complaint form, and the form and procedure for filing a complaint shall be available on the recipient's website.

**Response:** CAMPO has Title VI complaint procedures and complaint form available to the public (see Attachment B). The complaint procedures and form are available in English and Spanish on the JAC website, [www.ridejac.com](http://www.ridejac.com).

## 2.1.5 Requirement to record and report transit-related Title VI complaints, investigations, and lawsuits

**Requirement:** To comply with the reporting requirements of Title 49 CFR Section 21.9(b), FTA requires all recipients to prepare and maintain a list of alleged discrimination on the basis of race, color, or national origin; active investigations conducted by entities other than FTA; lawsuits; and complaints naming the recipient. This list shall include the date of when the investigation, lawsuit, or complaint was filed; a summary of the allegation(s); the status of the investigation, lawsuit, or complaint; and actions taken by the recipient in response, or final findings related to, the investigation, lawsuit, or complaint.

**Response:** CAMPO maintains a list of any active investigations conducted by entities other than FTA, lawsuits, or complaints naming CAMPO or JAC that allege discrimination on the basis of race, color or national origin (see Attachment B). This list is maintained according to the guidelines of Appendix E of the FTA Circular 4702.1B. CAMPO will maintain permanent records of all related documents. All complaints are directed to the Transportation Manager.

CAMPO has not received any Title VI complaints of discrimination and does not have any active investigations, complaints or lawsuits that allege discrimination on the basis of race, color or national origin to report at this time.

## 2.1.6 Requirement to promote inclusive public participation

**Requirement:** The content and considerations of Title VI, the Executive Order on Limited English Proficiency (LEP), and the USDOT LEP Guidance shall be integrated into each recipient's established public participation plan or process (i.e., the document that explicitly describes the proactive strategies, procedures, and desired outcomes that underpin the recipient's public participation activities). Recipients have wide latitude to determine how, when, and how often specific public participation activities take place, and which specific measures are most appropriate. FTA Circular 4703.1 includes many examples of effective strategies for engaging minority and low-income populations.



**Response:** CAMPO's Public Participation Plan (PPP), approved in July 2023, Identifies the goals, strategies, and tools to be used to encourage public participation. The plan was developed in accordance with the guidelines under the Final Rule of 23 CFR §450.316 Metropolitan Transportation Planning and is in compliance with all federal laws and regulations, including adherence to Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act of 1990. CAMPO ensures that minority, LEP, and low-income populations, as with all members of the public, are empowered to participate in decisions related to CAMPO and the JAC transit system. This Public Participation Plan can be found online at: <https://www.carson.org/home/showpublisheddocument/86399/638248596043770000>

JAC developed a Transit Development and Coordinated Human Services Plan (TDCHSP) in October 2019 and is in the process of updating the plan for FY 2026-2028. The TDCHSP serves three primary objectives: (1) a short-range (1-5 year) planning document; (2) a long-range (10-20 year) planning document; and (3) a coordinated public transit-human services planning document. The development of the Plan consisted of several public outreach events, including an online survey and two public workshops.

## 2.1.7 Requirement to provide meaningful access to LEP persons

**Requirement:** Consistent with Title VI of the Civil Rights Act of 1964, USDOT's implementing regulations, recipients shall take reasonable steps to ensure meaningful access to benefits, services, information, and other important portions of their programs and activities for individuals who are considered limited-English proficient (LEP).

**Response:** CAMPO has updated its Language Assistance Plan (LAP) for JAC (see Attachment C) to include data from the *2019 American Community Survey (ACS) Block Group 5-Year Estimates*. The LAP applies the Four Factor Framework specified by the U.S. Department of Transportation (DOT), and includes an implementation plan consistent with DOT Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons.

## 2.1.8 Requirement to encourage minority representation on planning and advisory bodies

**Requirement:** Title 49 CFR Section 21.5(b)(1)(vii) states that a recipient may not, on the grounds of race, color, or national origin, "deny a person the opportunity to participate as a member of a planning, advisory, or similar body which is an integral part of the program." Recipients that have transit-related, non-elected planning boards, advisory councils or committees, or similar committees, the membership of which is selected by the recipient, must provide a table depicting the racial breakdown of the membership of those committees, and a description of efforts made to encourage the participation of minorities on such committees.

**Response:** CAMPO does not have a transit-related, non-elected planning board, advisory council, or similar board where the membership is selected by CAMPO. It therefore does not have a racial breakdown of membership of those committees to depict. Any such

body/ies that is/are created in the future will encourage the participation of minorities, and the relevant table will be created to show the racial composition of its/their members.

## 2.1.9 Requirement to provide assistance to subrecipients

**Requirement:** Title 49 CFR Section 21.9(b) states that if "a primary recipient extends Federal financial assistance to any other recipient, such other recipient shall also submit such compliance reports to the primary recipient as may be necessary to enable the primary recipient to carry out its obligations under this part." Primary recipients should assist their subrecipients in complying with USDOT's Title VI regulations, including the general reporting requirements. Assistance shall be provided to the subrecipient as necessary and appropriate by the primary recipient.

**Response:** CAMPO currently has one subrecipient and is committed to providing assistance to ensure compliance with USDOT's Title VI regulations, including the general reporting requirements. CAMPO will perform and initial review of its subrecipients Title VI program to ensure compliance and will use a compliance assessment tool thereafter to monitor continued compliance. Title VI program updates will be due from the subrecipient by January 30<sup>th</sup> annually. A copy of the Compliance Assessment Tool can be found in Attachment E.

## 2.1.10 Requirement to monitor subrecipients

**Requirement:** In accordance with 49 CFR 21.9(b), and to ensure that subrecipients are complying with the USDOT Title VI regulations, primary recipients must monitor their subrecipients for compliance with the regulations. Importantly, if a subrecipient is not in compliance, with Title VI requirements, then the primary recipient is also not in compliance.

**Response:** CAMPO currently has one subrecipient, who will be monitored for compliance as required. CAMPO understands that if its Subrecipient is not in compliance with Title VI requirements, the primary recipient, CAMPO, is also not in compliance. CAMPO will perform and initial review of its subrecipients Title VI program to ensure compliance and will use a compliance assessment tool thereafter to monitor continued compliance. Title VI program updates will be due from the subrecipient by January 30<sup>th</sup> annually. A copy of the Compliance Assessment Tool can be found in Attachment E.

## 2.1.11 Requirement relating to determination of site or location of facilities

**Requirement:** Title 49 CFR Section 21.9(b)(3) states, "In determining the site or location of facilities, a recipient or applicant may not make selections with the purpose or effect of excluding persons from, denying them the benefits of, or subjecting them to discrimination under any program to which this regulation applies, on the grounds of race, color, or national origin; or with the purpose or effect of defeating or substantially impairing the accomplishment of the objectives of the Act or this part." Title 49 CFR part 21, Appendix C, Section (3)(iv) provides, "The location of projects requiring land acquisition and the



displacement of persons from their residences and businesses may not be determined on the basis of race, color, or national origin." For the purposes of this requirement, "facilities" does not include bus shelters, as these are transit amenities and are covered in Chapter IV, nor does it include transit stations, power substations, etc. as those are evaluated during project development and the National Environmental Policy Act (NEPA) process. Facilities included in this provision include, but are not limited to, storage facilities, maintenance facilities, operations centers, etc.

**Response:** CAMPO will ensure that environmental analysis, including NEPA requirements, are incorporated into the scope of work for all facilities projects requiring land acquisition and the displacement of persons from their residences and businesses:

1. CAMPO will complete a Title VI Analysis during the planning stage with regard to where a project (such as a new transit center) is located or sited to ensure the location is selected without regard to race, color, or national origin. CAMPO will engage in outreach to persons potentially impacted by the siting of facilities. The Title VI Analysis will compare the equity impacts of various siting alternatives, and the analysis will occur before selection of the preferred site.
2. When evaluating locations of facilities, CAMPO will give attention to other facilities with similar impacts in the area to determine if any cumulative adverse impacts might result. Analysis will be done at the Census tract or block group level where appropriate to ensure that proper perspective is given to localized impacts.
3. If CAMPO determines the location of the project will result in a disparate impact on the basis of race, color, or national origin, CAMPO will only locate the project in that location if there is a substantial legitimate justification for locating the project there, and where there are no alternative locations that would have a less disparate impact on the basis of race color or nation origin. CAMPO will show how both tests are met and will consider and analyze alternatives to determine whether those alternatives would have less of a disparate impact on the basis of race, color, or national origin, and then implement the least discriminatory alternative.

## 2.1.12 Requirement to provide additional information upon request

**Requirement:** FTA may request, at its discretion, information other than that required by Circular 4702.1B from a recipient in order for FTA to investigate complaints of discrimination or to resolve concerns about possible noncompliance with USDOT's Title VI regulations.

**Response:** CAMPO will fully cooperate with any FTA investigations of discrimination complaints to the extent required by Title VI regulations.

## 2.2 REQUIREMENTS FOR FIXED ROUTE TRANSIT PROVIDERS

Chapter IV of FTA Circular 4702.1B discusses the additional reporting requirements for all recipients and subrecipients of FTA funding that operate fixed route transit service, to ensure

that each agency complies with USDOT Title VI regulations. JAC does not currently meet the threshold for additional requirements applicable to transit providers that operate 50 or more fixed route vehicles in peak service and are located in a UZA of 200,000 or more in population.

Below is a summary of the requirements and how CAMPO's Title VI Program fulfills each of those requirements.

## 2.2.1 Requirements to set system-wide service standards and policies

**Requirement:** Title 49 CFR Section 21.5 states the general prohibition of discrimination on the grounds of race, color, or national origin. Section 21.5(b)(2) specifies that a recipient shall not "utilize criteria or methods of administration which have the effect of subjecting persons to discrimination because of their race, color, or national origin, or have the effect of defeating or substantially impairing accomplishment of the objectives of the program with respect to individuals of a particular race, color, or national origin." Section 21.5(b)(7) requires recipients to "take affirmative action to assure that no person is excluded from participation in or denied the benefits of the program or activity on the grounds of race, color, or national origin." Finally, Appendix C of Title 49 CFR part 21 provides in Section (3)(iii) that "[n]o person or group of persons shall be discriminated against with regard to the routing, scheduling, or quality of service of transportation service furnished as a part of the project on the basis of race, color, or national origin. Frequency of service, age and quality of vehicles assigned to routes, quality of stations serving different routes, and location of routes may not be determined on the basis of race, color, or national origin"

All fixed route transit providers shall set service standards and policies for each specific fixed route mode of service they provide. Fixed route modes of service include but are not limited to, local bus, express bus, commuter bus, bus rapid transit, light rail, subway, commuter rail, passenger ferry, etc. These standards and policies must address how service is distributed across the transit system and must ensure that the manner of the distribution affords users access to these assets.

These system-wide service standards differ from any standards set by the American Public Transit Administration (APTA) Standards Development Program and other standards development organizations (SDOs), in that they will be set by individual transit providers and will apply agency-wide rather than industry-wide.

Providers of fixed route public transportation shall also adopt system-wide service policies to ensure service design and operations practices do not result in discrimination on the basis of race, color, or national origin. Service policies differ from service standards in that they are not necessarily based on a quantitative threshold.

Although the FTA requires establishment of a set of standards and policies for particular indicators, providers of fixed route service may set additional standards and policies for additional indicators as appropriate.



**Response:** JAC provides fixed route transit service and has a set of system-wide service standards and policies which are executed by JAC staff and overseen by CAMPO staff. The only fixed route mode provided by JAC is a local bus service but should any other fixed route modes be implemented in the future, a separate set of standards and policies will be developed for that mode. Attachment D contains service standards and policies based on guidelines established in Circular 4702.1B.

For the set of system-wide service standards, CAMPO has established quantitative standards for the following indicators:

- Vehicle Load
- Vehicle Headways
- On-time performance
- Service availability

For the service policies, CAMPO has established qualitative policies for the following service indicators:

- Distribution of transit amenities
- Vehicle assignment

## ATTACHMENTS

- A – Physical & Website Documentation
- B – Complaint List, Procedures & Forms (English & Spanish)
- C – Language Assistance Plan
- D – System-Wide Service Standards & Policies
- E – Subrecipient Compliance Assessment Tool



## Attachment A

# Physical & Website Documentation

<https://www.carson.org/government/departments-g-z/public-works/transportation/jac-jump-around-carson>

The screenshot shows the official website of Carson City, Nevada. The top navigation bar includes links for SERVICES, OUR CITY, GOVERNMENT (which is the active tab), BUSINESS, and SERVICE FINDER, along with a search icon. Below the navigation is a banner image of a bus. The main content area discusses the JAC (Jump Around Carson) transit system, mentioning its history, routes, and rider demographics. It provides links to various documents and reports, such as the Fiscal Year 2021 Transit Monitoring Report, 2019 JAC Transit Development and Coordinated Human Services Plan, Title VI Program FFY 2023-25, Disadvantaged Business Enterprise (DBE) Program Goal FFY 2023-2025, Public Transportation Agency Safety Plan Federal Fiscal Year 2024, General Transfer Feed Specification (GTFS) Download, CAMPO Zero Emission Transition Plan, and Carson City JAC Transit Center Study 2023. A callout box provides instructions for viewing these documents. A section titled 'Beneficiary Rights Under Title VI' contains information about nondiscrimination obligations and a link to the Title VI Complaint Form.

JAC (Jump Around Carson) is Carson City, Nevada's public transit system serving the community with a fleet of bright green and purple buses that feature a sleek, hopping jackrabbit (a Northern Nevada icon). JAC began operating in October 2005 and is governed by the [Carson City Regional Transportation Commission](#). The JAC system features the JAC fixed route system as well as JAC Assist, a curb-to-curb program that provides transportation for eligible persons with disabilities.

Ridership continues to grow as residents discover the convenience and value of the bus system for going to work, school, shopping, medical appointments and recreation facilities. Strategically placed stops throughout the community make it easy for passengers to conveniently visit a number of the city's most popular destinations. Fares are only \$1.50 per one-way trip for adults; and seniors, persons with disabilities and youth may ride for only \$0.75 per one-way trip.

Interested in finding out more about JAC? Click [here](#) for the JAC Fact Sheet.

[Fiscal Year 2021 Transit Monitoring Report](#)

[2019 JAC Transit Development and Coordinated Human Services Plan](#)

[Title VI Program FFY 2023-25](#)

[Disadvantaged Business Enterprise \(DBE\) Program Goal FFY 2023-2025](#)

[Public Transportation Agency Safety Plan Federal Fiscal Year 2024](#)

[General Transfer Feed Specification \(GTFS\) Download](#)

[CAMPO Zero Emission Transition Plan](#)

[Carson City JAC Transit Center Study 2023](#)

Free viewers are required for some of the attached documents.  
They can be downloaded by clicking on the icons below.



**Beneficiary Rights Under Title VI**

JAC is committed to ensuring that no person shall, on the basis of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal assistance, and that no discrimination takes place in any of the programs it and its subrecipients operate. To obtain more information on JAC's nondiscrimination obligations, send a written request to the address below or click [here](#). If anyone feels that he/she or others protected by Title VI have been discriminated against, a complaint may be filed. To file a complaint, complete the form at the link below and send to Transportation Manager, 3505 Butti Way, Carson City, NV, 89701, RE: Title VI Complaint. A complainant may file a complaint directly with the Federal Transit Administration by filing a complaint with the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

[Title VI Complaint Form](#)

## Beneficiary Rights Under Title VI (as posted publicly in JAC Administrative Offices)

### DERECHOS DEL BENEFICIARIO BAJO EL TÍTULO VI

El sistema de tránsito (JAC) opera sus programas y servicios sin distinción de raza, color y origen nacional de acuerdo con el Título VI de la Ley de Derechos Civiles. Cualquier persona que crea que ha sido perjudicada por alguna práctica discriminatoria ilegal bajo el Título VI puede presentar una queja ante JAC.

Para obtener más información sobre las obligaciones de discriminación de JAC, llame al (775) 283-7583; e-mail a [JAC@carson.org](mailto:JAC@carson.org); visite [www.ridejac.com](http://www.ridejac.com); o visite nuestro oficina de operaciones de JAC, 3770 Butti Way, Carson City, NV 89701.

El demandante puede presentar una queja directamente con la Administración Federal de Tránsito presentando una queja ante la Oficina de Derechos Civiles, Atención: Coordinador del Programa Título VI, East Building, 5th Floor -TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

Si necesita información en otro idioma, llame al 775-283-7583.

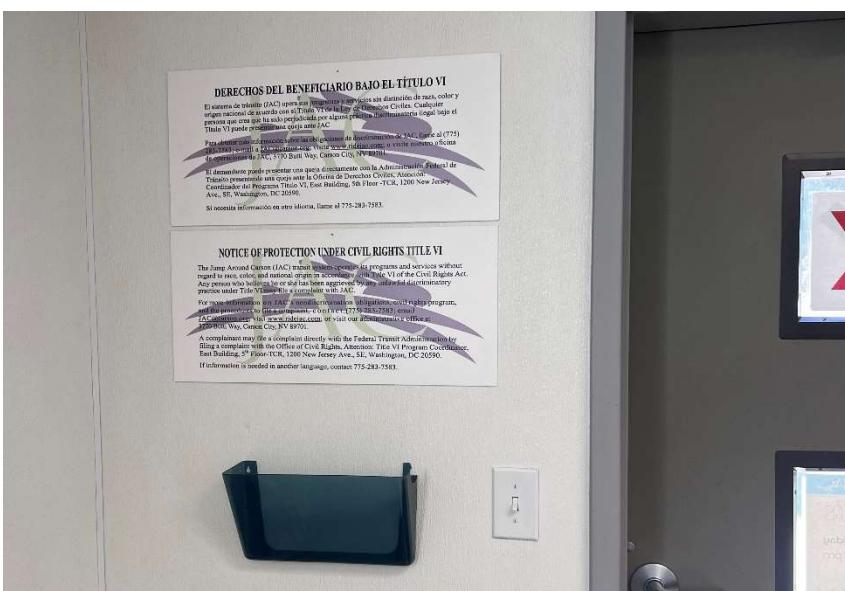
### NOTICE OF PROTECTION UNDER CIVIL RIGHTS TITLE VI

The Jump Around Carson (JAC) transit system operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes he or she has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with JAC.

For more information on JAC's nondiscrimination obligations, civil rights program, and the procedures to file a complaint, contact (775) 283-7583; email [JAC@carson.org](mailto:JAC@carson.org); visit [www.ridejac.com](http://www.ridejac.com); or visit our administrative office at 3770 Butti Way, Carson City, NV 89701.

A complainant may file a complaint directly with the Federal Transit Administration by filing a complaint with the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

If information is needed in another language, contact 775-283-7583.





## Attachment B

# Complaint List, Procedures & Forms (English & Spanish)



## **LIST OF TRANSIT-RELATED TITLE VI INVESTIGATIONS, COMPLAINTS, AND LAWSUITS**

**At this time, CAMPO has no active or closed Title VI investigations, complaints, or lawsuits.**

CAMPO acknowledges per FTA Circular 4702.1B, “all recipients are required to prepare and maintain a list of any of the following that allege discrimination on the basis of race, color, or national origin”:

- Active investigations conducted by FTA and entities other than FTA;
- Lawsuits; and
- Complaints naming the recipient

Below is the list used for tracking investigations, complaints, and lawsuits in the event such action is brought to CAMPO:

**Investigations, Complaints, and Lawsuits**

	Date (month, day, year)	Summary (include basis of complaint: race, color, or national origin)	Status	Action(s) taken
<b>Investigations</b>				
1.				
2.				
<b>Complaints</b>				
1.				
2.				
<b>Lawsuits</b>				
1.				
2.				



## **TITLE VI COMPLAINT PROCEDURES**

Any person who believes she or he has been discriminated against on the basis of race, color, or national origin by CAMPO or the JAC transit system may file a Title VI complaint by completing and submitting CAMPO's Title VI Complaint Form. The complaint form may be downloaded from the CAMPO website ([www.CarsonAreaMPO.com](http://www.CarsonAreaMPO.com)) or JAC website ([www.RideJAC.com](http://www.RideJAC.com)), or by contacting the Transportation Manager at 775-887-2355. Federal law requires complaints to be filed within one hundred eighty (180) calendar days of the last alleged incident. Complaints should be mailed to:

Attn: Transportation Manager  
3505 Butti Way  
Carson City, NV 89701  
Fax: 775-887-2112

Title VI complaints received by CAMPO shall be documented by the representative receiving the complaint on a form provided for this purpose. Documentation shall include the name of the person filing the complaint, the time, date and place the alleged incident occurred, as well as any other information necessary to fully explain the situation. The complaint shall be dated and assigned a control number for tracking purposes.

All Title VI complaints shall be investigated and addressed with a formal written response within 90 days of the date the complaint is received. If more information is needed to resolve the case, CAMPO may contact the complainant. The complainant has 30 days from the date of the letter to send requested information to the investigator assigned to the case. If the investigator is not contacted by the complainant or does not receive the additional information within 30 days, CAMPO can administratively close the case. A case can be administratively closed if the complainant no longer wishes to pursue their case.

After the investigator reviews the complaint, she/he will issue one of two letters to the complainant: a closure letter or a letter of finding (LOF). A closure letter summarizes the allegations and states there was not a Title VI violation and the case will be closed. An LOF summarizes the allegations and the interviews regarding the alleged incident, and explains whether any disciplinary action, additional training of the staff member, or other action will occur. If the complainant wishes to appeal the decision, she/he has 30 days after the date of the letter or the LOF to do so. If required, the LOF with corrective actions taken will be forwarded to the Federal Transit Administration.

A person may also file a complaint directly with the Federal Transit Administration, at FTA Office of Civil Rights, 1200 New Jersey Avenue SE, Washington, DC 20590.

Subrecipients of CAMPO shall use the Title VI complaint investigation and tracking procedures developed by CAMPO.



## TITLE VI COMPLAINT FORM

### Staff Use Only

Date of Complaint Received: \_\_\_\_\_

Tracking No. \_\_\_\_\_

All Title VI complaints shall be investigated and addressed with a formal written response within **90 days** of the date the complaint is received. If more information is needed to resolve the case, CAMPO may contact the complainant. The complainant has 30 days from the date of the letter to send requested information to the investigator assigned to the case. If the investigator is not contacted by the complainant or does not receive the additional information within 30 days, CAMPO can administratively close the case. A case can be administratively closed if the complainant no longer wishes to pursue their case.

**---Additional Information available in Title VI Complaint Procedures---**

Name of Complainant: \_\_\_\_\_

Address: \_\_\_\_\_ City/State: \_\_\_\_\_

Email Address: \_\_\_\_\_ Phone Number: \_\_\_\_\_

Accessible Format Requirements? Large Print  Audio Tape  TDD  Other  \_\_\_\_\_

Person Discriminated Against (if other than Complainant): \_\_\_\_\_

Address: \_\_\_\_\_ Phone Number: \_\_\_\_\_

Email Address: \_\_\_\_\_

Please explain why you have filed for a third party: \_\_\_\_\_

---

Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party: Yes  No

Date, Time & Place Incident Occurred: \_\_\_\_\_

Nature of Complaint:

Race  Color  National Origin  Sex  Age  Disability  LEP

Other: \_\_\_\_\_

Details of Complaint: please describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please use the back of this form.

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Date & Time Discrimination Occurred: \_\_\_\_\_

Place Incident Discrimination Occurred: \_\_\_\_\_

Were there any other witnesses to the discrimination?

Name	Organization/Title	Telephone

How would you like to see this situation resolved?

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Have you filed your complaint, grievance, or lawsuit with any other agency or court?

Who \_\_\_\_\_

When \_\_\_\_\_

Status (pending, resolved, etc.) \_\_\_\_\_

Result, if known \_\_\_\_\_

Complaint number, if known \_\_\_\_\_

Have you filed a lawsuit regarding this complaint? Yes \_\_\_\_\_ No \_\_\_\_\_

You may attach any written materials or other information that you think is relevant to your complaint.

Signature and date required below

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

Please submit this form in person, or mail to:

Carson Area Metropolitan Planning Organization  
Transportation Manager  
3505 Butti Way Carson City, NV 89701

Complaint Taken By \_\_\_\_\_

INVESTIGATION \_\_\_\_\_

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ACTION RECOMMENDED \_\_\_\_\_

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By \_\_\_\_\_

RECORD OF FINAL ACTION \_\_\_\_\_

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By \_\_\_\_\_



## TÍTULO VI PROCEDIMIENTOS DE QUEJA

Cualquier persona que crea que ha sido discriminada por motivos de raza, color o origen nacional por CAMPO o por el sistema de tránsito de JAC puede presentar una queja de Título VI completando y enviando el Formulario de quejas de Título VI de CAMPO. El formulario de queja puede ser descargado del sitio web de CAMPO ([www.CarsonAreaMPO.com](http://www.CarsonAreaMPO.com)) o del sitio web de JAC ([www.RideJAC.com](http://www.RideJAC.com)), o comunicándose con el Coordinador de Tránsito al 775-283-7583. La ley federal exige que las quejas se presenten antes de los ciento ochenta (180) días de calendario después del presunto incidente. Las quejas deben enviarse por correo A:

Attn: Transportation Manager  
3505 Butti Way  
Carson City, NV 89701  
Fax: 775-887-2112

Las quejas del Título VI recibidas por CAMPO deberán ser documentadas por el representante que recibe la queja en un formulario proveído para este propósito. La documentación debe incluir el nombre de la persona que presenta la queja, la hora, la fecha y el lugar donde ocurrió el presunto incidente, así como cualquier otra información necesaria para explicar completamente la situación. La queja se fechará y se le asignará un número de control para fines de seguimiento. El demandante recibirá una carta de reconocimiento informándole a él / ella si la queja será investigada por CAMPO.

Todas las quejas del Título VI se investigarán y se atenderán con una respuesta formal por escrito dentro de los 90 días de la fecha en que se recibió la queja. Si se necesita más información para resolver el caso, CAMPO puede contactar al demandante. El demandante tiene 30 días a partir de la fecha de la carta para enviar la información solicitada al investigador asignado al caso. Si el demandante no se pone en contacto con el investigador o no recibe la información adicional dentro de los 30 días, CAMPO puede cerrar administrativamente el caso. Un caso también puede ser cerrado administrativamente si el demandante ya no desea continuar con su caso.

Después de que el investigador revisa la queja, él / ella emitirá una de las siguientes dos cartas al demandante: una carta de terminación o una carta de seguimiento (LOF). Una carta de terminación resume las alegaciones y establece que no hubo una violación del Título VI y que el caso se cerrará. Un LOF resume las acusaciones y las entrevistas sobre el supuesto incidente y explica si se producirá alguna acción disciplinaria, capacitación adicional del miembro del personal o otra acción. Si el demandante desea apelar la decisión, tiene 30 días después de la fecha de la carta o LOF para hacerlo. Si es necesario, el LOF con las acciones correctivas tomadas se enviará a la Administración Federal de Tránsito.

Una persona también puede presentar una queja directamente con la Administración Federal de Tránsito, en la Oficina de Derechos Civiles del TLC, 1200 New Jersey Avenue SE, Washington, DC 20590.

Los subbeneficiarios de CAMPO utilizarán los procedimientos de investigación y seguimiento de reclamos del Título VI desarrollados por CAMPO.



## TITULO VI FORMULARIO DE QUEJA

### **Solo Para Uso de Empleados**

Date of Complaint Received: \_\_\_\_\_ Tracking No. \_\_\_\_\_

All Title VI complaints shall be investigated and addressed with a formal written response within **90 days** of the date the complaint is received. If more information is needed to resolve the case, CAMPO may contact the complainant. The complainant has 30 days from the date of the letter to send requested information to the investigator assigned to the case. If the investigator is not contacted by the complainant or does not receive the additional information within 30 days, CAMPO can administratively close the case. A case can be administratively closed if the complainant no longer wishes to pursue their case.

**---Additional Information available in Title VI Complaint Procedures---**

Nombre del Reclamante: \_\_\_\_\_

Dirección: \_\_\_\_\_ Ciudad/Estado: \_\_\_\_\_

Correo Electrónico: \_\_\_\_\_ Número de Teléfono: \_\_\_\_\_

¿Requisitos de formato accesible? Impresión en letra grande  Cinta de audio  TDD   
Otro  \_\_\_\_\_

Persona Discriminada (si no es quien presenta la queja): \_\_\_\_\_

Dirección: \_\_\_\_\_ Número de Teléfono: \_\_\_\_\_

Correo Electrónico: \_\_\_\_\_

Por favor explique por qué presento la queja en representación de otra persona: \_\_\_\_\_

Por favor confirme que obtuvo el permiso de la persona afectada si está presentando en nombre de otra persona: Sí  No

Día, hora y lugar del Incidente: \_\_\_\_\_

Naturaleza de la queja:

- Raza  Color  Origen nacional  Sexo  Edad  Discapacidad
- Habilidad limitada en inglés

Otro: \_\_\_\_\_

Detalles de la queja: Por favor describa a todas las personas involucradas. Incluya el nombre y la información de contacto de la(s) persona(s) que discriminó contra usted (si lo conoce), así como el nombre y la información de contacto de cualquier testigo. Si necesita más espacio, utilice la parte posterior de este formulario.

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Fecha y hora en que ocurrió la discriminación: \_\_\_\_\_

Lugar donde ocurrió la discriminación: \_\_\_\_\_

¿Hubo otros testigos de la discriminación?

Nombre	Organización/Cargo	Teléfono

¿Como le gustaría ver que se resuelva esta situación?

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¿Ha presentado su queja, reclamación o demanda ante alguna otra agencia o tribunal?

¿Quién? \_\_\_\_\_

¿Cuándo? \_\_\_\_\_

Estado (pendiente, resuelto, etc.) \_\_\_\_\_

Resultado, si se conoce \_\_\_\_\_

Número de la queja, si se conoce \_\_\_\_\_

¿Ha presentado una demanda relacionada con esta queja? Sí \_\_\_\_\_ No \_\_\_\_\_

Puede adjuntar cualquier material escrito y otra información que considere relevante para su queja. Se requiere firma y fecha a continuación.

---

Firma

---

Fecha

Por favor presente este formulario en persona o envíelo por correo a:

Carson Area Metropolitan Planning Organization Transportation Manager  
3505 Butti Way Carson City, NV 89701

Queja recibida por: \_\_\_\_\_

INVESTIGACIÓN \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

ACCIÓN RECOMENDADA \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Hecha por \_\_\_\_\_

REGISTRÓ DE ACCIÓN FINAL \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Hecha por \_\_\_\_\_



## Attachment C

# Language Assistance Plan



# Language Assistance Plan For Jump Around Carson (JAC)



## Improving Access for Persons Identified as Limited English Proficient (LEP)

### Four Factor Analysis

The Carson Area Metropolitan Planning Organization (CAMPO) has conducted this analysis to meet requirements under Title VI of the Civil Rights Act of 1964, which seeks to improve access to services for persons identified as Limited English Proficient (LEP). The purpose is to ensure that no person shall, on the basis of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

CAMPO has conducted the following analysis for its the Jump Around Carson (JAC) public transportation system, using the four factors identified by the Department of Transportation (DOT) to take reasonable steps to ensure meaningful access to their programs and activities by LEP persons.

### **Factor One: The number and proportion of LEP persons served or encountered in the eligible service population.**

#### **Factor 1, Step 1: Examine prior experiences with LEP individuals**

JAC serves a largely English-speaking community; however, Carson City has experienced growth in the Hispanic population over recent years. JAC transit operators and customer service representatives were surveyed in October 2022 about their interactions with LEP persons, and several respondents reported common interaction with persons speaking Spanish as their primary language. Operators also noted a few destinations frequented by LEP individuals.

In discussions with the employees, bus routes 2A and 2B had a significant population of Spanish-speaking persons.

#### **Factor 1. Step 2: Become familiar with data from the U.S. Census.**

As part of the FFY 2026 - 2028 Title VI update, the *2023 American Community Survey (ACS) Block Group 5-Year Estimates*, was used to obtain household language data for the Jump Around Carson Service Area. At the time of this report, the 2023 ACS was the most accurate population and housing data available.



## Factor 1. Step 2-A: Identify the geographic boundaries of the area that your agency serves.

The Jump Around Carson Service Area is defined as a  $\frac{3}{4}$  mile buffer from JAC's four fixed routes, an area encompassing approximately 21 square miles. A map of JAC's Service Area is provided in Appendix A.

## Factor 1, Step 2-B: Obtain Census data on the LEP population in your service area.

Census data on the LEP population in the JAC Service Area is provided below:

**Table 1.0 – Number of Households and Percent of Limited English Speaking Households within the JAC Service Area**

Total Service Area Households	23,652	100%
English Only	18,433	77.93%
Language other than English	5,219	22.07%
Limited English Speaking	526	2.22%
Spanish	4,159	17.58%
-Speak English less than "very well"	350	1.48%
Other Indo-European languages	435	1.84%
-Speak English less than "very well"	78	0.33%
Asian and Pacific Islander languages	514	2.17%
-Speak English less than "very well"	98	0.41%
Other languages	111	0.47%
-Speak English less than "very well"	0	0.00%

*\*Source: 2023 American Community Survey Block Group 5-Year Estimates*

## Factor 1. Step 2C: Analyze the data you have collected.

Limited English Proficient (LEP) persons are described as those who speak English less than "very well." Below are findings from the data.

- In the JAC Service Area, there are 23,652 households.
- 22.07% (5,219) of the total households speak a language other than English.
- After English, Spanish is the second most common language at 17.58% of the total households in the Service Area.
- 2.22% (526) of the households in the Service Area are identified as LEP



- Of the 526 of LEP Households:
  - 350 households (1.48% of total households) are Spanish speaking
  - 78 households (0.33% of total households) are Indo-European
  - 98 households (0.41% of total households) are Asian & Pacific Islander
  - 0 households (0.00% of total households) are other languages

## **Factor 1. Step 2D: Identify any concentrations of LEP persons within your Service Area.**

A census block group map showing the distribution of LEP households in relation to the JAC bus routes is attached to this report (see Appendix B). Appendix B illustrates a concentration of LEP households in the northeastern area of the Service Area. The map also shows that all four routes service an area of LEP concentration to some extent. As a result, a continued effort to provide JAC material in Spanish is necessary.

## **Factor 1. Step 3: Consult state and local sources of data.**

According to the Nevada Department of Education, during the 2024 – 2025 School year approximately 14% of public-school students in Nevada are considered English Learners (EL). Within Carson City, this measure is roughly 12% comprising approximately 1,000 students per year. The district reports that in addition to Spanish, Afrikaans, Arabic, Cambodian, Chinese, Czech, Farsi/Persian/Dari, Hindi, Korean, Malay, Polish, Punjabi, Russian, Tagalog/Filipino, Thai, Urdu and Vietnamese are all present within schools.

In a review of Nevada's statewide demographics, roughly 11% of residents, 5 years of age and older, are identified as LEP. This is compared to 21% in Carson City. Spanish-speaking LEP persons in Nevada comprise 62% of the total LEP population. This is compared to 82% of the total LEP population in Carson City.

## **Factor 1. Step 4: Identify, contact, and survey community organizations that serve LEP persons.**

CAMPO has current and ongoing associations with State and local government, educational institutions, and community organizations that provide services for LEP persons.

## **Factor 1. Step 4A: Identify community organizations.**

The following organizations are the most involved in serving LEP (Spanish-speaking) persons locally:

- Carson City Health & Human Services
- Carson City School District
- Eagle Valley Middle School
- Empire Elementary School



- Friends In Service Helping (FISH)
- Neighborhood International Grocery Stores
- Mark Twain Elementary School
- Nevada Office of Minority Health
- Partnership Carson City
- Western Nevada College

### **Factor 1. Step 4B: Contact relevant community organizations.**

In September 2022 each of these organizations were contacted with a request for information to help CAMPO improve language services provided. A sample of the survey is provided in Appendix C.

### **Factor 1. Step 4C: Analyze information.**

CAMPO received written responses from four of the ten community organizations identified in Step 4A. These agencies were extremely pleased to be contacted by CAMPO, and eager to be a resource to assist in ensuring that transit services in Carson City were language accessible to those who speak limited English.

## **Factor 2: The frequency with which LEP individuals come into contact with your programs, activities, and services**

### **Factor 2, Step 1: Review the relevant programs, activities, and services you provide.**

As identified in Factor 1, LEP individuals inquire about use, and are affected by the services that JAC provides daily. Interaction with LEP individuals commonly takes place during the operational time of JAC's fixed route and ADA complementary paratransit services, including by phone when individuals contact JAC's customer service line, and when using the JAC website to access information.

### **Factor 2, Step 2: Review information obtained from community organizations.**

**Partnership Carson City** interacts with LEP clients several times per day, and it is relatively common for them to be asked about public transportation. Two specific comments shared were 1) folks did not know how to use JAC, and 2) people felt nervous about trying JAC as non-residents. Partnership identified the Hot Springs Drive, Woodside Drive, and Nye Lane neighborhoods as key LEP communities. The agency staff recommended outreach at international grocery stores, smaller markets, churches, and elementary schools. They also



communicated that “boots on the ground” door to door outreach has proven effective. Specific recommendations included:

- Attend an ESL class at the Partnership office in order to speak with the LEP community in person.
- Attend elementary school events and speak with administrators and teachers.
- Meet with Partnership’s Hispanic Services Coordinator.

**Friends in Service Helping (FISH)** provides social services to low-income populations. FISH staff reported that they interact at least once daily with LEP individuals. They shared that although they do not receive many inquiries about JAC Transit specifically, their most effective outreach strategies include newsletters, social media posts, informational posts in English and Spanish in their office, as well as several annual fundraiser/meet and greet events.

**Carson City Health & Human Services** reported that it interacts with LEP (Spanish-speaking) folks on a daily basis. The agency suggested that many LEP folks reside in the Woodside Drive area. The agency believed the best way to obtain input from the LEP population was through brief surveys in their preferred language and through focus groups with interpretive services. In addition to social service agencies, the agency indicated the LEP community would be likely to trust churches in delivering language appropriate messages.

**Western Nevada College** is the local community college and home to the ACCEL College and Career Readiness Program and interacts with LEP individuals several times per day as such. They noted that LEP populations exist around Empire Elementary School, near the courthouse in Downtown, and in the neighboring town of Mound House. WNC staff advised that sharing information directly with community members is effective since knowledge sharing through word of mouth is prevalent within the different LEP communities. Additionally, placement of informational materials at international grocery stores and Walmart was suggested. WNC shared that they frequently have LEP students express transportation issues related to getting to/from class, and that their team shares maps and other resources to help students and families access transit.

## **Factor 2, Step 3: Consult directly with LEP persons.**

CAMPO conducted a survey of LEP community members in November of 2022. Of the 10 survey responses received, 5 indicated that they were familiar with JAC fixed-route and/or paratransit service. Half of the respondents also indicated that they know how to find information on topics such as routes and schedule updates. The respondents who were familiar with the system were complimentary of it, and several suggestions were made as to how to communicate better with LEP people. Those included through email in Spanish, translated brochures and schedules, and phone calls with JAC updates. CAMPO will examine current procedures with consideration of this feedback.



## Factor 3: The importance to LEP persons of your program, activities and services

### Factor 3, Step 1: Identify your agency's most critical services.

Access to effective public transportation is important to LEP persons as indicated by interactions with community organizations that represent them and the November 2022 survey results. The most critical services for LEP persons are the JAC fixed route service and the JAC Assist ADA complementary paratransit service. These services provide a higher quality of life and mobility for LEP persons that may not have access to a vehicle.

If limited English is a barrier to using these services, then the consequences for the individual can be significant, including the potential for limited access to health care, education, and employment. These barriers will further inhibit an LEP person's ability to be informed about or participate in the following:

- Route and schedule information
- Fare and payment information
- Fare media distribution system
- System rules, including information about how to ride
- Safety and security information
- Public service announcements
- Complaint and commendation procedures
- Communication related to transit planning

### Factor 3, Step 2: Review input from community organizations and LEP persons.

As demonstrated by the surveys of bus operators, community organizations, and LEP individuals, Spanish is the primary language of the majority of LEP people in Carson City. According to all sources, no significant barriers exist that prevent the Spanish-speaking community from obtaining information about or using the services of the JAC transit system. However, JAC will continue to invest and conduct outreach to inform and understand the needs of LEP persons.

## Factor 4: The resources available to the recipient and costs

### Factor 4, Step 1: Inventory language assistance measures currently being provided, along with associated costs.

- Below is a list of language assistance measures, which are estimated to have a \$1,000 annual cost:
- JAC fixed route brochures with Spanish translation
- Critical information on JAC website translated into Spanish, with Google Translate feature provided throughout website
- Safety reminders and “how to ride” tips in bus translated into Spanish
- Application for Senior Bus Pass Program translated into Spanish
- Bilingual staff support at both the JAC Headquarters and Health and Human Services for Spanish-speaking persons to obtain basic transit information

### Factor 4, Step 2: Determine what, if any, additional services are needed to provide meaningful access.

Based on the four-factor analysis, JAC should continue to focus on providing information regarding the Jump Around Carson bus services in Spanish and when possible, translate more additional information into Spanish. Since no Title VI complaints have been filed and no significant barriers for the Spanish-speaking community were identified through the rider survey nor the local organizations, no additional services are urgently needed.

However, based on comments from the local organizations, efforts to translate more material for LEP persons should be an on-going process. As a result, efforts will be made to translate the following information into Spanish:

- Printed transit planning information
- Additional website information
- Safety and security related announcements, online and through JAC’s current mobile phone application
- JAC Assist paratransit information
- Transit material in shelters and vehicles
- Information regarding future use of new technology, such as real-time departure information, next-stop announcements, and electronic signage



- On-demand translation services by telephone should be implemented to assist LEP persons when calling the operations office.

### **Factor 4, Step 3: Analyze your budget.**

JAC's budget is limited as are staffing resources. However, printed material continues to be an affordable and effective option to provide translated material to the LEP community. Additionally, staff continues to take advantage of existing staff that speak and write Spanish.

### **Factor 4, Step 4: Consider cost effective practices for providing language services.**

CAMPO and JAC should collaborate with the community organizations identified in Factor 1 to provide cost effective practices. Such partnerships could provide:

- Translation of printed and online information
- Distribution channels for printed information and surveys
- Delivery of language appropriate messages from a trusted source
- Translation assistance for LEP persons
- Educational and outreach opportunities to help improve access for LEP persons

In addition, CAMPO should research and pursue language assistance products and translation services developed and paid for by local, regional or state government agencies.

## **Plan for Implementation**

### **Identifying LEP individuals who need language assistance**

Of the total number of households, 526 (2.2%) are persons with limited English proficiency. The largest non-English group is Spanish, which represents about 82% of the LEP population. Research among bus operators and customer service staff indicates the frequency of contact with LEP persons speaking Spanish is daily or almost daily.

### **Language assistance measures**

CAMPO and JAC always seek to expand language resources when possible. It is common to have employees with the ability to translate. Therefore, the first measure for language assistance is to use in-house resources. In addition to in-house resources, below is a local organization used to provide Spanish language assistance for both written and speaking services if assistance is not available in-house at the time of need:

- Partnership Carson City  
Hannah McDonald  
1925 N. Carson Street, Carson City, NV 89706



Language assistance measures by medium and approach:

- Voice communication (over the phone or in person at the JAC Operations Office):
  - Utilize in-house resources if available.
  - Contact the organization noted above.
  - If the agency is not available or in the case of languages other than Spanish, staff should use an identified governmental resource from Factor 4 or enlist the services of a Language Line or a similar system.
- Written communication to the JAC Operations Office:
  - When written communication from an LEP person is received it shall be forwarded to CAMPO staff, who will in turn forward it to an available in-house resource or the organization noted above for assistance with the translation
- Assistance to a LEP person on a bus:
  - The bus operator will ask another passenger to interpret, or the driver could provide the phone number for customer service (775-841-7433) for interpretation assistance.
  - The bus operator can also direct the passenger to translated information, such as printed brochures

It is important for CAMPO and JAC to ensure the competency of interpreters and translation services. CAMPO and JAC will continue to review competency as part of its triennial Title VI Program by undertaking these steps:

- Ask the interpreter or translator to demonstrate they can communicate or translate information accurately in English and the other language
- Train the interpreter or translator in specialized terms and concepts associated with JAC's policies and procedures
- Instruct the interpreter or translator that they shall not deviate into a role as counselor, legal advisor, or any other role aside from interpreting or translation
- Ask the interpreter or translator to attest that they do not have a conflict of interest on the issues for which interpretation services are provided

The competency of translation providers is continually assured. An in-house translator is currently available and has demonstrated the ability to provide accurate translation and is familiar with specialized terms and concepts associated with public transportation. The in-house translator understands that translation functions are limited to interpretation and



translation only, and that an interpreter/translator shall not deviate into other roles. The in-house translator has attested that there is no conflict of interest.

## Training staff

JAC operations staff interacts with LEP persons on a regular basis. This includes bus operators, dispatchers, street supervisors, customer service personnel, receptionists, and management. Training to serve LEP persons is implemented by the following means:

- New hire orientation and initial LEP training for new bus operators, as well as ongoing LEP training is provided at least once per year
- CAMPO and JAC staff will continue to explore the following resources to improve training:
  - Videos
  - Handouts
  - Presentations

## Providing notice to LEP persons

CAMPO incorporates a variety of methods to communicate with transit users and the public. These include printed schedule information, signs inside of vehicles and on passenger shelters, website, customer service phone line, mobile app, news releases, advertising, community meetings, and participation in local events. These methods are used to notify LEP persons of the availability of language assistance and the availability of other translated documents.

## Monitoring and Updating the Language Assistance Plan

Ongoing outreach efforts will include a process to obtain feedback on JAC's language assistance measures. Specific tasks include contact with the two organizations mentioned above to measure results and discuss the needs of LEP persons. These efforts will reveal any changes to the implementation plan that may be necessary, including any noticeable changes in demographics of the LEP population or the availability of new resources.

The DOT guidance recommends internal monitoring by performing ride checks, in which LEP persons are engaged to ride and report on the experience. It should be noted that this activity is designed to collect information on LEP implementation, not to monitor the performance of any specific employees resulting in corrective or disciplinary action.

If service is expanded into areas with high concentrations of LEP persons, specialized outreach efforts based on measures from this plan will be needed to ensure LEP persons are notified and informed about the service expansion.

## Appendices

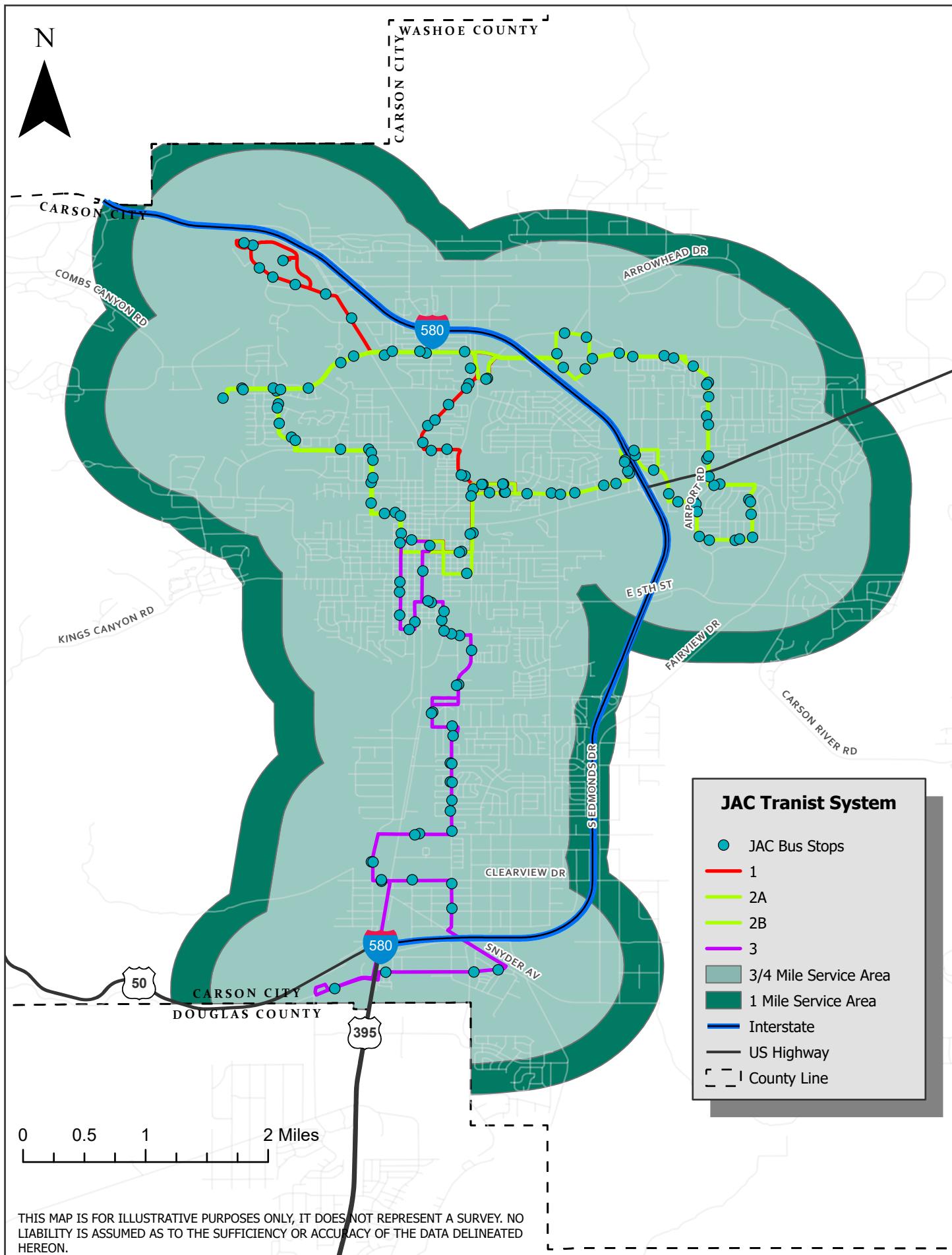
### Appendix A – JAC Service Area



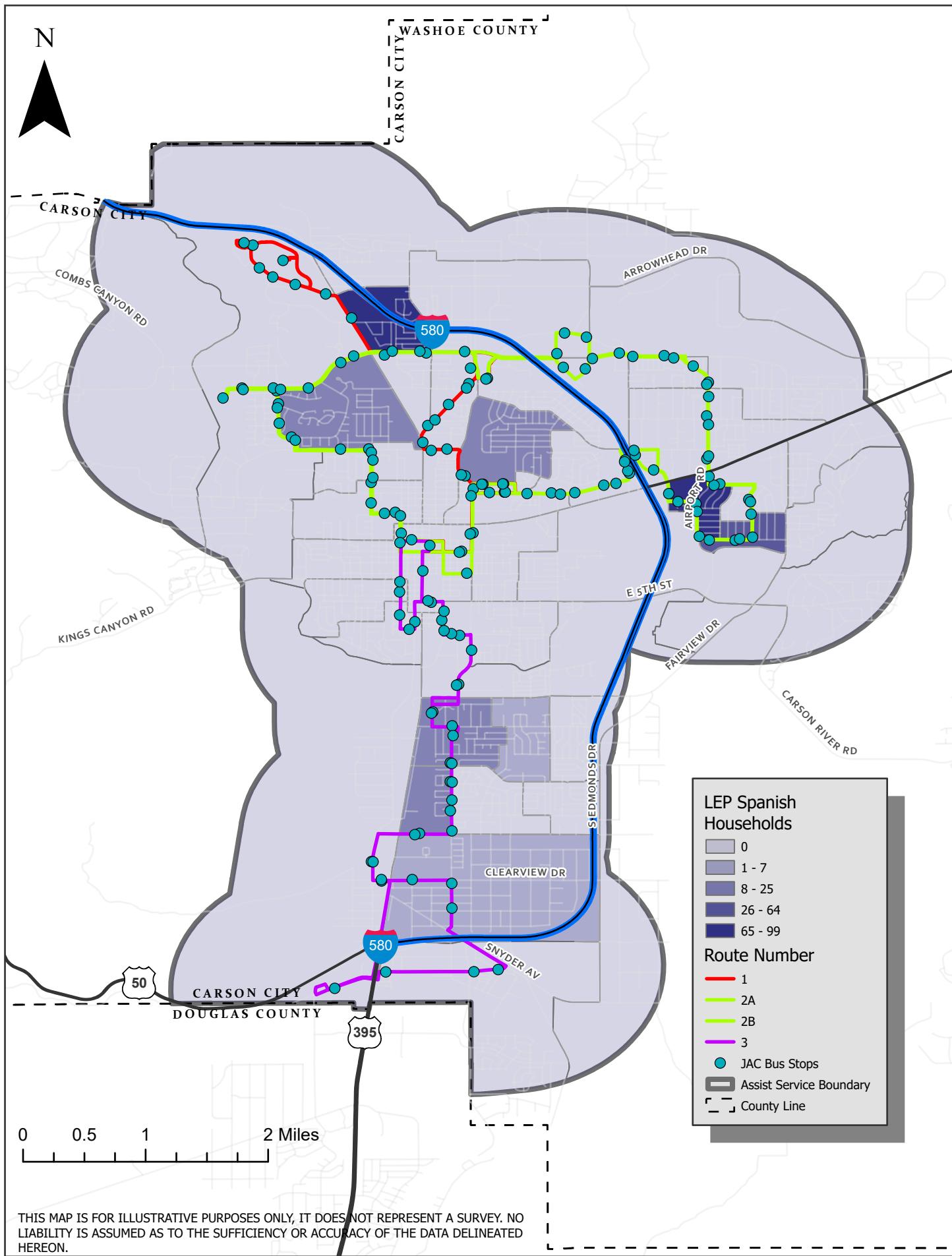
Appendix B (1-4) – Households with Limited English Proficiency by Language

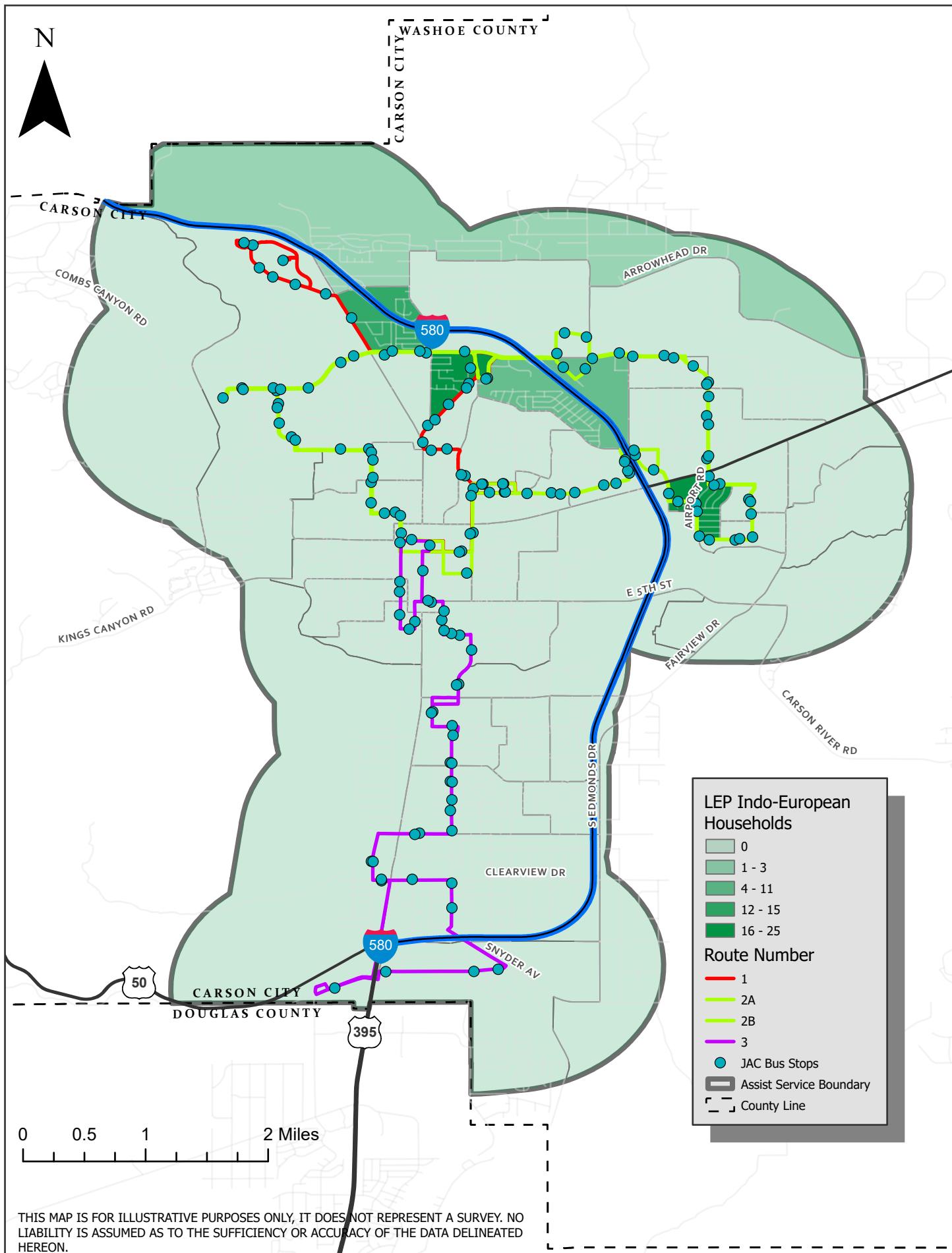
Appendix C – Survey of Community Organizations in Carson City

# Appendix A - JAC Service Area

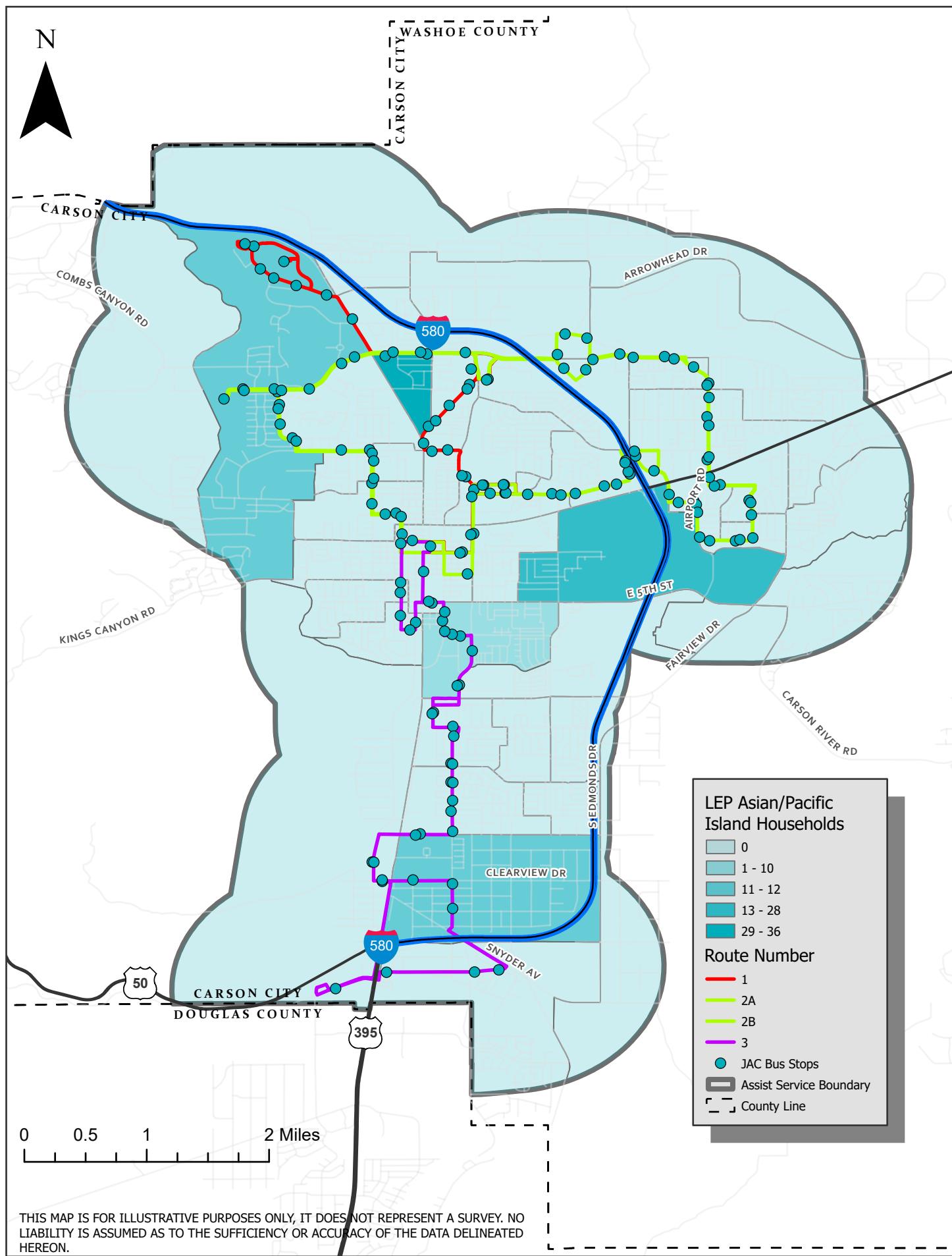


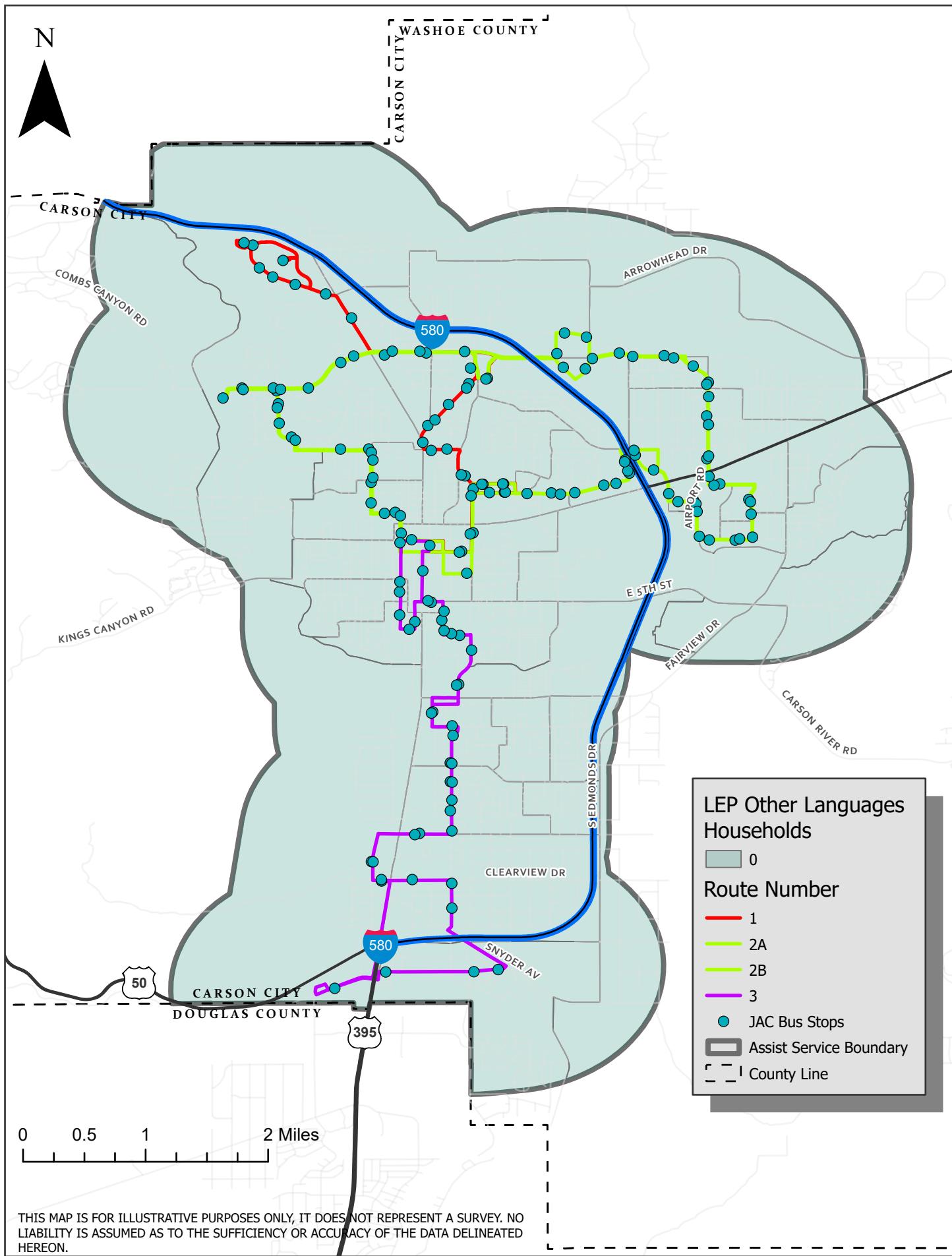
## Appendix B-1: Spanish Households with Limited English Proficiency (LEP)





## Appendix B-3: Asian/Pacific Island Households with Limited English Proficiency (LEP)





## Appendix C

### LIMITED ENGLISH PROFICIENT (LEP) POPULATIONS: SURVEY OF COMMUNITY ORGANIZATIONS IN CARSON CITY

CAMPO is conducting a survey of community organizations and businesses that may provide services for Limited English Proficient (LEP) persons in Carson City. This information will be useful in the development of a language assistance plan for the Jump Around Carson (JAC) Transit system. Specifically, we are working to ensure that our transit services are accessible by those who speak limited English.

1. What is the name of your organization?

---

2. As a part of your work, how often do you interact with individuals whose proficiency in English is limited?

<input type="checkbox"/> Several times per day	<input type="checkbox"/> Once per month
<input type="checkbox"/> Once daily	<input type="checkbox"/> Rarely or never
<input type="checkbox"/> Once per week	

3. In your experience, is there a particular area of Carson City where significant numbers of LEP populations reside?

<input type="checkbox"/> Yes	<input type="checkbox"/> No
------------------------------	-----------------------------

If yes, where? \_\_\_\_\_

---

4. In your experience, are there particular locations specific to LEP populations in Carson City that could be served by JAC Transit?

<input type="checkbox"/> Yes	<input type="checkbox"/> No
------------------------------	-----------------------------

If yes, where? \_\_\_\_\_

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5. What is the best way to gather input from the LEP population on transit-related topics such as route adjustments, fare options, and other general announcements?

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6. What outreach strategies have worked well for you in effectively communicating your organization's message?

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7. Has the LEP population inquired about how to access public transportation or expressed a need for public transportation service?

<input type="checkbox"/> Yes	<input type="checkbox"/> No
------------------------------	-----------------------------

If yes, please explain.

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8. Would your organization be interested in partnering with JAC Transit to help keep the community informed of updates regarding transit service?

<input type="checkbox"/> Yes	<input type="checkbox"/> No
------------------------------	-----------------------------

If yes, please leave a contact name, along with a good phone number or email address.

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## Attachment D

# System-Wide Services, Standards & Policies



## **Jump Around Carson (JAC)**

**System-Wide Service Standards**

**&**

**System-Wide Service Policies**



## **Purpose and Scope**

Pursuant to requirements set forth in Federal Transit Administration regulations, fixed route public transit providers that receive Federal financial assistance must establish system-wide standards and policies for each specific fixed route mode of service it provides. These standards and policies must address how service is distributed across the transit system, and must ensure that the manner of the distribution affords users access to these assets.

The system-wide service standards are to be quantitative in nature, set by Jump Around Carson (JAC), and apply agency-wide rather than industry-wide. Providers of fixed route public transportation shall also adopt system-wide service policies to ensure service design and operations practices do not result in discrimination on the basis of race, color, or national origin. Service policies differ from service standards in that they are not necessarily based on a quantitative threshold.

These standards and policies apply to all JAC transit service and passenger facilities. The execution of these standards and policies is performed by JAC. Ongoing oversight and support of the following Title VI standards and policies is performed by CAMPO staff.

## **JAC System-Wide Service Standards**

### **Service Indicator Adoption and Monitoring**

In accordance with FTA Title VI requirements, the Carson Area Metropolitan Planning Organization (CAMPO) shall regularly monitor the performance of its fixed route system relative to system-wide service standards and policies for the indicators discussed below. This is done to ensure routes serving primarily minority and non-minority areas are operated in a fair and equitable manner. Any significant service deficiencies identified through this process must be evaluated further to determine the extent to which minorities are affected. If the negative effect on minority persons is disproportionately higher than the effect on non-minority, additional steps may be necessary to address the discrepancy.

### **System-Wide Service Standards**

The FTA requires all fixed route transit providers of public transportation to develop quantitative standards for the following indicators:

1. Vehicle Load
2. Vehicle Headway
3. On-time Performance
4. Service Availability

The service standards developed by CAMPO for the indicators listed above and contained herein are used to develop and maintain efficient and effective fixed route transit service.

## 1. Vehicle Load

Vehicle load factor is described by the FTA, in Circular 4702.1B, as follows:

**Vehicle load can be expressed as the ratio of passengers to the total number of seats on a vehicle. For example, on a 40-seat bus, a vehicle load of 1.3 means all seats are filled and there are approximately 12 standees. A vehicle load standard is generally expressed in terms of peak and off-peak times.**

Vehicle Load is calculated by dividing the average peak passenger load on each route by the number of seats on the type of bus typically assigned to that route. JAC fixed routes utilize various bus sizes. JAC operates 35-foot ‘pusher’ style buses with a capacity of 32 seated passengers, 24-foot ‘cutaway’ style buses with a capacity of 17 seated passengers, and 28-foot ‘cutaway’ style buses with a capacity of 18 seated passengers. A vehicle load factor for each type has been established for buses dependent on vehicle length. Vehicle load factor for the ‘pusher’ buses has been set at 1.63, which means these buses would reach capacity once all 32 seats had been filled and there are 20 standees. Vehicle load factor for 24-foot ‘cutaway’ buses is set at 1.65 (17 seated passengers, 11 standees). Vehicle load for the 28-foot ‘cutaway’ buses has been set at 1.55 (18 seated passengers, 10 standees). The variance in standees is due to the differences in vehicle gross vehicle weight rating (GVWR).

For both peak and off-peak times, JAC will be aiming for reduced vehicle load factors on all bus types due to both safety concerns and rider comfort. Therefore, JAC’s goal vehicle load factors will be 1.31 for the 35-foot buses (32 seated passengers and 10 standees), 1.29 for the 24-foot cutaways (17 seated passengers and 5 standees), and 1.28 for the 28-foot cutaways (18 seated passengers and 5 standees).

## 2. Vehicle Headway

Vehicle headway is described by the FTA, in Circular 4702.1B, as follows:

**Vehicle headway is the amount of time between two vehicles traveling in the same direction on a given line or combination of lines. A shorter headway corresponds to more frequent service. Vehicle headways are measured in minutes (e.g., every 15 minutes). Headways and frequency of service are general indications of the level of service provided along a route. Vehicle headway is one component of the amount of travel time expended by a passenger to reach his/her destination. A vehicle headway standard is generally expressed for peak and off-peak service as an increment of time (e.g., peak: every 15 minutes; and off peak: every 30 minutes).**

The JAC fixed routes operate on one-hour headways. The routes repeat every hour and typically only one bus travels along each route per hour, although there are sections of roadways or particular bus stops that are serviced by multiple bus routes. The current service levels of the JAC system are sufficient to meet demand during peak and off-peak hours.

### 3. On-Time Performance

On-time performance is described by the FTA, in Circular 4702.1B, as follows:

**On-time performance is a measure of runs completed as scheduled.** This criterion must first define what is considered to be “on time.” For example, a transit provider may consider it acceptable if a vehicle completes a scheduled run between zero and five minutes late in comparison to the established schedule. On-time performance can be measured against route origins and destinations only, or against origins and destinations as well as specified time points along the route. Some transit providers set an on-time performance standard that prohibits vehicles from running early (i.e., ahead of schedule) while others allow vehicles to run early within a specified window of time (e.g., up to five minutes ahead of schedule). An acceptable level of performance must be defined (expressed as a percentage). The percentage of runs completed system-wide or on a particular route or line within the standard must be calculated and measured against the level of performance for the system. For example, a transit provider might define on-time performance as 95 percent of all runs system-wide or on a particular route or line completed within the allowed “on-time” window.

JAC buses are determined to be on-time if it departs a scheduled “time point” between zero to five minutes later than the published time. Buses are considered early if they depart from a published time point prior to the scheduled departure. It is JAC’s goal to be on-time at least 85 percent of the time. JAC staff regularly monitors on-time performance and discussions with bus operators are used to identify vehicle scheduling issues which may be corrected through service changes.

#### 4. Service Availability

Service availability is described by the FTA, in Circular 4702.1B, as follows:

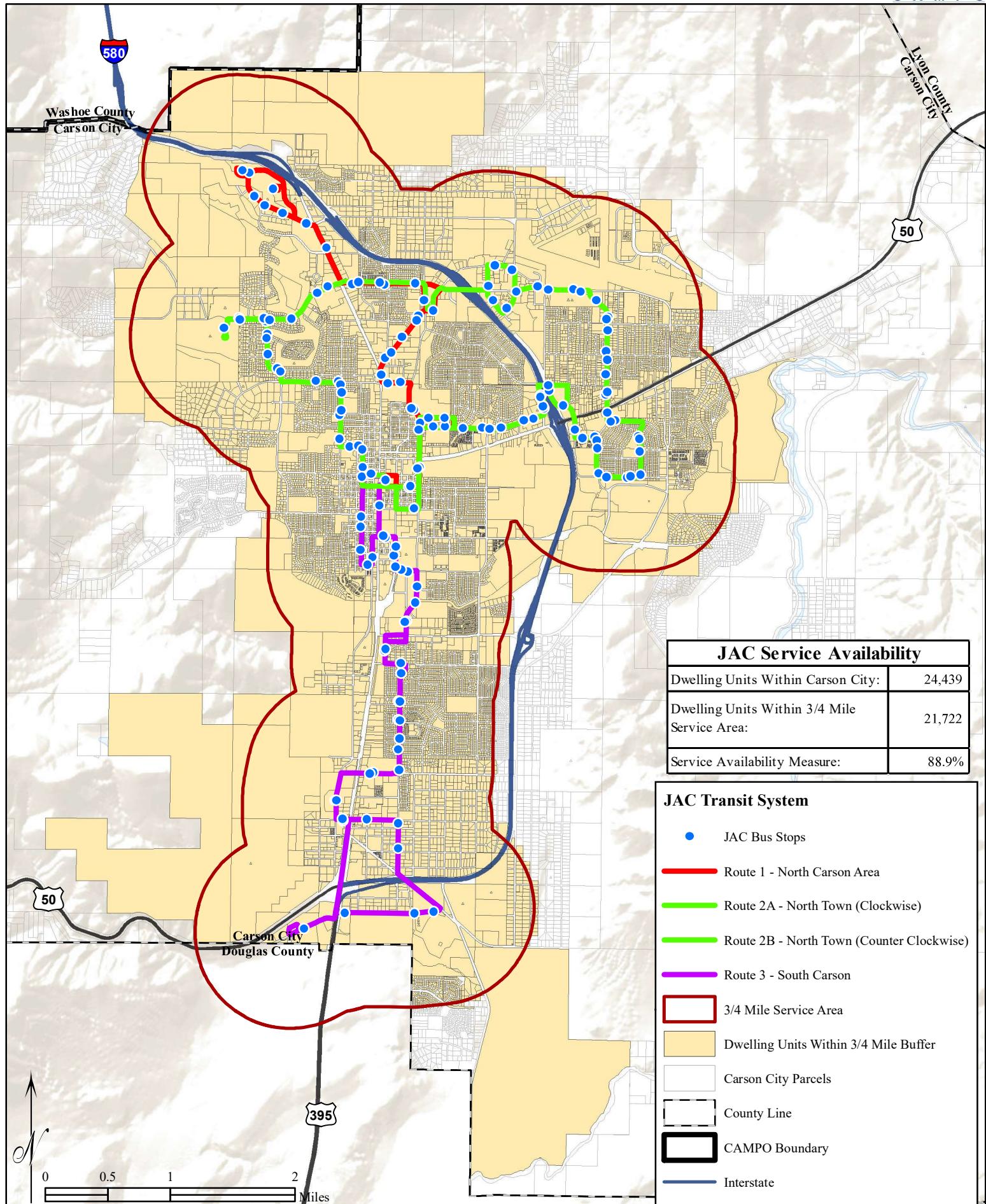
**Service Availability is a general measure of the distribution of routes within a transit provider's service area. For example, a transit provider might set a service standard to distribute routes such that a specified percentage of all residents in the service area are within a one-quarter mile walk of bus service or a one-half mile walk of rail service. A standard might also indicate the maximum distance between stops or stations. These measures related to coverage and stop/station distances might also vary by population density.**

The goal for JAC's fixed route services is to provide bus service within three-quarter mile of 75 percent of the dwelling units within Carson City. The presence of JAC transit service is particularly strong in more densely populated low-income and minority parts of the Service Area.

Service Availability is determined by mapping a three-quarter mile buffer around all four of JAC's fixed routes and using assessor parcel information to determine the total number of dwelling units within or that touch the three-quarter mile buffer boundary. The Service Availability measure compares the total number of dwelling units City wide and the total number of dwelling units within the Service Area boundary. The total number of dwelling units City wide is divided by the total number of dwelling units within the three-quarter mile Service Area.

This Service Availability measure demonstrates that 88.88% of the dwelling units within Carson City are located within the three-quarter mile buffer. Figure 1 provides a graphical representation of the Service Availability measure for JAC.

Figure 1 - Jump Around Carson (JAC) Transit System 2023 Service Availability Measure



THIS MAP IS FOR ILLUSTRATIVE PURPOSES ONLY, IT DOES NOT REPRESENT A SURVEY. NO LIABILITY IS ASSUMED AS TO THE SUFFICIENCY OR ACCURACY OF THE DATA DELINEATED HEREON.

## **JAC System-Wide Service Policies**

The FTA requires fixed route transit providers to develop system-wide policies for given service indicators. Transit providers may also opt to set policies for additional indicators as appropriate. The following system-wide policies differ from service standards in that they are not necessarily based on meeting a quantitative threshold, but rather qualitative evaluation results:

1. Distribution of Transit Amenities
2. Vehicle Assignment

The service standards developed by CAMPO for the indicators listed above and contained herein are used to develop and maintain an equitable and effective fixed route transit system.

### **1. Distribution of Transit Amenities**

Distribution of transit amenities is described by the FTA, in Circular 4702.1B, as follows:

**Transit amenities refer to items of comfort, convenience, and safety that are available to the general public. Fixed route transit providers must set a policy to ensure equitable distribution of transit amenities across the system. Transit providers may have different policies for the different modes of service that they provide. Policies in this area address how these amenities are distributed within a transit system, and the manner of their distribution determines whether transit users have equal access to these amenities. This...is not intended to impact funding decisions for transit amenities. Rather, this...applies after a transit provider has decided to fund an amenity.**

Transit amenities are distributed along JAC fixed routes on a system-wide basis. Transit amenities include benches, shelters, waste receptacles. The location of transit amenities is determined based on greatest need, factors of which include ridership, public input/requests, and staff recommendations. Printed information (route map/fares/schedules) is provided at the JAC Operations building as well as on all JAC buses and at all ticket outlets.

## **2. Vehicle Assignment**

Vehicle assignment is described by the FTA, in Circular 4702.1B, as follows:

**Vehicle assignment refers to the process by which transit vehicles are placed into service in depots and on routes throughout the transit provider's system.**

There are two types of fixed route buses in the JAC system; pusher and cutaway. Pusher style buses have a capacity of 32 passengers, 24-foot cutaway buses have a capacity of 17 passengers and 28-foot cutaway buses have a capacity of 18 passengers. All buses are ADA compliant (with wheelchair ramp and securement area), and are equipped with two-way radio communications, air conditioning, bike racks, and video surveillance. Any fixed route bus in the fleet may be dispatched to any route in the system on any given day.



# Attachment E

## Subrecipient Compliance

## Assessment Tool

# Sub-Recipient Title VI Compliance Assessment Tool



In accordance with 49 CFR 21.9(b), and to ensure that subrecipients are complying with the USDOT Title VI regulations, primary recipients must monitor their subrecipients for compliance with the regulations. Importantly, if a subrecipient is not in compliance, with Title VI requirements, then the primary recipient is also not in compliance. Title VI of the Civil Rights Act of 1964 states that “no person in the United States shall be excluded from participation, denied the benefits of, or be subject to discrimination in any federally funded program, policy, or activity on the basis of race, color or national origin.”

CAMPO has developed this assessment tool as a means of determining sub-recipient compliance as well as to help sub-recipients understand their Title VI responsibilities.

This assessment acts as CAMPO’s sub-recipient monitoring system and has been designed to take only a few minutes of your time. Please email this completed form and attachments to Marcus Myers, Transit Coordinator at [mmyers@carson.org](mailto:mmyers@carson.org) no later than 10/1/2025, annually.

Questions or concerns may be e-mailed to [mmyers@carson.org](mailto:mmyers@carson.org) or you may reach out to Mr. Myers by phone at (775)283-7583.

## Baseline Questionnaire

1. What is the name of your Agency?
2. Please provide the Name, Title, and contact information for the person who completed this baseline assessment.
3. Who is the Title VI contact person for your agency? Does this person accept complaints from the public? If not, who does? Please include title, email and telephone number for each person listed.
4. In the past three years, has your agency been named in a discrimination complaint or lawsuit? If so, when and what was the nature of the complaint or lawsuit and the outcome?

5. Does your agency have a written discrimination complaint policy? If so, please provide as an attachment.

6. Has your agency made the public aware of the right to file a complaint? If so, by what mechanism? Please, provide as an attachment.

7. Does your agency provide free translation services for persons with Limited English Proficiency? If so, please provide as an attachment.

8. In the past twelve months, what has your agency done to receive and consider input from all citizen groups, especially minority, low income, disabled and transit-dependent? If so, please attach proof.

9. Does your agency have a method to collect racial and ethnic data on citizens impacted by your projects? If so, please describe.

10. Has your agency provided written Title VI assurances to the FTA? If so, please attach a copy.

11. Does your agency include the required DBE assurance language at 49 CFR 26.13 (a) and (b) verbatim in all financial agreements, contracts and subcontracts? (Please see DBE assurance language on the next page)

12. Do you have any questions regarding this assessment or Title VI?

**Thank you!**



### § 26.13 What assurances must recipients and contractors make?

(a) Each financial assistance agreement you sign with a DOT operating administration (or a primary recipient) must include the following assurance:

The recipient shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any DOT-assisted contract or in the administration of its DBE program or the requirements of 49 CFR part 26. The recipient shall take all necessary and reasonable steps under 49 CFR part 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts. The recipient's DBE program, as required by 49 CFR part 26 and as approved by DOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the recipient of its failure to carry out its approved program, the Department may impose sanctions as provided for under part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 *et seq.*).

(b) Each contract you sign with a contractor (and each subcontract the prime contractor signs with a subcontractor) must include the following assurance:

The contractor, sub recipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate.



Table 5.1 CAMPO FY 2025 and FY 2026 UPWP Cost/Funding Summary

Activity					Funding Breakdown, Overall FY 25 & FY 26					
Work Element	#	Description	Milestones (Excludes Ongoing/Recurring Milestones)	Estimated Completion Date	FY 2025	FY 2026	Total Work Element Cost			
1.0 MPO Administration	1.1	MPO Administration and Work Program Oversight			\$125,491	\$131,590	\$257,081			
	1.2	Unified Planning Work Program Oversight and Development	FY 2026 / FY 2027 Monetary Agreements FY 2027-2028 UPWP (Draft/ Final)	June 2025; May 2026 April 2026						
	1.3	Transportation Improvement Program (TIP) Administration	FFY 2025-2028 TIP	December 2024						
			Annual Federal Obligations Report	December 2024; December 2025						
	1.4	Professional Development								
2.0 RTP	2.1	Regional Transportation Plan (RTP)*	2050 RTP Update and Adoption*	January 2026	\$77,546	\$152,778	\$230,324			
3.0 Outreach, Engagement, and Representation	3.1	MPO Representation			\$37,699	\$74,355	\$112,054			
	3.2	Public Participation								
	3.3	Regional Transit Coordination & Engagement	Transit Rider Survey	June 2026						
4.0 Multimodal Planning	4.1	Transit Planning	Update to JAC Transit Coordinated Human Services Plan	January 2026	\$55,078	\$63,365	\$118,443			
			JAC Title VI Program Update	September 2025						
			CAMPO DBE Program Goal Update	September 2025						
			FY 2024 & 2025 JAC Monitoring Report	July 2025; February 2026						
	4.2	ITS and Alternative Fuels Planning								
	4.3	Active Transportation Planning	Updated CAMPO Bicycle Map	February 2026						
	4.4	Regional Consistency Review & Planning Updates								
5.0 Transportation Performance & Asset Management	5.1	Performance Measure Implementation & Management	Safety Performance Measure Targets	February 2025; February 2026	\$208,151	\$139,150	\$347,301			
			Public Transit Agency Safety Targets	December 2024; December 2025						
			FTA Transit Asset Management Targets	October 2024; October 2025						
			Supporting Nevada's CMAQ Targets	October 2024; October 2025						
	5.2	Maintain Travel Demand Model								
	5.3	Data Management, Collection, and Performance Measurement	Annual CAMPO Monitoring Report	September 2024; September 2025						
			CAMP Crash Dashboard	June 2025						
	5.4	Maintain Pavement Management System	Complete pavement survey for participating agencies	March 2025						
			Annual performance reporting of pavement condition within the CAMPO planning area to support development of pavement maintenance projects by partner agencies	September 2024; December 2025						
6.0 Complete Streets_CS	6.1	Complete Streets Design Guide & Toolbox_CS	Complete Streets Design Guide and Toolbox_CS	June 2026	\$50,816	\$226,789	\$277,605			
	6.2	Complete Streets Corridor Studies_CS	US 50 East Carson Complete Streets Study_CS	September 2025						
			N. Carson Complete Streets Feasibility Study_CS	December 2026						
					Total UPWP CPG/Local	\$554,781	\$788,028	\$1,342,809		
					Total Other Federal/Local*	\$180,000	\$125,000	\$305,000		
					Total 2-Year UPWP	\$734,781	\$913,028	\$1,647,809		

\*Other Funding Sources (US 50 E. Carson Complete Streets Study, TAP; N. Carson Street Study, Carson City local)



## STAFF REPORT

<b>Report To:</b>	Carson Area Metropolitan Planning Organization	<b>Meeting Date:</b>	September 10, 2025
<b>Staff Contact:</b>	Darren Schulz, Public Works Director		
<b>Agenda Title:</b>	For Possible Action – Discussion and possible action regarding approval of using a Project Prioritization Criteria and Methodology Summary (“Summary”) for prioritizing projects as part of the Carson Area Metropolitan Planning Organization (“CAMPO”) 2050 Regional Transportation Plan (“RTP”) including discussion on recommended criterion, scoring, weighting, and other topics to be used for prioritizing projects in the RTP. (Chris Martinovich, Transportation Manager)		
<b>Agenda Action:</b>	Formal Action / Motion	<b>Time Requested:</b>	10 minutes

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### Proposed Motion

I move to approve the use of the Project Prioritization Criteria and Methodology for use in prioritizing projects in the RTP, as presented.

### Board's Strategic Goal

N/A

### Previous Action

N/A

### Background/Issues & Analysis

The RTP is a long-term planning document intended to analyze the regional transportation network and to identify current and future needs to maintain a safe, efficient, and sustainable transportation system. CAMPO, which represents Carson City, northern Douglas County, and western Lyon County, is updating the 2050 RTP as required at least once every five years. Every designated metropolitan planning organization is required to prepare a Metropolitan Transportation Plan (also known as the RTP) in accordance with 23 USC § 134(c) and 49 USC § 5303(i) to accomplish the objectives outlined by CAMPO, the State, and the public transportation providers.

RTPs must contain a financial plan that summarizes the estimated funding available for projects and programs. The financial plan shall also consider all projects and strategies proposed for funding using federal, state, or local funding that are regionally significant and may be included in the Transportation Improvement Program. Projects listed in the RTP must be fiscally constrained, meaning that the total cost of the projects prioritized for funding must be equal to or less than the estimated funding available in the financial plan. The RTP may include additional, unfunded projects such that if additional funding

in excess of that estimated in the financial plan were to become available, those projects could be advanced.

To identify projects for inclusion in the RTP and prioritize them for funding within the financial plan, CAMPO reached out to partner agencies to gather information on their priority projects. CAMPO will use the Summary to prioritize each project into one of three categories:

- Category 1 – Funded and anticipated to be constructed between 2026-2035
- Category 2 – Funded and anticipated to be constructed between 2036-2050
- Category 3 – Unfunded

The criteria and methodology described in the Summary were developed based on several factors, including; alignment with CAMPO's established goals; alignment with the goal areas of the Nevada Department of Transportation's One Nevada Plan; and a performance-based planning approach that considers performance targets such as safety, infrastructure condition, mobility, and others. There are a total of six main factors that coincide with each of the CAMPO goals, and each of these factors includes a series of criteria. The six factors are weighed based in part on input from the recent public survey and to ensure a fair scoring across different project types (roadway, multi-modal, transit, etc.). The Summary in Exhibit 1 provides the full details on the scoring and weighting. To further assist with prioritizing projects for funding, additional factors such as agency priority, project readiness, and possible funding sources and availability will be considered.

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

23 CFR Part 450.300

**Financial Information**

**Is there a fiscal impact?** No

**If yes, account name/number:**

**Is it currently budgeted?** No

**Explanation of Fiscal Impact:**

**Alternatives**

Do not approve the Project Prioritization Criteria and Methodology and provide recommendations to staff.

**Attachment(s):**

[5B\\_CAMPO\\_Exhibit 1 - RTP Project Prioritization Scoring.pdf](#)

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

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

Aye/Nay

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

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\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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



## CAMPO RTP Project Prioritization Framework

### Introduction

As part of the development of the 2050 Regional Transportation Plan (RTP), CAMPO developed a project prioritization framework that utilizes a data-driven approach to select and program regional projects. The project scoring criteria are aligned with RTP goals to ensure that transportation investments are furthering progress toward the collective vision for the region. The following sections describe the methodology for this framework.

### CAMPO RTP Goal Areas

The following six goals have been developed as the foundation of the 2050 RTP update and represent a balanced approach to enhancing the transportation network in the CAMPO planning area. The goals are compatible with federal and state transportation goals and are consistent with input received from the CAMPO community.

**Safety:** Increase the safety of the transportation system for all users.

**Mobility:** Ensure efficient and reliable movement of people and goods across modes by providing access to essential destinations and services.

**Preservation:** Maintain our region's existing transportation infrastructure.

**Quality of Life:** Invest in a transportation system that supports the health, livability, and character of the region.

**Adaptability:** Invest strategically in transportation trends and technologies that support the needs of the region.

**Prosperity:** Support economic vitality and growth through strategic transportation investments.

### Project Input Form

A project input form was created to consistently document project information and serves as the basis for prioritization. The input form, along with project lists, was distributed to CAMPO agencies to gather project input from each agency. The input form is divided into four sections and requires information to be entered regarding the lead agency, project description, anticipated funding, phasing, and implementation year, self-selection of RTP goals addressed (yes/no); and a series of questions related to the scoring criteria. Data received through the input form is used to score

projects for inclusion in the RTP as either fiscally constrained, meaning funding is reasonably expected to be available, or unfunded.

## Project Scoring Criteria

This section outlines the scoring criteria and weighting percentages for each of the six goal areas, which determine the overall project score and rank. The criteria have been developed based on several factors, including; alignment with CAMPO's established goals; alignment with the goal areas of the Nevada Department of Transportation's One Nevada Plan; and a performance-based planning approach that considers performance targets such as safety, infrastructure condition, mobility, and others. Weighting for each of the six goal areas is based on consideration of the priorities indicated in the results of a public survey, as well as those of the CAMPO Board. The scoring aims to fairly consider different project types (roadway, multi-modal, transit, etc.). The emphasis on transportation safety also supports the U.S. Department of Transportation's (USDOT) commitment to safety, which has been reiterated through recent policy statements and the prioritization of several transportation safety funding programs.

**Safety Score:** Projects will be scored on specific safety elements to increase the safety and security of the transportation system for all users, safety needs, FHWA Proven Safety Countermeasures, inclusion in a Safety Action Plan, and supported by crash data or identified in a high-crash area.

- ✓ Safety Score Weight = 22.5%

Criteria / Measure	Source	Score
Includes identified and specific elements to increase the safety and security of the transportation system for all users.	Input Form, LRSP/crash data, FHWA proven safety countermeasures	Yes = 3, No = 0
Is this project included in a Safe Routes to School Action Plan?	Action Plans	5 = On priority location/HIN, FHWA proven safety countermeasure, in Safety Action Plan
Does this project incorporate FHWA Proven Safety Countermeasures?	Countermeasure List	3 = Intersects priority location/TBD 1 = Other location
Is this project along a High Injury Network (HIN), a High Crash Corridor (HCC), or an Intersection?	HIN, HCC, CAMPO monitoring report	

**Mobility Score:** Projects will be scored based on the project's demonstration of benefitting increased access to essential destinations and services, and/or connectivity and ease of movement of goods and services throughout the region.

- ✓ **Mobility Score Weight = 22.5%**

Criteria / Measure	Source	Score
Project improves efficiency and reliable movement of people and goods throughout the region, or provides access to essential destinations and services.	Input Form	Yes = 3, No = 0
Does the project enhance network or neighborhood connectivity or provide new transportation mode choice?	Walk/Bike Score	5 = Walk Score < 20, Bike Score < 25, or in ADA Transition Plan 3 = Walk Score 20-35, Bike Score 25-54 1 = Walk Score > 36, Bike Score > 55
Does this project include bike/ped improvements?	Input Form, ADA Transition Plan	Yes = 3, TBD = 1, No = 0
Will project elements advance ADA transition and compliance?	Input Form, ADA Transition Plan	Yes = 3, TBD = 1, No = 0
Is the project on a road with identified capacity issues as shown in the TDM?	CAMPO Travel Demand Model	5 = Or mitigates roadway with LOS F 3 = LOS D or E, 1 = Located on roadway with LOS A-C
Is this project expected to reduce congestion or improve traffic operations?	Input Form	Yes = 3, TBD = 1, No = 0

**Preservation Score:** Project scores will reflect successful demonstration of maintenance of existing transportation infrastructure and management of existing assets.

- ✓ **Preservation Score Weight = 20%**

Criteria / Measure	Source	Score
Maintain our region's existing transportation infrastructure.	Input Form	Yes = 3, No = 0
Does this project include new construction? Roadway, multi-use path, sidewalk, transit capital, etc.		Yes = 2, TBD = 1, no = 3
Does this project enhance existing roadway, multi-use path, sidewalk, transit capital, etc.		Yes = 5, TBD = 2, No = 0
Is this project a new road or road expansion?		Yes = 0, TBD = 2, No = 3

**Quality of Life Score:** Projects will be scored based on multimodal transportation uses and proven benefit to families and the community. Invest in a transportation system that improves usability and supports the health, livability, and character of families and communities in the region.

- ✓ **Quality of Life Score Weight = 15%**

Criteria / Measure	Source	Score
Invest in a transportation system that improves usability and supports the health, livability, and character of families and communities in the region.	Input Form	Yes = 3, No = 0
Has the project been identified in a feasibility, planning, or traffic study document and if so, please provide the name.	Listed Plan, Study	Yes = 3, No = 0
Does this project require ROW?	Input Form	5= No ROW; 3= TBD, or ROW + plan to obtain ROW; 1= Yes
Is this project likely to result in an Environmental Assessment or Environmental Impact Statement?	Input Form	5= No ENV; 2= TBD, 1=Yes
Housing & Transportation Cost as % of income, potential environmental or ROW impacts	<a href="#">H+T Map</a>   <a href="#">H+T Index</a>	5 = H+T > 65%; 3 = H+T 45%-65%; 1 = H+T < 45%

**Adaptability Score:** Projects will be scored based on the consideration of technologies that prolong the life of transportation infrastructure. Invest strategically in transportation trends and technologies that can support and adjust to changes in the region. Resilient and sustainable. Demonstrate that investments will be self-supported in the future.

- ✓ Adaptability Score Weight = 10%

Criteria / Measure	Source	Score
Invest strategically in transportation trends and technologies that can support and adjust to changes in the region. Resilient and sustainable.		
Does this project improve access for emergency response/evacuation?	Input Form	Yes = 3, No = 0
Does this project include the use of adaptive traffic signals, real-time data systems, performance monitoring, or other innovative elements in project implementation?		

**Prosperity Score:** Projects will be scored based on demonstrated economic vitality and support for growth through strategic transportation investments.

✓ Prosperity Score Weight = 10%

Criteria / Measure	Source	Score
Support economic vitality and growth through strategic investments in transportation.		
Is this project located in/near an investment/redevelopment area?		
Does this project provide a connection to an investment/redevelopment area?	Input Form	Yes = 3, No = 0
Is this project in the current RTP?		

**Other criteria to be considered:** While the project input form directly addresses CAMPO goals with measurable outcomes, there are other factors that may be considered that aren't as easily quantifiable. These factors require a greater level of regional context, professional judgement, and in some cases, additional analysis, and include the following:

- ✓ Specific Safety Data – Site-specific crash numbers, rate, or severity, if available.
- ✓ Public Input – Consider input from the public collected during public outreach.
- ✓ Agency Priority – Use agency input regarding their priority of submitted projects.
- ✓ Project Readiness – Definition of scope and/or advancement of project planning, environmental review, or design.
- ✓ Benefit vs. Cost – Information related to a benefit vs. cost analysis, if available.
- ✓ Available Funding – A project's ability to receive or leverage federal funds as well as any existing funding opportunities and commitments.

Once input from the agencies and the public is received, and after reviewing the total estimated available revenue through 2050, a draft list of funded and unfunded projects will be developed using these criteria for consideration by CAMPO as part of the 2050 RTP.



## STAFF REPORT

<b>Report To:</b>	Carson Area Metropolitan Planning Organization	<b>Meeting Date:</b>	September 10, 2025
<b>Staff Contact:</b>	Darren Schulz, Public Works Director		
<b>Agenda Title:</b>	For Discussion Only – Discussion and presentation regarding the Carson Area Metropolitan Planning Organization’s (“CAMPO”) activities during Fiscal Year (“FY”) 2025 which may include discussion of Unified Planning Work Program (“UPWP”) budgetary performance and accomplishment of scheduled milestones. (Chris Martinovich, Transportation Manager)		
<b>Agenda Action:</b>	Other / Presentation	<b>Time Requested:</b>	10 minutes

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### Proposed Motion

N/A

### Board's Strategic Goal

N/A

### Previous Action

### Background/Issues & Analysis

Long-term planning is accomplished through activities identified in CAMPO’s Unified Planning Work Program (“UPWP”), a two-year document that covers FY 2025 and FY 2026. Staff will provide highlights of FY 2025 that ended on June 30, 2025. A complete summary of FY 2025, including UPWP budgetary performance, accomplishment of scheduled milestones, and additional comments, is attached as Exhibit 1.

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

### Financial Information

Is there a fiscal impact? No

If yes, account name/number:

Is it currently budgeted? No

Explanation of Fiscal Impact:

### Alternatives

**Attachment(s):**

[5C\\_CAMPO\\_Exhibit 1 - CAMPO FY 2025 Annual Summary.pdf](#)

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

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

Aye/Nay

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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



# FY 2025 and FY 2026 Unified Planning Work Program

**FY 2025 4<sup>th</sup> Quarter Progress Report: March 27, 2025 – June 30, 2025**

**Fiscal Year Ending: June 30, 2025**

**Prepared: July 25, 2025**

## **Work Elements:**

**WORK ELEMENT 1.0 – MPO Administration**

**WORK ELEMENT 2.0 – Regional Transportation Planning**

**WORK ELEMENT 3.0 – Outreach, Engagement and Representation**

**WORK ELEMENT 4.0 – Multimodal Planning**

**WORK ELEMENT 5.0 – Transportation Performance and Asset Management**

**WORK ELEMENT 6.0 – Complete Streets\_CS**

## **Work Program Revisions**

**FY 2025 1<sup>st</sup> Quarter Work Program Revisions:** No amendments this quarter.

**FY 2025 2<sup>nd</sup> Quarter Work Program Revisions:** No amendments this quarter.

**FY 2025 3<sup>rd</sup> Quarter Work Program Revisions:** No amendments this quarter.

**FY 2025 4<sup>th</sup> Quarter Work Program Revisions:** One amendment was approved by the CAMPO Board on May 14, 2025, within this quarter which updated the UPWP budgets and milestones; however, due to additional revisions requested by NDOT/FHWA, a second amendment was required. An amendment covering all revisions was submitted to NDOT/FHWA after the close of the quarter. This report and invoice reflect the UPWP as approved by the CAMPO Board and as submitted to NDOT/FHWA for formal approval.

**Table 5.1 CAMPO FY 2025 and FY 2026 UPWP Cost/Funding Summary**

Activity					Funding Breakdown, Overall FY 25 & FY 26				
Work Element	#	Description	Milestones (Excludes Ongoing/Recurring Milestones)	Estimated Completion Date	FY 2025	FY 2026	Total Work Element Cost		
1.0 MPO Administration	1.1	MPO Administration and Work Program Oversight			\$125,491	\$131,591	\$257,082		
	1.2	Unified Planning Work Program Oversight and Development	FY 2026 / FY 2027 Monetary Agreements FY 2027-2028 UPWP (Draft/ Final)	June 2025; May 2026 April 2026					
	1.3	Transportation Improvement Program (TIP) Administration	FFY 2025-2028 TIP	December 2024					
	1.4	Professional Development	Annual Federal Obligations Report	December 2024; December 2025					
	2.0 RTP	Regional Transportation Plan (RTP)*	2050 RTP Update and Adoption*	January 2026	\$77,546	\$152,778	\$230,324		
3.0 Outreach, Engagement, and Representation	3.1	MPO Representation			\$37,699	\$74,355	\$112,054		
	3.2	Public Participation							
	3.3	Regional Transit Coordination & Engagement	Transit Rider Survey	June 2026					
4.0 Multimodal Planning	4.1	Transit Planning	Update to JAC Transit Coordinated Human Services Plan	January 2026	\$55,078	\$63,365	\$118,443		
	4.2		JAC Title VI Program Update	September 2025					
	4.3		CAMPO DBE Program Goal Update	September 2025					
	4.4		FY 2024 & 2025 JAC Monitoring Report	October 2025; February 2026					
	5.1	Performance Measure Implementation & Management	Updated CAMPO Bicycle Map	February 2026					
5.0 Transportation Performance & Asset Management	5.2		Safety Performance Measure Targets	February 2025; February 2026	\$208,151	\$139,150	\$347,301		
	5.3		Public Transit Agency Safety Targets	December 2024; December 2025					
	5.4		FTA Transit Asset Management Targets	October 2024; October 2025					
	5.5		Supporting Nevada's CMAQ Targets	October 2024; October 2025					
	5.2	Maintain Travel Demand Model							
	5.3	Data Management, Collection, and Performance Measurement	Annual CAMPO Monitoring Report	September 2024; September 2025					
	5.5		CAMP Crash Dashboard	June 2025					
	5.4	Maintain Pavement Management System	Complete pavement survey for participating agencies	March 2025					
	5.5		Annual performance reporting of pavement condition within the CAMPO planning area to support development of pavement maintenance projects by partner agencies	September 2024; December 2025					
6.0 Complete Streets CS	6.1	Complete Streets Design Guide & Toolbox_CS	Complete Streets Design Guide and Toolbox_CS	June 2026	\$50,816	\$226,789	\$277,605		
	6.2	Complete Streets Corridor Studies_CS	US 50 East Carson Complete Streets Study_CS	September 2025					
			N. Carson Complete Streets Feasibility Study_CS	December 2026					
					Total UPWP CPG/Local	\$554,781	\$788,028	\$1,342,809	
					Total Other Federal/Local*	\$180,000	\$125,000	\$305,000	
					Total 2-Year UPWP	\$734,781	\$913,028	\$1,647,809	

\*Other Funding Sources (US 50 E. Carson Complete Streets Study, TAP; N. Carson Street Study, Carson City local)



## FY 2025 Annual Summary

**Budgets:** The budget for CAMPO's FY 2025 UPWP was modified by an amendment which was approved by the CAMPO Board on May 14, 2025. The purpose of this amendment was to update the anticipated available funding distribution and carrying forward amount of unused FY 2025 funds to FY 2026. The total two-year UPWP budget increased from \$1,367,778 to \$1,647,809, which consists of \$1,289,549 in CPG funding, \$305,000 in other federal/local funds, and \$53,260 in required local match. All Work Elements have been updated with the current budget estimates.

The FY 2025 budgeted amount for all UPWP Work Elements following the amendment was \$734,781. Tasks identified for FY 2025 in the UPWP were completed at a total cost of \$451,469. This difference was due to scheduling of milestones which have completion dates in the first part of FY 2026, including completion of the US 50 East Carson Complete Street Corridor Study and the development of the 2050 Regional Transportation Plan. Funding from the past fiscal year and past UPWPs is not lost. Any remaining CPG funds will be rolled forward for use in future fiscal years.

In addition to the UPWP funding, CAMPO and NDOT approved an amendment to the monetary agreement that extends the current term of the agreement to June 30, 2026. This allows approved and unused FY 2025 funding to be used in FY 2026. A second amendment to this agreement will be needed once FHWA approves the programming of FFY 2026 funds, which is anticipated this fall.

**Scheduled Milestones:** The scheduled FY 2025 UPWP milestones were completed successfully, will be taken to the CAMPO Board for approval within the month following the completion of the UPWP, or have been modified or removed from the UPWP through amendment. Uncompleted tasks will continue into FY 2026, the second year of the two-year UPWP.

**Additional Comments:** Policy shifts and uncertainty in federal rules and regulations continue to affect workflow. Some of these changes require amendments to recently approved documents or revisions to documents not planned for modification during this UPWP cycle. This year, budget concerns at NDOT have required staff to alter the past processes and identify new ways to be nimble and mitigate potential risk to CAMPO.

Additional consultant support is helping to ensure we meet planned and required deadlines for the various tasks. CAMPO staff, with Board support, remain committed to meeting the goals of the organization and serving the public at large. Above all, we are committed to safety. We are committed to the safety of the traveling public and will continue to prioritize projects and seek grant opportunities to improve safety for different types of users. Improving safety through complete streets concepts and FHWA proven safety countermeasures is not a goal; it is a mandate to do better in reducing fatalities and severe crashes. CAMPO staff will continue to consider the needs of all individuals in our community and look for ways to preserve the infrastructure we have while increasing the safety of the traveling public.



## FY 2025 Q4 Activity/Progress

### WORK ELEMENT 1.0 – MPO Administration

#### Quarterly Progress on Work Element Activities:

##### 1.1 MPO Administration and Work Program Oversight

- Participation in Nevada's Planning Executive Group (PEG) meeting related to MPO management and programming.
- Supported the CAMPO Board and CAMPO monthly meetings including a Bike Month Proclamation.
- Responded to requests from the CAMPO Board.
- Administered and monitored UPWP tasks and activities.
- Managed and provided oversight on transportation planning grants.
- Staff continued updates to CAMPO's web-based mapping software required for MPO administration.

##### 1.2 Unified Planning Work Program Oversight and Development

- Prepared and reviewed Q3 reimbursement request.
- Coordinated with NDOT on UPWP funding amounts and draft agreement for FY 2026. Agreement approved in June 2025. The agreement extends the current funding until FHWA approves the FFY 2026 funding. A future amendment is planned to fully fund the UPWP.
- Completed an Amendment to the UPWP as approved by the CAMPO Board on May 14, 2025. The amendment revised the budgets of the UPWP and covers both FY 2025 and 2026.
- Began a second Amendment to the UPWP based on changes to federal guidance.
- Public outreach for two UPWP amendments.

##### 1.3 Transportation Improvement Program (TIP) Administration

- Maintained the TIP and coordinated regional updates for the TIP.
- Staff and the CAMPO Board created three modifications to the TIP, 25-01 to 25-03. Followed CAMPO's PPP process for public noticing.

##### 1.4 Professional Development

- Staff attended the Nevada Transportation Conference in Reno.



Estimated Progress Toward Work Element 1 Milestone(s):

Activity	Milestone	Estimated Completion Date	Estimated Progress Toward Milestone	Revised Estimated Completion Date
1.2	UPWP Quarterly Reporting and Invoicing	30 <sup>th</sup> of each month following the close of each Fiscal Year Quarter	Quarterly	
1.2	FY 2026 Monetary Agreement	June 2025	100%	
1.2	FY 2027 Monetary Agreement	May 2026	0%	
1.2	Adoption of the FY 2027-2028 UPWP (Draft/ Final)	April 2026	0% / 0%	
1.3	Adopted FFY 2025-2028 TIP	December 2024	100%	
1.3	Annual Federal Obligations Report	December 2024 / December 2025	100% / 0%	

Budget Summary:

- At end of FY 2025 Q1, 69% of this Work Element budget is remaining.
- At end of FY 2025 Q2, 36% of this Work Element budget is remaining.
- At end of FY 2025 Q3, 10% of this Work Element budget is remaining.
- At end of FY 2025 Q4, 58% of this Work Element budget is remaining.



## WORK ELEMENT 2.0 – Regional Transportation Planning

### Quarterly Progress Toward Benchmarks:

#### 2.1 Regional Transportation Plan (RTP)

- With consultant support, CAMPO is in process of updating its RTP. A presentation was provided to CAMPO Board in April 2025 regarding vision and goals, as well as a survey and public outreach.
- Meetings with agencies and community organizations occurred. Over 15 individual meetings were held.
- A public survey was released in May.
- A new logo for CAMPO was approved.

### Estimated Progress Toward Work Element 2 Milestone(s):

Activity	Milestone	Estimated Completion Date	Estimated Progress Toward Milestone	Revised Estimated Completion Date
2.1	2050 RTP formal update and re-adoption	January 2026	20%	

### Budget Summary:

- At end of FY 2025 Q1, 75% of this Work Element budget is remaining.
- At end of FY 2025 Q2, 67% of this Work Element budget is remaining.
- At end of FY 2025 Q3, 33% of this Work Element budget is remaining.
- At end of FY 2025 Q4, 70% of this Work Element budget is remaining.



## WORK ELEMENT 3.0 – Outreach, Engagement, and Representation

### Quarterly Progress Toward Benchmarks:

#### 3.1 MPO Representation

- Staff participated in Carson City's Public Works Day and distributed materials related to the MPO and RTP update.
- CAMPO staff spoke at the Nevada Transportation Conference in May.

#### 3.2 Public Participation

- Updated CAMPOs webpage and LinkedIn Page.
- Staff participated with JAC staff regarding outreach to seniors for transit services.
- Translated material was provided, as requested.

#### 3.3 Regional Transit Coordination & Engagement

- Coordination occurred related to an update of the JAC Coordinated Human Services Plan.

### Estimated Progress Toward Work Element 3 Milestone(s):

Activity	Milestone	Estimated Completion Date	Estimated Progress Toward Milestone	Revised Estimated Completion Date
3.3	Transit Rider Survey	June 2026	0%	

### Budget Summary:

- At end of FY 2025 Q1, 92% of this Work Element budget is remaining.
- At end of FY 2025 Q2, 74% of this Work Element budget is remaining.
- At end of FY 2025 Q3, 58% of this Work Element budget is remaining.
- At end of FY 2025 Q4, 73% of this Work Element budget is remaining.



## WORK ELEMENT 4.0 – Multimodal Planning

### Quarterly Progress Toward Benchmarks:

#### 4.1 Transit Planning

- Distributed FTA funds and complied with FTA regulations. CAMPO staff moved to a monthly invoice schedule for the prior quarter because of uncertainty in federal funding; however, we have moved back to invoicing quarterly.
- Staff released a Call for Projects to FTA Section 5310 and 5339 funding for FFY 2025.
- Continued progress on the JAC Coordinated Human Services Plan. This effort is combined with the RTP.
- Staff completed an amendment to the JAC DBE plan as required by FTA regulations. This effort included setting a new 3-year goal and completing public and stakeholder outreach. The DBE plan will be submitted to the FTA in July.
- Staff began work on an update to the JAC Title VI Plan.

#### 4.2 Intelligent Transportation Systems (ITS) and Alternative Fuels Planning

- Staff attended a meeting with NV Energy regarding their stakeholder outreach.

#### 4.3 Active Transportation Planning

- Participated in WNSRTS Task Force Meetings.
- Created an online map of the CAMPO bike and pedestrian network. Staff will work on reviewing the map as part of the RTP update efforts.

#### 4.4 Regional Consistency Review and Planning Updates

- Staff reviewed the new Carson City Master Plan and provided comments to Community Development related to transportation. The Master Plan was approved by the City in May.
- Provided an update report for the Carson City Growth Management Commission related to travel demand and traffic capacity.



Estimated Progress Toward Work Element 4 Milestone(s):

Activity	Milestone	Estimated Completion Date	Estimated Progress Toward Milestone	Revised Estimated Completion Date
4.1	Update to the JAC Transit Development and Coordinated Human Services Plan	January 2026	25% / 0%	
4.1	JAC Title VI Program update	September 2025	5%	
4.1	CAMPO DBE Program Goal Update	September 2025	95% / 0%	
4.1	FY 2024 & 2025 JAC Monitoring Report	July 2025; February 2026	30% / 0%	October 2025
4.3	Updated CAMPO Bicycle Route Map	February 2026	10%	

Budget Summary:

- At end of FY 2025 Q1, 86% of this Work Element budget is remaining.
- At end of FY 2025 Q2, 79% of this Work Element budget is remaining.
- At end of FY 2025 Q3, 70% of this Work Element budget is remaining.
- At end of FY 2025 Q4, 66% of this Work Element budget is remaining.



## WORK ELEMENT 5.0 – Transportation Performance and Asset Management

### Quarterly Progress Toward Benchmarks:

#### 5.1 Performance Measure Implementation and Management

- CAMPO monitored performance measures.

#### 5.2 Maintain Travel Demand Model

- No Actions this quarter.

#### 5.3 Data Management, Collection, and Performance Measurement

- Collected and analyzed data related to safety, regional bicycle and pedestrian counts, and vehicular movements. Staff purchased new batteries for existing counters.
- Maintained and updated GIS database for projects and programs.
- Finalized crash fatalities in preparation for CAMPO Crash Dashboard.

#### 5.4 Maintain Pavement Management System

- Applied Pavement Technology completed a pavement survey in Carson City and Douglas County. A presentation to the CAMPO Board and finalization of the survey reports were both completed in April.

#### 5.5 Transit Asset Management

- Began review of vehicles and facilities for TAM target setting.

Estimated Progress Toward Work Element 5 Milestone(s):

Activity	Milestone	Estimated Completion Date	Estimated Progress Toward Milestone	Revised Estimated Completion Date
5.1	Safety Performance Measure Targets	February 2025; February 2026	100% / 0%	
5.1	Public Transit Agency Safety Targets	December 2024; December 2025	100% / 0%	
5.1	FTA Transit Asset Management Targets	October 2024; October 2025	100% / 0%	
5.1	Supporting Nevada's CMAQ, Infrastructure, and System Performance Targets	October 2024; October 2025	100% / 0%	
5.3	Annual CAMPO Monitoring Report	October 2024; October 2025	100% / 0%	
5.3	Develop CAMPO Fatalities and Contributing Factors Dashboard	June 2025	95%	
5.4	Complete pavement survey for participating agencies	March 2025	100%	
5.4	Annual performance reporting of pavement condition within the CAMPO planning area to support development of pavement maintenance projects by partner agencies	September 2024; December 2025	100% / 0%	

Budget Summary:

- At end of FY 2025 Q1, 91% of this Work Element budget is remaining.
- At end of FY 2025 Q2, 53% of this Work Element budget is remaining.
- At end of FY 2026 Q3, 22% of this Work Element budget is remaining.
- At end of FY 2026 Q4, 47% of this Work Element budget is remaining.



## WORK ELEMENT 6.0 – Complete Streets\_CS

### Quarterly Progress Toward Benchmarks:

#### 6.1 Complete Streets Design Guide & Toolbox\_CS

- No Actions this quarter.

#### 6.2 Complete Streets Corridor Studies\_CS

- Phase 2 of the US 50 East Carson Complete Streets Study continued. Staff worked with our consultant, Parametrix, on development of conceptual recommendations and preparation of public outreach materials. A public meeting was held in Carson City in late April. The consultant is finalizing recommendations, and CAMPO will be coordinating with effected agencies on review of those recommendations. The majority of the work for this project is funded under a separate agreement.
- Continued coordination with NDOT on other US 50 projects.
- Staff conducted scoping with the selected consultant, CA Group. Work is expected to begin in September.

### Estimated Progress Toward Work Element 6 Milestone(s):

Activity	Milestone	Estimated Completion Date	Estimated Progress Toward Milestone	Revised Estimated Completion Date
6.1	Complete Streets Design Guide and Toolbox_CS	June 2026	0%	
6.2	US 50 East Carson Complete Streets Study_CS	September 2025	80%	October 2025
6.2	N. Carson Complete Streets Feasibility Study_CS	December 2026	11%	

### Budget Summary:

- At end of FY 2025 Q1, 99% of this Work Element budget is remaining.
- At end of FY 2025 Q2, 98% of this Work Element budget is remaining.
- At end of FY 2025 Q3, 89% of this Work Element budget is remaining.
- At end of FY 2025 Q4, 94% of this Work Element budget is remaining.



## STAFF REPORT

**Report To:**

**Meeting Date:** September 10, 2025

**Staff Contact:**

**Agenda Title:** Transportation Manager's Report (Chris Martinovich, Transportation Manager)

**Agenda Action:** Other / Presentation **Time Requested:**

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**Proposed Motion**

N/A

**Board's Strategic Goal**

**Previous Action**

**Background/Issues & Analysis**

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

**Financial Information**

Is there a fiscal impact? No

If yes, account name/number:

Is it currently budgeted? No

**Explanation of Fiscal Impact:**

**Alternatives**

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

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

Aye/Nay

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

\_\_\_\_\_

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(Vote Recorded By)



## STAFF REPORT

**Report To:**

**Meeting Date:** September 10, 2025

**Staff Contact:**

**Agenda Title:** Nevada Department of Transportation Report (Rebecca Kapuler, Assistant Director of Planning, NDOT)

**Agenda Action:** Other / Presentation **Time Requested:**

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**Proposed Motion**

N/A

**Board's Strategic Goal**

**Previous Action**

**Background/Issues & Analysis**

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

**Financial Information**

Is there a fiscal impact? No

If yes, account name/number:

Is it currently budgeted? No

Explanation of Fiscal Impact:

**Alternatives**

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

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

Aye/Nay

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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(Vote Recorded By)



## STAFF REPORT

**Report To:**

**Meeting Date:** September 10, 2025

**Staff Contact:**

**Agenda Title:** Other comments and reports, which may include future agenda items, status review of additional projects, internal communications and administrative matters, correspondence to CAMPO, project status reports, and comments or other reports from the CAMPO members or staff. (Chris Martinovich, Transportation Manager)

**Agenda Action:** Other / Presentation **Time Requested:**

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**Proposed Motion**

N/A

**Board's Strategic Goal**

**Previous Action**

**Background/Issues & Analysis**

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

**Financial Information**

Is there a fiscal impact? No

If yes, account name/number:

Is it currently budgeted? No

**Explanation of Fiscal Impact:**

**Alternatives**

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

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

Aye/Nay

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(Vote Recorded By)