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

Day: Wednesday
Date: November 12, 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 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. 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 - October 8, 2025

4.A Minutes for October 8, 2025
Click Here for Staff Report

5. Public Meeting Item(s):

5.A For Possible Action– Discussion and possible action regarding the status, recommendations, and potential approval of the US 50 East Carson Complete Streets Corridor Study ("Study"). (Kelly Norman, Senior Transportation Planner)
Click Here for Staff Report

5.B For Discussion Only – Discussion and presentation regarding the Draft Carson Area Metropolitan Planning Organization ("CAMPO") 2050 Regional Transportation Plan ("Draft 2050 RTP"). (Kelly Norman, Senior Transportation Planner)
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

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, 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, 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 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
notice.nv.gov

Agenda Item No: 4.A

STAFF REPORT

Report To: **Meeting Date:** November 12, 2025

Staff Contact:

Agenda Title: Minutes for October 8, 2025

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

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):
10-08-2025 Minutes (CAMPO).pdf

Motion: _____ 1) _____ Aye/Nay
2) _____ _____
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_____
_____
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(Vote Recorded By)

DRAFT

A regular meeting of the Carson Area Metropolitan Planning Organization (CAMPO) was scheduled for 4:30 p.m. on Wednesday, October 8, 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 Jon Erb
Member Lisa Schuette
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)

(4:30:28) – Chairperson Novak called the meeting to order at 4:30 p.m.

2. ROLL CALL

(4:30:38) – Roll was called, and a quorum was present.

3. PUBLIC COMMENT

(4:31:13) – Chairperson Novak entertained public comments; however, none were forthcoming.

4. FOR POSSIBLE ACTION: APPROVAL OF MINUTES

4.A MINUTES FOR SEPTEMBER 10, 2025

(4:31:26) – Chairperson Novak introduced the item and entertained corrections and/or a motion.

(4:31:34) – Vice Chair Maloney moved to approve the minutes of the CAMPO September 10, 2025, meeting as presented. The motion was seconded by Member Bagwell and carried 7-0-0.

5. PUBLIC MEETING ITEM(S):

5-A FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION REGARDING A PROPOSED AMENDMENT 25-05 ("AMENDMENT") TO THE CARSON AREA METROPOLITAN PLANNING ORGANIZATION'S ("CAMPO") FEDERAL FISCAL YEAR ("FFY") 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM ("TIP"), WITH THE AMENDMENT MAKING CHANGES TO MULTIPLE PROJECTS LISTED IN APPENDIX 3, INCLUDING CHANGES IN FUNDING AMOUNTS, SCHEDULES AND PROJECT DESCRIPTIONS, AND UPDATING THE PROGRAM FUNDING LISTED IN APPENDIX 1.

(4:31:52) – Chairperson Novak introduced the item. Mr. Cragun gave background and read into the record the proposed amendments outlined in the Staff Report and incorporated into the record. He also noted that the public comment period was opened on September 11, 2025, and had ended on October 1, 2025; however, no public comments had been received. There were no member and/or public comments; therefore, Chair Novak entertained a motion.

(4:35:16) – Member Schuette moved to approve the amendment as presented. The motion was seconded by Member Erb and carried 7-0-0.

5.B FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION REGARDING PROPOSED PERFORMANCE TARGETS FOR FEDERAL FISCAL YEAR ("FFY") 2026 FOR CAPITAL ASSETS FUNDED BY THE CARSON AREA METROPOLITAN PLANNING ORGANIZATION ("CAMPO") AND USED TO PROVIDE PUBLIC TRANSIT SERVICES, AS REQUIRED BY THE FEDERAL TRANSIT ADMINISTRATION ("FTA") TRANSIT ASSET MANAGEMENT ("TAM") FINAL RULE WHICH REQUIRES AGENCIES RESPONSIBLE FOR FUNDING TRANSIT OPERATIONS TO SET PERFORMANCE TARGETS ON AN ANNUAL BASIS BASED ON QUANTIFIABLE LEVELS OF PERFORMANCE OR CONDITION FOR CAPITAL ASSETS USED IN THE PROVISION OF TRANSIT SERVICES WHICH INCLUDES BUSES AND FACILITIES USED BY JUMP AROUND CARSON ("JAC") AND FUNDED BY CAMPO.

(4:35:45) – Chair Novak introduced the item. Mr. Myers gave background and reviewed the Staff Report and accompanying documentation, including the CAMPO Transit Asset Management Targets for FFY 2026, all of which are incorporated into the record. Chair Novak entertained member and/or public comments and when none were forthcoming, a motion.

(4:38:18) – Member Bagwell moved to approve the Federal Fiscal Year 2026 performance targets as presented. The motion was seconded by Vice Chair Maloney and carried 7-0-0.

6. NON-ACTION ITEMS

6.A TRANSPORTATION MANAGER'S REPORT

(4:39:25) – Mr. Martinovich announced that a public meeting for the Regional Transportation Plan (RTP) had taken place in late September, adding that all the meeting materials were posted on CAMPO's website, including the adjustments made after hearing the public comments. Mr. Martinovich stated that three additional public meetings would be held in November in Carson City, Lyon County, and Douglas County. He also notified the CAMPO Board that both the CAMPO and the Regional Transportation Commission (RTC) meetings would be long ones in November. Mr. Martinovich informed the Board that despite the federal government's shutdown, the Federal Highway Administration and the Federal Transit Administration continued to function, and the appropriations were moving forward. He also reported on the Association of Metropolitan Planning Organizations (AMPO) annual conference, which he and Ms. Norman had attended. Mr. Martinovich congratulated Jump Around Carson (JAC) on its 20th Anniversary as well.

6.B NEVADA DEPARTMENT OF TRANSPORTATION REPORT

(4:44:22) – Ms. Kapuler announced the upcoming NDOT Board meeting and provided updates on the resurfacing of US 50 from Spooner Summit to SR 28. She also noted that NDOT was "wrapping up" the construction in that area for the season, which would restart next spring, adding that drivers should still use caution and slow down. Ms. Kapuler stated that the National Electric Vehicle Infrastructure Deployment Plan had officially been approved by the Federal Highway Administration, allocating $38 million in federal funds to expand fast charging stations across the State, with I 15 and I 80 designated as priority. Ms. Kapuler also responded to a question by Chair Novak, noting that SR 28 had been closed briefly between Carson City and Incline Village, at the request of the Nevada State Police, to accommodate oversized vehicles.

6.C OTHER COMMENTS AND REPORTS

(4:50:38) – None.

7. PUBLIC COMMENT

(4:50:55) – Chairperson Novak entertained final public comments; however, none were forthcoming.

8. FOR POSSIBLE ACTION: TO ADJOURN

(4:51:29) – Chairperson Novak adjourned the meeting at 4:51 p.m.

The Minutes of the October 8, 2025, Carson Area Metropolitan Planning Organization meeting are so approved on this 12th day of November 2025.

CAMPO
CARSON AREA METROPOLITAN PLANNING ORGANIZATION

STAFF REPORT

Report To: Carson Area Metropolitan Planning Organization **Meeting Date:** November 12, 2025

Staff Contact: Darren Schulz, Public Works Director

Agenda Title: For Possible Action– Discussion and possible action regarding the status, recommendations, and potential approval of the US 50 East Carson Complete Streets Corridor Study ("Study"). (Kelly Norman, Senior Transportation Planner)

Agenda Action: Formal Action / Motion **Time Requested:** 15 minutes

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Proposed Motion
I move to approve the Study, as presented.

Board's Strategic Goal
N/A

Previous Action
September 11, 2024 (Item 5.A) – Carson Area Metropolitan Planning Organization ("CAMPO") approved an Amendment to Contract No. 23300352 for Parametrix, Inc. ("Parametrix") to perform Phase 2 of the Study for a new total contract not to exceed the amount of $327,590.81.

August 14, 2024 (Item 5.B) – CAMPO approved Cooperative Agreement No. PR384-24-063 with the Nevada Department of Transportation ("NDOT") for Phase 2 of the Study, with a total agreement amount of $180,000.

July 10, 2024 (Item 5.A) – The CAMPO Board approved Phase 1 of the Study.

September 13, 2023 (Item 5.A) – CAMPO approved Contract No. 23300352 for Parametrix to complete Phase 1 of the Study with a not-to-exceed amount of $148,216.81.

April 12, 2023 (Item 5.A) – CAMPO approved Cooperative Agreement No. P164-23-802 with NDOT to utilize federal State Planning and Research ("SPR") funds for Phase 1 of the Study.

March 8, 2023 (Item 5.B) – CAMPO approved submission of a Transportation Alternatives Program ("TAP") grant application for the Study.

Background/Issues & Analysis
CAMPO initiated the Study in September 2023 to identify, evaluate, and recommend potential safety,

operational, and multimodal transportation improvements along US 50 between the I-580 interchange in Carson City and SR-341 in Mound House. The results of the Study will be used to identify and inform the design and construction of future corridor projects intended to improve safety for all users, including motor vehicles, pedestrians, and bicyclists. The Study is also designed to help weigh the trade-offs among travel, circulation, mobility, and access along the corridor, including the needs of all those who use it, whether they drive, walk, or roll.

The Study was completed in two phases. Phase 1 focused primarily on safety and operations improvements between I-580 and Highlands Drive. Phase 2 of the Study expanded the eastern limits to include the Mound House area and included a more detailed analysis of potential intersection improvements. The Study provides recommendations for specific projects as well as future program-level considerations and next steps that agencies, including CAMPO, may consider, and represents a balanced combination of strategies intended to improve safety, mobility, and access along US 50.

NDOT owns and maintains US 50 throughout the entire study limits. Additionally, NDOT is concurrently working on the design of a pavement preservation and safety improvement project for a portion of the corridor, from Russell Way to Deer Run Road / Arrowhead Drive ("NDOT Pavement Project"). Coordination between the CAMPO team and NDOT was maintained throughout the Study. During development, CAMPO met with NDOT and provided draft recommendations for review and comment. Some recommendations from the Study are being incorporated into the NDOT Pavement Project.

Parametrix has completed the Study and will present a summary of the Study along with recommendations that encompass both Phase 1 and Phase 2.

Funding for the Study was provided from NDOT using SPR and TAP grant funding, with CAMPO responsible for providing a 5% local match.

Applicable Statute, Code, Policy, Rule or Regulation
23 U.S.C. Section 505

Financial Information
Is there a fiscal impact? No

If yes, account name/number:

Is it currently budgeted? Yes

Explanation of Fiscal Impact: The Study is funded through a cooperative agreement with NDOT. This item does not commit funding for any of the projects recommended by the Study. Recommendations identified in the Study will be considered and prioritized for funding by others

Alternatives
Decline to approve the Study and provide an alternative direction to staff.

Attachment(s):
5A_CAMPO_Exhibit_1-US_50_Complete Streets Study Presentation.pdf

5A_CAMPO_Exhibit_2 - US_50_Complete Streets Study.pdf

Motion: _____ 1) _____ Aye/Nay

2) _____ _____

_____

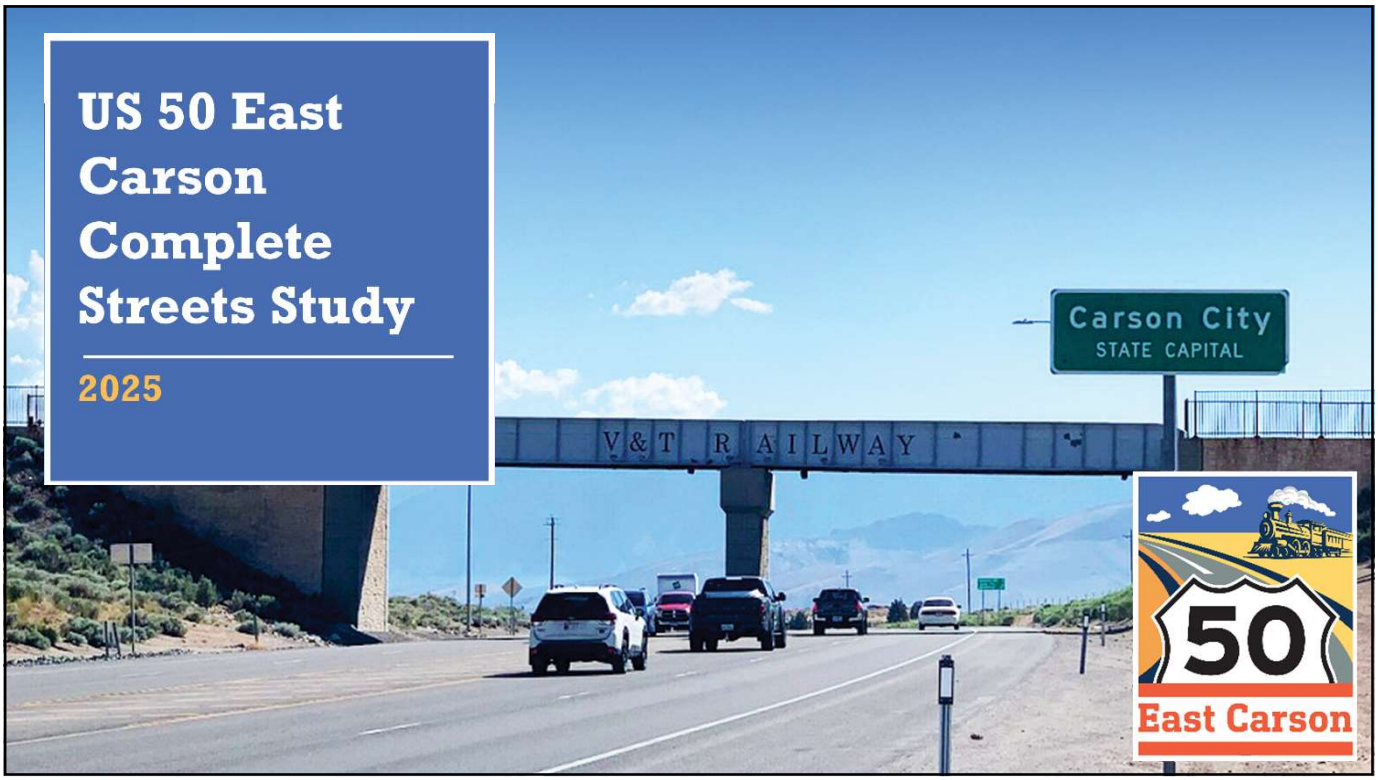
_____

_____

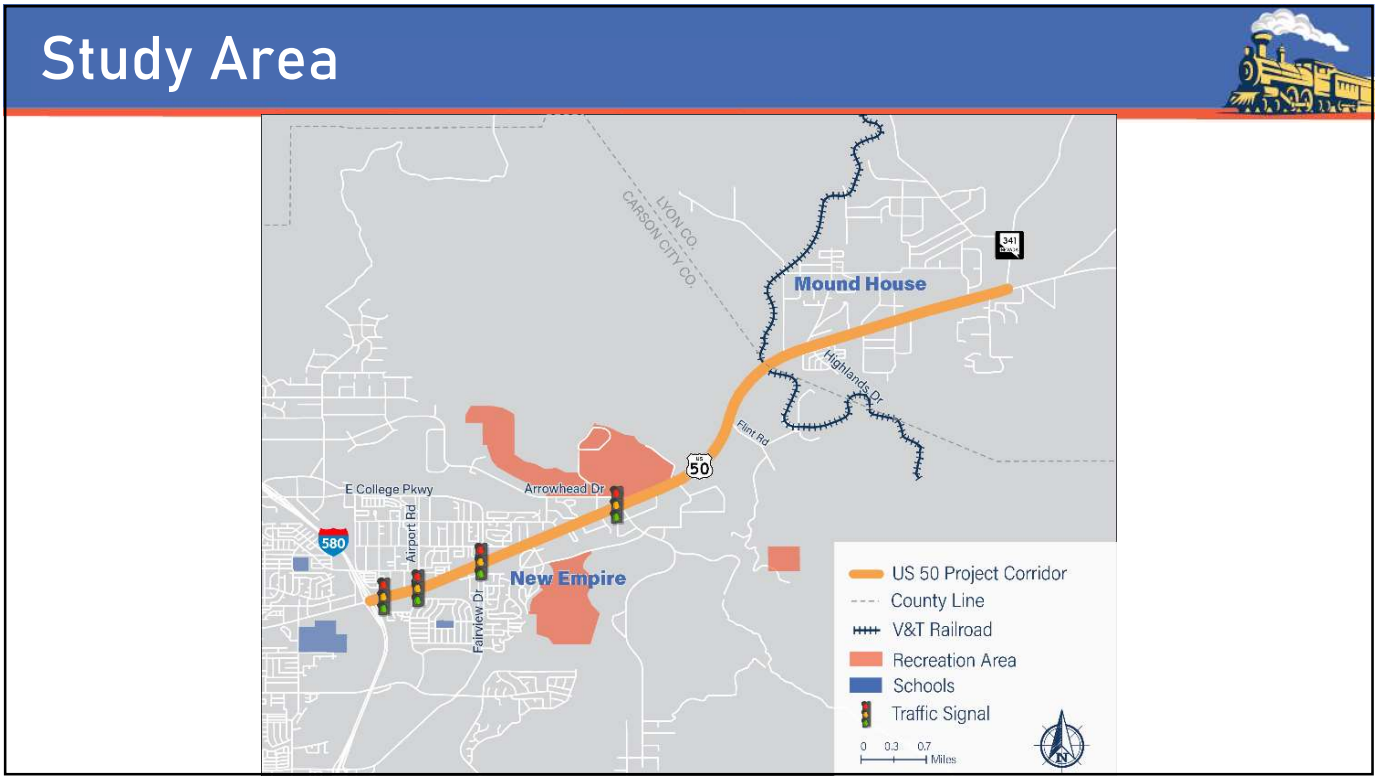
_____

_____

(Vote Recorded By)


US 50 East Carson Complete Streets Study
2025
Carson City
STATE CAPITAL
V&T RAILWAY
50
East Carson

1


Study Area
LYON CO.
CARSON CITY CO.
Mound House
Highlands Dr
Flint Rd
341
50
E College Pkwy
Arrowhead Dr
Airport Rd
580
New Empire
Fairview Dr
US 50 Project Corridor
County Line
V&T Railroad
Recreation Area
Schools
Traffic Signal
0 0.3 0.7
Miles

2

Public/Stakeholder Outreach

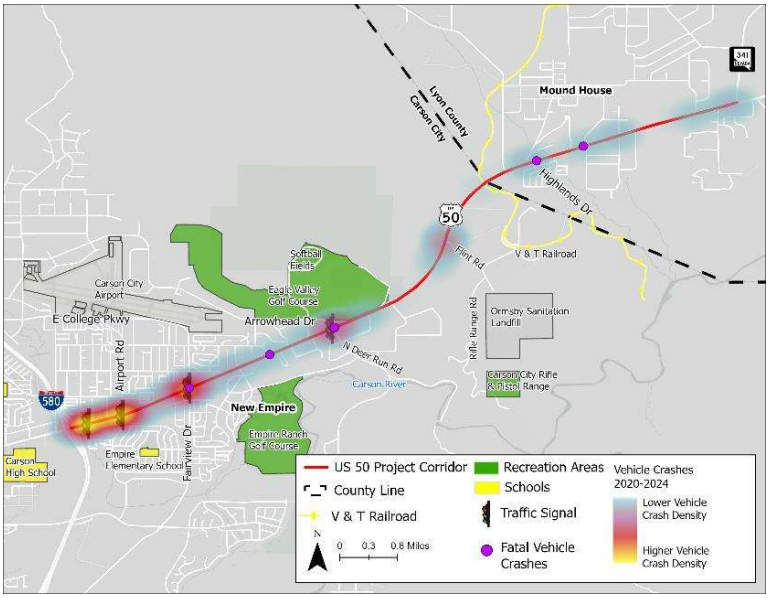
Public / Stakeholder Outreach Strategies

- Online Surveys, Social Media, CAMPO Website
- Press Release
- Fact Sheet/Flyer
- Business Walk
- Email and Phone calls
- Agency Meetings – NDOT and Lyon County
- Board and Committee presentations

3

Crash Data 2018-2024

- 10 Total Fatalities
- Airport Road – (2)
- College Pkwy
- Nye Lane
- Arrowhead Drive – (2)
- Highlands Drive
- Bunny Ranch Blvd. – (2)
- Newman Lane
- 5 Pedestrian Fatalities



4

Existing Conditions

Operations Analysis

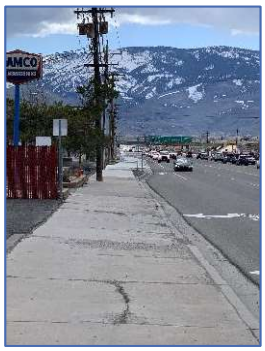
- Average Annual Daily Traffic 25,000 to 30,500 vehicles
- Turning movement counts + NDOT's TRINA data
- LOS worse in the PM
- Stop controlled intersections suffer from congestion
- Significant delay at Airport and College Pkwy intersections

Location	Control Type	Existing AM Peak				Existing PM Peak			
		Delay (sec)	LOS	Worst Movement	Longest Queue (Veh/Ln)	Delay (sec)	LOS	Worst Movement	Longest Queue (Veh/Ln)
US 50 & Ramps I-580	Signal	25	C	EBL	6 (WBL)	31	C	SBL	6 (WBL)
US 50 & Lompa Lane	Signal	18	B	WBL	9 (WBR)	24	C	NBL	10 (WBR)
US 50 & Airport Road	Signal	16	B	NBL	6 (NBL)	44	D	NB	19 (EBT)
US 50 & Silver State Street	Stop	16	C	SB	1 (SB)	16	C	SB	1 (SB)
US 50 & Brown Street	Stop	19	C	NB	1 (NB)	28	D	NB	1 (NB)
US 50 & College Parkway	Signal	55	E	NBR	18 (WBT)	101	F	NBR	28(NBR)
US 50 & Sherman Lane	Stop	25	C	SB	1 (SB)	20	C	SB	1 (SB)
US 50 & Empire Ranch Road	Stop	175	F	SB	2 (SB)	>300	F	NB	8 (SB)
US 50 & Nye Lane	Stop	30	D	SB	1 (SB)	22	C	SB	1 (SB)
US 50 & Arrowhead Drive	Signal	18	B	EBL	13 (WBR)	55	D	EBT	32 (EBT)
US 50 & Flint Road	Stop	35	D	WBL	1 (WBL)	>300	F	WBL	8 (WBL)
US 50 & Linehan Road	Stop	92	F	SB	2 (SB)	135	F	SB	3 (SB)
US 50 & Red Rock Road	Stop	33	D	SB	2 (SB)	16	C	SB	1 (SB)
US 50 & Highlands Drive	Stop	32	D	NB	2 (NB)	84	F	NB	2 (NB)

5

Corridor Mobility Issues

- Operations: traffic congestion/ reliability concerns
- Safety: relatively high crash rates
- Access Management: frequent driveway access points resulting in high potential for conflict
- Multimodal: inconsistent facility presence and type, lack of ADA compliance



6

Proposed Improvements

What do we do with what we have done?

1. Public and Stakeholder Input
2. Model Existing Conditions
3. Evaluate Safety Data/Trends
4. Focus on a project vision
5. Identify and apply tools
6. Measure the effectiveness

Develop menu of improvements

Improvement	CMF ID#	CMF
Change from protected/permitted to protected-only left turn	2108	0.58
Lead-lead to lead-lag for protected-only left-turn phasing	2019	0.69
Implement a Leading Pedestrian Interval	9903	0.81
Install a pedestrian hybrid beacon	10585	0.88
Install a dilemma zone protection system	4854	0.56
Install additional/near-side signal heads	1485	0.54
Provide right-turn channelization	11154	0.73
Install lighting	7774	0.63
Convert intersection to restricted crossing U-turn (RCUT) intersection	10383	0.80
Convert a T intersection into a High-T intersection	8656	0.85
Convert a stop-controlled intersection into a multi-lane roundabout	208	0.95

7

2050 Comparison

Without Improvement

Location	Control Type	2050 No Build AM Peak				2050 No Build PM Peak			
		Delay (sec)	LOS	Worst Movement	Longest Queue (Veh/Ln)	Delay (sec)	LOS	Worst Movement	Longest Queue (Veh/Ln)
US 50 & Ramps I-580	Signal	40	D	WBL	10 (WBL)	33	C	SBL	6 (WBL)
US 50 & Lompa Lane	Signal	28	C	NBL	11 (WBR)	26	C	NBL	4 (WBR)
US 50 & Airport Road	Signal	22	C	SBR	7 (NBL)	57	E	NBL	27 (EBT)
US 50 & Silver State Street	Stop	23	C	SB	1 (SB)	21	C	SB	1 (SB)
US 50 & Brown Street	Stop	21	C	NB	1 (NB)	52	F	NB	3 (NB)
US 50 & College Parkway	Signal	83	F	WBT	28 (WBT)	177	F	NBR	43 (NBR)
US 50 & Sherman Lane	Stop	46	E	SB	2 (SB)	42	E	SB	1 (SB)
US 50 & Empire Ranch Road	Stop	>300	F	SB	>20 (SB)	>300	F	NB	>50 (SB)
US 50 & Nye Lane	Stop	87	F	SB	2 (SB)	43	E	SB	2 (SB)
US 50 & Arrowhead Drive	Signal	68	E	WBR	42 (WBR)	191	F	EBT	83 (EBT)
US 50 & Flint Road	Stop	121	F	WB	2 (WBL)	>300	F	WB	13 (WBL)
US 50 & Linehan Road	Stop	>300	F	SB	7 (SB)	>300	F	SB	11 (SB)
US 50 & Red Rock Road	Stop	242	F	SB	7 (SB)	34	D	SB	2 (SB)
US 50 & Highlands Drive	Stop	118	F	NB	7 (NB)	>300	F	NB	6 (NB)

With Improvement

Location	Control Type	2050 Build AM Peak				2050 Build PM Peak			
		Delay (sec)	LOS	Worst Movement	Longest Queue (Veh/Ln)	Delay (sec)	LOS	Worst Movement	Longest Queue (Veh/Ln)
US 50 & Ramps I-580	Signal	28	C	EBL	7 (WBL)	32	C	SBL	6 (WBL)
US 50 & Lompa Lane	Signal	32	C	NBL	13 (WBR)	20	B	NBL	10 (WBR)
US 50 & Airport Road	Signal	42	D	SBR	16 (WBT)	43	D	SBT	15 (EBT)
US 50 & Silver State Street	Stop	23	C	SB	1 (SB)	21	C	SB	1 (SB)
US 50 & Brown Street	Stop	15	C	NB	1 (NB)	42	E	NB	2 (NB)
US 50 & College Parkway	Signal	54	D	WBT	19 (WBT)	92	F	SBL	31 (EBT)
US 50 & Sherman Lane	Stop	40	E	SB	1 (SB)	29	D	SB	1 (SB)
US 50 & Empire Ranch Road	Signal	6	A	WBT	1 (NB)	17	B	NB	1 (NB)
US 50 & Nye Lane	Signal	44	D	SB	6 (WBT)	9	A	SB	5 (WBT)
US 50 & Arrowhead Drive	Signal	30	C	WBT	21 (WBT)	188	F	EBT	84 (EBT)
US 50 & Flint Road	Signal	4	A	WBL	1 (WBL)	10	B	WBL	10 (NBT)
US 50 & Linehan Road	Stop	49	E	SB	1 (SB)	20	C	SB	1 (SB)
US 50 & Red Rock Road	Signal	52	D	WBT	30 (WBT)	64	E	EBT	38 (EBT)
US 50 & Highlands Drive	Signal	52	D	WBT	30 (WBT)	64	E	EBT	38 (EBT)

8

Menu of Improvements

#	Description	Location/ Extent	Cost 2025 Dollars	R/W Acquisition	Implementation Timeframe	Goal Area
1	Extend WB to SB Left Turn Lane	I-580 Interchange	$500,000	None	Short (0-5 years)	Safety
2*	Convert protected-permissive phasing from side streets to protected phasing only	Lompa Lane, Airport Road, College Parkway, Fairview Drive and Deer Run Road	$40,000	None	Short (0-5 years)	Safety
3*	Program leading pedestrian intervals		$150,000	None	Short (0-5 years)	Safety
4*	Install Advance Dilemma Zone Detection (ADZD) signal equipment to allow for All Red Extension		$360,000	None	Medium (5-20 years)	Safety
5*	Add Signal Visibility Louvers - Adjust for Design Speed SSD		$80,000	None	Short (0-5 years)	Safety
6*	Add near-side signal heads to US 50 approaches		$90,000	None	Short (0-5 years)	Safety
7	Free right turn lane	Free right turn lane NB Fairview to EB US 50	$800,000	None	Short (0-5 years)	Safety, Mobility
8	Multiuse path	South side of US 50 from Airport Road to Arrowhead Drive	$1,600,000	None	Medium (5-20 years)	Multimodal
9	Unsignalized High T	Brown Street	$300,000	None	Long (20+ years)	Safety, Mobility

Short (0-5 years) Medium (5-20 years) Long (20+ years)

Safety Mobility Multimodal Economic Improvements

*2, 3, 4, 5, 6 to be done at the signalized intersections at Lompa Ln., Airport Rd., College Pkwy./Fairview Dr., Arrowhead Dr./ Deer Run Rd.

9

Menu of Improvements

#	Description	Location/ Extent	Cost 2025 Dollars	R/W Acquisition	Implementation Timeframe	Goal Area
10	Frontage Road	Sherman Lane to E. Nye Lane	$1,000,000	Low	Long (20+ years)	Mobility, Economic Improvements
11	Frontage Road	Empire Ranch Road to 400' East of Akron Way	$2,200,000	Low	Long (20+ years)	Mobility, Economic Improvements
12	Signalized High T	Empire Ranch Road	$500,000	None	Long (20+ years)	Safety
13	Unsignalized High T	Sherman Lane	$300,000	None	Long (20+ years)	Safety, Mobility
14	Free Right Turn Lane.	Right Turn Lane SB Arrowhead to WB US 50	$330,000	None	Short (0-5 years)	Safety, Mobility
15	Signalized High T	Nye Lane	$500,000	None	Medium (5-20 years)	Safety

Short (0-5 years) Medium (5-20 years) Long (20+ years)

Safety Mobility Multimodal Economic Improvements

10

Menu of Improvements

#	Description	Location/ Extent	Cost 2025 Dollars	R/W Acquisition	Implementation Timeframe	Goal Area
16	Eastbound Truck Climbing Lane	Drako Way to V&T Grade Separation	$4,600,000	None		
17	Multiuse Path	Arrowhead Drive to Linehan Road North Side	$2,100,000	None		
18	Signalized High-T	Flint Drive	$400,000	None		

11

Menu of Improvements

#	Description	Location/ Extent	Cost 2025 Dollars	R/W Acquisition	Implementation Timeframe	Goal Area
19	Roadway Lighting	RR crossing to SR-341	$900,000	None		
20	Right In/Right Out	Linehan Road and US 50	$900,000	None		
21	Pedestrian Hybrid Beacon (PHB)	Highland Drive and US 50	$700,000	None		
22	Signalized Intersection	Realign Red Rock Road at Highlands Drive	$5,300,000	High		
23	Right In/Right Out	Bunnyranch Boulevard and US 50	$800,000	None		
24	Restricted Crossing U-Turn (RCUT)	Newman Lane and US 50	$1,700,000	None		
25	Unsignalized High T	US 50 and Kit Kat Drive/Julius Lane	$300,000	None		
26	Roundabout**	US 50 at SR-341 Expand to 4 Legs	$15,000,000	None		

12

Menu of Improvements

#	Description	Location/ Extent	Cost 2025 Dollars	R/W Acquisition	Implementation Timeframe	Goal Area
27	Signalized Intersection**	4-Legged System SR-341/ US 50	$3,200,000	Medium	●	
28	Collector Road Improvements	Mound House Collector Roads	$11,700,000	Medium	●	
29	Multiuse path	North and south sides of US 50 from Linehan Road to SR-341	$1,900,000	None	◑	

** Roundabout or Signalized Intersection may be implemented

13

Key Recommendations

- Signal System Upgrades
- Intersection Improvements
- New Intersections and Access Management
- Multi-Use Path Connectivity
- Frontage Road Connections
- Truck Climbing Lane
- Corridor Lighting
- Mound House Collector Roads
- Pedestrian Hybrid Beacon

14

US-50 East Corridor Study

Thank you for your time!

15

US 50 East Carson Complete Streets Study

2025

CAMPO
CARSON AREA METROPOLITAN PLANNING ORGANIZATION

CONTENTS

FIGURES

TABLES

APPENDICES

1. INTRODUCTION

1.1 Study Purpose and Background

The Carson Area Metropolitan Planning Organization (CAMPO) initiated the US 50 East Carson Complete Streets Study to identify, evaluate, and recommend potential safety, operational, and multimodal transportation improvements along US 50 between the I-580 interchange in Carson City and SR-341 in Mound House.

The results of this study will be used to help identify and inform the design and construction of future corridor projects intended to improve safety for all users, including motor vehicles, transit riders, pedestrians, and bicyclists. The study was also designed to help weigh the tradeoffs between travel, circulation, and access along the corridor, including the needs of those using the corridor for through traffic, local circulation, and business access along the corridor

This study was completed in two phases. Phase I focused primarily on safety and operations improvements between I-580 and Highlands Drive. Phase II of the study expanded the eastern limits to include the Mound House area. A more detailed analysis of potential intersection improvements was also conducted in Phase II.

1.2 Study Area

Figure 1 shows the US 50 East study area limits beginning at the I-580 interchange and extending to the junction of SR-341 in Mound House. The study focused primarily on transportation issues along US 50 however, the study area was expanded in Mound House to consider potential local connector road connections in the industrial and residential areas.

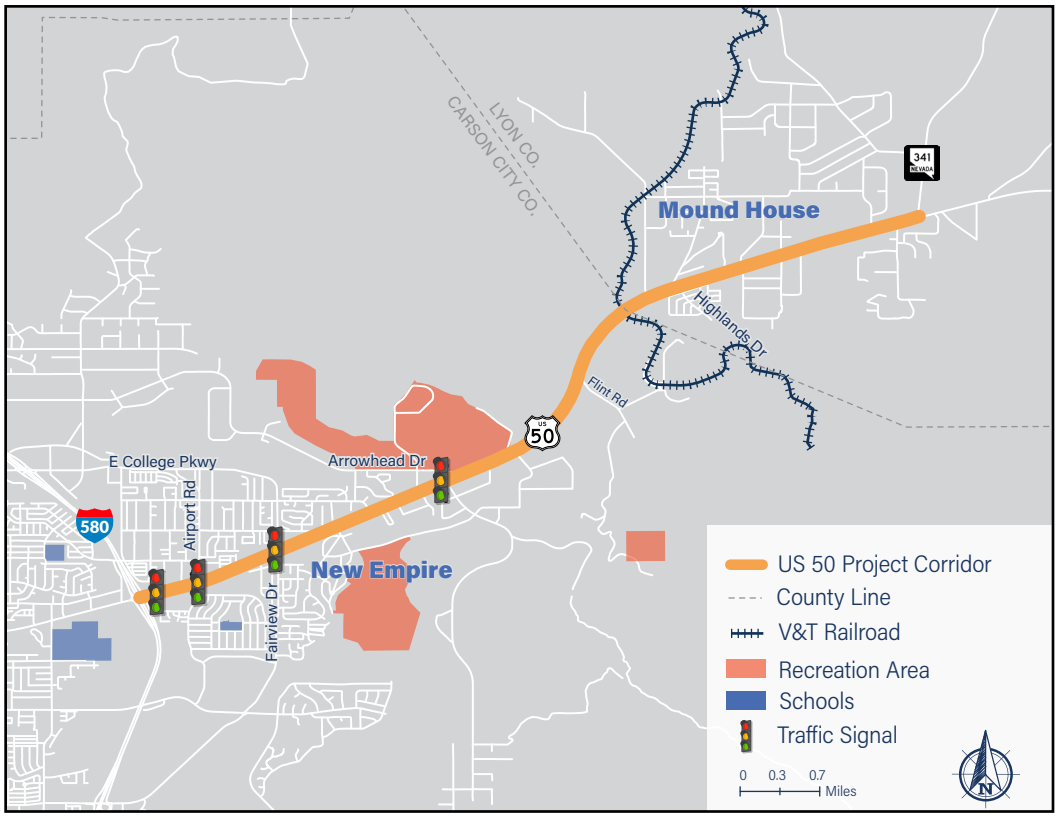


Figure 1: Study Area Map

2. EXISTING CONDITIONS

Existing conditions along the project corridor were reviewed, including safety, traffic/congestion, land use, and multimodal facilities, to gain a better understanding of the holistic context of the corridor. Many of these elements are interconnected, and issues affecting one primary aspect of the corridor often impact others.

2.1 Corridor Characteristics

US 50 is a National Highway System route that spans over 3,000 miles and crosses 12 states from the Pacific to Atlantic oceans. Famously known as the "Loneliest Road in America", the section in the study area is quite busy, connecting regional employment areas to residential and facilitates critical freight movement. The route also provides access to recreation and tourism destinations including the Lake Tahoe Basin. US 50 is primarily owned and operated by the Nevada Department of Transportation and in partnership with Carson City within the urban limits.

2.1.1 Roadway Dimensions

US 50 within the study area is a 5-lane asphalt paved roadway consisting of two, 12-foot travel lanes in each direction, a continuous 17-foot-wide center two-way left turn lane (TWLTL), and wide outside shoulders approximately 8 feet in width. A median barrier exists for approximately one-half mile between Drako and Flint Drives.

2.1.2 Volumes and Speed

Annual Average Daily Traffic (AADT) at the western end of the study is approximately 31,500, decreasing to 25,000 near the eastern end. The posted speed east of the I-580 interchange is 45 MPH, increasing to 55 MPH approximately 700 feet east of College Parkway. The 55-MPH zone extends to just west of the V&T Railroad crossing where it reduces to 45 MPH and continues through the easterly limit of the study at SR-341.

2.1.3 Freight Mobility

The stretch of US 50 within the study area is part of the National Highway Freight Network. According to NDOT's 2024 Vehicle Classification Distribution Report, this segment carries approximately 1,700 heavy vehicles per day, representing at least 5 percent of total traffic, with some sections experiencing even higher percentages. These truck volumes are expected to grow over the next 20 years as the region continues to develop and as US 50 increasingly serves as an alternative route to USA Parkway and I-80 for certain freight related trips.

2.1.4 Access Management

The local arterial and collector street network access is provided through both signalized and unsignalized at-grade intersections. Between intersections many commercial driveways line both sides of the roadway throughout the study area within the east Carson City and Mound House areas. Left turn movements from all driveways and side streets are facilitated through use of the center TWLTL.

2.1.5 Traffic Signals

Beyond the traffic signal located at the I-580 Single-Point Urban Interchange (SPUI), the corridor includes signalized intersections at Lompa Lane, Airport Road, College Parkway/Fairview Drive, and Arrowhead Drive/

Deer Run Road. With the exception of the Arrowhead Drive/Deer Run Road intersection, many of these signals operate under a coordinated system to improve traffic progression and reduce delays. Carson City operates and maintains the traffic signal system along US 50. However, there is no established program to pro-actively monitor signal performance or re-time traffic signals. The Carson Area Transportation System Management Plan provided recommendations related to signal timing and signal detection needs.

2.1.6 Right of Way

The right of way width is 200' between the I-580 interchange and Drako Drive where it transitions to 400'. The right of way width narrows back to 200' near the V&T Railroad Crossing where it remains constant through the easterly study limit at SR-341.

2.1.7 Utilities

Utilities exist within the NDOT right of way, are under occupancy permit and include both above and below ground facilities. These include gas, fiber optic, electrical, telephone, water, sewer, storm and cable TV.

2.1.8 Drainage

Surface drainage is accommodated at the west end of the project from Arrowhead Road to the I-580 interchange with an enclosed storm drain system. The remaining project area to the eastern limits conveys roadway drainage to roadside ditches with further conveyance to the right of way limit. Mapped FEMA floodways cross the corridor in two locations and are identified as 0.2% Annual Chance Flood Hazard Areas. These areas occur at the I-580 interchange and along US 50 between Centennial Park Drive and Arrowhead Drive.

2.1.9 Lighting

Corridor overhead lighting is limited to the signalized intersections at Lompa Lane, Airport Road, College Parkway, and Arrowhead Drive. Overhead lighting is also present in the east Carson City area at the unsignalized intersections with Sherman Lane, Empire Ranch Road, Nye Lane, Sunrise Drive, and Centennial Park Drive. This lighting will be upgraded to LED lighting as part of a planned NDOT maintenance project (STIP ID# CC20220004). Limited lighting is provided at the V&T Railroad structure, Linehan Road, Highland Drive, Bunnyranch Road, Kit Kat Drive, Alfonso Drive, and from Jeanette Drive through the intersection with SR-341 to Yhvona Drive.

2.1.10 Land Use

A variety of land uses are adjacent to US 50 within the project limits of the Complete Streets Study corridor. Heading east from the I-580 interchange toward Mound House, the land use pattern gradually transitions from higher density suburban commercial development to more industrial and exurban in nature.

As shown in Figure 2, the section of US 50 within Carson City is predominately fronted by the Corridor Mixed-Use (CMU) land use designation and a few small areas of Industrial (IND) along with Parks and Recreation (PR), Open Space (OS), and State and Federal Lands (SFL) at the east end of the corridor. The Carson City Master Plan describes the primary use of the CMU designation as retail, commercial, office, medium-to high-density housing types, such as apartments and live/work units, and light-intensity industrial uses; and the secondary use as pocket parks, squares, plazas, multiuse pathways, schools, places of worship, and other public uses such as senior housing facilities. The Master Plan further identifies the characteristics of CMU as a mix of commercial, retail, and medium- to high-density residential uses located along arterial and collector streets, which allows for the vertical or horizontal mix of uses on a single site. Mixed-use development is encouraged to be located where

it may be readily served by existing or future transit and should be designed with clear bicycle and pedestrian connections to transit stops and the surrounding development. This Master Plan designation demonstrates a need to plan for projects that consider multimodal connectivity.

The Master Plan specifically addresses the US 50 corridor and suggests close coordination with CAMPO and NDOT to "develop an area plan to establish a coordinated vision and corridor-specific policies for land use, access management, multi-modal transportation, landscaping, signage, lighting, safety, and other considerations, as appropriate." The Master Plan recommends adoption of supporting regulations to implement the plan and consideration of a program to encourage redevelopment along Highway 50.

Development in eastern Carson City, near the county line, is currently limited due to a lack of city utility infrastructure. If and when city utilities are extended to the county line, there may be a need to review changes in land use designations and travel demand patterns. Future development must plan for projects that balance future residential connectivity, commercial access, and commuter needs. Future development in this area of Carson City may present a need for new east/west roadway connections between Lyon County and Carson City.

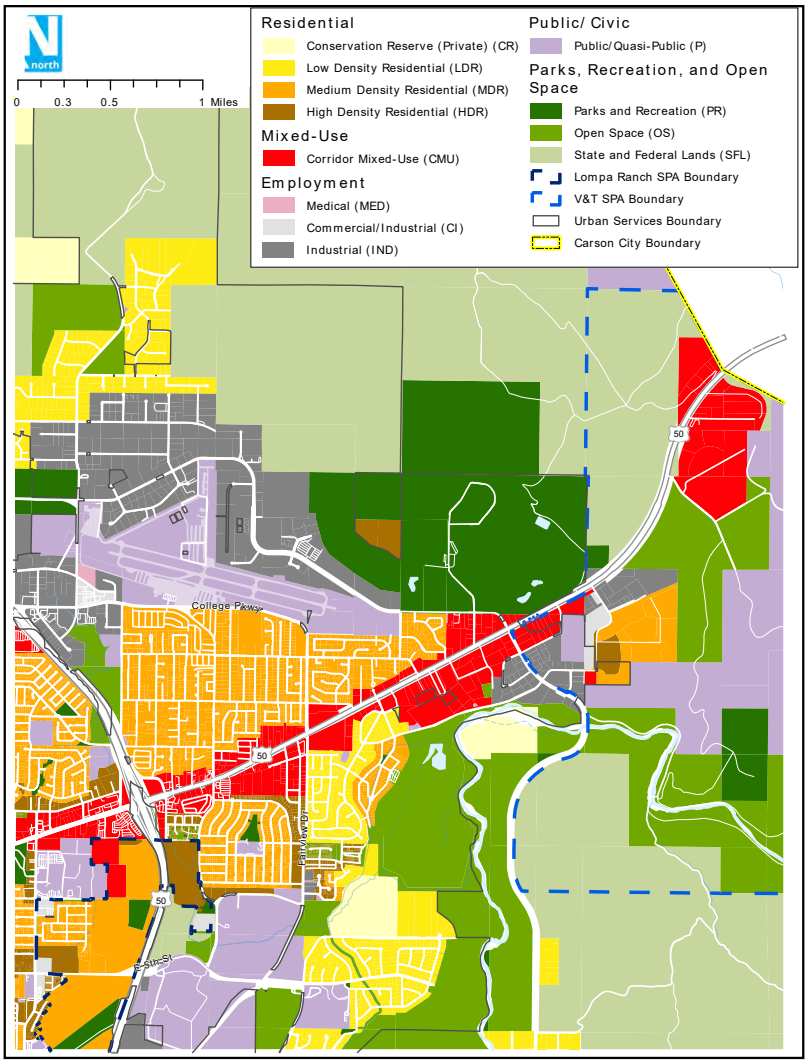


Figure 2: Carson City Land Use Map

Source: Carson City Community Development, Planning Division

The 2020 Lyon County Master Plan identifies seven distinct communities within the county due to its vast land area and cultural diversity, including Mound House. Residential designations in Mound House are often found on the edges of employment zones, where industrial and commercial uses are established and live/work arrangements are prevalent.

For the portion of Mound House within the study area, the land use designations are Employment on the north side of US 50, and Suburban Residential on the south side. This land use pattern forces residents to cross US 50 to reach employment destinations and services. Approximately 46% of residences in the Mound House census tract are mobile homes. Resource areas lie adjacent to the Lyon County Employment land use designations, and comprise the majority land use on the US 50 corridor. Resource Land is defined as private properties located within federal lands as in-holdings, or in very rural and/or remote areas of the County away from developed lands.

Lyon County Policy LU 1.4 as it relates to Mound House states that "new industrial uses should only be located in areas that do not adversely impact existing residential settlements." In addition, commercial and industrial development is encouraged where sufficient public facilities currently exist or are planned. Figure 3 shows the Lyon

County land use designations in the Mound House area, with the red box identifying the area within the study limits.

Employment

According to the US Census Bureau On The Map tool, in 2022 Carson City residents filled over 40% of the total jobs in the City, or 11,727 of the 28,405 total jobs. The remainder were filled by residents of nearby locations, including Reno (~11%) and Dayton (~8%), meaning that approximately 2,200 people were commuting on US 50 into Carson City on the typical workday from Dayton alone. Carson City is the capital of Nevada and a number of public agencies have headquarters there, which contributes to the in-flow of commuters. Conversely, there was a much smaller contingent of about 405 Carson City residents who commuted to jobs in Dayton. Figure 4 shows the number of jobs per square mile in Carson City and Mound House, near the study area, as well as the total number of jobs.

As would be expected, the number of jobs is most dense in downtown Carson City and gradually decreases further away from the core. However, along US 50, there are areas of significant employment extending out to the intersection of Arrowhead Drive/Deer Run Road. There is another area northeast of the corridor project limits off of Affonso Drive in Mound House where employment density is higher than the surrounding areas.

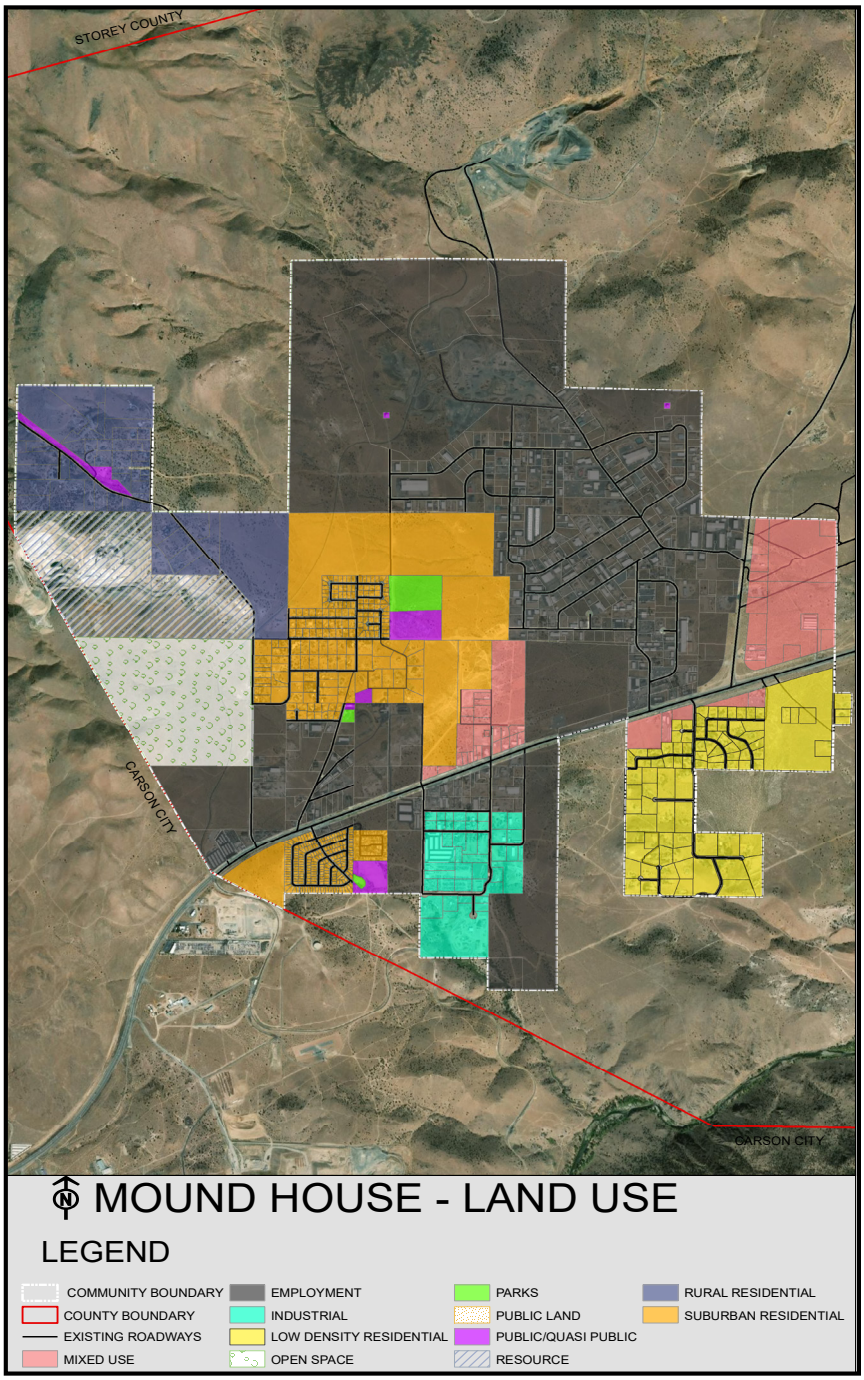


Figure 3: Mound House Land Use Map

Source: Lyon County Planning Division

The USDOT Equitable Transportation Community (ETC) Explorer is an interactive web application that uses 2020 Census tracts and data to explore the cumulative burden communities experience as a result of underinvestment in transportation, including the following five components: transportation insecurity, climate and disaster risk burden, environmental burden, health vulnerability, and social vulnerability. This tool was used to assess the Census tracts adjacent to US 50 within the project limits.

Two of the five census tracts that are adjacent to US 50 are defined as “disadvantaged” based on the criteria established by US DOT. In total, this accounts for approximately 9,800 people living within disadvantaged tracts. The remaining three census tracts have a significantly larger geography and, due to their size, include a much

more diverse population in terms of social and economic backgrounds. In all, those combined tracts account for 9,500 people. In short, over half of the people living in census tracts along US 50 are identified as part of a disadvantaged community. Figure 5 shows each of the tracts relative to the project study area.

Across all Census tracts, transportation access is at 78%. Communities with higher scores may experience difficulty traveling to important destinations across all modes of travel. Limited access to personal vehicles or transit can create significant barriers to employment and resources. Transportation access is one of three factors comprising transportation insecurity, which can be a significant contributor to persistent poverty. The other two factors are transportation cost burden and transportation safety. Transportation cost burden is a measure of the percentage of household income spent on transportation, including transit costs; vehicle maintenance and insurance costs; and gasoline and fuel, which leaves less money for other expenses like housing, medical care, and food. Transportation safety, in this case, is determined by fatalities per 100,000 persons related to motor vehicle crashes. Of the US 50 census tracts, transportation cost burden is as high as 78% and transportation safety reaches a score of 82%. As with access, the higher the score, the greater the impact.

According to the ETC Explorer, the population in the most burdened census tract had a median household income of $43,498, spent roughly 24% of their income on transportation, and over 20% had incomes below the poverty level. The Bureau of Transportation Statistics (BTS) reported that in 2022, transportation was the second largest household expenditure behind housing, accounting for 15% of average household spending. Additionally, the cost burden of transportation fell hardest on households in the lowest fifth by household income, while households in

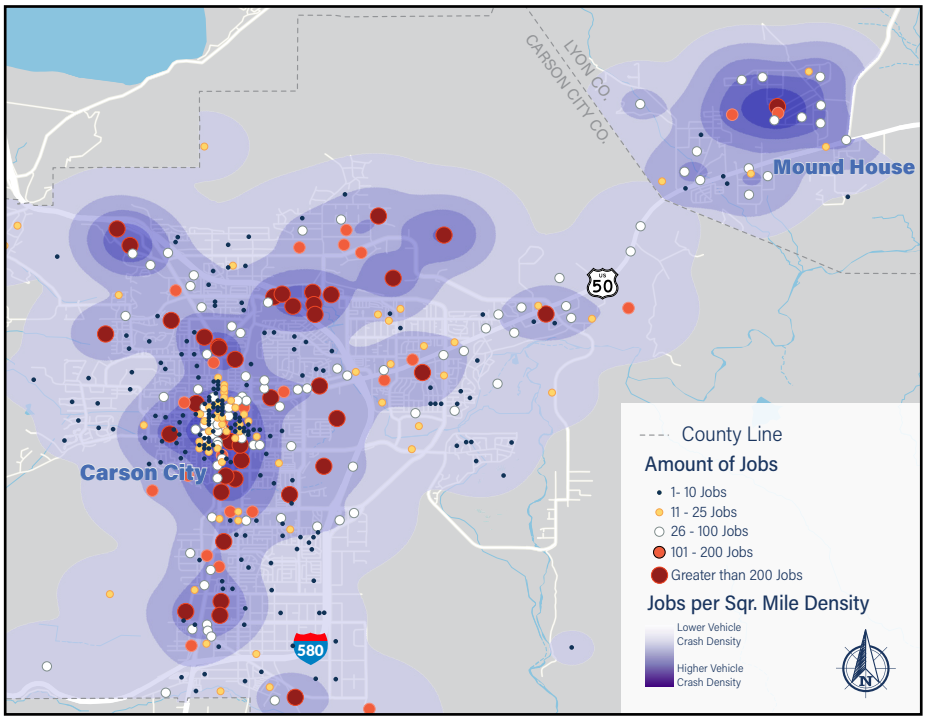


Figure 4: Carson City and Mound House Employment (2022)

Source: U.S. Census Bureau, On The Map

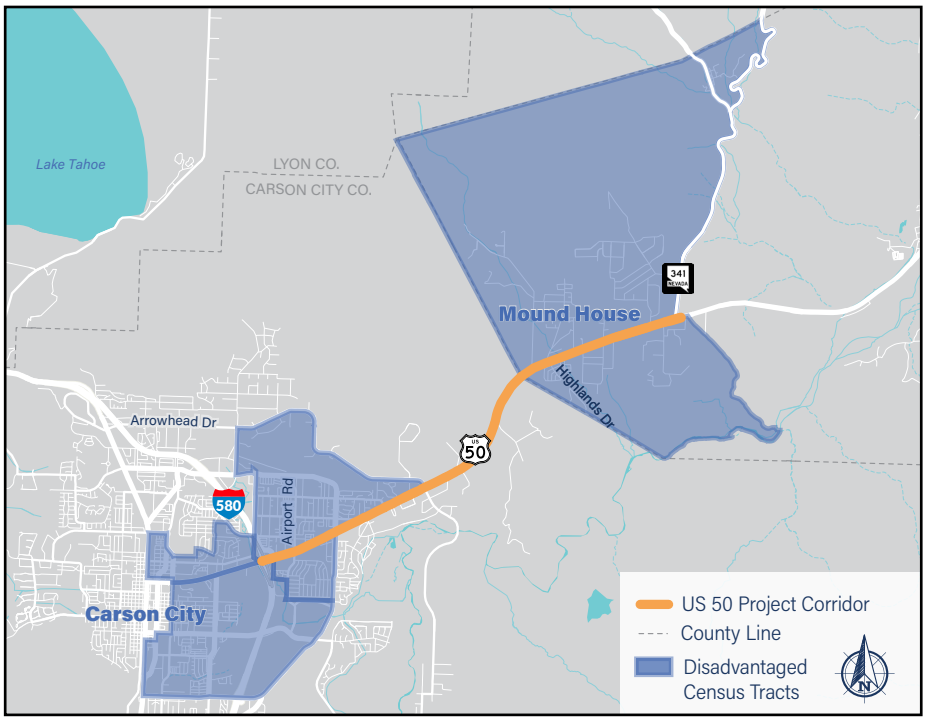


Figure 5: US DOT Equitable Transportation Community (ETC) Disadvantaged Census Tracts

Source: U.S. Department of Transportation, ETC

the highest fifth experienced the least amount of transportation cost burden. Across all tracts, there were over 300 households without access to a vehicle. Average commute times for the population living in census tracts within the corridor study area ranged from 17 to 23 minutes. With the exception of one census tract, none of the others had less than a 15-minute walk to adult education, grocery stores, medical facilities, or parks. Twenty-five percent of households in the Lyon County Census tract, which includes Mound House, do not have an internet subscription, which could be an indicator of affordability.

2.1.11 Multimodal Facilities

The presence and type of multimodal facilities vary considerably along the study corridor, changing with land use and development density. Facilities provided at various locations include sidewalks, a multi-use path, and striped bike lanes/ roadway shoulders.

Intersection of US 50 and Airport Road. Inconsistent sidewalk, faded crosswalk, gap in connectivity.

Sidewalks and Pedestrian Crossings

There are concrete sidewalks on the south side of US 50 between the I-580 interchange and Airport Road, and intermittently along the north side of this segment. Sidewalks appear more frequently on the western end of the corridor, where businesses are more densely clustered. However, their width and presence are inconsistent, which poses safety hazards and connectivity issues for pedestrians.

Pedestrian crossings are currently facilitated at each of the signalized intersections along the corridor. A mid-block Rectangular Rapid Flashing Beacon (RRFB) pedestrian crossing exists near Silver State Street. An NDOT Maintenance project planned for construction to begin in 2027 will upgrade this system to a Pedestrian Hybrid Beacon (PHB) system. This mid-block system is the only protected pedestrian crossing system within the study corridor, aside from the signalized intersections. Pedestrian crossings occur at uncontrolled locations, particularly in the Mound House area where there are no signalized intersections or protected pedestrian crossing systems. Pedestrian crossings at Highland Drive and Red Rock Road are frequent and have been the subject of a recent LiDAR analysis.

Bike Lanes and Multiuse Path

Designated bike lanes are striped from the I-580 interchange to Arrowhead Drive/N. Deer Run Road, where they transition into striped shoulders. Their width and condition also vary considerably. East of Arrowhead Drive/N. Deer Run Road, bike lanes are maintained at select intersections such as Drako Way and Flint Drive to inform motorists turning on and off US 50 at those locations.

There is also a multiuse path on the north side of US 50, which is signed as a bike route and extends from N. Lompa Lane to Arrowhead Drive/N. Deer Run Road. Although the multiuse path provides a dedicated facility for walking and bicycling, with separation from motor vehicle traffic, there are safety challenges and concerns related to the frequent driveway access along the western section of the corridor. The majority of driveway points do not have signage or other information indicating to motorists that pedestrians and bicyclists may be crossing in front of them.

The path surface is also inconsistent and in need of maintenance in some areas. There are sections of asphalt and concrete, and others that appear to be unpaved or wholly covered by sand. This surface variability poses concerns for safe usage by bicyclists, as well as pedestrians with various levels of mobility (e.g., individuals using a scooter, wheelchair, or other mobility assistance device). The NDOT Maintenance Project will repave and upgrade the surfacing of this path.

Multiuse path on US 50. Does not meet design standards; loose gravel on asphalt is a hazard.

As land uses become less dense in the central and eastern portions of the corridor, the multiuse path transitions to wide paved shoulders which can be used for bicycling, combined with unpaved shoulders of varying width. The roadway maintains this character into Mound House until (and beyond) the eastern terminus of the study area. US 50 is a designated National Bike Route (USBR50) and discontinuities in facilities along with future development pressure throughout the corridor represent a need to improve multimodal access along US 50 and enhance both bike and pedestrian access.

2.2 Safety

Crash history was reviewed for US 50 within the project limits, using data from January 2019 to December 2023. 2024 crash data was unavailable, although supplemental crash data was provided by NDOT as described below. As shown in Figure 6, the crashes that occurred over the approximate 5-year time frame are somewhat evenly distributed throughout the corridor, with the exception of a notable concentration between the I-580 interchange and Airport Road (32% of all crashes) and a few localized clusters near the intersections with College Parkway/ Fairview Drive, Arrowhead Drive/Deer Run Road, and Flint Drive. Alcohol use was a factor in 34 (6%) of overall crashes and drug use was a factor in fewer than 2% of crashes. It should be noted that portions of this corridor were evaluated in CAMPO's Local Road Safety Plan (LRSP), specifically, the intersections of US 50 and Airport Road and US 50 and Highlands Drive. The LRSP utilized data from a slightly different period (2018-2022) and did not evaluate the corridor within the project limits as a whole, therefore, the crash data was presented in a different manner and context.

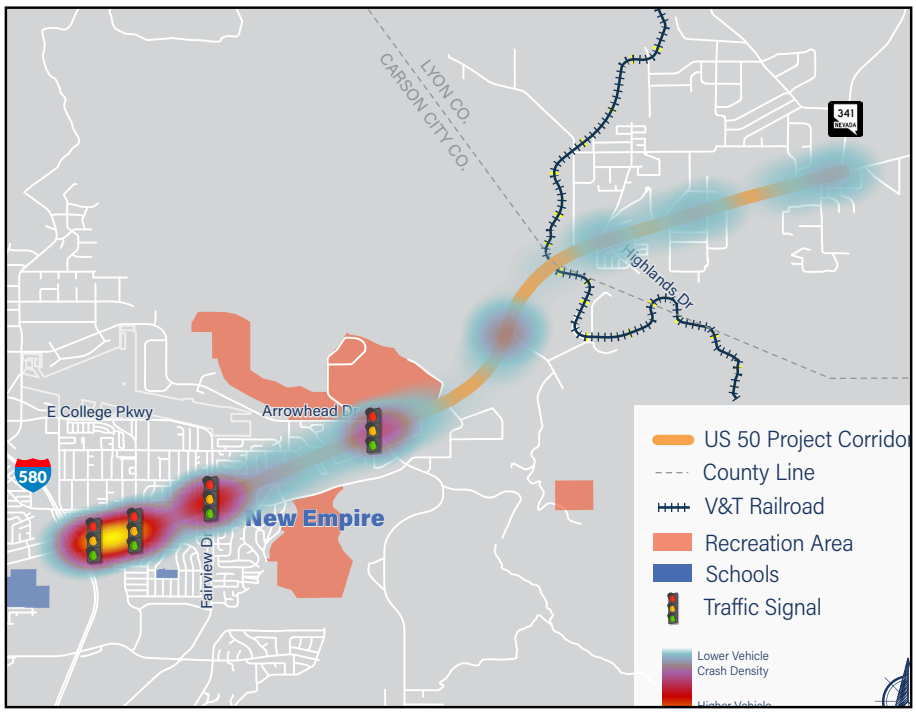


Figure 6: US 50 Crashes (January 2019 – December 2023)

The corridor crash data is summarized in Table 1 below by severity, type, and location.

Table 1: Selected Crash Data on US 50 (January 2019– December 2023)

Number of Crashes by Severity	
Total Crashes	**544**
Fatal Crashes	6
Overall Fatalities	6
Serious Injury Crashes (Incapacitating)	12
Overall Serious Injuries	12
Injury Crashes (Non-Incapacitating)	72
Overall Injuries	255
Pedestrian Crashes	5 (resulting in 3 fatalities)
Bicycle Crashes	3
Crash Type	
Rear End	229
Angle	127
Non-Collision*	108
Sideswipe	62
Head On	7
Backing	5
Unknown	4
Rear-to-Rear	2
Number of Crashes by Roadway Location	
Travel Lane	372
Intersection	83
Turn Lane	34
Outside Shoulder	26
Other/Unknown	29

Source: Nevada Department of Transportation.

*A non-collision crash is one that does not involve contact between units or a motor vehicle and a fixed object. Examples: lane departure, rollover, mechanical failure/fire, etc. All pedestrian crashes are defined as non-collision.

As noted in the table above, five of the six fatal crashes on the corridor involved pedestrians. All but one of the pedestrian fatalities occurred in the late evening or early morning hours when it was dark and where there was little to no roadway lighting. In addition, all but one of the crashes occurred in the travel lane with the exception of one occurring in a marked crosswalk at Airport Road. Drugs or alcohol were a factor in three of the pedestrian fatalities. One collision involved a motorist who was killed by an angle crash at the intersection of US 50 and Airport Road. A non-fatal pedestrian crash also occurred as part of the same incident at Airport Road and resulted in a non-incapacitating injury.

The serious injury crashes included a variety of crash types, with most occurring during the daytime hours. One of the bicycle crashes resulted in a serious injury at the intersection with Lompa Lane. Alcohol was not a factor in any of the serious injury crashes. It was reported for one of the crashes that vehicle backups due to traffic congestion was a factor. Information regarding vehicle speeds was not included with the crash data.

Intersection of US 50 and Highlands Drive.

Regarding crash type, rear end crashes accounted for almost half of all crashes, and over 53% of total rear end crashes occurred between the hours of 2 p.m. and 6 p.m., when traffic volumes tend to be higher for US 50 as identified in the Carson Area Transportation System Management Plan (CATSMP). Angle crashes were the second most common crash type, followed closely by non-collision crashes. The majority of crashes occurred in the travel lane, which coincides with the high number of rear end collisions.

NDOT provided additional crash data through January 23, 2024, which included three additional fatalities: one near the intersection with Red Rock Road, and two others just to the east between Highlands Drive and Newman Lane. NDOT compared average crash data along this segment to the statewide average for like roadways (rural principal arterial) and found that crash rates are higher across all severity types (property damage only, injuries, and fatalities) by roughly 35%. For fatalities alone, the average crash rate is 117% higher than the statewide average. This type of safety data represents a need to consider safety improvements for all users of the corridor, vehicle, and non-vehicle alike.

2.3 Traffic/Congestion

AADT counts were obtained from NDOT's Traffic Records Information Access (TRINA) system. AADT counts from 2023 ranged from 25,000 to 30,500 vehicles within the study area. The AADT counts represent estimates for the combined number of vehicles traveling in each direction (east and west) over a 24-hour period. NDOT applies seasonal and daily factors to develop these estimates.

Turning movement count data (TMC) was collected over a 4-hour period during the AM and PM peak periods. This data was also used to determine the AM and PM peak hour timeframes and in support of the analysis. Volumes during the systemwide AM and PM peak hours were utilized to calculate the peak hour factor (PHF) at each intersection. TMC's at intersections were conservatively adjusted to ensure that the inflow and outflow of vehicles at each intersection were consistent with each other, maintaining a balanced approach. This adjustment was made to ensure consistency and realistic traffic flow in the model. The adjusted volumes were then utilized to calculate existing conditions, delays, and the level of service (LOS) at each intersection using Synchro software. The results are shown in Table 2 below. The LOS of the entire intersection (all movements combined) for both the AM and PM peak periods are shown and intersections with a LOS of E or below are highlighted. The Carson City Streets and Traffic LOS policy is to maintain a LOS of D or better. Typically, the LOS is worse during the PM peak at stop-controlled intersections where vehicle must cross a four lane highway. This highlights the need for improved

access management and changes in intersection controls to provide reliable mobility throughout the corridor. The signalized intersections on US 50 at Airport Road as well as US 50 and College Parkway also experience significant traffic delay.

The worst movements at these intersections indicate PM congestion in the eastbound direction, likely caused by commuter traffic returning to residences in Lyon County. The complete detailed analysis can be found in Appendix A.

Table 2: Intersection Traffic Operations Results for 2023 Existing Conditions

Location	Control Type	Existing AM Peak				Existing PM Peak			
		Delay (sec)	LOS	Worst Movement	Longest Queue (Veh/Ln)	Delay (sec)	LOS	Worst Movement	Longest Queue (Veh/Ln)
US 50 & Ramps I-580	Signal	25	C	EBL	6 (WBL)	31	C	SBL	6 (WBL)
US 50 & Lompa Lane	Signal	18	B	WBL	9 (WBR)	24	C	NBL	10 (WBR)
US 50 & Airport Road	Signal	16	B	NBL	6 (NBL)	44	D	NB	19 (EBT)
US 50 & Silver State Street	Stop	16	C	SB	1 (SB)	16	C	SB	1 (SB)
US 50 & Brown Street	Stop	19	C	NB	1 (NB)	28	D	NB	1 (NB)
US 50 & College Parkway	Signal	55	E	NBR	18 (WBT)	101	F	NBR	28(NBR)
US 50 & Sherman Lane	Stop	25	C	SB	1 (SB)	20	C	SB	1 (SB)
US 50 & Empire Ranch Road	Stop	175	F	SB	2 (SB)	>300	F	NB	8 (SB)
US 50 & Nye Lane	Stop	30	D	SB	1 (SB)	22	C	SB	1 (SB)
US 50 & Arrowhead Drive	Signal	18	B	EBL	13 (WBR)	55	D	EBT	32 (EBT)
US 50 & Flint Road	Stop	35	D	WBL	1 (WBL)	>300	F	WBL	8 (WBL)
US 50 & Linehan Road	Stop	92	F	SB	2 (SB)	135	F	SB	3 (SB)
US 50 & Red Rock Road	Stop	33	D	SB	2 (SB)	16	C	SB	1 (SB)
US 50 & Highlands Drive	Stop	32	D	NB	2 (NB)	84	F	NB	2 (NB)

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; L = Left-turn movement; R = Right-turn movement; T = Through movement.

Note 1: In accordance with Highway Capacity Manual (HCM) methodology, Level of Service (LOS) for stop-controlled intersections is determined by the control delay of the worst-performing movement. For signalized intersections, LOS is based on the average control delay across all approaches.
Note 2: The worst-performing movement is determined by delay, which may not correspond to the movement with the longest queue.
Note 3: Based on Synchro HCM results, reported queue lengths represent the 50th percentile for signalized intersections and the 95th percentile for unsignalized intersections.
Note 4: For US 50 and SR 341 intersection, please refer to NDOT Intersection Control Evaluation (ICE) Study (2025).

3. PUBLIC AND STAKEHOLDER OUTREACH

Public and stakeholder outreach occurred in two phases during the study. Phase I outreach was concentrated in late 2023/early 2024, and focused on better understanding the needs, concerns, and preferences of stakeholders and members of the public. Phase II outreach primarily occurred in the Spring of 2025, and asked stakeholders and members of the public for feedback about specific intersection and roadway concepts.

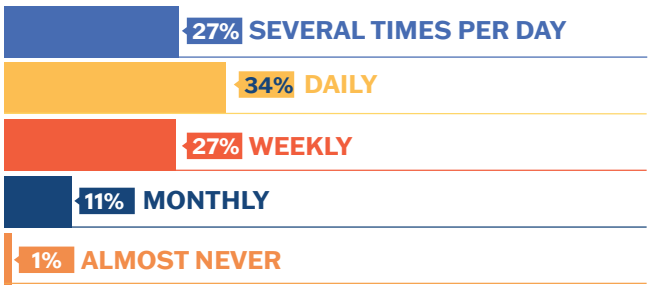
3.1 Phase I Outreach

Public outreach opportunities helped to gather feedback about needs, goals, and concerns along the corridor. Opportunities for feedback included an online survey and an open invitation to contact the CAMPO project manager via email or telephone.

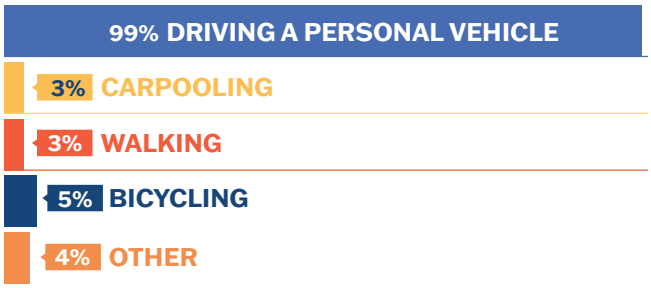
3.1.1 Online Survey

The study team developed a five-question online survey to better understand the needs and preferences of those who travel along US 50. The survey was available online between November 28, 2023, and January 9, 2024. In total, 940 responses were received. The core questions included in the survey were:

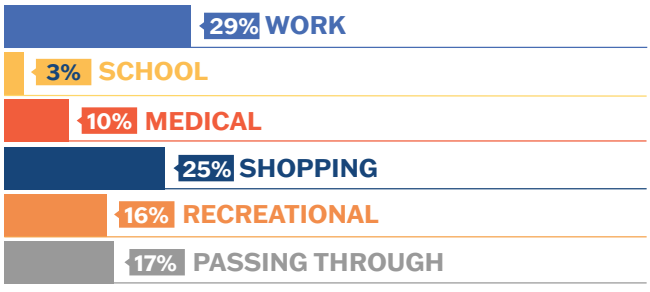
How often do you travel along the study area section of US 50?



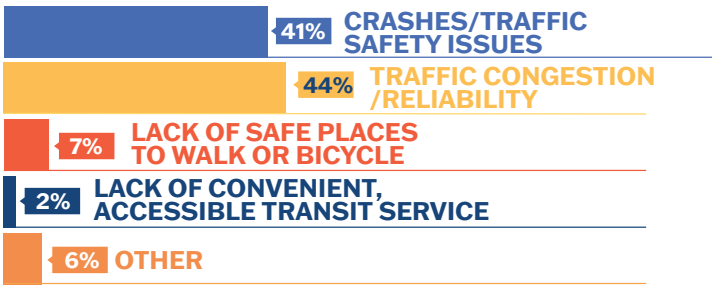
When you travel along US 50, which mode(s) of transportation do you typically use?



For which of the following trip purposes do you most often travel along the study area section of US 50?



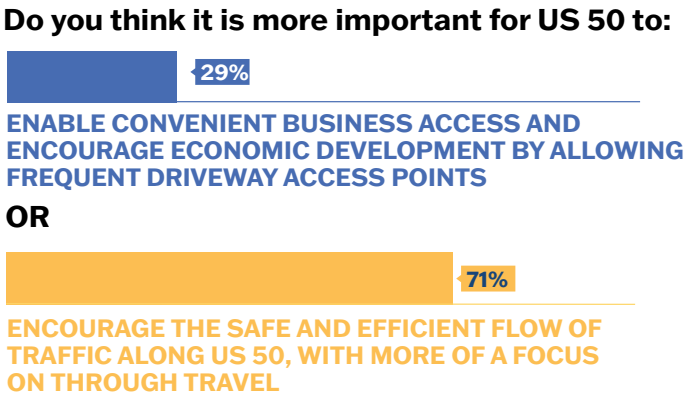
What do you think is currently the biggest problem on or along this section of US 50?



These questions were followed by a series of five optional demographic questions to provide basic information about the location (home zip code), age, gender, race/ethnicity, and household income of respondents.

Major Themes:

- The majority of survey respondents traveled the project corridor either daily (35%), several times per day (27%), or weekly (27%).
- 915 of the 923 respondents who answered this question indicated that they travel along US 50 using a personal vehicle. Because respondents had the option to choose more than one mode, some individuals indicated that they also carpool (32 responses), walk (28 responses), bicycle (46 responses), or use other modes (e.g., a company vehicle or motorcycle) (38 responses).



- When asked about trip purpose, respondents indicated a variety of reasons for traveling the corridor, with work (29%) and shopping (25%) being the most common.
- Respondents were somewhat divided about the biggest problem on or along this section of US 50, with 44% indicating traffic congestion/reliability and 41% citing crashes/traffic safety issues.
- More than 2/3 of respondents (71%) felt it was more important for US 50 to encourage the safe and efficient flow of travel (i.e., focus on through travel) than to enable convenient business access and encourage economic development via frequent driveway access points.

A detailed log of survey responses, including demographics, is included in Appendix B.

3.1.2 Emails and Phone Calls

During the first comment period, the CAMPO project manager received nine comments either via email or telephone call. These comments are provided in full in Appendix B.

3.1.3 Social Media

In early December, CAMPO posted updates on its social media accounts and also partnered with Carson City and CarsonNOW.org to help disseminate information about the study. Posts focused on opportunities for public and stakeholder input, particularly the online survey.

3.1.4 Web Presence

CAMPO posted information about the US 50 project on the agency's web page, including a study area map, the project fact sheet, a link to the online survey, and contact information for the study's project manager. This information was updated periodically throughout the duration of the study.

3.1.5 Press Release

CAMPO released a press release on December 6, 2023, announcing the availability of the online survey. The press release is included as Appendix C.

3.1.6 Fact Sheet/Flyer

The study team developed a project fact sheet containing basic information about the study, as well as a series of frequently asked questions (FAQs). The fact sheet is included as Appendix C.

3.2 Phase II Outreach

Phase II of the study brought an expanded study area (as discussed in Section 1), and an opportunity to explore potential intersection improvements along US 50 with stakeholders and members of the public.

3.2.1 Stakeholder Outreach

Stakeholder input was gathered via a Business Focus Group held in Mound House and meetings with partner agencies.

Business Focus Group

The Mound House Focus Group was held on March 25, 2025, at the Dayton Valley Community Center. The meeting lasted from 5:00 to 6:30 PM, with a presentation at 5:30 PM. The focus group was advertised primarily through mailers sent to Mound House and Dayton business owners. A total of 267 mailers were sent out in advance of the meeting.

Agency Meetings

A series of one-on-one meetings were held with NDOT and Lyon County throughout the course of the study. The first set of meetings was held at the beginning of Phase II to better understand agency concerns and any ongoing plans or projects in the vicinity of the study area. The second set of meetings was held to review and receive comments on draft design concepts

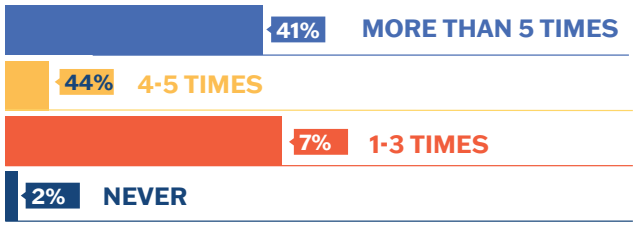
3.2.2 Public Outreach

Public outreach was gathered primarily via an online survey and an in-person public meeting. CAMPO also continued to provide updated project materials on their website throughout Phase II.

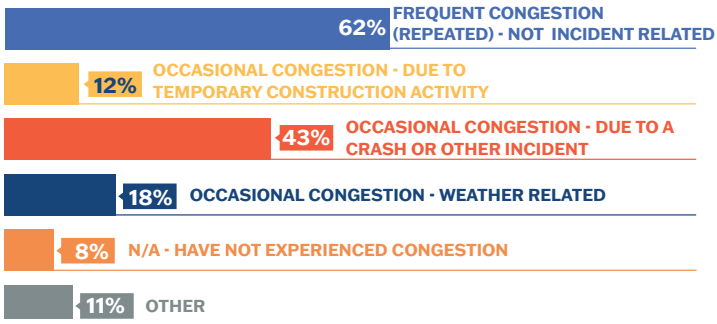
Online Survey

The online survey included eight core questions, along with an optional demographic section. Results from the core questions are summarized in the following charts. The survey was available between February 5 and April 1, 2025, and received 562 responses. A detailed log of survey responses, including demographics, is included in Appendix B.

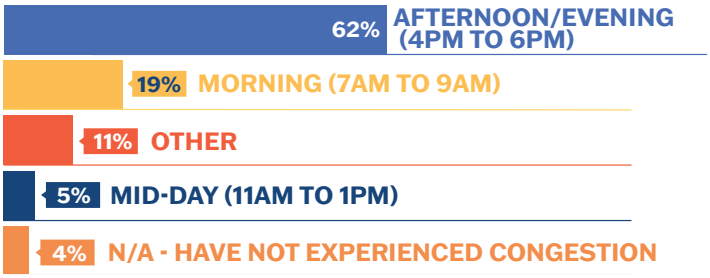
In the past six months, how often has traffic congestion along the study area section of US 50 impacted your ability to drive to destinations in a timely manner?



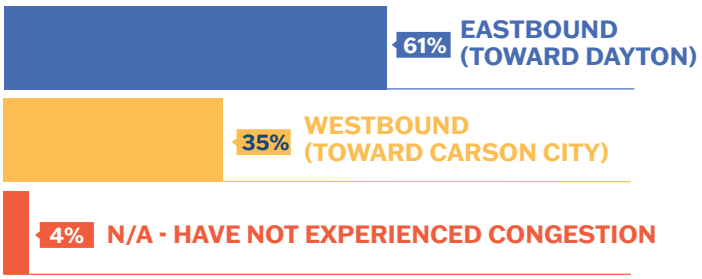
If you have experienced traffic congestion on this section of US 50, what was the main cause?



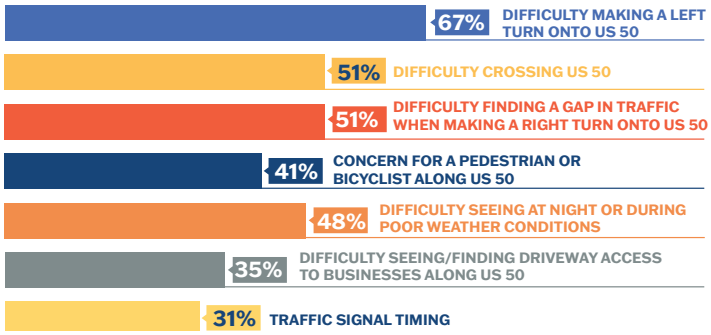
What time of day do you most often experience traffic congestion along the study area section of US 50?



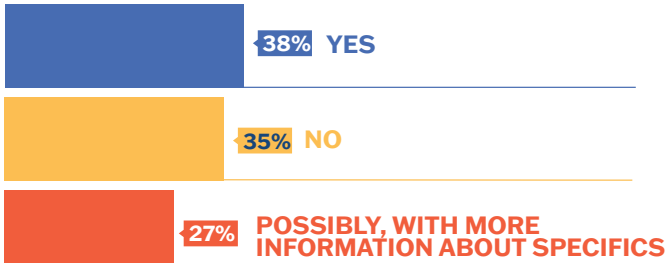
Which direction have you been traveling when you most often experience traffic congestion along the study area section of US 50?



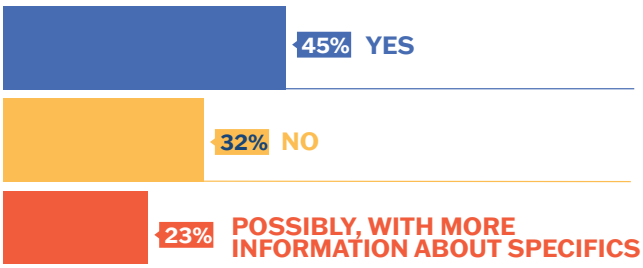
Which of the following issues have you experienced or have been a cause of concern?



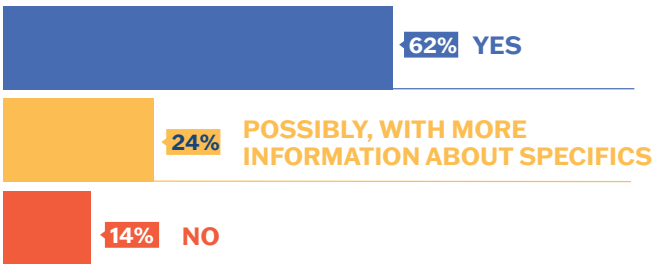
Would you be supportive of the implementation of roundabouts at select signalized or unsignalized intersections along the study area section of US 50?



Would you be supportive of the implementation of RCUTs at select signalized or unsignalized intersections along the study area section of US 50?



Would you be supportive of the implementation of CGTs at select signalized or unsignalized intersections along the study area section of US 50?



Major Themes:

- The majority (75 percent) of respondents have experienced congestion and delay along US 50 in the past six months.
- Repeated, non-incident-related congestion was the most common type experienced.
- Sixty-two percent of respondents experienced congestion in the afternoon or evening.
- Most respondents experienced congestion when heading eastbound.
- Respondents identified several issues of concern, including difficulty making a left turn onto US 50; difficulty crossing US 50; and difficulty finding a gap in traffic to turn right onto US 50.
- Thirty-eight percent of respondents were supportive of roundabouts at key intersections along US 50; 45 percent were supportive of Restricted Crossing U-Turns, and 62 percent were supportive of High Ts.

In-Person Public Meeting

The in-person public meeting was held on April 30, 2025, from 4:30 to 6:00 PM at the Carson City Community Center. There were 33 attendees, in addition to the consultant team and CAMPO staff. Two representatives from NDOT were also present. The meeting included a presentation and review of potential improvement alternatives which provided attendees an opportunity to make location-specific comments along the corridor.

The public meeting was advertised via a press release, which was picked up by Carson Now (Carson City asks residents to provide feedback on US 50 E. Complete Streets Corridor) and the Nevada Appeal (U.S. 50 East Carson street project open house April 30). The press release is provided in Appendix C. The meeting was also advertised on the CarsonAreaMPO.com website.

3.2.3 Board and Committee Presentations

CAMPO staff made several presentations and updates regarding the study to the CAMPO Board, Carson City Regional Transportation Commission (RTC), and other boards and committees. Some notable occurrences include:

- **March 8, 2023** – CAMPO/Carson City RTC presentation and permission to apply for Transportation Alternatives Program (TAP) to fund Phase 2 of the US 50 East Carson Complete Streets Corridor Study.
- **September 13, 2023** – CAMPO presentation and permission to hire a consultant to assist with development of the study.
- **January 29, 2023** – Healthy Communities Coalition had a Traffic Safety Meeting in Mound House. Items discussed included the CAMPO Local Road Safety Plan and the US 50 East Carson Complete Streets Corridor Study.
- **March 5, 2024** – Mound House Citizens Advisory Board presentation on the CAMPO Local Road Safety Plan and the US 50 East Carson Complete Streets Corridor Study; specifically, about Mound House. There were close to 100 attendees.
- **July 10, 2024** – CAMPO presentation of Phase I Study results
- **August 1, 2024** – Lyon County Commissioners briefing on the Phase I US 50 East Carson Complete Streets Corridor Study

3.2.4 Nevada Department of Transportation

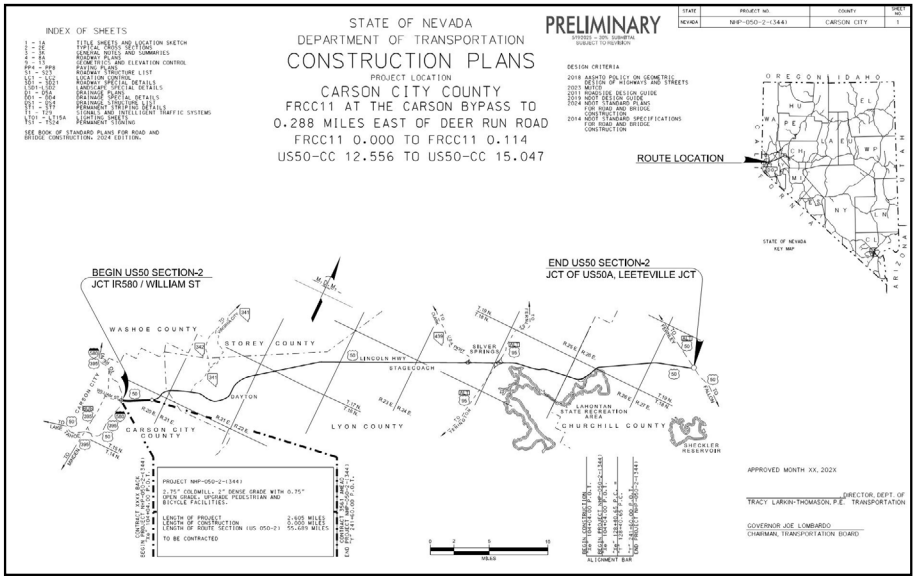
NDOT owns and maintains US 50 throughout the entire study limits. During the development of this study, NDOT was concurrently working on design of a pavement preservation and safety improvement project for a portion of the corridor. Close coordination between the CAMPO team and NDOT was maintained throughout the study.

The NDOT preservation project limits are from the I-580 Interchange to Deer Run Road, a distance of approximately 2.5 miles. Preliminary plans for the project include a mill and replacement of existing roadway surfacing; improvement of existing pedestrian walkways, ramps and crossings to current Americans with Disabilities Act (ADA) Standards; turn lane channelization; and installation of new corridor lighting. Additional improvements will include grading roadside ditches and installing new drainage inlets to eliminate areas of water ponding during storm events; improvements to multiuse paths; driveway reconstruction; addition of a fiber optic trunk line cable and upgrades to traffic signal systems such as proper alignment of signal heads over travel lanes as well as

improved signage throughout the corridor. Project construction is planned for the second quarter of 2027. Carson City Public Works is underway with their project to construct the East William Street Complete Streets project just west of the future NDOT improvements, which will dovetail into their project and establish a larger and more consistent Complete Streets corridor.

The safety and mobility upgrades that will be completed by this project include:

- Re-paving the multi-use path (MUP) that runs parallel to US 50 along the northern side from Airport Road to Arrowhead Drive and placing new pavement markings for the path across side streets. Signage will be provided to prevent vehicles from turning onto the MUP at intersecting driveways.
- Upgrading an existing US 50 pedestrian RRFB to a PHB near the Silver State Street intersection.



US 50 3R 60% Title Sheet

- Repaving commercial driveways along the project area which will improve driveway visibility to turning vehicles and reducing improper turns.
- Constructing a median barrier with fence from Brown Street to College Parkway to eliminate mid-block pedestrian crossings.
- Upgrading signal systems to better align signal heads with travel lanes, upgrade hardware and signal controllers, and replace video detection with loops.
- Placement of 6” wide shoulder and lane line striping.
- Construction of the project is planned for 2027.

4. CORRIDOR VISION AND GOALS

4.1 Project Vision

The US 50 East Corridor Study vision is to develop a menu of safety and multimodal improvements that provide safe and reliable mobility through stakeholder collaboration and data driven analysis. Improvements that can be implemented across short, medium and long term as the corridor travel demand increases through the year 2050.

4.2 Character Zones

The project corridor was divided into three zones based on changing land use characteristics. These zones are summarized below and illustrated in Figure 7.

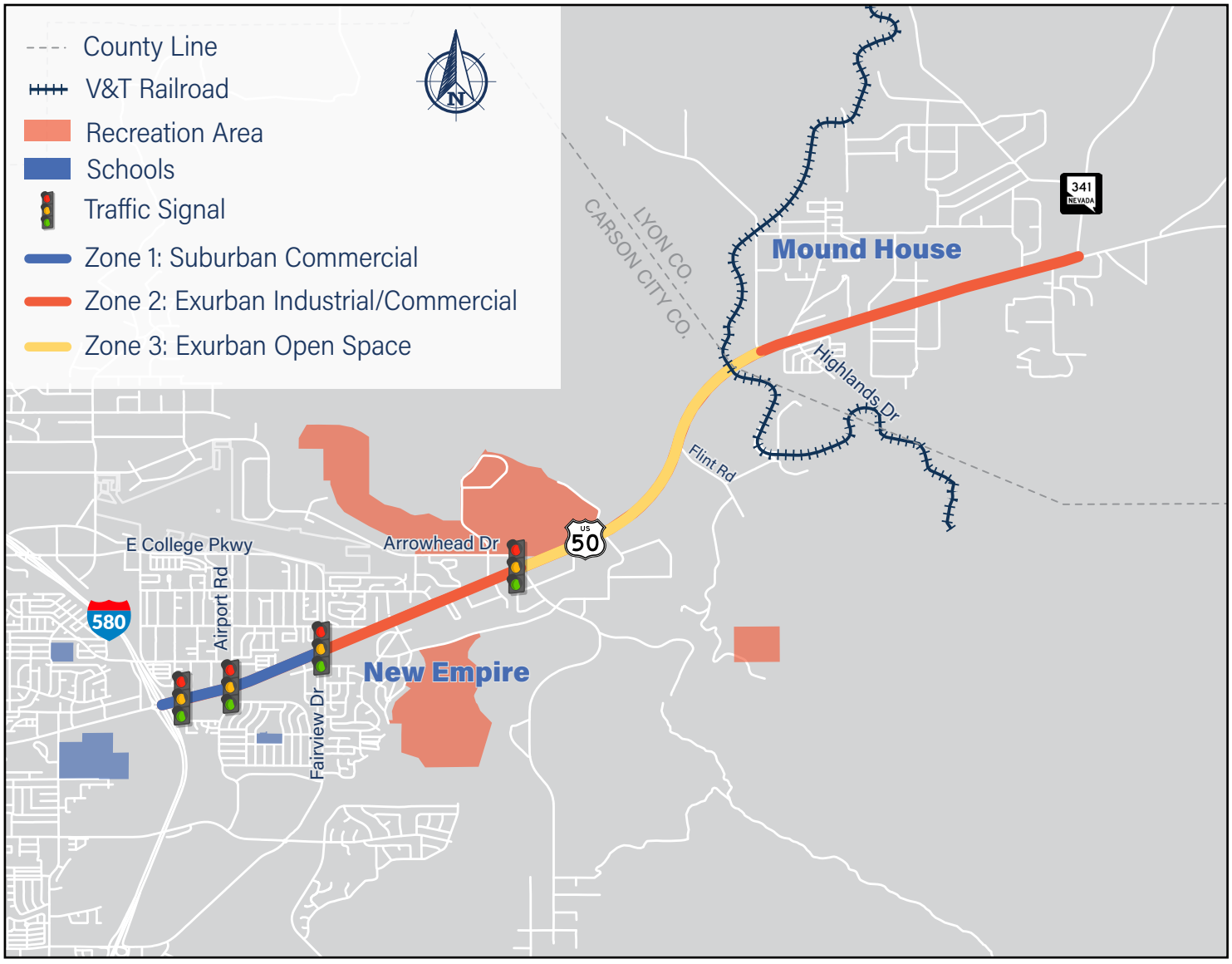


Figure 7: US 50 Corridor Character Zones

Zone 1: Suburban Commercial

The section of US 50 between the I-580 interchange and Fairview Drive was classified as Suburban Commercial due to the presence of predominantly commercial land uses and relatively frequent driveway access points.

Zone 2: Exurban Industrial/Commercial

The section of US 50 between Fairview Drive and Deer Run Road/Arrowhead Drive was classified as Exurban Industrial/Commercial due to the presence of predominantly industrial and commercial land uses, with less frequent driveway spacing and lower density overall.

The section between Linehan Road and SR-341 was also classified as Exurban Industrial/Commercial, as the roadway resumes this general character as you enter the western edge of Mound House.

Zone 3: Exurban Open Space

The section of US 50 between Deer Run Road/Arrowhead Drive and Linehan Road was classified as Exurban Open Space due to the low-density nature of the land uses and infrequent spacing of driveway access points.

4.3 Corridor Goals

A set of goals was developed to help guide improvements along the project corridor and ensure that recommendations are aligned with input received via public and stakeholder outreach, as well as previous planning efforts. The four corridor goals identified are:

GOAL 1: Identify improvements that enhance safety for all corridor users.

GOAL 2: Plan and deliver roadway safety and traffic projects that meet the needs of local residents, commuters, freight, and business owners.

GOAL 3: Improve multimodal and non-motorized connections between residential areas, essential services, and recreational opportunities.

GOAL 4: Identify improvements that prioritize business access and economic development objectives while maintaining mobility.

These corridor goals align well with the goals identified in NDOT's *One Nevada Transportation Plan*. The goals identified in this US 50 Study mirror four of the six One Nevada goals, including: Enhance Safety, Optimize Mobility, Transform Economies, and Connect Communities. Additionally, the Plan identifies US 50 as a critical corridor, which is defined as a primary artery for freight and people movement essential to Nevada's future economic vitality. As a US Bike Route (USBR 50), US 50 has the highest volume of touring bicyclists in Nevada, who are supported by local businesses along the corridor.

5. INTERSECTION IMPROVEMENT CONSIDERATIONS

To mitigate safety and operational deficiencies identified in sections 2.2 and 2.3, four intersection types were identified for potential implementation within the US 50 corridor. Two of the four intersection types, the Restricted Crossing U-Turn (RCUT) and a roundabout are FHWA Proven Safety Countermeasures (PSC). Each type is presented below along with benefits and drawbacks associated with each configuration.

5.1 Restricted Crossing U-Turn (RCUT)

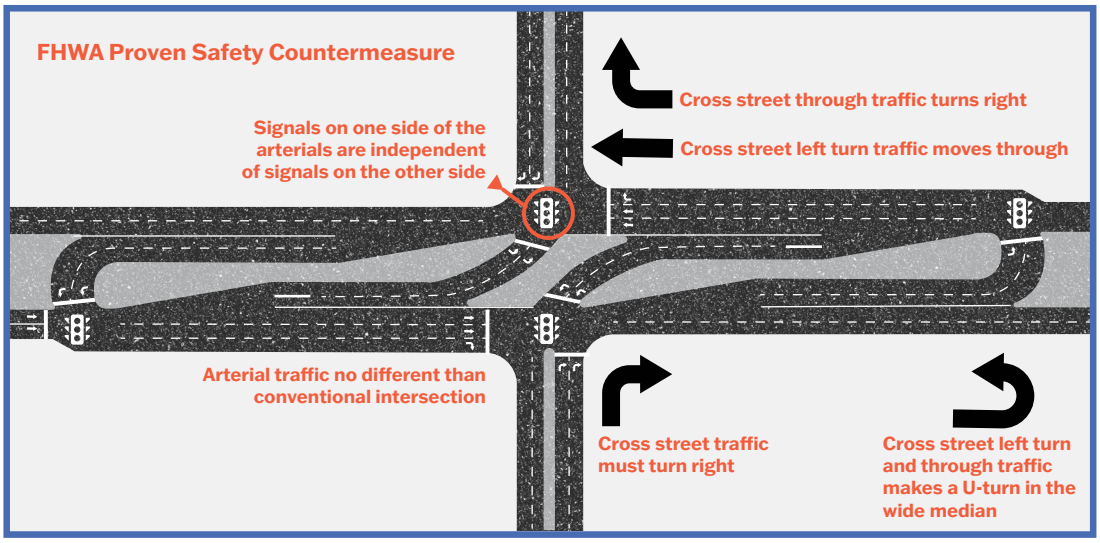


Figure 8: Restricted Crossing U-Turn (RCUT)

A Restricted Crossing U-Turn, or RCUT, is an intersection design that alters how side street traffic enters the major road. Under this configuration, vehicles on the minor road make a right turn onto the major road, then perform a U-turn at a designated location (see Figure 8). These vehicles are not permitted to make left turns or cross directly through the main road. Traffic on the main road flows as usual, allowing through and left turn movements at the intersection. Shoulder widening may be done to facilitate U-turns in areas with inadequate median width, similar to the Mound House area.

Benefits

- This design reduces the number of conflict points at the intersection, including severe angle and T-bone crashes.
- RCUTs can manage high traffic volumes and improve overall throughput.

Drawbacks

- Large trucks may require additional turning space at the U-turn location.
- Pedestrian crossings are not prioritized and should be accommodated outside of the RCUT limits.
- RCUTs have higher implementation and maintenance costs compared to some other intersection types.

Conclusion: Works well on highways or major arterials with moderate to high speed limits.

5.2 High T, Signalized and Unsignalized

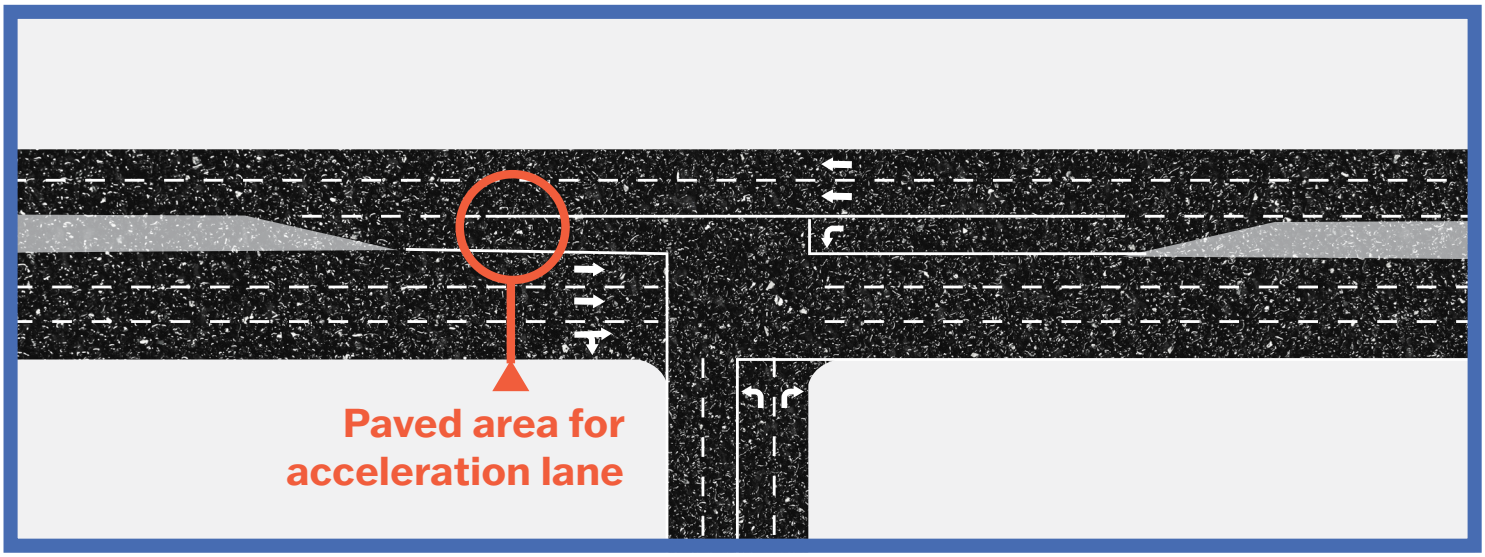


Figure 9: High T

A signalized High T is a three-leg or T-shaped intersection where one direction of traffic on the main road can continue traveling through the intersection without stopping, while the other direction is stop controlled. This configuration allows for a continuous flow of traffic on the main road. High T intersections may be signalized or unsignalized.

Benefits

- Improves safety by removing left-turn conflicts from the side street.
- Reduces delay and improves traffic flow.
- Beneficial for freight movement.

Drawbacks

- Pedestrian movements across the major roadways at High T intersections are not accommodated.
- Implementation cost can be higher than traditional signalized intersections.

Conclusion: Best suited for T-intersections with high through volumes on the major road and lower side-street demand.

5.3 Roundabout

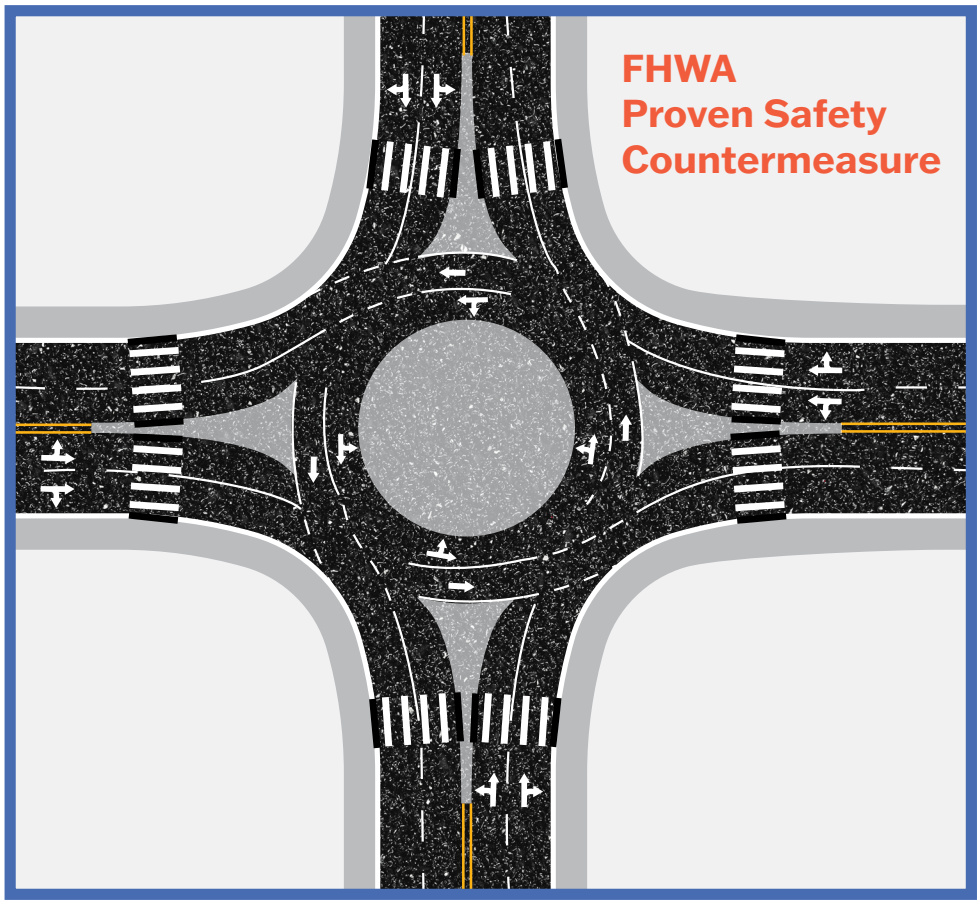


Figure 10: Roundabout

A roundabout is a circular intersection in which traffic flows counterclockwise around a central island. Vehicles entering a roundabout must yield to those already traveling within it. Roundabouts can be single-lane, multi-lane (as shown in Figure 10), or "compact." A compact roundabout is a smaller version of a standard roundabout, and is designed for intersections with lower traffic volumes and/or where space is limited.

Benefits

- Roundabouts eliminate angle and head-on crashes and reduce crash severity.
- They can reduce delay and queueing at some locations.
- Roundabouts can accommodate freight with proper design.
- Roundabouts provide safer pedestrian crossings than traditional signalized intersections.

Drawbacks

- Higher upfront construction costs but lower long-term maintenance costs compared to traffic signals.

Conclusion: Ideal for intersections with balanced traffic volumes, where reducing speeds and improving safety is a priority.

5.4 Signalized Intersection

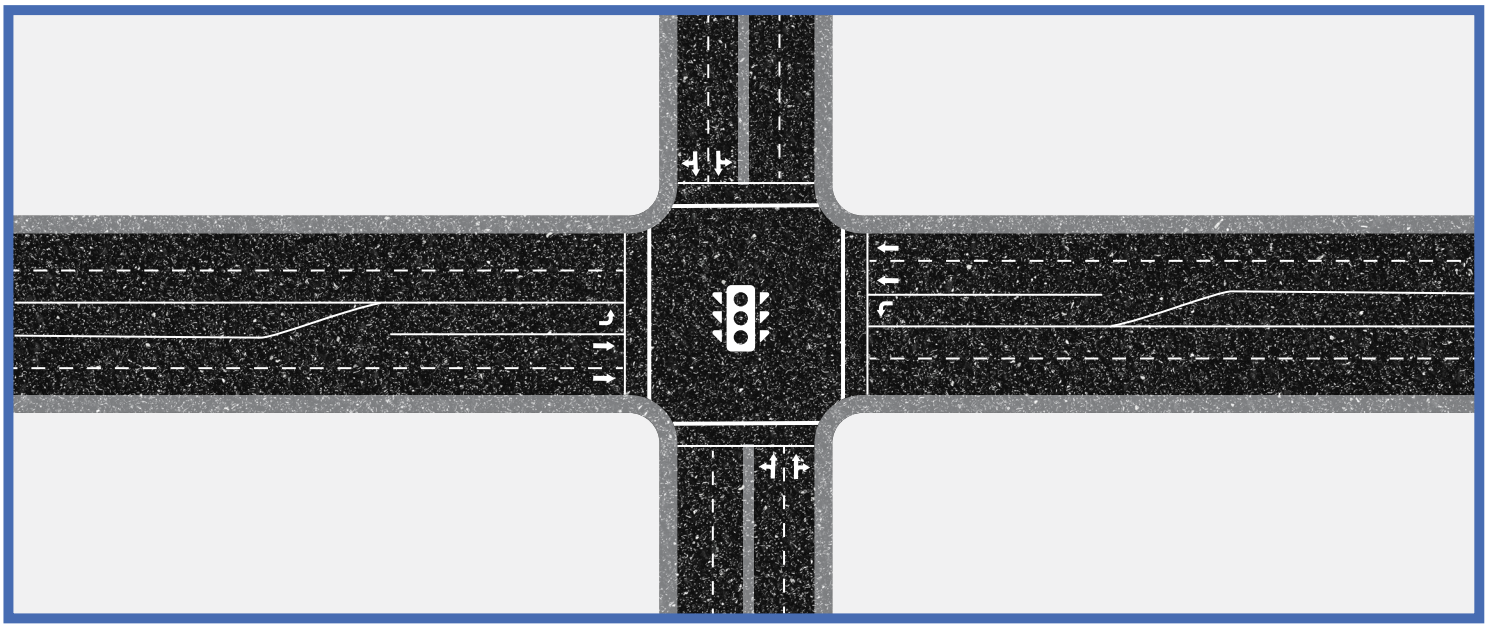


Figure 11: Signalized Intersection

At a signalized intersection, traffic flow is controlled by traffic signals which dictate when drivers, bicyclists, and pedestrians can proceed through the intersection. The signals operate in phases, with different phases allowing specific movements to proceed through the intersection while others are stopped.

Benefits

- Provides controlled movements for all users.
- Can manage high traffic volumes and manage freight efficiently.
- Allows clear pedestrian crossing opportunities with dedicated signal phases.

Drawbacks

- Has moderate implementation and maintenance costs.

Conclusion: Best suited for locations with high traffic demand, complex turning movements, or multimodal needs.

Signal system upgrades are recommended at each of the existing signalized intersections on US 50 in the study area. These include intersections with N. Lompa Lane, Airport Road, Fairview Drive/College Parkway, and Deer Run Road/Arrowhead Drive. Recommended improvements include enhanced signal coordination, phasing, and timing, as described below.

6. RECOMMENDED IMPROVEMENTS

The primary goal of the US 50 East Carson Complete Streets Study was to identify improvements that enhance safety and reliability along the corridor while supporting efficient mobility for all users. The study was conducted in two phases, beginning with the development of vision and goals and initial recommendations in Phase 1, which established the foundation for more detailed enhancement considerations, such as the intersection improvement concepts discussed in section 5. These initial findings informed a deeper analysis in Phase 2, during which refined recommendations were developed to address identified safety, access, and traffic operations needs. Throughout this process, the project team collaborated with stakeholders and the public, presenting proposed improvements through virtual surveys and stakeholder and public meetings. Feedback gathered through these efforts played a key role in shaping the final set of corridor recommendations, ensuring they reflect both technical priorities and community perspectives.

Looking west towards the I-580 Interchange

To develop the recommended improvements, the project team conducted a comprehensive analysis of existing conditions, including detailed evaluations of traffic operations, safety performance, land use characteristics, and future traffic projections. The data-driven approach allowed the team to identify key challenges along the corridor, such as high-conflict intersections, constrained access points, and areas with limited pedestrian and bicycle facilities. Building on these findings, the study focused on targeted strategies that enhance corridor function, promote safer crossings, improve multimodal connectivity, and reduce the potential for severe crashes. While congestion reduction and operational efficiency were important considerations, the overarching emphasis remained on improving safety and creating a more predictable and comfortable environment for all users, including drivers, pedestrians, bicyclists.

The recommendations presented in this report represent a balanced combination of strategies intended to improve safety, mobility, and access along US 50. They incorporate engineering judgment, performance data, and stakeholder input to ensure feasibility and effectiveness across a range of considerations. The recommendations vary in scale, from near-term signal timing or signage modifications to larger capital projects that will require future design and funding commitments. Collectively, they form a cohesive framework for guiding future investments and policy decisions along the US 50 corridor, ensuring that improvements made today will continue to support a safe and efficient multimodal transportation system well into the future.

Table 3: Recommended Corridor Improvements

#	Description	Location/ Extent	Cost 2025 Dollars	R/W Acquisition	Implementation Timeframe	Goal Area
1	Extend WB to SB Left Turn Lane	I-580 Interchange	$500,000	None		
2*	Convert protected-permissive phasing from side streets to protected phasing only	Lompa Lane, Airport Road, College Parkway, Fairview Drive and Deer Run Road	$40,000	None		
3*	Program leading pedestrian intervals		$150,000	None		
4*	Install Advance Dilemma Zone Detection (ADZD) signal equipment to allow for All Red Extension		$360,000	None		
5*	Add Signal Visibility Louvers - Adjust for Design Speed SSD		$80,000	None		
6*	Add near-side signal heads to US 50 approaches		$90,000	None		
7	Free right turn lane	Free right turn lane NB Fairview to EB US 50	$800,000	None		
8	Multiuse path	South side of US 50 from Airport Road to Arrowhead Drive	$1,600,000	None		
9	Unsignalized High T	Brown Street	$300,000	None		

Short (0-5 years) **Medium (5-20 years)** **Long (20+ years)**

Safety **Mobility** **Multimodal** **Economic Improvements**

*2, 3, 4, 5, 6 to be done at the signalized intersections at Lompa Ln., Airport Rd., College Pkwy./Fairview Dr., Arrowhead Dr./ Deer Run Rd.

#	Description	Location/ Extent	Cost 2025 Dollars	R/W Acquisition	Implementation Timeframe	Goal Area
10	Frontage Road	Sherman Lane to E. Nye Lane	$1,000,000	Low	●	Mobility, Economic Improvements
11	Frontage Road	Empire Ranch Road to 400' East of Akron Way	$2,200,000	Low	●	Mobility, Economic Improvements
12	Signalized High T	Empire Ranch Road	$500,000	None	●	Safety, Mobility
13	Unsignalized High T	Sherman Lane	$300,000	None	●	Safety, Mobility
14	Free Right Turn Lane.	Right Turn Lane SB Arrowhead to WB US 50	$330,000	None	◔	Safety, Mobility
15	Signalized High T	Nye Lane	$500,000	None	◑	Safety, Mobility

Short (0-5 years) **Medium (5-20 years)** **Long (20+ years)**

Safety **Mobility** **Multimodal** **Economic Improvements**

#	Description	Location/ Extent	Cost 2025 Dollars	R/W Acquisition	Implementation Timeframe	Goal Area
16	Eastbound Truck Climbing Lane	Drako Way to V&T Grade Separation	$4,600,000	None		
17	Multiuse Path	Arrowhead Drive to Linehan Road North Side	$2,100,000	None		
18	Signalized High-T	Flint Drive	$400,000	None		

Short (0-5 years) Medium (5-20 years) Long (20+ years)

Safety Mobility Multimodal Economic Improvements

#	Description	Location/ Extent	Cost 2025 Dollars	R/W Acquisition	Implementation Timeframe	Goal Area
19	Roadway Lighting	RR crossing to SR-341	$900,000	None		
20	Right In/Right Out	Linehan Road and US 50	$900,000	None		
21	Pedestrian Hybrid Beacon (PHB)	Highland Drive and US 50	$700,000	None		
22	Signalized Intersection	Realign Red Rock Road at Highlands Drive	$5,300,000	High		
23	Right In/Right Out	Bunnyranch Boulevard and US 50	$800,000	None		
24	Restricted Crossing U-Turn (RCUT)	Newman Lane and US 50	$1,700,000	None		
25	Unsignalized High T	US 50 and Kit Kat Drive/Julius Lane	$300,000	None		
26	Roundabout**	US 50 at SR-341 Expand to 4 Legs	$15,000,000	None		

** Roundabout or Signalized Intersection may be implemented

Short (0-5 years) **Medium (5-20 years)** **Long (20+ years)**

Safety **Mobility** **Multimodal** **Economic Improvements**

#	Description	Location/ Extent	Cost 2025 Dollars	R/W Acquisition	Implementation Timeframe	Goal Area
27	Signalized Intersection**	4-Legged System SR-341/ US 50	$3,200,000	Medium	●	
28	Collector Road Improvements	Mound House Collector Roads	$11,700,000	Medium	●	
29	Multiuse path	North and south sides of US 50 from Linehan Road to SR-341	$1,900,000	None	◑	

** Roundabout or Signalized Intersection may be implemented

Short (0-5 years) **Medium (5-20 years)** **Long (20+ years)**

Safety **Mobility** **Multimodal** **Economic Improvements**

6.1 US 50 East Carson Proposed Improvements

I-580 to Lompa Lane

On the west side of the study corridor, while the overall I-580 interchange is expected to perform at a satisfactory LOS under the 2050 No-Build scenario, the storage length for the US 50 westbound left-turn movement to I-580 southbound has been extended to Lompa Lane to provide additional capacity for managing longer queues for that specific movement. These changes will enhance operational efficiency while reducing the potential for crashes involving merging and weaving traffic at the interchange ramps.

Signal System Improvements

At the Lompa Lane intersection, in addition to the added westbound through lane—which provides extra storage for the left-turn movement at the I-580 interchange—improvements such as Leading Pedestrian Intervals (LPIs), Advance Dilemma Zone Detection (ADZD), Rest in Red programming, and lead-lag phasing for left turns are proposed. These measures will improve pedestrian safety, provide drivers with more predictable operations, and reduce crash risks associated with left-turn movements. The recommendations can deliver significant safety benefits while still maintaining a satisfactory LOS of D or better during both AM and PM peak periods. Also, at US 50/Airport Road, recommendations include protected left-turn phasing, LPIs, median channelization, and sidewalk/crosswalk enhancements to reduce conflicts between vehicles, bicyclists, and pedestrians. These measures will improve visibility, reduce the potential for severe angle crashes, and create safer crossings for all users, while maintaining a satisfactory LOS at this intersection.

Turn Lane Improvements

Similar targeted safety improvements are also recommended for the other two signalized intersections at College Parkway/Fairview Drive and Arrowhead Drive/Deer Run Road. At College Parkway/Fairview Drive, the plan also recommends a channelized right-turn movement from northbound Fairview to eastbound US 50, along with an appropriate acceleration lane to facilitate a free-flow right-turn movement. At Arrowhead Drive/Deer Run Road, enhanced right-turn movements are recommended for southbound Arrowhead, eastbound US 50, and westbound US 50. These improvements are expected to create a safer environment for all road users and significantly improve traffic operations; however, the 2050 Build Scenario still shows a LOS F during the PM peak period at these two intersections.

The project team also evaluated a multilane roundabout at Arrowhead Drive/Deer Run Road. However, operational analysis did not indicate a satisfactory LOS, largely because high through-traffic volumes along US 50 would restrict side-street entry, leading to long queues and delays for those approaches. This assessment could change in the future with updated traffic data collection, and it is recommended to revisit this evaluation when new data or revised travel demand model outputs become available.

While adding lanes at these two intersections (and adding a third lane in each direction between them) could improve operations and LOS, the project team decided not to recommend such an improvement. A wider roadway and intersections, combined with the existing continuous two-way left-turn lane, could significantly increase the risk of severe crashes. Although operational results indicate some PM peak congestion, the proposed improvements focus on enhancing safety and reliability throughout the day for all users. More detailed access modifications and demand management strategies—such as providing alternative routes or encouraging mode shifts to biking, walking, and transit—could be evaluated in the future to help alleviate congestion at these intersections.

Proposed Improvements at Unsignalized Intersections

At Brown Street and Sherman Lane the implementation of unsignalized High T intersections is recommended to enhance safety while maintaining efficient traffic flow. A High T configuration allows one direction of US 50 traffic to flow continuously without stopping, while turning movements from the side street are accommodated through channelization and yield control. This design reduces the number of vehicle conflict points, organizes traffic movements more clearly, and lowers the likelihood of angle crashes—particularly during higher-volume periods. In addition, these improvements promote smoother traffic progression along US 50 while reducing unnecessary stop-and-go movements for the major street.

At Empire Ranch Road, Nye Lane, and Flint Road, a signalized High T intersection is recommended in the long term. Operational analysis of the 2050 traffic volumes indicated that an unsignalized High T would not maintain an acceptable level of service at these locations. However, an unsignalized High T could serve as a cost-effective interim solution, providing immediate safety and operational benefits until traffic volumes warrant full signalization. The conversion to a signalized High T design will better control turning movements, reduce high-speed crossing conflicts, and provide protected pedestrian phases for safer non-motorized crossings. At Nye Lane, a PHB—together with an unsignalized CGT—could be implemented as an interim treatment until a signalized High T is warranted.

Frontage Roads

To further support safety and mobility, construction of a north-side frontage road between Sherman Lane and Nye Lane is proposed to consolidate local access points. This will reduce the number of direct driveways and intersections feeding into US 50, thereby decreasing opportunities for collisions and improving through-traffic operations. A similar improvement is proposed for the south side between Empire Ranch Road and approximately 400 feet east of Akron Way, providing parallel access for local traffic and further minimizing conflicts on the mainline.

Truck Climbing Lane

In addition to the signalized High T at Flint Drive, the construction of an eastbound truck climbing lane is recommended. This will allow slower-moving heavy vehicles to ascend the grade without impeding through traffic, thereby improving both operations and safety. US 50 between I-580 and USA Parkway is part of the National Highway Freight Network and separating heavy vehicle movements from passenger car flows reduces the risk of rear-end collisions and improves travel time reliability for all users.

US 50 Mound House

At Linehan Road, Bunnyranch Boulevard and Julius Lane the installation of a raised median and right-in/right-out (RI/RO) restrictions will substantially reduce high-risk turning and crossing movements. This access control strategy eliminates direct left turns from the side street onto US 50 and discourages unsafe mid-block crossings, improving both safety and operational efficiency along the corridor.

At Red Rock Road and Highlands Drive, improvements include realigning Red Rock Road to create a four-leg, signalized intersection. This realignment will simplify traffic movements, improve sight distance, and ensure more orderly vehicle operations, while also providing U-turn movements. Enhanced traffic control at this location will

better manage high-speed crossing and turning movements, significantly lowering the risk of severe crashes. Signalization will also provide controlled turning and pedestrian crossing opportunities, thereby improving overall safety for vehicles entering from side streets as well as for pedestrians and bicyclists navigating the intersection.

A PHB is also recommended at Highlands Drive as a short term improvement to provide for safer pedestrian crossings until a signalized intersection can be implemented

Newman Lane provides an opportunity to safely separate left turn movements with the implementation of a RCUT intersection type. This would reduce conflict points and reduce severe angle crashes and can accommodate U-turns.

At Kit Kat Drive the implementation of unsignalized High T intersections is recommended to enhance safety while maintaining efficient traffic flow, and would work in combination with the RI/RO. A High T configuration allows one direction of US 50 traffic to flow continuously without stopping, while turning movements from the side street are accommodated through channelization and yield control. This design reduces the number of vehicle conflict points, organizes traffic movements more clearly, and lowers the likelihood of angle crashes—particularly during higher-volume periods. In addition, these improvements promote smoother traffic progression along US 50 while reducing unnecessary stop-and-go movements for the major street.

Corridor lighting recommended in the Mound House area will improve visibility and provide a reduction in crashes.

Collector Road Improvements

New collector road connections within the Mound House area would direct local traffic to intersections that would better accommodate left turn access which would improve safety, prioritize access, and provide increased connectivity for residents and business owners.

US 50 and SR-341

NDOT conducted an Intersection Control Evaluation (ICE) study to evaluate both a roundabout and signalized intersection at US 50 and SR 341. While both intersection types are effective, the study determined that a roundabout could produce significant safety benefits although, would begin to fail beyond 2040 without modifications to accommodate the increased traffic. Additionally, the NDOT study considered only a three-legged intersection for both configurations; however, a four-legged intersection, either as a roundabout or signalized would be necessary to incorporate changes to local access recommended as part of this study.

Multi-Use Path Connectivity

Multi-use path improvements are recommended in east Carson City along the north side of US 50, east from Arrowhead Drive to Linehan Road and along both sides of US 50 from Highlands Drive to SR-341. This recommendation would bring several important benefits to the community, especially in places without sidewalks currently. It creates a safe, separated space for walking and biking, and reduces conflicts with vehicles, encouraging nonmotorized trips, and improving safety for all users. It also enhances access for people with limited mobility, youth, older adults, and lower-income households. Over time, those options can shift people away from short car trips toward active modes and transit, easing traffic congestion and reducing emissions.

Some Phase 1 recommendations that were not carried forward are either included in work planned as part of the NDOT pavement maintenance project planned for 2027 or are dependent upon future connectivity and technology improvements identified in the 2024 NDOT Intelligent Transportation System (ITS) and Active Transportation (ATM) Master Plan shown below:

ID# D2-010	Project Concept Title	Estimated Cost (2023)	Technologies Included in Project Concept
US 50 from I-580 to Stagecoach	US 50 Urban Lite - Permanent Lite = 25.84 Miles (NDOT D2)	$8,810,000	Vehicle detection, CCTV, Side Mounted DMS, Flashing Beacon, Connected Vehicle Devices

6.2 Crash Modification Factors

The proposed improvements include significant safety enhancements to the US 50 corridor that could reduce both the number and severity of crashes. The FHWA's Crash Modification Factor (CMF) Clearinghouse provides CMFs associated with these types of improvements. A CMF is a measure of the effectiveness of a safety countermeasure; for example, a CMF of 0.7 indicates an expected 30 percent reduction in crashes following implementation. The proposed safety enhancements, along with their CMF values and the IDs from FHWA CMF Clearinghouse, are listed below:

Improvement	CMF ID#	CMF
Change from protected/permitted to protected-only left turn	2108	0.58
Lead-lead to lead-lag for protected-only left-turn phasing	2019	0.69
Implement a Leading Pedestrian Interval	9903	0.81
Install a pedestrian hybrid beacon	10585	0.88
Install a dilemma zone protection system	4854	0.56
Install additional/near-side signal heads	1485	0.54
Provide right-turn channelization	11154	0.73
Install lighting	7774	0.63
Convert intersection to restricted crossing U-turn (RCUT) intersection	10383	0.80
Convert a T intersection into a High-T intersection	8656	0.85
Convert a stop-controlled intersection into a multi-lane roundabout	208	0.95

Among these improvements, LPIs, PHBs, dedicated left and right-turn lanes, roundabouts, RCUT intersections, improved lighting, and crosswalk visibility enhancements are recognized by FHWA as Proven Safety Countermeasures. Collectively, these improvements could provide substantial safety benefits and make the US 50 corridor a safer facility for all users.

In addition to their demonstrated safety benefits, many of these countermeasures also contribute to improved traffic flow and operational efficiency when applied in a coordinated manner. By reducing conflict points, improving signal timing, and enhancing intersection control, these treatments help balance safety objectives with the need to maintain acceptable levels of service along this vital regional corridor.

6.3 Operations Analysis Results for Proposed Improvements

The primary objective of this study was to enhance safety and reliability along the corridor. However, the recommended improvements also yield substantial benefits for traffic operations and congestion relief. To assess these impacts, 2050 forecasted traffic volumes were developed using a combination of collected field data and the CAMPO travel demand model. Operational results for the 2050 No-Build and 2050 Build scenarios are summarized in Tables 4 and 5, respectively. More details on traffic forecasting and operations analysis are provided in Appendix A.

Table 4: Intersection Traffic Operations Results for 2050 No-Build Alternative (without Proposed Improvements)

Location	Control Type	2050 No Build AM Peak				2050 No Build PM Peak			
		Delay (sec)	LOS	Worst Movement	Longest Queue (Veh/Ln)	Delay (sec)	LOS	Worst Movement	Longest Queue (Veh/Ln)
US 50 & Ramps I-580	Signal	40	D	WBL	10 (WBL)	33	C	SBL	6 (WBL)
US 50 & Lompa Lane	Signal	28	C	NBL	11 (WBR)	26	C	NBL	4 (WBR)
US 50 & Airport Road	Signal	22	C	SBR	7 (NBL)	57	E	NBL	27 (EBT)
US 50 & Silver State Street	Stop	23	C	SB	1 (SB)	21	C	SB	1 (SB)
US 50 & Brown Street	Stop	21	C	NB	1 (NB)	52	F	NB	3 (NB)
US 50 & College Parkway	Signal	83	F	WBT	28 (WBT)	177	F	NBR	43 (NBR)
US 50 & Sherman Lane	Stop	46	E	SB	2 (SB)	42	E	SB	1 (SB)
US 50 & Empire Ranch Road	Stop	>300	F	SB	>20 (SB)	>300	F	NB	>50 (SB)
US 50 & Nye Lane	Stop	87	F	SB	2 (SB)	43	E	SB	2 (SB)
US 50 & Arrowhead Drive	Signal	68	E	WBR	42 (WBR)	191	F	EBT	83 (EBT)
US 50 & Flint Road	Stop	121	F	WB	2 (WBL)	>300	F	WB	13 (WBL)
US 50 & Linehan Road	Stop	>300	F	SB	7 (SB)	>300	F	SB	11 (SB)
US 50 & Red Rock Road	Stop	242	F	SB	7 (SB)	34	D	SB	2 (SB)
US 50 & Highlands Drive	Stop	118	F	NB	7 (NB)	>300	F	NB	6 (NB)

Table 5: Intersection Traffic Operations Results for 2050 Build Alternative (with Proposed Improvements)

Location	Control Type	2050 Build AM Peak				2050 Build PM Peak			
		Delay (sec)	LOS	Worst Movement	Longest Queue (Veh/Ln)	Delay (sec)	LOS	Worst Movement	Longest Queue (Veh/Ln)
US 50 & Ramps I-580	Signal	28	C	EBL	7 (WBL)	32	C	SBL	6 (WBL)
US 50 & Lompa Lane	Signal	32	C	NBL	13 (WBR)	20	B	NBL	10 (WBR)
US 50 & Airport Road	Signal	42	D	SBR	16 (WBT)	43	D	SBT	15 (EBT)
US 50 & Silver State Street	Stop	23	C	SB	1 (SB)	21	C	SB	1 (SB)
US 50 & Brown Street	Stop	15	C	NB	1 (NB)	42	E	NB	2 (NB)
US 50 & College Parkway	Signal	54	D	WBT	19 (WBT)	92	F	SBL	31 (EBT)
US 50 & Sherman Lane	Stop	40	E	SB	1 (SB)	29	D	SB	1 (SB)
US 50 & Empire Ranch Road	Signal	6	A	WBT	1 (NB)	17	B	NB	1 (NB)
US 50 & Nye Lane	Signal	44	D	SB	6 (WBT)	9	A	SB	5 (WBT)
US 50 & Arrowhead Drive	Signal	30	C	WBT	21 (WBT)	188	F	EBT	84 (EBT)
US 50 & Flint Road	Signal	4	A	WBL	1 (WBL)	10	B	WBL	10 (NBT)
US 50 & Linehan Road	Stop	49	E	SB	1 (SB)	20	C	SB	1 (SB)
US 50 & Red Rock Road	Signal	52	D	WBT	30 (WBT)	64	E	EBT	38 (EBT)
US 50 & Highlands Drive	Signal	52	D	WBT	30 (WBT)	64	E	EBT	38 (EBT)

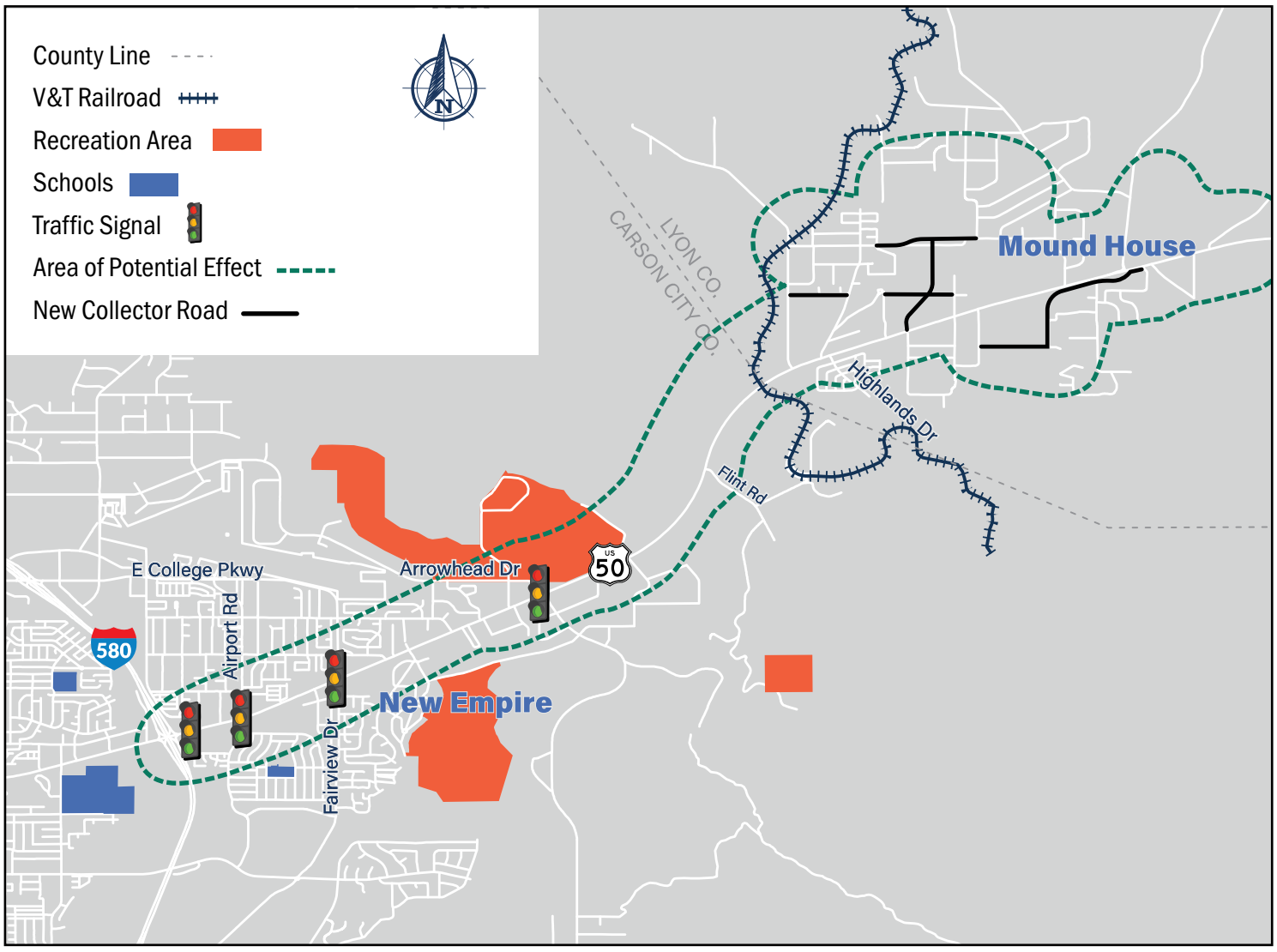
EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; L = Left-turn movement; R = Right-turn movement; T = Through movement.
Note 1: In accordance with Highway Capacity Manual (HCM) methodology, Level of Service (LOS) for stop-controlled intersections is determined by the control delay of the worst-performing movement. For signalized intersections, LOS is based on the average control delay across all approaches.
Note 2: The worst-performing movement is determined by delay, which may not correspond to the movement with the longest queue.
Note 3: Based on Synchro HCM results, reported queue lengths represent the 50th percentile for signalized intersections and the 95th percentile for unsignalized intersections.
Note 4: For US 50 and SR 341 intersection, please refer to NDOT Intersection Control Evaluation (ICE) Study (2025).

The operations analysis for the Build scenario shows a significant improvement in overall corridor performance compared to the No-Build condition. At a few locations where the results do not indicate improvements, the differences are primarily due to inclusion of safety-focused treatments (such as protected left-turn phasing), which are designed to reduce crash risk and improve safety for all users, even if they result in slightly higher delays for certain movements

7. ENVIRONMENTAL PLANNING

A review of Section 106 of the National Historic Preservation Act properties was performed for an assumed Area of Potential Effect (APE) (Figure 12), developed once the conceptual improvements were established. The review consisted of a Class I desktop files survey which is a comprehensive literature and records review to identify potential historical and archeological sites within a project's APE. The survey involved an electronic records search of the Nevada Cultural Resources Information System (NVCRIS) database and National Register of Historic places (NRHP) listings to obtain information on all previously conducted surveys and recorded cultural resources located within a one mile radius of the APE.

Figure 12: Area of Potential Effect (APE)



The findings of the Class 1 survey are provided for future Section 106 reviews and SHPO consultation associated with the recommended improvements included as part of this study. Additional details on the cultural resources and associated investigations are provided in Appendix E: .

These resources should be considered as the project implemented and will need to be addressed as part of the SHPO consultation for the project.

Six previously documented cultural resources were found to be located within the project area, (Appendix E, Table 2). In addition to the NVCRIS files search, a review of tax assessor data indicates that up to 36 buildings adjacent to the project area are at least 50 years old and will also need to be considered during SHPO consultation on the project.

Archaeological site locational information is confidential and for official use only—public disclosure of archaeological site locations is prohibited by 16 United States Code (USC) 470hh and 36 Code of Federal Regulations (CFR) 296.18

Previous Cultural Resource Investigations

No portions of the project area appear to have been comprehensively surveyed (Appendix E, Table 1). There are 27 reconnaissance surveys that intersect the project's direct APE, however, none of them are qualifying (Table 1).

8. IMPLEMENTATION AND FUNDING

8.1 Implementation and Phasing

Many of the project recommendations in this report are near-term in nature and do not require major capital investment. Planning level cost estimates were developed that include engineering, construction and construction engineering along with a 25% contingency. It is estimated that approximately $58,250,000 would be needed to implement all the recommended improvements through the year 2050. However, CAMPO and NDOT could take a phased approach to implement the "low hanging fruit" first which would require the least amount of coordinated investment, such as signage and striping improvements. Areas where existing utilities and infrastructure exist (such as an existing power source for PHB should also be considered for early implementation.

8.2 Funding Mechanisms and Sources

The following section lists Federal-aid programs that provide funding to NDOT through apportionment, which would be eligible for use on US 50 recommended improvements. The Federal-aid programs are formula-based and generally see a modest increase year-over-year. In Nevada, most Federal-aid programs require a 5% match in local funds to utilize the available funding. It is assumed that NDOT would be the project lead on any improvements as the owner/operator of US 50. Of the funding sources listed below, CAMPO receives an allocation of Surface Transportation Block Grant Program, Transportation Alternatives Set-Aside, and Carbon Reduction Program funds. CAMPO is also eligible to receive Highway Safety Improvement Program funds due to the recently completed LRSP. NDOT may choose to sub-allocate a portion of funds they receive through any of the formula programs.

8.2.1 National Highway Performance Program (NHPP)

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments in highway construction are directed to support progress toward the achievement of performance targets established in state asset management plans. The US 50 corridor is part of the NHS and would be eligible to receive NHPP funding for the proposed improvements.

8.2.2 Highway Safety Improvement Program (HSIP)

The HSIP is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. With an average fatality crash rate on this section of US 50 of 117% more than the statewide average, it is a high-ranking candidate for investment of HSIP funds. Nevada received $27,424,835 in HSIP funds in FY 2023.

8.2.3 Surface Transportation Block Grant Program (STBG)

The STBG program provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, pedestrian and bicycle infrastructure, and transit capital projects. CAMPO is eligible for suballocation of statewide STBG funds as well as those designated for areas between 50,000 and 200,000 population. CAMPO is one of the few regions in Nevada to fall within this population threshold, and therefore would be a good candidate to benefit from a significant portion of these funds.

8.2.4 National Highway Freight Program (NHFP)

The NHFP is focused on improving the condition and performance of the National Highway Freight Network (NHFN) and ensuring the network provides the foundation for the United States to compete in the global economy. The NHFN was established to strategically direct Federal resources and policies toward improved performance of highway portions of the US freight transportation system. The section of US 50 from I-580 to SR-341 is designated as a Critical Urban Freight Corridor (CUFC), which is part of the NHFN, making it eligible for NHFP funds.

8.2.5 Transportation Alternatives (TA) Set-Aside Funds

The TA Set-Aside from the STBG program provides funding for a variety of typically smaller-scale transportation projects such as pedestrian and bicycle facilities and safe routes to school (SRTS) projects. The current transportation authorization, the Bipartisan Infrastructure Law (BIL), requires states to suballocate 59% of total funds based on population. Similarly to STBG, a portion of TA Set-Aside is suballocated to areas of the state between 50,000 and 200,000 population, in addition to a suballocation for projects in any area of Nevada.

8.2.6 Carbon Reduction Program (CRP)

The BIL also established the CRP, which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. CAMPO receives a state suballocation for areas of population between 50,000 and 200,000. Any of the proposed pedestrian and bicycle improvements would be an eligible use of CRP funds as it supports non-motorized travel. In addition, items like energy efficient street lighting and traffic control devices, roadway enhancements that improve traffic flow without adding capacity, and infrastructure-based intelligent transportation systems are also eligible.

8.2.7 Discretionary Grants

There are frequent grant opportunities through the USDOT, many of which are offered on a recurring basis. Some grants that could potentially align well with the needs and goals of the US 50 corridor include the Better Utilizing Investments to Leverage Development (BUILD) and Safe Streets and Roads for All (SS4A) Programs. Historical grant opportunities are being refined to align with updated administration goals and it is anticipated that new funding opportunities will continue to be announced over the next few years.

While state and local funds are limited, there could be opportunities for funding through other state-run programs or even other sectors such as public health. Oftentimes, programs such as these can be leveraged as a match

to federal funds. In addition, it is always beneficial to capitalize on maintenance or preservation projects by identifying opportunities to add in additional infrastructure improvements where efficiencies can be captured and maximized.

8.2.8 SAFE ROADS

On July 1, 2025, USDOT launched the Safe Arterials for Everyone through Reliable Operations and Distraction-Reducing Strategies—SAFE ROADS—initiative to prioritize investments that improve mobility and safety on roadways. The program targets non-freeway arterial roads, which is where more than half of U.S. roadway deaths occur. A letter from the Transportation Secretary requests that state DOTs coordinate with their MPOs to "develop a list of arterial segments, including intersections, with the highest safety, operational, or compliance concerns that will be addressed by the end of Fiscal Year 2026," and submit these locations to their FHWA division office. US 50 is a prime candidate for this initiative, and it is recommended that CAMPO coordinate with NDOT to ensure that it is included in NDOT's list of locations to identify it a as priority for potential future funding opportunities.

8.3 Long-Term Considerations

Traffic modeling was completed for the base year and 2050 to better understand how projected growth will change travel conditions along US 50. As discussed in Sections 2, 5, and 6, level of service is expected to decrease at key intersections along the corridor by 2050.

The recommendations made in this report focus on advancing the four goals presented in Section 4. Although each proposed improvement is in alignment with one or more of these goal areas, it is important to note the inherent tradeoffs between transportation-related objectives such as mobility, safety, and accessibility.

The long-term vision for this corridor is a policy discussion requiring input from NDOT, Carson City, Lyon County, and CAMPO. These entities may collectively decide to pursue one of three strategies:

- Managing congestion through system optimization strategies and incremental improvements
- Pursuing a large-scale widening or grade separation project
- Accepting increasing levels of congestion along the corridor, particularly at major intersections

8.4 Next Steps

The primary focus of the US 50 East Carson Complete Streets Study was to recommend improvements that enhance safety for all roadway users, while also supporting mobility to the greatest extent feasible. This corridor plays a dual role in the region: it is both a vital segment of the National Highway Freight Network, supporting economic activity and goods movement; and a corridor that runs through residential and mixed-use communities, where residents walk, bike, and access local businesses. The interaction between heavy freight traffic and local road users presents growing safety challenges, particularly as the region continues to develop.

As land use intensifies and new development occurs along the corridor, the potential for congestion, delays, and conflicts between travel modes will increase. While the recommended improvements in this study are designed to improve safety and reduce congestion in the near to mid-term, they may not be sufficient to meet the anticipated demand by 2050 and beyond. Without proactive planning, the existing infrastructure will likely

fall short in accommodating future traffic volumes and capacity needs. To ensure the corridor can meet future demands while maintaining safety and operational integrity, the following strategies could be explored further in future studies/plans:

- **Access Management Policies Specific to US 50:** As growth continues along the US 50 corridor, the existing continuous two-way left-turn lane (TWLTL) will become increasingly unsafe due to the rising number of turning conflicts and direct access points. A corridor-specific access management policy could proactively identify the issues and address these risks. This strategy could include converting portions of the TWLTL into raised medians, which reduce conflict points and improve safety, as well as constructing frontage roads in select segments to consolidate driveway access and minimize mid-block turning movements. These measures would help preserve traffic flow while significantly lowering the likelihood of severe crashes as development intensifies.
- **Alternative or Parallel Routes for Emerging Development Areas:** Future development is expected to place considerable traffic demand on major intersections such as College Parkway/Fairview Drive and Arrowhead Drive/Deer Run Road, potentially leading to severe congestion and operational challenges. To relieve this demand, an alternative or parallel access route could be an option. This may need conducting detailed Origin-Destination (O-D) analyses using travel demand models and local development forecasts to better understand future traffic patterns. Findings from such analyses could potentially support the creation of new signalized intersections between College Parkway/Fairview Drive and Arrowhead Drive/Deer Run Road intersections, distributing traffic more evenly and reducing the burden on these already constrained intersections.
- **Multimodal Demand Management and Mode Shift Strategies:** Preserving long-term corridor performance will require reducing reliance on single-occupancy vehicles and encouraging a greater share of trips by transit, bicycling, and walking. A mode share analysis can be conducted to evaluate the realistic potential for shifting trips away from automobiles along US 50. Based on these results, the region can consider targeted investments in transit service, active transportation infrastructure, and supportive policies or incentive programs that make alternatives to driving more convenient and attractive. By diversifying travel modes, congestion can be mitigated while creating a safer and more balanced transportation system for all users.
- **Increasing Capacity along US 50 Corridor:** The improvements identified in this study assume that two general-purpose lanes in each direction will be sufficient to manage corridor operations in the short to mid-term. However, as development increases, localized capacity enhancements may be warranted at select intersections or segments. Any such expansions must be pursued cautiously, paired with robust access management measures to avoid creating a high-speed, high-crash corridor. Without strong controls on access, additional lanes could exacerbate conflict points and undermine safety outcomes. The long-term vision for US 50 should balance the need for added capacity with the equally critical goal of maintaining a safe, reliable, and context-sensitive corridor.
- **Potential Revision to Carson City LOS Policy:** The Carson City Development Code, Streets and Traffic section currently requires that traffic operations maintain a Level of Service (LOS) D or better in support of a safe, efficient, and convenient transportation system. Given the existing high traffic volumes and the scale of future development anticipated along the US 50 corridor, the LOS D policy may warrant reconsideration. Specifically, revising the requirement to LOS E (at least for certain segments of US 50) could better balance mobility expectations with realistic operating conditions along this constrained and heavily utilized corridor.

8.4.1 Regional Coordination

Regional Coordination with NDOT, Carson City, and Lyon County staff is an essential first step to ensure that there is support and agreement on project concepts and above-mentioned strategies. Agency leads for projects will need to be identified as well as anticipated funding sources and implementation scheduling prior to programming projects in the TIP and STIP. It is recommended that CAMPO focus on short-term projects for inclusion into these programs and that any projects considered for NDOT implementation be moved forward through the One Nevada process for prioritization. Opportunities for coordination with other projects or programs in the vicinity, such as a potential pavement improvement project, signal upgrade, or planned safety improvement, should be explored as well. This approach can lead to potential cost-sharing and efficiencies that allow for greater overall benefit in project outcomes. Long-term projects that require further scoping and greater funding needs should be included in the RTP (through an amendment or future update), ideally as part of the fiscally constrained program, or at least in the unfunded project list, to establish purpose and need. When feasible, project development should be refined to better position for future funding opportunities that align with specific discretionary grants or changes to federal formula funds. If appropriate, phasing could be considered on large-scale projects to make incremental progress when funding is limited. Any project recommendations that require right-of-way should be initiated as early as possible once funding has been identified to avoid significant cost increases and legal delays.

CAMPO
CARSON AREA METROPOLITAN PLANNING ORGANIZATION

STAFF REPORT

Report To:	Carson Area Metropolitan Planning Organization	**Meeting Date:**	November 12, 2025
Staff Contact:	Darren Schulz, Public Works Director		
Agenda Title:	For Discussion Only – Discussion and presentation regarding the Draft Carson Area Metropolitan Planning Organization ("CAMPO") 2050 Regional Transportation Plan ("Draft 2050 RTP"). (Kelly Norman, Senior Transportation Planner)		
Agenda Action:	Other / Presentation	**Time Requested:**	20 minutes

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Proposed Motion
N/A

Board's Strategic Goal
N/A

Previous Action
September 10, 2025 (Item 5.B) – CAMPO approved the Project Prioritization Criteria and Methodology for use in prioritizing projects in the Regional Transportation Plan ("RTP").

August 13, 2025 (Item 5.A) – CAMPO staff presented a status overview of the RTP, including the results of the public survey and agency coordination meetings, planned public outreach activities, the project identification and prioritization process, and available funding for projects.

April 9, 2025 (Item 5.B) – CAMPO staff presented information regarding the RTP, including the schedule of events, planned public outreach activities, draft table of contents, goals and vision, CAMPO logo, and other topics.

February 12, 2025 (Item 5.B) – CAMPO approved Contact 25300288 with Parametrix, Inc. for the Unified Planning Work Program ("UPWP") Staff Support Services Project, which included consultant support for developing the Draft 2050 RTP.

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, has been updating its RTP for the past nine months. 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.

The primary responsibility of CAMPO is to ensure that existing and future expenditures for transportation projects and programs are based on a continuing, cooperative, and comprehensive (3Cs) planning process. CAMPO does not own or operate the transportation systems; rather, it serves in the overall coordination and consensus-building role in planning and programming funds for projects and operations.

The Draft 2050 RTP includes a listing of fiscally constrained and unfunded projects. The projects identified for funding were selected based on the approved prioritization methodology. A fiscally constrained project list is included in Appendix A of Exhibit 1. A ranked listing of all projects is included in Exhibit 2.

The Draft 2050 RTP has been released for a 30-day public comment period from November 5 through December 5, 2025. A press release was issued, and a legal advertisement was placed in the Nevada Appeal announcing the opening of the public comment period. The Draft 2050 RTP is available online at https://CarsonAreaMPO.com. Printed copies are available by request. Requests for copies can be made at 3505 Butti Way, Carson City, or by contacting CAMPO staff at 775-887-2355, or by email at comments@CarsonAreaMPO.com.

CAMPO staff will host three public meeting learning sessions for the Draft 2050 RTP. These sessions will enable the public to view and learn about the Draft 2050 RTP, providing an opportunity to comment on the draft document before the final version is developed. The sessions will be held on the following dates and times during the 30-day public comment period:

1. Monday, November 17, 2025, at the Bonanza Room in Carson City at 6 pm.

2. Tuesday, November 18, 2025, at the Dayton Valley Library Meeting Room in Lyon County at 6 pm.

3. Thursday, November 20, 2025, at Jacks Valley Elementary School in Douglas County at 6 pm.

The Draft 2050 RTP is being presented to the CAMPO Board. Staff appreciates any feedback received and will consider how best to incorporate or respond to public comments. The Final 2050 RTP is anticipated to be presented to the CAMPO Board in early 2026.

Applicable Statute, Code, Policy, Rule or Regulation
23 USC 134(c), 49 USC 5303(i), 23 CFR Part 450.300

Financial Information
Is there a fiscal impact? Yes

If yes, account name/number: Project No. G302825001, UPWP Work Element 2.0 – RTP, CAMPO Fund, CAMPO Grants account / 2453028-501210

Is it currently budgeted? Yes

Explanation of Fiscal Impact: Project No. G302825001. Funding for updating the RTP is budgeted in CAMPO's UPWP under Work Element 2.0, which is reimbursable with Federal Consolidated

Planning Grant funds at a rate of 95%. The 5% local match has been budgeted within CAMPO's approved UPWP for Fiscal Years 2025 & 2026.

Alternatives
N/A

Attachment(s):
5B_CAMPO_Exhibit 1 - Draft 2050 RTP.pdf

5B_CAMPO_Exhibit 2 - Project Listing.pdf

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

_____
(Vote Recorded By)

CAMPO

REGIONAL TRANSPORTATION PLAN

2050

Disclaimers

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

Title VI requires that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which CAMPO receives federal financial assistance. Additional protections are provided in other federal and state authorities for discrimination based on income status, limited English proficiency, religion, sex, disability, age, gender identity (as defined in paragraph 249(c)(4) of Title 18, United States Code) or sexual orientation.

Any person who believes they have experienced discrimination under Title VI has a right to file a complaint with CAMPO. Any such complaint must be filed with CAMPO's Title VI Coordinator within 180 days following the date of the alleged discriminatory occurrence. For more information or to file a complaint, please contact:

Transportation Manager

FHWA Title VI Coordinator

3505 Butti Way

Carson City, NV 89701

Phone: 775-887-7367

E-mail: comments@carsonareampo.com

Contents

Common Acronyms

3C – Continuing, Comprehensive, Cooperative

AI – Artificial Intelligence

ADA – Americans with Disabilities Act

CAMPO – Carson Area Metropolitan Planning Organization

CFR – Code of Federal Regulations

CHSP – Coordinated Human Services Plan

CRP – Carson Reduction Program

DART – Douglas Area Rural Transit

ESTA – Eastern Sierra Transit Authority

FAST Act – Fixing America's Surface Transportation Act

FHWA – Federal Highway Administration

FLAP – Federal Lands Access Program

FTA – Federal Transit Administration

HSIP – Highway Safety Improvement Program

IIJA – Infrastructure, Investment, and Jobs Act

ITS – Intelligent Transportation Systems

JAC – Jump Around Carson

LED – Light Emitting Diode

LPA – Local Public Agency

LOS – Level of Service

MAP-21 – Moving Ahead for Progress in the 21st Century

MPA – Metropolitan Planning Area

MPO – Metropolitan Planning Organization

NDOT – Nevada Department of Transportation

NHPP – National Highway Performance Program

NHS – National Highway System

NVACTS – Nevada Advisory Committee on Traffic Safety

PCI – Pavement Condition Index

PMS – Pavement Management System

PROTECT – Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program

PTI – Planning Time Index

RTC – Regional Transportation Commission

RTP – Regional Transportation Plan

RSVP Nevada Rural Counties Retired and Senior Volunteer Program

SR – State Route

SRTS – Safe Routes to School

STBG

STIP – State Transportation Improvement Program

TAM – Transit Asset Management

TAP – Transportation Alternatives Program

TAMP – Transportation Asset Management Program

TAZ – Transportation Analysis Zone

TDM – Travel Demand Model

TIP – Transportation Improvement Program

TRPA – Tahoe Regional Planning Agency

TTD – Tahoe Transportation District

TTI – Travel Time Index

USC – United States Code of Federal Regulations

USDOT – United States Department of Transportation

V&T – Virginia & Truckee

Executive Summary

The Carson Area Metropolitan Planning Organization's (CAMPO) 2050 Regional Transportation Plan (RTP) serves as a comprehensive 25-year blueprint for transportation improvements in Carson City, northern Douglas County, and western Lyon County. Developed through a Continuing, Cooperative, and Comprehensive (3C) process, the CAMPO 2050 RTP aligns with federal regulations and with state transportation guidance from the Nevada Department of Transportation. It outlines short- and long-term fiscally constrained strategies to improve safety, mobility, preservation, and adaptability while supporting the region's economic vitality and quality of life.

Vision and Goals

CAMPO's vision is to create a balanced, safe, reliable, and convenient transportation system for all members of the community. The plan's six goals, consistent with local, state, and federal priorities, are shown:

Public Engagement and Collaboration

CAMPO's 2050 RTP was shaped through extensive public outreach, including bilingual surveys, interviews, stakeholder meetings, and public meetings. CAMPO gathered feedback from nearly 300 participants and multiple agencies, ensuring the plan reflects and aligns with regional priorities. This feedback directly influenced project selection, emphasizing safety, connectivity, and preservation of existing infrastructure.

Current and Future Conditions

By 2050, the CAMPO region's population is expected to grow modestly to approximately 97,000 residents, with notable increases in the senior population. The growth in population and employment is primarily centered in Lyon County, resulting in increased traffic along U.S. 50, underscoring the need for proven safety measures and corridor investment. Land use patterns are closely tied to transportation planning, with the RTP prioritizing higher-density land uses and connected communities to support sustainable mobility and reduce long-term maintenance costs.

Without additional funding, infrastructure, particularly pavement, will deteriorate. CAMPO supports local agencies in pavement management strategies and will continue to collect and monitor pavement condition in the region, prioritizing projects that emphasize preservation.

Additional needs include completing long-planned projects, such as the U.S. 395/I-580 interchange. Newer needs include reviewing regional freight movements with consideration for truck parking in industrial areas. Additionally, over the next 25 years, the effects of advancing transportation technologies, such as connected and autonomous vehicles and artificial intelligence, will be important to CAMPO in improving transportation safety, mobility, and efficiency.

Public transportation provides essential, safe, and reliable mobility for many individuals who do not or cannot drive a personal vehicle. Improved service and regional connectivity, universal access and infrastructure enhancements, and language access are three identified transit needs for the region. Transit funding, however, is challenged. CAMPO and the region are eligible for additional federal funding, but without additional local resources to meet the required match, the funds cannot be appropriated, potentially requiring service trade-offs or reductions in the mid- and long-term.

Financial Plan

The RTP's financial plan demonstrates fiscal constraint and feasibility under federal law. It identifies how transportation investments can be implemented using projected revenues and available resources. Between 2026 and 2050, CAMPO is reasonably expected to have $878 million for transportation infrastructure and transit projects.

Investment Strategy and Prioritization

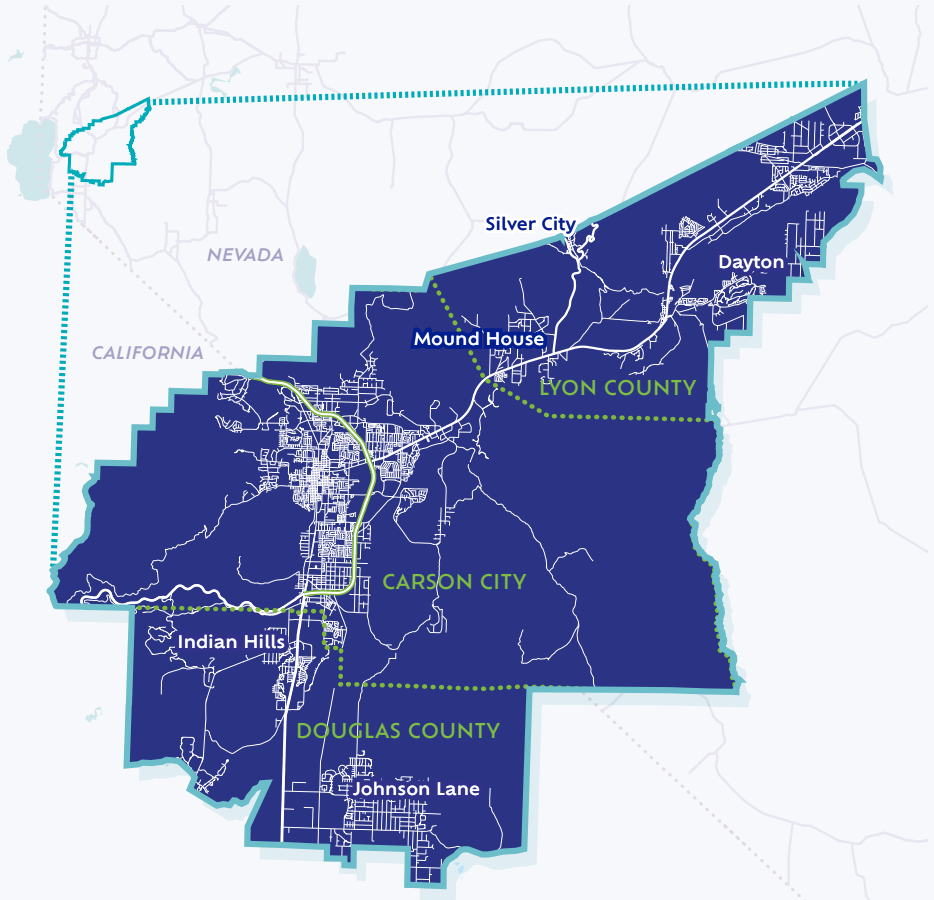
Projects incorporated into the fiscally constrained RTP were prioritized using a data-driven, performance-based framework considering metrics associated with each of the six goal areas. Projects were categorized into either:

- Fiscally Constrained (Funded) projects: implementable with anticipated revenue.
- Unfunded projects: ready for future consideration if additional funding arises.

Higher priority projects received funding first with the type of project (roadway, multimodal, transit) being considered based on the funding use. The total year-of-expenditure estimated cost of the fiscally constrained projects is approximately $800 million. This is below the expected revenue of $878 million, indicating the CAMPO 2050 RTP is fiscally constrained.

Looking Forward

The CAMPO 2050 RTP establishes a framework for continuous improvement. The plan reaffirms CAMPO's commitment to building a safe, reliable, and convenient transportation network that connects people, supports economic opportunity, and enhances quality of life across the region.



1

INTRODUCTION TO CAMPO

1.1 About CAMPO

The Carson Area Metropolitan Planning Organization (CAMPO) is the federally recognized Metropolitan Planning Organization (MPO) responsible for transportation planning in the Carson Area region. To meet that responsibility, CAMPO has developed the 2050 Regional Transportation Plan (RTP) to serve as the blueprint for achieving regional transportation goals through transportation programs and projects.

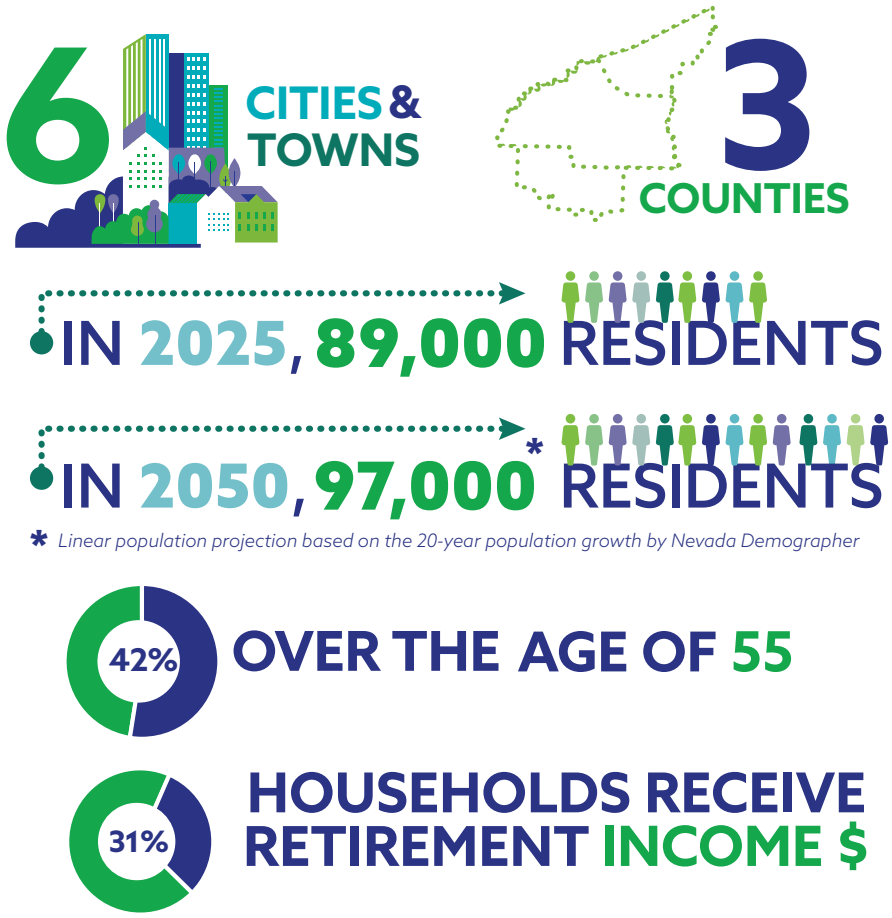
CAMPO was formed on February 26, 2003, after the Carson City urbanized area exceeded a population of 50,000. CAMPO is governed by a seven-member board consisting of five members of the Carson City Regional Transportation Commission (RTC), one member representing Douglas County, and one member representing Lyon County. A representative from the Nevada Department of Transportation (NDOT) sits on the board serving as an ex officio, non-voting member. The Carson City RTC oversees the administration of the Jump Around Carson (JAC) transit service, and as such, the five members also serve as transit representatives on the CAMPO Board.

CAMPO is housed within the Carson City Public Works Department, whose employees provide the staffing for the CAMPO operations. CAMPO is staffed by one Transportation Manager, one Senior Transportation Planner, two Transportation Planner/Analysts, one Transit Coordinator, one Transportation Engineer, and one Grant Analyst.

The Transportation Manager is the principal staff person and agency director responsible for administering all CAMPO activities. The transportation planners primarily prepare federally required CAMPO planning documents and are responsible for completing CAMPO's Unified Planning Work Program. The Transit Coordinator is responsible for applying and administering Federal Transit Administration (FTA) funds and is the primary contact person for duties related to CAMPO's role as the FTA Designated Recipient and Grantee. The Grant Analyst oversees grant-related invoicing and assists with grant performance reporting, among other fiscal-related functions.

1.2 Planning Area

The metropolitan planning area (MPA) boundary encompasses nearly all of Carson City (except for the area within the Tahoe Basin, which is included in the Tahoe MPA) and portions of northern Douglas County, including Indian Hills and Johnson Lane, and western Lyon County, including Mound House, Silver City, and Dayton (see Figure 1).



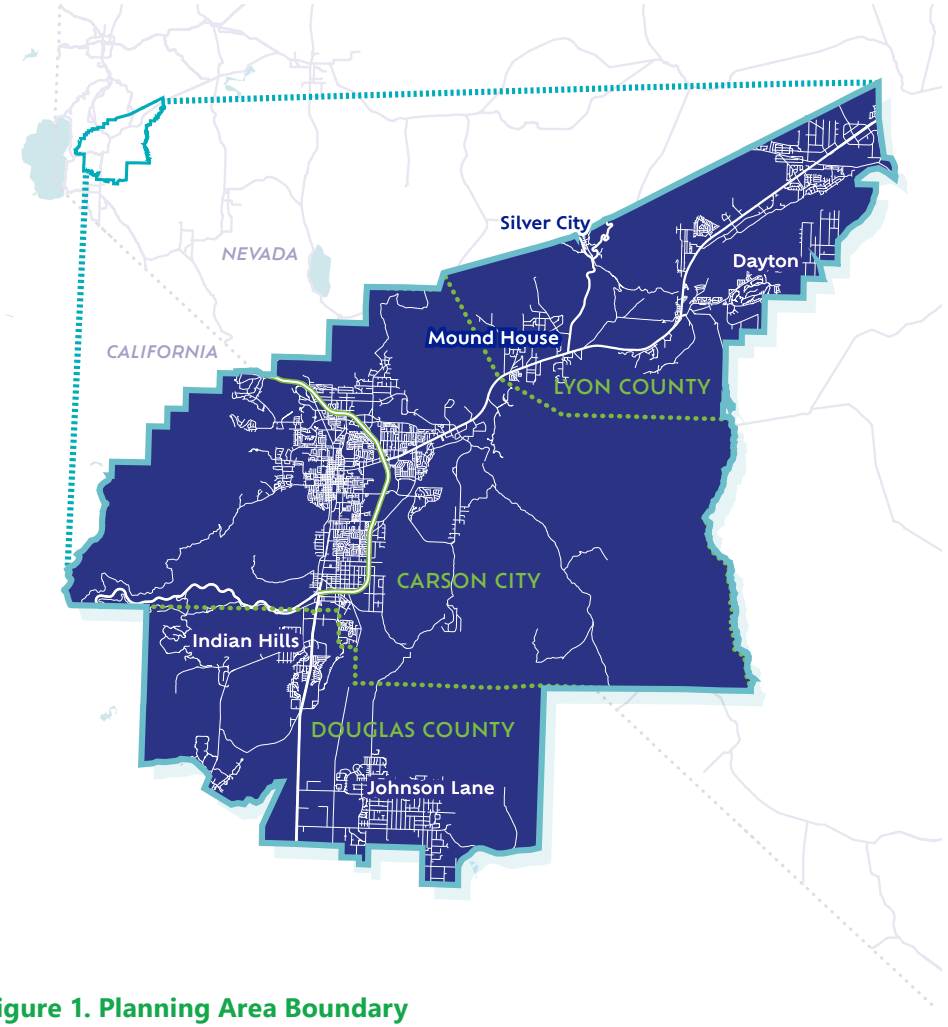


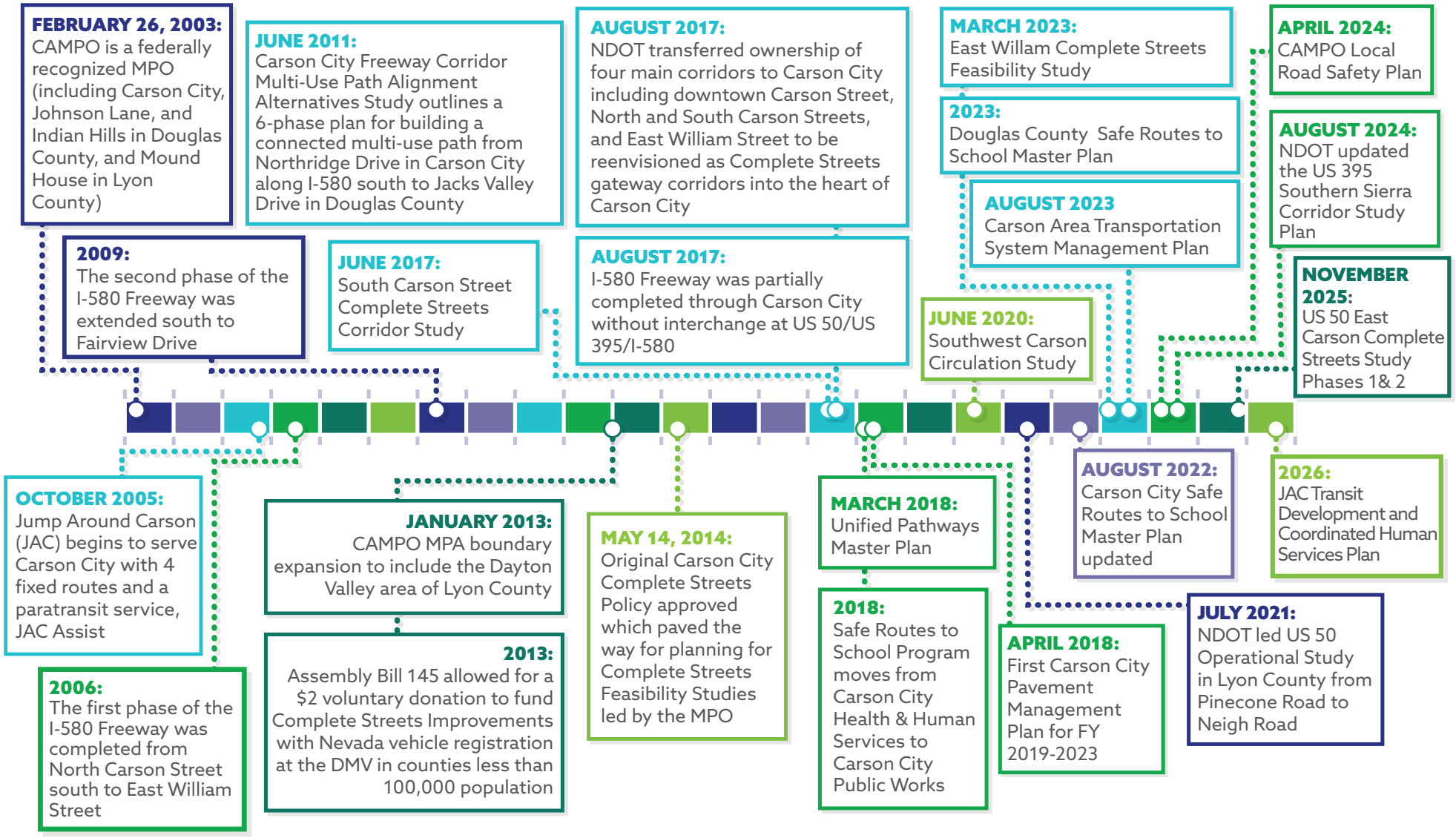
Figure 1. Planning Area Boundary

1.3 CAMPO Planning Partners

Critical to a cooperative planning approach are the relationships CAMPO has with local, regional, and federal agencies. Several of the key partner agencies are listed below.

- Carson City
- Tahoe Regional Planning Agency
- Washoe Tribe of Nevada & California
- Bureau of Land Management
- Lyon County
- Tahoe Transportation District
- Federal Highway Administration, Nevada Division
- Central Federal Lands
- Douglas County
- Regional Transportation Commission - Washoe County
- Federal Transit Administration, Region 9, San Francisco
- US Forest Service
- Indian Hills GID
- Muscle Powered
- Nevada State Parks
- CAMPO Regional Transportation Stakeholder Coalition
- Nevada Department of Transportation
- Nevada Division of Outdoor Recreation

1.4 Key Milestones



2

RTP PLANNING PROCESS

2.1 Federal Requirements for Regional Transportation Plans

Every designated MPO is required to prepare a Metropolitan Transportation Plan (also known as the Regional Transportation Plan) in accordance with 23 USC § 134(c) and 49 USC § 5303(i) to accomplish the objectives outlined by the MPO, the state, and the public transportation providers. RTPs identify how the metropolitan planning area will manage and operate a multi-modal transportation system (for motorized and non-motorized users) to meet the region's needs for development of a safe, reliable, and accessible transportation system that supports the local, regional, and national economy for a minimum 20-year planning horizon. In addition, the CAMPO 2050 RTP prioritizes fiscally constrained (reasonable expectation of funding) and unconstrained (unfunded) projects within the CAMPO region.

The RTP for CAMPO, a smaller MPO between 50,000 to 200,000 people, is required to be updated at least once every five years. The 2050 RTP was last approved by CAMPO in January 2021, with one amendment approved in August 2024.

According to the Model Long Range Transportation Plans Guide, published by the United States Department of Transportation (USDOT), there are seven elements of a long-term transportation plan:

1. Background, Context
2. Goals, Objectives
3. Performance Measures & Targets
4. System Performance Report
5. Identification of Needs
6. Strategies, Investments, Financial Plans
7. Connection to Programming

For each of these elements, staff must consider three things essential to the transportation planning process: the continuing, cooperative, and comprehensive (3C) process (described below), a Performance Based Approach, and Public Outreach.

The 3C Process:

- Continuing: means that transportation planning is an ongoing process, not a one-time event.
- Comprehensive: means that staff consider the needs of all people, and the impacts of the plan.
- Cooperative: means that staff collaborate with stakeholders, the public, the board, and both neighboring and partner agencies.

Using a Performance-Based Approach means using a data-driven process through Performance Measures to support and prioritize projects based on the needs of the public and report how those projects are achieving established goals of the MPO.

Public Outreach is integral to the planning process. CAMPO welcomed suggestions from the public throughout the development of the RTP, providing multiple opportunities to elicit feedback, including receiving comments during RTP updates at CAMPO Board meetings, through the public survey, and from in-person and online public and agency partner meetings.

2.2 CAMPO 2050 RTP Development Process

As described in the 3C Process, a critical component of the 2050 RTP development included several opportunities to engage with the community, agency partners, and the CAMPO Board during key milestones. The feedback received ensured that the stated vision, goals, and priorities of the RTP reflect those of the region. Figure 2 below depicts these events over the course of the RTP development.

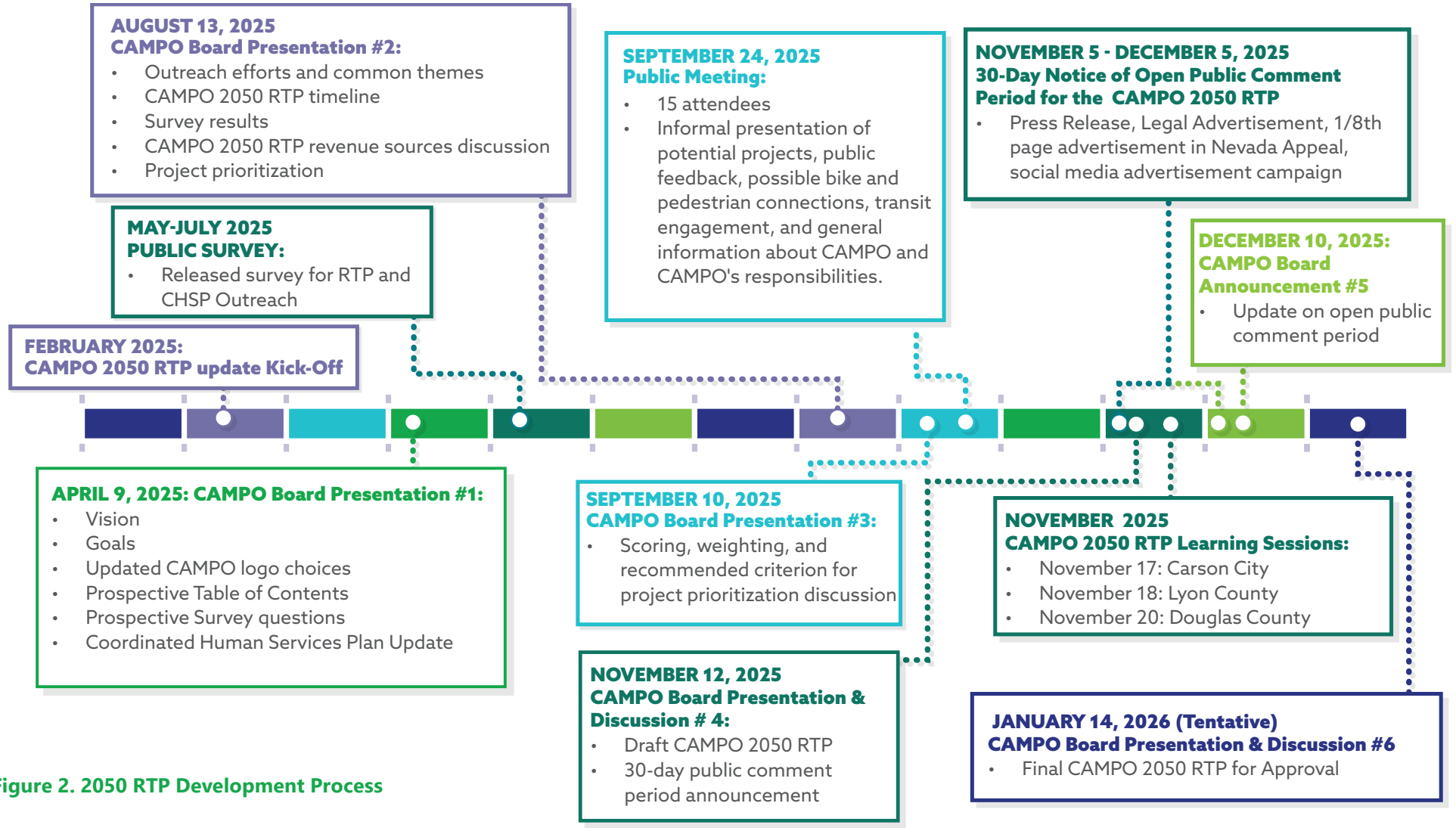


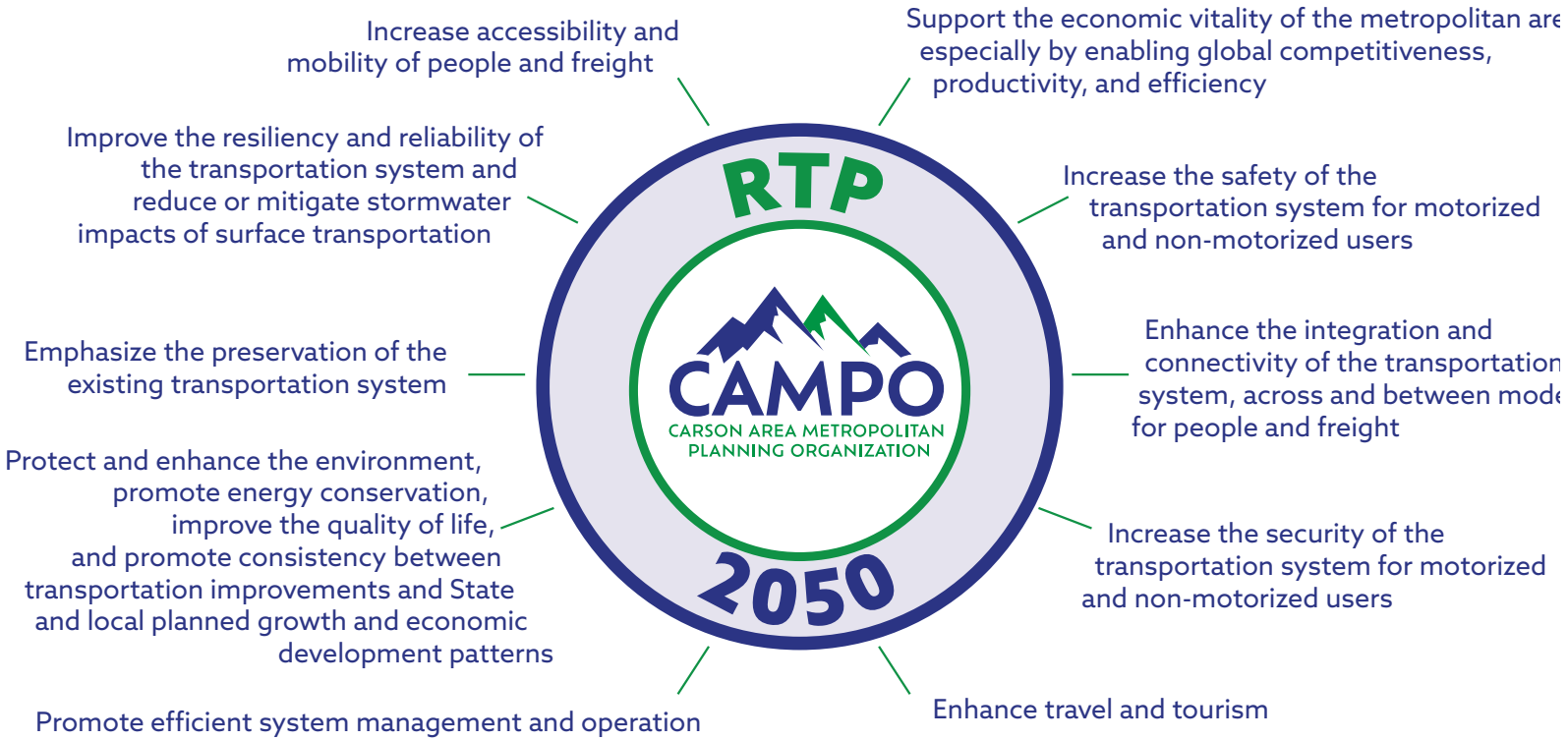
Figure 2. 2050 RTP Development Process

2.3 State & Federal Requirements

Each MPO, in cooperation with state and local agencies, must prepare a long-term, 20+ year, transportation plan, in accordance with 23 USC § 134 and 49 USC § 5303.

In November 2021, the Infrastructure Investment and Jobs Act (IIJA) was signed into law. This legislation carries forward and expands the policies, programs, and initiatives established by prior legislation, including the Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America's Surface Transportation Act (FAST Act), by introducing policies and programs that address new and emerging issues that face the nation's transportation system.

The metropolitan transportation planning process specified by the IIJA and the implementing regulations contained in 23 CFR 450 requires CAMPO to maintain a continuous, cooperative, and comprehensive framework for making transportation investment decisions in the metropolitan area. These factors must be considered in the regional transportation planning process: Infographic on factors from 23CFR 450.306(b) below.



2.4 Performance Monitoring

Federal law requires MPOs to establish goals, targets, and performance measures. This approach is built on national standards and guidance for performance management, commonly referred to as performance-based planning and programming. As a matter of best practice, Transportation Performance Management (TPM) should guide investment decisions by providing a feedback loop that measures the level of impact resulting improvements have in furthering national, state, and regional goals. This process is transparent and data-driven and informs decision-makers and the public when selecting and prioritizing projects that meet the greatest needs. CAMPO's annual report summarizing each of the required performance measures ensures we are using the most current and relevant data when making transportation-related investment decisions.

Below are performance measures which CAMPO tracks, in partnership with NDOT. MPOs can support NDOT's targets or establish their own quantifiable targets. Performance metrics and established targets for each of the performance measures used for this RTP are provided in Appendix B. NDOT submits all Performance Measures to the Federal Highway Administration (FHWA) biennially, as required.

2.4.1 Safety

The FHWA Safety Performance Measures Final Rule establishes five performance measures:

1. Number of Fatalities (5-year rolling average)
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries (5-year rolling average)
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries (5-year rolling average)

CAMPO supports NDOT's Safety targets and provides safety updates within the CAMPO region as described in Section 4.2 of this document.

2.4.2 Infrastructure Condition

FHWA has established specific performance measures and target-setting methodology for pavement and bridges located on the National Highway System (NHS). The NHS comprises two categories: Interstate and non-Interstate. The Pavement and Bridge Condition Performance Measures Final Rule requires a performance report that includes baseline conditions along with two- and four-year targets. CAMPO currently supports NDOT's two- and four-year targets.

2.4.3 Pavement

Federally required performance measures for pavement conditions are:

1. Percentage of Interstate pavements in good condition
2. Percentage of Interstate pavements in poor condition
3. Percentage of non-Interstate NHS pavements in good condition
4. Percentage of non-Interstate NHS pavements in poor condition

As part of CAMPO's Unified Planning Work Program, regional and local road pavement conditions are monitored and reported to local member agencies.

These efforts are consistent with CAMPO's goals to preserve and maintain our region's existing transportation infrastructure.

CAMPO has established the following performance measures to track pavement conditions within the CAMPO area:

1. Average Pavement Condition Index (PCI) rating for collector and arterial roadways within the CAMPO boundary by jurisdiction
2. Percentage of roadways with a PCI rating of 55 or below in the CAMPO boundary by jurisdiction

2.4.4 Bridges

Federally required performance measures for bridges, which include all bridges on the NHS, including bridges that function as on- and off-ramps, are referenced below:

1. Percentage of NHS bridges by deck area in good condition
2. Percentage of NHS bridges by deck area in poor condition

The performance measures evaluate the bridge deck, bridge structure above ground, bridge structure below ground, and associated culverts. These evaluations are performed, monitored, and reported to local agencies by NDOT. CAMPO monitors these performance measures to advocate for resources as needed.

2.4.5 System Reliability, Freight Movement

The National Highway System and Freight Performance Measures Final Rules are used to assess the performance of the interstate and non-interstate segments of the National Highway System as well as regional freight movement. Below are the required performance measures:

1. Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the Interstate that are reliable
2. Non-Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the non-Interstate NHS that are reliable
3. Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index

Like other measures, these are calculated, tracked, and reported to CAMPO by NDOT. CAMPO monitors the performance measures to advocate for resources as needed, consistent with CAMPO's goal of ensuring mobility for people and goods.

3

VISION, GOALS, AND PUBLIC ENGAGEMENT

3.1 Vision

CAMPO strives to develop and maintain a transportation system that provides balanced, safe, reliable, and convenient transportation options for all members of our community.

The vision described above was developed in careful consideration of current mobility needs within the region and as a representation for how the community would like to grow and adapt, recognizing that no two residents have the same needs or ideals for how they choose, or are able, to interact with the transportation network. Transportation is innately personal – we all experience the transportation network through our own unique lens of our daily activities. Each of us has responsibilities, social activities, medical appointments, and day-to-day errands that create demand for traveling.

The mobility needs for CAMPO's diverse and evolving population vary. As a result, enhancements to the transportation network must be balanced and forward-thinking. The area's transportation network of roadways, paved paths, sidewalks, signals, signs, and other transportation facilities aim to provide safe and efficient mobility to its users. Limited revenue from local, state, and federal funding sources is allocated to a growing need for maintenance and network enhancement improvements. This plan presents a performance-based planning approach that identifies programs and projects that have a significant benefit to the quality of life for everyone who uses the transportation system.

3.2 Goals

Six RTP goals have been developed to be compatible with federal and state transportation goals and are consistent with input from the CAMPO community as shown in Figure 3.

SAFETY
Increase the safety of the transportation system for all users.

QUALITY OF LIFE
Invest in a transportation system that supports the health, livability, and character of the region.

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

PROSPERITY
Support economic vitality and growth through strategic transportation investments.

ADAPTABILITY
Invest strategically in transportation trends and technologies that support the needs of the region.

PRESERVATION
Maintain our region's existing transportation infrastructure.

Figure 3. RTP goals

While each goal is important in its own right, a balanced transportation system requires the strategic investment and implementation of all these elements. This approach considers inherent trade-offs and prioritizes solutions that support all goals. Each of the projects identified in this plan has been evaluated for its ability to further these collective goals, ensuring that investments are in direct support of achieving the regional vision. The CAMPO goals provide a foundation for prioritizing projects, with the scoring criteria and weighting percentages for each of the six goal areas determining the overall project score and prioritization. Additional details on project prioritization are provided in Chapter 6.

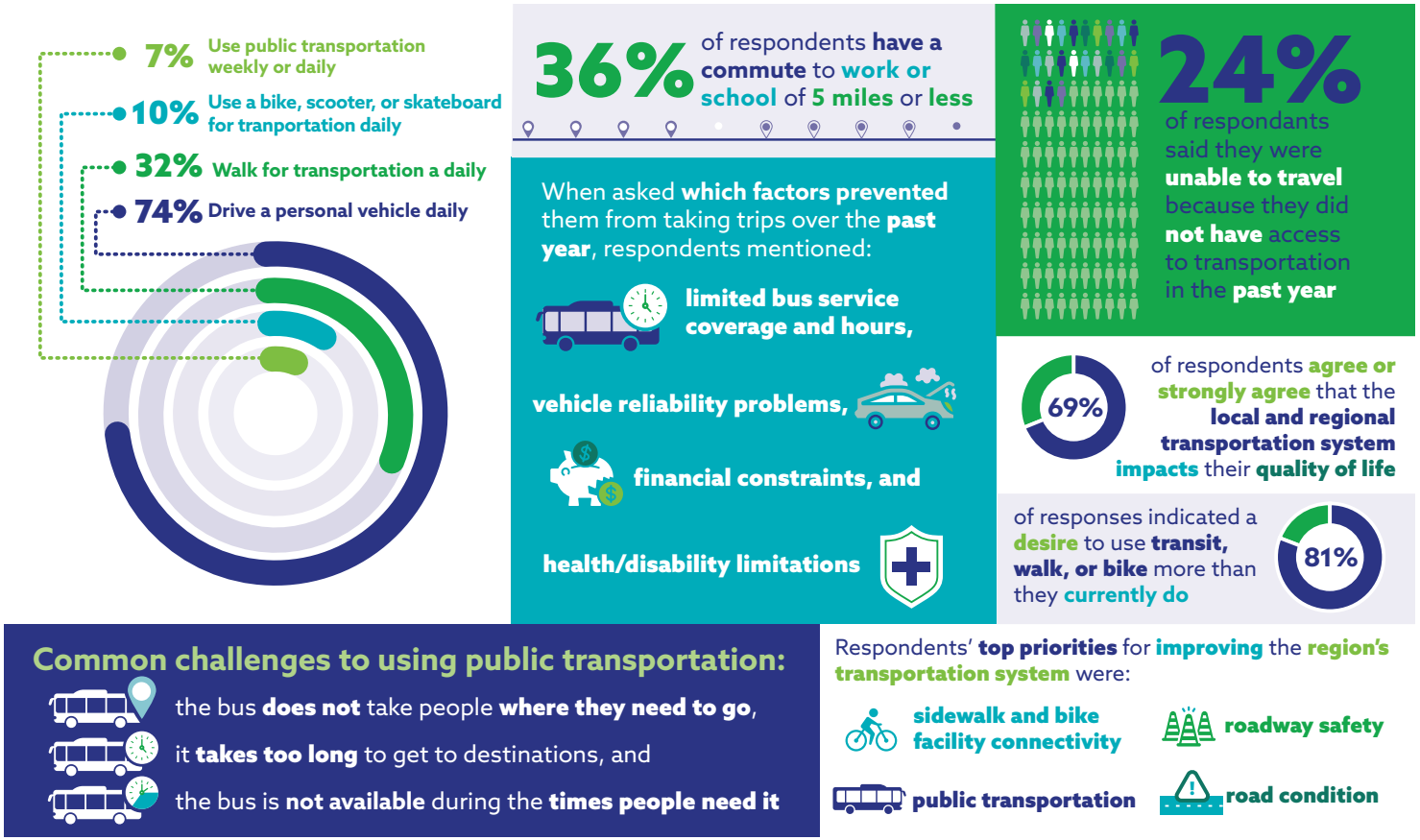


Figure 4. Survey results

3.3 Stakeholder and Community Engagement

CAMPO Staff hosted multiple engagement sessions through the summer of 2025 with local, state, and federal departments and agencies to communicate CAMPO's vision and goals, identify common goal areas, establish a regional vision, identify transportation needs and constraints, prioritize projects, and commit to continued collaboration.

A bilingual public survey was released in May 2025 with 267 participants. A public meeting was held on September 24, 2025. Staff gave updates to the CAMPO Board, which are always open to the public in April, August, September, November, December 2025, and January 2026. Staff spoke with KNVC Community Radio 95.1 FM on August 28th to inform the public about CAMPO and the RTP process.

A 30-day public comment period from November 5 through December 5 was advertised in a Press Release and announced at the CAMPO Board. During this public comment period, staff held three CAMPO 2050 RTP learning sessions in Carson City, Lyon County, and Douglas County to share the RTP with the public, walk through the document, and answer questions. Appendix C includes a summary of outreach activities and comments.

4

CURRENT & FUTURE CONDITIONS / REGIONAL TRANSPORTATION NEEDS

4.1 Population, Employment, & Land Use

CAMPO produces an annual report summarizing ongoing monitoring of existing conditions and forecasted trends that impact current and future demand of the transportation system. The annual CAMPO Transportation Network Monitoring Report is federally funded through CAMPO's Unified Planning Work Program.

The document presents information on who uses the transportation system (sociodemographic data), where they travel (trip origins, destinations), and how they travel (transit, walking, biking, driving). The data collected is processed, organized, and analyzed to present information about the overall performance of the transportation system. The information is presented to show regional trends and changes that influence the transportation system. The latest Annual CAMPO Transportation Network Monitoring Report can be found on the CAMPO website.

4.1.1 Current/ Future Population

Over the next 25 years, demand for the transportation system will grow and evolve. CAMPO's population over the next 25 years is forecasted to have a low annual growth rate. An annual growth rate of less than 1% between Carson City, Douglas County, and Lyon County has been used to project demand on the transportation network. Higher growth rates, such as 8%-10% which were experienced in the mid-2000s, are not expected under existing assumptions. In total, between the years 2025 and 2050, CAMPO's population is anticipated to be about 97,000 people.

Population estimates for 2024 through 2043 (Table 1) from the Nevada Department of Taxation anticipate a growing senior population (shown in gray) that will necessitate investment in safety enhancements to address the changing mobility needs of seniors. Investment in accessible public transportation, pedestrian, and bicycle facilities will be important for providing an aging population with mobility options and independence, along with improved integration and mobility for all system users.

Table 1: 2024-2043 Nevada State Demographer Population Projections

Five Year Cohorts	Carson City			Douglas County			Lyon County		
	Year	Year	Percent Change	Year	Year	Percent Change	Year	Year	Percent Change
	2024	2043	2024-2043	2024	2043	2024-2043	2024	2043	2024-2043
Ages 0-4	2,652	3,396	**28%**	1,893	1,769	-7%	3,554	3,851	8%
Ages 5-9	2,425	4,015	**66%**	2,735	2,334	-15%	3,987	4,204	5%
Ages 10-14	2,726	3,753	**38%**	2,810	2,630	-6%	3,841	4,284	12%
Ages 15-19	4,307	3,112	-28%	2,169	2,408	11%	3,570	4,253	**19%**
Ages 20-24	3,567	2,159	-39%	1,254	1,731	**38%**	2,937	4,303	**47%**
Ages 25-29	2,390	3,663	53%	3,265	2,328	-29%	4,248	4,339	2%
Ages 30-34	3,956	2,925	-26%	3,150	2,486	-21%	5,736	4,065	-29%
Ages 35-39	4,796	5,343	11%	3,310	2,452	-26%	3,048	3,688	**21%**
Ages 40-44	2,284	3,757	64%	2,630	2,929	11%	3,005	4,538	**51%**
Ages 45-49	2,581	2,311	-10%	2,977	4,225	**42%**	4,158	5,292	**27%**
Ages 50-54	5,520	4,116	-25%	3,274	3,852	**18%**	4,284	6,485	**51%**
Ages 55-59	4,621	3,862	-16%	4,124	3,991	-3%	4,475	3,268	-27%
Ages 60-64	3,510	2,401	-32%	4,948	3,472	-30%	4,227	3,800	-10%
Ages 65-69	4,139	3,389	-18%	5,260	4,239	-19%	4,232	4,506	6%
Ages 70-74	4,244	5,165	**22%**	3,794	3,869	2%	3,518	4,155	**18%**
Ages 75-79	2,772	4,590	**66%**	3,021	3,829	27%	2,499	3,470	**39%**
Ages 80-84	1,572	1,926	**23%**	2,021	2,991	48%	1,627	2,389	**47%**
Ages 85 over	1,499	3,006	**101%**	1,966	3,032	54%	1,339	2,391	**79%**
Total	**59,562**	**62,887**	**6%**	**54,600**	**54,567**	**0%**	**64,287**	**73,280**	**14%**

*Highlighted areas note age cohorts with growth rates at or above 14%

** Source: Nevada Department of Taxation:https://tax.nv.gov/wp-content/uploads/2024/05/2023-ASRHO-Estimates-and-Projections-Summary-2000-to-2042.pdf

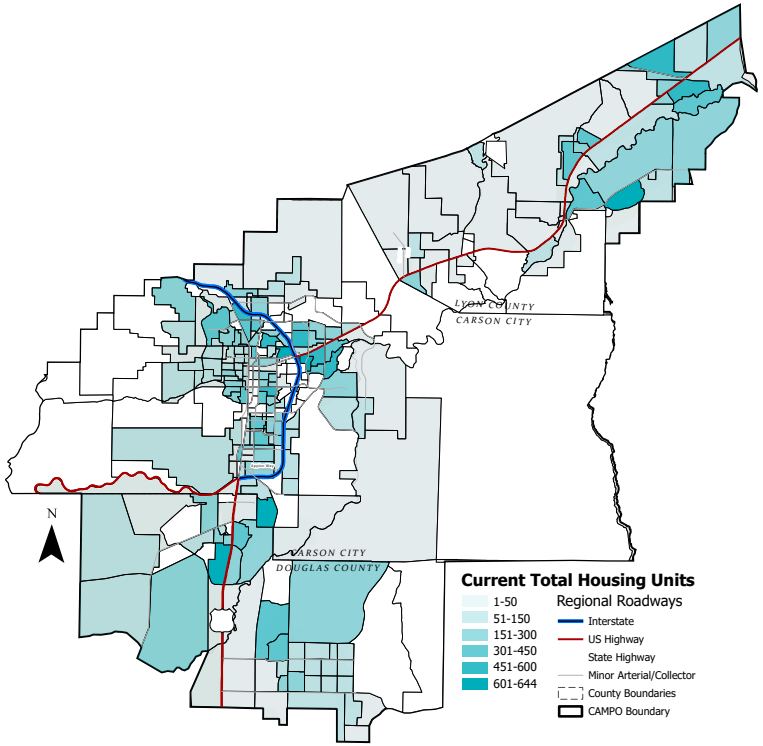


Figure 4. 2022 Housing Units Map

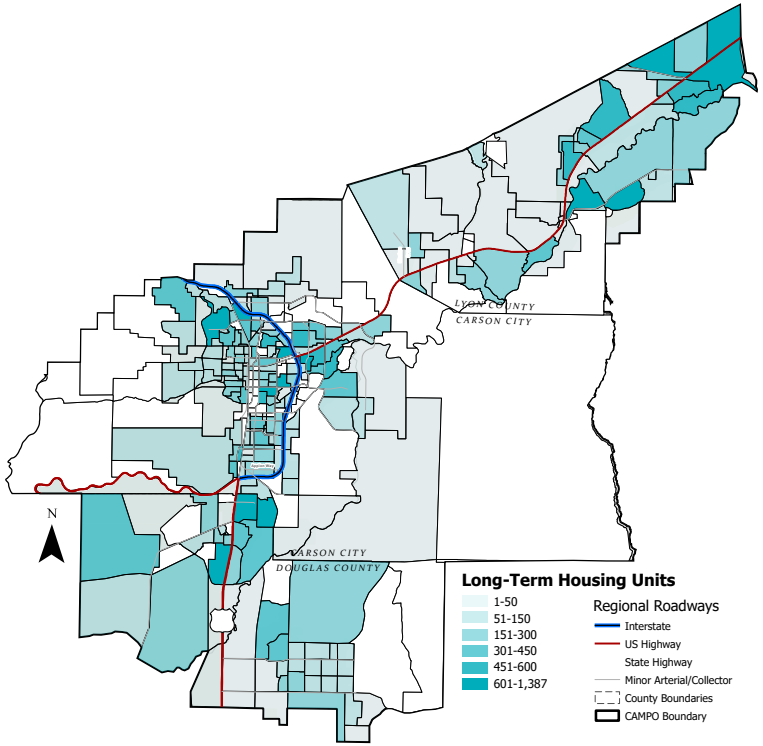


Figure 5. 2050 Housing Units Map

Transportation Analysis Zones (TAZs) incorporate roadway features, socioeconomic data, and land use used to model within the Travel Demand Model current and future trips based on where people live, work, recreate, shop, and where land uses are projected to change. Figure 4 shows 2022 Housing Unit densities within CAMPO. Figure 5 shows Housing Unit density projected into 2050, demonstrating where housing is predicted to grow.

As depicted in Table 1 from the Nevada Demographer, growth in young, family-age cohorts, including adults between 35-49 and children between the ages of 1 and 14 (shown in gray), are also anticipated. Given these population trends CAMPO's 2050 RTP identifies the need to prioritize projects that benefit the most vulnerable users, children as they walk and bike to school, older adults to accommodate accessibility issues as well as those with disabilities, and safety concerns of older drivers. Additional discussion on vulnerable users is included in the Safety Section. Using a linear population projection based on the 20-year population growth by the Nevada demographer, the CAMPO region is expected to grow to about 97,000 residents by 2050.

4.1.2 Current/Future Employment

TAZs can also highlight where people work. Figure 6 shows CAMPO's 2022 employment densities within TAZs. Figure 7 shows where employment densities are predicted to grow into 2050.

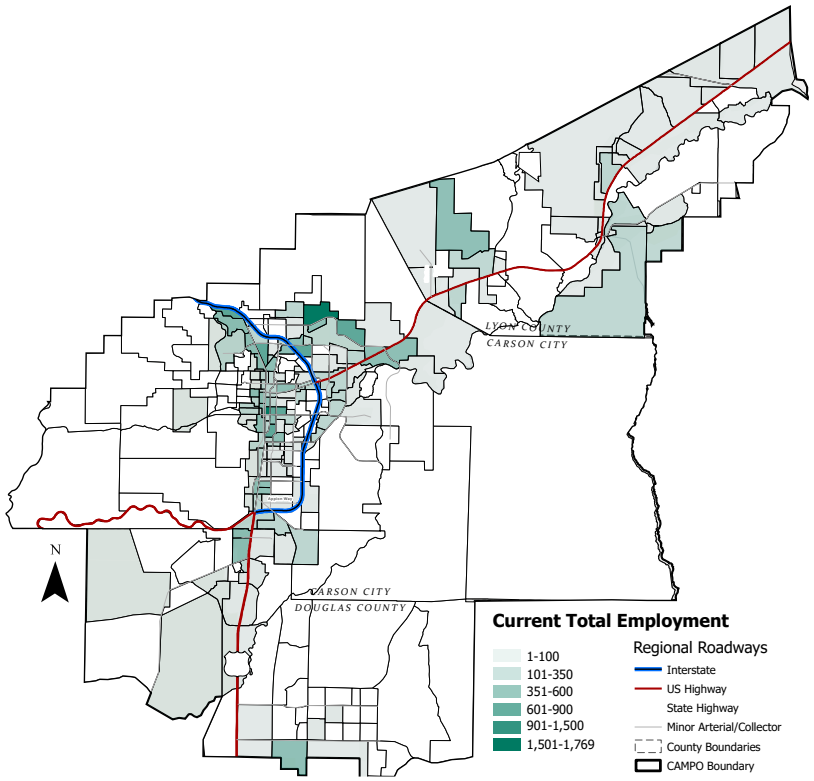


Figure 6. Employment TAZ map 2022

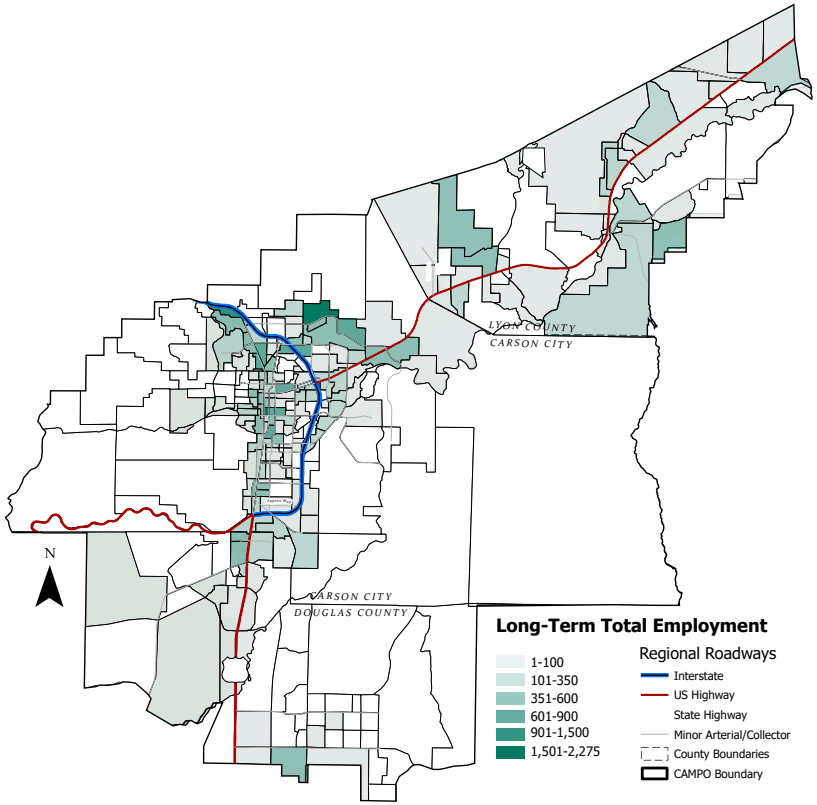


Figure 7. Commmercial Employment TAZ map 2050

4.1.3 Land Use

Land use has a significant influence on transportation. The relationship between transportation and land use is complex, with current land use patterns influencing transportation patterns and in turn influence where people and businesses choose to locate. This document does not propose any changes to existing land use but aims to highlight how land use decisions influence the transportation network and ultimately the quality of life for Carson area residents.

As member jurisdictions strive to increase transportation services with limited funds, the cost to maintain the transportation network continues to grow. Land use development patterns that have lower density typically result in lower revenue and higher infrastructure costs, meaning local governments cannot maintain the transportation network using traditional user pay models, such as fuel tax. This commonly results in general fund transfers to subsidize the maintenance of the transportation network. The CAMPO 2050 RTP prioritized projects in higher-density land uses to promote redevelopment, economic prosperity, and access to essential services, such as community institutions, schools, grocery stores, hospitals, hardware stores, or similar uses. This strategy also prioritizes projects where land use supports the development of a multi-modal system.

Low-density land use patterns also make other modes of transportation, such as transit, walking, and bicycling, more difficult and less appealing. Connecting residential neighborhoods and employment centers with multimodal transportation options, including transit-supportive developments, is a priority for CAMPO as it improves non-automobile access and enables creative connectivity solutions.

Carson City

The current Carson City Master Plan was approved in 2025. It provides a roadmap on where and how the community will grow in the next 20 years. Carson City has had a Growth Management Program since 1978 to manage infrastructure capacity, service levels, and overall growth. Carson City has established an urban services boundary to reflect the public's desire to maintain a compact urban footprint centered around downtown Carson City. The guiding principles of the Carson City Master Plan include Well-Managed Growth, Access to Open Lands & Recreational Opportunities, Economic Vitality, Livable Neighborhoods, Unique History & Culture, and A Connected Community.

> ***"Carson City will maintain a safe transportation system that facilitates efficient travel both within and through the community using a variety of motorized and non-motorized modes."***

Carson City transportation goals include providing a safe and efficient multi-modal transportation system for all users, where land use is connected to transportation decisions, supports all modes of transportation, and connects bike lanes, multi-use paths, and sidewalks within the city.

Lyon County

The Lyon County Master Plan was approved in 2020. The Lyon County Plan highlights past sprawl patterns, but aims to allow for more compact development, focusing on and balancing residential, employment, and retail land uses and with limited growth in rural areas. There are three communities within Lyon County's portion of CAMPO: Mound House, Silver City, and Dayton.

Mound House is an unincorporated Lyon County community bisected by U.S. 50 with the highest industrial use in Lyon County and residential neighborhoods adjacent. There is limited water and sewer infrastructure, so residential growth is limited in this area. Although new commercial and industrial uses are encouraged in this area, new industrial uses are only approved in areas that do not adversely affect residences.

Silver City, a National Landmark Historic District, is the smallest in Lyon County, with fewer than 200 people. This community has residences, commercial, and industrial areas, but is unlikely to grow, as it lacks a sewer system.

Dayton has had the highest growth of the unincorporated areas of Lyon County. There are commercial and residential land uses, with residential development in suburban areas encouraged adjacent to other residential neighborhoods, with a vision of livable communities, connected streets, gathering places, parks, and schools. U.S. 50 commuters experience continually congested traffic patterns, particularly travelling east in the evening.

Three important transportation planning directions seem apparent:

- The connectivity and capacity of arterials and collectors will be a key element for the growth of the County and should be carefully conserved. Strategies to achieve this connectivity should include strict access control and development of residential and nonresidential design standards that emphasize internalization of circulation systems.
- Within communities, pre-planned expansion of highway and roadway systems is required to ensure that the function and viability of the development centers do not negatively impact the rural quality of life.

- Increasingly, the private sector will have to be part of the solution of transportation issues, including financing and other transportation systems modifications."

Douglas County

There are two Douglas County communities within CAMPO: Indian Hills/ Jacks Valley, and Johnson Lane. **Indian Hills** has a commercial center, near the Carson City/Douglas County line, but is primarily residential. Douglas County outlines zoning and residential preferences to connected infrastructure, limited access to U.S. 395, and specific plans for Clear Creek and North Douglas Planned Developments within their 2020 Douglas County Master Plan. In 2002, Douglas County voters approved of the Sustainable Growth Initiative, which limits the number of new dwelling units to 280 per year to manage growth. **Johnson Lane** area is primarily single-family estates and rural residential community. The Douglas County Master Plan references the Transportation Master Plan, adopted in 2019 which mentions safety concerns along U.S. 395 and failures in Level of Service, attributed to increased traffic from Douglas County and Carson City.

4.2 Travel Demand & Monitoring

The CAMPO 2050 RTP is required by federal regulations to identify current The CAMPO 2050 RTP is required by federal regulations to identify current and future demand on the transportation system. CAMPO maintains a travel demand model (TDM) to forecast demand. The TDM utilizes future land-use from adopted Master Plans, data from the State Demographer, and historical trends to estimate population. The TDM predicts system demand and performance in model scenarios: a base year scenario of 2022, a near-term scenario of 2035, and a long-term scenario of 2050. The near-term and long-term scenarios are further analyzed by adding transportation projects, which are categorized by projects that are either fiscally constrained (funded) or that do not have funding identified. The TDM was updated in 2024, and again in 2025. An Open GIS Interface Tool was created so that CAMPO and developers can easily access key TDM inputs and outputs without specific modeling software. A complete model documentation report is provided at the link: Carson City Transportation Documents | Carson City and additional details for the RTP update are included in Appendix D. Periodic updates to the TDM are recommended as funding allows to review how changes in land-use and future development patterns affect transportation needs.

4.2.1 Level of Traffic Stress (LOS) and Travel Times

CAMPO staff utilizes two model outputs: Level of service (LOS) and travel time estimates. The LOS measure can be used to evaluate roadway sections based on a comparison of vehicle volume and roadway capacity. The travel time estimates measure the time it takes to travel between two points and can be used to evaluate month-to-month or year-to-year changes between future year TDM scenarios.

Outputs from the base year of CAMPO's travel demand model on LOS are provided on the following pages. LOS is a measurement used to determine how well a transportation facility is operating from a traveler's perspective. The travel demand model assigns a letter designation from A to F, with LOS A representing the best operating conditions, and LOS F the worst. The LOS is based on the average daily traffic. Figures 8 and 9 delineate the LOS for approximately 1,163 road segments for the base-year (2022) and future 2050 scenarios, assuming no changes to the roadway network. Near- and long-term scenarios that incorporate fiscally constrained projects are included in Chapter 6; all other scenarios are contained within the model documentation report in Appendix D.

Between 2022 and 2050, LOS will diminish primarily on U.S. 50 East and U.S. 395. This is not only important from a commuter's perspective but is also important from an emergency response perspective. The U.S 50 and U.S. 395/I-580 corridors serve as the primary corridors into and out of the CAMPO region and carry nearly all traffic entering and exiting CAMPO. Terrain, the number of driveways and other access points, and traffic

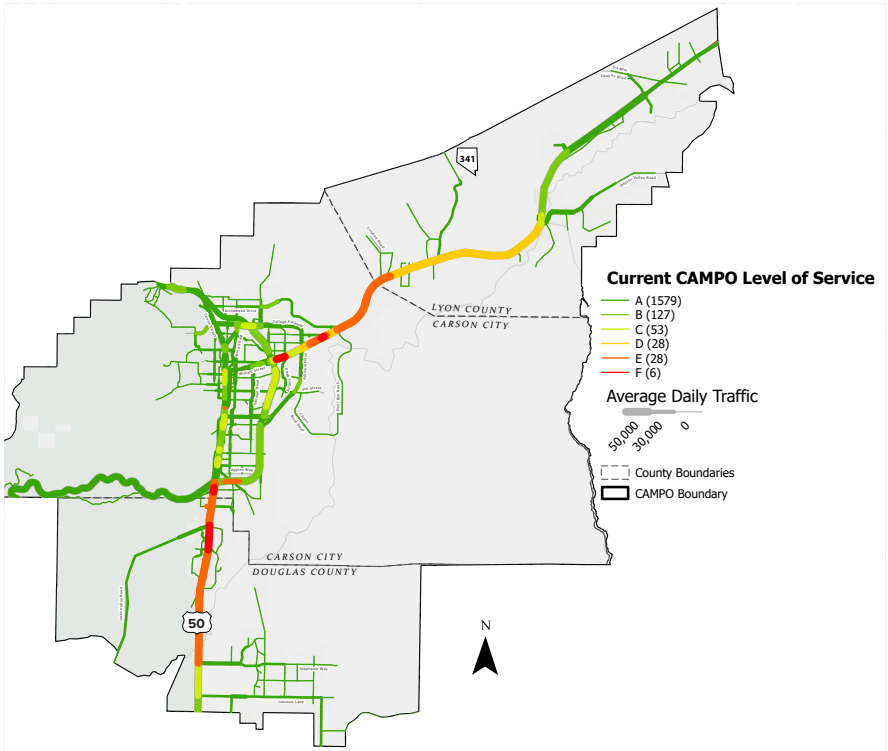


Figure 8. 2022 LOS Map

2050 No Build map placeholder

Figure 9. 2050 No-Build Map

signal coordination are examples of how a road's design can affect the flow of traffic, including emergency response or evacuation. Establishing consistent design concepts and identifying potential access management and operational efficiencies must be factored into the evaluation of projects and project prioritization.

Travel Time Index/Planning Time Index

The travel time measure, also known as travel time reliability, measures the time it takes to travel from one location to another. Travel time reliability is significant to many transportation system users, whether they are vehicle drivers, transit riders, or freight shippers. Personal and business travelers value reliability because it allows them to make better use of their own time. Freight shippers and carriers value predictable travel times to refine their logistics and to remain economically competitive.

Travel Time Index (TTI) and Planning Time Index (PTI) are calculated using the Regional Integrated Transportation Information System (RITIS) utilizing data from mobile phones, vehicles, and portable navigation devices to track CAMPO transportation performance and prioritize future investments. CAMPO reports annual TTI and PTI changes in the CAMPO Annual Network Monitoring Report.

Transportation System Management

The Carson Area Transportation System Management Plan (CATSMP) was initiated as a planning effort for CAMPO to establish commonly held operations and management objectives and as an asset management plan to support improved transportation system performance for the CAMPO region. The CATSMP reviewed CAMPO's current transportation system and identified needs related to operations and management to inform future investments to ensure a safe and reliable transportation system for the region. This plan included stakeholder engagement, collection of physical and logistical elements, a needs assessment, life cycle costing to inform future system improvement strategies, and the development of technology-based data-driven performance measures and benchmarks.

Recommendations from the CATSMP include:

- ***Maintain an accurate and up-to-date inventory of assets for the physical elements collected as part of this plan.*** Integration of transportation assets into Carson City's asset management strategy will help ensure program elements are maintained.
- ***Adopt formal Incident and Special Event Management Procedures.*** The Incident and Special Event Management Procedures should, at a minimum, identify the event originator, reviewing department, approver, implementation process, and timeline when the signals are to return to standard operations.
- ***Implement consistent language and terms among all signal systems covered under the existing agreements.*** It is recommended that all county and NDOT agreements be updated to have consistent agreement terms. The Douglas County agreement should be used as a starting point to update all county agreements, as this is the most recent agreement that was negotiated.
- ***Coordinate with District Attorney regarding interlocal agencies and Nevada Revised Statute 277A.*** CAMPO has recently experienced challenges with interlocal agencies and Nevada Revised Statute 277A, specifically with respect to NDOT purchasing signal equipment for Carson City to install in Lyon and Douglas Counties. CAMPO should work with their District Attorney to determine how to accomplish this efficiently.
- ***Provide instructions on how to read the signal timing plans to consultants when signal timing requests are made.*** Instructions explaining how to read CAMPO's signal timing plans should increase the consultants' understanding of the plans.

It is recommended that Carson City, NDOT, and partner agencies provide a dedicated annual budget for the routine replacement of transportation equipment (traffic signal systems and detection and other intelligent transportation systems [ITS] equipment).

CAMPO should also consider implementing Automated Traffic Signal Performance Measures (ATSPM) or a similar signal performance monitoring system to enhance the granularity and diversity of the data available for assessing and adapting signal operations. These approaches would allow CAMPO to collect information such as the percentage of vehicles arriving on a green light, split failures, and the prevalence of phase maxouts or gap-outs. Technology such as connected vehicle data can be utilized for current studies; however, it is recommended that this be limited to periodic data purchases for well-defined studies rather than an annual subscription model due to cost.

Table 2: Travel Times in Minutes between Metropolitan Planning Area Gateways

Travel Times in Minutes between Metropolitan Planning Area Gateways		2015		2020		2022		2030		2050	
From	To	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
U.S. Hwy 395 North (Carson City and Washoe County Line near Hobart Road)	U.S. Hwy 50 East (Near Chaves Road)	30.2	39.4	24.6	34.1	27.6	41.5	27.6	49.3	27.6	68.8
	U.S. Hwy 395 South (2000 feet south of Johnson Lane)	23.1	30.4	16	24.5	16.1	21.2	16.1	21.1	16.2	19.4
	U.S. Hwy 50 West (2.7 miles west of U.S. Hwy 395)	16.8	18.7	11.7	13	12.9	14	12.9	14.2	13	14.2
U.S. Hwy 50 East (Near Chaves Road)w	U.S. Hwy 395 North (Carson City and Washoe County Line near Hobart Road)	35	33.6	24.7	28.3	27.8	31.5	27.9	32.4	28.1	34.5
	U.S. Hwy 395 South (2000 feet south of Johnson Lane)	48.2	53.6	32.2	43.2	34.7	42.5	34.8	43.2	35	43.5
	U.S. Hwy 50 West (2.7 miles west of U.S. Hwy 395)	41.9	41.9	27.9	31.7	31.5	35.4	31.6	36.3	31.7	38.3
U.S. Hwy 395 South (2000 feet south of Johnson Lane)	U.S. Hwy 395 North (Carson City and Washoe County Line near Hobart Road)	26.4	26.4	16.1	19.3	16.2	20	16.2	20.6	16.1	23.6
	U.S. Hwy 50 East (Near Chaves Road)	46.6	55.2	31.9	43.3	34.2	51	34.2	59.2	34.1	81.6
	U.S. Hwy 50 West (2.7 miles west of U.S. Hwy 395)	16.1	15.3	10.4	12.5	11	13.4	10.9	13.9	10.9	16.3
U.S. Hwy 50 West (2.7 miles west of U.S. Hwy 395)	U.S. Hwy 395 North (Carson City and Washoe County Line near Hobart Road)	17.3	18.5	11.7	13	13	15.1	13	15.5	13	16.1
	U.S. Hwy 50 East (Near Chaves Road)	37.5	47.3	27.5	37	31	46.1	31	54	31	74.1
	U.S. Hwy 395 South (2000 feet south of Johnson Lane)	13.3	19.1	10.3	17.8	10.9	15.7	10.9	15.6	11	14.1

AM represents morning peak travel times and PM represents afternoon peak travel times

**Year 2015 data is from CAMPO's 2040 Regional Transportation Plan

4.3 Safety

A top priority of the CAMPO 2050 RTP is to increase the safety of the transportation system for all its users. This section includes federal, state, and regional initiatives that help to create a safer transportation network. As part of CAMPO's federal requirements, there are five safety performance measures that are monitored by CAMPO staff. The performance measures create a consistent method to count and gauge the safety of CAMPO's Transportation Network.

In addition to the safety Performance Measures described in section 2.4, CAMPO completed the CAMPO Local Road Safety Plan in April 2024, identifying ten priority locations to focus safety projects within the CAMPO region. These locations are shown in Table 3, and a number of these projects are underway or have been programmed as part of the fiscally constrained project list. This includes the North Carson Complete Streets Corridor Study, which will identify needed safety, utility, rehabilitation, landscaping, and multimodal considerations along a 2.3-mile former U.S. 395 leading into the heart of Carson City and the U.S. 50 East Carson Complete Streets Corridor Plan that identified safety and access management recommendations for U.S. 50 between I-580 in Carson City to State Route 341 in Mound House, Lyon County.

4.3.1 Proven Safety Countermeasures

In 2008, FHWA began promoting certain infrastructure-oriented safety treatments and strategies, chosen based on proven effectiveness and benefits, to encourage widespread implementation by state, tribal, and local transportation agencies to reduce serious injuries and fatalities on American highways. This initiative became known as Proven Safety Countermeasures.

The list of Proven Safety Countermeasures includes 28 treatments and strategies that practitioners can implement to successfully address roadway departure, intersection, and pedestrian and bicycle crashes. Among the

Table 3: CAMPO Local Road Safety Plan Priority Locations

Priority Intersections
US-395 & Topsy Lane (Signalized)
Airport Road & US 50 (Signalized)
N. Carson Street & W. Nye Lane (Unsignalized)
Goni Road & Old Hot Springs Road (Unsignalized)
Highlands Drive & US 50 (Unsignalized)
Priority Segments
S. Carson Street from US 50 to Stewart Street (2.27 mi.)
E. College Parkway from I-580 to US 50 (2.21 mi.)
N. Carson Street from Long Street to I-580 (2.07 mi.)
S. Curry Street from Lake Glen Drive to Curry Circle (1.02 mi.)
Saliman Road from Long Street to Fairview Drive (1.7 mi.)

roven Safety Countermeasures are several crosscutting strategies that address multiple safety focus areas.

Transportation agencies throughout the Country have been encouraged to consider these research-proven safety countermeasures. Widespread implementation of the Proven Safety Countermeasures can serve to accelerate the achievement of local, state, and National safety goals. [Proven Safety Countermeasures | FHWA (dot.gov)]

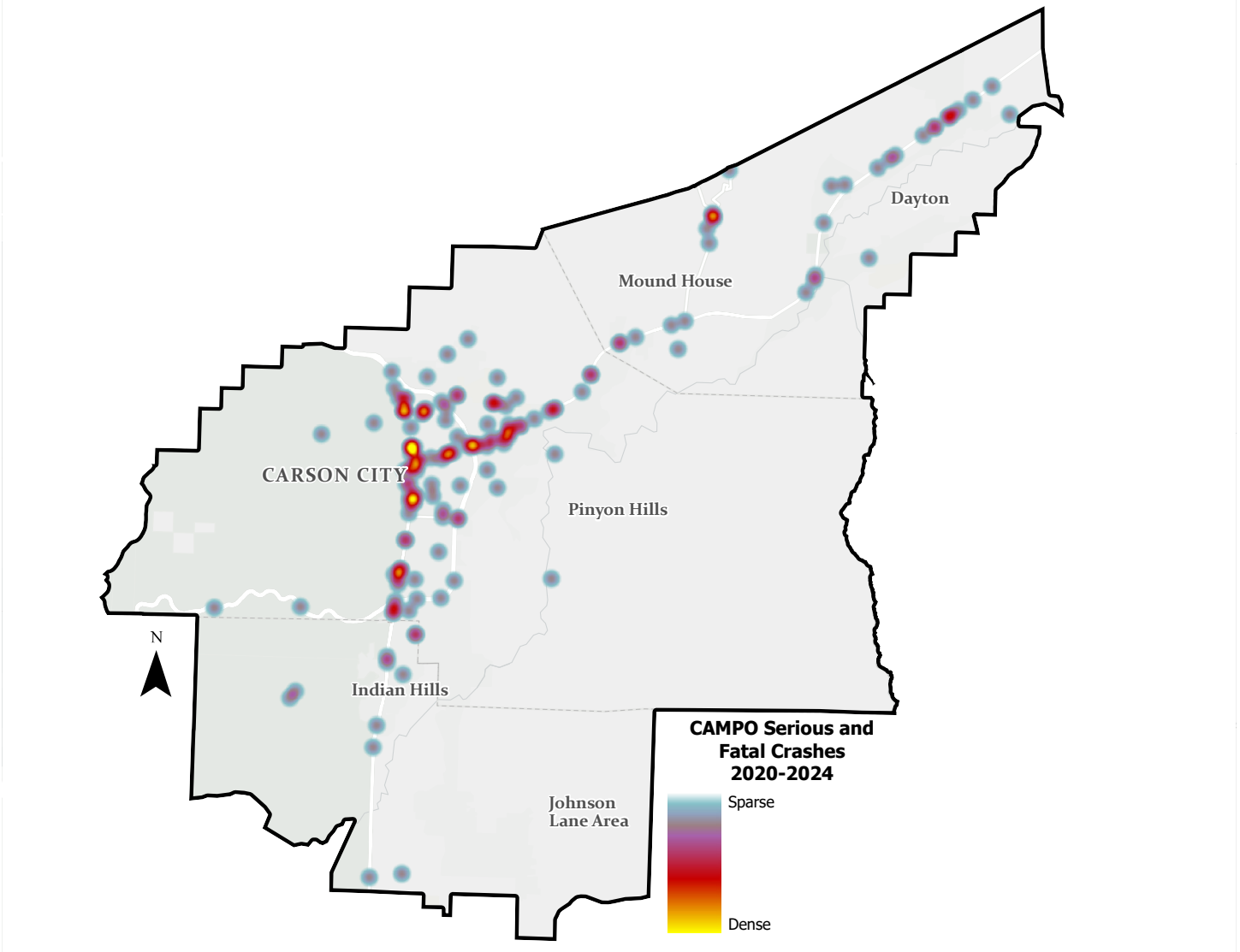


Figure 10. Serious and Fatal Injuries

Figure 11: FHWA Proven Safety Countermeasures

SPEED MANAGEMENT

- Appropriate Speed Limits for All Road Users
- Speed Safety Cameras
- Variable Speed Limits

PEDESTRIAN/ BICYCLIST

- Bicycle Lanes
- Crosswalk Visibility Enhancements
- Leading Pedestrian Interval
- Medians and Pedestrian Refuge Islands in Urban and Suburban Areas
- Pedestrian Hybrid Beacons
- Rectangular Rapid Flashing Beacons (RRFB)
- Road Diets (Roadway Reconfiguration)
- Walkways

ROADWAY DEPARTURE

- Enhanced Delineation for Horizontal Curves
- Longitudinal Rumble Strips and Stripes on Two-Lane Roads
- Median Barriers
- Roadside Design Improvements at Curves
- SafetyEdge^{SM}
- Wider Edge Lines

INTERSECTIONS

- Backplates with Retroreflective Borders
- Corridor Access Management
- Dedicated Left- and Right-Turn Lanes at Intersections
- Reduced Left-Turn Conflict Intersections
- Roundabouts
- Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections
- Yellow Change Intervals

CROSSCUTTING

- Lighting
- Local Road Safety Plans
- Pavement Friction Management
- Road Safety Audit

Figure 12: SHSP graphic

4.3.2 Nevada Strategic Highway Safety Plan (SHSP)[1]

In 2004, NDOT and the Nevada Department of Public Safety formed a Technical Working Group to develop a statewide safety plan, the Nevada Strategic Highway Safety Plan (SHSP), with the latest update of the 2026-2030 SHSP to be approved by FHWA in December 2025. The SHSP is a comprehensive data-driven statewide safety plan that identifies the highest causes of fatalities and serious injuries on Nevada's roadways and provides a coordinated framework for reducing the crashes that cause fatalities and serious injuries. The SHSP establishes statewide goals and critical emphasis areas focusing on the 6 E's of traffic safety: Equity, Engineering, Education, Enforcement, Emergency Medical Services/Emergency Response/Incident Management, and Everyone. The purpose of the SHSP is to eliminate traffic-related fatalities and serious injuries by combining and sharing resources across disciplines and strategically targeting efforts to the areas of greatest need. The SHSP is aligned with other statewide planning efforts and provides guidance for statewide traffic safety plans and local plans, and guides the investment of funds for three federally-funded programs: the Highway Safety Improvement Program (HSIP) managed by NDOT, Highway Safety Plan (HSP) managed by the Office of Traffic Safety (OTS), and the Commercial Vehicle Safety Plan managed by the Nevada State Police and Highway Patrol. In 2021, the Nevada Advisory Committee on Traffic Safety (NVACTS) was voted into statute and replaced the Nevada Executive Committee on Traffic Safety. CAMPO is an active and voting member of NVACTS.

4.4 Active Transportation

No transportation system is complete without Active Transportation. Active Transportation includes any human-powered or human-scale mode of transportation. An effective active transportation network should be safe and efficient. A utilized active transportation system can benefit the local economy, reduce traffic congestion, improve air quality, offer healthier lifestyles, and raise the region's quality of life.

Active transportation gives people who cannot drive, as well as those who can, additional and affordable options for getting around independently to meet their everyday needs. Those who benefit most from improvements to the active transportation network include children (particularly traveling to and from school), seniors, people with disabilities, and low-income families for whom the cost of owning and operating a car, or multiple cars, may be prohibitive.

1 Nevada Strategic Highway Safety Plan (SHSP)

The use of active transportation is significantly influenced by safety and mobility needs. Active transportation users are significantly more vulnerable than vehicle users. A primary strategy of the CAMPO 2050 RTP encourages the use of awareness programs and physical enhancements to the active transportation network to improve the safety of the system's most vulnerable users. Investments that increase safety for active transportation users are also known to improve safety for drivers.

A goal of this plan is to prioritize investments that improve mobility and access to essential services, thereby directing limited funding to areas of high use. Active Transportation also supports the region's quality of life and improves prosperity for families living near active transportation systems. An example of this is the introduction of electric-powered bikes and scooters, as greater use of these devices will influence the number of individuals using active transportation, allowing them to travel greater distances without needing access to a vehicle. Electric scooters currently on the market can travel between 6 to 75 miles with a single charge. As such, use of electric-powered human-scaled devices is anticipated to grow and become viable modes of transportation for all users, especially lower-income households and seniors.

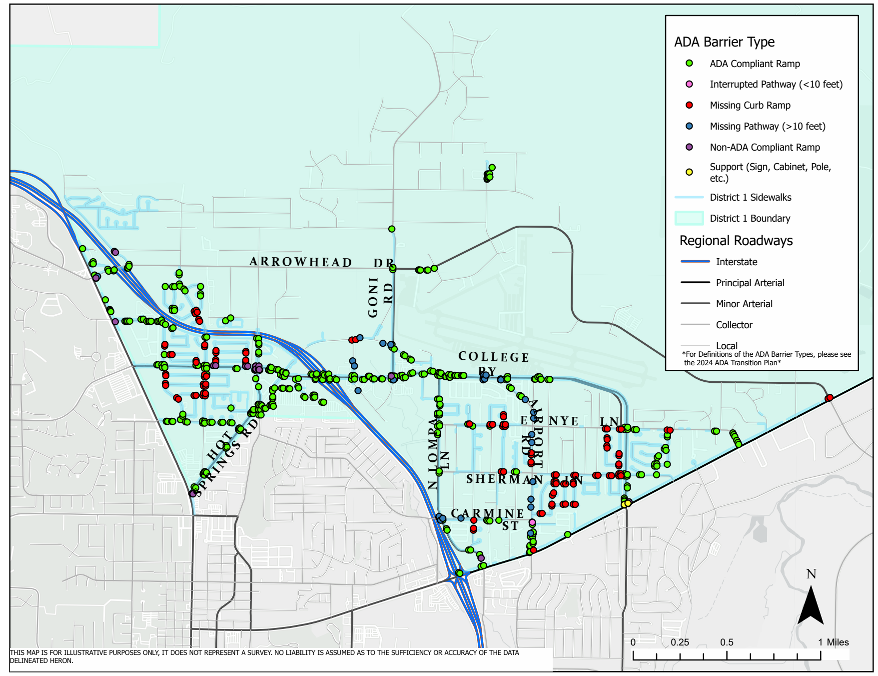


Figure 13: Performance District 1 - 2024 Inventory of Pedestrian Facilities

4.4.1 Americans with Disabilities Act (ADA)

The CAMPO 2050 RTP incorporates by reference the [2024 Americans with Disabilities Act (ADA) Transition Plan for Carson City's Pedestrian Facilities in the Public Right-of-Way]. The ADA is a civil rights law that mandates equal opportunity for individuals with disabilities. The ADA prohibits discrimination in access to jobs, public accommodations, government services, public transportation, and telecommunications. ADA requires all Programs, Services and Activities (PSAs) of public entities to provide equal access for individuals with disabilities.

In 2024, CAMPO, in coordination with the Carson City RTC produced an updated ADA Transition Plan for Carson City's Pedestrian Facilities in the Public Right-of-Way. Pedestrian facilities within the public right-of-way include sidewalks, curb ramps, pedestrian crossings, transit stops, paved multiuse paths, and pedestrian-activated signal systems.

Carson City's ADA Transition Plan relates to the CAMPO 2050 RTP's Transportation Goals and Planning Strategies by

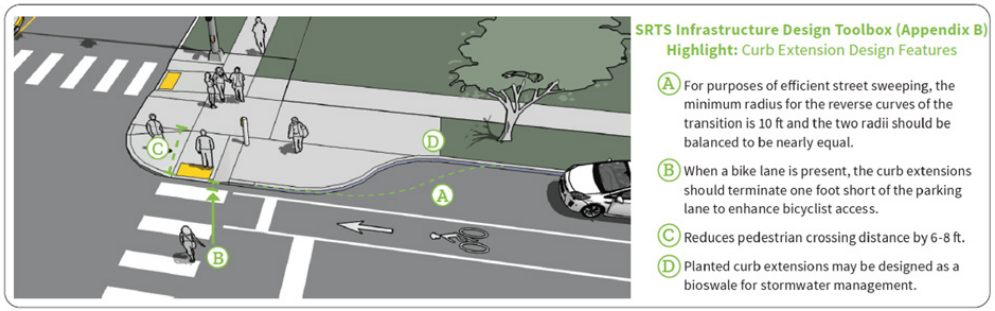
increasing safety, improving mobility and reliability, maintaining the multi-modal transportation system, improving access, and benefiting the most vulnerable users. An objective of this plan is to increase the number of ADA-compliant transportation facilities. Efforts toward achieving this objective are measured by tracking the number of transportation facilities that have been improved to ADA standards.

4.4.2 Safe Routes to School

Safe Routes to School (SRTS) is a national initiative implemented locally to encourage students to walk and bike safely to school and reduce the number of school-related vehicle trips. The STRS approach promotes walking and bicycling to school through infrastructure improvements, enforcement, safety education, and various types of incentives. This approach is often described as the "6 Es of Safe Routes to School." The 6 Es are engagement, equity, engineering, encouragement, education, and evaluation.

The CAMPO 2050 RTP incorporates by reference the 2020 Carson City Safe Routes to School Master Plan, and subsequent updates, and the Douglas County SRTS Action Plan. Both SRTS plans provide recommendations to improve safety for students walking and biking to schools in Carson City and Douglas County, with a secondary goal of enhancing safety at and around school bus stops. The two SRTS plans outline a clear vision for improving the safety of walking and biking to school for years to come, while being adaptable to future changes in school boundaries. The SRTS plans include a prioritized list of infrastructure improvements and programmatic recommendations for stakeholders that can help improve the safety of students and their families as they travel to and from school. Both SRTS plans support the Transportation Goals and Planning Strategies within this RTP by providing a plan that increases the safety of the transportation system, promotes preservation of existing infrastructure, develops an effective multi-modal transportation system for different users, helps to provide an integrated transportation system, and is mutually beneficial for the quality of life and health of students.

Included in each SRTS plan is a Design Toolbox document. This Design Toolbox was developed to complement and assist in the selection and design of facilities. The designs featured in the Design Toolbox work to promote pedestrian and bicycle comfort, particularly among students. It presents current engineering design resources and approaches to implement bicycle and pedestrian enhancements. All walkway and bikeway design guidelines in this document meet or exceed the minimums set by the ADA.



4.4.3 Complete Streets

The term Complete Streets refers to how streets are designed and operated so that they enable safe, comfortable, and universal access for all users, regardless of age or ability, including pedestrians, bicyclists, transit riders,

and motorists of all types. Tools and strategies are available on the Smart Growth America website.

In addition to accommodating motorists on the roadway, a Complete Streets design focuses on the needs of travelers outside that group, including younger and older people, those with limited mobility, and those who travel by transit, bicycle, or on foot, each of whom have often been overlooked in the transportation planning process. Many roads in the CAMPO area lack safe places for walking or bicycling. Uninterrupted access to key community resources, such as parks, shops, grocery stores, and schools, is often limited to those with automobiles.

The Complete Streets design, as noted in the Carson City Complete Streets Policy, seeks to develop an integrated and connected network of streets that are safe and easy to access for all people. This design makes active transportation, such as walking and bicycling, more convenient; provides greater access to employment centers, commerce, and educational institutions; and allows freedom of transportation choice when traveling, so transportation is less of a financial burden. These noted benefits improve the quality of life in communities and help ensure an adaptable transportation system.

Incorporating complete street elements into all projects is a priority for CAMPO; however, not all projects have the same need or the ability to implement all available elements. Existing conditions and feasibility plans should be considered when evaluating roadways for Complete Streets treatments. There are various types of complete street treatments that can accommodate a community's needs. In some cases, enhancing parallel routes might better serve multimodal users, while in other cases, a particular feature may not be necessary. For example, a wide traffic lane may be more appropriate than a dedicated bike lane on a rural road, or, if there are no land uses that generate pedestrian traffic, then a sidewalk may not be an appropriate treatment. Agencies must also consider emergency access and evacuation planning when considering complete street improvements near the wildlife-urban interface and communities where only one-way in and out exist.

4.4.4 Bicycle Network Planning Maps

The CAMPO 2050 RTP incorporates by reference the following active transportation master plans:

- Carson City Unified Master Pathway Plan
- Douglas County Bicycle Plan
- Lyon County Bicycle Plan

Figure 14 graphically depicts CAMPO's existing and proposed bicycle and Multi-Use Path facilities. Regional and efficient bicycle and pedestrian networks allow for the pairing of other non-motorized modes of transportation and public transportation options. CAMPO staff works with its member agencies and a Bicycle and Pedestrian Advisory Group to advocate for and plan nonmotorized transportation options. Local agencies are encouraged to require proposed bicycle facilities to ensure capital projects and private development projects each contribute to piecing together a cohesive bicycle network. These types of facilities result in a connected, multimodal network that promotes mobility and prosperity for future residents and families living in the region. The following map incorporates proposed facilities from existing planning documents that impact regional transportation.

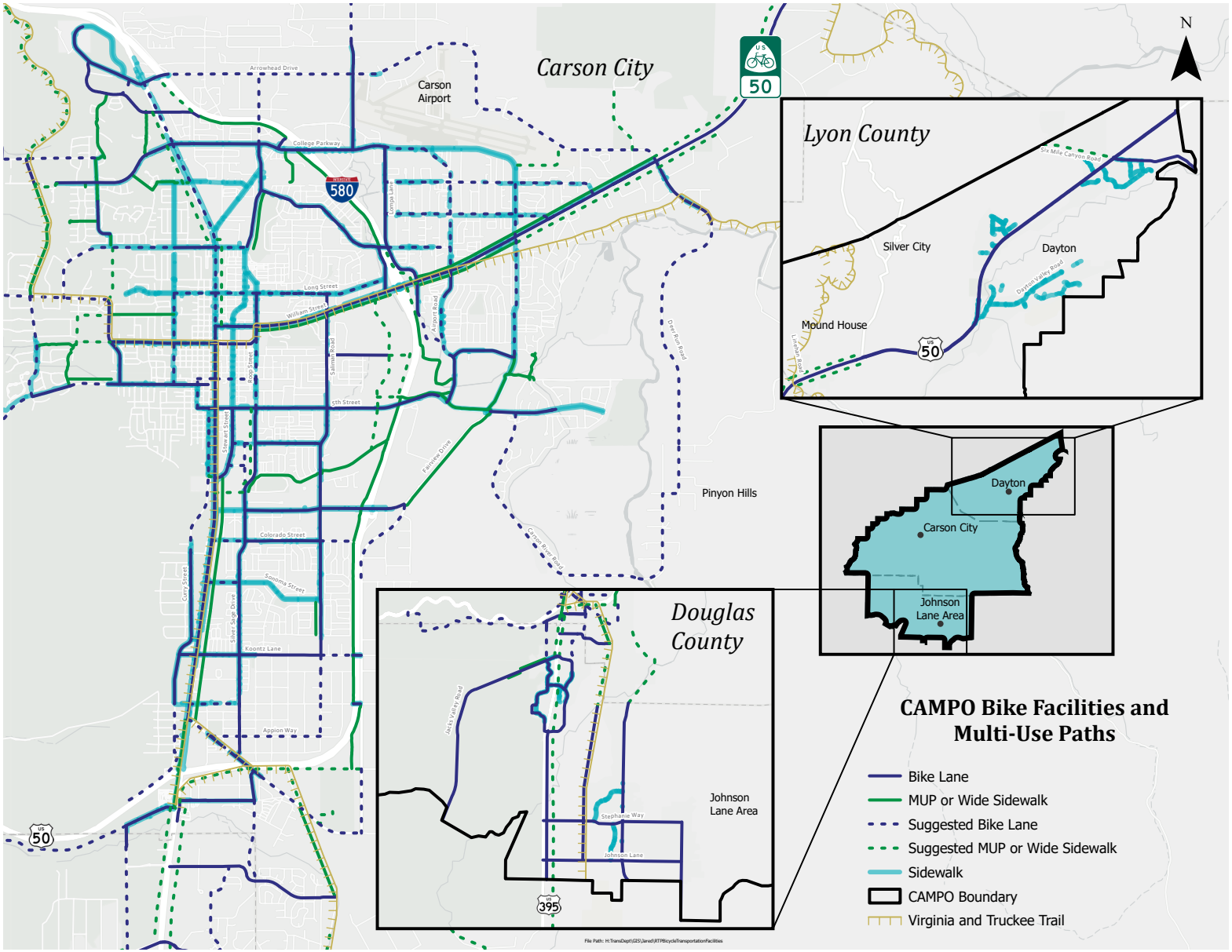


Figure 14: CAMPO Bike Facilites and Multi-Use Paths.

4.4.5 Bicycle Friendly Community (BFC) Award

Carson City, NV

Award: Bronze | Fall 2022

Award History:
Bronze since 2014, previously Honorable Mention in 2011.

Carson City was awarded a Bronze Level Bicycle Friendly Community Award in 2014, 2018, 2020, and 2022, recognizing its efforts to create a more bike-friendly environment. These awards signify the city's commitment to improving infrastructure, promoting cycling as a viable transportation option, and enhancing the overall cycling experience for residents and visitors. Achieving this recognition multiple times demonstrates Carson City's sustained efforts to prioritize cycling and highlights its progress in becoming a more bike-friendly community. These awards are not only a source of pride but also serve as motivation to continue investing in cycling infrastructure and programs, ultimately leading to a healthier, more sustainable, and more connected community.

Provided with each BFC award is a one-page report card that rates Carson City on the 10 building blocks of bicycle friendly communities. The report card is viewable at the following website: https://bikeleague.org

4.5 Transit and Service Transportation

Public transportation is defined by the FTA as regular, continuing shared-ride surface transportation services available to the public. Shared-use mobility is a newer umbrella term that can represent on-demand ride-hailing, ridesharing, bike sharing, and car sharing services in addition to public transit. Public transportation provides essential, safe, and reliable mobility for many individuals who do not or cannot drive a personal vehicle. While public transportation is known for being most efficient in high population, high density areas, technological improvements and other forms of public transportation have helped smaller cities and lower density regions provide options for improved mobility in ways that weren't previously possible. Shared-use mobility modes can increase transit ridership by covering a larger area and can also be used to replace transit as modes when service is infrequent.

Public transportation supports all the goals of this plan. It improves safety by offering an alternative to driving for people who are unable to safely operate a vehicle. Additionally, professional bus drivers are statistically less likely to be involved in collisions. Public Transportation supports preservation by reducing the number of vehicle trips, causing wear on area roadways. It also increases mobility and quality of life by offering access to jobs, schools, community and government services, retail, healthcare, and recreation. Transit was classified as an essential service during the COVID-19 pandemic, and the lack of transit was identified as a barrier to accessing medical appointments in the 2022 Quad County Regional Health Needs Assessment. An essential service is one that, if interrupted, would endanger the life, health, or personal safety of part or a whole population. This definition applies to the transit-dependent population who need access to essential goods or services to survive (e.g., food, health care services and goods, toiletries, etc.), and those who rely on transit to get to a job which supports the local, regional, and/or national supply chain (e.g., delivery, healthcare, and grocery store workers). Public transit supports prosperity by offering the community a mode to access services and businesses and provides access to jobs. Lastly, it promotes adaptability by providing transportation options for an aging population.

Due to the dispersed land use patterns in the CAMPO Planning Area and the region's minimal traffic congestion, it would take an unrealistic amount of funding to provide a level of transit service that would meaningfully shift mode share away from personal vehicles. However, strategic investment in

transit and transportation services that intersect with other investments, such as multi-family developments, provides an opportunity to shift some users toward bus trips.

Jump Around Carson

The Carson City RTC operates JAC, a public bus service featuring four fixed routes and ADA paratransit service. JAC Assist, the ADA paratransit service, provides curb-to-curb transportation for eligible people with disabilities who cannot use the fixed route bus service. JAC Assist operates during the same days and hours as the fixed route system, with an origin and destination within ¾ mile of any fixed route. As a matter of local policy, extended paratransit service is provided for an additional ¼-mile (total of 1 mile from any fixed route). Additional information on Jump Around Carson is available here: JAC - Jump Around Carson | Carson City. An interactive map that contains bus stop locations and schedules is available by visiting the JAC Rider Portal. The Annual JAC Monitoring Report reflects the annual performance monitoring of key metrics utilized to understand the efficiency and effectiveness of JAC Transit operations.

The FTA has established requirements for transit operators and MPOs to develop performance measures and target-setting methodology for two areas:

- Transit Asset Management – To help achieve and maintain a State of Good Repair (SGR) for the nation's public transportation assets. Transit Asset Management is a business model that uses transit asset condition to guide the optimal prioritization of funding.

- Public Transportation Agency Safety Plans – Required for operators of public transportation systems that are recipients or subrecipients of FTA grant funds and requires the implementation of processes and procedures of Safety Management Systems.

TAM Plan

A Transit Asset Management (TAM) Plan is a federally required document for agencies that use federal funding to own, operate, or manage capital assets used to provide public transportation. The goal of the plan is to guide prioritization of funding using the condition of assets as a guide, to keep transit networks in a state of good repair. TAM Plans are required to be updated every four years. All TAM Plans must include an inventory of capital assets (including those not federally funded), condition assessment, decision support tools, and investment prioritization.

For each of the four asset categories, transit providers must report key performance measures of their assets. Categories of (1) equipment and non-revenue service vehicles, and (2) rolling stock, are measured by age. Category (3) Facilities, is measured by condition based on a scale designated by FTA. The fourth (4), rail fixed guideway infrastructure, is not relevant for JAC. Each transit provider sets performance targets for each applicable asset class for the coming fiscal year. The TAM Plan determines whether transit assets are in a State of Good Repair and identifies renewal strategies by specifying asset inventories, conducting condition assessments, utilizing decision support tools, and prioritizing investments. The current TAM Plan and current fiscal year performance targets can be found on the CAMPO website.

Public Transportation Agency Safety Plan

On July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). The plan must include safety performance targets. JAC reviews the PTASP and sets safety targets on an annual basis. JAC - Jump Around Carson | Carson City

JAC Transit Development and Coordinated Human Services Plan

The JAC Transit Development and Coordinated Human Services Plan incorporates CAMPO's Coordinated Human Services Plan. The document evaluated the existing system, provided suggestions for potential improvements, and presented alternatives for future system growth to maximize benefits to existing riders and the community.

The JAC Transit Development and Coordinated Human Services Plan also serves as JAC's short-term transit plan, enabling JAC to be eligible for FTA Section 5307 Urbanized Area Formula Grants. This critical federal program provides funding for transit capital and operating assistance. The Transit Development plan also identifies short- and long-term projects for the transit system.

4.5.1 Coordinated Human Services Plan (CHSP)

The FTA funding program known as Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities, is formula-based, and is apportioned to CAMPO through NDOT, who may allocate the funds through formula-based, competitive, or discretionary methods. Federal law requires that there be a state or program management plan, like the CHSP, for the funding. The 5310 program aims to remove barriers to transportation services and expand options for older adults, people with disabilities, and individuals with low incomes.

CHSP's should be "developed and approved through a process that includes participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public" who utilize transportation services. Coordinated plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation.

The current 2019 CHSP outlines several recommendations to increase service and extend services hours. It also highlighted the need to form a coalition to advocate for public transit, identify opportunities to coordinate services, and train staff and the public on available transit services.

As of the development of the CAMPO 2050 RTP, an update to the CHSP is currently underway. CAMPO staff leveraged public and stakeholder outreach efforts for the RTP, such as a public survey, public meeting, and community and agency partner interviews, as an opportunity to receive participation and input on area public transportation and transit services to inform all elements of the CHSP update. In addition, a separate human

services provider workshop was conducted to engage with organizations that provide services aligned with the FTA Section 5310 Program which was instrumental in the development of strategies and goals of the CHSP. Common themes from earlier community partner discussions served as the basis for developing draft goals and supporting strategies. The main themes for the CHSP are listed below.

- Improved Service and Regional Connectivity for Target Populations
- Universal Access and Infrastructure Enhancements
- Flexible and Specialized Transportation Services
- Affordability, Equal Access, and Language Access
- Service Quality and Workforce Sustainability

The new CHSP will replace the 2019 CHSP upon approval in 2026.

4.5.2 RTP Transit Projects

RTP transit projects pull from the TAM Plan, the Public Transportation Agency Safety Plan, and the Coordinated Human Services Short-Term Transit Plans. Although CAMPO and the region are eligible for additional federal funding, without additional local resources to meet the required match, the funds cannot be appropriated. System expansion options are not possible without fully leveraging available federal funds (i.e., local match), and service reductions are likely in the mid- and long-term (2036-2050).

Preliminary recommendations identified through the development of the short-term transit plan are provided in the following sections. These include immediate, cost-neutral strategies that can achieve operational efficiencies and boost ridership without requiring significant service changes. Mid-term recommendations include implementing service changes likely to improve ridership under existing budget constraints, while long-term recommendations would potentially require service tradeoffs and reductions without additional funding, but are anticipated to enhance service for transit-dependent riders. The mid- and long-term concepts will be fully vetted with the CAMPO Board and public prior to implementation, and it is expected that recommendations would be incrementally phased over time. The implementation of long-term improvements will be based on the performance of short- and mid-term improvements as this data will be used to inform and confirm the feasibility of the long-term vision.

4.5.3 Short-Term Fiscally Constrained Transit Projects

In the short term, JAC transit will be focused on maintaining current operational levels while continuing to identify options for further system optimization and ways to best provide the best customer service with limited resources. Capital purchases are expected to primarily consist of replacement of rolling stock that has met or exceeded their federally defined useful lives. Incremental bus stop improvements are planned, including enhanced signage, ADA-compliant concrete pads, and installation of amenities such as benches, shelters, and trash cans. These capital improvements will enhance the comfort and safety of riders, which will eliminate some of the existing deterrents potentially impacting ridership.

Other immediate improvement opportunities include:

- Improvements to the Downtown Transfer Center including signing, lighting, and ADA improvements.
- Improvements to the online system map and service schedule for a more user-friendly and intuitive experience. This includes directional arrows where routes only operate in one direction.
- Regular updates the JAC webpage to ensure information is current (remove outdated documents and information).
- Development of service standards to inform future planning efforts.
- Updating key performance indicators (KPIs), data collection tracking methodologies and reporting.
- Enhanced data collection and analysis for operational efficiency to

improve scheduled route timepoints and prioritization of high ridership stops. This would support improved reliability.

- Strategic relocation of bus stops on existing routes to improve rider connectivity and comfort. Prioritization should be given to existing non-ADA-compliant stops, and for adding stops on both sides of the road, for two-way travel, as it is safe to do so.
- Coordination with Carson City capital improvement projects to facilitate safer, connected, and accessible first mile/last mile rider experiences. This may include accommodation for electric mobility devices.
- Coordinate with services closer to downtown Carson City, such as the Senior Center, to set up temporary or limited ongoing paratransit certification at a location on an existing JAC line.
- Enhanced marketing, public awareness, and rider information, particularly for seniors, students, and Spanish-speaking populations.
- Improved coordination with regional transit providers, including evaluation of transfer points between services for cost-savings and efficiencies.
- Minor route adjustment for increasing ridership, such as focusing on transit-supportive development types and placing routes along major corridors.
- Update some time points to make the schedule and map easier to understand.
- Engage with could-be riders at community events to help people understand how to ride the bus and answer questions.

The pending Transit Development and CHSP update contains more detailed information on specific action items for each of the opportunities listed above.

4.5.4 Long-Term Fiscally Constrained Transit Projects

Long-term transit projects are not possible without additional funding, and continuation of existing services will also be challenged unless changes are made. While reductions are not anticipated until after 2036, without additional local funding, tradeoffs may include adjusting the service area, reducing service days or hours, or other measures to increase operating efficiency. Final decisions are subject to future Board actions; however, adjustments to the service are assumed to ensure fiscal constraint.

4.5.5 Fiscally Unconstrained Transit Projects

The pending Transit Development and CHSP update contains other mid- and long-term concepts that are planned but rely on additional yet-to-be-identified funding to progress. These include an analysis of potential route modifications with consideration of impacts to bus frequency, span of service, trip duration, and network connectivity, as well as supplemental services. Other potential opportunities include modest investment in technology and tools to support transit planning and operations. Examples of some additional unfunded projects are listed below.

- Expansion of service between Carson City and Lake Tahoe along U.S. 50 in partnership with the Tahoe Transportation District.
- Expansion of service between Carson City and Lyon County.
- Expansion of the JAC Assist service area to fully cover the bulk of the Carson City population.
- Development of a contactless, on-board payment system.
- Construction of a Downtown Transfer Center restroom or similar vendor facility.

4.5.6 Other Providers

In addition to JAC, there are four transit services operating within the CAMPO planning area. CAMPO provides for the regional coordination of these providers. Additional information on these transit services is provided below:

Regional Transportation Commission of Washoe County – Regional Connector – Carson Express

The Carson City RTC and the Regional Transportation Commission of Washoe County (RTC Washoe) partner to provide intercity bus service between Carson City and Reno, Monday through Friday, excluding major holidays. Passengers can transfer between JAC, Tahoe Transportation District, RTC Ride (Washoe County's bus system), and Amtrak.

Tahoe Transportation District (TTD) – Valley Express, South Shore Service & Lake Express

Operated by the Tahoe Transportation District (TTD), Valley Express (19X) and South Shore Service & Lake Express (22) operate daily commuter bus service between South Lake Tahoe, Carson Valley and Carson City. Passengers can transfer between JAC buses and Douglas Area Rural Transit (DART) buses at specific stops along these routes.

Douglas Area Rural Transit (DART)

Operated by Douglas County, Douglas Area Rural Transit (DART) provides a dial-a-ride curb-to-curb bus service for senior and disabled riders as well as a fixed-route service (DART Express). The dial-a-ride service area includes the Johnson Lane and Indian Hills residential areas, which are both located within the CAMPO boundary. While transfer agreements are not in place, DART riders are able to transfer onto other regional bus services to reach their destination. DART Express, which operates within the Minden/ Gardnerville area (outside of the CAMPO boundary). use existing TTD stops, which provide access to Carson City and South Lake Tahoe.

Eastern Sierra Transit Authority (ESTA)

The Eastern Sierra Transit Authority was established in November of 2006 as a Joint Powers Authority between the Counties of Inyo and Mono, the City of Bishop, and the Town of Mammoth Lakes. ESTA offers a variety of bus services, including deviated fixed routes, local in-town dial-a-ride services, multiple town-to-town services throughout the U.S. 395 and U.S. 6 corridors, extending from Reno, Nevada, to Lancaster, California.

4.5.7 Private and Non-profit Options

The CAMPO region also includes other non-profit transportation options, such as the Nevada Rural Counties Retired & Senior Volunteer Program (RSVP) https://nvrsvp.org/, which provides safe, escorted, door-to-door transportation for seniors and adults with disabilities. Services of the RSVP Program include rides to medical appointments, prescription pick-ups, and nutrition needs such as grocery shopping. In addition, the CAMPO area includes ride-hailing services that include Capital Cabs Company, Uber, and LYFT. CAMPO does not currently have contractual relationships with any of these services, but may consider partnerships to supplement JAC Assist paratransit services in the future.

4.6 Environmental Considerations

Federal law requires CAMPO to consider environmental mitigation activities in the development of its RTP. The transportation system is a major user of energy, which creates air pollution, including carbon dioxide, nitrous oxides, and particulates. The Nevada Department of Environmental Protection's Nevada Statewide Greenhouse Gas Emissions Inventory and Projections, 1990-2044 indicates that through 2044, *"emissions from the transportation sector will continue to be the largest emitting sector and will remain static over time."*

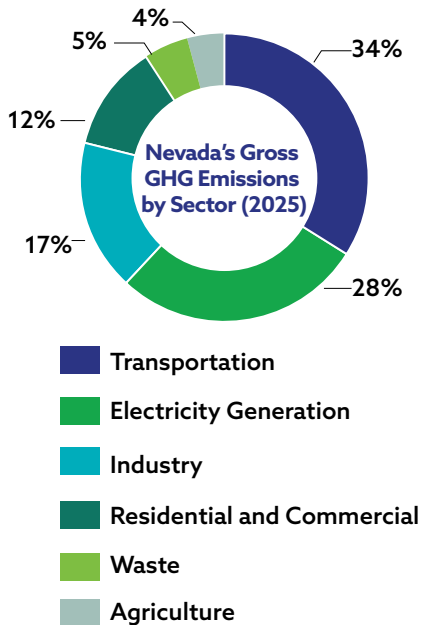


Figure 15: Nevada's Gross GHG Emissions by Sector (2025)

To reduce transportation emissions, specifically those generated on roads and highways, CAMPO's 2050 RTP incorporates goals and planning strategies to conserve resources and mitigate the effects of harmful emissions. These goals and strategies aim to preserve existing infrastructure, encourage safe and appealing non-motorized transportation, coordinate public transit options, promote multi-modal transport, and create a reliable transportation system that can adapt to changing weather patterns and redundancy to mitigate against natural disasters. To successfully do this, a multi-prong approach is required.

- CAMPO's Unified Planning Work Program continues to provide support to NDOT and member agencies in their efforts to mitigate the impact of transportation on the environment through the following techniques.
- Pavement Management – CAMPO promotes pavement management activities, including the need for timely preservation treatments, which lengthen the life cycle of pavement and reduce the consumption of financial and construction resources.
- Multi-Modal Planning – CAMPO staff supports local member agencies in their efforts to collect data, plan, and maintain their network of sidewalks and paths to build a robust and integrated multi-modal transportation system, ultimately reducing dependency on carbon-emitting vehicles. Connected communities are places where people can easily and safely walk, bike, or roll to access goods, services, and local amenities without the use of a car.
- Transit Planning – CAMPO staff works closely with JAC to increase mobility for all users, enabling independent mobility and expanding mobility options beyond single-occupancy vehicles. Additionally, CAMPO facilitates and advocates for regional transit options between Reno, Douglas County, Lyon County, and the Tahoe Basin.
- Support for statewide Congestion Mitigation and Air Quality (CMAQ) Targets – While CAMPO is not in a National Ambient Air Quality Standards non-attainment area, CAMPO annually supports statewide CMAQ targets, demonstrating a commitment to partnership and collaboration.

4.7 Roadway Network

Preservation of infrastructure, including the condition of the roadway pavement, is one of the top three goal areas for CAMPO and one of the more consistent public comments. All roadway users benefit when roadways are well-maintained. The goals of pavement preservation are to keep roadways in good condition and to minimize long-term repair costs. While CAMPO's member agencies and NDOT are ultimately responsible for maintaining the region's transportation infrastructure in a state of good repair, CAMPO supports local agencies in their pavement condition data collection, enabling them to make data-driven, cost-effective decisions about project investments. CAMPO has collected pavement data for both

Carson City and Douglas County and looks forward to expanding the data collection effort in Lyon County in the coming years.

CAMPO and its member agencies track pavement condition using the Pavement Condition Index (PCI). The PCI measures the condition of a roadway pavement on a scale from 0 to 100. New pavement starts with a PCI of 100. The PCI helps to establish the extent of repairs required, can estimate repair costs, and is calculated based on the severity of pavement distress.

4.7.1 Current

In May 2023, Carson City Public Works, in partnership with CAMPO, approved the FY 2024-2028 Carson City Pavement Management Plan, which formalizes and establishes an efficient and effective strategy for preserving and maintaining roadways. The Plan established five performance districts within the City and a five-year rotating schedule to streamline work efforts. The Plan provides a predictable use of roadway funding while maintaining flexibility for unplanned City projects and "match" for grant funding opportunities, as needed.

NDOT performs pavement preservation on state roads and on the National Highway System. NDOT's pavement preservation program's goals and strategies are included in the NDOT Transportation Asset Management Plan (TAMP), and NDOT reports pavement performance measures consistent with the FHWA reporting requirements. NDOT's goal for highway maintenance is to ensure that NDOT-maintained roads are maintained to as high a level as possible, consistent with work plans, policies, program objectives, budget, and available resources. NDOT divides its program into three areas of Routine Maintenance, Capital Improvement, and Emergency Activities. These strategies allow NDOT to make informed and cost-effective decisions about prioritizing pavement preservation activities. The current pavement condition in Carson City and Douglas County is shown in Figure 16.

Costs associated with pavement condition are the single greatest transportation cost over the next 25 years, as described in Chapter 5 – Financial Plan. Without increased investment in roadway pavement, the condition of roads will continue to deteriorate. Table 4 depict the projected pavement condition in Carson City based on the current levels of funding.

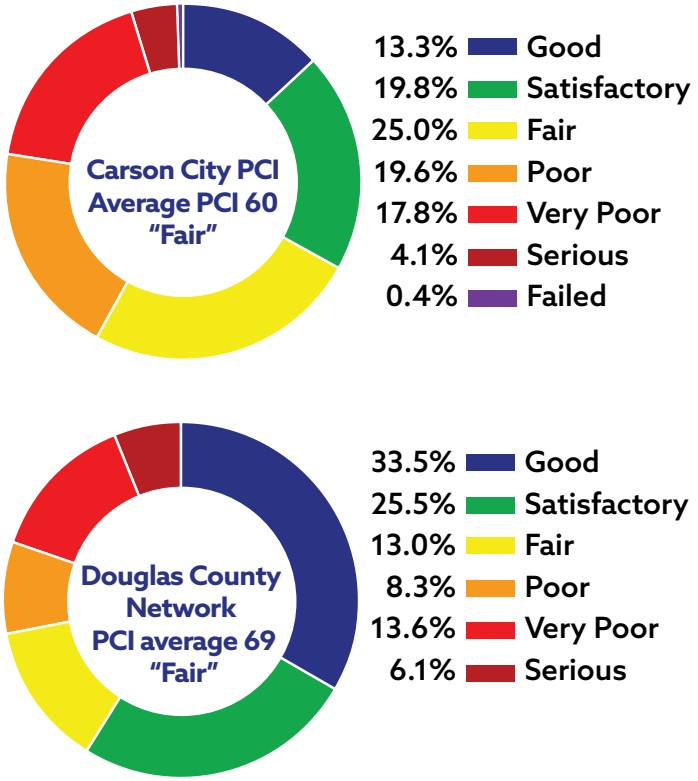


Figure 16: Current Pavement Conditions by Percentage

Figure 17: Example of a "Fair" pavement condition

Table 4: Projected Pavement Conditions for Carson City

Pavement Condition Index (PCI) - Annual Report Card												
Faciity Type		Inspected PCI	Estimated PCI									Percent Change 2024 to 2050
		2024	2026	2029	2032	2035	2038	2041	2044	2047	2050	
City-wide	Regional Roads	69	63	54	46	39	35	32	29	27	24	-65%
	Local Roads	55	50	42	36	33	30	28	26	23	20	-64%
	All Roads	60	54	46	40	35	32	29	27	24	21	-64%
Performance District 1	Regional Roads	59	54	45	39	34	31	29	27	24	21	-65%
	Local Roads	54	49	41	36	33	31	29	27	24	21	-61%
	All Roads	56	51	42	37	33	31	29	27	24	21	-63%
Performance District 2	Regional Roads	73	66	55	45	39	35	33	31	28	25	-66%
	Local Roads	54	49	41	36	33	30	28	26	23	19	-64%
	All Roads	60	55	46	39	35	32	30	27	24	21	-65%
Performance District 3	Regional Roads	74	67	56	47	40	36	33	31	29	26	-64%
	Local Roads	55	50	42	36	32	28	26	23	20	17	-69%
	All Roads	61	56	47	40	34	31	28	26	23	20	-64%
Performance District 4	Regional Roads	79	73	65	56	46	38	33	30	29	26	-67%
	Local Roads	52	47	40	35	32	30	28	25	22	19	-64%
	All Roads	61	56	49	43	37	33	29	27	24	21	-65%
Performance District 5	Regional Roads	62	56	48	42	37	33	31	29	26	23	-63%
	Local Roads	60	54	46	39	35	33	31	28	26	23	-62%
	All Roads	60	55	46	40	36	33	31	28	26	23	-63%

4.8 Freight

An effective transportation system provides for the efficient, reliable, and safe movement of all types of vehicles, including freight traffic. Freight traffic delivers goods to local businesses and individual consumers, enabling businesses to operate and individuals to acquire the supplies they need.

Truck traffic carries almost all of the freight in CAMPO. While truck traffic accounts for only a small share of overall traffic, currently 5% on major highways, according to a study by the USDOT and the Bureau of Transportation Statistics Freight Analysis Framework, freight volumes in the United States are anticipated to increase by 50% by 2050. The study noted an increase in online shopping as a primary contributor to this anticipated rise.

The Nevada Freight Plan was last updated in September 2023. FHWA approved the Nevada Freight Plan Update of Critical Urban and Rural Freight Corridors, listing two critical rural freight corridors within the CAMPO region; SR 430 (USA Parkway) to SR 341, and U.S. 395 corridor in Lyon County at the intersection of U.S. 50/U.S. 395/U.S. 50 to the CA/NV border in southern Carson City. The updated plan also lists one critical urban freight corridor along U.S. 50 between I-580 and SR 341 through Carson City and Lyon County.

In 2021, NDOT completed a U.S. Highway 50 Dayton Operational Study focused on U.S. 50 between Pinecone and Neigh Roads in Lyon County. In 2023, NDOT managed the U.S. 395 Southern Sierra Corridor Study, evaluating the long-term vision, needs, and priorities for the U.S. 395 Corridor between the I-580/U.S. 395 interchange south to the California state line. In 2025, CAMPO completed U.S. 50 E. Carson Complete Street Study. These planning studies identified enhancements to the freight network, including:

- Truck Climbing lanes along U.S.50 and U.S. 395
- Construction of a roundabout at the intersection of U.S. 50 and SR 341

The identified enhancements directly contribute to addressing CAMPO's goals of mobility and prosperity by improving freight movement in the CAMPO region and along two of the region's busiest corridors.

As freight distribution in Lyon County grows, additional planning activities and projects in the CAMPO region may be necessary, including an analysis of truck parking. CAMPO and its member agencies may seek opportunities to develop or enhance truck stops and existing facilities, and to integrate truck parking sites and technology when considering new industrial developments. Funding from local diesel taxes may be available to support the implementation of truck parking facilities. Adaptability to changes in freight movement is critical to the region's economic prosperity.

4.9 Transportation Technology and Innovation

Emerging transportation technologies will have long-term effects and benefits on safety, the economy, and the quality of life for families. CAMPO will need to adapt to their impact on our region. ITS, connected and autonomous vehicles, and artificial intelligence (AI) will, in some way, impact CAMPO over the next 25 years, each able to improve transportation safety, mobility, and efficiency.

4.9.1 Intelligent Technology Systems (ITS)

ITS includes a variety of technology-based systems that improve the transportation system by optimizing traffic flow, adapting to real-time traffic conditions, and enhancing safety by notifying drivers of road hazards. CAMPO's CATSMP identified several ITS recommendations that could be implemented in the CAMPO region. Examples include increased data collection on vehicle arrivals and vehicle volumes to enable more adaptive signal control; timing or retiming of traffic signals to reduce congestion during peak travel times; and enhanced system communication

to improve operations and emergency response times or to inform drivers of approaching conditions.

Public transportation may also benefit from innovative ITS solutions. Advanced notice to transit operators about crashes or congestion ahead, along with the implementation of signal preemption, can increase on-time performance and reduce delays along a particular route. These features result in a more reliable transit service, encouraging increased usage and reducing vehicle congestion and emissions.

The primary benefits of ITS include creating a safer transportation system that can adapt to changing conditions, thereby improving mobility and quality of life. It is recommended that CAMPO actively monitor the marketplace for emerging and evolving ITS infrastructure and coordinate with other regional agencies on best practices.

4.9.2 Connected and Autonomous Vehicles

Partially or fully autonomous vehicles are becoming a more near-term possibility each year. Nevada has been an innovator in the growth of this technology by becoming one of the first states in the nation to pass regulations regarding safety requirements and licensing for autonomous vehicles. Autonomous vehicles can improve safety and mobility, two of CAMPO's goals, by equipping drivers with additional control and enabling seniors who may no longer be able to drive to access critical health care services. Traffic signal communication upgrades, reflective signing, and consistent repainting of striping are three components that can benefit this technology. While connected infrastructure for communicating with autonomous vehicles has not been implemented in the CAMPO region, CAMPO will need to coordinate with NDOT to advance regional implementation.

4.9.3 Artificial Intelligence (AI)

The capabilities of AI currently seem limitless. Significant advances are made in this technology's capabilities nearly daily. CAMPO's use of AI is currently limited to assistance with grammar and searching past board activities, but many agencies are continuing to expand its use. The possibilities of AI are too great to list in this RTP, but one potential innovative benefit for CAMPO is advancing the region's data collection and analysis capabilities, thereby improving the process for making data-driven decisions. Some examples of AI data collection for CAMPO are listed below.

- Collection and analysis of crash information to better understand issues and plan safety solutions
- Analysis of pavement condition, rate of deterioration, and recommended treatments
- Collection and reporting of vehicle, pedestrian, and bicycle volumes
- Presence and condition of sidewalks, curb ramps, signing, striping, etc.

Regardless of how CAMPO chooses to use AI, it is recommended that CAMPO, in coordination with Carson City and the State of Nevada, develop an AI policy to ensure the ethical and appropriate use of AI technology by CAMPO staff and contractors. From data collection to editing the text of this RTP, AI will continue to be an ever-changing technology with lasting impacts on transportation in the CAMPO region.

5

FINANCIAL PLAN

5.1 System Level Needs & Cost Analysis

The CAMPO transportation network comprises of roads, multimodal pathways, pedestrian facilities, signals, and transit systems designed to provide a safe and efficient transportation system. Federal, state, and local investments are needed to plan, design, construct, and implement projects as part of this transportation system. Federal transportation legislation, including the IIJA, requires that the CAMPO 2050 RTP include a financial plan that demonstrates how prioritized projects can be paid for and implemented. All transportation project types must be considered as part of the financial plan, including roadway projects (new roadways (capacity), maintenance and preservation, ITS, and traffic operations), multimodal projects (bicycle and pedestrian facilities), and transit aprojects (operations and maintenance). This chapter outlines the system-wide cost needs across the CAMPO region, federal, state, and local revenue projections, and other potential funding sources and strategies to deliver projects.

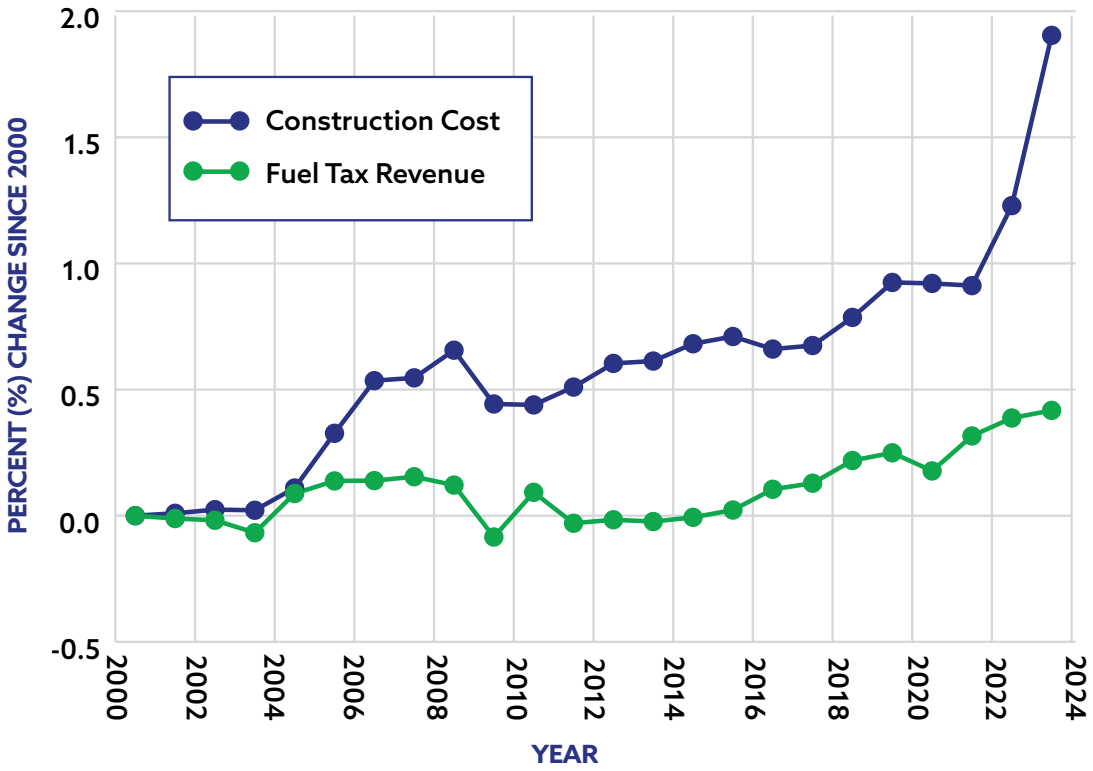


Figure 18: Construction Cost versus Fuel-Revenue Growth

The financial plan must:

- Demonstrate how the RTP can be implemented/funded.
- Identify resources from public and private sources that are reasonably expected to be made available to carry out the plan.
- Recommend any additional financing strategies for needed projects and programs.

The current condition of the transportation system includes a backlog of deferred rehabilitation and maintenance projects resulting from insufficient revenue. The federal and local motor vehicle fuel tax, which provides the majority of transportation funding, continues to lose purchasing power. Due to the rising costs of transportation improvements and efficiency gains in vehicles, the purchasing power and the amount of tax collected per vehicle mile traveled have declined. Figure 18, Construction Cost and Fuel-Efficiency Growth, illustrates the loss of purchasing power between 2000 and 2023.

As required by federal law, the RTP must include a system-wide estimate of costs and available revenue to adequately operate and maintain the Federal-aid highway system and maintain a public transportation system. For consistency, CAMPO coordinated with NDOT and Nevada's other three MPOs to align the assumptions used for future revenues and expenditures:

- Federal revenue projections assume a conservative 2% annual growth rate, consistent with current IIJA annual increases.
- Local fuel taxes and other miscellaneous local revenues assume a 0.34% annual growth rate, consistent with average regional population growth in Carson City, Lyon County, and Douglas County. Transit fares also assume a 0.34% growth rate.
- State revenues, which include registration fees and other state funding from NDOT, and local sales tax revenues, assume a 2% annual growth rate.
- Local transit funding revenues assume a growth rate of 3% per year.
- Expenditures used a 13-year average (2012-2024) of the Washoe Area Producer Price Index (PPI) to develop a 3.3% inflation rate for construction costs.
- This financial plan covers costs in year-of-expenditure dollars. Converting all costs and revenues to year-of-expenditure assumes a more accurate depiction of all costs, revenues and deficits with long-term transportation plans.

CAMPO's existing transportation system is comprised of several elements that require annual funding and have a limited life expectancy. Table 5 shows the inventory of transportation infrastructure within the CAMPO Area and approximately how much it will cost to maintain the infrastructure through 2050. Table 6 shows the transit operating and capital needs through 2050.

Table 5: System Level Cost Estimate for Transportation Infrastructure

Transportation Infrastructure	Quantity	Unit of Measurement	Replacement Cost	Asset Life Expectancy	Cost Factor to 2050	Total Cost
Roads (Local)	439	Centerline Miles	$2,000,000	25	1	1,367,895,392
Federal-aid Highway (Regional Roads)	176	Centerline Miles	$2,000,000	25	1	548,404,531
Non-NHS System Bridges	85,600	Square Foot	$383	75	0.3	16,855,625
Paved Paths	5	Centerline Miles	$315,000	25	1	2,355,647
Sidewalks	272	Linear Miles	$448,800	50	0.6	114,112,015
MUTCD Traffic Signs	7,009	Each	$400	15	2	8,735,835
CAMPO Traffic Signals & Related Systems Equipment	73	Signal Systems	$8,200,000	30	0.8	246,000,000
					Total System Level Costs	**2,304,359,043**

*15 years of inflation at 3% was applied to all costs
**System-level cost estimate excludes public transportation
***Traffic Signal replacement infrastructure was estimated within CATSMP and includes cabinets, controllers, detection systems, poles, LEDs and buttons, communication and electrical equipment, etc.

Table 6: System Level Cost Estimate for Transit

Project Type	2026-2035 Project Costs	2036-2050 Project Costs	Total Cost*
Operating Costs	$26,974,271	$57,759,658	$84,733,930
Vechicle Replacement Costs	$4,380,000	$7,500,000	$11,880,000
Transit Capital Costs	$4,703,348	$9,114,842	$13,818,190
TOTAL	**$36,057,619**	**$74,374,500**	**$110,432,120**

*Inflation at 3.3% was applied to operations and facilities costs

**Vehicle purchases are based on TAM replacement schedule

The System-Level Cost Estimate for CAMPO involves the following assumptions:

- No stopgap maintenance or preventive maintenance (ex. potholes and crack sealing)
- No pavement striping, markings, or symbol costs
- No traffic sign costs for Lyon or Douglas County locally owned roads.
- Current level of transit operation and service area

It is estimated to cost $2.3 billion to maintain CAMPO's existing transportation infrastructure and $116 million to operate the existing transit system through 2050.

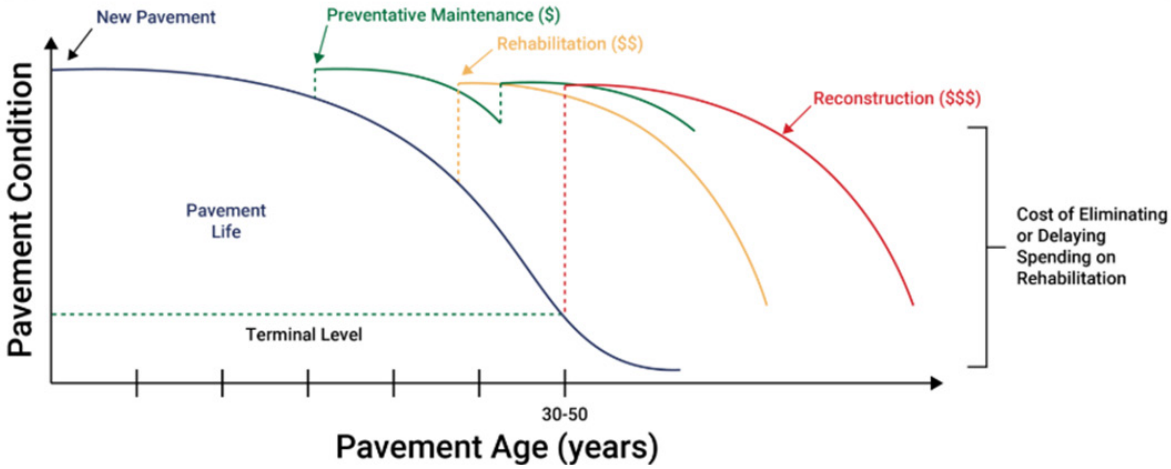


Figure 19: Graphic Example of Pavement Management Strategy

Approximately 83% of the transportation infrastructure cost is attributed to pavement. As such, CAMPO assists local member agencies in establishing a pavement management system. A Pavement Management System (PMS) is used to help prioritize and time roadway investments, such as preventative maintenance, so that they will be most cost-effective. It is less expensive to keep a road in good condition than to allow it to deteriorate before repairing it (see Figure 19). The longer preventative maintenance is delayed, the more expensive transportation improvement projects become. As such, CAMPO prioritizes funding toward investments that maintain existing infrastructure and operations, and towards projects that reduce cost growth over the long term.

5.2 Funding Sources and Revenue Projections

Revenue for transportation projects comes from a variety of sources, and funding levels are subject to change over time. CAMPO is using the best available data as part of the RTP. In developing the financial plan projections, CAMPO utilized current revenue sources, historical growth trends, and the assumptions above, specific to our region, to ensure projects prioritized as part of this RTP do not exceed reasonable expected revenues, making this RTP fiscally constrained, as required. Current revenue sources include the federal government, state government, and local governments. Table 7 lists the types of funding sources available and the allowable uses under each source: roadways, multimodal, or transit. Some funding sources have limitations on their use; for example, fuel taxes cannot be used to fund transit operations. Additionally, some federal funds are restricted to specific types of infrastructure improvements, such as Transportation Alternative Program, which is to be used for multiuse pathways and similar multimodal projects. Details on fiscally constrained and unconstrained projects are included in Appendix F.

5.2.1 Federal Funding Sources and Projections

Federal funding within the CAMPO region is based on allocations made annually to NDOT through a series of formula allocations that use population and roadway miles to distribute federal funds from the Federal Highway Trust Fund. Federal funding is currently governed by the IIJA and provides approximately $350 billion for Federal highway programs over a five-year period (fiscal years 2022 through 2026). Since the passage of the IIJA, federal funding has increased over prior legislation for both highway/ roadway construction and transit operations, and it has generally increased by 2-3% each year. In total, approximately 68% of revenue comes from federal funding sources. These funds generally require a state or local match of between 5 and 20%.

Table 7: Revenue Source and Primary Uses

Revenue Fund	Primary Uses
National Highway Performance Program (NHPP)	State/NHS Roads
Surface Transportation Block Grant (STBG)	State/NHS/ Regional Roads
Highway Safety Improvement Program (HSIP)	Road Safety
Transportation Alternatives Program (TAP)	Multimodal
Carbon Reduction Program (CRP)	Regional Roads, Multimodal
National Highway Freight Program (NHFP)	State/NHS Roads
Promoting Resilient Operations for Transformative, Efficient, and Cost- saving Transportation (PROTECT)	Regional Roads
Federal Lands Access Program (FLAP)	Regional Roads
Community Development Block Grant (CDBG)	Multimodal
Local Sales and Fuel Taxes	All Roads, Road Safety, Multimodal
State Driver's License, Vehicle Registration, and Motor Carrier Fees	State/NHS Roads
State Fuel Taxes	State/NHS Roads
FTA Section 5339 Funding (Bus and Bus Facility Grants)	Transit
FTA Section 5307 Funding (Urbanized Area Formula Grants)	Transit
FTA Section 5310 Funding (Elderly Persons and Persons with Disabilities)	Transit
Local Transit funding	Transit
Local Transit fares	Transit

Federal funding available to the CAMPO region includes:

- **Surface Transportation Block Grants (STBG) –** Flexible funding that may be used for a variety of project types, including on federal, state, and regional roads, bridges, planning, non-motorized transportation, and transit facilities.
- **National Highway Performance Program (NHPP) –** Funds primarily support the condition and performance of roads on the National Highway System (NHS).
- **Transportation Alternatives Program (TAP) –** Funds are for a variety of alternative transportation projects such as transportation safety, bicycle or pedestrian improvements, and Safe Routes to Schools programs.
- **Highway Safety Improvement Program (HSIP) –** Funds are to improve highway safety on all public roads through a systematic and strategic approach.
- **Carbon Reduction Program (CRP) –** Funds projects on roads or other forms of alternative transportation that reduce transportation emissions.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) –** Funds roads and other surface transportation resilience to natural hazards, including flooding, extreme weather events, evacuation routes, and other natural disasters.
- **Federal Lands Access Program (FLAP) –** Funds used on road and alternative transportation projects that enhance or provide access to federal lands.
- **FTA Urbanized Area Formula (Section 5307) –** Funds to support public transportation operations and capital facilities.
- **FTA Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) –** Funds are to provide improved mobility for seniors and people with disabilities.
- **FTA Bus and Bus Facilities (Section 5339) –** Funds are to replace, rehabilitate, and purchase buses and related equipment. Funds can also be used to build bus facilities.

CAMPO falls within the 50,000 to 200,000 population cohort for federal formula funding. Funding in this population cohort is typically allocated to NDOT and programmed to regional projects in coordination with CAMPO, unless other agreements are in place. One such agreement exists for STBG funds. An agreement between NDOT and CAMPO makes 100% of the annual STBG allocation available to CAMPO for the selection of projects. The STBG program provides flexible funding that may be used to preserve or improve the conditions and performance on any Federal-aid highway, including bridge and tunnel projects, pedestrian and bicycle infrastructure, or transit capital projects. Common throughout the Country, State DOTs pass the STBG funds to MPOs, who then allocate funding to local jurisdictions. STBG funding is a reliable source of funding for CAMPO's member agencies to construct larger and more meaningful system improvements.

5.2.2 State Funding Sources and Projections

NDOT uses state funding to match federal formula or grant funding in support of projects on state-owned roadways. State funding sources include fuel taxes, vehicle registration fees, motor carrier fees, and driver's license fees. Most of the state funding is applicable to road and highway projects. Currently, no state funding is available for transit. CAMPO and member agencies do not receive formula-based state funding; however, NDOT does provide state funding to match CAMPO or member agency projects from time to time.

5.2.3 Regional/Local Funding Sources & Projections

Local member agencies rely on a combination of fuel tax, general funds transfers, sales tax, and other self-taxing mechanisms and fees to support transportation infrastructure needs. Table 8 shows the distribution and components of fuel revenue for each gallon sold by CAMPO's partner agencies.

Table 8: Fuel Revenue per Gallon Sold for CAMPO's Partner Agencies by Jurisdiction

Partner Agencies	Gasoline[1]	Diesel[1]
FEDERAL	$0.18	$0.24
STATE	$0.24	$0.28
CARSON CITY Options[2]	$0.15	$0.05
LYON COUNTY Options[2]	$0.15	$0.05
DOUGLAS COUNTY Options[2]	$0.15	$0.00

[1] As of July 2025

[2] 2% retained by State of Nevada for administration prior to distribution to County Jurisdictions

Like the federal and state governments, many local member agencies have funding sources with requirements and limitations on the activities and projects to which the funds can be applied. Each agency, in accordance with state law, outlines where funding is spent. Carson City, for example, directs a portion of the gasoline taxes to roads classified as collectors and arterials. Additionally, Carson City uses general funds as well as other available state grants to match the federal funding available for public transit operations. Figure 20 provides a summary of Carson City's transportation funding sources. Local funding has a direct impact on an agency's ability to perform timely preventive maintenance and rehabilitation on critical transportation infrastructure. Local revenue influences how much federal funding a local agency can leverage since federal grants often require different levels of local match. Approximately 33% of the total revenue is available in CAMPO is from local funds.

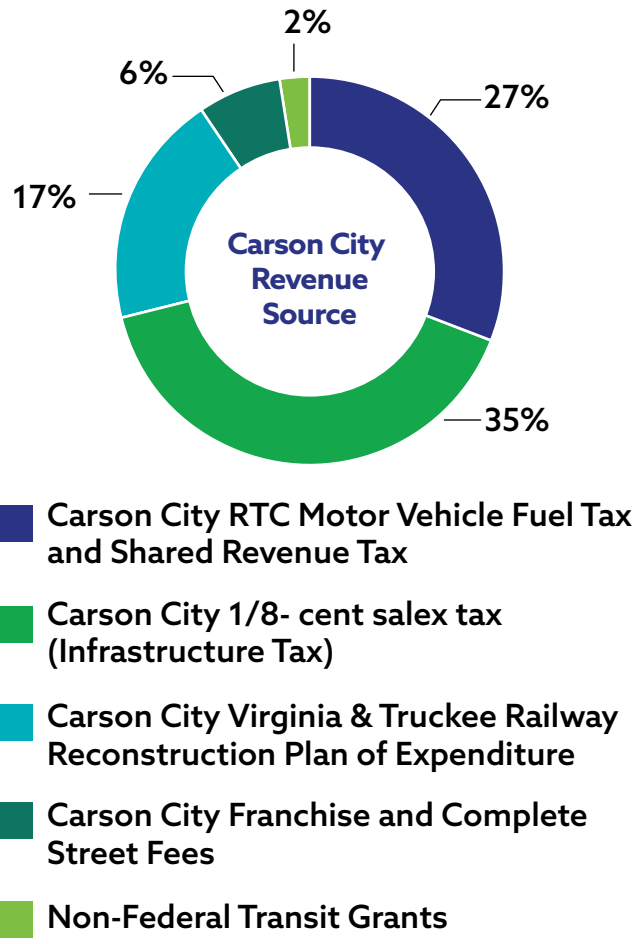


Figure 20: Carson City's local Transportation Infrastructure Funding

5.2.4 Revenue Funding Summary

The total anticipated revenue available for CAMPO area infrastructure and transit operations is shown in Table 9.

Table 9: Reasonably Anticipated Revenue through 2050

Revenue by Source	Annual Revenue (2025 Dollars)	2026-2035 Funding Period	2036-2050 Funding Period	Total Revenue
Roadway and Multimodal Funding				
Federal Funding Forecasted	$12,225,178	$247,649,708	$260,722,372	$508,372,080
Non-Federal Funding (State and Local)	$7,108,751	$91,461,371	$153,462,664	$244,924,035
TOTAL	$19,333,929	$339,111,079	$414,185,036	$753,296,115
Carson City (Jump Around Carson) Transit Funding				
Federal Funding Forecasted	$2,746,579	$30,675,759	$59,057,464	$89,733,224
Non-Federal Funding (State and Local)	$1,058,637	$11,808,980	$23,920,289	$35,729,269
TOTAL	$3,805,216	$42,484,740	$82,977,753	$125,462,493
TOTAL Estimated Revenue				
CAMPO Area Total Revenue	**$23,139,145**	**$381,595,819**	**$497,162,789**	**$878,758,608**

A detailed revenue analysis was completed for transportation infrastructure and transit operations and is included in Appendix F.

5.3 Revenue Analysis & Potential Revenue Sources

A comparison of cost and revenue reveals that revenue does not support current or future transportation system needs. Approximately $1.5 billion more is needed through 2050. Over the coming years, existing transportation infrastructure will degrade, while the demand for a safe and efficient transportation system will grow. Inflation is outpacing revenue growth, and CAMPO's member agencies and NDOT will be forced to prioritize funding certain transportation improvements over others. Table 9 illustrates the funding gap between available revenue and anticipated cost.

Table 10: Revenue and Cost Analysis

CAMPO Area	Annualized Amount	25-Year Analysis
Revenue	$35 Million	$878Million
Cost	$93 Million	$2.4 Billion
Difference	-$58 Million	-$1.5 Billion

Different mechanisms to fund transportation are being considered across the United States. Elected officials at the state and local levels are typically responsible for determining what is best for the agency. Nevada has similarly been reviewing options for sustainable transportation funding. Table 11, below, is a list of possible strategies to increase revenue.

Table 11: Strategies to Increase Revenue

Revenue Strategies	Pros	Cons
Impact Fees for new construction/ redevelopment	Does not increase the cost of living for existing residents	Increases cost for development and disincentivizes investment in existing neighborhoods
		Increases cost for development and disincentivizes investment in existing neighborhoods
Increase Fuel Tax Options	Easy to administer	Revenue constrained by advances in fuel economy
	Large tax base	Increases cost of living for residents
Motor Fuel Tax Indexing	Large tax base	Does not tax non-motorized travel, ADA requirements and Complete Street improvements increase project costs
	Easy to administer	Increases cost of living for residents
	Imports revenue from visitors	
Vehicle Fuel Type Fees (ex. EV charges)	Collects revenue from vehicles not paying gasoline or diesel taxes	Currently a small tax base.
		No standardized collection or distribution method established
Mileage-based User Fees	Compensates for vehicles with high fuel efficiencies	No standardized collection or distribution method established
	Based on roadway usage	Only applies to vehicles registered in Nevada, unless a federal program is developed
		Increases cost of living for residents

Revenue Strategies	Pros	Cons
Registration-based Fees	Easy to collect	Only applies to vehicles registered in Nevada
	Will not decrease with advances in fuel economy	Midsize tax base
		Does not tax nonmotorized users
		Increases cost of living for residents
Higher development standards to increase life span of infrastructure	New roads will last longer	Improvements more likely in undeveloped or underdeveloped areas
	Does not directly increase cost of living for residents	Increases cost for development, potentially limiting investments in the community
		Dependent on a healthy economy
Special Purpose sales tax	Easy to Administer	Midsized tax base
	Midsized tax base	Limited to local economy
		Disincentivizes vehicle sales in the locality, may result in decreased General Fund revenue
		Increases cost of living for residents
		Revenue will be cyclical
		Increases cost of living for autodependent residents
Special Purpose or General Improvement Districts	Flexible funding source for a variety of elements	Additional government board oversight
	Can generate funding for roads and transit	Increases cost of living for some residents
	Can be sized based on needs and location	
	Fixed revenue	

Without increased funding across all governments and agencies, the transportation system will degrade. Given the current rate of infrastructure deterioration and lack of funding, future generations will be burdened with costs of today. As infrastructure deteriorates, CAMPO residents may experience higher transportation costs, greater travel delays, and a diminished quality of life.

6

INVESTMENT STRATEGY

6.1 Project Development

The projects and activities identified in the CAMPO 2050 RTP reflect the region's existing conditions and needs and represent the strategy for implementing the identified vision and goals. A preliminary list of transportation projects has been developed in consultation with CAMPO's member agencies, with NDOT, and with community organizations. Many of the projects in the CAMPO 2050 RTP have been identified through approved planning documents and tools, the majority of which are listed in this section. Additional projects are identified through information provided by project input forms from agencies, from public outreach efforts, and from CAMPO's travel demand modeling projections.

Federal regulations require that transportation projects that are anticipated to utilize federal funds or that are regionally significant must be identified in an RTP, and if anticipated in the short term, to be included in CAMPO's four-year Transportation Improvement Program (TIP), which is a prioritized listing of transportation improvement projects where specific funding has been identified. A project considered regionally significant must be included in both the RTP and the TIP to receive federal funding for implementation.

As part of CAMPO's regional transportation planning efforts, Federal Planning Funds are used to develop planning documents and to collect and share data on CAMPO's regional transportation network for its member agencies. While the RTP supports the development, prioritization, and funding of regionally significant projects, CAMPO and each member agency have additional sources and methods for developing projects.

CAMPO - As the metropolitan planning organization, CAMPO completes various plans and studies with project recommendations that have been carried forward into the RTP.

Carson City - Projects within Carson City largely stem from the City's approved planning documents. Carson City has an established Pavement Management Plan and a separate project prioritization process for pavement-related projects. Projects identified in the Pavement Management Plan may or may not be included in the TIP, depending on the funding source. City staff work in partnership with CAMPO to identify and prioritize projects for inclusion in the CAMPO 2050 RTP.

Lyon County – Projects within Lyon County have been developed through consultation with Lyon County's Road Division and Community Development Department. Sidewalk improvements located in the Dayton Area are aimed at addressing ADA non-compliant infrastructure. Additionally, Lyon County is experiencing steady growth and has identified a new bridge across the Carson River to create network redundancy. While these needs are considered regionally significant, Lyon County may continue to complete projects outside of the RTP using local funding.

Douglas County - Projects within Douglas County largely stem from their adopted Transportation Plan. The Douglas County Transportation Plan is a short- and long-term planning document with a horizon to 2040. Like Carson City and Lyon County, Douglas County completes other transportation projects outside of the CAMPO RTP using local funding sources. Most pertinent to CAMPO, the plan identifies short-term improvements to mitigate declining levels of service on U.S. 395. These projects have been incorporated into CAMPO's 2050 RTP to encourage coordination and collaboration between CAMPO's member agencies and NDOT.

NDOT - CCAMPO's travel demand model identifies existing low levels of service and forecasts further diminishing levels of service on both U.S. 395 and U.S. 50 East. Since these are NDOT-owned and maintained facilities, input from NDOT is critical. Several NDOT- and CAMPO-led planning studies have been completed in recent years to identify projects to address known issues along these corridors. Advancement of projects such as completion of the I-580/U.S. 395/U.S. 50 Interchange and corridor enhancements along

U.S. 50 East are critical to addressing transportation needs in the region. Maintenance projects using state funding are not included in the RTP.

A list of approved planning documents and tools from which projects are drawn is below; each has been incorporated into CAMPO's 2050 RTP by reference.

- Carson City Master Plan
- CAMPO Local Road Safety Plan
- Carson City Pavement Management Plan
- Carson City Safe Routes to School Action Plan
- Douglas County Safe Routes to School Action Plan
- Carson City ADA Transition Plan
- Carson City Freeway Corridor Multi-Use Path Alignment Study
- Carson City Unified Pathways Master Plan
- Southwest Carson Circulation Study
- JAC Transit Development and Coordinated Human Services Plan
- Lyon County Master Plan and Transportation Plan
- Lyon County Bike Master Plan
- Douglas County Transportation Plan
- Douglas County Bike Master Plan
- U.S. 50 East Carson Complete Street Study
- Carson Area Transportation System Management Plan
- U.S. 395 Southern Sierra Corridor Study
- U.S. 50 Dayton Operational Analysis

6.2 Evaluation Process

CAMPO's member agencies continually strive to maximize the benefit of each dollar invested in the transportation system by selecting and prioritizing transportation projects through a collaborative and coordinated process. As part of the development of CAMPO's 2050 RTP, CAMPO developed a project prioritization framework that utilizes a data-driven approach to select and program regional projects. The project scoring criteria align with RTP goals to ensure that transportation investments advance progress toward the collective vision of the region.

ROADS

roadway elements such as pavement, curb, gutter, sidewalk, landscaping, drainage, lighting, signals, etc.

MULTIMODAL

for facilities not intended for vehicle use, including sidewalks and pathways

TRANSIT

fixed route bus, paratransit (ADA accessible) services, and transit facilities

Using the six goal areas, CAMPO developed a set of weighted scoring criteria for project prioritization. The criteria have been developed based on several factors, including alignment with CAMPO's established goals; alignment with the goal areas of the NDOT One Nevada Plan; and a performance-based planning approach that considers performance targets such as safety, infrastructure condition, mobility, and others. Weighting 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. Additional details on the creation and weighting of the criteria are available in Appendix E. The scoring aims to fairly consider different project types (roadway, multimodal, transit, etc.) with emphasis on transportation safety (supported by the USDOT commitment to safety), mobility throughout the region, and preservation of existing infrastructure.

A summary of the scoring criteria and weighting is shown in Figure 21.

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. The list of projects within the RTP allows for and encourages opportunities for the public to participate and comment on transportation projects
- **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.

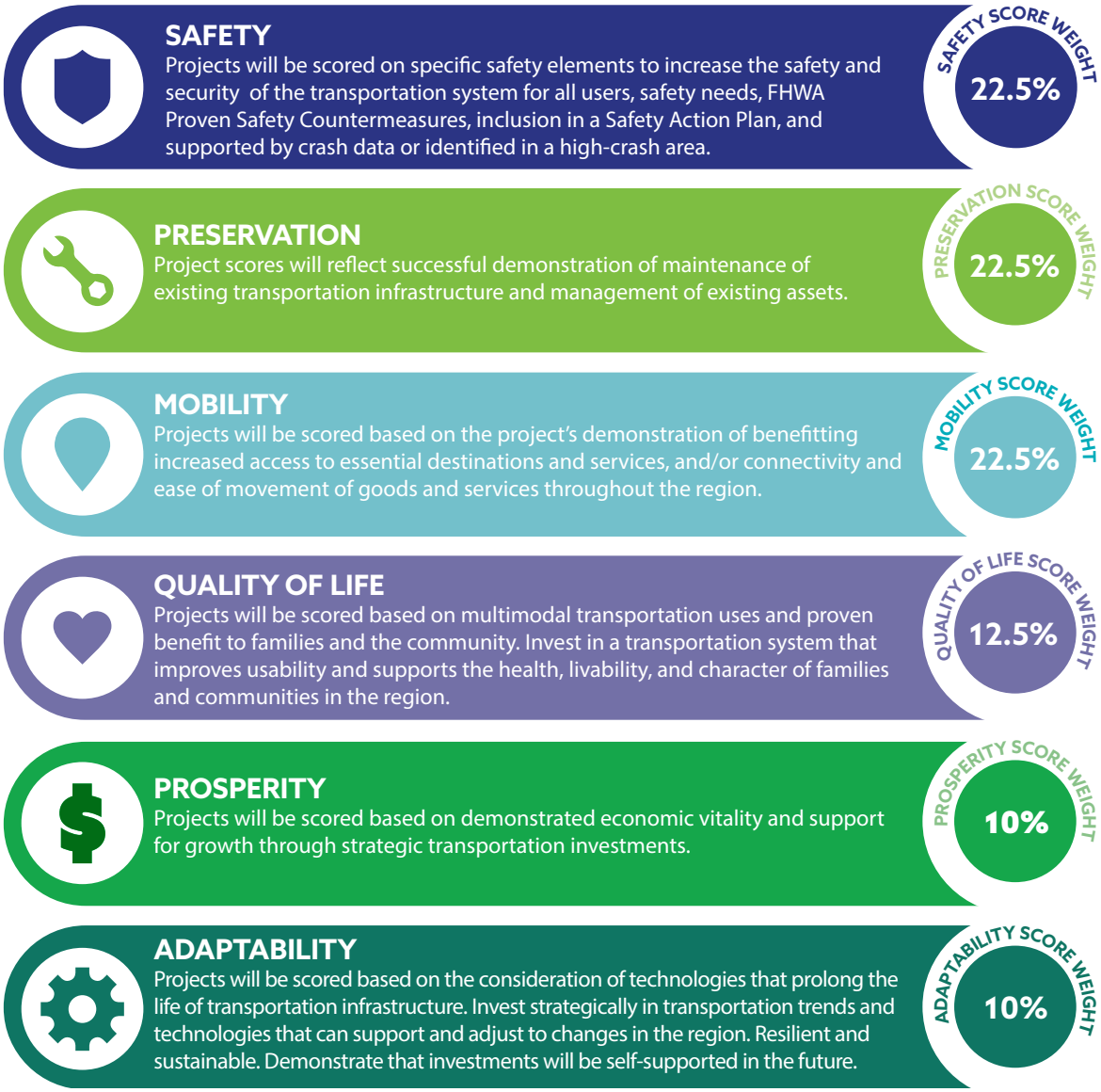


Figure 21: Scoring Criteria and Weighting

All projects received, regardless of source or type, were evaluated and prioritized using the outlined process. Projects prioritized higher on the list were selected for funding first, with funding distributed by project type. The scoring methodology allows CAMPO to advance a list of prioritized projects, which can be reduced or expanded depending on available revenue and project costs.

6.3 Planned Investments

Projects in the RTP are split into two categories: fiscally constrained (funded) and unfunded. The number of projects that ultimately get funded is determined by the available revenue and each project's ability to use it, depending on the project type (roadway, multimodal, transit). Higher priority projects will receive funding first. Fiscally constrained projects have been further grouped into short-term (years 2026 to 2035) and long-term (years 2036 to 2050) projects.

Planning-level cost estimates have been developed. Project costs have been adjusted for an annual inflation rate of 3.3% and represent the year-of-expenditure dollar amounts. Cost estimates for the short-term projects have been adjusted to reflect five years of inflation, the midpoint between 2026 and 2035. Projects presently programmed in CAMPO's Transportation Improvement Program did not receive a cost adjustment. Cost estimates for long-term projects have been adjusted to reflect 18 years of inflation, the midpoint between 2036 and 2050, starting from the base year of 2025.

A listing of fiscally constrained and unfunded projects is included in Appendix A. Table 12 below shows that there is sufficient anticipated revenue to cover the costs of the short- and long-term, fiscally constrained projects. Approximately 67% of the total revenue in CAMPO for the next 25 years is from federal funding sources, as noted in Chapter 5. Over the coming years, as federal programs are implemented, CAMPO's member agencies are anticipated to be awarded federal funding for transportation projects. As this happens, transportation projects will be incorporated by amendment into CAMPO's TIP.

The unfunded list includes projects for which no funding is available. These are projects that would be included in the RTP if additional funding resources were available. Including the unfunded project listing provides an opportunity to identify additional projects for future consideration if additional funding becomes available, either through local sources, federal formula funding, or grants. The RTP is updated at least every five years, and unfunded projects will again be prioritized based on a review of needs and priorities. The total unfunded projects are estimated to be approximately $436 million.

6.3.1 Scenario Analysis

Chapter 4 discusses the Travel Demand Model (TDM) and highlights corridors where the level of service is expected to decline over time, assuming no changes (no projects) to the existing roadway network. To address these mobility challenges and assess the effectiveness of the projects, two scenarios were developed. The first scenario considered building the fiscally constrained projects, and the second scenario considered building all projects, both fiscally constrained and unfunded. Figures 22 and 23 present two scenarios through 2050.

As shown in the figures, implementing the prioritized, fiscally constrained projects will improve the mobility of the region's transportation network, but more is needed.

Table 12: Funded Project Costs

Revenue Source	Fiscally Constrained Projects 2025-2035 Revenue		Fiscally Constrained Projects 2036-2050	
	Revenue	Cost	Revenue	Cost
Transportation Infrastructure				
Federal Funding	$247,649,708	$241,437,082	$260,722,372	$237,383,001
State and Local Funding	$91,461,371	$70,121,161	$153,462,664	$141,345,382
TOTAL	$339,111,079	$311,558,243	$414,185,036	$378,728,383
Transit (Jump Around Carson)				
Federal Transit Funding	$30,675,759	$25,149,785	$59,057,464	$49,682,840
Local Transit	$11,808,980	$11,523,832	$23,920,289	$23,380,160
TOTAL	$42,484,740	$36,673,617	$82,977,753	$73,063,000
TOTALS				
	$381,595,819	**$348,231,860**	**$497,162,789**	**$451,791,383**

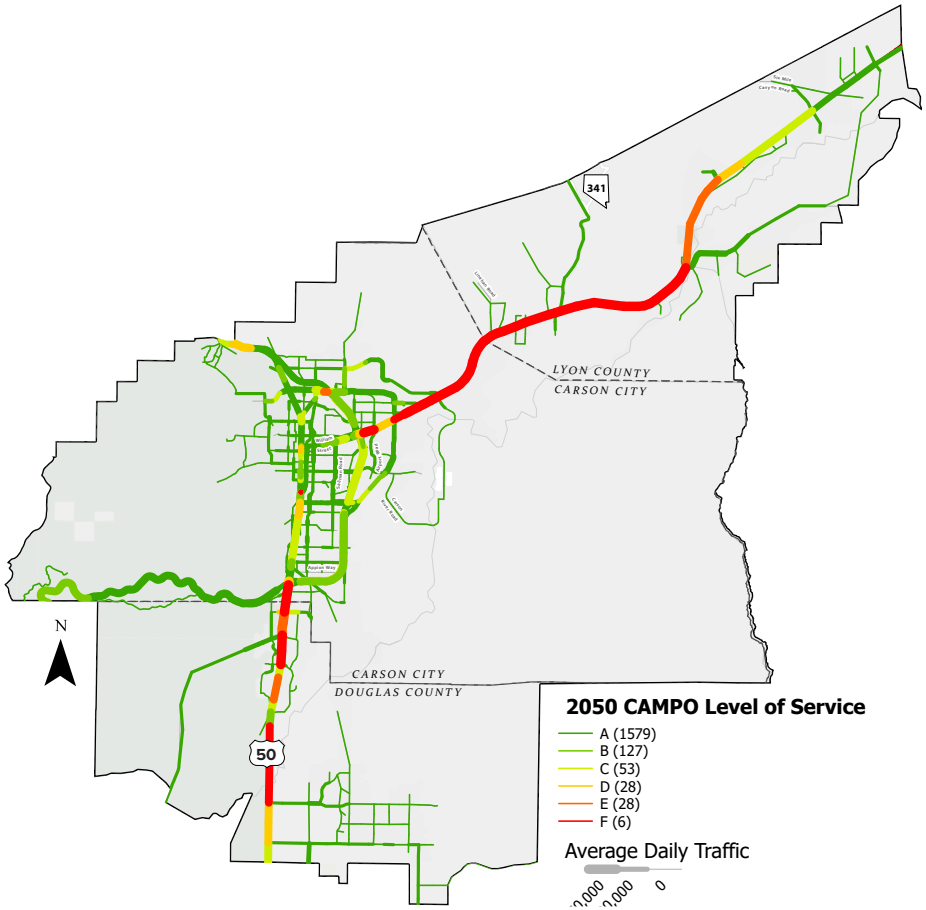


Figure 22: 2050 LOS with Fiscally Constrained Projects

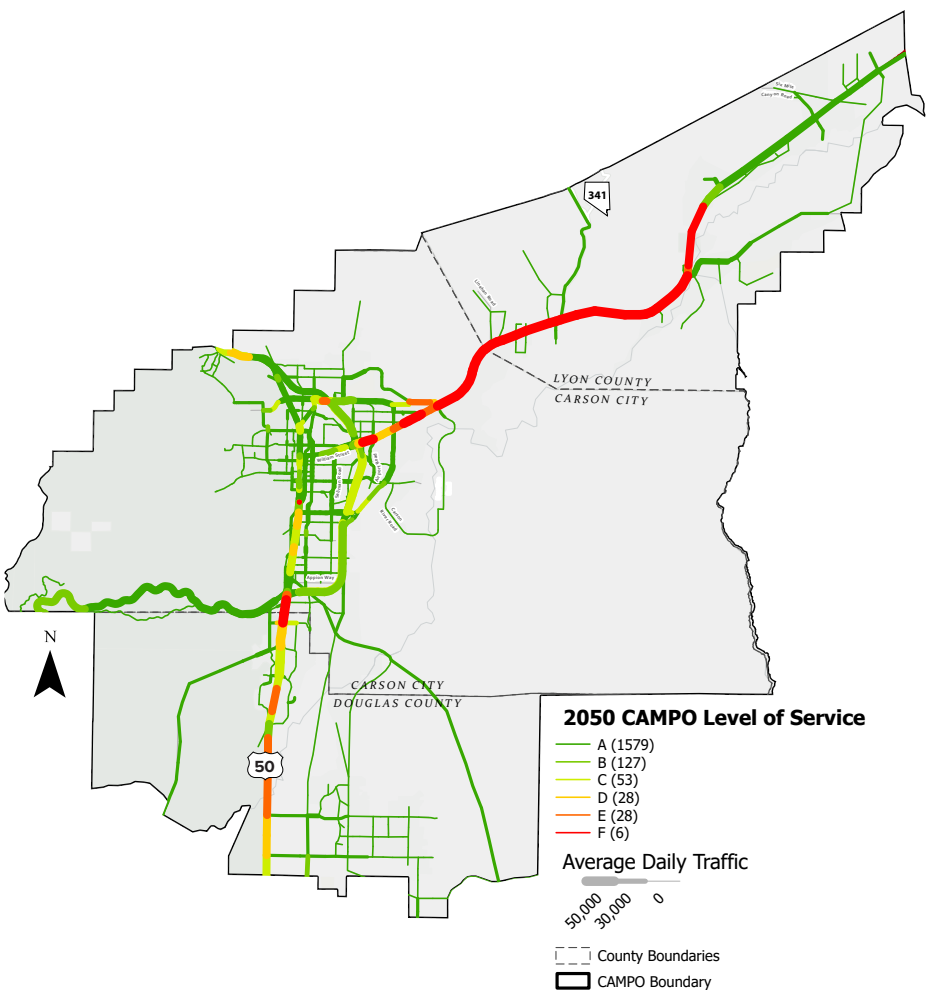


Figure 23: 2050 LOS All Projects

7

LOOK AHEAD

7.1 Future Programming

The fiscally constrained list of projects is designed to advance the goals of the RTP; however, programming additional planning activities can support their implementation and establish a framework for future projects in the next RTP. CAMPO will focus on following several initiatives over the next five years, in addition to the projects listed in Appendix A.

Safety

CAMPO's Local Road Safety Plan and county-specific Safe Routes to School Plans elevated safety in the region and made specific and system-wide recommendations to help achieve the goal of zero fatalities. CAMPO should continue prioritizing safety through periodic updates to the Local Road Safety Plan and through targeted investments in programs and activities that promote the safety of all users, especially vulnerable users such as seniors, children, and people with limited mobility. CAMPO should also continue to participate in state-wide safety initiatives

Pavement Preservation

More is needed to preserve the existing pavement infrastructure. CAMPO plans to continue working with member agencies on pavement condition data and will consider innovative, cost-effective ways to collect, report, and maintain pavement condition data for member agencies, enabling them to make data-driven decisions on project selection.

Regional Mobility and Connectivity

The TDM highlights increases in traffic volume and decreases in the level of service along many regional roadways in CAMPO. Additionally, several recent planning studies and master plans highlight the need for greater regional roadway, multimodal, and transit connectivity not only for capacity, but also to improve access management and ensure resiliency in times of need. CAMPO should further evaluate projects for the incorporation of complete street elements to ensure choice across different transportation modes. CAMPO must also consider internal network connections among member agencies and external connections to neighboring counties to account for anticipated growth.

Economic Prosperity

Ensuring the movement of goods and services is vital to a region's economy. Investing in major transportation corridors like U.S. 395 and U.S. 50 can spur economic development, and CAMPO should continue to support collaboration with NDOT, member agencies, and the development community to ensure safety and access for all users. The growth in deliveries, as well as Northern Nevada's expansion in manufacturing and warehouse distribution, means CAMPO should continue to collaborate with NDOT and regional partners on freight planning and accommodate the movement and parking of trucks.

Adapt to Technology

CAMPO appropriately monitors and plans for new, innovative technologies. Advances in AI data collection, signal performance and connectivity, ITS, and other advanced technologies can support regional goals and improve efficiency. CAMPO will continue to collaborate with member agencies through various agreements and studies, and should work toward implementing regional policies to improve transportation network performance and reliability. CAMPO must also adapt to new modes of transportation, including the growth of electric mobility devices, by promoting multi-modal projects.

Quality of Life

Investing in a transportation system that accommodates all users improves the region's health, livability, and character. Complete streets elements, connected pedestrian and bicycle facilities, and integration with the natural environment each enhance the transportation experience for families and recreational users. CAMPO and its member agencies should continue to develop corridor-specific plans and identify potential projects, including Complete Street corridors and multimodal connections, that consider the user experience, improve safety, and accommodate new development alongside typical engineering requirements.

7.2 Looking Forward

Projects and activities included in CAMPO's 2050 RTP serve as the blueprint for how the CAMPO region will work toward achieving the stated goals of safety, mobility, preservation, adaptability, prosperity, and supporting quality of life over the next five years. The RTP serves as a snapshot in time, building on the past efforts and establishing a continuous, cooperative, and comprehensive framework for future RTPs. CAMPO will continue to plan for the transportation system that provides balanced, safe, reliable, and convenient transportation options for all members of our community.

8

APPENDICES

A. Project Lists
B. Detailed Performance Measures & Targets for CAMPO & Nevada
C. Public Outreach, Survey, and Comments
D. Travel Demand Model Documentation
E. Project Prioritization Methodology Framework
F. Detailed Revenue and Fiscal Constraint Analysis
G. Approving Action

APPENDIX A

Project Lists

Table 1: Fiscally Constrained Projects (2026-2035)

Fiscally Constrained Project List Anticipated for the Short-Term 2026-2035					
Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
CC.5	Carson City	North Carson Street Complete Street Project	Rehabilitate pavement, improve business access, incorporate Complete Street elements, and beautify the corridor between William Street and Medical Parkway.	Roads - Regional	$ 24,399,064
CC.30	Carson City	U.S. Highway 50 Corridor Improvements - Carson City	Pavement preservation and select traffic operational improvements, including turn lane modifications along U.S. Highway 50 between I-580 and Deer Run Road.	Roads - State	$ 48,349,976
CC.4	Carson City	District 4, Curry Street Complete Streets Project	Rehabilitate pavement and enhance the rural road section, between Rhodes Street and Tenth Street, to improve circulation and safety for all modes.	Roads - Regional	$ 5,300,000
LY.9	Lyon County	U.S. Highway 50 at Highlands Drive Intersection Improvements	Construct highway safety, intersection, and pedestrian improvements at the intersection of U.S. Highway 50 and Highlands Drive, consistent with recommendations in the U.S. 50 E. Carson Complete Street Study.	Roads - State	$ 1,411,506
LY.6	Lyon County	U.S. Highway 50 Corridor Improvements - Lyon County	Pavement preservation and select traffic operational improvements along U.S. Highway 50 between Fortune Drive and Six Mile Canyon Road.	Roads - State	$ 40,122,070

Table 1: Cont.

Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
CC.1	Carson City	District 3, Fifth Street - Roundabout	Rehabilitation and safety improvements to rehabilitate pavement as well as operational and capacity enhancements to the Fifth Street/Fairview Drive roundabout.	Roads - Regional	$ 4,740,000
CC.9	Carson City	Local Road Safety Plan Implementation	Construct safety improvements following the adopted CAMPO plan at identified signalized intersections, unsignalized intersections, and road segments in Carson City, and consider implementation of Systemic Countermeasures where appropriate. Individual projects not already included in the RTP will be added to the TIP where they are regionally significant and/or federally funded.	Roads - Safety	$ 16,706,355
DO.2	Douglas County	Local Road Safety Plan Implementation	Construct safety improvements following the adopted CAMPO plan at identified signalized intersections, unsignalized intersections, and road segments in Douglas County, and consider implementation of Systemic Countermeasures where appropriate. Individual projects will be added to the TIP where they are regionally significant and/or federally funded.	Roads - Safety	$ 2,658,337

Table 1: Cont.

Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
LY.3	Lyon County	Local Road Safety Plan Implementation	Construct safety improvements following the adopted CAMPO plan at identified signalized intersections, unsignalized intersections, and road segments in Lyon County, and consider implementation of Systemic Countermeasures where appropriate. Individual projects will be added to the TIP where they are regionally significant and/or federally funded.	Roads - Safety	$ 6,117,469
DO.5	Douglas County	Topsy Lane Intersection Improvements	Construct additional turn lanes, implement safety recommendations, modify median island geometry and complete signing and striping upgrades to the at the intersection of U.S. Highway 395 and Topsy Lane.	Roads - State	$ 17,643,830
CC.3	Carson City	Carson City Pavement Management Plan Implementation (2026-2035)	Apply 3.5 centerline miles of pavement preservation treatments prioritized Annually - Citywide. Individual projects will be broken out for placement in the TIP where regionally-significant and/or federally funded.	Roads - Regional	$ 37,234,363
CC.23	Carson City	Traffic Control at Goni Road and Arrowhead Drive	Construct traffic control device (roundabout) at the intersection of Goni Road and Arrowhead Drive.	Roads - Regional	$ 3,764,017
CC.10	Carson City	Clearview Drive Intersection Safety Improvements	Provide additional intersection safety enhancements at the intersection of S. Carson Street and Clearview Drive including protected turn movements, multi-use path bollards, and additional signing and striping.	Roads - Safety	$ 696,226

Table 1: Cont.

Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
DO.12	Douglas County	Stephanie Way Multi-Modal Improvements	Install a sidewalk or paved shoulder along the south side of Stephanie Way between Gordon Avenue and Fuller Avenue, along the frontage of Pinion Hills Elementary School.	Multimodal	$ 1,293,881
LY.2	Lyon County	Sutro Elementary School	Area ADA improvements on Fortune Drive, Sheep Camp Drive, Dayton Village Parkway, & Sugarloaf Drive around the elementary school.	Roads - Regional	$ 2,140,785
DO.11	Douglas County	Jacks Valley Road/Arcadia Drive Intersection Improvements	Improve intersection safety, including restriping crosswalks and installing RRFB across Jacks Valley Road. Install accessible walkway or curb ramps on the northeast and southeast corners of the intersection. Install advanced warning signs in both directions of crossing.	Multimodal	$ 588,128
CC.6	Carson City	Safe Routes to School Master Plan Implementation (2026-2035)	Construct safety improvements per the adopted Plan citywide. Individual projects not already included in the RTP will be broken out for placement in the TIP where regionally-significant and/or federally funded.	Multimodal	$ 3,768,722
DO.1	Douglas County	Vista Grande Boulevard Connector	Construct new road to improve north/south travel between Topsy Lane and Jacks Valley Road.	Roads - Regional	$ 3,528,766
LY.1	Lyon County	Dayton Valley Road ADA Improvement	Safety and ADA improvements between Quail Ridge and the Carson River.	Roads - Regional	$ 1,976,109

Table 1: Cont.

Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
CC.13	Carson City	Green Belt Multi-Use Path	Construct a new multi-use path between S. Carson Street and Roop Street to complete east-west connectivity.	Multimodal	$ 905,717
CC.11	Carson City	District 5, Ash Canyon Road	Rehabilitate pavement and incorporate Complete Street elements from Longview Drive to the open space property.	Roads - Regional	$ 10,000,000
DO.6	Douglas County	U.S. Highway 395 Auxiliary Lanes	Construct additional turn lanes, construction of new acceleration lanes, and extension of existing lanes at various intersections along U.S. Highway 395 between Jacks Valley Road/Sunridge Ridge Drive and South Sunridge Drive/Plymouth Drive.	Roads - State	$ 17,643,830
JAC.1	Carson City	Jump Around Carson Transfer Station	Reconstruct the Downtown transfer station with amenities in central Carson City.	Transit	$ 1,764,383
DO.4	Douglas County	Johnson Lane Pavement and Drainage Repair	Full pavement reconstruction of Johnson Lane from Heybourne Road to Vicky Lane, including construction of stormwater improvements to mitigate suture flooding in the area and provide roadway resiliency.	Roads - Regional	$ 3,875,000
CC.18	Carson City	U.S. Highway 50 - Carson City Multi-Use Path	Construct new multi-use path along the south side of U.S. Highway 50 between Fairview Drive and Drako Way.	Multimodal	$ 6,859,921

Table 1: Cont.

Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
CC.29	Carson City	Fairview Drive Right-Turn Lanes	Construct a new right-turn lane from northbound Fairview Drive to eastbound U.S. Highway 50.	Roads - State	$ 2,234,885
LY.8	Lyon County	SR 341 Intersection Improvements	Construct a roundabout, or other traffic control device, at the intersection of U.S. Highway 50 and SR 341.	Roads - State	$ 17,643,830
LY.5	Lyon County	Mound House Road Network Improvements	Provide new local and regional road network connections in Mound House north and south of U.S. Highway 50 as recommended by the U.S. Highway 50 East Carson Study.	Roads - Regional	$ 13,762,187
CC.12	Carson City	U.S. Highway 50 Lighting	Install roadway lighting near and in advance of the intersections of Airport Road and Arrowhead Drive/Deer Run Road.	Roads - State	$ 4,352,145
CC.20	Carson City	Ormsby Boulevard Connector	Construct new road to improve north-south circulation and access between Ash Canyon Road and Winnie Lane.	Roads - Regional	$ 5,136,472
CC.27	Carson City	U.S. Highway 50 Truck Climbing Lane	Construct a truck climbing lane between Drako Way and Lyon County Line.	Roads - State	$ 6,704,655
JAC.3	Carson City	JAC Operations 2026-2035	Funding to operate the Jump Around Carson Bus Service for 10 Years.	Transit	$ 34,909,234
TOTAL ESTIMATED PROJECT COST (32 Projects)					$ 348,231,860

Table 2: Fiscally Constrained Projects (2036-2050)

Fiscally Constrained Project List Anticipated for the Long-Term 2036-2050					
Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
CC.22	Carson City	U.S. Highway 50 - East Carson City Corridor Improvements	Implement congestion mitigation improvements in the form of intersection modifications, access management, and traffic signal and ITS upgrades through a phased approach along U.S. Highway 50 between I-580 and Drako Way as recommended by the U.S. 50 E. Carson Complete Street Study.	Roads - State	$ 30,869,968
LY.10	Lyon County	U.S. Highway 50 - Mound House Corridor Improvements	Implement congestion mitigation improvements in the form of intersection modifications, street lighting, and access management through a phased approach along U.S. Highway 50 between Linehan Road and SR 341, consistent with the recommendations in the U.S. 50 E. Carson Complete Street Study.	Roads - State	$ 36,811,469
CC.15	Carson City	Carson City Pavement Management Plan Implementation (2036-2050)	Pavement Preservation Projects Prioritized Annually – Citywide. Individual projects will be broken out for placement in the TIP where regionally-significant and/or federally funded.	Roads - Regional	$ 102,575,731
CC.2	Carson City	I 580/U.S. Highway 50/U.S. Highway 395 Interchange	Construct a grade-separated interchange at the southern terminus of I-580 to transition to U.S. Highway 395 to the south. Separate local and regional trips through series of grade separated interchanges and frontage roads.	Roads - State	$ 98,666,217

Table 2: Cont.

Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
CC.16	Carson City	Safe Routes to School Safety Plan Improvements (2036-2050)	Construct safety improvements per adopted Plan – Citywide. Individual projects will be broken out for placement in the TIP where regionally-significant and/or federally funded.	Multimodal	$ 6,757,479
CC.7	Carson City	College Pkwy Widening Project	Construct an additional west-bound lane between Goni Road and I-580 to facilitate the movement of people and goods.	Roads - Regional	$ 13,221,094
DO.9	Douglas County	North Valley Road Capacity Improvements	Construct new roadway between Topsy Lane and North Sunridge to improve north/south travel.	Roads - Regional	$ 5,561,187
CC.21	Carson City	South Carson Multi-Use Path Connector	Design and construct a multi-use path connecting Edmonds Sports Complex to the South Carson Street Multi-use path.	Multimodal	$ 6,879,547
DO.3	Douglas County	Heybourne Road Connector	Construct new road to improve north/south travel between Stephanie Way and Johnson Lane.	Roads - Regional	$ 10,763,587
LY.4	Lyon County	East Dayton Bridge	Construct a bridge over the Carson River and the associated roadway network to connect U.S. Highway 50 to Dayton Valley Road.	Roads - Regional	$ 53,817,937
CC.8	Carson City	Fairview Widening Project	Widen Fairview Drive to 4-lanes to improve capacity and reduce delay between Butti Way and 5th Street.	Roads - Regional	$ 9,074,063

Table 2: Cont.

Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
Multi.1	Carson City / Douglas County	South Carson/North Douglas Multi-Use Path Connection - Old Clear Creek to Jacks Valley Road	Construct a new multi-use path between Old Clear Creek Road and Jacks Valley Road to provide new multi-modal connectivity between communities.	Multimodal	$ 3,730,105
JAC.4	Carson City	JAC Operations 2036-2050	Funding to operate the Jump Around Carson Bus Service for 15 Years.	Transit	$ 73,063,000
TOTAL ESTIMATED PROJECT COST (12 Projects)					$ 451,791,383

Figure 1: Fiscally Constrained Project Map

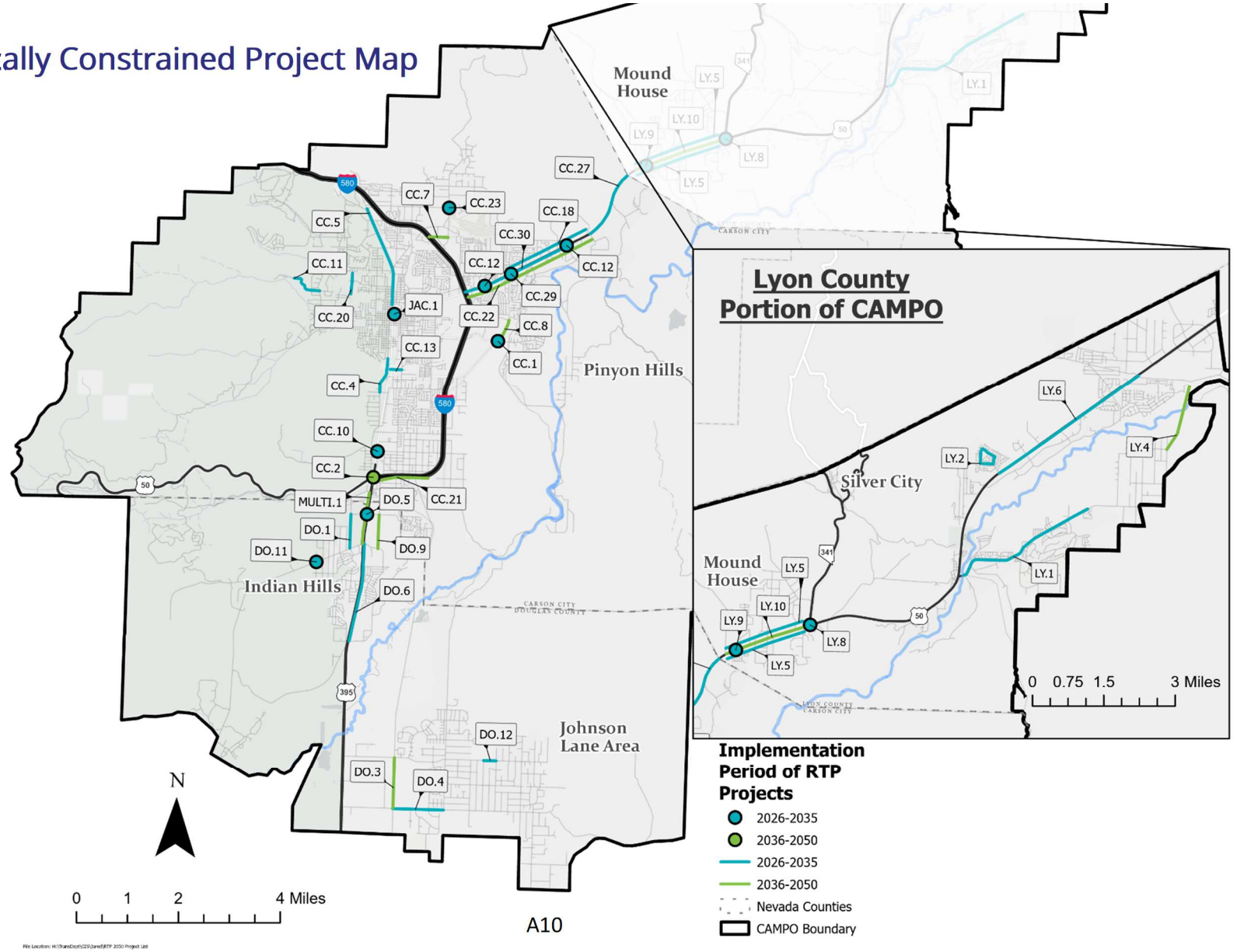


Table 3: Unfunded Projects

Unfunded Project List					
Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
LY.14	Lyon County	U.S. Highway 50; Mound House Multi-Use Pathways	Construct new multi-use pathways along the north and south sides of U.S. Highway 50 through Mound House.	Multimodal	$ 3,411,140
Multi.3	Carson City / Douglas County	Carson City/Douglas County V&T Trail Multi-Use Path	Construct a multi-use path, including a bridge across the Carson River, along the former alignment of the V&T Railroad between Bigelow Drive and Haybourne Road.	Multimodal	Unfunded
CC.38	Carson City	W. Long Street Extension	Construct a new collector roadway to improve east-west connectivity between the existing Long Street dead-end, and a new Ormsby Boulevard. Project to include a regional review of traffic patterns based on connection location.	Roads - Regional	Unfunded
CC.19	Carson City	Hillview Drive Connector	Construct new road to improve north-south travel between Koontz Lane and Valley View Drive.	Roads - Regional	$ 2,001,848
CC.37	Carson City	W. Washington Connector	Construct a new local road connection to improve east-west circulation and access between Longview Way and Ormsby Boulevard. Connect to existing W. Washington Street dead-end.	Roads - Regional	$ 8,471,481
DO.10	Douglas County	East Valley Road Realignment	Construct new road to improve north south circulation and access between Vicky Lane and the northern rural section of East Valley Road.	Roads - Regional	$ 51,516,626

Table 3: Cont.

Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
DO.7	Douglas County	Stephanie Lane Capacity Improvements	Expand to four-lane roadway between U.S. Highway 395and Santa Barbara Drive.	Roads - Regional	Unfunded
LY.12	Lyon County	West Dayton Connector Road	Construct a new road west and north of Dayton between SR 341 in Mound House and Bryce Street in east Dayton.	Roads - Regional	Unfunded
CC.35	Carson City	Appion Way Connector	Construct easten leg of Appion Way across South Carson Street to Snyder Avenue for improved east-west connectivity and access.	Roads - Regional	$ 1,910,474
CC.32	Carson City	South Carson Street/Rhodes Traffic Control	Traffic control device at the intersection of South Carson Street and Rhodes Street.	Roads - Regional	$ 2,354,863
CC.33	Carson City	Saliman Road Capacity Improvements	Expand to a four-lane roadway between Fairview Drive and Colorado Street.	Roads - Regional	$ 1,402,567
CC.34	Carson City	Saliman Road / Robinson Street Traffic Control	Construct traffic control device in the form of a traffic signal at the intersection of Saliman Road and Robinson Street.	Roads - Regional	$ 1,977,873
CC.17	Carson City	College Parkway Connector	Construct new road to improve east-west circulation and access between College Parkway and Arrowhead Drive.	Roads - Regional	$ 20,723,852
CC.25	Carson City	Vista Grande Blvd Southern Extension	Construct an underpass to connect Old Clear Creek Road to Cochise Street.	Roads - Regional	$ 41,667,282
DO.8	Douglas County	Johnson Lane Capacity Improvements	Expand to four-lane roadway between U.S. Highway 395and Vicky Lane.	Roads - Regional	$ 52,939,423

Table 3: Cont.

Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
Multi.2	Carson City / Douglas County	Vicky Lane Regional Connector	Construct a new road extension of Vicky Lane along the eastern edge of Carson Valley from S. Santa Barbara Drive north into southern Carson City to improve north-south circulation and access between Carson City and Douglas County. Includes a 12-foot multi-use path to accommodate the Historic V&T Trail over the river and possibly in other areas as appropriate and approved by the local jurisdictions.	Roads - Regional	$ 102,894,513
CC.26	Carson City	Stewart Street Extension	Construct new road connecting South Carson Street and Curry Street.	Roads - Regional	$ 1,749,445
CC.31	Carson City	Lompa Lane Extension	Construct new collector with improved roadway alignment between Modoc Road and Airport Road.	Roads - Regional	$ 6,024,427
CC.28	Carson City	Fifth Street Capacity Improvements	Expand to a four-lane roadway and incorporate intersection improvements between Saliman Road and Lompa Ranch Road.	Roads - Regional	$ 1,987,401
LY.7	Lyon County	U.S. Highway 50 Corridor Improvements - Mound House to Dayton	Pavement preservation and select traffic operational improvements along U.S. Highway 50 between State Route 341 and Fortune Drive.	Roads - State	Unfunded
DO.19	Douglas County	U.S. Highway 395 Multi-Use Path	Construction new multi-use path along U.S. Highway 395 from SR 88 (south of the CAMPO boundary) to Old Clear Creek Road in Carson City	Roads - State	Unfunded
DO.18	Douglas County	Hobo Hot Spring Wildlife Crossing	Construction new wildlife crossing under U.S. Highway 395 between the Carson River and Stephanie Way.	Roads - State	Unfunded

Table 3: Cont.

Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
DO.14	Douglas County	Johnson Lane Interchange	Construct grade separated interchange.	Roads - State	Unfunded
DO.17	Douglas County	Stephanie Way Interchange and frontage roads	Construct new interchange and Stephanie Way and add frontage roads along U.S. Highway 395 between Stephanie Way and Airport Road (south of CAMPO boundary)	Roads - State	Unfunded
DO.15	Douglas County	U.S. Highway 395 Truck Climbing Lane	Construct truck climbing lane along northbound U.S. Highway 395 between Mica Drive and Sunridge Drive.	Roads - State	Unfunded
DO.16	Douglas County	U.S. Highway 395 Corridor Widening	Congestion mitigation, including the construction of an additional lane in each direction along U.S. Highway 395 between Mica Drive and Sunridge Drive.	Roads - State	Unfunded
CC.14	Carson City	U.S. Highway 50 / Flint Drive Intersection Improvements	Construct a signalized High-T Intersection at the intersection.	Roads - State	$ 4,664,221
DO.13	Douglas County	S. Sunridge Dr / Plymouth Drive Intersection Improvements	Construct new traffic signal, or similar, at the U.S. Highway 395 and South Sunridge Drive / Plymouth Drive intersection when signal warrants are met.	Roads - State	$ 12,557,519
LY.11	Lyon County	U.S. Highway 50 at Highlands Drive Intersection Improvements	Construct new intersection improvements, including re-aligning Red Rock Road to create a four-leg intersection with Red Rock Road, consistent with recommendations in the U.S. 50 E. Carson Complete Street Study.	Roads - State	$ 12,378,125

Table 3: Cont.

Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
LY.13	Lyon County	U.S. Highway 50 - Dayton Operational Improvements	Construct "Parkway Alternative" which includes the widening of U.S. Highway 50, implementing access management standards through a combination of traffic signals and restricted T-intersections, and median islands consistent with the U.S. 50 Dayton Operational Study.	Roads - State	$ 98,845,610
JAC.2	Carson City / Douglas County	Carson Tahoe Inter-Regional Bus Service	Bus service on U.S. Highway 50 West between Carson City and the Tahoe Basin to provide alternative transportation for workers and visitors.	Transit	Unfunded
CC.24	Carson City	U.S. Highway 50 West Park and Ride Lot	Identify site, design, and construct park and ride lot to replace the existing park and ride lot located on U.S. Highway 50 West near the intersection of I-580, U.S. Highway 395 , and U.S. 50 West, to improve safety on U.S. Highway 50 West and to provide a mobility hubs for those in need of transit, car-pooling, ride sharing, or using other travel demand management options into the Tahoe Basin.	Transit	$ 6,544,799
TOTAL ESTIMATED PROJECT COST (32 Projects)					$ 436,023,490

APPENDIX B

Detailed Performance Measures & Targets for CAMPO & Nevada

Introduction

Federal law requires MPOs to establish goals, targets, and performance measures. This approach is built on national standards and guidance for performance management, commonly referred to as performance-based planning and programming. As a matter of best practice, Transportation Performance Management (TPM) should guide investment decisions by providing a feedback loop that measures the level of impact resulting improvements have in furthering national, state, and regional goals. This process is transparent and data-driven and informs decision-makers and the public when selecting and prioritizing projects that meet the greatest needs. CAMPO's Annual Network Monitoring Report summarizing each of the required performance measures ensures we are using the most current and relevant data when making transportation-related investment decisions.

Below are performance measures which CAMPO tracks, in partnership with NDOT. MPOs can support NDOT's targets or establish their own quantifiable targets. NDOT submits all Performance Measures to the Federal Highway Administration (FHWA) biennially, as required.

Safety

The FHWA Safety Performance Measures Final Rule establishes five performance measures:

1. **Number of Fatalities**
2. **Rate of Fatalities per 100 million Vehicle Miles Traveled**
3. **Number of Serious Injuries**
4. **Rate of Serious Injuries per 100 million Vehicle Miles Traveled**
5. **Number of Non-motorized Fatalities and Serious Injuries**

These performance measures create a consistent method to count and gauge the safety of CAMPO's Transportation Network. The Fatality Analysis Reporting System (FARS) and the National Highway Transportation Safety Administration (NHTSA) provide data for measuring fatalities and serious injuries, respectively. Vehicle Miles Traveled (VMT) statistics are estimated using the statewide travel demand model maintained by NDOT.

The Safety PM Final Rule establishes the process for State Departments of Transportation (DOTs) and MPOs to adopt and report safety targets along with a set of performance measures to assess progress toward targets. MPOs shall establish their performance targets for each of the five measures no later than 180 days after the State submits annual targets. NDOT's statewide targets are reported in their Highway Safety Improvement Program Annual Report. CAMPO chooses to support the State's targets for the five performance measures noted above. Performance targets must be set annually by the MPO Board.

Each year, staff analyze alternative statistical trend line projections to evaluate appropriate targets for CAMPO. A five-year baseline projection trend is required to be evaluated. Additional projection trends are encouraged to be evaluated against the five-year baseline. Targets must be data-driven, realistic, and attainable.

CAMPO supports NDOT's Safety targets but does monitor data specific to the CAMPO region. In a review of the 2024 Targets, CAMPO's rate of fatalities and the serious injury rate is slightly lower than the target. Table 1 shows the latest 2022 Nevada State safety performance measure targets while Table 2 shows information on the five safety performance measures, including the five-year baseline data and CAMPO's relative 2018-2024 targets, respectively.

Table 1: Nevada State Performance Measures for Safety

Performance Measures	Targets	Actuals
Number of Fatalities	347.8	365.4
Number of Serious Injuries	1021.3	1069.8
Fatality Rate	1.279	1.347
Serious Injury Rate	3.755	3.940
Non-Motorized Fatalities and Serious Injuries	262.6	301.0

Source: NDOT 2024 Highway Safety Improvement Program Annual Report; https://highways.dot.gov/sites/fhwa.dot.gov/files/2025-03/HSIP_Report_NEVADA_2024_508.pdf

Table 2: CAMPO Performance Measures for Safety

	Fatalities			Serious Injuries			Fatalities and Serious Injuries Non-Motorized			Rate of Fatalities		Rate of Serious Injuries		Vehicles Miles Traveled
	Target	#	Rolling Average	Target	#	Rolling Average	Target	#	Rolling Average	Target	Rate	Target	Rate	(VMT)
2018	5.57	5	5.8	8.25	11	8.6	7.25	4	7	0.80	0.72	1.18	1.58	696,272,881
2019	5.6	7	5.6	8.25	14	9	6.75	4	5.4	0.84	1.05	1.24	2.10	665,777,895
2020	5.4	8	6.6	8.5	31	13.6	5.3	6	5.6	0.87	1.30	1.38	5.02	617,009,797
2021	6.3	10	7.2	13.1	46	20.8	5.2	20	8.0	0.94	1.49	1.95	6.84	673,191,017
2022	6.8	9	7.8	20	35	27.4	7.8	12	9.2	1.04	1.38	3.06	5.36	653,641,290
2023	7.5	5	7.8	26.5	47	34.6	8.8	16	11.6	1.12	0.75	3.94	7.00	671,439,516
2024	7.5	6	7.6	34.1	32	38.2	11.4	8	12.4	1.11	0.89	5.06	4.75	674,147,950

1. Targets for Fatalities, Serious Injuries, and Non-Motorized Fatalities & Injuries are calculated based on 5-year rolling averages with future years interpolated based on Zero Fatalities in 2050.

2. Rolling averages consist of a five-year rolling average, which includes the reporting year

3. Serious Injuries are when an injured person is unable to leave the crash scene without assistance

4. Rate of Fatalities and Serious Injuries are per 100 million Vehicle Miles Traveled (VMT)- Example: 2021 Target Rate of Fatalities =Target Fatalities*CAMPO VMT/100 million=6.3/6.73=0.94

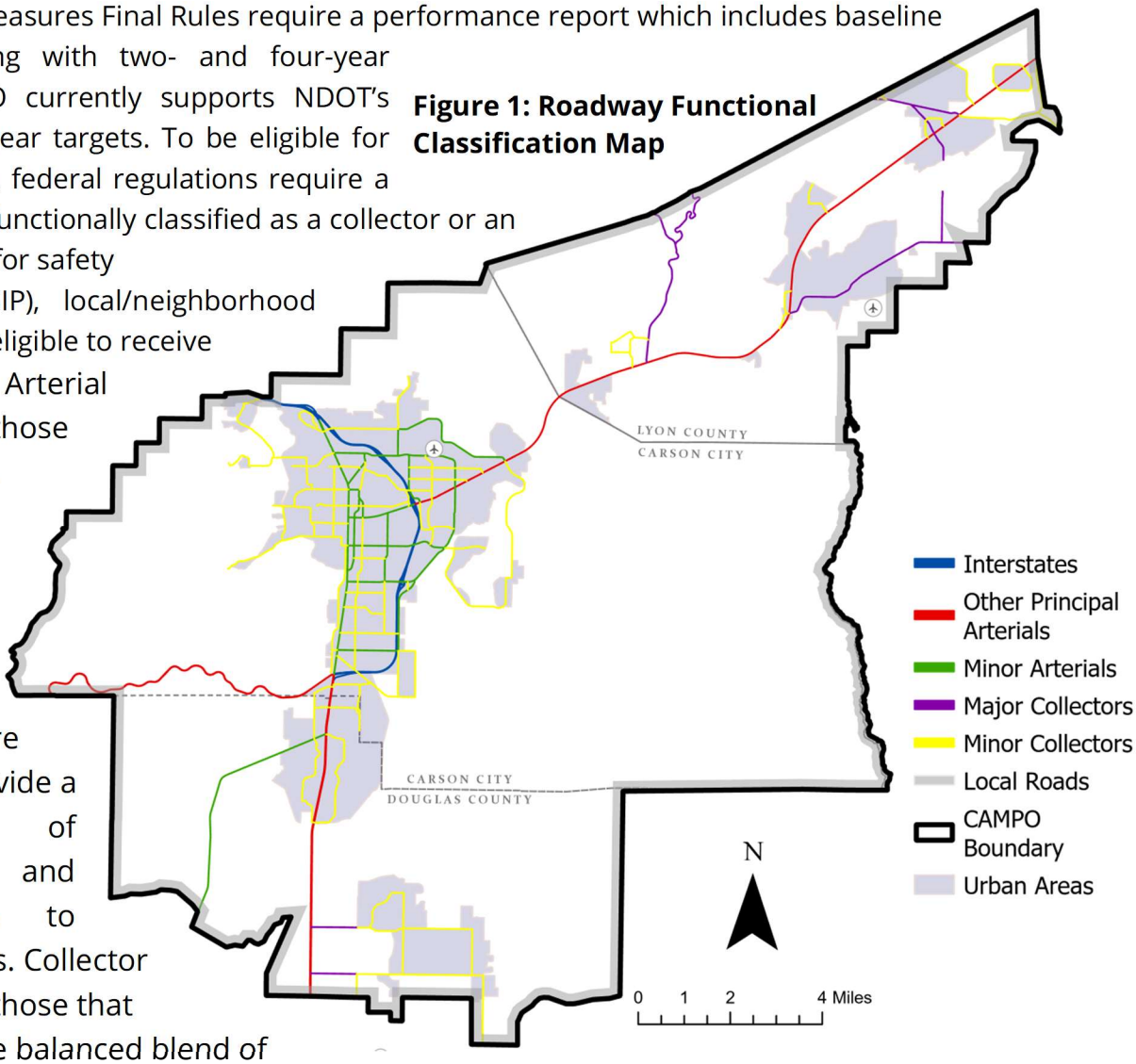
5. Green shading denotes target was met; red shading denotes target was not met.

6. Since February 2021, CAMPO has supported the State's safety targets in lieu of using CAMPO-specific targets, however, CAMPO continues to track all crashes, fatalities, and serious injuries within the CAMPO area.

Infrastructure Condition

FHWA has established specific performance measures and a target-setting methodology for pavement and bridges located on the National Highway System (NHS). The NHS comprises two categories: Interstate and non-Interstate. The Pavement Condition and Bridge Condition Performance Measures Final Rules require a performance report which includes baseline conditions along with two- and four-year targets. CAMPO currently supports NDOT's two- and four-year targets. To be eligible for federal funding, federal regulations require a roadway to be functionally classified as a collector or an arterial. Except for safety funds (e.g. HSIP), local/neighborhood streets are not eligible to receive federal funding. Arterial roadways are those roadways that provide a high level of regional mobility; local roadways are those that provide a high level of accessibility and local access to neighborhoods. Collector roadways are those that provide a more balanced blend of mobility and accessibility. Figure 1 displays the functional classification of roadways within CAMPO. The classification of roadways is a joint effort between local, regional, state, and federal agencies.

Figure 1: Roadway Functional Classification Map



Pavement

Federally required performance measures for pavement conditions are listed below.

1. **Percentage of Interstate Pavements in Good Condition**
2. **Percentage of Interstate Pavements in Poor Condition**
3. **Percentage of Non-Interstate National Highway System (NHS) Pavements in Good Condition**
4. **Percentage of Non-Interstate NHS Pavements in Poor Condition**

Table 3: Nevada State Performance Measures for Pavement

Performance Measure	Current	2024	
		2-Year Target	4-year Target
Percentage of Pavements of the Interstate System in Fair or Better Condition	84.9%	81%	81%
Percentage of Pavements of the Interstate System in Poor Condition	0.3%	< 0.5%	< 0.5%
Percentage of Pavements of the Non-Interstate National Highway System (NHS) Classified as in Good Condition	65.3%	67%	65.5%
Percentage of Pavements of the Non-Interstate National Highway System (NHS) Classified as in Poor Condition	0.4%	< 0.5%	<0.5%

Source: NDOT 2024 Performance Management Report;
https://www.fhwa.dot.gov/tpm/reporting/state/state.cfm?state=Nevada

As part of CAMPO's Unified Planning Work Program, regional and local road pavement conditions are monitored and reported to local member agencies. These efforts are consistent with CAMPO's goals to preserve and maintain our region's existing transportation infrastructure. Consistent with federal performance-based planning initiatives, CAMPO has established the following performance measures to track pavement conditions within the CAMPO area:

1. **Average Pavement Condition Index (PCI) rating for collector and arterial roadways within the CAMPO boundary by jurisdiction**
2. **Percentage of roadways with a PCI rating of 55 or below in the CAMPO boundary by jurisdiction**

The roadway network provides vehicle mobility and is by far one of the most significant investments made by local agencies. Preservation of the roadway network has been identified as a high priority by federal, state, regional, and local agencies. To assist local agencies with monitoring the condition of pavement, CAMPO collects PCI data for Carson City and Douglas County and looks forward to eventually supporting pavement management planning for Western Lyon County as well.

Table 4 presents the CAMPO and Douglas County Area PCI by jurisdiction from the 2024 Pavement Survey.

Table 4: CAMPO and Douglas County Area PCI by Jurisdiction

Area	Functional Classification	Area (ft2)	Percentage of Network	Area Weighted PCI
CAMPO	Regional	3,561,229	13%	81
	Local	7,293,707	26%	58
CAMPO Total		**10,854,936**	**39%**	**66**
Douglas County	Regional	6,349,689	23%	84
	Local	10,949,844	39%	61
Douglas County Total		**17,299,533**	**61%**	**69**

Annual reporting of Carson City pavement conditions assists decision makers in priority-based budgeting. Carson City has established targets for pavement conditions within the Carson City Pavement Management Plan using PCI information. Target setting helps staff and decision makers evaluate and allocate limited funding resources toward maintaining pavement infrastructure.

1. **PCI Rating Target for Regional Roads – 75 and above**
2. **PCI Rating Target for Local Roads – 70 and above**

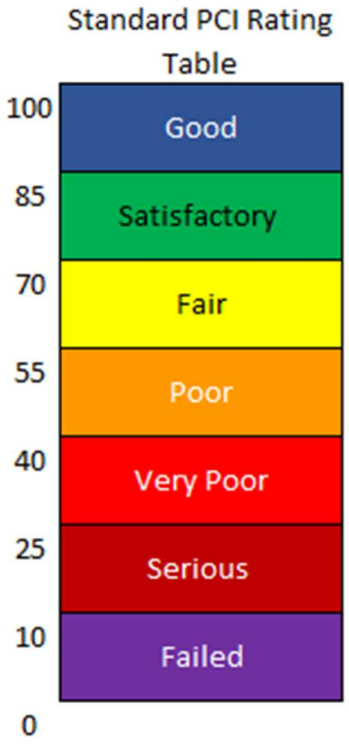


Figure 2: Pavement Deterioration Rates

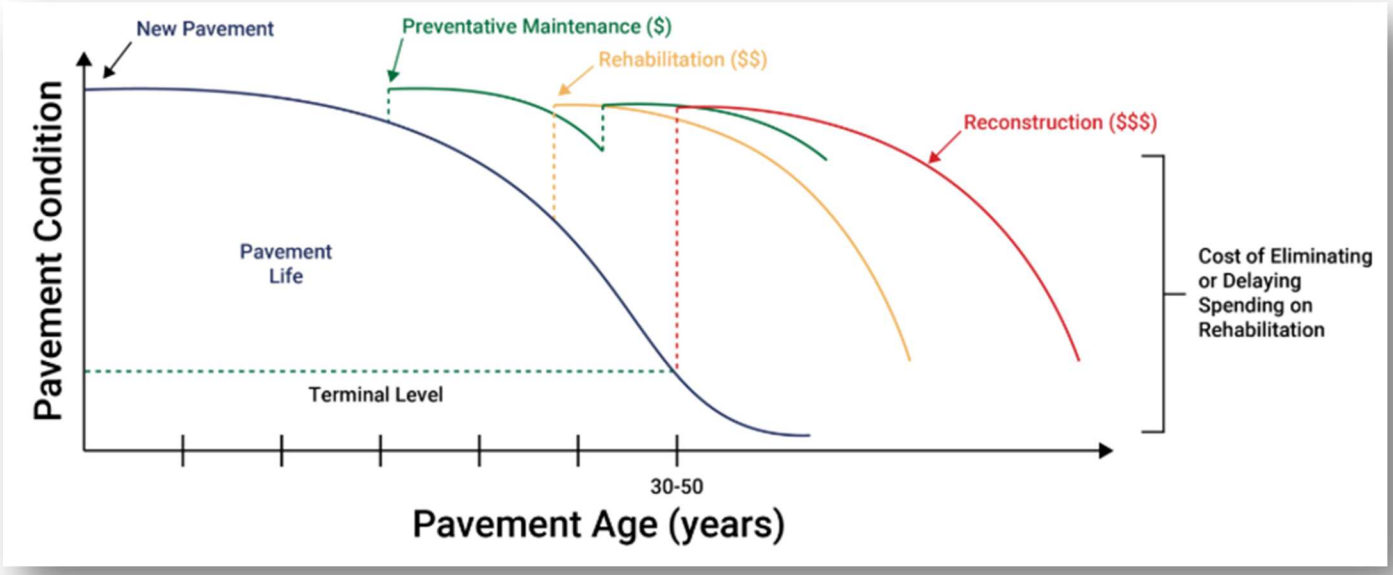


Table 5 presents the PCI for roadways within Carson City and across the five Pavement Performance Districts established under Carson City's Pavement Management Plan. The data reflects increases in regional road PCI in the Performance Districts where projects, such as the South Carson Complete Streets Project has been completed. Overall, Carson City roadway conditions have decreased nine percent since 2017, with local road conditions deteriorating by fourteen percent.

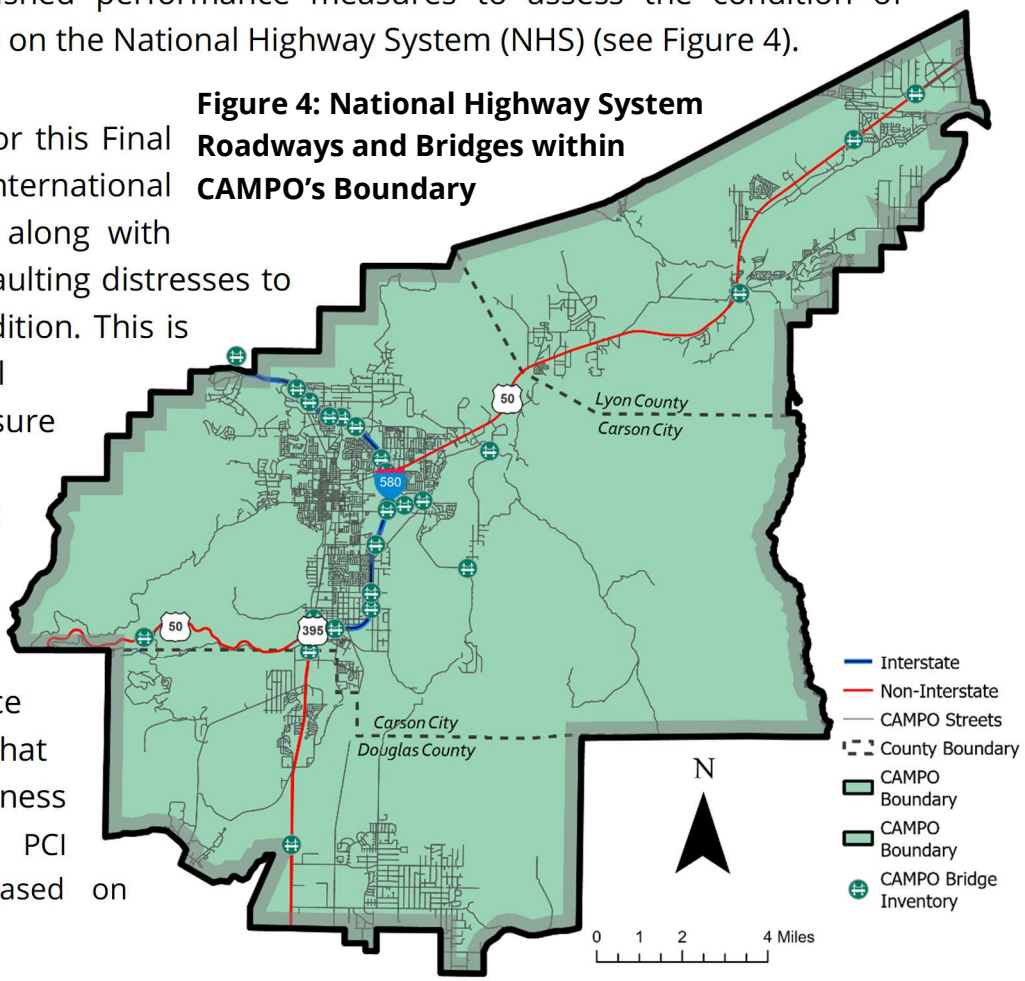
Table 5: Carson City Pavement Condition Index – Annual Report Card

Facility Type		Inspected PCI			Est. PCI	Percent Change 2017 to 2025
		2017	2022	2024	2025	
City-wide	Regional Roads	67	74	69	67	0%
	Local Roads	61	56	55	53	-14%
	All Roads	63	62	60	58	-9%
Performance District 1	Regional Roads	67	69	59	57	-15%
	Local Roads	62	57	54	52	-16%
	All Roads	64	61	56	54	-16%
Performance District 2	Regional Roads	73	80	73	70	-5%
	Local Roads	64	53	54	52	-19%
	All Roads	67	63	60	58	-14%
Performance District 3	Regional Roads	72	77	74	73	0%
	Local Roads	57	58	55	54	-7%
	All Roads	62	64	61	60	-3%
Performance District 4	Regional Roads	61	79	79	76	25%
	Local Roads	58	51	52	50	-14%
	All Roads	59	61	61	59	0%
Performance District 5	Regional Roads	64	65	62	59	-7%
	Local Roads	66	60	60	58	-13%
	All Roads	65	62	60	58	-11%

Pavement preservation treatments are the most efficient use of funding because the treatments are typically low cost and preserve past investment in infrastructure. It is important to note that the PCI values are beginning to decline at a faster rate (see Table 5). This is because the bulk of the City's roads are approaching the performance curve that has the sharpest decline, which is approximately between 69 PCI and 25 PCI (Figure 2). For reference, the average PCI for local roads is 53, which is near the middle of the mentioned range.

FHWA published the Pavement Condition and Bridge Condition Performance Measures Final Rules in the Federal Register on January 18, 2017, with an effective date of May 20, 2017. The rule established performance measures to assess the condition of pavements and bridges on the National Highway System (NHS) (see Figure 4).

Figure 4: National Highway System Roadways and Bridges within CAMPO's Boundary



Pavement conditions for this Final Rule use the International Roughness Index (IRI) along with cracking, rutting, and faulting distresses to measure roadway condition. This is different than how local member agencies measure roadway condition. Local member agencies use the Pavement Condition Index (PCI) to measure pavement condition. The difference between IRI and PCI is that IRI measures smoothness or ride quality while PCI measures conditions based on surface distress.

Bridges

Federally required performance measures for bridges, which include all bridges on the NHS, as well as bridges that function as highway on- and off-ramps, are referenced below:

1. **Percentage of NHS Bridges by Deck Area in Good Condition**
2. **Percentage of NHS Bridges by Deck Area in Poor Condition**

The performance measures evaluate the bridge deck, bridge structure above ground, bridge structure below ground, and associated culverts. These evaluations are performed, monitored, and reported by NDOT. CAMPO monitors these performance measures to advocate for resources as needed.

Table 6: Nevada State Performance Measures for Bridges

Performance Measure	Current	2024	
		2-Year Target	4-year Target
Percentage of National Highway System (NHS) Bridges Classified as in Good Condition	52.7%	> 35.0%	> 35.0%
Percentage of National Highway System (NHS) Bridges Classified as in Poor Condition	0.6%	< 7.0%	< 7.0%
Percentage of Non-Interstate National Highway System (NHS) Bridges Classified as in Good Condition	54.4%	> 35.0%	> 35.0%
Percentage of Non-Interstate National Highway System (NHS) Bridges Classified as in Poor Condition	0.8%	< 7.0%	< 7.0%

Source: NDOT 2024 Performance Management Report; https://www.fhwa.dot.gov/tpm/reporting/state/state.cfm?state=Nevada

System Reliability and Freight Movement

The National Highway System and Freight Performance Measures Final Rules are used to assess the performance of the interstate and non-interstate segments of the National Highway System as well as regional freight movement. These Performance Measures are developed to assess the performance of the interstate and non-interstate segments of the National Highway System as well as regional freight movement. Below are the required performance measures:

1. **Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the Interstate NHS that are reliable**
2. **Non-Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the non-Interstate NHS that are reliable**
3. **Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index**

Like other measures, these are calculated, tracked, and reported to CAMPO by NDOT. CAMPO monitors the performance measures to advocate for resources as needed, consistent with CAMPO's goal of ensuring mobility for people and goods.

The Final Rules for Pavement Condition, Bridges, and System Reliability performance measures require a performance report which includes baseline conditions along with two- and four-year targets. CAMPO currently supports NDOT's two- and four-year targets for Pavement Condition, Bridge Condition, and System Performance measures. CAMPO staff has requested that NDOT provide all NHS data for these performance measures that are specific to CAMPO's Metropolitan Planning Area. Acquisition of this data will allow for a statewide and nationwide comparison. Table 7 contains the latest data for system reliability and truck travel time on the National Highway System.

Table 7: Nevada State Performance Measures for System Reliability and Freight Movement

Performance Measure	Current	2024	
		2-Year Target	4-year Target
Percent of the Person-Miles Traveled on the Interstate that are Reliable	85.1%	≥ 87.1%	≥ 87.2%
Percent of the Person-Miles Traveled on the Non-Interstate National Highway System (NHS) that are Reliable	90.1%	≥ 87.1%	≥ 87.2%
Truck Travel Time Reliability (TTTR) Index	1.30	≤ 1.25	≤1.24

Source: NDOT 2024 Performance Management Report;
https://www.fhwa.dot.gov/tpm/reporting/state/state.cfm?state=Nevada

APPENDIX C

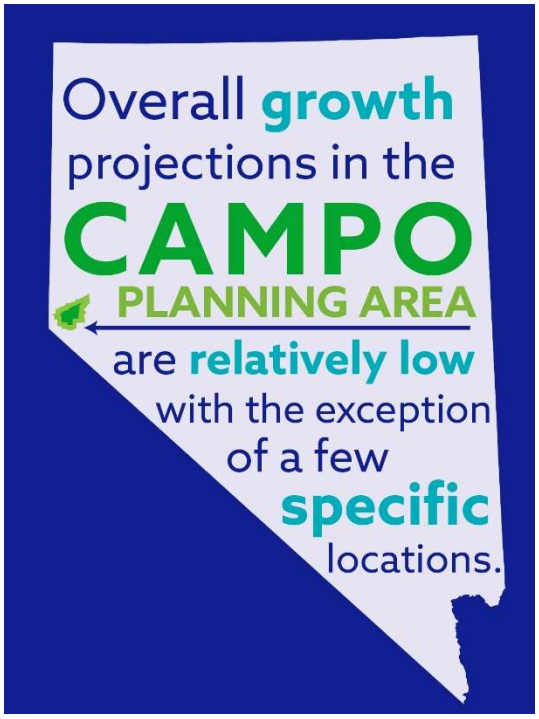
Public Outreach, Survey, and Comments

Public Outreach

Public Outreach is integral to the planning process. CAMPO welcomed suggestions from the public throughout the development of the RTP, providing multiple opportunities to elicit feedback, including receiving comments during RTP updates at CAMPO Board meetings, through the public survey, and from in-person and online public and agency partner meetings. CAMPO follows the approved CAMPO Public Participation Plan (PPP) for required public outreach during the CAMPO 2050 RTP update effort.

CAMPO Planning Partner Engagement Sessions

As part of the engagement process, CAMPO staff reached out to planning partners, as consistent with CAMPO's PPP, listed in Section 1.3, including many departments within each agency. Each listening session was moderated with a welcome and introductions, review of CAMPO's renewed vision and goals, and a review of each agencies vision and goals, an introduction to new CAMPO branding, a review of transportation needs, as each agency defines it, a review of agency priorities, identification of issues, challenges, and possible solutions, a draft list of planned projects within each region, a review of transit services, a discussion on how to prioritize projects, addressing how constraints impact outcomes, and finally ending with an acknowledgement of continued collaboration between CAMPO and each agency. Below and on the next pages are a summary of overall themes, and results heard from both CAMPO's planning partners and from the public.



Respondents' **top priorities** for **improving** the **region's transportation system** were:

- **sidewalk and bike facility connectivity**
- **roadway safety**
- **public transportation**
- **road condition**

General **active transportation connectivity** is needed, especially to **essential services**, **schools**, **transit**, and **trailheads**.

There is a need for **alternative routes into** and **out** of Carson City as **US 50** and **US 395** are **the only realistic** means currently.


Safety issues are a continued concern for specific locations.


There is a backlog of pavement maintenance needs throughout the region across all agencies and funding is limited.


Enhanced resources for signal optimization could help with some some congestion/reliability issues.


There are several agency plans and programs that reference project needs within the region.

Meetings Open to the Public

Public Meeting

CAMPO staff held a public meeting, as consistent with CAMPO's PPP, on September 24, 2025, with 15 public attendees. A Press Release notice for the public meeting was released on September 9, 2025. Flyers in English and Spanish were posted in 28 locations around CAMPO metropolitan planning area (MPA), including the JAC Transit Center, and posted on all buses. An email was sent to all planning partners, Nevada Department of Transportation (NDOT), local public agencies (LPAs), and counties. There were posts on Facebook, and Carson Now before and on the date of the event to encourage engagement.

Staff welcomed attendees with informative large-format display boards explaining what the RTP is, a summary of the survey results, a map of potential projects, the bicycle & pedestrian comment map, and a Coordinated Human Services Plan (CHSP) board asking the public to prioritize investments with existing funding constraints for JAC. There were numerous handouts provided at the meeting such as CAMPO Comment Cards, a funding summary, including an explanation of the project prioritization process and methodology, CAMPO postcards explaining the main tasks and responsibilities of an MPO, and a CAMPO fact sheet. A Spanish translator attended to facilitate Spanish speakers. All information including the boards, and the handouts were posted online at CarsonAreaMPO.com for the public to view at their convenience.

CAMPO Board Meetings

The CAMPO 2050 RTP development was discussed, in public, on record, at six CAMPO Board Meetings over the course of 2025 and into 2026, each with time for public comments.

CAMPO Board Presentations	Topics Discussed
CAMPO Board Presentation #1: April 9, 2025	CAMPO 2050 RTP & CHSP Vision, Goals, Logo, Table of Contents, Survey Questions, Timeline.
CAMPO Board Presentation #2: August 13, 2025	RTP & CHSP Outreach Timeline, Stakeholders & Partners, Common themes from Outreach, Survey Results, Regional Revenue Sources, Revenue Estimates, Project Prioritization.
CAMPO Board Presentation #3: September 10, 2025	CAMPO 2050 RTP Project Prioritization Scoring & Criteria.
CAMPO Board Presentation #4: November 12, 2025	*Planned:* Draft CAMPO 2050 RTP,30-Day Public Comment Period.
CAMPO Board Presentation #5: December 10, 2025	*Planned:* Update on Draft CAMPO 2050 RTP 30-Day Public Comment Period in the CAMPO Manager's Report.
CAMPO Board Presentation #6: January 14, 2026, for approval	*Planned*: Final Draft of CAMPO 2050 RTP, Public Comments & Responses.

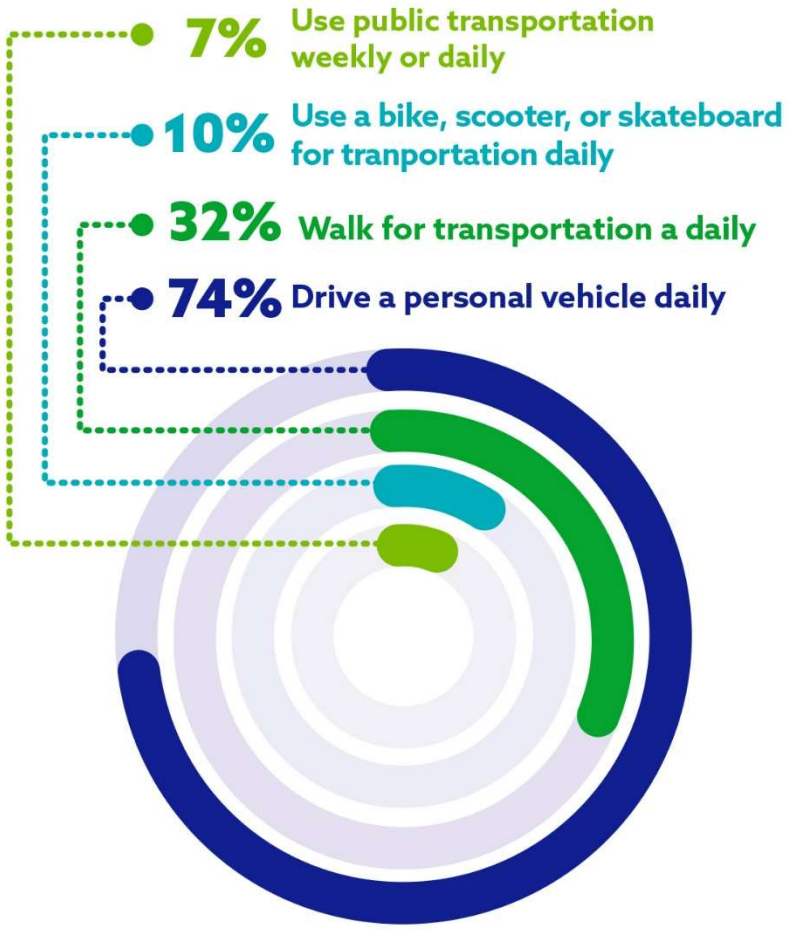
Public Feedback

Public Survey

The CAMPO 2050 RTP Survey (offered in English and Spanish) was open from May through July. A Press Release was issued in May, with continual reminders posted on Carson Now throughout the open survey period. To increase participation, CAMPO staff used new methods cited within CAMPO's PPP, to advertise and expand survey public participation. CAMPO staff offered a chance to win two $50 gift cards for participants. Staff posted survey flyers in English and Spanish; with 30 flyers posted on JAC busses; at 19 locations in Carson City including flyers in the downtown JAC transfer center, three locations in Douglas County, and six locations in Lyon County. Staff contacted 51 churches within the CAMPO area to inform them of the open survey; 41 by email, 10 by phone, and one pamphlet mailed. CAMPO staff issued numerous advertisements on YouTube and Instagram throughout the open survey period.

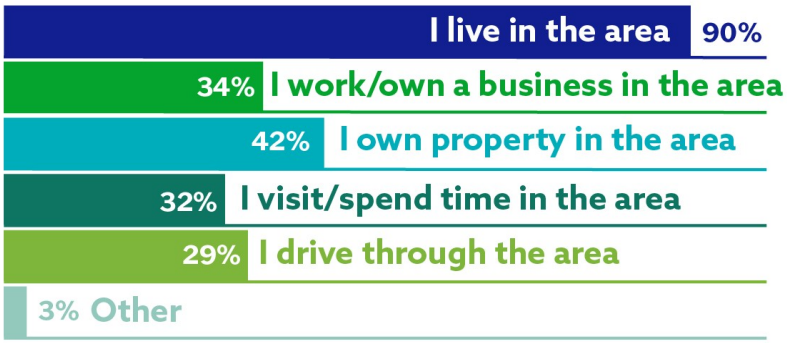
Public Survey Results

There were 267 CAMPO 2050 RTP survey participants. The survey results of all questions (1-15) are shown on the next pages. A summary of Question 2 is seen to the right.



Question 1

What is your relationship to the Carson Area MPO?

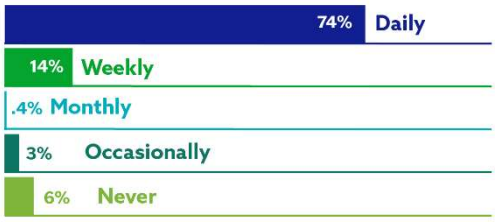


Those that answered, "Other" cited:

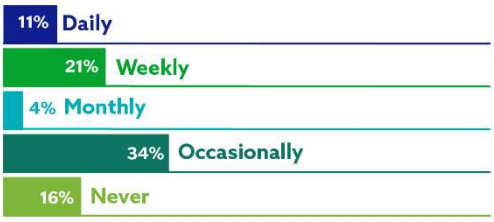
- My clients live in the area
- I take the JAC bus that should run on Sunday but it doesn't.
- I am homeless
- Chair of the Dayton Regional Citizen's Advisory Board

Question 2

How often do you use the following types of transportation?
DRIVE/PERSONAL VEHICLE



How often do you use the following types of transportation?
DRIVEN BY FAMILY OR FRIENDS



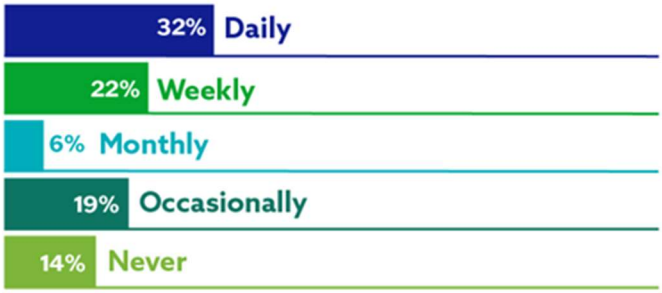
How often do you use the following types of transportation?
CARPOOL

How often do you use the following types of transportation?
TAXI/RIDESHARE/UBER/LYFT

Question 2 (continued)

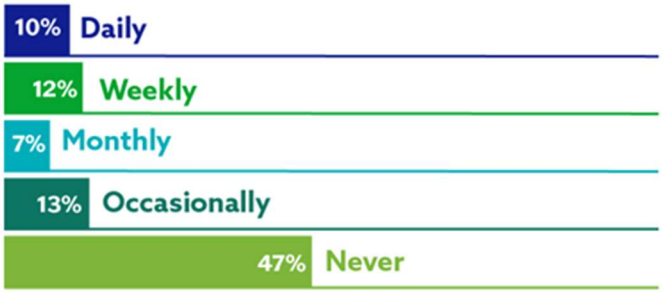
How often do you use the following types of transportation?

WALK



How often do you use the following types of transportation?

BIKE/SCOOTER/SKATEBOARD (OR SIMILAR)



How often do you use the following types of transportation?

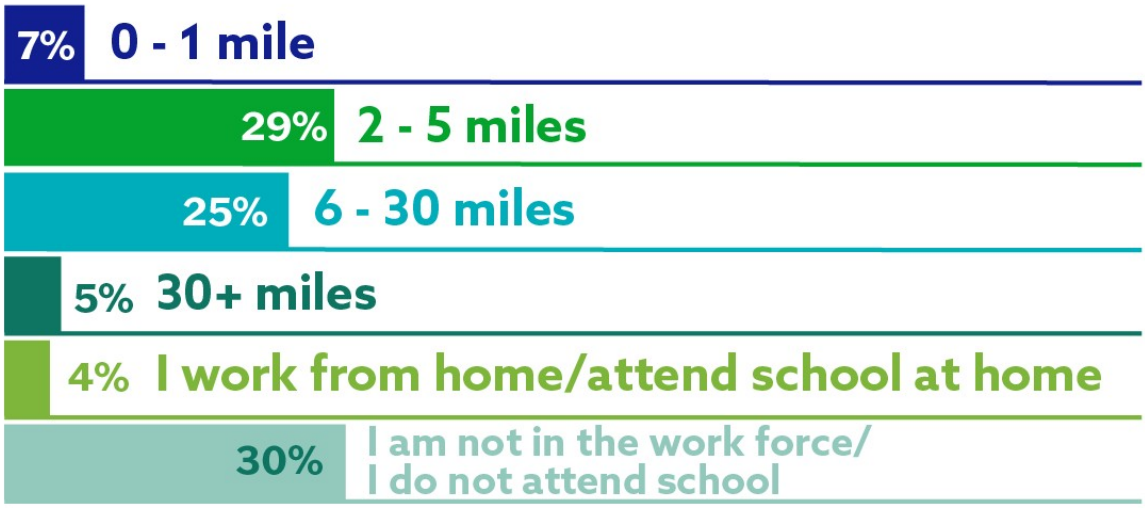
PUBLIC TRANSPORTATION/TRANSIT

How often do you use the following types of transportation?

PRIVATE/ASSISTED LIVING FACILITY/SENIOR COMMUNITY

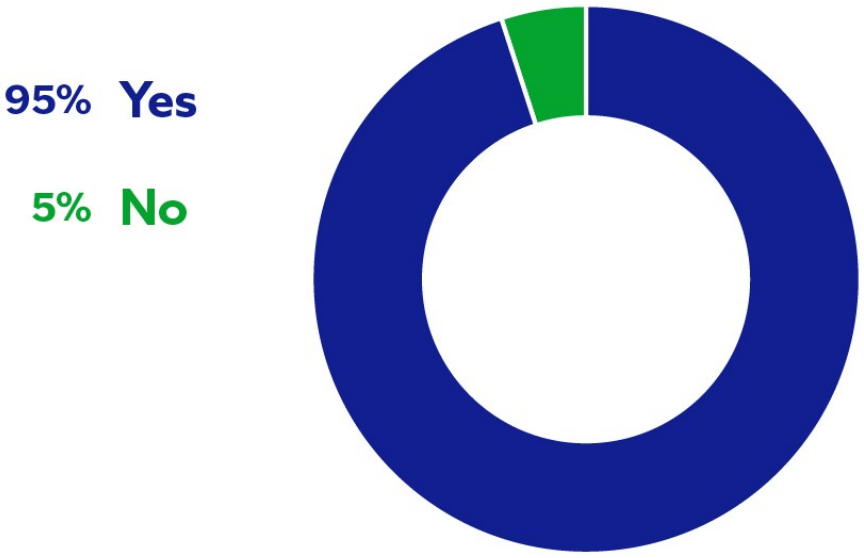
Question 3

How far do you typically commute to get to work or attend school?

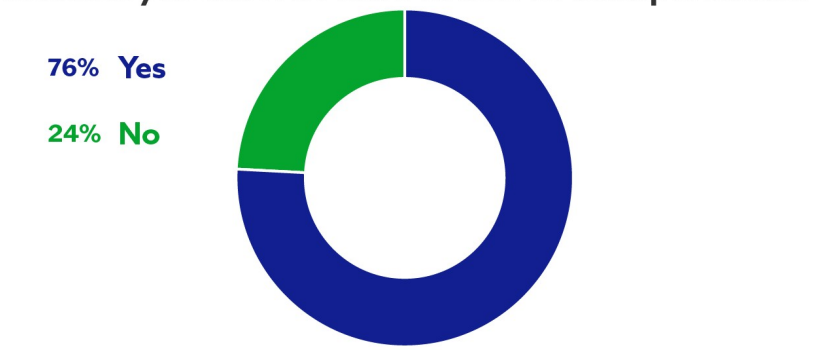


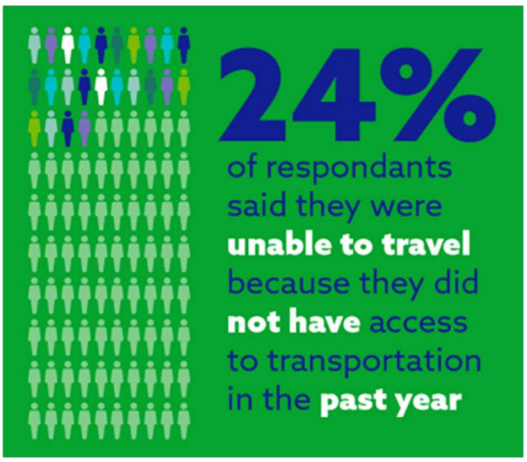
Question 4

Are you physically able to drive?



Question 5

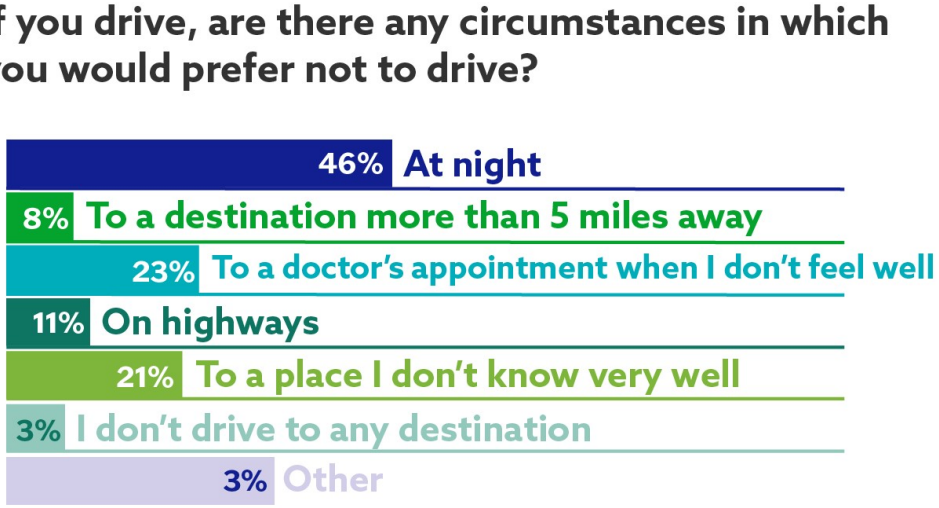




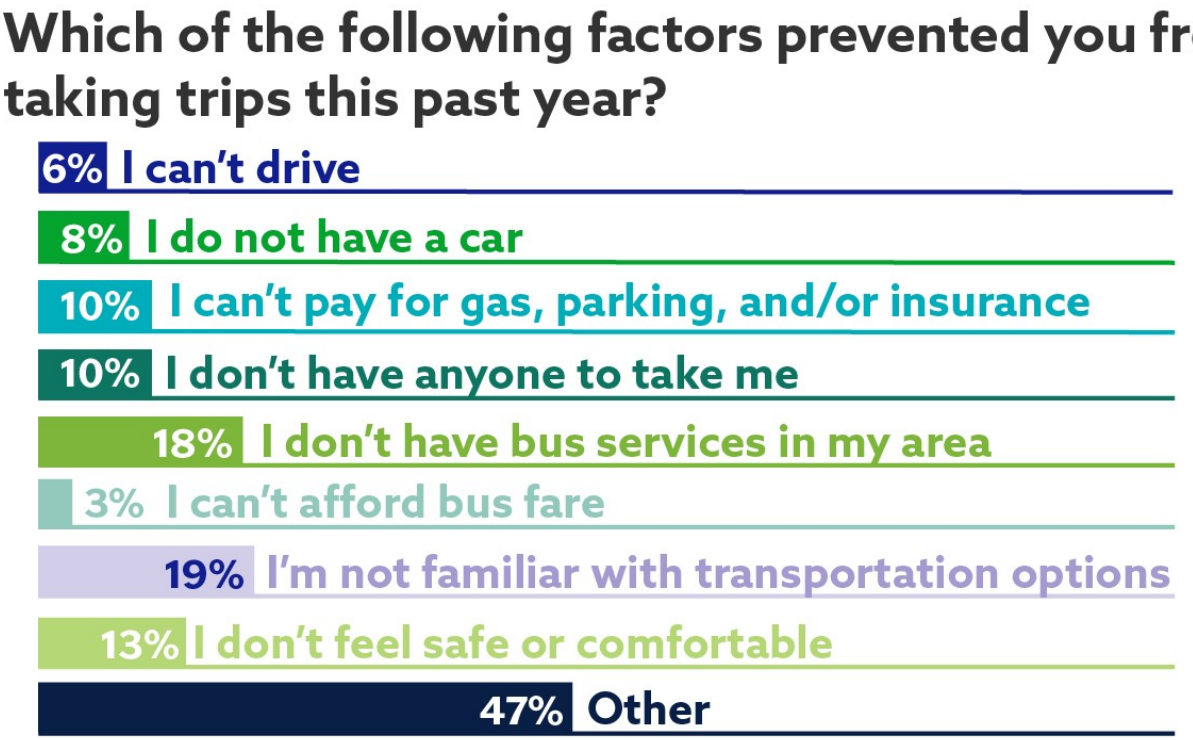
Question 6

Those that answered, "Other" cited:

- I prefer not to drive in inclement weather, such as snow and ice.
- I prefer not to drive when I drink alcohol.
- I prefer to cycle when feasible.
- My license is suspended.
- I don't drive.
- I would prefer to carpool.
- I prefer not to drive in rush hour, traffic jams.
- I prefer not to drive when parking is difficult.
- I prefer not to drive to the Reno Airport.
- I prefer not to drive during holidays, when people tend to drink more.



Question 7

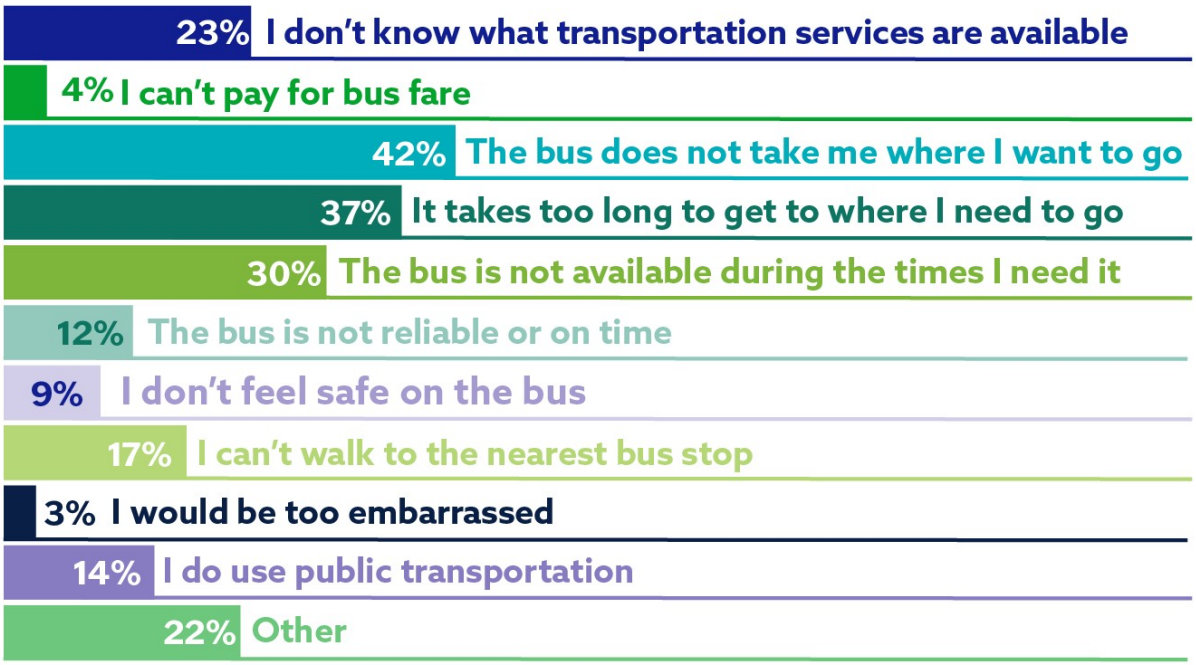


Those that answered, "Other" cited:

- No issues
- Inconvenience
- I am night-blind.
- Car repairs.
- There needs to be more routes and increased frequency for her to get to work.
- I must walk nearly a mile to catch the bus. I would use it more if the bus stop was closer.
- Gas prices.
- Social anxiety laziness/overworked.

Question 8

What are the reasons why you do not choose (or cannot use) public transportation?

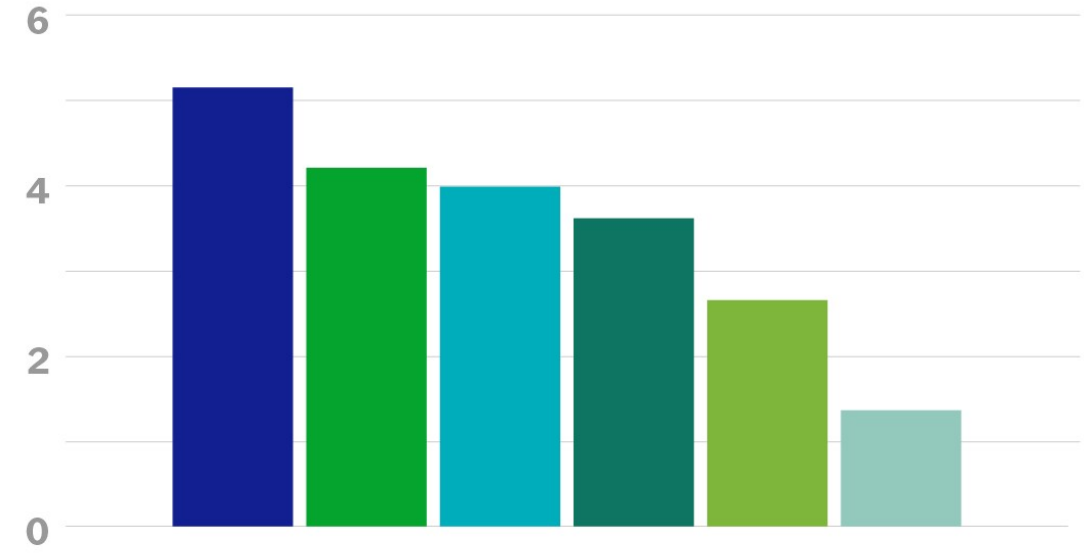


Those that answered, "Other" cited:

- I am disabled
- No bus close to home, no buses available
- Does not come to Douglas County
- I prefer my car
- I can walk where I need to go
- Dayton does not have a bus to Carson, and I wouldn't take the bus unless I had to.
- Bus stops need shade and rain/ snow covers
- There is no bus stop on Highway 50 past College Parkway
- There are a lack of covered bus stops and difficulty figuring out routes and times when buses arrive at bus stops.
- Bus stops are very far away. Last time I looked at the schedule I couldn't figure it out
- I don't go to many places. I have dogs. Bus stops are unprotected from weather.
- I don't use public transportation.

Question 9

What do you think would get more people to use public transportation?



- Availability & frequency of scheduled services
- Connectivity throughout the City, or to specific locations
- On Demand Transit Services (Flexible shared service that provides scheduled rides on demend)
- Ease of navigating and understanding the service
- Affordability of a Rider's Fare
- Other

Question 9 (continued)

Those that answered, "Other" cited:

- Expanded bus routes throughout Carson and expanded connections at Walmart Topsy Lane into Douglas County and to work facilities in Dayton. We really need services 7 days a week.
- Increased frequency of buses. Increased locations of bus stops. A bus stop at Brown & Gordon would be fantastic resource for the domestic violence shelter clients, please!
- A route to Tahoe would get me to ride if I could take my bike.
- More routes; evening routes for commuting; more public transportation; increase accessibility and comfort of ride.
- JAC bus needs to go to Brian Building, NDOT, DMV. Making a transfer at Washington Street doesn't work well. Can't the bus go front North Carson to the state capitol complex as part of the loop??
- The CAMPO area as it exists today & for the foreseeable future is not dense or populated enough to make public transport a cost-effective option for day-to-day use without subsidies that almost certainly will not be forthcoming.
- Later nights, 7 days a week and go further past Costco to Target area, in Indian Hills.
- More bus stops in a wider area i.e. all the way down East College instead of Airport.
- I can't go to church, do laundry mats or shop BECAUSE THERE IS NO SUNDAY BUS.
- Nonstandard vehicles, such as SUVs or micro transit vehicles situated like airport shuttles so our demographics feel more like they are using Uber or a Shuttle rather than a "bus".
- Buses often go on different streets when inbound than when outbound. Also, they stop running too early and not at all Sundays.
- Having something like a "free test ride" day to show people how easy it is and to reduce the stigma associated with riding the bus.
- Discounted fares on special events or discounted fares combined with purchases for events (the bus service provides rides to and from events at specific locations in the city for a minimal fee).
- I have seen a lot of Seniors take the bus in addition to low income and homeless. I do think there needs to be more ways for this population to have free access to the bus.
- I think other options like some sort of light rail or subway would be beneficial as a lot of businesses are localized to Carson Street and the state route, some sort of option here would ease the heave congestion the region faces during rush hour which is heavier and more dangerous than other regions of the city and a possible connection to Reno that is more frequent.

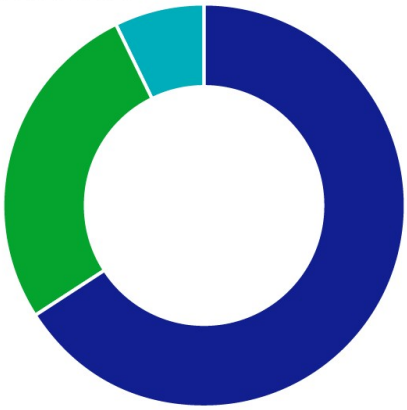
Question 10

Over the next 5 years, do you anticipate your mode of transportation to change because you may not be able to drive yourself?

66% No

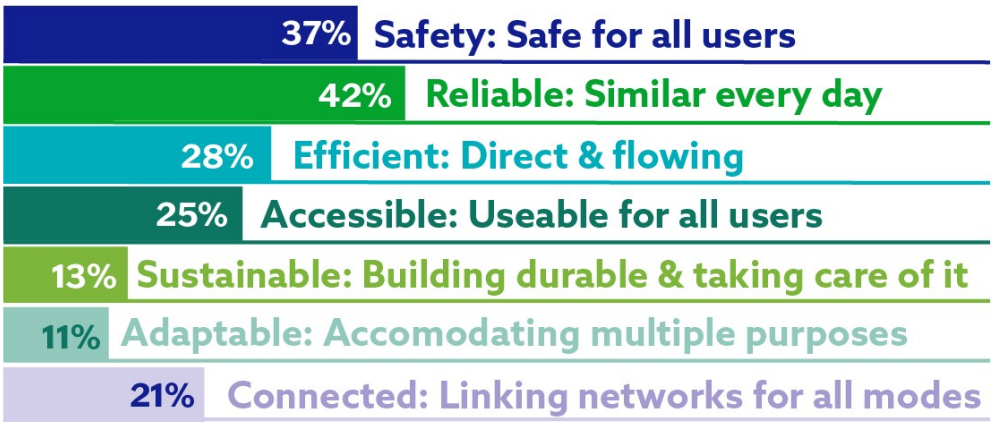
27% Yes

7% N/A - I currently don't drive



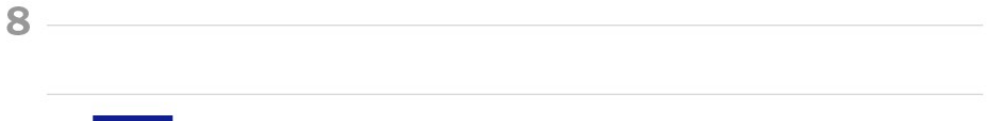
Question 11

Which of the following words would you use to describe the needs and vision of our region's transportation system?



Question 12

Rank the following potential priorities for the region's transportation system over the next 25 years.



Question 12a

If "Other" is ranked above the prewritten options, please describe a potential priority for the region's transportation system over the next 25 years.

Those that answered, "Other" cited:

- I'm disabled and I was waiting for the bus, and they didn't have room for me, I'm not the only one that it happened to, I talked to other disabled and Seniors that had the same experience.
- Both work and medical transport are needed for those reliant on services for support - especially through the Highway 50 corridor into Silver Springs where no services exist.
- We should have a commuter train from Reno to Carson. I lived in Carson for 20 years and for 10 of them I had no car. The bus system there (Reno) is good.
- Something needs to change through the Mound House corridor of Hwy 50. The speeding, congestion, lack of crosswalks and lack of lighting contribute to many accidents including fatalities. With more homes being built east of Dayton, these issues will only get worse.
- The network needs better connectivity and better redundancy for bike paths
- Sunday bus a must, more hours on the weekend
- Connectivity to other communities.
- I think a light rail again would be beneficial and would stand out as Nevada's capital it would also be a sign of connectivity and movement forward towards modern development and ease traffic and help more people get around this amazing town.
- I would like to see more green powered public transportation
- I really believe all of these are equally important.
- Technical issues with the ordering of priorities within the survey

Question 13

of respondents **agree or strongly agree** that the **local and regional transportation system impacts** their **quality of life**

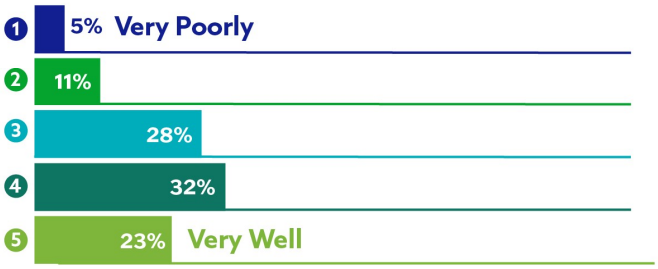
The local and regional transportation system impacts my quality of life.

- **46% Agree**
- **23% Strongly Agree**
- **20% Disagree**
- **11% Strongly Disagree**

Question 14

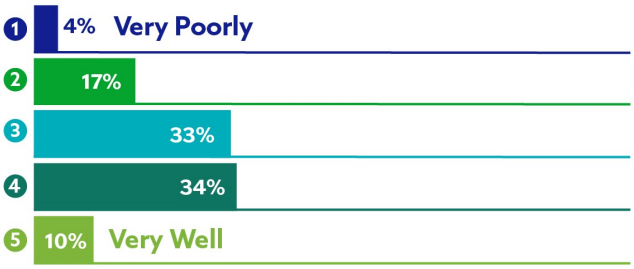
Rate how well you think the following areas are performing in the CAMPO region (1-5).

EASE OF VEHICLE TRAVEL ON HIGHWAYS/INTERSTATES



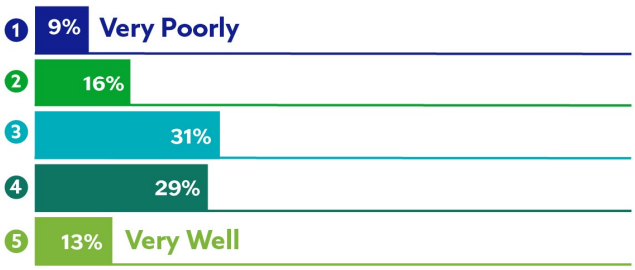
Rate how well you think the following areas are performing in the CAMPO region (1-5).

EASE OF VEHICLE TRAVEL ON ALL OTHER STREETS



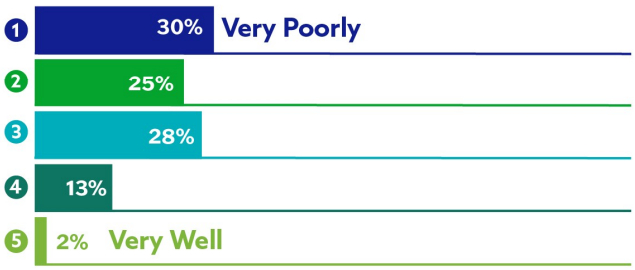
Rate how well you think the following areas are performing in the CAMPO region (1-5).

TRAFFIC SIGNAL OPERATIONS



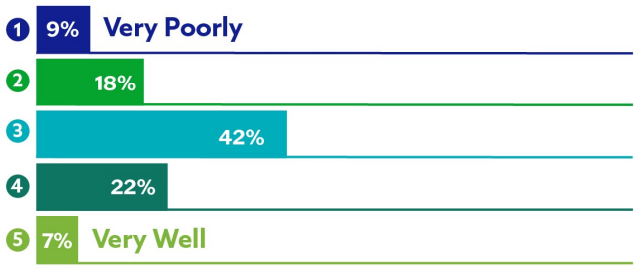
Rate how well you think the following areas are performing in the CAMPO region (1-5).

PAVEMENT CONDITION OF ROADWAYS



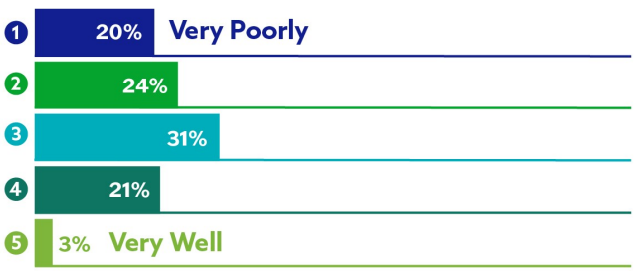
Rate how well you think the following areas are performing in the CAMPO region (1-5).

VEHICLE TRAFFIC SAFETY



Rate how well you think the following areas are performing in the CAMPO region (1-5).

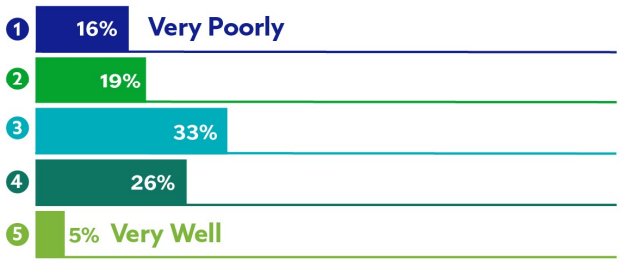
PEDESTRIAN (WALK/BIKE/ROLL) TRAFFIC SAFETY



Question 14 (continued)

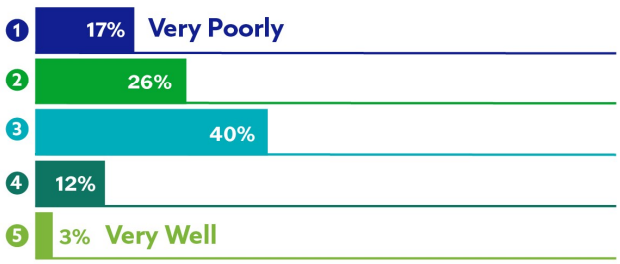
Rate how well you think the following areas are performing in the CAMPO region (1-5).

CONDITION OF SIDEWALKS & MULTI-USE PATHS



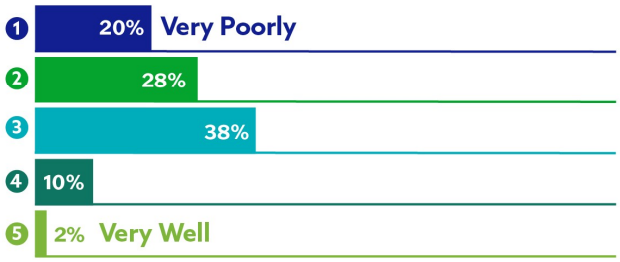
Rate how well you think the following areas are performing in the CAMPO region (1-5).

ACCESS TO PUBLIC TRANSPORTATION



Rate how well you think the following areas are performing in the CAMPO region (1-5).

EASE & FREQUENCY OF PUBLIC TRANSPORTATION

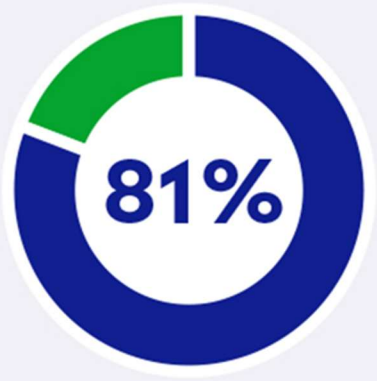


Question 15

When I travel in my community, I would like to _____ more than I currently do:

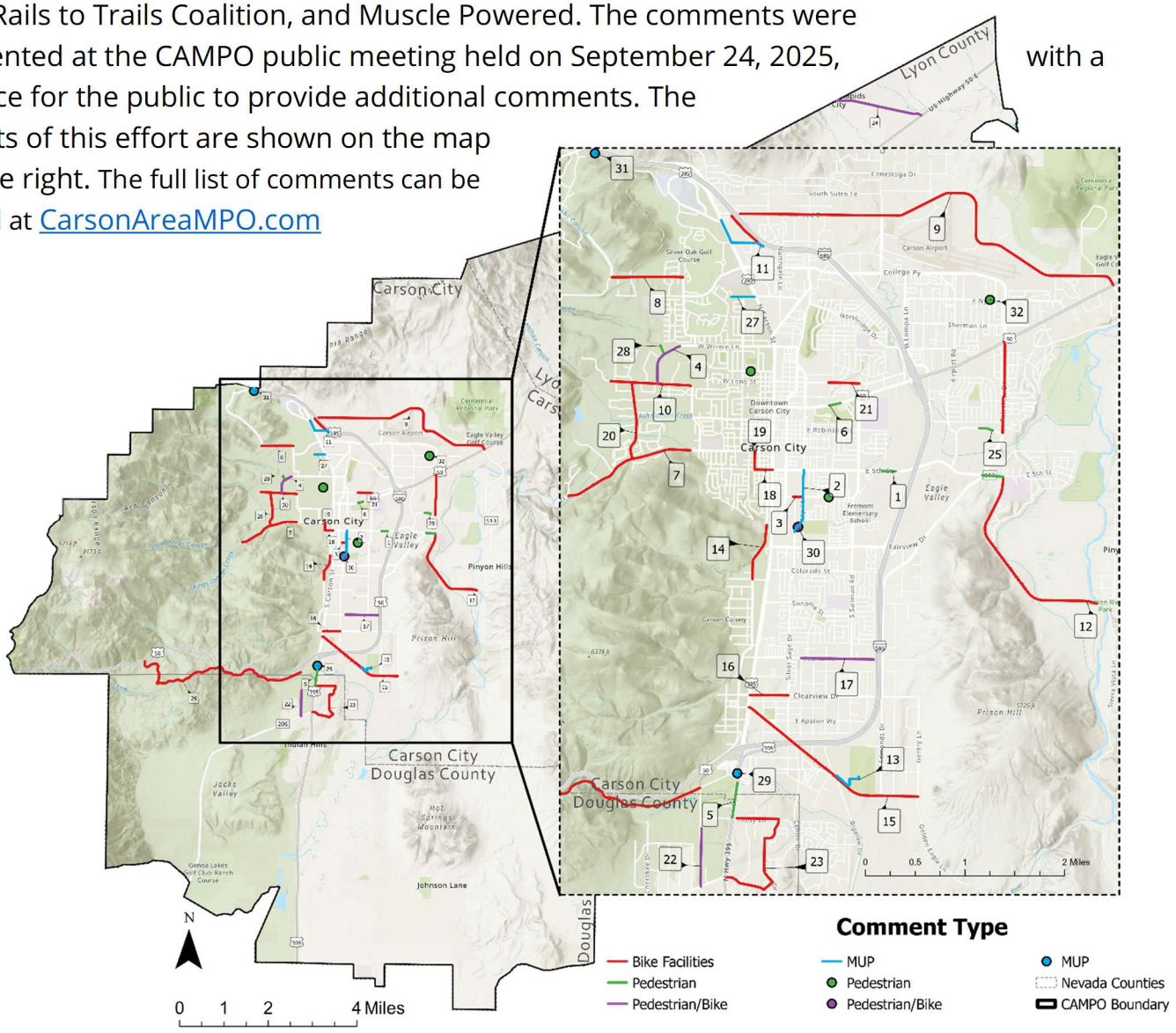
30% Use Transit
26% Walk
25% Bike
16% Drive
3% Other

of responses indicated a **desire** to use **transit, walk, or bike** more than they **currently do**



Bicycle Facilities & Pedestrian Comment Map

The Bicycle Facilities and Pedestrian Comment Map was introduced to multimodal CAMPO stakeholders to provide comments on where bicycle and pedestrian connectivity is needed within CAMPO. This is an ongoing process. CAMPO staff reached out to the CAMPO Regional Transportation Stakeholder Coalition, the Nevada Bicycle and Pedestrian Advisory Board, the Nevada Strategic Highway Safety Plan Vulnerable User Task Force, the V&T Rails to Trails Coalition, and Muscle Powered. The comments were presented at the CAMPO public meeting held on September 24, 2025, with a chance for the public to provide additional comments. The results of this effort are shown on the map on the right. The full list of comments can be found at CarsonAreaMPO.com



Other Outreach

KNVC 95.1FM

In addition to the methods stated previously, CAMPO staff was invited to speak about the CAMPO 2050 RTP effort on a local radio station, KNVC 95.1FM in Carson City in August 2025. The segment was broadcast live and recorded.

Coordinated Human Services Plan Outreach (CHSP)

The Coordinated Human Services Plan update overlapped with the CAMPO 2050 RTP update. The outreach associated with the CHSP included transit partner outreach, with CAMPO staff, including Carson Tahoe Health, Western Nevada College, Carson City Senior Center, Neighbor Network of Northern Nevada, FISH, RSVP, Night Off the Streets and RCIL, among others and a CAMPO Steering Committee Workshop on October 9, 2025, on short- and long-term themes, needs, and possible solutions.

Carson City Planning Commission Meeting

CAMPO staff was invited to the Carson City Planning Commission on October 29, 2025. Staff made a short presentation and discussed Carson City planning, land-use, and transportation considerations from the Planning Commission, and the Carson City Master Plan and plan to continue to work together in the future.

CAMPO 2050 RTP Comments & Responses

30-Day Public Comment Period

A 30-day public comment period was open to the public on November 5 through December 5, 2025. A Press Release was announced prior to November 5th. An advertisement was placed in the Nevada Appeal that ran on two Saturdays within the 30-day public comment period, November 8 and November 22. An announcement was also made at the November 12th CAMPO Board meeting.

CAMPO received ___ number of comments. Comments and responses were presented to the CAMPO Board and are shown below. *(Comments and Responses will be included in the final draft)*

APPENDIX D

Travel Demand Model Documentation

Travel Demand Model Documentation

This Appendix is being finalized and will be posted as soon as it is completed.

APPENDIX E

Project Prioritization Methodology 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 (NDOT) 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. Specifically, the weighting for the goal areas is based on three components.

- Input from the CAMPO Board and their desire to prioritize safety, mobility, and preservation.
- Public Input gathered through the survey. Question 11 asked about transportation vision in the region. 42% of respondents wanted a reliable transportation system, and 37% wanted a safe transportation system. Question 12, which asked respondents to rank priorities, showed that connectivity, safety, and preservation were three of the top 4 priority areas.
- Alignment with the NDOT One Nevada Process, which emphasizes safety and xx as the top two goal areas.

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 3 = Intersects priority location/TBD 1 = Other location
Does this project incorporate FHWA Proven Safety Countermeasures?	Countermeasure List	
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	
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 = 22.5%

Criteria / Measure	Source	Score
Maintain our region's existing transportation infrastructure.	Input Form	Yes = 8, No = 0
Does this project include new construction? Roadway, multi-use path, sidewalk, transit capital, etc.		Yes = 2, TBD = 1, no = 3
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 = 12.5%

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	H+T Map | H+T Index	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.	Input Form	Yes = 3, No = 0
Does this project improve access for emergency response/evacuation?		
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.	Input Form	Yes = 3, No = 0
Is this project located in/near an investment/redevelopment area?		
Does this project provide a connection to an investment/redevelopment area?		
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.

These factors will be scored as a yes/no, or 1/0, and will be used to settle ties in scoring and assist in the final selection of projects to fit within the available funding allocation amounts.

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.

APPENDIX F

Detailed Revenue and Fiscal Constraint Analysis

Introduction

Federal transportation legislation (23 CFR Part 450) requires that the CAMPO 2050 RTP include a financial plan that demonstrates how prioritized projects can be funded and implemented. The financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways and public transportation systems. All transportation project types must be considered as part of the financial plan, including roadway projects (new roadways (capacity), maintenance and preservation, ITS, and traffic operations), multimodal projects (bicycle and pedestrian facilities), and transit projects (operations, capital, and maintenance). This appendix provides details on the revenue reasonably expected to be available during the RTP period. This appendix also provides a summary of the total estimated cost of the fiscally constrained projects, expressed in year-of-expenditure dollars, to demonstrate fiscal constraint for initial adoption of the CAMPO 2050 RTP.

Revenue

Current revenue sources include the federal government, state government, and local government agencies. Not all revenue sources can be used for all types of projects. As an example, local fuel taxes cannot be used to fund transit operations. Additionally, some federal funds are restricted to specific types of infrastructure improvements, such as the Transportation Alternative Program, which is to be used for multiuse pathways and similar multimodal projects. To get a more accurate picture of the revenue and its potential use for projects, revenue has been categorized into three main use types, listed below.

- **Roadways =** includes roadway elements such as pavement, curb, gutter, sidewalk, landscaping, drainage, lighting, signals, safety, etc. There are subcategories, including:
    - **State/National Highway System (NHS) Roads =** For projects that construct roadway elements on NDOT-owned and maintained roads
    - **Regional Roads =** For projects that construct roadway elements on all federal-aid eligible roads, including collectors, arterials, and roads owned by local agencies
    - **Roadway Safety Projects =** For projects that are specific to roadway safety elements
- **Multimodal / ADA =** For projects on facilities not intended for vehicle use, including sidewalks and multiuse paths
- **Transit =** For public transportation systems like fixed route bus, paratransit (ADA accessible) services, transit operations, vehicles, and transit facilities

Current Revenue

Federal funding within the CAMPO region is based on allocations made annually to NDOT through a series of formula allocations that use population and roadway miles to distribute federal funds from the Federal Highway Trust Fund. Identification of revenue sources was conducted in coordination with local governments and NDOT. Table 1 lists the funding sources available to CAMPO and their allowable uses for each source: roadways, multimodal, or transit.

Table 1: Revenue Source and Primary Uses

Revenue Fund	Primary Uses
National Highway Performance Program (NHPP)	State/NHS Roads
Surface Transportation Block Grant (STBG)	State/NHS/ Regional Roads
Highway Safety Improvement Program (HSIP)	Road Safety
Transportation Alternatives Program (TAP)	Multimodal
Carbon Reduction Program (CRP)	Regional Roads, Multimodal
National Highway Freight Program (NHFP)	State/NHS Roads
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)	Regional Roads
Federal Lands Access Program (FLAP)	Regional Roads
Community Development Block Grant (CDBG)	Multimodal

Revenue Fund	Primary Uses
Local Sales and Fuel Taxes	All Roads, Road Safety, Multimodal
State Driver's License, Vehicle Registration, and Motor Carrier Fees	State/NHS Roads
State Fuel Taxes	State/NHS Roads
FTA Section 5339 Funding (Bus and Bus Facility Grants)	Transit
FTA Section 5307 Funding (Urbanized Area Formula Grants)	Transit
FTA Section 5310 Funding (Elderly Persons and Persons with Disabilities)	Transit
Local Transit funding	Transit
Local Transit fares	Transit

Current revenue from federal fiscal year (FFY) 2025 serves as the starting point for estimating revenue projections. CAMPO gathered existing revenue from FFY 2025 FHWA and FTA

apportionment tables and requested local sales tax, fuel tax, and other revenue data from NDOT, Carson City, Lyon County, and Douglas County.

Anticipated Revenue

CAMPO coordinated with NDOT and Nevada's other three MPOs to align the assumptions used for forecasting future revenues and expenditures. While funding programs at all levels are subject to change over time, CAMPO is using the best available data in the RTP. In developing the projections, CAMPO utilized federal laws, the current TIP, historical growth trends, and other growth assumptions specific to our region to ensure that projects prioritized as part of the CAMPO 2050 RTP do not exceed reasonable expected revenues. The assumptions used for the anticipated revenue are listed below.

- Federal revenue projections assume a conservative 2% annual growth rate, consistent with current IIJA annual increases.
- Local fuel taxes and other miscellaneous local revenues assume a 0.34% annual growth rate, consistent with average regional population growth in Carson City, Lyon County, and Douglas County. Transit fares also assume a 0.34% growth rate.
- State revenues, which include registration fees and other state funding from NDOT, and local sales tax revenues, assume a 2% annual growth rate.
- Local transit funding revenues assume a growth rate of 3% per year.
- The financial plan provides costs in year-of-expenditure dollars. Converting all costs and revenues to year-of-expenditure assumes a more accurate depiction of costs, revenues, and deficits for long-term transportation plans.
- For statewide formula funding programs, the percentage available to CAMPO was determined based on a combination of population and road miles in CAMPO as compared to the state of Nevada.
- CAMPO falls within the 50,000 to 200,000 population cohort for federal formula funding. Formula funding to Nevada in this population cohort has been programmed entirely to CAMPO.
- Funding for FTA Section 5339 and Section 5310 is awarded entirely to JAC.
- The RTP groups fiscally constrained projects into short-term (years 2026 to 2035) and long-term (years 2036 to 2050) periods. Revenue estimates have been similarly aligned to these periods.

The total anticipated revenue available by source for CAMPO area transportation infrastructure and transit operations is shown in Table 2.

Table 2: CAMPO Total Anticipated Revenue by Source through 2050

Funding Source	Funding Source	2025 Revenue	Total 2026-2035	Total 2036-2050	25-Year Total
Transportation Infrastructure					
National Highway Performance Funding (NHPP)	Federal	$5,080,971	146,397,119	109,252,004	$255,649,123
Surface Transportation Block Grant Funding (STBG)	Federal	$2,797,459	39,247,339	60,151,498	$99,398,838
Highway Safety Improvement Funding (HSIP)	Federal	$790,993	21,051,435	17,008,100	$38,059,535
Transportation Alternatives Funding (TAP)	Federal	$726,287	8,111,697	15,616,770	$23,728,467
Carbon Reduction Program Funding (CRP)	Federal	$524,238	5,855,069	11,272,273	$17,127,342
Freight Formula Funding	Federal	$264,680	2,956,131	5,691,190	$8,647,320
Promoting Resilient Operations for Transformative, Efficient, and Cost-savings (PROTECT)	Federal	$359,199	5,638,075	7,723,552	$13,361,627
Federal Lands Access Program (FLAP)	Federal	$1,351,350	15,092,844	29,056,985	$44,149,828
Community Development Block Grant Funding (CDBG)	Federal	$330,000	3,300,000	4,950,000	$8,250,000
Total Federal Funding Forecasted		**$12,225,178**	**247,649,708**	**260,722,372**	**$508,372,080**
State Highway Funding	State	$520,520	11,427,089	10,546,773	$21,973,862
Carson City RTC Motor Vehicle Gasoline and Diesel Fuel Tax	Local	$1,578,536	16,083,578	25,172,491	$41,256,068
Carson City 1/8-cent Sales Tax (Infrastructure Tax)	Local	$2,016,000	22,516,130	43,348,416	$65,864,546
Carson City Virginia & Truckee Railway Reconstruction Plan of Expenditure	Local	$1,004,000	21,161,730	42,665,851	$63,827,581
Carson City Complete Street Fees and Misc. Revenues	Local	$228,000	2,323,074	3,635,855	$5,958,929
Douglas County RTC Motor Vehicle Fuel Tax and Shared Revenue Tax	Local	$895,000	9,119,084	14,272,325	$23,391,409
Lyon County RTC Motor Vehicle Fuel Tax and Shared Revenue Tax	Local	$866,695	8,830,686	13,820,953	$22,651,639
Total Local Funding (State and Local)		**$7,108,751**	**91,461,371**	**153,462,664**	**$244,924,035**
Total Funding		**$19,333,929**	**339,111,079**	**414,185,036**	**$753,296,115**
Transit (Jump Around Carson)					
FTA Section 5307 Funding (Urbanized Area Formula Grants)	Federal	$2,424,144	27,074,574	52,124,406	$79,198,980
FTA Section 5310 Funding (Elderly Persons and Persons with Disabilities)	Federal	$200,155	2,235,474	4,303,771	$6,539,245
FTA Section 5339 Funding (Bus and Bus Facility Grants)	Federal	$122,280	1,365,711	2,629,288	$3,994,998
Total Federal Funding Forecasted		**$2,746,579**	**30,675,759**	**59,057,464**	**$89,733,224**
Non-Federal Transit Grants	Local	$98,000	1,094,534	2,107,215	$3,201,749
Passenger Fares	Local	$110,000	1,120,781	1,754,141	$2,874,922
Local Transit Funding - General Fund, Grants, Advertising, Redevelopment, Misc.	Local	$850,637	9,593,665	20,058,934	$29,652,599
Total Local Transit Funding (State and Local)		**$1,058,637**	**11,808,980**	**23,920,289**	**$35,729,269**
Total for Transit		**$3,805,216**	**42,484,740**	**82,977,753**	**$125,462,493**
Total Revenue for the CAMPO Area		**$23,139,145**	**$381,595,819**	**$497,162,789**	**$878,758,608**
Total Local Revenue for the CAMPO Area		**$8,167,388**	**$103,270,351**	**$177,382,953**	**$280,653,304**
Total Federal Revenue for the CAMPO Area		**$14,971,757**	**$278,325,467**	**$319,779,836**	**$598,105,303**

Figure 1 shows the percentage of federal funding to local funding.

Figure 1: Percentage of Federal and State / Local Revenue

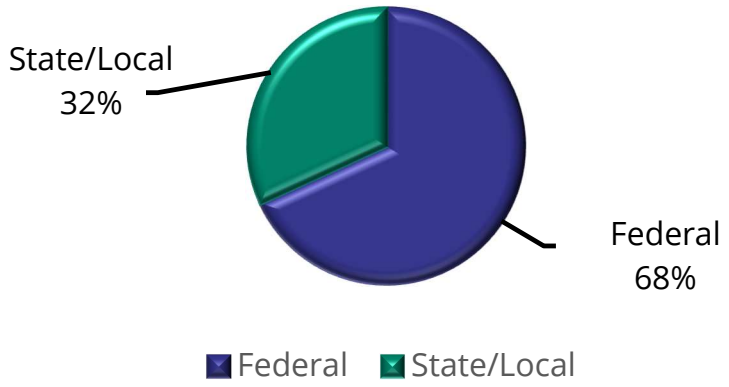
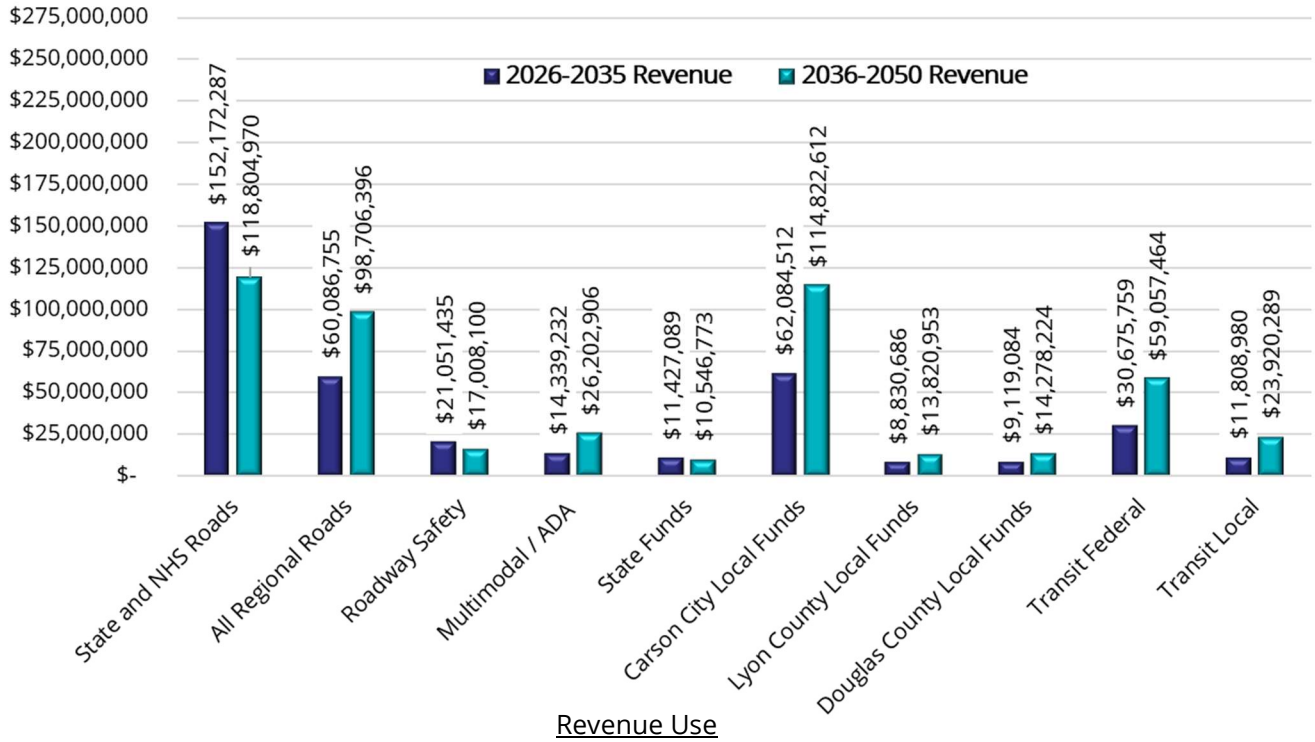


Figure 2 shows the revenue sources grouped by primary use type for the short-term and long-term periods.

Figure 2: Grouping of Revenue Source by Primary Use



Project Costs

Projects in the CAMPO 250 RTP are split into two categories: fiscally constrained (funded) and unfunded. The number of projects that ultimately get funded is determined by the available revenue and each project's ability to use it, depending on the project type (roadway, multimodal, transit). Planning-level cost estimates were developed for nearly every project considered in the RTP. Project costs were adjusted using a 13-year average (2012-2024) of the Washoe Area Producer Price Index (PPI) to develop a 3.3% inflation rate for construction costs to represent the year-of-expenditure dollar amounts. Cost estimates for the short-term projects have been adjusted to reflect 5 years of inflation, the midpoint between 2026 and 2035. Projects presently programmed in CAMPO's Transportation Improvement Program did not receive a cost adjustment. Cost estimates for long-term projects have been adjusted to reflect 18 years of inflation, the midpoint between 2036 and 2050, starting from the base year of 2025.

When applying the anticipated revenue to projects, the following assumptions and simplifications were made:

- Projects were categorized by project type (roadway, multimodal, transit).
- Higher priority projects received funding first.
- Federal funding requires a local match. Local match rates of 50% to 95% were applied based on the funding source and project type.
- State funding was applied only to State and NHS projects
- Local funding sources were combined for each agency: Carson City, Lyon County, and Douglas County (excluding local transit funding).
- Local funding was only applied to projects within the source county, i.e., funding for a project in Lyon County was only applied to projects in Lyon County.

The fiscally constrained project list is included in Appendix A. Details on project prioritization are included in Appendix E. The total cost of fiscally constrained projects by project type is shown in Table 3.

Table 3: Total Cost of Fiscally Constrained Projects by Project Type

Project Type	2026-2035 Project Costs	2036-2050 Project Costs
Roads - State/NHS	$ 156,106,727	$ 136,853,492
Roads - Regional	$ 115,856,763	$ 206,604,497
Roads - Safety	$ 26,178,385	$ 17,903,264
Multimodal	$ 13,416,368	$ 17,367,130
TOTAL	**$ 311,558,243**	**$ 378,728,383**

Transit Operation Costs

A cost analysis for transit operations was completed for Jump Around Carson (JAC) as part of the development of this 2050 RTP. The analysis assumes that existing transit operations will remain unchanged in the short term, i.e., JAC will continue to operate four fixed routes and paratransit at approximately the same level of service. The analysis also assumes that minor capital improvements, such as those listed in Chapter 4.5 as short-term fiscally constrained projects, like increased monitoring, additional education/outreach, and minor technological upgrades, are included in the standard operating cost and do not substantially increase the cost of operations beyond typical escalation. The following were used to complete the cost analysis.

- Transit Operation Costs include operations (drivers, fuel, staff), capital (maintenance, stop amenities), and vehicle replacement.
- Operating and capital expenses between 2026 and 2035 are based on data provided by Carson City transit staff.
- Operating expenses between 2036 and 2050 assume a 3.3% growth rate, like the annual inflation rate used for project year-of-expenditure estimates.
- Vehicle replacement schedule and costs are based on the TAM Plan.
- The average federal/local match rate for JAC is 68% / 32%.

The results of the analysis are provided in Table 4, below.

Table 4: Transit Operation Costs

Project Type	2026-2035 Project Costs	2036-2050 Project Costs
Operating Costs	$ 25,782,173	$ 61,041,660
Vehicle Replacement Costs	$ 4,566,000	$ 7,900,000
Transit Capital Costs	$ 4,561,061	$ 9,620,848
TOTAL	**$ 34,909,234**	**$ 78,562,508**
Federal (68%)	$ 23,738,279	$ 53,422,505
Local (32%)	$ 11,170,955	$ 25,140,002

Costs for transit infrastructure, including the Downtown Transfer Center, are not included in the operation costs but are captured in the project lists and added separately as part of the fiscal constraint analysis. Unfunded elements are not included in the analysis.

Over the long term, limited local funding to leverage federal FTA funds may require service adjustments or reductions. The available local match between 2026 and 2050 is $23,920,289. This is less than the estimated cost. To ensure fiscal constraint of transit operations through 2050, either a slight increase in local match or a service adjustment must be implemented during this period. Since revenue is not reasonably expected to increase at this time, the CAMPO 250 RTP assumes that service adjustments will be made. Applying one recommended service adjustment, such as the shortening of service hours, is expected to save approximately $5.5M between 2036 and 2050. This decreases the 2036-2050 total project cost to $73,063,000 and the local match to $23,380,160.

Fiscal Constraint

The total fiscally constrained cost of all activities between 2026 and 2050 is $800,023,243. This compares to a total anticipated revenue of $878,658,608 over this same period. Table 5 shows the total anticipated revenue compared to the total estimated cost. Figure 3 and Figure 4 compare anticipated revenues with fiscally constrained project costs by primary funding use and project type. The available revenue for each use exceeds the total cost for all the projects, confirming that the CAMPO 2050 RTP is a fiscally constrained plan.

Table 5: Available Revenue and Cost of Fiscally Constrained Projects by Type

Revenue Source	Fiscally Constrained Projects 2025-2035		Fiscally Constrained Projects 2036-2050	
	Revenue	Project Cost	Revenue	Project Cost
Transportation Infrastructure				
Federal Funding	$247,649,708	$241,437,082	$260,722,372	$237,383,001
State and Local Funding	$91,461,371	$70,121,161	$153,462,664	$141,345,382
TOTAL	$339,111,079	$311,558,243	$414,185,036	$378,728,383
Transit (Jump Around Carson)				
Federal Transit Funding	$30,675,759	$25,149,785	$59,057,464	$49,682,840
Local Transit	$11,808,980	$11,523,832	$23,920,289	$23,380,160
TOTAL	$42,484,740	$36,673,617*	$82,977,753	$73,063,000
TOTALS				
	$381,595,819	**$348,231,860**	**$497,162,789**	**$451,791,383**

* Include the Other Transit Projects.

Figure 3: Comparison of Anticipated Revenue to Total Costs of Projects for 2026-2035

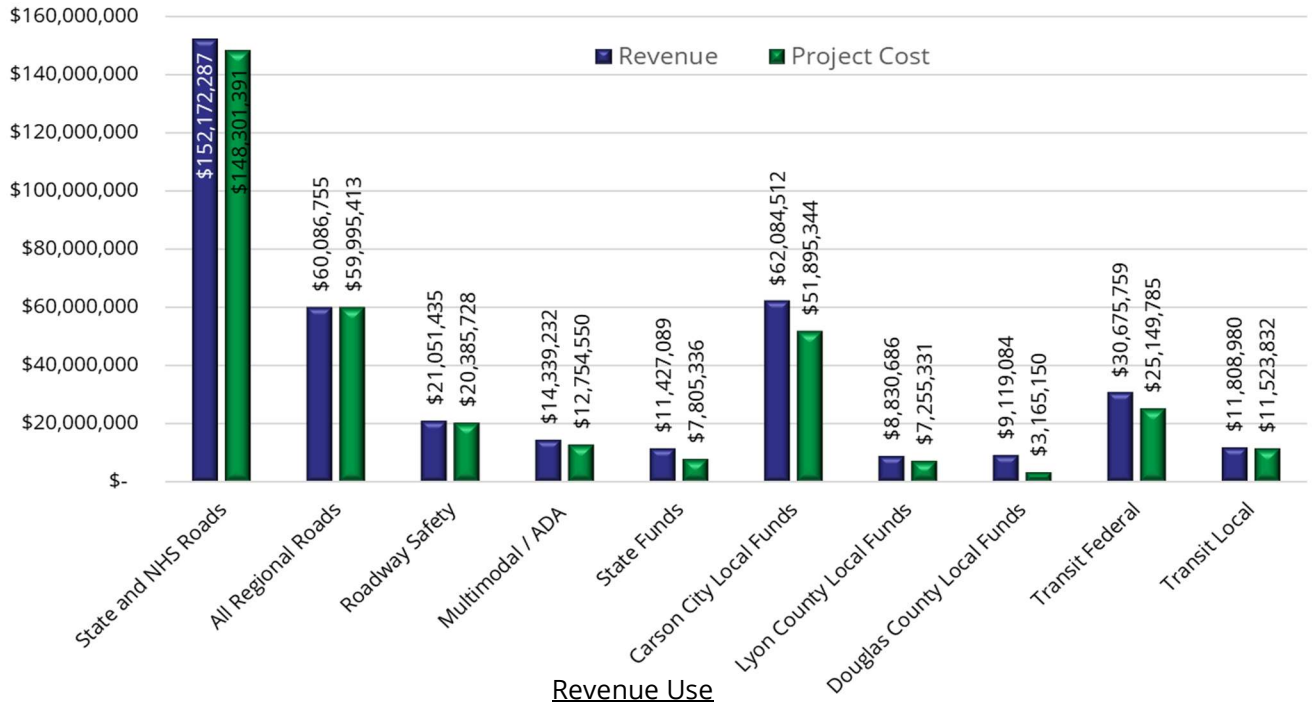
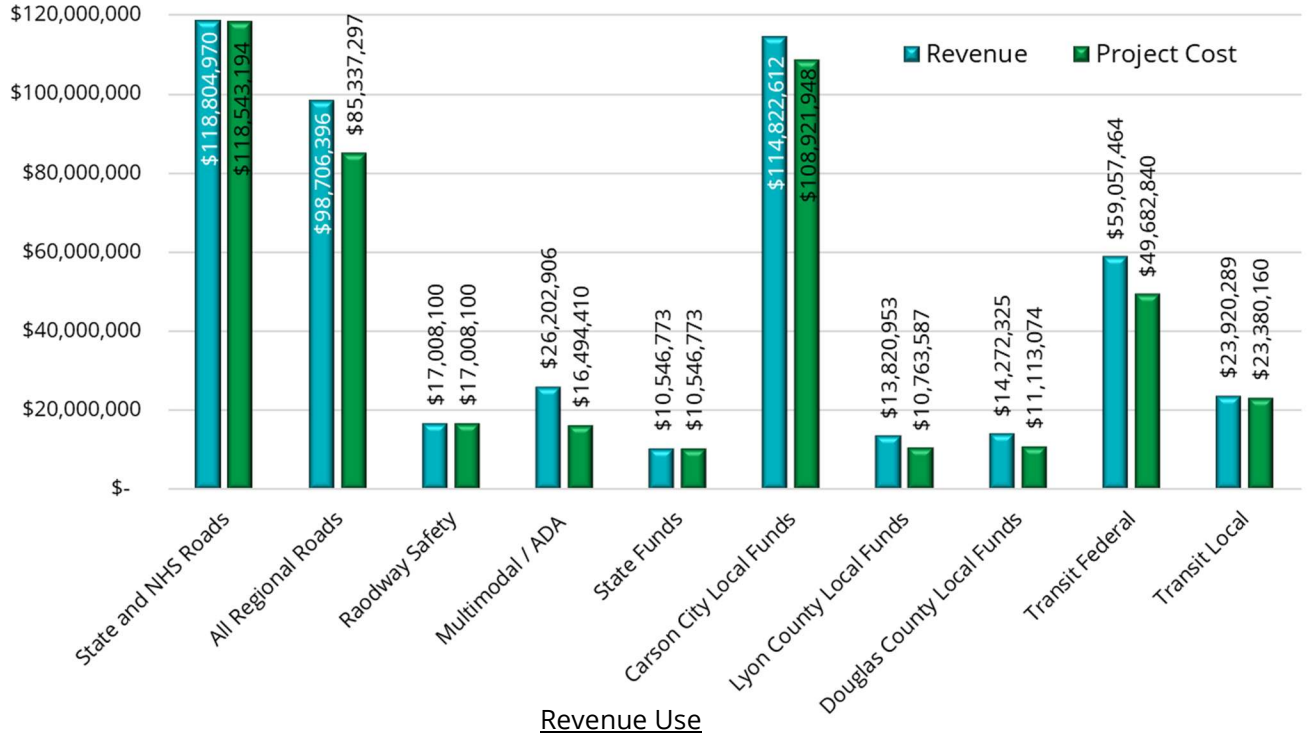


Figure 4: Comparison of Anticipated Revenue to Total Costs of Projects for 2036-2050



Revenue Use

APPENDIX G

Approving Action

ORDERED PROJECT LIST

Project No	Project Title	Project Description	Funding Primary Use	Planned Implementation Year (FFY)	YOE Cost Estimate
CC.5	North Carson Street Complete Street Project	Rehabilitate pavement, improve business access, incorporate Complete Street elements, and beatify the corridor between William Street and Medical Parkway.	Roads - Regional	2026-2035	$ 24,399,064
CC.30	US Highway 50 Corridor Improvements - Carson City	Pavement preservation and select traffic operational improvements, including turn lane modifications along US Highway 50 between I-580 and Deer Run Road.	Roads - State	2026-2035	$ 48,349,976
CC.4	District 4, Curry Street Complete Streets Project	Rehabilitate pavement and enhance rural road section, between Rhodes Street and Tenth Street, to improve circulation and safety for all modes.	Roads - Regional	2026-2035	$ 5,300,000
LY.9	US Highway 50 at Highlands Drive Intersection Improvements	Construct highway safety, intersection, and pedestrian improvements at the intersection of US Highway 50 and Highlands Drive consistent with recommendations in the US 50 E. Carson Complete Street Study.	Roads - State	2026-2035	$ 1,411,506
CC.22	US Highway 50 - East Carson City Corridor Improvements	Implement congestion mitigation improvements in the form of intersection modifications, access management, and traffic signal and ITS upgrades through a phased approach along US Highway 50 between I-580 and Drako Way as recommended by the US 50 E. Carson Complete Street Study.	Roads - State	2036-2050	$ 30,869,968
LY.6	US Highway 50 Corridor Improvements - Lyon County	Pavement preservation and select traffic operational improvements along US Highway 50 between Fortune Drive and Six Mile Canyon Road.	Roads - State	2026-2035	$ 40,122,070
CC.1	District 3, Fifth Street - Roundabout	Rehabilitation and safety improvements to rehabilitate pavement as well as operational and capacity enhancements to the Fifth Street/Fairview Drive roundabout.	Roads - Regional	2026-2035	$ 4,740,000
CC.9	Local Road Safety Plan Implementation	Construct safety improvements following the adopted CAMPO plan at identified signalized intersections, unsignalized intersections, and road segments in Carson City, and consider implementation of Systemic Countermeasures where appropriate. Individual projects not already included in the RTP will be added to the TIP where they are regionally significant and/or federally funded.	Roads - Safety	2026-2035	$ 16,706,355
DO.2	Local Road Safety Plan Implementation	Construct safety improvements following the adopted CAMPO plan at identified signalized intersections, unsignalized intersections, and road segments in Douglas County, and consider implementation of Systemic Countermeasures where appropriate. Individual projects will be added to the TIP where they are regionally significant and/or federally funded.	Roads - Safety	2026-2035	$ 2,658,337
LY.3	Local Road Safety Plan Implementation	Construct safety improvements following the adopted CAMPO plan at identified signalized intersections, unsignalized intersections, and road segments in Lyon County, and consider implementation of Systemic Countermeasures where appropriate. Individual projects will be added to the TIP where they are regionally significant and/or federally funded.	Roads - Safety	2026-2035	$ 6,117,469
DO.5	Topsy Lane Intersection Improvements	Construct additional turn lanes, implement safety recommendations, modify median island geometry and complete signing and striping upgrades to the at the intersection of US Highway 395 and Topsy Lane.	Roads - State	2026-2035	$ 17,643,830
LY.10	US Highway 50 - Mound House Corridor Improvements	Implement congestion mitigation improvements in the form of intersection modifications, street lighting, and access management through a phased approach along US Highway 50 between Linehan Road and SR 341, consistent with the recommendations in the US 50 E. Carson Complete Street Study.	Roads - State	2036-2050	$ 36,811,469
CC.3	Carson City Pavement Management Plan Implementation (2025-2035)	Apply 3.5 centerline miles of pavement preservation treatments prioritized Annually - Citywide. Individual projects will be broken out for placement in the TIP where regionally-significant and/or federally funded.	Roads - Regional	2026-2035	$ 37,234,363
CC.15	Carson City Pavement Management Plan Implementation (2036-2050)	Pavement Preservation Projects Prioritized Annually – Citywide. Individual projects will be broken out for placement in the TIP where regionally-significant and/or federally funded.	Roads - Regional	2036-2050	$ 102,575,731
CC.23	Traffic Control at Goni Road and Arrowhead Drive	Construct traffic control device at the intersection of Goni Road and Arrowhead Drive.	Roads - Regional	2026-2035	$ 3,764,017

CC.2	I 580/US Highway 50/US Highway 395 Interchange	Construct a grade-separated interchange at the southern terminus of I-580 to transition to US Highway 395 to the south. Separate local and regional trips through series of grade separated interchanges and frontage roads.	Roads - State	2036-2050	$ 98,666,217
LY.13	US Highway 50 - Dayton Operational Improvements	Construct "Parkway Alternative" which includes the widening of US Highway 50, implementing access management standards through a combination of traffic signals and restricted T-intersections, and median islands consistent with the US 50 Dayton Operational Study.	Roads - State	2036-2050	$ 98,845,610
CC.10	Clearview Drive Intersection Safety Improvements	Provide additional intersection safety enhancements at the intersection of S. Carson Street and Clearview Drive including protected turn movements, multi-use path bollards, and additional signing and striping.	Roads - Safety	2026-2035	$ 696,226
DO.12	Stephanie Way Multi-Modal Improvements	Install a sidewalk or paved shoulder along the south side of Stephanie Way between Gordon Avenue and Fuller Avenue, along the frontage of Pinion Hills Elementary School.	Multimodal	2026-2035	$ 1,293,881
LY.2	Sutro Elementary School	Area ADA improvements on Fortune Drive, Sheep Camp Drive, Dayton Village Parkway, & Sugarloaf Drive around the elementary school.	Roads - Regional	2026-2035	$ 2,140,785
DO.11	Jacks Valley Road/Arcadia Drive Intersection Improvements	Improve intersection safety, including restriping crosswalks and installing RRFB across Jacks Valley Road. Install accessible walkway or curb ramps on the northeast and southeast corners of the intersection. Install advanced warning signs in both directions of crossing.	Multimodal	2026-2035	$ 588,128
CC.6	Safe Routes to School Master Plan Implementation (2025-2035)	Construct safety improvements per the adopted Plan citywide. Individual projects not already included in the RTP will be broken out for placement in the TIP where regionally-significant and/or federally funded.	Multimodal	2026-2035	$ 3,768,722
CC.16	Safe Routes to School Safety Plan Improvements (2036-2050)	Construct safety improvements per adopted Plan – Citywide. Individual projects will be broken out for placement in the TIP where regionally-significant and/or federally funded.	Multimodal	2036-2050	$ 6,757,739
DO.1	Vista Grande Boulevard Connector	Construct new road to improve north/south travel between Topsy Lane and Jacks Valley Road.	Roads - Regional	2026-2035	$ 3,528,766
LY.1	Dayton Valley Road ADA Improvement	Safety and ADA improvements between Quail Ridge and the Carson River.	Roads - Regional	2026-2035	$ 1,976,109
CC.13	Green Belt Multi-Use Path	Construct a new multi-use path between S. Carson Street and Roop Street to complete east-west connectivity.	Multimodal	2026-2035	$ 905,717
CC.14	US Highway 50 / Flint Drive Intersection Improvements	Construct a signalized High-T Intersection at the intersection.	Roads - State	2036-2050	$ 4,664,221
JAC.2	Carson Tahoe Inter-Regional Bus Service	Bus service on U.S. Highway 50 West between Carson City and the Tahoe Basin to provide alternative transportation for workers and visitors.	Transit	2036-2050	Unfunded
CC.11	District 5, Ash Canyon Road	Rehabilitate pavement and incorporate Complete Street elements from Longview Drive to the open space property.	Roads - Regional	2026-2035	$ 10,000,000
CC.24	US Highway 50 West Park and Ride Lot	Identify site, design, and construct park and ride lot to replace the existing park and ride lot located on US Highway 50 West near the intersection of I-580, US Highway 395 , and US 50 West, to improve safety on US Highway 50 West and to provide a mobility hubs for those in need of transit, car-pooling, ride sharing, or using other travel demand management options into the Tahoe Basin.	Transit	2036-2050	$ 6,544,799
LY.7	US Highway 50 Corridor Improvements - Mound House to Dayton	Pavement preservation and select traffic operational improvements along US Highway 50 between State Route 341 and Fortune Drive.	Roads - State	2026-2035	Unfunded
DO.6	US Highway 395 Auxiliary Lanes	Construct additional turn lanes, construction of new acceleration lanes, and extension of existing lanes at various intersections along US Highway 395 between Jacks Valley Road/Sunridge Ridge Drive and South Sunridge Drive/Plymouth Drive.	Roads - State	2026-2035	$ 17,643,830
LY.11	US Highway 50 at Highlands Drive Intersection Improvements	Construct new intersection improvements, including re-aligning Red Rock Road to create a four-leg intersection with Red Rock Road, consistent with recommendations in the US 50 E. Carson Complete Street Study.	Roads - State	2036-2050	$ 12,378,125
CC.7	College Pkwy Widening Project	Construct an additional west-bound lane between Goni Road and I-580 to facilitate the movement of people and goods.	Roads - Regional	2036-2050	$ 13,221,094

DO.19	US Highway 395 Multi-Use Path	Construction new multi-use path along US Highway 395 from SR 88 (south of the CAMPO boundary) to Old Clear Creek Road in Carson City	Roads - State	2036-2050	Unfunded
JAC.1	Jump Around Carson Transfer Station	Relocate and reconstruct Downtown transfer station with amenities in central Carson City.	Transit	2026-2035	$ 1,764,383
DO.4	Johnson Lane Pavement and Drainage Repair	Full pavement reconstruction of Johnson Lane from Heybourne Road to Vicky Lane, including construction of stormwater improvements to mitigate suture flooding in the area and provide roadway resiliency.	Roads - Regional	2026-2035	$ 3,875,000
CC.32	South Carson Street/Rhodes Traffic Control	Traffic control device at the intersection of South Carson Street and Rhodes Street.	Roads - Regional	2026-2035	$ 2,354,863
CC.35	Appion Way Connector	Construct easten leg of Appion Way across South Carson Street to Snyder Avenue for improved east-west connectivity and access.	Roads - Regional	2026-2035	$ 1,910,474
CC.18	US Highway 50 - Carson City Multi-Use Path	Construct new multi-use path along the south side of US Highway 50 between Fairview Drive and Drako Way.	Multimodal	2026-2035	$ 6,859,921
DO.9	North Valley Road Capacity Improvements	Construct new roadway between Topsy Lane and North Sunridge to improve north/south travel.	Roads - Regional	2036-2050	$ 5,561,187
CC.21	South Carson Multi-Use Path Connector	Design and construct a multi-use path connecting Edmonds Sports Complex to the South Carson Street Multi-use path.	Multimodal	2036-2050	$ 6,879,547
DO.10	East Valley Road Realignment	Construct new road to improve north south circulation and access between Vicky Lane and the northern rural section of East Valley Road.	Roads - Regional	2036-2050	$ 51,516,626
CC.33	Saliman Road Capacity Improvements	Expand to a four-lane roadway between Fairview Drive and Colorado Street.	Roads - Regional	2026-2035	$ 1,402,567
DO.3	Heybourne Road Connector	Construct new road to improve north/south travel between Stephanie Way and Johnson Lane.	Roads - Regional	2036-2050	$ 10,763,587
DO.7	Stephanie Lane Capacity Improvements	Expand to four-lane roadway between US Highway 395and Santa Barbara Drive.	Roads - Regional	2036-2050	Unfunded
CC.29	Fairview Drive Right-Turn Lanes	Construct a new right-turn lane from northbound Fairview Drive to eastbound US Highway 50.	Roads - State	2026-2035	$ 2,234,885
LY.4	East Dayton Bridge	Construct a bridge over the Carson River and the associated roadway network to connect US Highway 50 to Dayton Valley Road.	Roads - Regional	2036-2050	$ 53,817,937
CC.8	Fairview Widening Project	Widen Fairview Drive to 4-lanes to improve capacity and reduce delay between Butti Way and 5th Street.	Roads - Regional	2036-2050	$ 9,074,063
Multi.1	South Carson/North Douglas Multi-Use Path Connection - Old Clear Creek to Jacks Valley Road	Construct a new multi-use path between Old Clear Creek Road and Jacks Valley Road to provide new multi-modal connectivity between communities.	Multimodal	2036-2050	$ 2,857,124
DO.8	Johnson Lane Capacity Improvements	Expand to four-lane roadway between US Highway 395and Vicky Lane.	Roads - Regional	2036-2050	$ 52,939,423
CC.25	Vista Grande Blvd Southern Extension	Construct an underpass to connect Old Clear Creek Road to Cochise Street.	Roads - Regional	2036-2050	$ 41,667,282
LY.8	SR 341 Intersection Improvements	Construct a roundabout, or other traffic control device, at the intersection of US Highway 50 and SR 341.	Roads - State	2026-2035	$ 17,643,830
LY.5	Mound House Road Network Improvements	Provide new local and regional road network connections in Mound House north and south of US Highway 50 as recommended by the US Highway 50 East Carson Study.	Roads - Regional	2026-2035	$ 13,762,187
CC.12	US Highway 50 Lighting	Install roadway lighting near and in advance of the intersections of Airport Road and Arrowhead Drive/Deer Run Road.	Roads - State	2026-2035	$ 4,352,145
LY.14	US Highway 50; Mound House Multi-Use Pathways	Construct new multi-use pathways along the north and south sides of US Highway 50 through Mound House.	Multimodal	2026-2035	$ 3,411,140
CC.20	Ormsby Boulevard Connector	Construct new road to improve north-south circulation and access between Ash Canyon Road and Winnie Lane.	Roads - Regional	2026-2035	$ 5,136,472
CC.17	College Parkway Connector	Construct new road to improve east-west circulation and access between College Parkway and Arrowhead Drive.	Roads - Regional	2036-2050	$ 20,723,852

DO.13	S. Sunridge Dr / Plymouth Drive Intersection Improvements	Construct new traffic signal, or similar, at the US Highway 395 and South Sunridge Drive / Plymouth Drive intersection when signal warrants are met.	Roads - State	2036-2050	$ 12,557,519
LY.12	West Dayton Connector Road	Construct a new road west and north of Dayton between SR 341 in Mound House and Bryce Street in east Dayton.	Roads - Regional	2036-2050	Unfunded
DO.18	Hobo Hot Spring Wildlife Crossing	Construction new wildlife crossing under US Highway 395 between the Carson River and Stephanie Way.	Roads - State	2036-2050	Unfunded
DO.14	Johnson Lane Interchange	Construct grade separated interchange.	Roads - State	2036-2050	Unfunded
DO.17	Stephanie Way Interchange and frontage roads	Construct new interchange and Stephanie Way and add frontage roads along US Highway 395 between Stephanie Way and Airport Road (south of CAMPO boundary)	Roads - State	2036-2050	Unfunded
CC.26	Stewart Street Extension	Construct new road connecting South Carson Street and Curry Street.	Roads - Regional	2026-2035	$ 1,749,445
Multi.2	Vicky Lane Regional Connector	Construct a new road extension of Vicky Lane along the eastern edge of Carson Valley from S. Santa Barbara Drive north into southern Carson City to improve north-south circulation and access between Carson City and Douglas County. Includes a 12-foot multi-use path to accommodate the Historic V&T Trail over the river and possibly in other areas as appropriate and approved by the local jurisdictions.	Roads - Regional	2036-2050	$ 102,894,513
CC.31	Lompa Lane Extension	Construct new collector with improved roadway alignment between Modoc Road and Airport Road.	Roads - Regional	2026-2035	$ 6,024,427
CC.34	Saliman Road / Robinson Street Traffic Control	Construct traffic control device in the form of a traffic signal at the intersection of Saliman Road and Robinson Street.	Roads - Regional	2026-2035	$ 1,977,873
CC.27	US Highway 50 Truck Climbing Lane	Construct a truck climbing lane between Drako Way and Lyon County Line.	Roads - State	2026-2035	$ 6,704,655
DO.15	US Highway 395 Truck Climbing Lane	Construct truck climbing lane along northbound US Highway 395 between Mica Drive and Sunridge Drive.	Roads - State	2036-2050	Unfunded
CC.38	W. Long Street Extension	Construct a new collector roadway to improve east-west connectivity between the existing Long Street dead-end, and a new Ormsby Boulevard. Project to include a regional review of traffic patterns based on connection location.	Roads - Regional	2036-2050	Unfunded
CC.37	W. Washington Connector	Construct a new local road connection to improve east-west circulation and access between Longview Way and Ormsby Boulevard. Connect to existing W. Washington Street dead-end.	Roads - Regional	2036-2050	$ 8,471,481
DO.16	US Highway 395 Corridor Widening	Congestion mitigation, including the construction of an additional lane in each direction along US Highway 395 between Mica Drive and Sunridge Drive.	Roads - State	2036-2050	Unfunded
CC.19	Hillview Drive Connector	Construct new road to improve north-south travel between Koontz Lane and Valley View Drive.	Roads - Regional	2036-2050	$ 2,001,848
CC.28	Fifth Street Capacity Improvements	Expand to a four-lane roadway and incorporate intersection improvements between Saliman Road and Lompa Ranch Road.	Roads - Regional	2026-2035	$ 1,987,401
Multi.3	Carson City/Douglas County V&T Trail Multi-Use Path	Construct a multi-use path, including a bridge across the Carson River, along the former alignment of the V&T Railroad between Bigelow Drive and Haybourne Road.	Multimodal	2036-2050	Unfunded
JAC.3	JAC Operations 2026-2035	Funding to operate the Jump Around Carson Bus Service for 10 Years.	Transit	2026-2035	$ 34,909,234
JAC.4	JAC Operations 2036-2050	Funding to operate the Jump Around Carson Bus Service for 15 Years.	Transit	2036-2050	$ 73,063,000

CAMPO
CARSON AREA METROPOLITAN PLANNING ORGANIZATION

STAFF REPORT

Report To: **Meeting Date:** November 12, 2025

Staff Contact:

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

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

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)

CAMPO
CARSON AREA METROPOLITAN PLANNING ORGANIZATION

STAFF REPORT

Report To: **Meeting Date:** November 12, 2025

Staff Contact:

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

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

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)

CAMPO
CARSON AREA METROPOLITAN PLANNING ORGANIZATION

STAFF REPORT

Report To: **Meeting Date:** November 12, 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:**

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)