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

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

AGENDA

NOTICE TO THE PUBLIC:
Members of the public who wish to view the meeting may watch the livestream of the Carson Area Metropolitan Planning Organization meeting at www.carson.org/granicus 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 - November 12, 2025

4.A Minutes for November 12, 2025
Click Here for Staff Report

5. Public Meeting Item(s):

5.A For Possible Action – Discussion and possible action regarding a proposed Amendment 25-06 (“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. (Jared Cragun, Transportation Planner)
Click Here for Staff Report

5.B For Discussion Only – Discussion and presentation regarding the Carson Area Metropolitan Planning Organization’s (“CAMPO”) Annual Federal Obligation Report (“Report”), which lists projects to which federal transportation funds were obligated during Federal Fiscal Year (“FFY”) 2025 (Jared Cragun, Transportation Planner)
Click Here for Staff Report

5.C For Possible Action – Discussion and possible action regarding certification of the Public Transportation Agency Safety Plan (“PTASP”) and Federal Fiscal Year (“FFY”) 2026 Safety Performance Targets for the Jump Around Carson (“JAC”) Transit System. (Marcus Myers, Transit Coordinator)
Click Here for Staff Report

5.D For Discussion Only – Discussion and presentation regarding the Carson Area Metropolitan Planning Organization's ("CAMPO") 2025 Transportation Network Monitoring Report (“Report”), which presents transportation-related data collected and analyzed within the CAMPO planning area. (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

CAMPO
CARSON AREA METROPOLITAN PLANNING ORGANIZATION

STAFF REPORT

Report To: **Meeting Date:** December 10, 2025

Staff Contact:

Agenda Title: Minutes for November 12, 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):
11-12-2025 Minutes (CAMPO).pdf

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

_____

(Vote Recorded By)

DRAFT

A regular meeting of the Carson Area Metropolitan Planning Organization (CAMPO) was scheduled for 4:30 p.m. on Wednesday, November 12, 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: Rick Cooley, Deputy 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)

(4:30:48) – Chairperson Novak called the meeting to order at 4:30 p.m.

2. ROLL CALL

(4:31:01) – Roll was called, and a quorum was present.

3. PUBLIC COMMENT

(4:31:33) – Chairperson Novak entertained public comments. Brianna Cowan introduced herself as a candidate for the Nevada Assembly District 39 and wished to work with CAMPO on "how we can get our roads safe and help the residents of our communities."

4. FOR POSSIBLE ACTION: APPROVAL OF MINUTES

4.A MINUTES FOR OCTOBER 8, 2025

(4:32:28) – Chairperson Novak introduced the item and entertained corrections and/or a motion.

(4:33:10) – Vice Chair Maloney moved to approve the minutes of the CAMPO October 8, 2025, meeting as presented. The motion was seconded by Member Schuette and carried 7-0-0.

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").

(4:33:28) – Chairperson Novak introduced the item. Ms. Norman introduced Jeff Hale, Nevada Engineering Manager at Parametrix, Inc., who gave background on the Highway 50 East Carson Complete Streets Corridor Study. Mr. Hale reviewed a PowerPoint presentation, incorporated into the record, which included information such as public outreach, road conditions, crash data, and corridor mobility. He also highlighted proposed improvements and key recommendations, in addition to responding to clarifying questions. Chair Novak noted the importance of the corridor and reminded everyone that this was a Nevada Department of Transportation (NDOT) roadway. He was pleased to see that NDOT had agreed with the recommendations. He also expressed concern that the new traffic signals on a grade would cause accidents, as most drivers would speed on that highway. He also believed that, based on a recommendation by the Planning Commission, Drako Way would get a traffic signal.

(4:54:03) – Ms. Norman informed Member Schuette that the project prioritizations would go through the One Nevada project prioritization process. Member Cassinelli stated that he was pleased with the study outcome and that he had expected "the realignment of Red Rock and Highland would be a chunk of money – no surprise there." Member Bagwell called the report "a good start" and noted that "things are always changing." She also suggested including the condition under which a signal light would be added at the Drako Way intersection. Chair Novak entertained public comments. Loretta Marsden highlighted the accidents and sirens on Highway 50, especially when the speed limit is reduced to 45 MPH; however, many drivers tend to go through the red traffic light because they are speeding, and at times, she is prevented from making a left turn to get home. She also believed that the trees hide the speed reduction sign to 45 MPH. There were no additional comments; therefore, Chair Novak entertained a motion.

(5:01:23) – Member Bagwell moved to approve the Study with the addition of the comments concerning updates for the Drako Way development. The motion was seconded by Member Schuette and carried 7-0-0.

Member Bagwell requested reviewing the status of speeds in that corridor at a later date.

5.B FOR DISCUSSION ONLY – DISCUSSION AND PRESENTATION REGARDING THE DRAFT CARSON AREA METROPOLITAN PLANNING ORGANIZATION ("CAMPO") 2050 REGIONAL TRANSPORTATION PLAN ("DRAFT 2050 RTP").

(5:02:36) – Chair Novak introduced the item. Ms. Norman gave background on the CAMPO 2050 Regional Transportation Plan (RTP), 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. She also presented the Staff Report and a summary of the Draft Plan, both of which are incorporated into the record. Chair Novak called the RTP format "very good" and commended Staff's efforts as "thorough." Mr. Martinovich noted that they had started the project lists in July 2024. Discussion ensued regarding NDOT coordination and agreement, and Mr. Martinovich noted that their goal was to utilize the NDOT dollars for activities such as signal repairs.

Member Bagwell suggested making the development of a Master Service Agreement a key objective. She also requested "a more robust discussion" on Jump Around Carson (JAC) buses, noting requests for expansion of routes that may cross county lines. She believed that some residents believe the buses are not justified due to the small number of riders; however, those in need of that transportation believed the expansion was necessary. Chair Novak recommended adding the previously discussed Highway 50 Corridor plan to the RTP. Vice Chair Maloney praised Staff for completing two stages of the planning process and integrating them into the project list. There were no public comments. This item was not agendized for action.

6. NON-ACTION ITEMS

6.A TRANSPORTATION MANAGER'S REPORT

(5:30:26) – Mr. Martinovich noted "little progress" on the federal reauthorization of the Surface Transportation Bill due to the federal government shutdown. However, he highlighted the emphasis on attempting to get additional funding for local roads. Mr. Martinovich thanked the crash responders as part of the Crash Responders Safety Week and reiterated the upcoming public meetings for the RTP. He also announced the receipt of the Safe Streets and Roads for All grant by Douglas County to generate a safety action plan. Mr. Martinovich stated that Mr. Bohemier was retiring on Thursday, November 15, 2025, and thanked him for his Safe Routes to School program efforts.

6.B NEVADA DEPARTMENT OF TRANSPORTATION REPORT

(5:31:40) – Ms. Kapuler thanked CAMPO for the Highway 50 Corridor Complete Streets Study, especially the public input opportunities. She highlighted the One Nevada Plan and stated that all public input would be evaluated. Ms. Kapuler spoke about the four traffic-related fatalities in the Carson City area and reiterated NDOT's goal of having zero fatalities. She reminded everyone to drive safely, especially with the time changes, and announced several first responder meet and greet events and highlighted upcoming positive changes in Disadvantaged Business Enterprise (DBE) goals.

6.C OTHER COMMENTS AND REPORTS

(5:38:10) – None.

7. PUBLIC COMMENT

(5:39:01) – Chairperson Novak entertained final public comments; however, none were forthcoming.

8. FOR POSSIBLE ACTION: TO ADJOURN

(5:39:17) – Chairperson Novak adjourned the meeting at 5:39 p.m.

The Minutes of the November 12, 2025, Carson Area Metropolitan Planning Organization meeting are so approved on this 10th day of December 2025.

CAMPO
CARSON AREA METROPOLITAN PLANNING ORGANIZATION

STAFF REPORT

Report To: Carson Area Metropolitan Planning Organization **Meeting Date:** December 10, 2025

Staff Contact: Darren Schulz, Public Works Director

Agenda Title: For Possible Action – Discussion and possible action regarding a proposed Amendment 25-06 ("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. (Jared Cragun, Transportation Planner)

Agenda Action: Formal Action / Motion **Time Requested:** 5 minutes

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

Board's Strategic Goal
N/A

Previous Action
October 8, 2025 (Item 5.A) – CAMPO approved amendment 25-05 of the FFY 2025-2028 TIP.

March 12, 2025 (Item 5.A) – CAMPO approved amendment 25-02 of the FFY 2025-2028 TIP.

January 8, 2025 (Item 5.B) – CAMPO approved amendment 25-01 of the FFY 2025-2028 TIP.

Background/Issues & Analysis
CAMPO is responsible for carrying out transportation planning activities within the Carson Metropolitan Planning Area. The TIP document is developed in collaboration with Carson City, Douglas County, Lyon County, and the Nevada Department of Transportation ("NDOT"). The projects within the TIP are consistent with CAMPO's adopted goals and are anticipated to contribute to meeting CAMPO's performance targets. The adopted goals and performance targets are contained within CAMPO's 2050 Regional Transportation Plan ("RTP"), available at www.CarsonAreaMPO.com. All projects programmed within the TIP are financially constrained, meaning funding is reasonably anticipated to be available, as documented within the 2050 RTP.

The proposed Amendment will:
- Move Preliminary Engineering to FFY 2026, move Construction to FFY 2027, change the project

title, and update the funding amounts for CC20240007 – College and Fairview Preservation and Pedestrian Safety Improvement Project.

- Move Construction funding to FFY 2026 and update funding amounts for CC20250001 – Saliman Road School Routes Improvement Project.

The proposed Amendment also updates Table 1 in the Appendix to reflect the changes made to projects in Appendix 3. All proposed revisions are incorporated into the attached Exhibit 1.

Formal TIP amendments require a minimum 14-day comment period as described in CAMPO's Public Participation Plan. The public comment period for this action opened on November 22, 2025, and ended on December 6, 2025. Any public comments received after the posting of the agenda will be published as late material.

Applicable Statute, Code, Policy, Rule or Regulation
23 CFR 450.328

Financial Information
Is there a fiscal impact? No

If yes, account name/number: CAMPO Fund, CAMPO Grants / 2453028-501210 - Project # G302825001,

Is it currently budgeted? Yes

Explanation of Fiscal Impact: The TIP is a federally required document that programs funding for projects that are of regional significance and/or are funded with federal transportation funding. This document does not commit CAMPO's or a local jurisdiction's funding. Future agreements between NDOT and local jurisdictions will commit funding and resources. CAMPO has demonstrated that funding is reasonably expected to be available through the 2050 RTP, consistent with federal regulations.

The fiscal impact associated with this item is for staff time to administer the TIP. Unified Planning Work Program ("UPWP") tasks are reimbursable with federal planning funds at a rate of 95%. The 5% local match has been budgeted within CAMPO's approved Fiscal Years 2025 & 2026 UPWP, Work Element 1.0, MPO Administration.

Alternatives
Do not approve the Amendment and provide alternative directions to staff.

Attachment(s):
5A_CAMPO_Exhibit 1 TIP FFY25-FFY28 Amendment 25-06.pdf

5A_CAMPO_Exhibit 2 - UPWP Cost Funding Summary Table.pdf

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

_____
(Vote Recorded By)

CAMPO

CARSON AREA METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM
For
Federal Fiscal Year 2025 through 2028

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

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CAMPO TIP FFY 2025-2028 Document Revision History

Version	CAMPO Adoption Date	TIP Action	Summary of Changes
25-00	12/11/2024	Formal Adoption	Document revision & update; Consultation with Carson City, Lyon County, Douglas County, Washoe Tribe of Nevada & California, and NDOT stakeholders;
25-01	1/8/2025	Formal Amendment	Updated funding for District 3 Fifth Street Roundabout Project; Updated funding for Curry Street Complete Streets Improvement Project; Add District 2, Little Lane Project; Add FTA 5307 Small Urban Apportionment; Delete project CC20240004 and combine funding into FTA 5339 Bus/Facility Grant Awards
25-02	3/12/2025	Formal Amendment	Updated project limits for US 50, Carson City, from FRCC11 to East Deer Run Road; US 50, Douglas County/Carson City, Spooner Summit-Preservation moved back; Updated funding for Chaves Road Bridge; Updated funding for Curry Street Complete Streets Improvement Project; Updated funding for College and Fairview Pedestrian Safety Improvement Project; Add FTA 5310 Mobility of Seniors and Individuals w/ Disabilities; Add Saliman Road School Routes Improvement Project
25-03	4/15/2025	Administrative Modification	Update funding for Curry Street Complete Streets Improvement Project; Update funding amount for Chaves Road Bridge; Change funding amount for District 3, Fifth Street Roundabout; Removed AC on STBG and NHPP to match NDOT initiated changes for US 50, East of Dayton, Fortune Drive to Six Mile Canyon Road - Preservation; Moved Construction to FFY27, increase NHPP, added HSIP and protect funds to match NDOT initiated changes for US 395 Carson Valley Phase 1
			(Continued on next page)

25-04	7/29/2025	Administrative Modification	(Continued from previous page) Update funding for US 50, East of Dayton, Fortune Drive to Six Mile Canyon Road – Preservation; Change project name of Chaves Road Bridge to East Dayton Road Bridge
25-05	10/8/2025	Formal Amendment	Updated funding for US 50, Carson City, from FRCC11 to East Deer Run Road Updated funding for District 5 Ash Canyon Road; Moved Preliminary Engineering to FY 2026 for Carson City Jump Around Carson (JAC) Transit Center; Updated funding and project description for FTA 5339 Bus/Facility Grant Awards; Removed HSIP funding for Curry Street Complete Streets Improvement Project; Updated funding and moved Construction to FY 2026 for Carmine Street CDBG Project; Moved Preliminary Engineering to FY 2026 for Saliman Road School Routes Improvement Project; Updated funding and project description for FTA 5310 Mobility of Seniors and Individuals w/ Disabilities; Moved Preliminary Engineering cost to Other for East Dayton Bridge; Replaced HSIP funds with STBG to match Masterworks for US 395 Carson Valley Phase 1
25-06	12/10/2025	Formal Amendment	Moved Preliminary Engineering to FY 2026, moved Construction to FY 2027, change the project title, and updated the funding amount for College and Fairview Preservation and Pedestrian Safety Improvement Project; Moved Construction to FY 2026, updated funding amounts for the Saliman Road School Routes Improvement Project

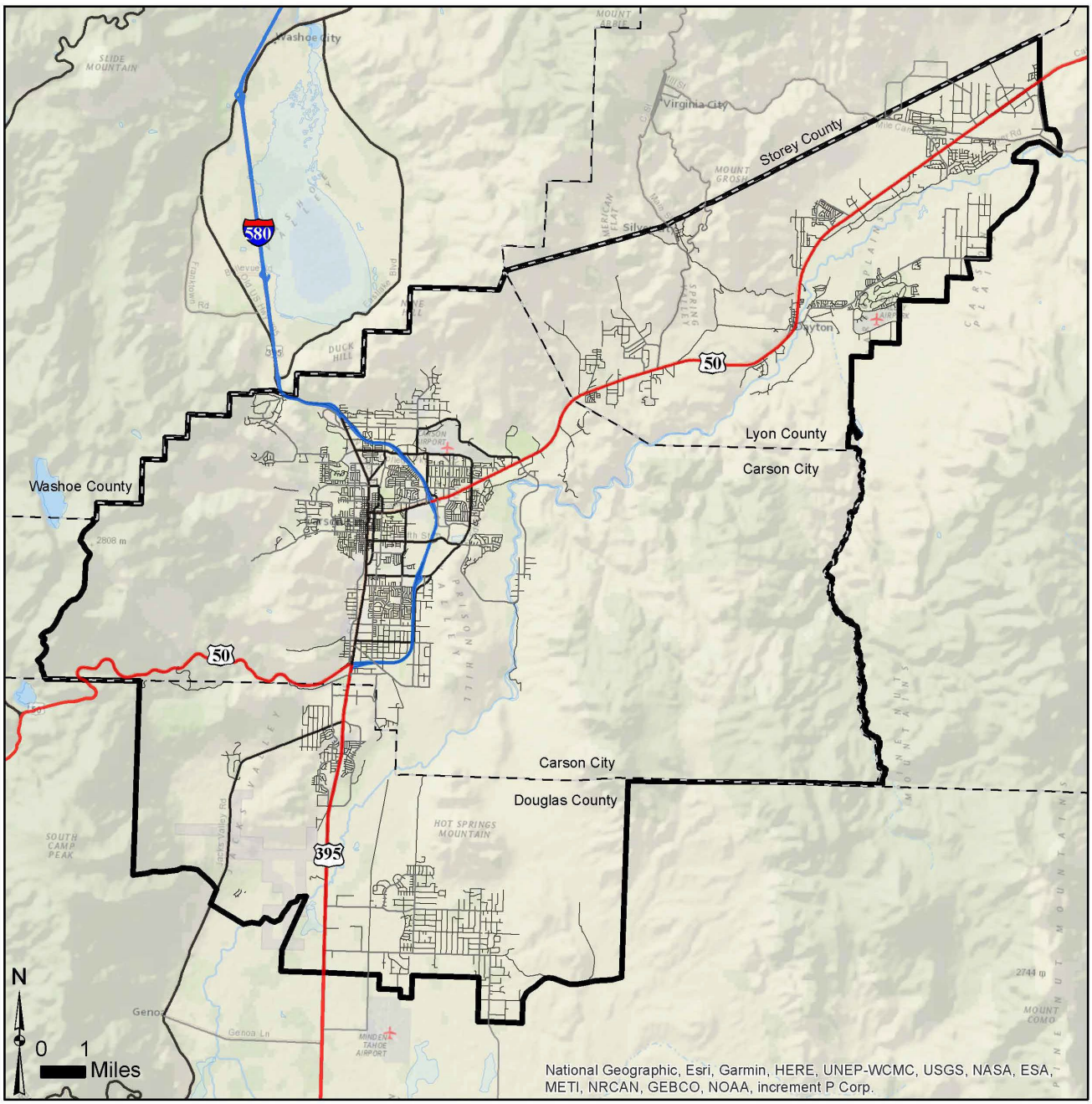
Introduction/ Purpose

The Transportation Improvement Program (TIP) is a prioritized listing of transportation improvement projects covering a four-year period that is developed and formally adopted by the Carson Area Metropolitan Planning Organization (CAMPO). The Nevada Governor, in accordance with Federal regulations, designated the CAMPO in 2003. CAMPO is responsible for carrying out transportation planning activities within the Metropolitan Planning Area (MPA), shown in Figure 1. The MPA encompasses the urbanized areas, as defined by the US Census Bureau, and a larger geographical area that is likely to urbanize within the next 20 years. The central contiguous urbanized area includes most of the City of Carson City, a portion of northern Douglas County, and a portion of western Lyon County. Additionally, there are two urban clusters within the MPA, which are the Johnson Lane area in Douglas County and the Dayton area in Lyon County.

The TIP must be consistent with the Statewide Transportation Improvement Program (STIP) and must be updated at a minimum of every four years and is based on the federal fiscal year (FFY) (October – September). The TIP must be consistent with CAMPO's long-range Regional Transportation Plan (RTP), available at www.CarsonAreaMPO.com. The TIP contains a listing of all federally funded transportation projects and projects of regional significance, regardless of the funding source. The TIP must identify funding from public and private sources that are reasonably expected to be made available to implement a project. Per federal guidelines, the TIP must include a financially constrained project list. See page 11 for TIP requirements.

The projects that have remained or added to the FFY 2025 - FFY 2028 CAMPO TIP have been prioritized through a performance-driven, outcome-based approach based on the consideration of the goals, objectives, performance measures, and targets within Federal Legislation, Federal Planning Emphasis Areas, Federal Planning Factors, the Nevada Department of Transportation (NDOT) Strategic Highway Safety Plan (SHSP), NDOT State project prioritization process (One Nevada Transportation Plan), regional priorities outlined in the 2050 CAMPO RTP, CAMPO's Annual Monitoring Report Performance Targets, and the Jump Around Carson (JAC) Transit Asset Management Plan. CAMPO has coordinated with partner agencies including Lyon County, Douglas County, Carson City, NDOT, Washoe Tribe of Nevada and California, and Jump Around Carson (JAC).

Figure 1: CAMPO MPA Boundary



Federal Transportation Legislation

The Moving America Ahead for Progress in the 21st Century (MAP-21) Act was signed into law in 2012. MAP-21 focused on implementing performance measures and performance-based planning. Under MAP- 21, the United States Department of Transportation (DOT) established a requirement for State DOTs and MPOs to set performance targets. Per MAP-21, MPOs must incorporate these targets and associated performance measures into their TIP and RTP.

MAP-21 requires that transportation improvement programs developed by MPOs include a description of the anticipated effort of the program on achieving regional performance targets identified in the RTP. This requirement is designed to directly link investments to performance targets. The TIP is used to program and track the progress of projects in meeting these performance measures. MAP-21 establishes national performance goals for the Federal-aid highway program in seven areas:

- safety;
- infrastructure condition;
- congestion reduction;
- system reliability;
- freight movement and economic vitality;
- environmental sustainability, and
- reduced project delivery delays.

On December 4, 2015, the Fixing America's Surface Transportation Act (FAST Act) was signed into law. The FAST Act confirms all the performance-based planning requirements established under the previous transportation act, MAP-21.

On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) was signed into law. This five- year transportation bill continues core provisions from the two previous transportation bills (FAST Act and MAP-21) with an updated emphasis on safety, research, and the link between housing and transportation.

The Federal Highway Administration (FHWA) has established defined performance measures and target- setting methodology for MPOs and state transportation agencies to monitor and report. The performance measures are aimed at tracking safety, infrastructure condition, and system performance. CAMPO reports on these targets through its annual Transportation Network Monitoring Report.

Using this Transportation Network Monitoring Report, CAMPO can prioritize projects and programs that aim to achieve these performance measures and help CAMPO's member agencies be competitive when applying for State and Federal discretionary grant funding. The DOT FHWA Safety Performance Measure (PM) Final Rule establishes requirements to assess fatalities and serious injuries on public roads. The five established safety performance measures, based on a five-year rolling average, are:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million Vehicle Miles Traveled
- Number of Non-motorized Fatalities and Serious Injuries

Federal Planning Emphasis Areas

In December 2021, the FHWA and the Federal Transit Administration (FTA) jointly developed Planning Emphasis Areas (PEAs) to promote policy, procedural, and technical topics that are to be considered by metropolitan planning organizations. The PEAs address a mix of planning issues and priority topics identified as requiring additional focus by MPOs. Highlights of the PEAs include:

- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Federal Planning Factors

Transportation legislation lists ten factors that must be considered as part of the transportation planning process for all metropolitan areas. The most recent update with the IIJA includes housing in the fifth planning factor. The following factors shall be explicitly considered, analyzed as appropriate, and reflected in the planning process products (23 USC 134 (h)):

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

Nevada Strategic Highway Safety Plan (SHSP)

NDOT and the Department of Public Safety formed a Technical Working Group to develop a statewide safety plan in 2004, with a recent update in 2021 for the years 2021-2025. Nevada's Strategic Highway Safety Plan (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. Goals and strategies are developed in consultation with federal, tribal, state, local, and private-sector safety stakeholders. 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. Nevada has enlisted state, local, tribal, and federal agencies; institutions; private-sector firms; and concerned citizens to help solve this problem.

One Nevada Transportation Plan

One Nevada Transportation Plan (One Nevada) is Nevada's long-range transportation plan detailing a data-driven, transparent approach to identifying priority projects. CAMPO strives to remain consistent with One Nevada's six goal areas that include data-driven needs identification and validation, consistency with the NDOT priorities, and projects ranked on project readiness, performance targets, and geographic distribution. One Nevada's six critical goal areas are shown below.

CAMPO 2050 RTP

Per federal guidelines, the TIP continues to build upon the goals and objectives articulated in CAMPO's 2050 RTP. By incorporating these goals into short-range programming activities, projects are linked to the region's vision and long-term investment strategy. The five CAMPO goals and performance measures are listed below.

- Increase the safety of the transportation system for all users
- Maintain a sustainable regional transportation system
- Increase the mobility and reliability of the transportation system for all users
- Maintain and develop a multi-modal transportation system that supports economic vitality
- Provide an integrated transportation system

Transit Asset Management

MAP-21 required a system to monitor and manage public transportation assets to improve safety, increase reliability and performance, and established performance measures. MAP-21 grouped transit providers into two categories: Tier 1 and Tier 2 based in part on the number of vehicles and the number of fixed routes operated. CAMPO is under the Tier 2 category.

Tier 2 agencies are responsible for four elements of Transit Asset Management (TAM)

- **An inventory of assets:** A register of capital assets and information about those assets.
- **A condition assessment of inventoried assets:** A rating of the assets' physical state; to be completed for assets an agency has direct capital responsibility for; should be at a level of detail sufficient to monitor and predict the performance of inventoried assets.
- **Description of a decision support tool:** An analytic process or tool that (1) assists in capital asset investment prioritization and/or (2) estimates capital needs over time.
- **A prioritized list of investments:** A prioritized list of projects or programs to manage or improve the state of good repair (SGR) of capital assets.

Transit asset management is measured by asset class. The following table provides a description of each asset class and the performance measure used for each. CAMPO only reports on equipment, rolling stock, and facilities since it does not own any assets that would qualify under the infrastructure category.

Table 1: Transit Agency Tiers

Asset Class	Description	Performance Measure
Equipment	Non-revenue support service and maintenance vehicles	Percentage of vehicles met or exceeded Useful Life Benchmark*
Rolling Stock	Revenue vehicles by mode	Percentage of vehicles met or exceeded Useful Life Benchmark
Facilities	Maintenance and administrative facilities; and passenger stations (buildings) and parking facilities	Percentage of assets with condition rating below 3.0 on FTA TERM Scale

*Useful Life Benchmark is used by transit agencies to track the performance of revenue vehicles and service vehicles

Financially Constrained Project Listing

Per federal regulation, projects included in the STIPs and CAMPO's TIP shall be prioritized and financially constrained by year and based on funding reasonably expected to be available. CAMPO is committed to developing a transparent programming process that allocates funding effectively to maintain an efficient multi-modal transportation system. National performance goals, Nevada State Transportation Planning goals, Regional Transportation goals, and Transit Asset Management are considered during project evaluation and selection. These multi-tiered and coincident goals help plan, prioritize, and program CAMPO transportation investments.

eSTIP

The eSTIP (Electronic State Transportation Improvement Program) is a searchable database that can be filtered based on project criteria. This online platform was developed by the Nevada Department of Transportation, in coordination with Nevada's four Metropolitan Planning Organizations.

Changes to the projects are in real-time so users can find the most up-to-date information. Project details and customized reports are available to view and download on the eSTIP website, at https://estip.nevadadot.com.

The eSTIP categorizes transportation projects into five general categories: roadway, transit, bicycle and pedestrian, environmental, or other. Additionally, project funding and schedule are broken into four potential phases: preliminary engineering (PE), right-of-way (ROW), construction, and others.

Information from the eSTIP website on funding sources and projects are incorporated into this formal document as follows:

- A list and description of all federal funding sources present in CAMPO's FFY 2025 - 2028 Transportation Improvement Program
- A table showing programmed funds by funding source and year for CAMPO's FFY 2025 - 2028 Transportation Improvement Program
- A detailed project listing for all projects in CAMPO's FFY 2025 - 2028 Transportation Improvement Program (see Appendix A)

Administrative Modifications and Formal Amendments

Administrative modifications, as defined in 23 CFR 450.104, are minor revisions to the TIP, as defined by the Public Participation Plan, as small increases to project costs (less than $5 Million or less than 20% of the total project cost), changes to non-federal funding sources previously included in the TIP, changes to a project phase initiation date or other changes to contact information, description, maps, etc. An administrative modification does not require public review and comment period or a redemonstration of fiscal constraint. All other changes require Formal Amendments. Formal Amendments may include only appendices and a shortened list of projects for efficiency purposes.

TIP Funding Sources

Federal Highway Administration (FHWA)

Carbon 50K-200K	Carbon Reduction Program Funding – areas with population over 50,000 to 200,000
CDS	Congressionally Designated Funding
FLAP	Federal Lands Access Program- The FLAP improves transportation facilities that provide access to, are adjacent to, or are located within Federal Lands.
HIP	Highway Infrastructure Program (HIP) – Made up of two apportionments: FHWA N4510.826 & FHWA N4510.835; distributed to States, suballocated within States. Projects MUST be on the Federal Aid System, with few exceptions.
HSIP	Highway Safety Improvement Program
NHPP	National Highway Performance Program
PROTECT Program	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Discretionary Grant Program
RAISE	Rebuilding American Infrastructure with Sustainability and Equity - DOT competitive discretionary grant
SRTS	Safe Routes to School
STBG 5K-200K	Surface Transportation Block Grant Program (canceled) – areas with population over 5,000 to 200,000
STBG 50K-200K	Surface Transportation Block Grant Program – areas with population over 50,000 to 200,000
STBG Statewide	Surface Transportation Block Grant Program – Statewide
TAP 5K-200K	Transportation Alternatives Program (canceled) – areas with a population over 5,000 to 200,000
TAP 50K-200K	Transportation Alternatives Program – areas with a population over 50,000 to 200,000
TAP Flex	Transportation Alternatives Program (canceled) – funds flexed by the State DOT to small urban and rural areas
TAP Flex STBG	Transportation Alternatives Set-Aside Program – funds for various smaller-scale transportation projects across the state
TIGER	Transportation Investment Generating Economic Recovery – DOT competitive discretionary grant

Department of Housing and Urban Development (HUD)

CDBG	Community Development Block Grant

Federal Transit Administration (FTA)

5307	Urbanized Area Formula Grants – Section 5307 for small urban areas with a population between 50,000 and 200,000
5310	Enhanced Mobility of Seniors & Individuals with Disabilities – Section 5310 for small urban areas with a population between 50,000 and 200,000
5339	Bus and Bus Facilities – Section 5339 for small urban areas with a population between 50,000 and 200,000
5339(b) or (c)	Bus and Bus Facilities Discretionary Program – competitive program open to all urban and rural recipients eligible under Section 5307, as well as States and Indian Tribes

Appendix 1: Table 1

Programmed Funds by Funding Source and Year for CAMPO's FFY 2025-2028 Transportation Improvement Program

Funding Source	Prior	2025	2026	2027	2028	2029	Total Year (FFY 2025-2028)
Carbon Reduction Program 50K-200K (Carson City	$0	$0	$0	$310,212	$0	$0	$310,212
Congressionally Directed Spending	$108,342	$4,491,658	$0	$5,600,000	$0	$0	$10,091,658
FHWA FLAP	$0	$0	$1,003,000	$8,587,000	$0	$0	$9,590,000
FTA 5307 Sm Urb Operating	$0	$1,875,404	$2,034,587	$125,337	$0	$0	$4,035,328
FTA 5310 Elderly/Disabled Sm Urb Capital	$0	$0	$200,155	$222,967	$0	$0	$423,122
FTA 5339 Bus/Fac Sm Urb Capital	$0	$347,928	$0	$0	$0	$0	$347,928
HSIP	$0	$0	$689,034	$4,46,342	$0	$0	$5,095,376
NHPP	$0	$0	$29,301,250	$43,276,989	$32,917,500	$0	$105,495,739
PROTECT PROGRAM	$0	$0	$0	$2,000,000	$0	$0	$2,000,000
RAISE Grant	$0	$9,300,000	$0	$0	$0	$0	$9,300,000
STBG 50K-200K	$0	$1,971,250	$500,000	$2,483,611	$2,600,000	$0	$7,554,861
STBG FLEX	$0	$0	$3,093,750	$9,542,498	$10,972,500	$0	$23,608,748
TAP 5K-200K STBG	$0	$0	$119,209	$0	$0	$0	$119,209
TAP FLEX STBG	$1,648,723	$0	$725,087	$0	$0	$0	$725,087
FEDERAL SUBTOTAL	**$1,757,065**	**$17,986,240**	**$36,977,038**	**$77,243,990**	**$46,490,000**	**$0**	**$178,697,268**
Carson City Local - CAMPO	$779,185	$1,398,112	$8,913,440	$2,241,818	$0	$20,743,000	$12,553,370
Douglas County Local- CAMPO	$0	$0	$0	$0	$200,000	$0	$200,000
Local Fund	$361,927	$15,887,973	$100,000	$0	$0	$0	$15,987,973
Lyon County Local - CAMPO	$0	$66,000	$0	$0	$0	$0	$66,000
NV Com Dev Block Grant	$0	$0	$450,000	$0	$0	$0	$450,000
LOCAL SUBTOTAL	**$1,141,112**	**$17,352,085**	**$9,380,174**	**$2,325,084**	**$200,000**	**$20,743,000**	**$29,257,343**
State Highway Fund	$510,000	$10,000	$0	$0	$0	$0	$10,000
State Match - NV	$0	$0	$1,705,000	$3,480,513	$2,310,000	$0	$7,495,513
STATE SUBTOTAL	**$510,000**	**$10,000**	**$1,705,000**	**$3,480,513**	**$2,310,000**	**$0**	**$7,505,513**
TOTAL	**$3,408,177**	**$35,348,325**	**$48,062,212**	**$83,049,587**	**$49,000,000**	**$20,743,000**	**$215,460,124**

Appendix 2: FFY 2025-2028 TIP Signature Page

The Carson Area Metropolitan Planning Organization (CAMPO) certifies that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 49 U.S.C. 5303, Transportation Planning;
2. 23 U.S.C. 134, Federal-Aid Highways;
3. 23 CFR Part 450, Planning Assistance & Standards;
4. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-l) and 49 CFR part 21;
5. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, religion, national origin, sex, disability, or age in employment or business opportunity;
6. Fixing America's Surface Transportation Act (FAST Act, P.L. 114-357) regarding the involvement of disadvantaged business enterprises in the FHWA and the PTA-funded projects (see also 49 CFR Part 26);
7. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
8. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
9. The Older Americans Act, as amended (42 U.S.C. 6101), prohibits discrimination on the basis of age in programs or activities receiving Federal financial assistance;
10. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
11. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
12. Public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the POP requirements of the Section 5307 Program.
13. 23 CFR part 450 section 218, a TIP shall include, to the maximum extent practicable, a discussion of the anticipated effect of the TIP toward achieving performance targets, linking investment priorities to those performance targets.
14. 49 CFR 625 (under the authority of Sec. 20019 of Pub. L. 112-141, 126 Stat. 707, 49 U.S.C. 5326; Sec. 20025(a) of Pub. L. 112-141, 126 Stat., 718, 49 CFR 1.91.) regarding transit asset management (TAM).

_____ _____

Signature of CAMPO Chairperson Date

_____

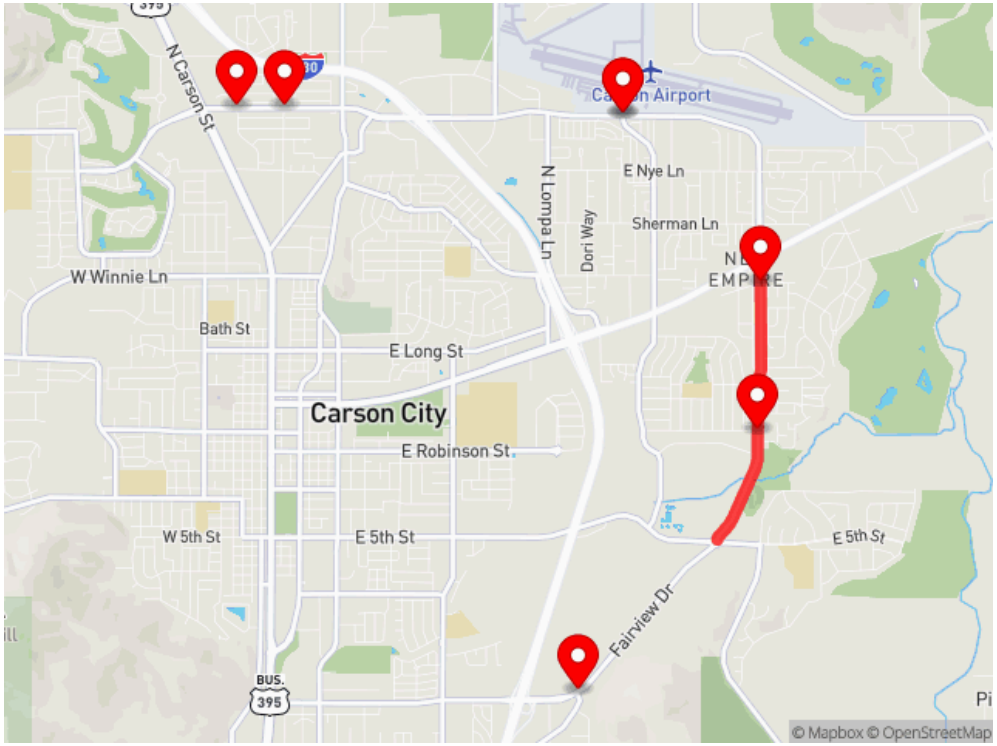
Print Name

Appendix 3: FFY 2025-2028 TIP Project List Version 25-06

CC20240007 - College and Fairview Preservation and Pedestrian Safety Improvement Project

Roadway Preservation between 5th Street and US 50 and Pedestrian Safety Improvements to improve pedestrian crossing, reduce vehicle speeds, and enhance driver awareness at high risk crossings.

MPO:	CAMPO
TIP:	25-06
Local ID:	-
Total Cost:	$2,263,365
Lead Agency:	Carson City
Contact:	Kelly Norman
NDOT District:	District 2
County:	Carson City
Project Type:	Road Improvement
Air Quality:	-
TCM:	-
Construction Start:	2027
From:	5th Street, College Parkway, Fairview Drive
To:	Airport Road, Desatoya Drive, Edmonds Drive, Gordon Street, Imperial Way, Northgate Lane, US 50

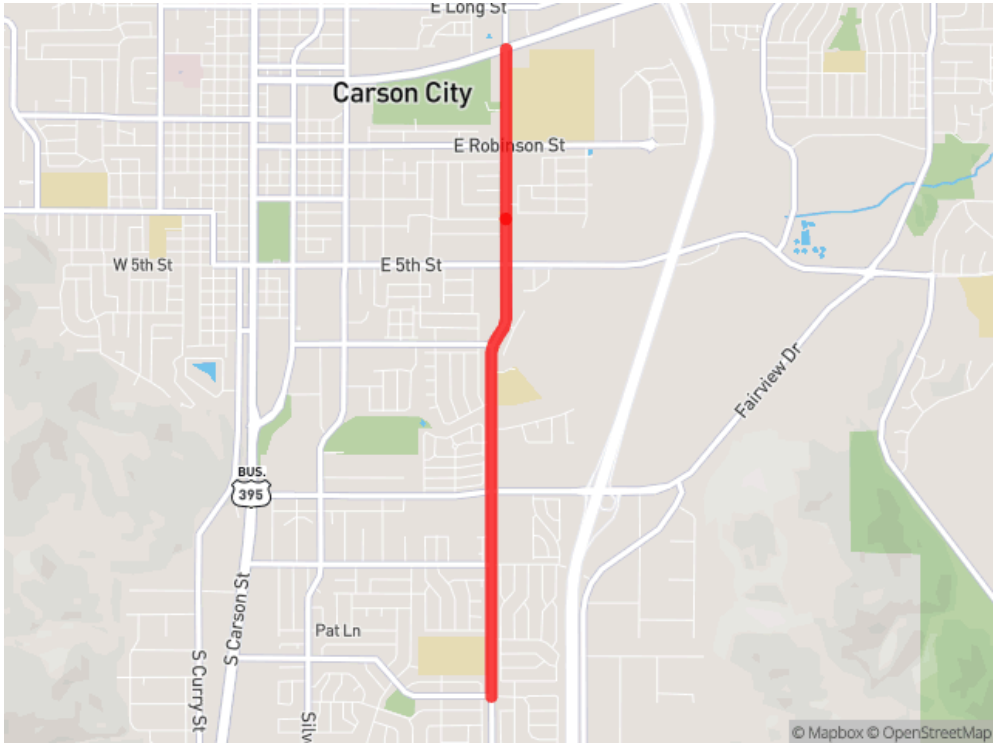


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Engineering	CARSON CITY LOCAL - CAMPO	-	-	$264,000	-	-	-	$264,000
Total Preliminary Engineering		-	-	$264,000	-	-	-	$264,000
Construction	CARSON CITY LOCAL - CAMPO	-	-	-	$1,093,023	-	-	$1,093,023
Construction	HSIP	-	-	-	$906,342	-	-	$906,342
Total Construction		-	-	-	$1,999,365	-	-	$1,999,365
Total Programmed		-	-	$264,000	$1,999,365	-	-	$2,263,365

CC20250001 - Saliman Road School Routes Improvement Project

To improve pedestrian, bicycle, and other vulnerable road user safety along Saliman Road. The project includes lighting, crosswalk enhancements, ADA upgrades, signing, striping, and median improvements aimed at improving accessibility to and from school areas along Saliman Road.

MPO:	CAMPO
TIP:	25-06
Local ID:	-
Total Cost:	$879,300
Lead Agency:	Carson City
Contact:	Chris Martinovich
NDOT District:	District 2
County:	Carson City
Project Type:	Active Transportation (Bike/Ped)
Air Quality:	-
TCM:	-
Construction Start:	2026
From:	Sonoma Street
To:	William Street

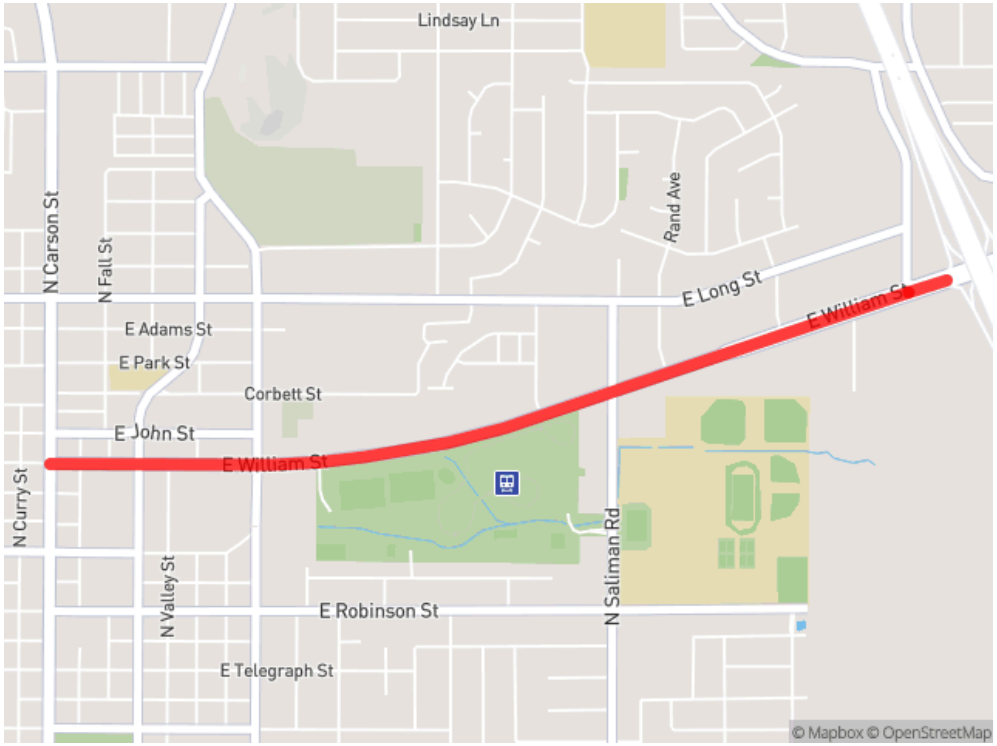


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Engineering	CARSON CITY LOCAL - CAMPO	-	-	$107,000	-	-	-	$107,000
Total Preliminary Engineering		-	-	$107,000	-	-	-	$107,000
Construction	CARSON CITY LOCAL - CAMPO	-	-	$83,266	-	-	-	$83,266
Construction	HSIP	-	-	$689,034	-	-	-	$689,034
Total Construction		-	-	$772,300	-	-	-	$772,300
Total Programmed		-	-	$879,300	-	-	-	$879,300

CC20210005 - East William Street Complete Street Project

The corridor level project will preserve the roadway, improve business access, incorporate Complete Streets elements, improve traffic signals, upgrade water, sewer, and storm drain utilities, and enhance the beautification of William Street between Carson Street and I-580.

MPO:	CAMPO
TIP:	25-00
Local ID:	-
Total Cost:	$24,154,359
Lead Agency:	Carson City
Contact:	Kelly Norman
NDOT District:	District 2
County:	Carson City
Project Type:	Preservation
Air Quality:	-
TCM:	-
Construction Start:	2025
From:	Carson Street
To:	I 580

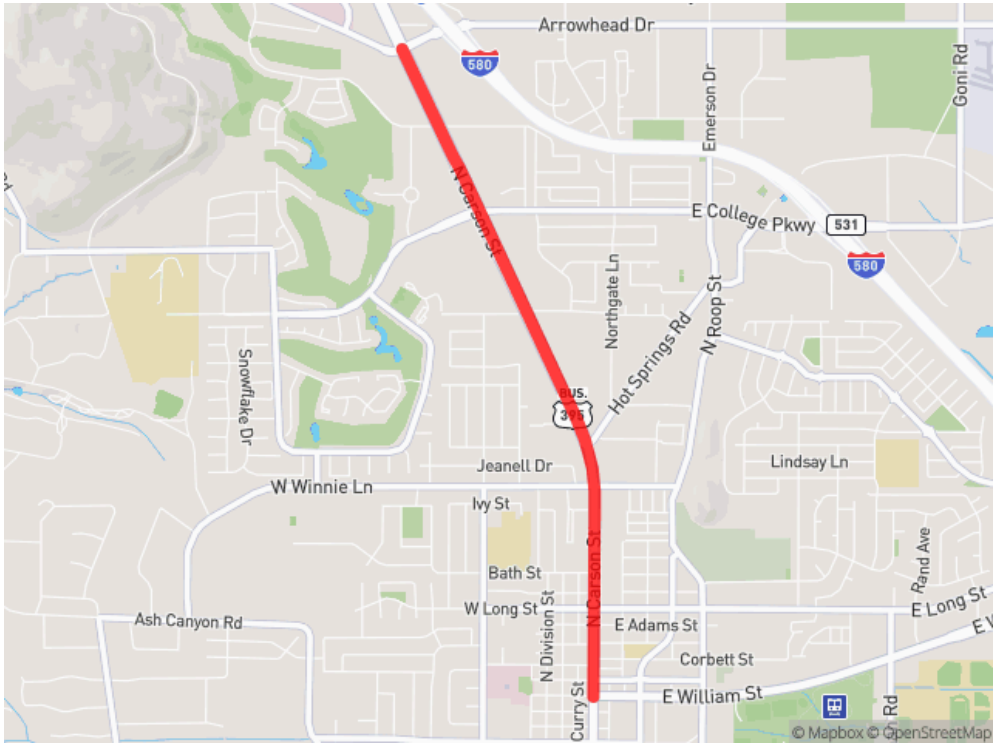


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Construction	LOCAL FUND	-	$14,854,359	-	-	-	-	$14,854,359
Construction	RAISE GRANT	-	$9,300,000	-	-	-	-	$9,300,000
Total Construction		-	$24,154,359	-	-	-	-	$24,154,359
Total Programmed		-	$24,154,359	-	-	-	-	$24,154,359

CC20210007 - District 5, North Carson Street

Rehabilitate pavement, improve business access, incorporate Complete Street elements, and beautify the corridor between William Street and Medical Parkway.

MPO:	CAMPO
TIP:	25-00
Local ID:	-
Total Cost:	$20,743,000
Lead Agency:	Carson City
Contact:	Kelly Norman
NDOT District:	District 2
County:	Carson City
Project Type:	Preservation
Air Quality:	-
TCM:	-
Construction Start:	2029
From:	William Street
To:	Medical Parkway

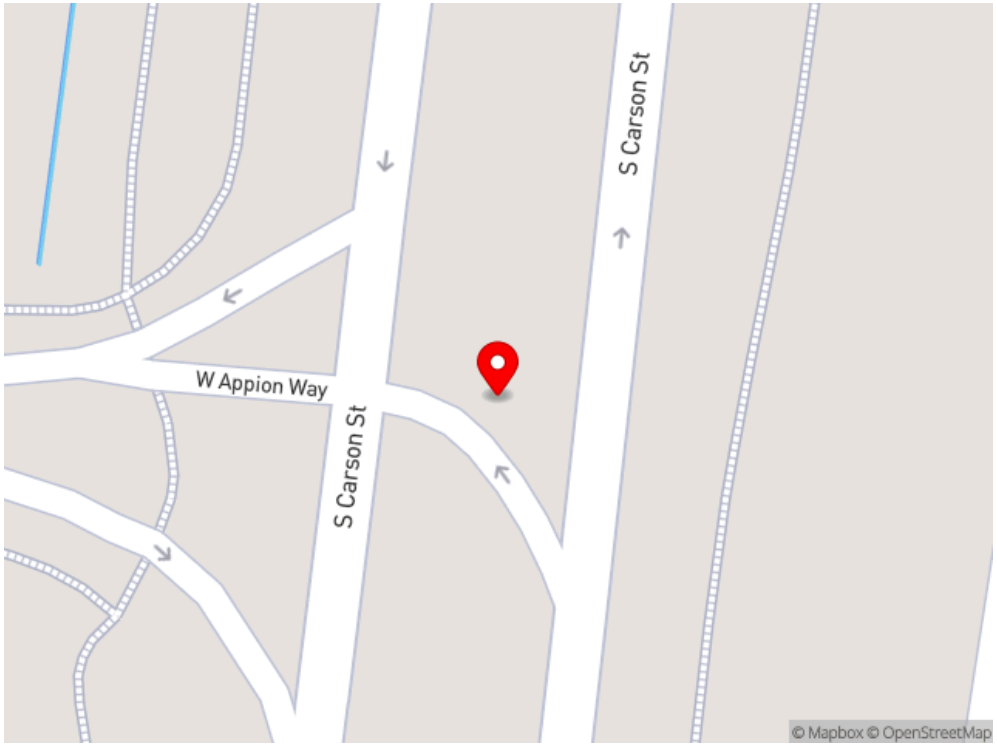


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Engineering	CARSON CITY LOCAL - CAMPO	-	-	-	-	-	$4,230,000	$4,230,000
Total Preliminary Engineering		-	-	-	-	-	$4,230,000	$4,230,000
Construction	CARSON CITY LOCAL - CAMPO	-	-	-	-	-	$16,513,000	$16,513,000
Total Construction		-	-	-	-	-	$16,513,000	$16,513,000
Total Future Costs		-	-	-	-	-	$20,743,000	$20,743,000
Total Programmed		-	-	-	-	-	$20,743,000	$20,743,000

CC20220001 - Appion Way Traffic Signal and Intersection Improvement Project

Construction of a new traffic signal and intersection improvements at the intersection of S. Carson Street and Appion Way in Carson City.

MPO:	CAMPO
TIP:	25-00
Local ID:	-
Total Cost:	$1,680,000
Lead Agency:	Carson City
Contact:	Kelly Norman
NDOT District:	District 2
County:	Carson City
Project Type:	Signals & Lighting
Air Quality:	-
TCM:	-
Construction Start:	2025
From:	Carson Street
To:	Appion Way

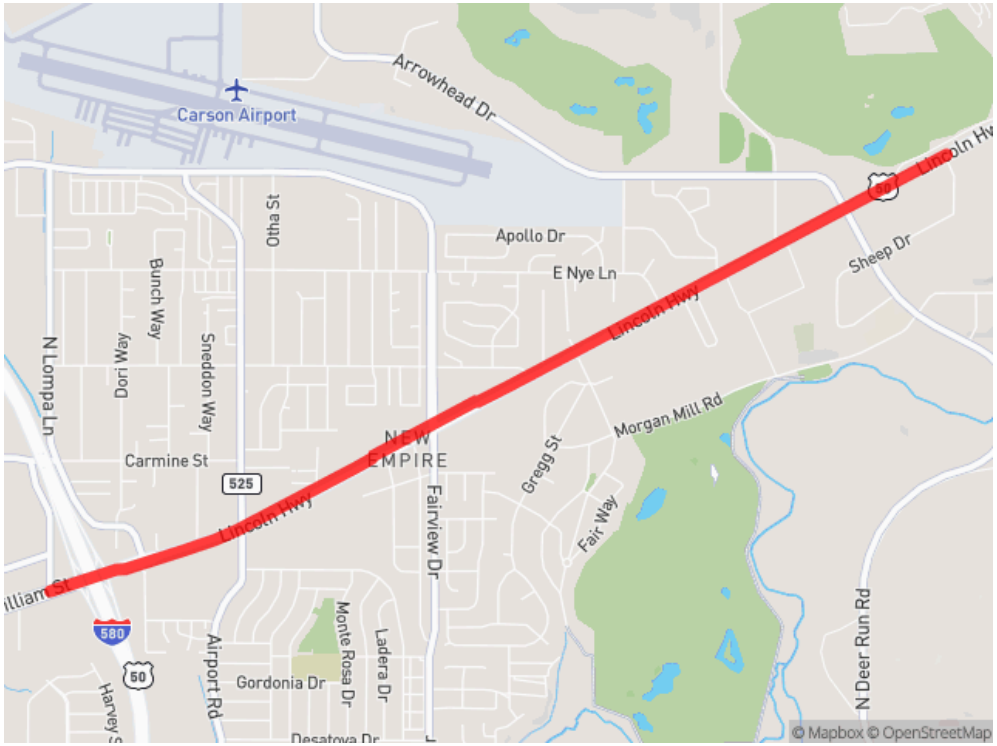


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Engineering	LOCAL FUND	$317,000	-	-	-	-	-	$317,000
Total Preliminary Engineering		$317,000	-	-	-	-	-	$317,000
Construction	CONGRESSIONALLY DIRECTED SPENDING	-	$1,100,000	-	-	-	-	$1,100,000
Construction	LOCAL FUND	-	$263,000	-	-	-	-	$263,000
Total Construction		-	$1,363,000	-	-	-	-	$1,363,000
Total Prior Costs		$317,000	-	-	-	-	-	$317,000
Total Programmed		$317,000	$1,363,000	-	-	-	-	$1,680,000

CC20220004 - US 50, Carson City, from FRCC11 to East Deer Run Road

Mill and Overlay with ADA and Multimodal Improvements

MPO:	CAMPO
TIP:	25-05
Local ID:	-
Total Cost:	$7,305,212
Lead Agency:	Nevada DOT
Contact:	Dennis Faulkner
NDOT District:	District 2
County:	Carson City
Project Type:	Preservation
Air Quality:	-
TCM:	-
Construction Start:	2027
From:	0, CC MP 12.6
To:	0.12, CC MP 15.0

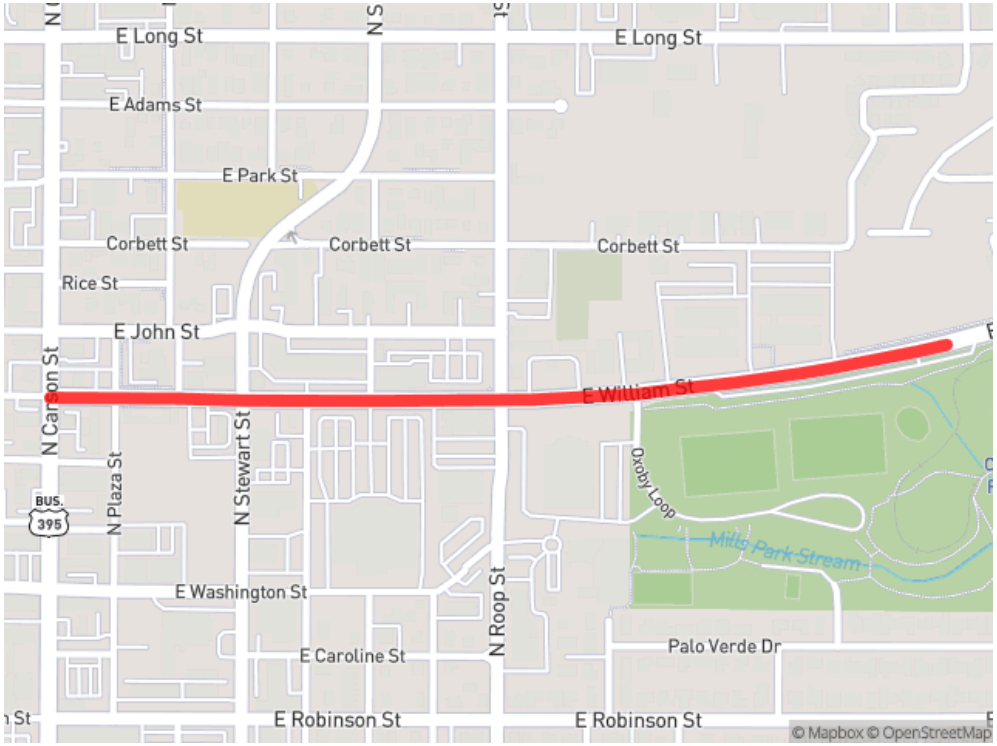


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Engineering	STATE HIGHWAY FUND	$160,000	-	-	-	-	-	$160,000
Total Preliminary Engineering		$160,000	-	-	-	-	-	$160,000
Right of Way	STATE HIGHWAY FUND	$35,000	-	-	-	-	-	$35,000
Total Right of Way		$35,000	-	-	-	-	-	$35,000
Construction	CARBON REDUCTION PROGRAM 50K-200K	-	-	-	$310,212	-	-	$310,212
Construction	HSIP	-	-	-	$3,500,000	-	-	$3,500,000
Construction	NHPP	-	-	-	$1,944,489	-	-	$1,944,489
Construction	STATE MATCH - NV	-	-	-	$355,511	-	-	$355,511
Construction	STBG FLEX	-	-	-	$1,000,000	-	-	$1,000,000
Total Construction		-	-	-	$7,110,212	-	-	$7,110,212
Total Prior Costs		$195,000	-	-	-	-	-	$195,000
Total Programmed		$195,000	-	-	$7,110,212	-	-	$7,305,212

CC20220005 - East William Street Overhead Utility Undergrounding Project

Project is using federal funds to underground overhead utility lines along the East William Street corridor between Carson Street and Saliman Road. This project is happening in conjunction with the East William Street Complete Streets Project.

MPO:	CAMPO
TIP:	25-00
Local ID:	-
Total Cost:	$2,500,000
Lead Agency:	Carson City
Contact:	Kelly Norman
NDOT District:	District 2
County:	Carson City
Project Type:	Landscape & Aesthetics
Air Quality:	-
TCM:	-
Construction Start:	2025
From:	I-580
To:	North Carson Street

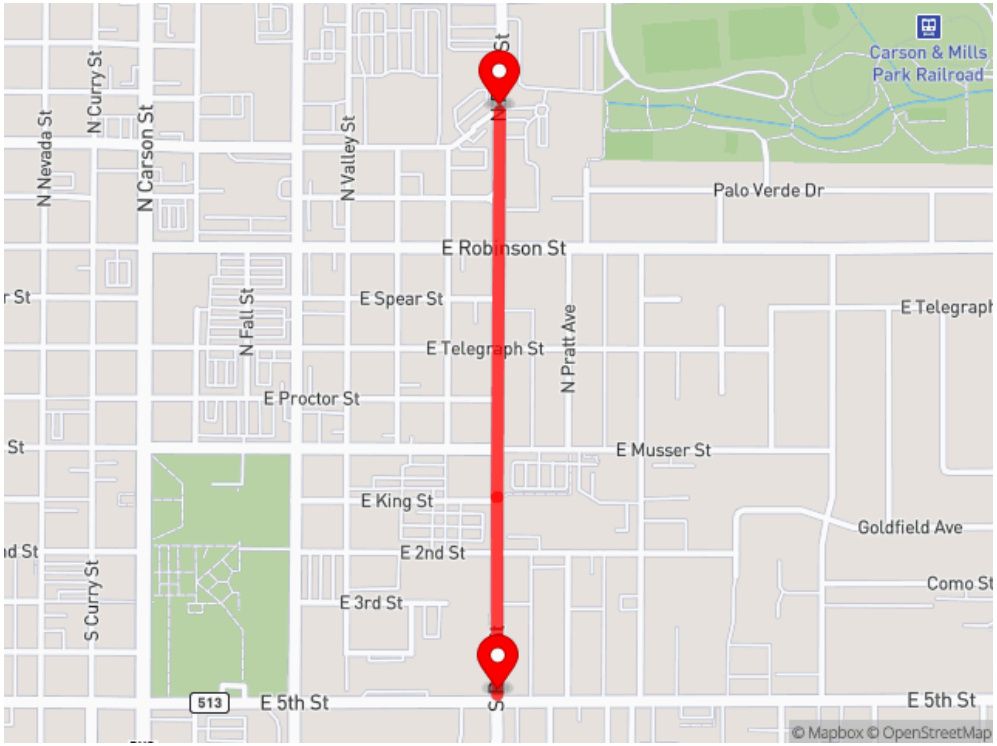


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Construction	CONGRESSIONALLY DIRECTED SPENDING	-	$2,000,000	-	-	-	-	$2,000,000
Construction	LOCAL FUND	-	$500,000	-	-	-	-	$500,000
Total Construction		-	$2,500,000	-	-	-	-	$2,500,000
Total Programmed		-	$2,500,000	-	-	-	-	$2,500,000

CC20220008 - Roop Street Capacity Improvements

Expand to three-lane roadway with bike lanes and sidewalks between Washington Street and 5th Street with an update to roadway utilities.

MPO:	CAMPO
TIP:	25-00
Local ID:	-
Total Cost:	$2,961,000
Lead Agency:	Carson City
Contact:	Kelly Norman
NDOT District:	District 2
County:	Carson City
Project Type:	Capacity
Air Quality:	-
TCM:	-
Construction Start:	2026
From:	Washington Street
To:	5th Street



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Engineering	CARSON CITY LOCAL - CAMPO	$273,000	-	-	-	-	-	$273,000
Total Preliminary Engineering		$273,000	-	-	-	-	-	$273,000
Construction	CARSON CITY LOCAL - CAMPO	-	-	$2,688,000	-	-	-	$2,688,000
Total Construction		-	-	$2,688,000	-	-	-	$2,688,000
Total Prior Costs		$273,000	-	-	-	-	-	$273,000
Total Programmed		$273,000	-	$2,688,000	-	-	-	$2,961,000

CC20220009 - District 5 Ash Canyon Road

Rehabilitate pavement and incorporate Complete Street elements from Wellington West to Open Space Property.

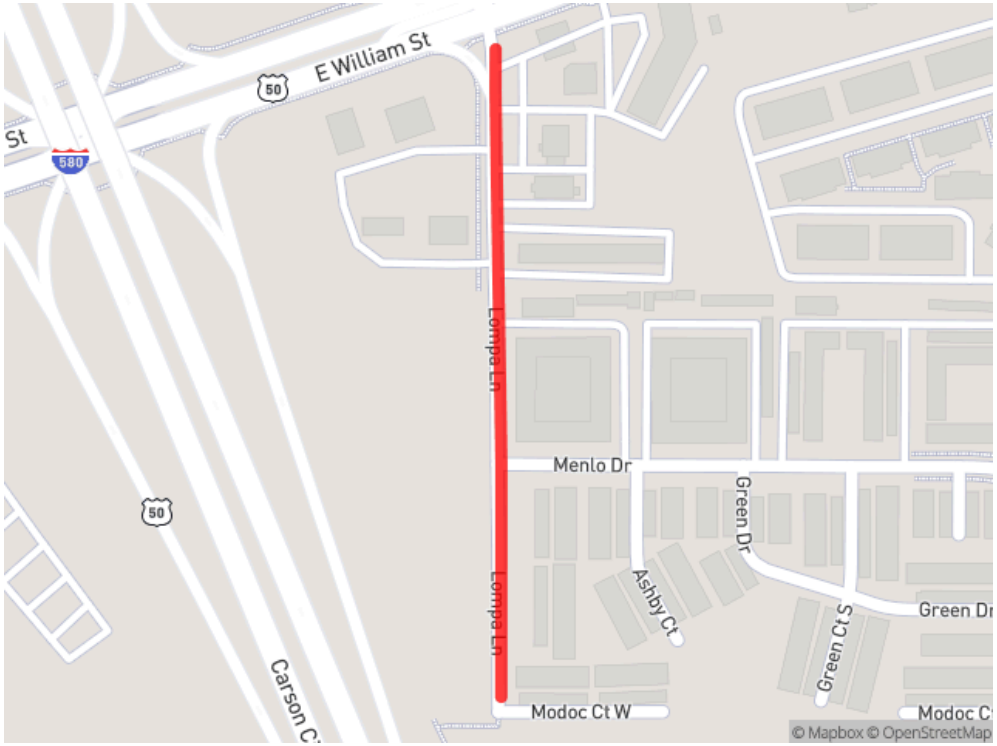
MPO:	CAMPO
TIP:	25-05
Local ID:	-
Total Cost:	$10,000,000
Lead Agency:	Carson City
Contact:	Kelly Norman
NDOT District:	District 2
County:	Carson City
Project Type:	Preservation
Air Quality:	-
TCM:	-
Construction Start:	2027
From:	Wellington West
To:	Open Space Property

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Engineering	FHWA FLAP	-	-	$1,003,000	-	-	-	$1,003,000
Total Preliminary Engineering		-	-	$1,003,000	-	-	-	$1,003,000
Construction	CARSON CITY LOCAL - CAMPO	-	-	-	$410,000	-	-	$410,000
Construction	FHWA FLAP	-	-	-	$8,587,000	-	-	$8,587,000
Total Construction		-	-	-	$8,997,000	-	-	$8,997,000
Total Programmed		-	-	$1,003,000	$8,997,000	-	-	$10,000,000

CC20220011 - North Lompa Multi Use Path

Design and construct a multi-use path adjacent to I-580 from Modoc Ct to Hwy 50.

MPO:	CAMPO
TIP:	25-00
Local ID:	-
Total Cost:	$871,250
Lead Agency:	Carson City
Contact:	Kelly Norman
NDOT District:	District 2
County:	Carson City
Project Type:	Active Transportation (Bike/Ped)
Air Quality:	-
TCM:	-
Construction Start:	2026
From:	Modoc Court
To:	US 50

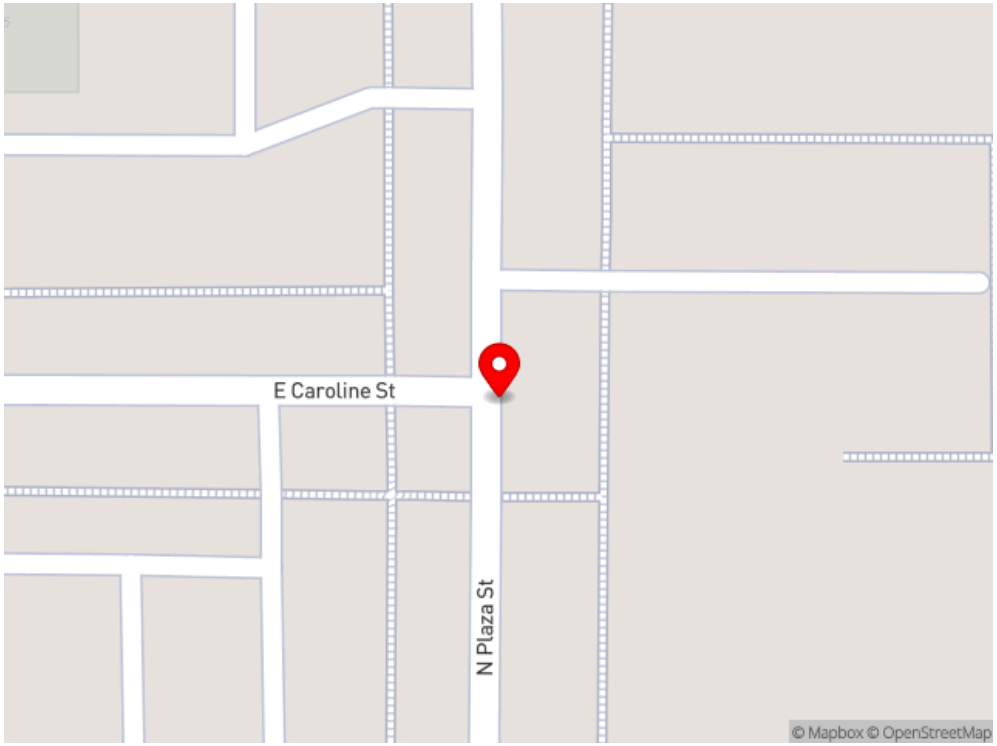


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Engineering	CARSON CITY LOCAL - CAMPO	$67,087	-	-	-	-	-	$67,087
Preliminary Engineering	TAP FLEX STBG	$40,913	-	-	-	-	-	$40,913
Total Preliminary Engineering		$108,000	-	-	-	-	-	$108,000
Construction	CARSON CITY LOCAL - CAMPO	-	-	$38,163	-	-	-	$38,163
Construction	TAP FLEX STBG	-	-	$725,087	-	-	-	$725,087
Total Construction		-	-	$763,250	-	-	-	$763,250
Total Prior Costs		$108,000	-	-	-	-	-	$108,000
Total Programmed		$108,000	-	$763,250	-	-	-	$871,250

CC20220012 - Carson City Jump Around Carson (JAC) Transit Center

Design for the future construction of a new transit center in Downtown Carson City to better serve transit riders and drivers, and to act as a community hub serving other regional transit agencies.

MPO:	CAMPO
TIP:	25-05
Local ID:	-
Total Cost:	$100,000
Lead Agency:	CAMPO
Contact:	Kelly Norman
NDOT District:	District 2
County:	Carson City
Project Type:	Transit - Other
Air Quality:	-
TCM:	-
Construction Start:	-
From:	Robinson/Plaza
To:	-



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Engineering	LOCAL FUND	-	-	$100,000	-	-	-	$100,000
Total Preliminary Engineering		-	-	$100,000	-	-	-	$100,000
Total Programmed		-	-	$100,000	-	-	-	$100,000

CC20230003 - FTA 5339 Bus/Facility Grant Awards

Grant funding for Buses and Bus Facilities. Includes funding apportioned between FFY 2022 and FFY 2026.

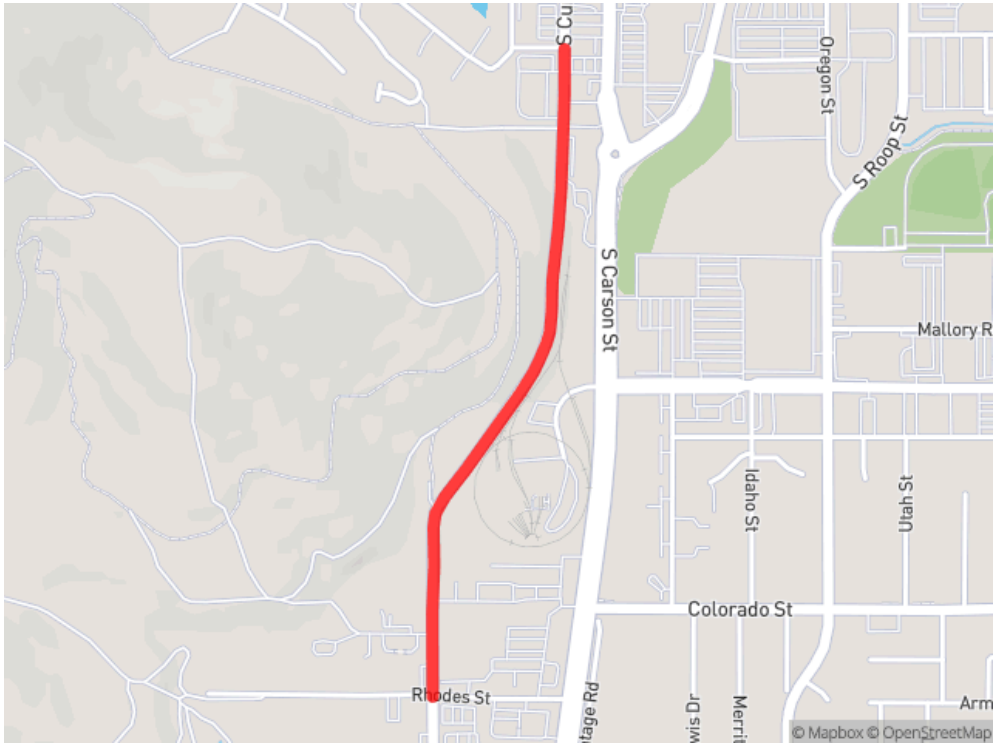
MPO:	CAMPO
TIP:	25-05
Local ID:	-
Total Cost:	$744,433
Lead Agency:	CAMPO
Contact:	Kelly Norman
NDOT District:	District 2
County:	Carson City
Project Type:	Transit - Other
Air Quality:	-
TCM:	-
Construction Start:	-
From:	-
To:	-

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Other	CARSON CITY LOCAL - CAMPO	-	$86,983	$30,570	$31,335	-	-	$148,888
Other	FTA 5339 BUS/FAC SM URB CAPITAL	-	$347,928	$122,280	$125,337	-	-	$595,545
Total Other		-	$434,911	$152,850	$156,672	-	-	$744,433
Total Programmed		-	$434,911	$152,850	$156,672	-	-	$744,433

CC20230004 - Curry Street Complete Streets Improvement Project

The proposed multi-modal Project will provide improved traffic and pedestrian circulation, safety improvements, enhanced access to businesses in south Carson City, and a more resilient storm drainage system.

MPO:	CAMPO
TIP:	25-05
Local ID:	-
Total Cost:	$4,991,442
Lead Agency:	Carson City
Contact:	Kelly Norman
NDOT District:	District 2
County:	Carson City
Project Type:	Active Transportation (Bike/Ped)
Air Quality:	-
TCM:	-
Construction Start:	2027
From:	Rhodes St.
To:	Lake Glen Dr.

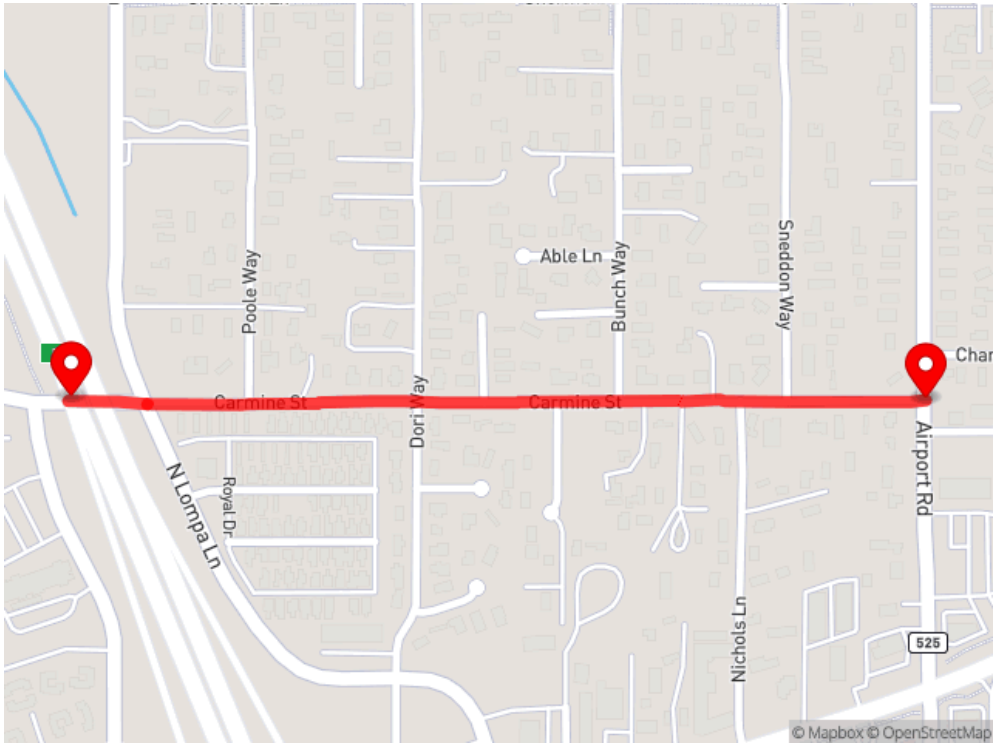


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Engineering	CARSON CITY LOCAL - CAMPO	-	$67,750	-	-	-	-	$67,750
Preliminary Engineering	STBG 50K-200K	-	$717,250	-	-	-	-	$717,250
Total Preliminary Engineering		-	$785,000	-	-	-	-	$785,000
Right of Way	CARSON CITY LOCAL - CAMPO	-	-	$85,000	-	-	-	$85,000
Total Right of Way		-	-	$85,000	-	-	-	$85,000
Construction	CARSON CITY LOCAL - CAMPO	-	-	-	$260,051	-	-	$260,051
Construction	CONGRESSIONALLY DIRECTED SPENDING	-	-	-	$2,600,000	-	-	$2,600,000
Construction	STBG 50K-200K	-	-	-	$1,261,391	-	-	$1,261,391
Total Construction		-	-	-	$4,121,442	-	-	$4,121,442
Total Programmed		-	$785,000	$85,000	$4,121,442	-	-	$4,991,442

CC20230005 - Carmine Street CDBG Project

Reconstruction of curb, gutter, sidewalk along portions of Carmine Street including enhanced pedestrian connectivity with new and updated sidewalks, bicycle network, and utility improvements.

MPO:	CAMPO
TIP:	25-05
Local ID:	-
Total Cost:	$992,300
Lead Agency:	Carson City
Contact:	Kelly Norman
NDOT District:	District 2
County:	Carson City
Project Type:	Maintenance
Air Quality:	-
TCM:	-
Construction Start:	2026
From:	Russell Way
To:	Airport Road

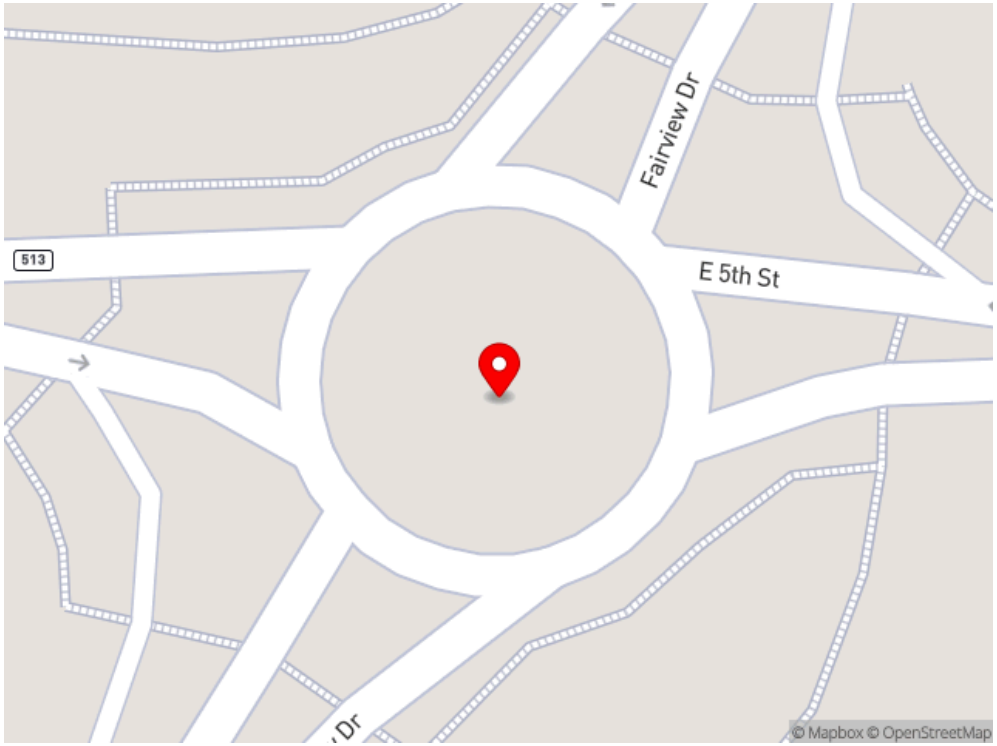


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Engineering	CARSON CITY LOCAL - CAMPO	$198,700	-	-	-	-	-	$198,700
Total Preliminary Engineering		$198,700	-	-	-	-	-	$198,700
Construction	CARSON CITY LOCAL - CAMPO	-	-	$343,600	-	-	-	$343,600
Construction	NV COM DEV BLOCK GRANT	-	-	$450,000	-	-	-	$450,000
Total Construction		-	-	$793,600	-	-	-	$793,600
Total Prior Costs		$198,700	-	-	-	-	-	$198,700
Total Programmed		$198,700	-	$793,600	-	-	-	$992,300

CC20230006 - District 3, Fifth Street Roundabout

Pavement improvements between Fairview Drive and Carson River Road, including operational and capacity enhancements to the Fifth Street/Fairview Drive roundabout.

MPO:	CAMPO
TIP:	25-03
Local ID:	-
Total Cost:	$4,733,887
Lead Agency:	Carson City
Contact:	Kelly Norman
NDOT District:	District 2
County:	Carson City
Project Type:	Road Improvement
Air Quality:	-
TCM:	-
Construction Start:	2027
From:	Fairview Drive
To:	Carson River Road

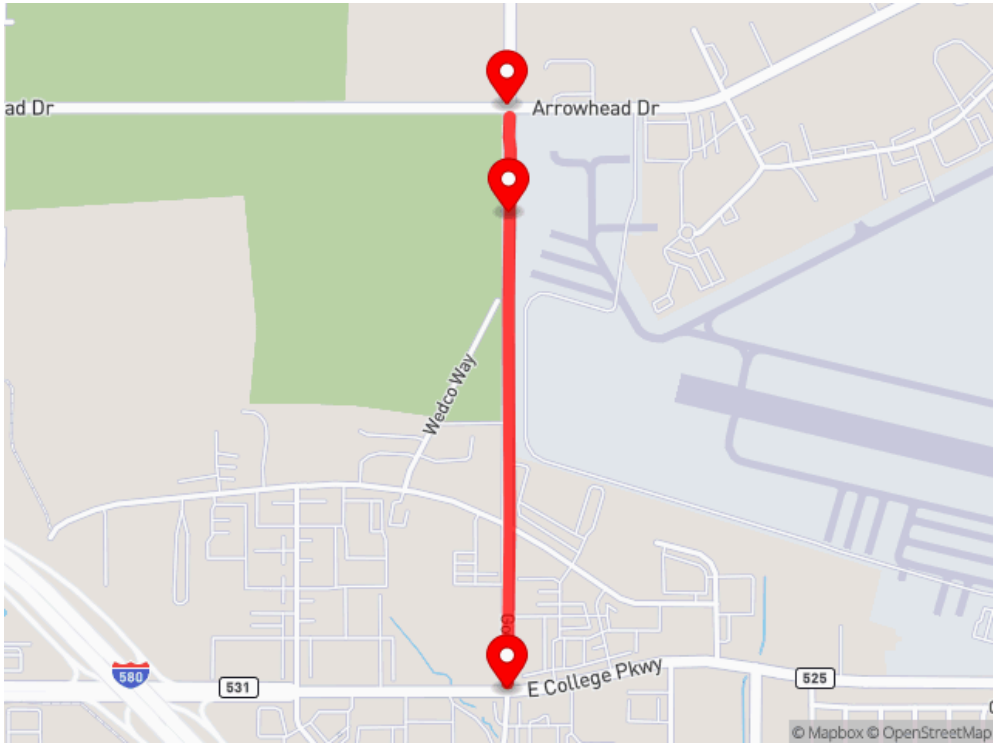


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Engineering	CARSON CITY LOCAL - CAMPO	-	-	$120,000	-	-	-	$120,000
Total Preliminary Engineering		-	-	$120,000	-	-	-	$120,000
Construction	CARSON CITY LOCAL - CAMPO	-	-	-	$391,667	-	-	$391,667
Construction	CONGRESSIONALLY DIRECTED SPENDING	-	-	-	$3,000,000	-	-	$3,000,000
Construction	STBG 50K-200K	-	-	-	$1,222,220	-	-	$1,222,220
Total Construction		-	-	-	$4,613,887	-	-	$4,613,887
Total Programmed		-	-	$120,000	$4,613,887	-	-	$4,733,887

CC20240003 - Goni Road Rehabilitation

Pavement rehabilitation between College Parkway and Arrowhead Drive including intersection, ADA sidewalk, and traffic signal improvements.

MPO:	CAMPO
TIP:	25-00
Local ID:	-
Total Cost:	$3,389,200
Lead Agency:	CAMPO
Contact:	Chris Martinovich
NDOT District:	District 2
County:	Carson City
Project Type:	Road Improvement
Air Quality:	-
TCM:	-
Construction Start:	2026
From:	College Parkway
To:	Arrowhead Drive



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Engineering	CARSON CITY LOCAL - CAMPO	$195,000	-	-	-	-	-	$195,000
Total Preliminary Engineering		$195,000	-	-	-	-	-	$195,000
Right of Way	CARSON CITY LOCAL - CAMPO	-	$50,000	-	-	-	-	$50,000
Total Right of Way		-	$50,000	-	-	-	-	$50,000
Construction	CARSON CITY LOCAL - CAMPO	-	-	$3,144,200	-	-	-	$3,144,200
Total Construction		-	-	$3,144,200	-	-	-	$3,144,200
Total Prior Costs		$195,000	-	-	-	-	-	$195,000
Total Programmed		$195,000	$50,000	$3,144,200	-	-	-	$3,389,200

CC20240008 - FTA 5307 Small Urban Apportionment

Grant Funding for Transit Operation, Grant Maintenance, and Capital. Includes funding apportioned to CAMPO in FFY 2022 and FFY 2023.

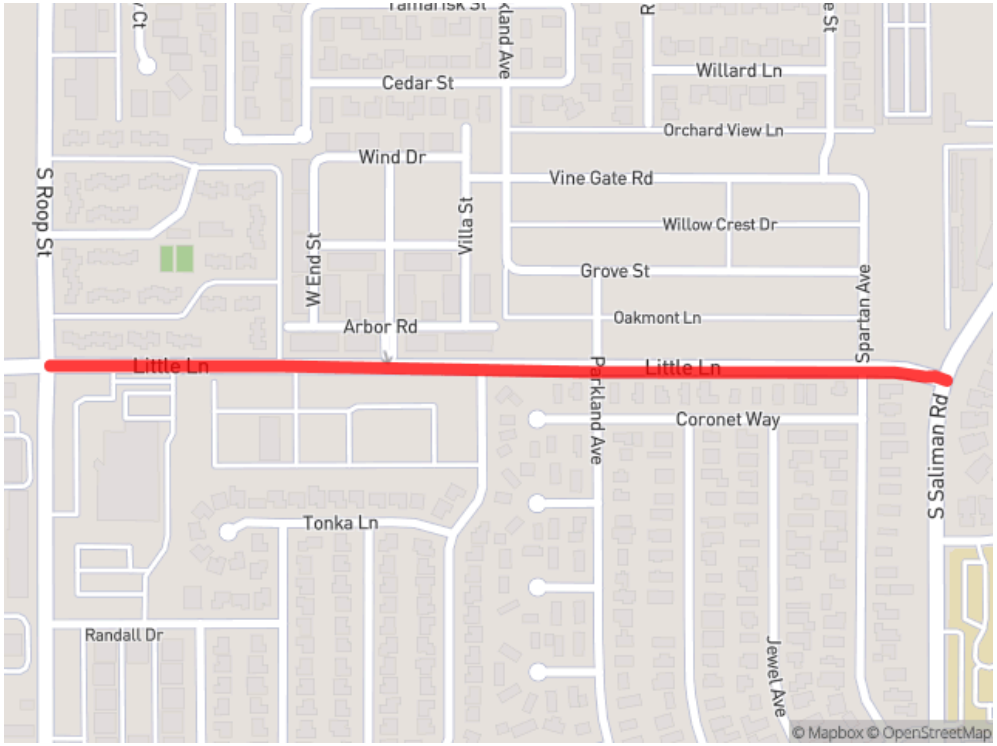
MPO:	CAMPO
TIP:	25-01
Local ID:	-
Total Cost:	$5,806,710
Lead Agency:	CAMPO
Contact:	Kelly Norman
NDOT District:	District 2
County:	Carson City
Project Type:	Transit - Other
Air Quality:	-
TCM:	-
Construction Start:	-
From:	-
To:	-

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Other	CARSON CITY LOCAL - CAMPO	-	$984,672	$1,034,327	-	-	-	$2,018,999
Other	FTA 5307 SM URB OPERATING	-	$1,875,404	$1,912,307	-	-	-	$3,787,711
Total Other		-	$2,860,076	$2,946,634	-	-	-	$5,806,710
Total Programmed		-	$2,860,076	$2,946,634	-	-	-	$5,806,710

CC20240009 - District 2, Little Lane Rehabilitation Project

Pavement rehabilitation between Roop Street and Saliman Road along w/ADA upgrades and curb, gutter, and sidewalk replacement, and improvements to the traffic signal.

MPO:	CAMPO
TIP:	25-01
Local ID:	-
Total Cost:	$1,627,707
Lead Agency:	CAMPO
Contact:	Kelly Norman
NDOT District:	District 2
County:	Carson City
Project Type:	Preservation
Air Quality:	-
TCM:	-
Construction Start:	2026
From:	Roop Street, Saliman Road
To:	Little Lane, Saliman Road



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Engineering	CARSON CITY LOCAL - CAMPO	-	$208,707	-	-	-	-	$208,707
Total Preliminary Engineering		-	$208,707	-	-	-	-	$208,707
Construction	CARSON CITY LOCAL - CAMPO	-	-	$919,000	-	-	-	$919,000
Construction	STBG 50K-200K	-	-	$500,000	-	-	-	$500,000
Total Construction		-	-	$1,419,000	-	-	-	$1,419,000
Total Programmed		-	$208,707	$1,419,000	-	-	-	$1,627,707

CC20250002 - FTA 5310 Mobility of Seniors and Individuals w/ Disabilities

Grant funding for Capitalized Operating of Transit Services. Includes FFY 2025 and estimated 2026 apportionments.

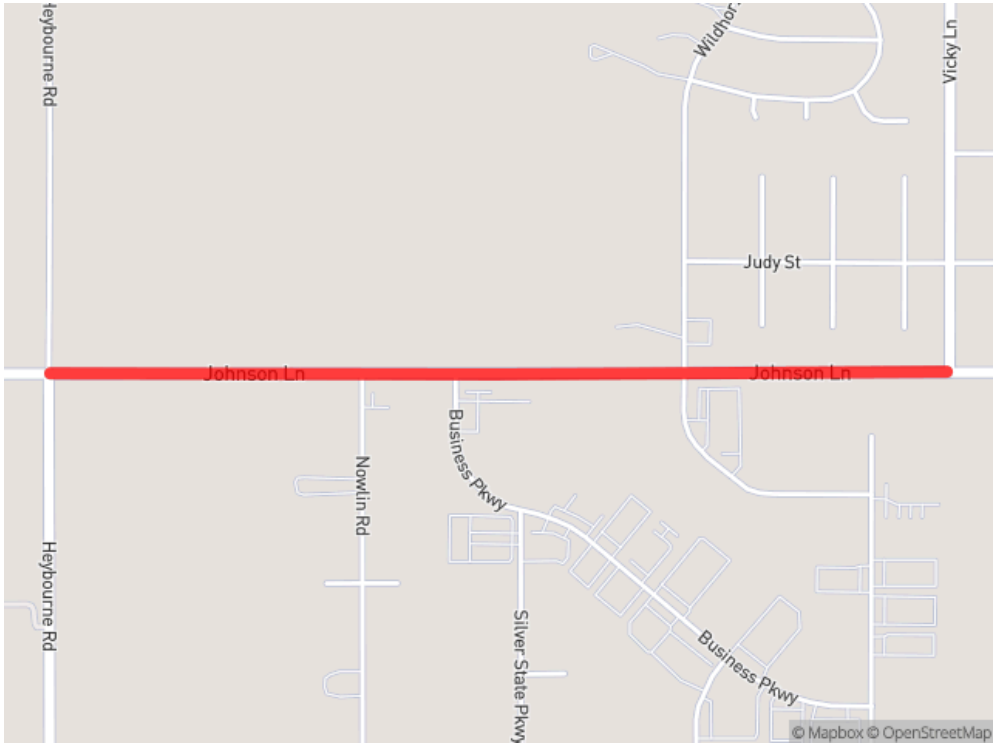
MPO:	CAMPO
TIP:	25-05
Local ID:	-
Total Cost:	$528,903
Lead Agency:	CAMPO
Contact:	Chris Martinovich
NDOT District:	District 2
County:	Carson City
Project Type:	Transit - Other
Air Quality:	-
TCM:	-
Construction Start:	-
From:	-
To:	-

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Other	CARSON CITY LOCAL - CAMPO	-	-	$50,039	$55,742	-	-	$105,781
Other	FTA 5310 ELDERLY/DISABLED SM URB CAPITAL	-	-	$200,155	$222,967	-	-	$423,122
Total Other		-	-	$250,194	$278,709	-	-	$528,903
Total Programmed		-	-	$250,194	$278,709	-	-	$528,903

DO20220007 - Johnson Lane Reconstruction Project

Full pavement reconstruction of Johnson Lane from Heybourne Road to Vicky Lane including local road approaches, project consists of road widening and drainage facility improvements.

MPO:	CAMPO
TIP:	25-00
Local ID:	-
Total Cost:	$2,800,000
Lead Agency:	Douglas County
Contact:	Jon Erb
NDOT District:	District 2
County:	Douglas
Project Type:	Road Improvement
Air Quality:	-
TCM:	-
Construction Start:	2028
From:	Heybourne Road
To:	Vicky Lane

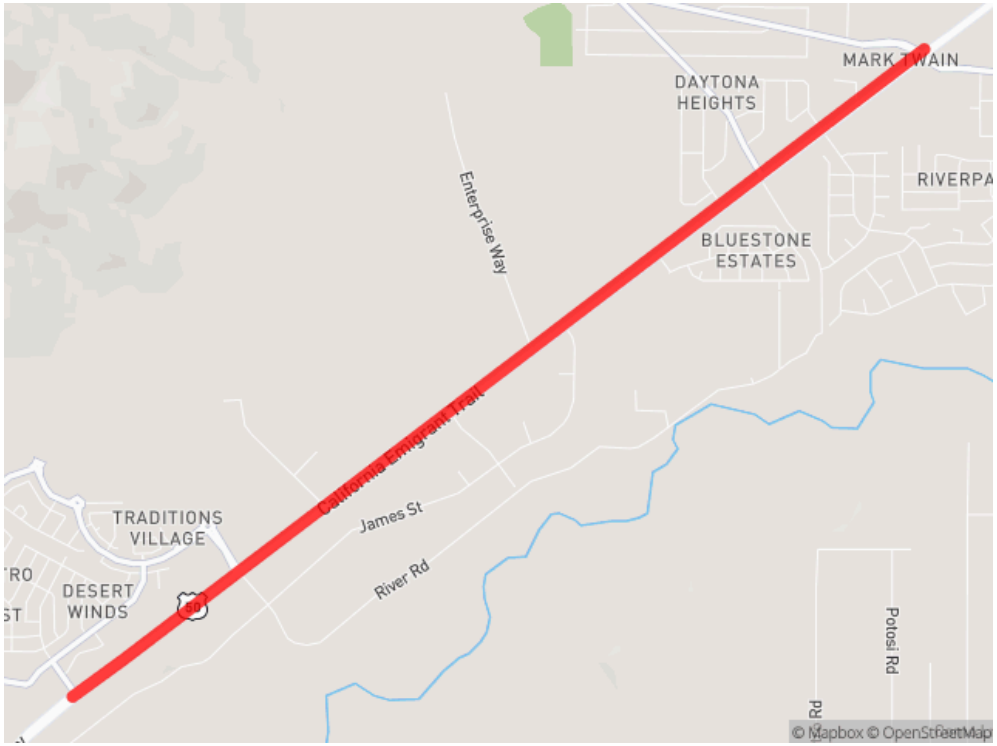


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Construction	DO LOCAL - CAMPO	-	-	-	-	$200,000	-	$200,000
Construction	STBG 50K-200K	-	-	-	-	$2,600,000	-	$2,600,000
Total Construction		-	-	-	-	$2,800,000	-	$2,800,000
Total Programmed		-	-	-	-	$2,800,000	-	$2,800,000

LY20220002 - US 50, East of Dayton, Fortune Drive to Six Mile Canyon Road - Preservation

Pavement preservation, signage and striping, access control, signal installation, lighting, ITS, and drainage improvements.

MPO:	CAMPO
TIP:	25-04
Local ID:	-
Total Cost:	$34,110,000
Lead Agency:	Nevada DOT
Contact:	Eric Scheetz
NDOT District:	District 2
County:	Lyon
Project Type:	Preservation
Air Quality:	-
TCM:	-
Construction Start:	2026
From:	LY MP 8.0
To:	LY MP 13.8

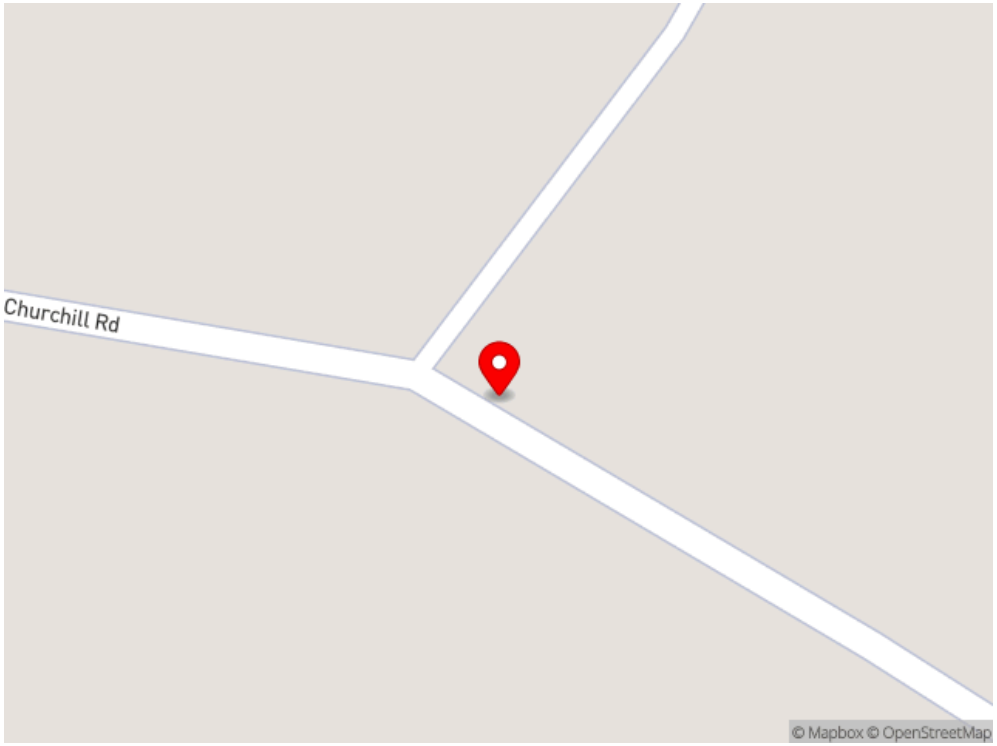


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Right of Way	STATE HIGHWAY FUND	-	$10,000	-	-	-	-	$10,000
Total Right of Way		-	$10,000	-	-	-	-	$10,000
Construction	NHPP	-	-	$29,301,250	-	-	-	$29,301,250
Construction	STATE MATCH - NV	-	-	$1,705,000	-	-	-	$1,705,000
Construction	STBG FLEX	-	-	$3,093,750	-	-	-	$3,093,750
Total Construction		-	-	$34,100,000	-	-	-	$34,100,000
Total Programmed		-	$10,000	$34,100,000	-	-	-	$34,110,000

LY20240007 - East Dayton Bridge

Planning and preliminary engineering for the construction of a new bridge over the Carson River between Dayton Valley Road and the southern end of Chaves Road, along with roadway network connections.

MPO:	CAMPO
TIP:	25-05
Local ID:	PRJ-2848
Total Cost:	$1,320,000
Lead Agency:	CAMPO
Contact:	Dustin Homan
NDOT District:	District 2
County:	Lyon
Project Type:	Studies
Air Quality:	-
TCM:	-
Construction Start:	-
From:	-
To:	-



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Other	LYON COUNTY LOCAL - CAMPO	-	$66,000	-	-	-	-	$66,000
Other	STBG 50K-200K	-	$1,254,000	-	-	-	-	$1,254,000
Total Other		-	$1,320,000	-	-	-	-	$1,320,000
Total Programmed		-	$1,320,000	-	-	-	-	$1,320,000

XS20210011 - Western Nevada Safe Routes to Schools Program (TAP)

Non-infrastructure Transportation Alternatives Program (TAP) funding to fund the Western Nevada Safe Routes to Schools Program (WN-SRTS).

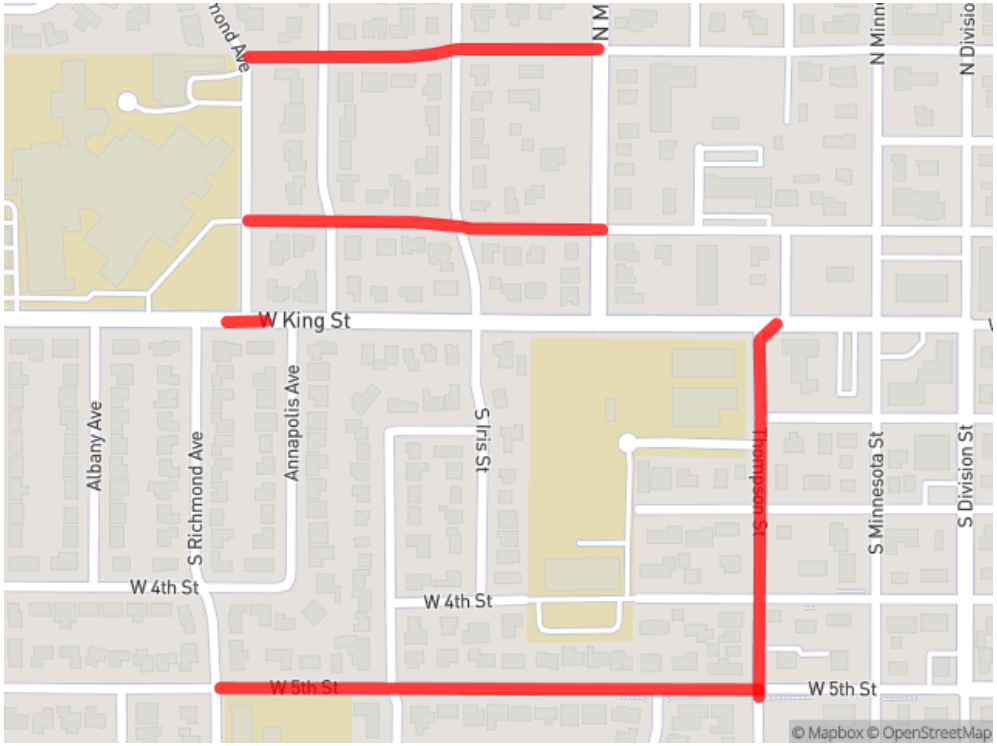
MPO:	CAMPO
TIP:	25-00
Local ID:	-
Total Cost:	$1,817,917
Lead Agency:	CAMPO
Contact:	Mathew Morris
NDOT District:	District 2
County:	Carson City, Douglas, Lyon
Project Type:	LPA
Air Quality:	-
TCM:	-
Construction Start:	-
From:	-
To:	-

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Other	CARSON CITY LOCAL - CAMPO	$45,398	-	$6,275	-	-	-	$51,673
Other	LOCAL FUND	$39,225	-	-	-	-	-	$39,225
Other	TAP 50K-200K STBG	-	-	$119,209	-	-	-	$119,209
Other	TAP FLEX STBG	$1,607,810	-	-	-	-	-	$1,607,810
Total Other		$1,692,433	-	$125,484	-	-	-	$1,817,917
Total Prior Costs		$1,692,433	-	-	-	-	-	$1,692,433
Total Programmed		$1,692,433	-	$125,484	-	-	-	$1,817,917

XS20220006 - Carson Vulnerable User Pedestrian Project

Improvements of sidewalk gap closures, bicycle enhancements, ADA compliant infrastructure, and intersection enhancements near school zones in West Carson City.

MPO:	CAMPO
TIP:	25-00
Local ID:	-
Total Cost:	$1,776,316
Lead Agency:	Carson City
Contact:	Kelly Norman
NDOT District:	District 2
County:	Carson City
Project Type:	Active Transportation (Bike/Ped)
Air Quality:	-
TCM:	-
Construction Start:	2025
From:	King St, King St & Richmond Ave, Richmond Ave
To:	5th St, Mountain St, Thompson St

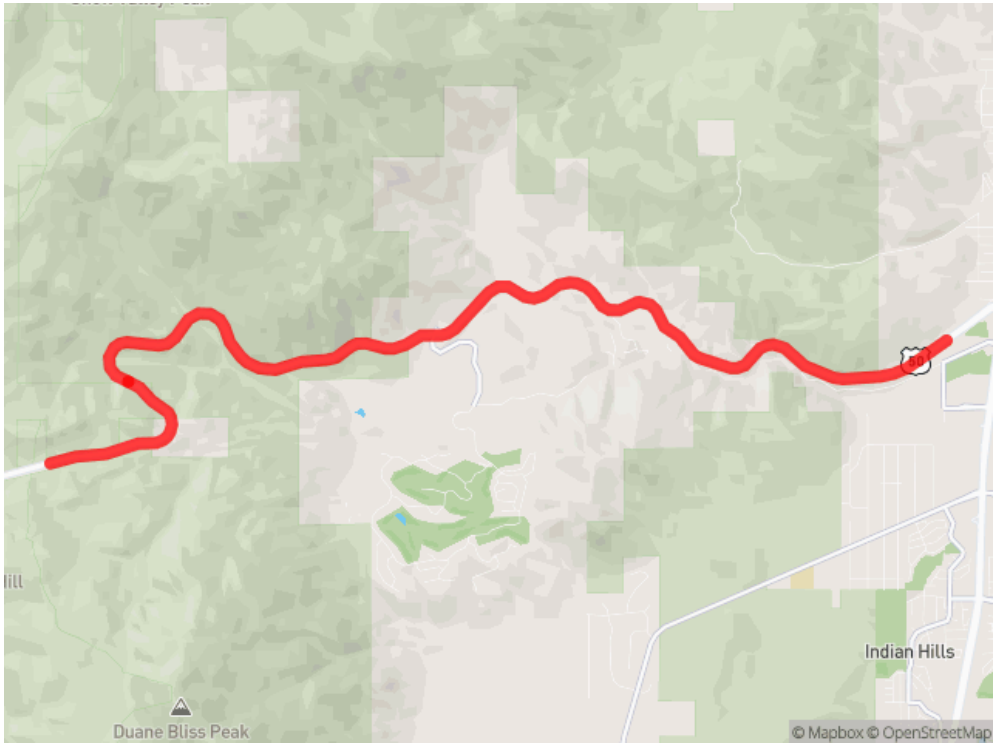


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Engineering	CONGRESSIONALLY DIRECTED SPENDING	$108,342	-	-	-	-	-	$108,342
Preliminary Engineering	LOCAL FUND	$5,702	-	-	-	-	-	$5,702
Total Preliminary Engineering		$114,044	-	-	-	-	-	$114,044
Construction	CONGRESSIONALLY DIRECTED SPENDING	-	$1,391,658	-	-	-	-	$1,391,658
Construction	LOCAL FUND	-	$270,614	-	-	-	-	$270,614
Total Construction		-	$1,662,272	-	-	-	-	$1,662,272
Total Prior Costs		$114,044	-	-	-	-	-	$114,044
Total Programmed		$114,044	$1,662,272	-	-	-	-	$1,776,316

XS20220033 - US 50, Douglas County/Carson City, Spooner Summit-Preservation

Mill and Fill w/OG Hydraulic Improvements and ITS trunk line

MPO:	CAMPO
TIP:	25-02
Local ID:	-
Total Cost:	$46,200,000
Lead Agency:	Nevada DOT
Contact:	Shawn Paterson
NDOT District:	District 2
County:	Carson City, Douglas
Project Type:	Preservation
Air Quality:	-
TCM:	-
Construction Start:	2028
From:	CC MP 0.0, DO MP 13.3
To:	CC MP 7.6, DO MP 14.6

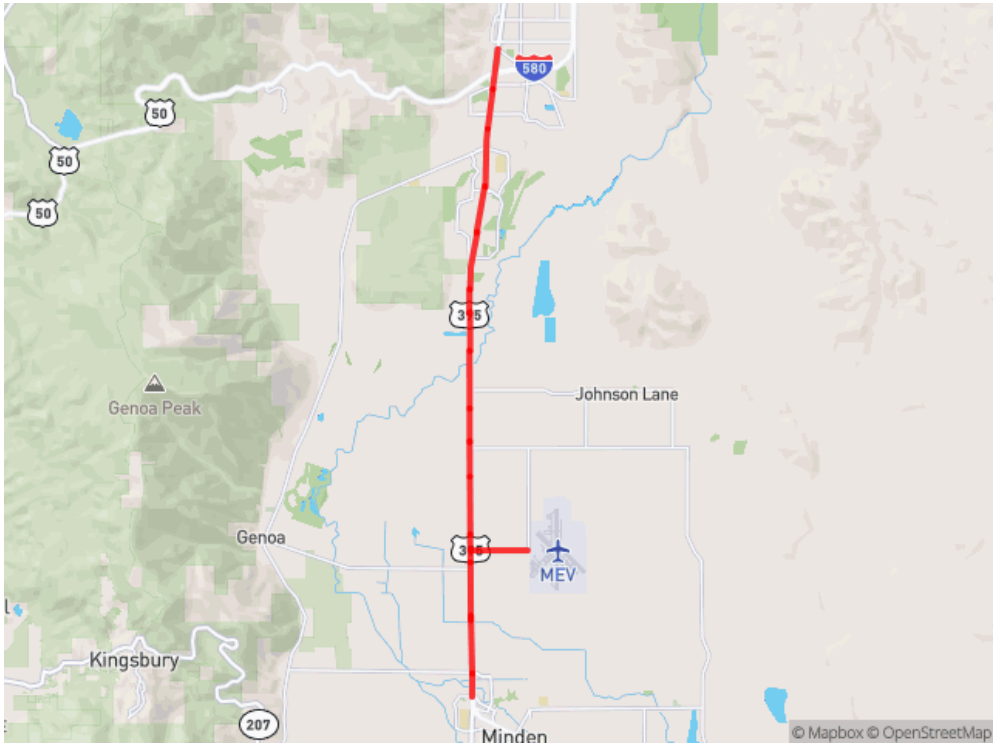


Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Construction	NHPP	-	-	-	-	$32,917,500	-	$32,917,500
Construction	STATE MATCH - NV	-	-	-	-	$2,310,000	-	$2,310,000
Construction	STBG FLEX	-	-	-	-	$10,972,500	-	$10,972,500
Total Construction		-	-	-	-	$46,200,000	-	$46,200,000
Total Programmed		-	-	-	-	$46,200,000	-	$46,200,000

XS20230002 - US 395 Carson Valley Phase 1

MILL AND OVERLAY WITH ITS, HYDRAULIC, AND SAFETY IMPROVEMENTS. RAISE SOUTHBOUND PROFILE NORTH OF THE CARSON RIVER STRUCTURE.

MPO:	CAMPO
TIP:	25-05
Local ID:	-
Total Cost:	$55,315,000
Lead Agency:	Nevada DOT
Contact:	Shawn Paterson
NDOT District:	District 2
County:	Carson City, Douglas
Project Type:	Preservation
Air Quality:	-
TCM:	-
Construction Start:	2027
From:	CC 0.0, DO/CC COUNTY LINE, IRONWOOD DR, MP DO 0.00
To:	CC .13, DO/CC COUNTY LINE, I 580, MP DO 1.00



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Engineering	STATE HIGHWAY FUND	$290,000	-	-	-	-	-	$290,000
Total Preliminary Engineering		$290,000	-	-	-	-	-	$290,000
Right of Way	STATE HIGHWAY FUND	$25,000	-	-	-	-	-	$25,000
Total Right of Way		$25,000	-	-	-	-	-	$25,000
Construction	NHPP	-	-	-	$41,332,500	-	-	$41,332,500
Construction	PROTECT PROGRAM	-	-	-	$2,000,000	-	-	$2,000,000
Construction	STATE MATCH - NV	-	-	-	$3,125,002	-	-	$3,125,002
Construction	STBG FLEX	-	-	-	$8,542,498	-	-	$8,542,498
Total Construction		-	-	-	$55,000,000	-	-	$55,000,000
Total Prior Costs		$315,000	-	-	-	-	-	$315,000
Total Programmed		$315,000	-	-	$55,000,000	-	-	$55,315,000

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

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

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

STAFF REPORT

Report To: Carson Area Metropolitan Planning Organization **Meeting Date:** December 10, 2025

Staff Contact: Darren Schulz, Public Works Director

Agenda Title: For Discussion Only – Discussion and presentation regarding the Carson Area Metropolitan Planning Organization's ("CAMPO") Annual Federal Obligation Report ("Report"), which lists projects to which federal transportation funds were obligated during Federal Fiscal Year ("FFY") 2025 (Jared Cragun, Transportation Planner)

Agenda Action: Other / Presentation **Time Requested:** 5 minutes

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Proposed Motion
N/A

Board's Strategic Goal
N/A

Previous Action
N/A

Background/Issues & Analysis
In accordance with federal regulations, each Metropolitan Planning Organization must publish an annual listing of projects for which federal transportation funds were obligated in the preceding programmed year. The term "obligated" or "obligation" in this context refers to the federal government's funding commitment for a specific project. Since the term "obligation" refers only to a commitment to fund, it does not necessarily signify actual expenditure of funds or completion of a project, nor does it necessarily represent the total cost of the project. For Federal Transit Administration ("FTA") projects, obligation occurs when the FTA grant is awarded. For Federal Highway Administration projects, obligation occurs when there is an executed project agreement and a notice to proceed for a specific phase, such as for design or for construction.

The Report was posted for a minimum 14-day public comment period in accordance with CAMPO's Public Participation Plan. The public comment period for this action opened on November 22, 2025, and ended on December 6, 2025. Any public comments received after the posting of the agenda will be published as late material.

Applicable Statute, Code, Policy, Rule or Regulation
23 CFR 450.334

Financial Information
Is there a fiscal impact? No

If yes, account name/number:

Is it currently budgeted? Yes

Explanation of Fiscal Impact: This task falls under CAMPO's Unified Work Program ("UPWP"), project number G302825001. Tasks completed as part of the UPWP are reimbursable with planning funds at a rate of 95%. The local match has been budgeted within CAMPO's approved FFY 2025-2026, Work Element 1.0, MPO Administration.

Alternatives
N/A

Attachment(s):
5B_CAMPO_Exhibit 1 - FFY 2025 Annual Federal Obligation Report.pdf

5B_CAMPO_Exhibit 2 - UPWP Cost Funding Summary Table.pdf

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

_____
(Vote Recorded By)

CAMPO
CARSON AREA METROPOLITAN PLANNING ORGANIZATION

ANNUAL FEDERAL OBLIGATION REPORT

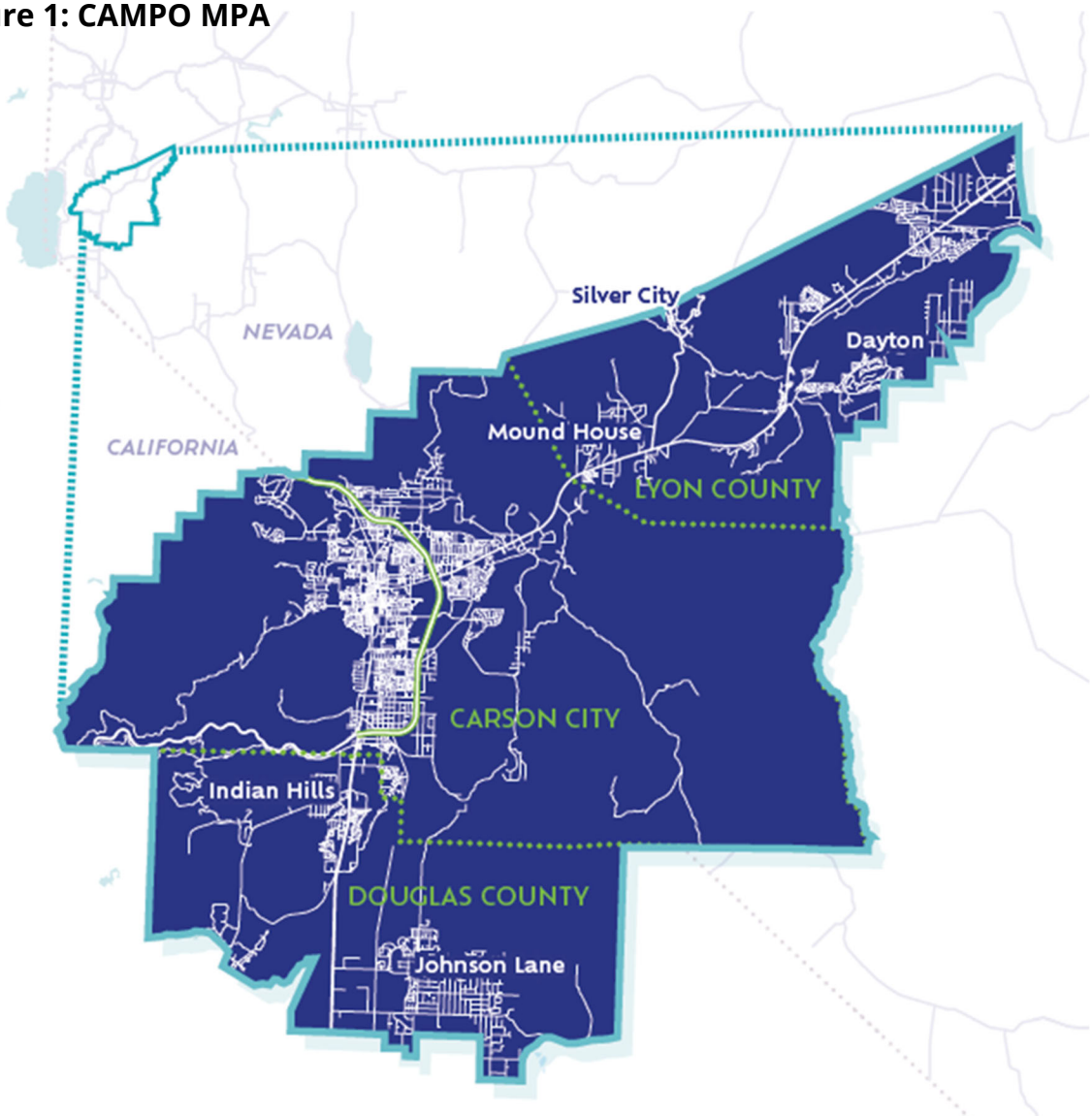
Federal Fiscal Year 2025
October 1, 2024, to September 30, 2025

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

Introduction

As the designated Metropolitan Planning Organization (MPO) for the Carson City Area, the Carson Area Metropolitan Planning Organization (CAMPO) carries out transportation planning activities within the Metropolitan Planning Area (MPA). The MPA encompasses Carson City, excluding portions within the Tahoe Basin, a northern portion of Douglas County, and a western portion of Lyon County (shown in Figure 1). Additional information on CAMPO is available at www.CarsonAreaMPO.com.

Figure 1: CAMPO MPA



CAMPO is committed to compliance with the United States Code of Federal Regulations (C.F.R.) for MPOs. In accordance with 23 C.F.R. §450.334, MPOs must publish an annual listing of projects for which federal transportation funds were obligated in the preceding programmed year. Under 23 U.S.C. or 49 U.S.C. Chapter 53, this federal annual obligation report provides a list of all obligated transportation projects in the CAMPO area. The federal fiscal year (FFY) begins on October 1 and ends on September 30. The term obligated or obligation refers to the federal government's funding commitment, as it relates to a specific project. Obligation does not necessarily refer to expenditure or completion of a project, nor represents the total cost of the project. For Federal Transit Administration (FTA) projects, obligation occurs when the FTA grant is awarded and available to be spent. For Federal Highway Administration (FHWA) projects, obligation occurs when there is an executed project agreement and a Notice to Proceed issued for a specific phase, such as design or construction. In both cases, obligation means the funds are available to use. Funds for transportation projects are programmed in CAMPO's Federal Transportation Improvement Program (TIP).

Transportation Improvement Program (TIP)

The annual obligation report is derived from CAMPO's Federal Fiscal Year 2025-2028 TIP. The TIP is a prioritized listing of federally funded projects or regionally significant projects regardless of funding source. The TIP covers a four-year period and is formally adopted by CAMPO. The TIP must be consistent with the Statewide Transportation Improvement Program (STIP) and must be updated at a minimum of every four years. CAMPO's current TIP can be viewed at www.CarsonAreaMPO.com or https://nevadadot.ecointeractive.com/home/.

Federal Funding Types

The types of available Federal Funding are not limited to the provided list. The following funding types commonly used for projects found in the TIP are pertinent to this Federal Obligation Report.

Federal Highway Administration (FHWA)

Carbon 50K-200K	Carbon Reduction Program Funding – areas with population over 50,000 to 200,000
CDS	Congressionally Designated Funding
HIP	Highway Infrastructure Program (HIP) – Made up of two apportionments: FHWA N4510.826 & FHWA N4510.835; distributed to States, suballocated within States. Projects MUST be on the Federal Aid System, with few exceptions. HSIP Highway Safety Improvement Program
NHPP	National Highway Performance Program - 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 of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.
RAISE	Rebuilding American Infrastructure with Sustainability and Equity – DOT competitive discretionary grant
SRTS	Safe Routes to School
STBG 50K-200K	Surface Transportation Block Grant Program – areas with population over 50,000 to 200,000
STBG Statewide	Surface Transportation Block Grant Program – Statewide
TAP 50K-200K	Transportation Alternatives Program – areas with a population over 50,000 to 200,000
TIGER	Transportation Investment Generating Economic Recovery -DOT competitive discretionary grant

Department of Housing and Urban Development (HUD)

CDBG	Community Development Block Grant

Federal Transit Administration (FTA)

5307	Urbanized Area Formula Grants – Section 5307 for small urban areas with a population between 50,000 and 200,000
5310	Enhanced Mobility of Seniors & Individuals with Disabilities – Section 5310 for small urban areas with a population between 50,000 and 200,000
5339	Bus and Bus Facilities – Section 5339 for small urban areas with a population between 50,000 and 200,000
5339(b)	Bus and Bus Facilities Discretionary Program - competitive program open to all urban and rural recipients eligible under Section 5307, as well as States and Indian Tribes

Table 1: FFY 2024 Federal Obligation Report – FHWA Projects List

Project ID	Lead Agency	Project Title	Project Type	Project Description	Phase	Federal Funding Type	TIP Programmed Federal Funds	Obligated in 2025	Remaining Project Federal Funding to be Obligated
CC20230004	Carson City	Curry Street Complete Streets Improvement Project	Active Transportation (Bike/Ped)	The proposed multi-modal Project will provide improved traffic and pedestrian circulation, safety improvements, enhanced access to businesses in south Carson City, and a more resilient storm drainage system.	PE	STBG 50K-200K	$717,250	$717,250	$0
					CON	STBG 50K-200K	$1,261,391	$0	$1,261,391
					CON	Congressionally Directed Spending	$2,600,000	$0	$2,600,000
LY20240007	Carson Area MPO	East Dayton Bridge	Studies	Planning and preliminary engineering for the construction of a new bridge over the Carson River between Dayton Valley Road and the southern end of Chaves Road, along with roadway network connections	Other	STBG 50K-200K	$1,254,000	$1,254,000	$0
CC20210005	Carson City	East William Street Complete Street Project	Preservation	The corridor level project will preserve the roadway, improve business access, incorporate Complete Streets elements, improve traffic signals, upgrade water, sewer, and storm drain utilities, and enhance the beautification of William Street between Carson Street and I-580.	CON	RAISE GRANT	$9,300,000	$9,300,000	$0
CC20220001	Carson City	Appion Way Traffic Signal and Intersection Improvement Project	Signals & Lighting	Construction of a new traffic signal and intersection improvements at the intersection of S. Carson Street and Appion Way in Carson City.	CON	Congressionally Directed Spending	$1,100,000	$1,100,000	$0

Table 1: FFY 2024 Federal Obligation Report – FHWA Projects List (Continued)

Project ID	Lead Agency	Project Title	Project Type	Project Description	Phase	Federal Funding Type	TIP Programmed Federal Funds	Obligated in 2025	Remaining Project Federal Funding to be Obligated
CC20220005	Carson City	East William Street Overhead Utility Undergrounding Project	Landscape & Aesthetics	Project is using federal funds to underground overhead utility lines along the East William Street corridor between Carson Street and Saliman Road. This project is happening in conjunction with the East William Street Complete Streets Project.	CON	Congressionally Directed Spending	$2,000,000	$2,000,000	$0
XS20220006	Carson City	Carson Vulnerable User Pedestrian Project	Active Transportation (Bike/Ped)	Improvements of sidewalk gap closures, bicycle enhancements, ADA compliant infrastructure, and intersection enhancements near school zones in West Carson City.	CON	Congressionally Directed Spending	$1,391,658	$1,391,658	$0

Table 2: FFY 2024 Federal Obligation Report – FTA Projects List

Project ID	Lead Agency	Project Title	Project Type	Project Description	Phase	Federal Funding Type	TIP Programmed Federal Funds	Obligated in 2025	Remaining Project Federal Funding to be Obligated
CC20230003	Carson Area MPO	FTA 5330 Bus/Facility Grant Awards	Transit - Other	Grant funding for Buses and Bus Facilities. Including funding apportioned between FFY 2022 and FFY 2026	OTHER	FTA 5330 BUS/FAC SM URB CAPITAL	$595,545	$347,928	$247,617
CC20240008	Carson Area MPO	FTA 5307 Small Urban Apportionment	Transit – Other	Grant Funding for Transit Operation, Grant Maintenance, and Capital. Includes funding apportioned to CAMPO in FFY 2022 and FFY 2023	OTHER	FTA 5307 SM URB OPERATING	$3,787,711	$1,875,404	$1,912,307

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

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

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

CAMPO
CARSON AREA METROPOLITAN PLANNING ORGANIZATION

STAFF REPORT

Report To:	Carson Area Metropolitan Planning Organization	**Meeting Date:**	December 10, 2025
Staff Contact:	Darren Schulz, Public Works Director		
Agenda Title:	For Possible Action – Discussion and possible action regarding certification of the Public Transportation Agency Safety Plan ("PTASP") and Federal Fiscal Year ("FFY") 2026 Safety Performance Targets for the Jump Around Carson ("JAC") Transit System. (Marcus Myers, Transit Coordinator)		
Agenda Action:	Formal Action / Motion	**Time Requested:**	10 minutes

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Proposed Motion
I move to approve certification of the Public Transit Agency Safety Plan, including the Federal Fiscal Year 2026 Safety Performance Targets for the JAC Transit System, as presented.

Board's Strategic Goal
N/A

Previous Action
December 11, 2024 (Item 5.D) – The Carson Area Metropolitan Planning Organization ("CAMPO") recertified and approved FFY 2025 performance targets.

Background/Issues & Analysis
As an operator of a public transportation system that receives Section 5307 Federal Transit Administration ("FTA") grant funds, JAC Transit is required to comply with the PTASP Final Rule (49 CFR Part 673) to maintain eligibility to receive federal transit funds. The PTASP Final Rule requires certain operators to develop safety plans that include processes and procedures to implement Safety Management Systems ("SMS"). CAMPO, as a direct recipient of these Section 5307 funds for JAC Transit, is required to annually review and certify that the PTSAP is in place, as well as provide the Nevada Department of Transportation safety performance targets to be integrated into CAMPO's long-range planning process.

Current Federal regulations require that the PTASP be reviewed, updated, and certified annually, incorporating any revisions to safety performance targets. These safety performance targets must be incorporated into the Metropolitan Planning Organization's long-range planning processes and documents.

CAMPO's PTSAP for JAC Transit relies heavily on established processes and procedures that have been implemented by our contract operator, First Transit. The PTASP integrates First Transit's SMS

with Carson City's operational and organizational structure to continue JAC's longstanding history of exceptional safety performance. The PTASP received a major update in 2024 as part of CAMPO's FFY 2025 Safety Performance Target setting to comply with updated FTA regulations. There have been no new regulatory changes this past fiscal year, so only minor changes to the PTASP were made for FFY 2026.

The proposed Safety Performance Targets for FFY 2026, as well as the actual safety performance metrics from FFY 2025, are available on pages 6 and 7 of the PTASP, attached as Exhibit 1. While there were no fatalities in FFY 2025, there was one (1) injury.

Applicable Statute, Code, Policy, Rule or Regulation
49 U.S.C. 5329; 23 CFR Part 450, Subpart C; 49 CFR Part 673

Financial Information
Is there a fiscal impact? No

If yes, account name/number:

Is it currently budgeted? No

Explanation of Fiscal Impact: There is no fiscal impact associated with certifying the plan, establishing targets, or exceeding/not meeting/meeting established performance targets.

Alternatives
Do not approve the Federal Fiscal Year 2026 safety performance targets and provide an alternative direction to staff.

Attachment(s):
5C_CAMPO_Exhibit 1 - FFY 2026 PTASP.pdf

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

_____
(Vote Recorded By)

Jump Around Carson (JAC) Transit System

Federal Fiscal Year 2026
PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)

1. Transit Agency Information

Transit Agency Name	Jump Around Carson (JAC)			
Transit Agency Address	3505 Butti Way, Carson City, NV 89701			
Name and Title of Accountable Executive	Christopher Martinovich, Transportation Manager			
Name of Chief Safety Officer	Marcus Myers, Transit Coordinator			
Mode(s) of Service Covered by This Plan	Fixed Route; Complementary Paratransit	**List All FTA Funding Types (e.g., 5307, 5310, 5311)**	5307, 5310, 5339	
Mode(s) of Service Provided by the Transit Agency (Directly operated or contracted service)	Fixed Route; Complementary Paratransit			
Does the agency provide transit services on behalf of another transit agency or entity?	Yes ☐	No ☒	**Description of Arrangement(s)**	N/A
Name and Address of Transit Agency(ies) or Entity(ies) for Which Service Is Provided	N/A			

2. Plan Development, Approval, and Updates

Name of Entity That Drafted This Plan	Jump Around Carson	
Signature by the Accountable Executive	**Signature of Accountable Executive**	**Date of Signature**
		12/10/2025
Approval by the Board of Directors	**Signature/Name of Individual/Entity That Approved This Plan**	**Date of Approval**
	Greg Novak, Chair, Carson Area Metropolitan Planning Organization	12/10/2025
	Relevant Documentation (title and location)	
	The Carson Area Metropolitan Planning Orgnaization Board certified this plan as so indicated by the signature of the Board Chair on the date noted above and confirmed by meeting minutes from December 10, 2025 available on CAMPO's website.	
Certification of Compliance	**Name of Individual/Entity That Certified This Plan**	
	Christopher Martinovich, Accountable Executive	
	Relevant Documentation (title and location)	
	Transportation Manager, Carson Area Metropolitan Planning Organization	
Certification by Frontline Transit Worker Representatives on developing and updating the ASP	**Name of Individual/Entity That Certified This Plan**	**Date of Certification**
	Michael Peoples	11/18/25
	Relevant Documentation (title and location)	
	General Manager, First Transit, Carson City	

Version Number and Updates

Record the complete history of successive versions of this plan.

Version Number	Section/Pages Affected	Reason for Change	Date Issued
Original	All pages are original	First Official version of Safety Plan	December 9, 2020
2	Sections 1, 2, 3, & 4	Recertification of Document with changes noted below. - Updating names and titles throughout document to reflect current staffing. - Section 3: Adjusted definition of "event" to match that of NTD Reduced Reporter policy manual. Reduced "Safety Events" target from 3 to 2. Reduced "Injuries/VRM" target from .00002 to .00001.	December 8, 2021

Version Number	Section/Pages Affected	Reason for Change	Date Issued
3	Sections 2, 3	Recertification of Document with changes noted below. -Updated Approval Section to reflect addition of Frontline Employee review and certification. -Updated performance targets to reflect FFY 2023 goals.	December 14, 2022
4	Sections 1, 2, 3	Recertification of Document with changes noted below. -Updated Chief Safety Officer -Updated Approval Section with new Frontline Employee -Updated performance targets to reflect FFY 2024 goals.	December 13, 2023
5	Document	Updates throughout document to reflect FTA changes to 49 CFR 673 issued in April 2024. Recertification of document and required signatures. Updated performance targets to for FFY 2025. Because of the nature of these changes, a new revision list will be created as part of the next PTASP beginning with this version.	December 11, 2024
6	Sections 1, 2, 3	Recertification of Document with changes noted below. • Updated name of CAMPO Chair • Updated name of Chief Safety Officer • Added FFY 2025 actual performance data • Updated performance targets for FFY 2026	December 10, 2025

Annual Review and Update of the Public Transportation Agency Safety Plan

Describe the process and timeline for conducting an annual review and update of the Public Transportation Agency Safety Plan.

The Accountable Executive and Chief Safety Officer will review the plan each year during the fourth quarter of the federal fiscal year and make changes and updates as necessary, including annually establishing safety performance measures. Further updates will be made at any point when information, processes, or activities required under 49 CFR 673 undergo significant changes.

3. Safety Performance and Performance Targets

Safety Performance Measure	FFY 2025 Targets		FFY 2025 Actual Performance	
Mode	Fixed Route	Paratransit	Fixed Route	Paratransit
Major Safety Event	1	0	0	0
Major Safety Event rate	0.00001	0.00001	0	0
Collisions	2	1	7	1
Pedestrian collision rate	0	0	0	0
Vehicular collision rate	0.00001	0	0.00007	0.00001
Total Collision rate	0.00002	0.00001	0.00007	0.00001
Fatalities	0	0	0	0
Fatality rate	0	0	0	0
Transit worker fatality rate	0	0	0	0
Injuries	1	0	0	1
Injury rate	0.00001	0	0	0.00001
Transit worker injury rate	0	0	0	0
Assaults on Transit workers	2	1	0	0
Assault rate on Transit workers	0.00002	0.00001	0	0
System Reliability	3,000	4,000	3,430	4,015

Safety Performance Targets for FFY 2026

Specify performance targets based on the safety performance measures established under the National Public Transportation Safety Plan.

JAC sets Safety Performance Targets that reflect the importance of safety at the Transit agency. JAC is required to include Safety performance targets as outlined below and in accordance with the NTD Reduced Reporter Policy Manual. For FFY 2026 targets, JAC has chosen to continue FFY 2025's safety targets that show a commitment to zero fatalities across the system. JAC has established these targets based on guidance provided by applicable authorities, on available information for JAC based on past occurrences, and in coordination with frontline transit workers. Targets for each required category is shown in Table 3.1 The goals per Vehicle Revenue Mile (VRM) are based on the number of occurrences per 100,000 VRM for both fixed route and for paratransit.

- *Major Safety Events*, and Major *Safety Events Rate:* Total number of reportable safety events (Major Safety Event, as defined in the 2024 NTD Reduced Reporter Policy Manual) and rate of reportable events per total VRM, by mode.
- *Collisions:* The total number of collisions of revenue vehicle reported to the NTD or any collision with a pedestrian, vehicle, or other object (animal, pole, etc.).
- *Collision rates*: The rates for collisions with pedestrians, collisions with vehicles, and total collisions per total VRM, by mode.
- *Fatalities*, and *Fatality rate:* Total number of reportable fatalities and rate of fatalities per total VRM, by mode, for all customers and Transit workers.
- *Transit worker fatality rate*: The rate of fatalities per total VRM, by mode, for Transit workers.
- *Injuries*, and *Injury rate:* Total number of reportable injuries and Rate of Injuries per total VRM, by mode, for all customers and Transit workers.
- *Transit worker injury rate:* The rate of injuries per total VRM, by mode, for Transit workers.
- *Assaults on Transit workers:* Total number of reportable physical and non-physical assaults on Transit workers, by mode, on a transit vehicle, at a revenue facility, at a non-revenue facility, or other location.
    - A physical assault is defined as an assault in which the attack involves physical contact with the transit worker including the use of body parts, weapons, projectiles, etc.
    - A non-physical assault is defined as an assault in which the attack involves no physical contact with the transit worker, such as verbal or intimidation.
- *Assault rate on Transit workers:* The rate of all assaults on Transit workers per total VRM, by mode.
- *System Reliability: System Reliability:* Mean (or average) distance in miles between major mechanical failures, by mode. A mechanical failure means a failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing or starting a scheduled revenue trip because of safety concerns or because movement is, or may be, limited.

Table 3.1 Performance Targets for FFY 2026

Safety Performance Measure	Fixed Route	Paratransit
Major Safety Event	0	0
Major Safety Event rate	0	0
Collisions	5	1
Pedestrian collision rate	0	0
Vehicular collision rate	0.00005	0.00001
Total Collision rate	0.00005	0.00001
Fatalities	0	0
Fatality rate	0	0
Transit worker fatality rate	0	0
Injuries	1	0
Injury rate	0.00001	0
Transit worker injury rate	0	0
Assaults on Transit workers	1	1
Assault rate on Transit workers	0	0
System Reliability	3,000	4,000

Coordination with CAMPO and the Nevada Department of Transportation

Describe the coordination with the State and Metropolitan Planning Organization(s) (MPO) in the selection of State and MPO safety performance targets.

JAC, as the transit provider operating under an agreement between the Consolidated Municipality of Carson City, the Carson City Regional Transportation Commission, and the Carson Area Metropolitan Planning Organization (CAMPO), coordinates the selection of its safety performance targets with the Nevada Department of Transportation (NDOT) on an ongoing basis through participation in the Planning Executive Group. NDOT works closely with the MPOs and transit providers on safety performance targets. Targets will be transmitted to NDOT following approval by CAMPO.

Targets Transmitted to the State	**State Entity Name**	**Date Targets Transmitted**
	Nevada Department of Transportation	TBD
Targets Transmitted to the Metropolitan Planning Organization(s)	**Metropolitan Planning Organization Name**	**Date Targets Transmitted**
	Carson Area Metropolitan Planning Organization	12/10/2025

Coordination with Frontline Transit Worker Representatives

Transit agencies must develop and update the ASP in cooperation with frontline transit worker representatives and include as attachments or by reference documentation of how these worker representatives cooperated with the development or update on the ASP.

The Chief Safety Officer coordinates with the contracted operator's Safety Solutions Team which consists of the operator's safety manager and frontline transit workers. This ASP is presented and discussed as an agenda item in the fall or each year during annual updates to the ASP.

Transit Agency Operator Coordination	**Evidence of Cooperation**	**Date of Meeting**
	Presentation and discussion at First Transit's Safety Solutions Team meeting held. Minutes of meeting incorporated by reference.	11/18/2025

4. Safety Management Policy

Safety Management Policy Statement

Include the written statement of safety management policy, incorporating safety objectives and a description of the agency's approach to cooperation with frontline transit workers.

JAC, CAMPO, and Carson City are committed to the safe operation and administration of a public transit system that offers reliable, accessible, and convenient service. Implementation of this ASP is done for federal compliance purposes. Implementation is also to be used as an administrative management process that combines the actions of agency communication, safety, and performance measurement with the desired outcome of a safe and reliable transit system. It is believed that implementing this ASP will allow us to meet our overarching objective of providing safe, efficient, reliable, and accessible public transit to the Carson City area and its residents. JAC is committed to achieving this objective through the following methods:

- Communication of purpose and benefits of the Safety Management System (SMS) to all staff, managers, supervisors, and frontline transit workers.
- Provide appropriate management involvement and the necessary resources to establish an effective employee safety reporting program (ESRP) that will encourage transit workers to communicate and report any unsafe work conditions, hazards, or at-risk behavior to the management team.
- Meet with representatives of transit employee's safety committee on an annual basis to discuss the ASP and the safety related activities that effect transit workers.
- Provide a culture of open reporting of all safety concerns, ensuring that no action will be taken against any transit worker who discloses a safety concern, including assaults, near-misses, and unsafe acts, through the ESRP, unless such disclosure indicates, beyond any reasonable doubt, an illegal act, gross negligence, or a deliberate or willful disregard of regulations or procedures.
- Identify hazardous and unsafe work conditions and analyze data from the ESRP. After thoroughly analyzing relevant data, managers and key staff will develop processes and procedures to mitigate any identified safety risk to an acceptable level.
- Establish safety performance targets that are realistic, measurable, and data driven. Continually improve safety performance through management processes that ensure appropriate safety management action is taken and is effective.

Christopher Martinovich, Transportation Manager and Accountable Executive

Safety Management Policy Communication

Describe how the safety management policy is communicated throughout the agency's organization. Include dates where applicable.

The Chief Safety Officer and Account Executive will work with JAC's contract operator to communicate the Safety Management Policy as referenced on page 7 of Appendix 1, "Communication of Local Safety Concerns". The Chief Safety Officer and Account Executive will work with the local Safety Manager and local General Manager to ensure the Safety Manager compiles all safety reports referenced on page 7 of Appendix 1 and will be debriefed on any issues brought forth during the Safety Solutions Team meetings. All safety reports will be transmitted to the Chief Safety Officer, as described in Section 8 of this ASP, to be retained in accordance with Section 9 of this ASP.

Authorities, Accountabilities, and Responsibilities *Describe the authorities, accountabilities, and responsibilities of the following individuals for the development and management of the transit agency's Safety Management System (SMS).*	
Accountable Executive	Carson City/CAMPO's Transportation Manager serves as the Accountable Executive for JAC and has the following authorities, accountabilities, and responsibilities under this plan: • Designates an adequately trained Chief Safety Officer who is a direct report. • Ensures that JAC's SMS is effectively implemented by Jump Around Carson staff and the contract operator. • Maintains responsibility for carrying out JAC's Transit Asset Management Plan.
Chief Safety Officer	The Accountable Executive designates the Transit Coordinator as the Chief Safety Officer. The Chief Safety Officer has the following authorities, accountabilities, and responsibilities under this plan: • Ensures and oversees contract operator's day-to-day implementation and operation of JAC's SMS. • Advises the Accountable Executive on SMS progress and status. • Identifies substandard performance in JAC's SMS and develops action plans for approval by the Accountable Executive. • Ensures JAC policies are consistent with JAC's safety objectives. In case of vacancy, the Accountable Executive will serve as the Chief Safety Officer.
Agency Leadership and Executive Management	Agency leadership and executive management have authorities and responsibilities for day-to-day SMS implementation and operation of JAC's SMS under this plan. Carson City contract operator leadership and executive management include the following positions: • Contract operator location General Manager • Contract operator location Operations Manager/Safety Manager Leadership and management personnel have the following authorities, accountabilities, and responsibilities: • Participate as members of JAC's Safety Solutions Team (SST) as defined on page 22 of Appendix 1 • Complete training on SMS and JAC's ASP elements. • Oversee day-to-day operations of the SMS. • Modify policies in their departments consistent with implementation of the SMS, as necessary.
Key Staff	Additional Key staff include Contract Operator representatives, as listed in Appendix 1, page 10: Vice President of Safety – First Transit Senior Director of Safety Region Safety Director – West Region Region Safety Manager – West Region Location Specific Safety Manager – Safety Manager working for the contracted operator of JAC Please refer to page 11 of Appendix 1 for the Safety Responsibility and Task Matrix for local contract operator staff.

Employee Safety Reporting Program *Describe the process and protections for transit workers to report safety conditions to senior management. Describe employee behaviors that may result in disciplinary action (and therefore, are excluded from protection).*
Jump Around Carson has implemented the ESRP found on page 14 of Appendix 1. Possible behaviors that may result in disciplinary action can be found on page 18 of Appendix 1.

5. Safety Risk Management

Safety risk management Process

Describe the Safety risk management process, including:

- *Safety Hazard Identification: The methods or processes to identify hazards and potential consequences of the hazards. Consider the source of the hazard including data provided by oversight authority, the CDC or state health authority, and the Safety Assurance process under this ASP.*
- *Safety Risk Assessment: The methods or processes to assess the safety risk associated with identified hazards including the likelihood and severity of the potential consequences of identified hazards.*
- *Safety Risk Mitigation: The methods or processes to identify safety risk mitigations or strategies necessary as a result of the Safety risk assessment. These mitigations must consider information provided by oversight authorities and the CDC as sources of data.*

The Safety risk management process is outlined in Appendix 1, beginning on page 22, and includes:

- Safety Hazard Identification: Beginning on page 23 of Appendix 1
- Safety Risk Assessment: Beginning on page 25 of Appendix 1
- Safety Risk Mitigation: Beginning on page 27 of Appendix 1

The General Manager will communicate to the Chief Safety Officer as items move through the Safety Hazard Identification process into the Safety Risk Assessment and the Safety Risk Mitigation process. This will keep the Chief Safety Officer aware of any potential safety issues as they are happening.

6. Safety Assurance

Safety Performance Monitoring and Measurement
Describe activities to monitor the system for compliance with procedures for operations and maintenance.
The Chief Safety Officer will work with the General Manager and Safety Manager to ensure compliance as indicated on page 28 of Appendix 1, and will routinely audit the SMS to ensure compliance, including at minimum, annually.
Describe activities to monitor operations to identify any safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended.
The Chief Safety Officer and Safety Manager will review the performance of individual safety risk mitigations during Safety Solutions Team meetings and driver meetings. The Chief Safety Officer and Safety Manager will jointly determine if a specific safety risk mitigation has not been implemented or is not performing as intended. If the mitigation has not been implemented or is not performing as intended, the Safety Solutions Team will propose a course of action to modify the mitigation or take other action to manage the safety risk. The Chief Safety Officer will approve or modify this proposed course of action, will document the approval, and will oversee its execution. The Chief Safety Officer and Safety Solutions Team monitor JAC's operations to identify mitigations that may be ineffective, inappropriate, or not implemented as intended. The Chief Safety Officer works with the Safety Solutions Team and communicates with the Accountable Executive to carry out and document all monitoring activities.
Describe activities to conduct investigations of safety events to identify causal factors.
The Chief Safety Officer, along with the contract operator, will conduct investigations according to the processes described on page 29 of Appendix 1. The results of any investigations will be documented by the Chief Safety Officer and retained in accordance with Section 9 of this ASP.
Describe activities to monitor information reported through internal safety reporting programs.
The Chief Safety Officer, along with the contract operator, will monitor information reported according to the processes described on page 30 of Appendix 1. Monitoring information will be used to inform the annual review and update of this ASP and annual performance measure target setting.
Management of Change and Continuous Improvement: Establish a process to assess the safety performance annually including the identified deficiencies as part of the SMS and those in the performance of the established safety performance targets.
The Chief Safety Officer, along with the contract operator monitor and review the safety performance of the agency. This is done in large part through the annual review of the established safety performance targets, Section 3 of this ASP, and cooperation with the Safety Solutions Team. Refer to page 35 of Appendix 1 for additional detail. Addressing deficiencies is carried out by the Chief Safety Officer and contract operator, with oversight from the Accountable Executive.

7. Safety Promotion

Competencies and Training *Transit agencies must establish a safety training program for all transit agency operations staff and transit agency workers directly responsible for safety that must include de-escalation training and refresher training, among other components.*
The Chief Safety Officer, upon hire, will be trained on all relevant policies and procedures by the Accountable Executive and will undergo refresher training annually along with an annual review of the ASP by reviewing documents and/or courses available through FTA resources. Training for transit agency workers will be conducted according to the training program beginning on page 36 of Appendix 1. The Chief Safety Officer will work with the Safety Manager to ensure all training is being done in a timely fashion for all affected transit workers. JAC staff (Carson City Public Works Department, Transportation Division) will be required to review this ASP, including information on hazards and safety risks relevant to transit workers' roles and responsibilities annually.
Safety Communication *Describe processes and activities to communicate safety and safety performance information throughout the transit agency that conveys information on hazards and safety risks relevant to transit workers.*
JAC will utilize the processes and activities outlined on page 43 of Appendix 1 to communicate safety and safety performance information throughout Jump Around Carson including to transit workers. The Chief Safety Officer will work closely with the Safety Solutions Team to ensure reciprocal communication between Carson City and the contract operator. All results of safety performance and information on hazards and safety risks are provided to frontline transit worker representatives through the Safety Solutions Team.

8. Safety Documentation

Transit agencies must maintain documents that are used as part of the ASP, and the transit agency must maintain these documents included as whole or by reference for a minimum of three years after they are created.

The Chief Safety Officer is responsible for collecting, developing, and maintaining the ASP and associated documents. This may include Safety Solutions Team minutes, information collected as part of the hazard identification process, completed Daily Safety & Health Walkthrough, and checklist forms. The Chief Safety Officer will be trained on all relevant policies and procedures by the Accountable Executive and will review any documentation changes as part of the annual review of the ASP. JAC will provide documents to the FTA and other federal/state entities upon request. All documents associated with the creation of the ASP are saved electronically within the agencies file management system under the pertinent fiscal year of development. Documents will be maintained for a minimum of three years after they are created.

SMS documentation and records will also be readily available to those with accountabilities for SMS performance or responsibilities for SMS implementation and operation. Below is a categorized list of information and documentation that may be kept as part of the ASP file:

- Existing safety performance measures (under NTD)
- Casualties
    - Fatalities (customers, transit workers, and the public)
    - Injuries (customers, transit workers, and the public)
    - Assaults on a transit worker
- Property damage
- Reportable events (Safety Events) found in Safety Toolbox (pg. 28 of Appendix 1)
    - Collisions (vehicle-to-vehicle, vehicle-to-person, vehicle-to-object)
    - Collisions at grade-crossings
    - Fires
    - Evacuations for life safety reasons

- Results from reportable event (Safety Event) investigations found in Safety Toolbox (pg. 28 of Appendix 1)
    - Probable cause
    - Contributing factors
    - Corrective actions

- Safety risk management and monitoring information
    - Safety Responsibility and Task Matrix (pg. 11 of Appendix 1)
    - Daily Safety & Health Walkthrough & Checklist (pg. 24 of Appendix 1)
    - Hazard Recognition Manual (pg. 24 of Appendix 1)
    - Facility Parking Risk Management Assessment (pg. 25 of Appendix 1)
    - On-Board Video Technology (pg. 25 of Appendix 1)
    - Risk Assessment Matrix (pg. 25 of Appendix 1)

9. Additional Information

Supporting Documentation

Include or reference documentation used to implement and carry out the ASP that are not included elsewhere in this Plan.

Supporting documentation and standard operating procedures of the transit agency's contractor can be found at page 45 of Appendix 1.

Relation to the Transit Asset Management (TAM) Plan:

While there are no formal requirements linking TAM and SMS, there are many opportunities to share information and analysis between the two processes, thus improving actions and decision-making agency wide. The following are key linkages between the two plans:

- The Accountable Executive reviews and approves both the TAM and ASP plans.
- Condition assessments, which are required under the TAM rule, can identify potential safety issues. The result of a condition assessment required under the TAM rule may compel JAC to perform risk assessment and quality assurance in accordance with SMS, for facilities, equipment, rolling stock, and infrastructure in poor condition.
- TAM data and analysis can be used for performance monitoring and measurement in safety assurance.
- The outcome of a Safety risk assessment in SRM, or safety performance monitoring and measurement in safety assurance, could inform resources for TAM, and the prioritization of an asset for repair or replacement.
- The outcome of a Safety risk assessment in SRM, or safety performance monitoring and measurement in safety assurance, could inform resources for TAM.

10. Definitions of Special Terms Used in the Safety Plan

JAC incorporates all of FTA's definitions listed in 49 CFR § 673.5 of the Public Transportation Agency Safety Plan regulation.

Term	Definition
Accountable Executive	A single, identifiable person who has ultimate responsibility for carrying out the Public Transportation Agency Safety Plan of a transit agency; responsibility for carrying out the transit agency's Transit Asset Management Plan; and control or direction over the human and capital resources needed to develop and maintain both the transit agency's Public Transportation Agency Safety Plan, in accordance with 49 U.S.C. 5329(d), and the transit agency's Transit Asset Management Plan, in accordance with 49 U.S.C. 5326
Assault on a transit worker	A circumstance in which an individual knowingly, without lawful authority or permission, and with intent to endanger the safety of any individual, or with a reckless disregard for the safety of human life, interferes with disables, or incapacitates a transit worker while the transit worker is performing the duties of the transit worker
CDC	The Centers for Disease Control and Prevention of the United States Department of Health and Human Services
Direct Recipient	An entity that receives Federal financial assistance directly from the Federal Transit Administration
Emergency	A natural disaster affecting a wide area (such as a flood, hurricane, tidal wave, earthquake, severe storm, or landslide) or a catastrophic failure from any external cause, as a result of which the Governor of a State has declared an emergency and the Secretary has concurred; or the President has declared a major disaster under section 401 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5170)
Equivalent entity	An entity that carries out duties similar to that of a Board of Directors for a recipient or subrecipient of FTA funds under 49 U.S.C. Chapter 53, including sufficient authority to review and approve a recipient or subrecipient's Public Transportation Agency Safety Plan
Hazard	Any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment
Injury	Any harm to persons as a result of an event that requires immediate medical attention away from the scene
Investigation	The process of determining the causal and contributing factors of a safety event or hazard, for the purpose of preventing recurrence and mitigating risk
Joint labor-management process	A formal approach to discuss topics affecting transit workers and the public transportation system

Term	Definition
Large urbanized-area provider	A recipient or subrecipient of financial assistance under 49 U.S.C. 5307 that serves an urban area with a population of 200,000 or more as determined by the most recent decennial Census
National Public Transportation Safety Plan	The plan to improve the safety of all public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53
Operator of a public transportation system	A provider of public transportation
Performance Measure	An expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets
Potential Consequence	The effect of a hazard
Public transportation	As defined under 49 U.S.C. 5302, regular, continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low income; and does not include: (1) Intercity passenger rail transportation provided by the entity described in 49 U.S.C. chapter 243 (or a successor to such entity); (2) Intercity bus service; (3) Charter bus service; (4) School bus service; (5) Sightseeing service; (6) Courtesy shuttle service for patrons of one or more specific establishments; or Intra-terminal or intra-facility shuttle services
Public Transportation Agency Safety Plan (or Agency Safety Plan)	The documented comprehensive Agency Safety Plan for a transit agency that is required by 49 U.S.C. 5329 and Part 673
Recipient	A State or local governmental authority, or any other operator of a public transportation system, that receives financial assistance under 49 U.S.C. chapter 53
Roadway	Land on which rail transit tracks and support infrastructure have been constructed to support the movement of rail transit vehicles, excluding station platforms
Safety Assurance	The processes within a transit agency's Safety Management System that function to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information
Safety Committee	The formal joint labor-management committee on issues related to safety that is required by 49 U.S.C. 5320 and Part 673

Term	Definition
Safety event	An unexpected outcome resulting in injury or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment
Safety Management Policy	A Transit agency's documented commitment to safety, which defines the Transit agency's safety objectives and the accountabilities and responsibilities for the management of safety
Safety Management System	The formal, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk mitigation. SMS includes systematic procedures, practices, and policies for managing hazards and safety risk
Safety Performance Target	A quantifiable level of performance or condition, expressed as a value for the measure, related to safety management activities, to be achieved within a specified time period
Safety Promotion	A combination of training and communication of safety information to support SMS as applied to the transit agency's public transportation system
Safety Risk	The composite of predicted severity and likelihood of a potential consequence of a hazard
Safety risk assessment	The formal activity whereby a transit agency determines Safety risk management priorities by establishing the significance or value of its safety risks
Safety risk management	A process within a transit agency's Agency Safety Plan for identifying hazards and analyzing, assessing, and mitigating the safety risk of their potential consequences
Transit agency	An operator of a public transportation system
Transit Asset Management Plan	The strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation, as required by 49 U.S.C. 5326 and 49 CFR Part 625
Transit worker	Any employee, contractor, or volunteer working on behalf of the transit agency
Urbanized area	As defined under 49 U.S.C. 5302, an area encompassing a population of 50,000 or more that has been defined and designated in the most recent decennial census as an urban area by the Secretary of Commerce

11. List of Acronyms in the Safety Plan

Acronym	Definition
ASP	Agency Safety Plan
CAMPO	Carson Area Metropolitan Planning Organization
CFR	Code of Federal Regulations
ESRP	Employee Safety Reporting Program
FFY	Federal Fiscal Year
FTA	Federal Transit Administration
JAC	Jump Around Carson
MPO	Metropolitan Planning Organization
NDOT	Nevada Department of Transportation
NTD	National Transit Database
PTASP	Public Agency Safety Plan
SMS	Safety Management System
SST	Safety Solutions Team
TAM	Transit Asset Management
VRM	Vehicle Revenue Mile

Appendix 1

First Transit Agency Safety Plan

First Transit Agency Safety Plan

1. Transit Agency Information

Transit Agency Name	First Transit		
Transit Agency Address	600 Vine Street, Ste. 1400 Cincinnati, Ohio, U.S. 45202		
Name and Title of Accountable Executive	David Perez, Vice President of Safety – First Transit		
Name of Chief Safety Officer or SMS Executive	Paul Meredith, Senior Director of Safety		
Mode(s) of Service Covered by This Plan	Transit Bus	**List All FTA Funding Types (e.g., 5307, 5310, 5311)**	5307, 5310
Mode(s) of Service Provided by the Transit Agency (Directly operated or contracted service)	First Transit is a business unit of First Group America. First Transit services the U.S. transportation industry through two unique service approaches: Transit Contracting, and Transit Management. With these two unique service approaches, First Transit has participated in assignments of all types, sizes and scopes throughout the world. **Transit Contracting** provides the design, implementation and operation of flexible, cost-effective transportation systems throughout the United States. Transit Contracting provides a turnkey or tailored service approach that supplies all or most components of operations including equipment, facilities, staffing, management and so forth. Such operational experience encompasses dial-a-ride, shared-ride taxi, services for the elderly and people with disabilities, airport shuttle, commuter express, and fixed route service. **Transit Management Services** provides resident teams to manage public transit systems in various locations throughout the United States. Our approach to excellence combined with our team's experience has yielded unmatched operating results and awards in the industry. First Transit offers a unique six-part approach to our **Safety Management System (SMS)** • Location Management Team (General Manager, Safety Manager) • Region Staff (Region Safety Manager, Region Safety Director, Region Maintenance Director & Region Vice President)		

<table>
<tr><td></td><td colspan="4">

- Senior Director of Safety
- Vice President of Safety
- Vice President of Maintenance
- President

A **Resident Management Team** is assigned to each location consisting of, in part, a Location General Manager (LGM) and a Location Safety Manager (LSM).

- The LGM participates fully with the client to ensure the operation is running effectively and acts as mediator when safety related problems arise. The LGM is also responsible for ensuring implementation of the National Safety Program.
- The LSM routinely is in contact with the operation and is responsible for ensuring their locations have the current safety programs in place; auditing local safety efforts; reviewing all accident and injury claims; reviewing performance statistics; and coordinating corporate assets to address specific deficiencies found on the local level.

Our **Region Staff** consists of a Region Safety Manager, Region Safety Director, Region Maintenance Director, Region Director of Operations, Region Vice Presidents.

- The Region Maintenance Director, The Region Director of Operations and Region Vice Presidents are responsible for the oversight of all First Transit locations within the region. They provide direction and assistance to location managers, including P&L, budgets, and personnel.
- The Region Safety Manager and Region Safety Director ensures management services are provided according to local governing board policies, as well as maintaining quality and client satisfaction, and their locations have the current safety programs in place.

The **Vice President of Safety** provides oversight for each individual region of First Transit. This person works with each Region Safety Manager and Region Director of Safety to ensure First Transit is in compliance with all FTA and DOT regulations.

The **Vice President of Maintenance** provides technical assistance, training, and “best practices” information to all of First Transit’s managed systems.

The **President of First Transit** works closely with the Vice President of Safety - First Transit and Vice President of Maintenance. All safety processes are reviewed and approved before any decision regarding safety is approved.

</td></tr>
<tr><td>Does the agency provide transit services on behalf of another transit agency or entity?</td><td>Yes
X</td><td>No</td><td>Description of Arrangement(s)</td><td>FGA operates 335 contracts throughout North America to provide fixed-route and paratransit public bus service for state transportation departments and administrations; transit agencies; and universities.</td></tr>
</table>

Name and Address of Transit Agency(ies) or Entity(ies) for Which Service Is Provided	

2. Plan Development, Approval, and Updates

This Agency Safety Plan addresses all applicable requirements and standards as set forth in FTA's Public Transportation Safety Program and the National Public Transportation Safety Plan.

Name of Entity That Drafted This Plan *(Location Code)*	First Transit: ***Loc #52753-Carson City***	
Signature by the Accountable Executive *(Location General Manager)*	**Signature of Accountable Executive**	**Date of Signature**
Approval by the Board of Directors or an Equivalent Authority *(Local Contract Authority)*	**Name of Individual/Entity That Approved This Plan**	**Date of Approval**
	Please refer to JAC PTASP	
	Relevant Documentation (title and location)	
Certification of Compliance	**Name of Individual/Entity That Certified This Plan**	**Date of Certification**
	Please refer to JAC PTASP	
	Relevant Documentation (title and location)	
	(First Transit Safety Plan and other Client Documentation)	

Version Number and Updates *Record the complete history of successive versions of this plan.*			
Version Number	**Section/Pages Affected**	**Reason for Change**	**Date Issued**
Original	All pages are original version	First Official version of Safety Plan	May 2019
Update	All pages	Included language to reflect regulatory requirements of the FTA General Directive 24-1	December 2024
Update	Page 1	Removed references to UK Parent Company due to the sale of the company.	December 2024

Annual Review and Update of the Public Transportation Agency Safety Plan *Describe the process and timeline for conducting an annual review and update of the Public Transportation Agency Safety Plan.*
At First Transit, review of safety practices is an ongoing process, not one limited to scheduled reviews. As policies/procedures and training techniques change throughout the year they are updated and communicated throughout the organization. All changes are reviewed and approved by the Senior Director of Safety and the Vice President of Safety – First Transit. Prior to the beginning of each fiscal year, First Transit's Safety Plan is reviewed by Executive management and revised based on the safety data collected and analyzed, and changes to policies and procedures made throughout the year. The revised plan is then disseminated to all First Transit locations for implementation.

3. Safety Performance Targets

Safety Performance Targets *Specify performance targets based on the safety performance measures established under the National Public Transportation Safety Plan.* *Safety Targets are established in the main Agency Safety Plan above.*

4. Safety Management Policy

Safety Management Policy Statement

Include the written statement of safety management policy, incorporating safety objectives.

At First Transit, safety is more than a policy statement. Management believes that working safely promotes quality, productivity, and profitability. Prevention of collisions and personal injuries is of critical importance to everyone. Management is committed to providing a safe workplace, the proper training, protective equipment, and a work environment conducive to safe practices and policies.

All employees are required to perform their duties safely and with concern for the safety of our passengers, other employees and the public. **First Transit will not perform any service, nor transport or use a product, unless it can be done safely.**

First Transit employs a company-wide safety concept, **"BeSafe"**. The main purpose of BeSafe is to reduce collisions and injuries by increasing the communications between employees and managers about safety related issues. As part of this process, employees of all levels are encouraged to initiate reports of any near miss, route and security hazards, or any unsafe condition. When a report about a safety or security concern is filed, it is investigated, which includes follow-up with the reporting employee regarding the resolution of the report.

First Transit will not retaliate against nor impose any other form of retribution on any employee because of his or her good faith reporting of a safety issue/concern, another person's suspected violation of Company policies or guidelines, or any alleged violations of federal, state or local laws.

To ensure that each employee understands and performs their job functions in the BeSafe manner, the **BeSafe Handbook**, is issued to each employee and sized to fit in the safety lanyard or vest, which each employee must wear while on duty.

The **BeSafe Principles** provide the basic truths and fundamentals about working safely in our workplace and on our vehicles. All First Transit employees are expected to adopt these principles and put them into practice. Together a safe work environment is created, free from injury to each other and our passengers.

The motto for the BeSafe Principles is: **"Think Safe, Act Safe, BeSafe."** This motto is each employee's instruction to work safely at all times.

If an employee feels they cannot perform a task safely, they don't perform the task. The employee has been trained and encouraged to stop work and immediately advise management of issues preventing them from working safely and what would be required to perform the task safely.

The BeSafe Principles include:

- **Prevent injury to myself and others.**
  - Be aware of any hazardous condition or practice that may cause injury to people, damage to property, or the environment.
  - Use the BeSafe Handbook to record and report.
- **Perform all necessary safety checks and risk assessments of the work area and job to be performed before any work begins.**
  - Speak to management **before** work is started if unsure of the required safety and risk assessments.
- **Follow all safety procedures, signs and instructions.**
  - If these are not understood, speak to management before work begins.
- **Keep work area clean and tidy at all times.**
  - Untidy areas could cause injury to the employee or their colleagues and waste time and energy.
- **Wear protective clothing and equipment (PPE) as required.**
  - Keep PPE in good working order, wear it correctly and ask for a replacement if it becomes damaged or unfit for use.
- **Use only the correct tools and equipment authorized and trained to use for the job.**
  - Check that they are in good condition before use and use them safely.
- **Only adjust and repair any piece of work equipment trained on and authorized to do so.**
  - Never modify any equipment that changes the designed use of the equipment or alters a safety feature.
- **Assess any load and capability to move it before lifting.**
  - Get help with any heavy or awkward items and follow the correct lifting techniques.
- **Report all injuries, incidents and near misses to management.**
  - Seek help immediately and first aid (if necessary).
- **Tell management of any suggestions to prevent injuries in the workplace**
  - Note suggestions made and discuss with management.

The official policy that reflects First Transit's commitment to safety is included as **Attachment A.**

Safety Management Policy Communication

Describe how the safety management policy is communicated throughout the agency's organization. Include dates where applicable.

Communication of Local Safety Concerns

The Location Safety Manager is at the center of the local safety communication process and is responsible for compiling safety reports to include the following:

- Accident and injury data for previous month
- Security incident data
- Safety and security audit data and recommendations
- Safety Solutions Team (SST) meeting minutes
- BeSafe near miss and hazard reporting

This person reports directly to the Location General Manager (LGM) and routinely meets formally with the LGM, one-on-one, to provide updates on safety issues, safety priorities, and hazard management. The Location Safety Manager (LSM) also meets informally with the LGM to provide updates on safety issues on an as-needed basis.

The Location Safety Manager also participates in the Safety Solutions Team (SST) meetings to discuss safety priorities, safety issues, and hazard management, and to communicate safety-related information across all departments.

- The LSM and the LGM have the authority to correct or suspend work for conditions determined to be unsafe, or pose a hazard to customers, employees, contractor employees, the general public, or endangers the safe passage of vehicles, until the unsafe condition or hazard can be mitigated or corrected.

The Region Safety Managers also conduct regular internal reviews of local operations. They are to ensure that each location is audited at least every two to three years, with high risk locations audited annually for compliance using the risk-based **Location Safety Review.**

Location Safety Review	
Category	**Description**
Scope of Safety Reviews	First Transit locations are selected based upon risk-based criterion. Individual locations receive a review every 2-3 years
Risk-Based Selection Criterion	Locations selected based on declining 3-year reviews; sites with new location managers; high collision/injury Accident Frequency Rate (AFR); prior year failing score

Review Format	More narrow and focused audit template which includes a balance of compliance assurance as well as location-specific risks and safety performance.
Findings and Follow-Up	Action plans are developed in conjunction with location staff and use a red/yellow/blue/green method to prioritize. All action items are entered, and incomplete action items are tracked within the **Safety Toolbox**. 
Escalation Process	Items requiring escalation to Senior Director of Safety/Vice President of Safety – First Transit remain intact. Through the use of Safety Toolbox, unresolved actions are designed to escalate to the Location General Manager/Region Safety Manager.
Visibility	Review results and action items are routinely shared with the Location General Manager/Region Safety Manager/Executive Management. This is augmented by the escalation process for unresolved action items as noted above.

Corporate Communication of Safety Concerns

Executive Safety Meetings are routinely held where each department discusses their concerns and progress in the area of safety and safety related concerns. Recommendations are considered, and necessary changes implemented. All complaints by departments are addressed immediately.

Minutes from the Executive Safety meeting are distributed to and posted at each location. Action items are addressed at the following meeting.

Executive safety meetings are conducted in the following formats.
<u>First Group Executive Safety Committee (ESC)</u>

- Consists of President, COO, and Safety Vice President of each operating group

- Discussions include safety performance, trend analysis, program oversight

First Group Safety Council

- Consists of Vice Presidents of Safety for all operating divisions
- Discussions include safety performance, trend analysis, and safety oversight

First Group America Safety Council

- Consists of Safety Senior Directors and Safety Vice Presidents
- Discussions include safety performance, trend analysis, best practices, and program oversight

Performance Review Management (PRM)

- Consists of Senior Region Vice Presidents, Region Vice Presidents, Region Directors of Operations, Region Director of Maintenance, Region Directors of Safety and Region Safety Managers
- Discussions include region's safety performance

Safety Advisory Committee

- Consists of a sampling of Location General Managers, Region Directors of Operations, Region Safety Directors and Region and Local Safety Managers
- Discussions include review of policy and procedures, training, and safety awareness

Authorities, Accountabilities, and Responsibilities *Describe the authorities, accountabilities, and responsibilities of the following individuals for the development and management of the transit agency's Safety Management System (SMS).*	
Accountable Executive	Carson City/CAMPO's Transportation Manager
Chief Safety Officer or SMS Executive	Carson City/CAMPO's Transit Coordinator
Agency Leadership and Executive Management	Michael Peoples, General Manager Mark Mejia, Safety and Operations Manager Bradley Wright, National Safety Director
Key Staff	Vice President of Safety – First Transit Senior Director of Safety Region Safety Director – West Region Region Safety Manager – West Region

Additional Accountability

(Local Staff Responsibility)

To ensure safety responsibility and accountability throughout the organization from local operations to corporate management, First Transit uses the following **Safety Responsibility and Task Matrix**. Responsibilities are assigned at the local level.

The responsibilities and tasks are assigned to Maintenance, Operations, or Human Resources and the responsible person for each is identified for each First Transit location.

This process ensures that the pertinent safety items are covered, and that each person knows his or her areas of responsibility.

Safety Responsibility and Task Matrix					
Responsibilities and Tasks	**OPS**	**MNT**	**HR**	**OTHER**	**Responsible Personnel**
Establish annual safety objectives for submission to the GM at the beginning of each fiscal year	X				
Submit a report on the safety performance at the end of each fiscal period	X				
Submit the following: period operations and safety data; accident and incident reports; and site safety review results	X				
The LGM or their designee has the authority to direct that work or conditions have been determined to be unsafe or pose a hazard to customers, employees, contractor employees, the general public, or endangers the safe passage of buses be suspended or restricted until the unsafe condition or hazard can be mitigated or corrected	X				
Management of system safety, occupational health					

		and safety, accident and incident investigation, environmental protection and monitoring the implementation of the Safety Management System (SMS) Program Plan	X				
		Review of all safety aspects of departmental procedures including: First Transit policies/instructions; Standard Operating Procedures; HR policies; safety and health policies	X				
		SMS Review and Modification				X	
		Safety Solutions Team Meetings	X				
		Daily Safety & Health Walkthrough	X				
		Safety related reports to external agencies	X				
		Near miss and route hazard report investigations	X				
		Investigation of safety related trends	X				
		Coordination with United States and State Departments of Labor and Occupational Safety and Health Administration (OSHA)	X				
		Environmental Management Oversight				X	
		Hazard Management Process				X	
		Managing Safety Validation of Change Process	X				
		Safety Data Reporting	X				

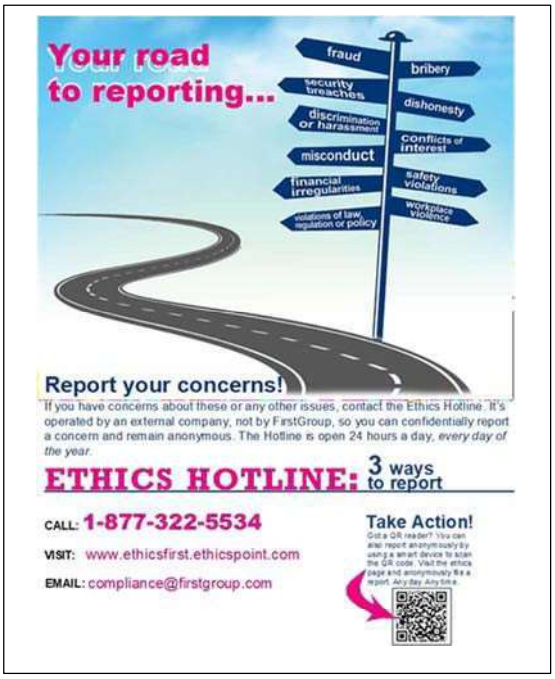
	Investigations	X				
	Advise to update SOPs, Rules, and Emergency Plans	X				
	Emergency Response	X				
	Fire Protection				X	
	Shop Safety Hazardous Tools Inspections		X			
	Review Vehicle Maintenance and Failure Data		X			
	Perform Vehicle Maintenance Inspections/Audits		X			
	Training, Certification, Review, and Audit	X				
	Personal Protective Equipment Review	X				
	Hazardous Materials Management				X	
	Drug and Alcohol Abuse Program	X				
	Procurement	X				

Employee Safety Reporting Program

Describe the process and protections for employees to report safety conditions to senior management. Describe employee behaviors that may result in disciplinary action (and therefore, are excluded from protection).

First Transit is committed to conducting business with honesty and integrity. Employees are encouraged to speak up and raise questions and concerns promptly about any situation that may violate our safety protocols, policies and procedures, the laws, rules, and regulations that govern our business operations.

Employees are expected to tell others when witnessing unsafe work practices or conditions. When employees are not comfortable discussing these unsafe conditions with fellow employees, they are encouraged to discuss the situation with management or report it in writing.



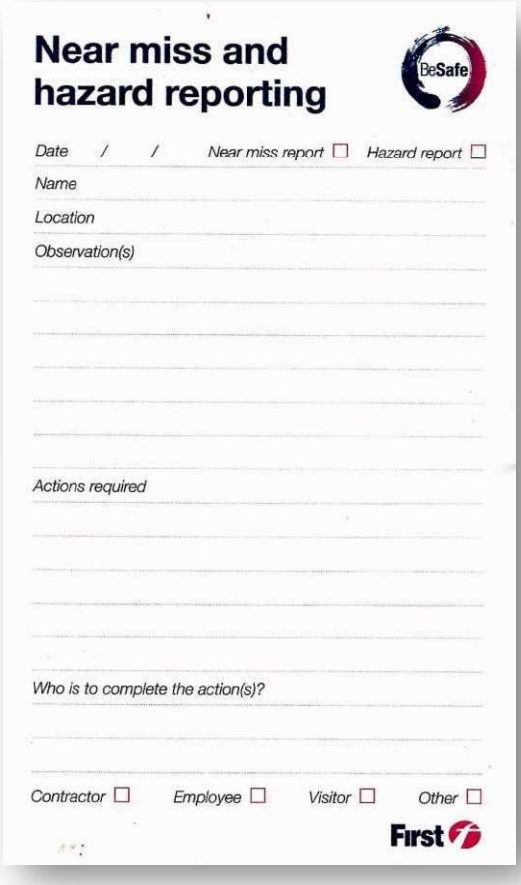
However, where the matter is more serious, or the employee feels that management has not addressed the concern, or they are not comfortable reporting to their immediate manager, they can report it to the next level manager, or the Region Safety Manager or Human Resources Manager. Employees may also directly file a written or verbal complaint by calling the confidential Ethics and Compliance Toll-free Hotline at 1.877.3CALLFG, (1.877.322.5534); contacting the Hotline intake site at ethicsfirst.ethicspoint.com; or emailing Compliance@firstgroup.com.

Retaliation against anyone who, in good faith, reports observations of unsafe or illegal activities; or who cooperates in any investigation of such report, is strictly prohibited and is not tolerated, regardless of the outcome of the complaint.

In other words, employees are protected for speaking up in good faith under this Policy. Any manager, or co-worker who retaliates against a complaining employee or anyone involved in an investigation of a complaint is subject to discipline and/or termination.

Managers are charged with assuring that they and their staff comply with the whistleblower protections and that no retaliation occurs because of a reported safety related issue.

Reporting Options


Near miss and hazard reporting

BeSafe

Date / / Near miss report ☐ Hazard report ☐

Name

Location

Observation(s)

Actions required

Who is to complete the action(s)?

Contractor ☐ Employee ☐ Visitor ☐ Other ☐

First

Near Miss and Hazard Reporting

In the interest of employee and passenger safety, each First Transit employee is issued a **"Near Miss and Hazard Reporting"** pad for documenting and reporting safety, route, and security concerns; and is encouraged to report any near miss incidents and hazards.

If an employee is involved in a near miss or determines something they see to be a hazard, we ask for their help in reporting the event so we all may learn the lessons from it and perhaps prevent a collision or injury from occurring in the future.

Near miss: An event you witnessed where no harm was caused, but there was the potential to cause injury or ill health; a dangerous occurrence

Hazard: Anything that may cause harm in the near future

If the safety or security hazard requires immediate attention, dispatch is notified immediately. If immediate attention is not required, the employee is encouraged to submit the information to management by the end of their workday. Our managers then initiate conversations with employees about their observations of both safe and unsafe behaviors.

The employee's contribution to the cause of the injury or collision is considered in disciplinary action, up to and including termination. If after analysis it has been determined that the incident resulted from an overt decision, disciplinary action is indicated. If not, then the appropriate counseling and/or training is indicated.

SOP #806 – Near Miss & Hazard Reporting describes the reporting process

Threatening or Suspicious Activity

First Transit encourages anyone who sees, hears, or learns of any conduct or statement that seems threatening or suspicious, and/or any weapons on company premises or in company vehicles, to immediately report such conduct or statement, either to his/her Supervisor or Manager, to the Human Resources Department, FirstGroup America Security, and/or to the confidential Ethics and Compliance Hotline at 1.877.3CALLFG, (1.877.322.5534), contact the Hotline intake site at ethicsfirst.ethicspoint.com, or email Compliance@firstgroup.com.

If there is an immediate risk or imminent threat of violence, serious harm, or life-threatening conduct, employees should immediately call 911, local police, or other law enforcement.

Open-Door Policy

A workplace where employees are treated with respect and one that is responsive to their concerns is important to each of us. At First Transit, we recognize that employees may have suggestions for improving our workplace, as well as complaints about the workplace. We feel that the most satisfactory solution to a

job-related problem or concern is usually reached through a prompt discussion with an employee's manager. Each employee is encouraged to do so.

If the matter cannot be resolved with one's immediate manager, the employee may:

- Speak with their Location General Manager or Region Safety Manager who will attempt to facilitate a solution.
- If an employee is unable to resolve the matter through the management chain of command in their location, the employee may choose to speak directly to anyone in division management or Human Resources.

First Transit's Open-Door Policy also allows employees to voice their concerns anonymously.

- If an employee would like to submit an anonymous concern, they may contact the Ethics and Compliance Toll-free Hotline at 1.877.3CALLFG, (1.877.322.5534), contacting the Hotline intake site at ethicsfirst.ethicspoint.com, or emailing Compliance@firstgroup.com.

This Open-Door Policy applies to every employee not covered by a collective bargaining agreement. It also extends to contractors and subcontractors.

In situations involving discrimination or harassment, employees should follow the Complaint Procedure described in the Discrimination, Harassment and Retaliation Reporting Procedure section of their First Transit Employee Handbook without fear of reprisal and should not follow this Open-Door Policy complaint process.

In situations requiring immediate attention, an employee may bypass the chain of command, which begins with his or her manager, and contact any level of management or Human Resources directly, without fear of reprisal, and without the need to follow this Open-Door Policy complaint process.

- This may be done in person, by direct contact, phone call, letter, or email message or by utilizing the Ethics and Compliance Hotline. The Ethics and Compliance Hotline can be reached by calling 1.877.3CALLFG, (1.877.322.5534) or emailing Compliance@firstgroup.com.

Accidents/Incidents

First Transit finds accidents and incidents to be a very serious matter and a valuable learning opportunity to improve safety. **SOP #700 – Accident & Safety Data Acquisition and Reporting**, and the supporting **SOP's, 700a – Auto and General Liability Claim Form; 700b – Courtesy Card; 700c – Operator Incident Report**; ensure that the appropriate actions happen at the scene for the safety and security of First Transit passengers and employees; and that the appropriate data is collected to evaluate the incident, determine culpability; and develop actions to limit or eliminate the possibility of the incident occurring in the future.

Accidents

Accidents are considered to be any collision that occurs while an Operator is on duty. Operators are to report all accidents and collisions to Dispatch immediately upon occurrence. When reporting to Dispatch, the employee must state that he or she is reporting an accident and then answer any questions asked by Dispatch.

Additionally, **SOP #700c – Operator Incident Report** and **SOP #700a – Auto & General Liability Claim Form**, must be completed by the Operator involved and location management for accidents, possible claims of accidents, damage to equipment, injury and possible injury not later than one hour after completion of shift on the day of occurrence. Any vehicle defects that may have contributed to an accident shall be included in the report. To help ensure that this deadline is met, employees are paid to complete the form.

Employees who fail to report an accident may be subject to disciplinary action up to and including termination.

Employees must provide transit management with any additional accident information immediately upon request.

Incidents

Incidents with passengers involving slips and falls on or near the vehicle, fights, police action, or removal of a passenger, must be reported to Dispatch immediately; and require a **SOP #700a – Auto & General Liability Claim Form** to be completed by management before going off duty for the workday.

All other incidents and occurrences out of the norm, no matter how slight, are to be reported to Dispatch upon return to the yard.

The following are examples of incidents that must be reported:

- Broken or cracked windows from unknown causes,
- Cut seats,
- Service delays,
- Passing up passengers,
- Insufficient or excessive running time in schedule,
- Overloads, etc.

If in doubt, immediately contact Dispatch.

Operators Witnessing an Accident shall notify Dispatch immediately, even though their vehicle may not be involved.

Required Courtesy Cards

In the event of an accident or an incident, Operators must distribute **SOP #700b – Courtesy Cards** then retrieve as many as possible from passengers and persons in the immediate area of the accident or incident who may have witnessed the event.

Duty to Report Wrongdoing

First Transit is committed to investigating all good faith claims of wrongdoing so that corrective action may be taken. To that purpose, First Transit encourages any employee, contractor or vendor to report wrongdoing or illegal acts to location management so long as they are not believed to be involved in the fraud, waste or abuse being reported. Management within First Transit ensures the matter is reported to Group Security and First Transit will investigate and take appropriate steps to correct the wrongdoing or potential violation.

Alternatively, reports may be made anonymously using the FGA Ethics & Compliance line at 1.877.3CALLFG, (1.877.322.5534) or by emailing Compliance@firstgroup.com. You may also contact the Healthcare Compliance Officer directly.

Self-Reporting

Self-reporting is also encouraged. Anyone who reports his/her own violation will receive due consideration regarding disciplinary action that may be taken.

Duty to Report Law Enforcement Actions

Employees are required to report any arrests, indictments or convictions to their immediate manager or Human Resources immediately, but no later than prior to the next scheduled work shift, to the extent permitted by applicable law. If the circumstances and the offense charged, in our judgment, present a

potential risk to the safety and/or security of our customers, employees, premises and/or property, such events may result in disciplinary or other appropriate action to the extent permitted by applicable law.

Operators and safety sensitive employees are required to report all Driving Under the Influence (DUI) or Driving While Intoxicated (DWI) related charges, vehicular collisions, and any moving violation citations received in any vehicle immediately if possible, but no later than prior to their next scheduled work shift, consistent with applicable law.

Possible Disciplinary Actions

First Transit uses a tiered approach to determine possible disciplinary actions. Infractions that lead to disciplinary action are categorized into four categories;

- Class 1 – Dischargeable Offenses, the most serious and unacceptable behavior
- Class 2 – Serious violations of the First Transit performance code
- Class 3 – Secondary violations of the First Transit performance code
- Class 4 – Lesser violations of the First Transit performance code that may result in disciplinary action depending on the circumstances or repeated violations

Examples of **Class 1 Dischargeable Offenses** include:

- Convictions and imprisonment for such offenses as DUI, DWI, child abuse, etc.
- Safety; some offenses are of such a serious nature that termination is appropriate for the first offense. Those include but are not limited to:
    - Failure to properly secure mobility devices
    - Cell phone use while operating a company vehicle
    - Striking a pedestrian
    - Colliding into the rear of another vehicle or stationary object
    - Running a red light or stop sign
    - Entering a railroad crossing when the lights are flashing
- Violation of the Drug & Alcohol Policy
- Dishonesty
- Stealing/Theft
- Unauthorized Use or Removal of Company / Client Property or Vehicle
- Violence / Fighting / Threats
- Harassment
- Insubordination
- Security
- Sleeping on the Job
- Destruction of Property
- Failure to Return to Work
- Leaving Bus or Passengers
- Failure to Follow Sleeping Passenger Rules

Examples of **Class 2 Infractions** considered to be serious violations of the First Transit performance code include:

- Abusing or misusing sick leave
- Exchanging work assignments (trade) without proper authority
- Stopping work prior to the end of any shift without management's permission
- Excessive absenteeism, tardiness, starting work late after on the clock, or a pattern of unexcused absences unless otherwise permitted by law
- Reporting for work in an unfit condition
- Failing to obtain permission to leave work during normal working hours
- Discourteous or inappropriate attitude or behavior toward passengers or other members of the public
- Failure to comply with PPE directives
- Failure to wear a High Visibility Safety Vest, Reflective Safety Vest, or Company issued High Visibility Uniform Shirt according to Company policies
- Failure to wear Safety Glasses in compliance with PPE directives
- Failure to wear Company Assigned Shoe Grips when directed to do so
- Violation of vehicle operating regulations
- Failure to observe safety, sanitation, or disciplinary policies of the client or Company, or laws and regulations of Local, State, or Federal governments
- Failure to comply with the Risk Assessment policy
- Working more than an employee's regularly scheduled hours without advance approval of the Company
- Failure to operate a Company vehicle according to assigned route or timetable
- Failure of any Operator, Safety Sensitive Employee or employee required to be licensed for driving, to renew and maintain a valid, appropriate driver's license with required endorsements and a medical certificate for driving a Company vehicle
- Failure to wait for connections or passing up passengers
- Transport of unauthorized persons
- Attempting to enter, entering or assisting any person to enter, or attempt to enter a Company location or restricted areas without proper authority

Examples of **Class 3 Infractions**, considered to be secondary violations of the First Transit performance code, include:

- Failure to report defective equipment
- Failure to report a safety hazard
- Failure to procure necessary information for an accident report or submitting an inaccurate or incomplete report

- Posting, circulating or distributing written or printed material during working times and in working areas
- Failure to adhere to the Company Reverse Parking policy for Company vehicles and personal vehicles
- Use of a Company-owned radio or cell phone for non-Company business during working time
- Failure of any Operator to have in his or her possession a valid, appropriate driver's license with required endorsements and a medical certificate while driving a Company vehicle

Examples of **Class 4 Infractions**, considered to be lesser violations of the First Transit performance code that may result in disciplinary action depending on the circumstances or repeated violations, include:

- Failure to comply with the dress code, uniform policy, cleanliness, personal hygiene, personal grooming habits, or other requirements established by the client or Company
- Reporting for duty in an improper uniform, presenting an untidy, unkept or dirty appearance of person or uniform, or improperly displaying uniform articles, Company emblem, or authorized pins and badges
- Parking a personal vehicle in a restricted area at a Company location
- Neglect of job duties and responsibilities, or lack of application or effort on the job
- Incompetence or failure to meet reasonable standards of efficiency or effectiveness
- Failure to provide First Transit with a current address or telephone number
- Failure to inform First Transit of changes in status of dependents for insurance coverage
- Littering the employee lounge area, restrooms, or any other company property
- Failure to read notices and bulletins and not making an effort to stay informed

Applying Disciplinary Actions

Although employment may be terminated at-will by either the employee or First Transit at any time in accordance with applicable law, without following any formal system of discipline or warning, First Transit may exercise discretion to utilize forms of discipline that are less severe than termination.

Whenever an employee is subject to discipline, the employee's work record, including violations occurring in the relevant time period, is reviewed before determining penalty. The chart below describes how disciplinary actions are applied.

Class of Infraction	Discharge	Suspension	Written Warning
1	1st Offense	----------	----------
2	2nd Offense*	1st Offense	----------
3	3rd Offense*	2nd Offense*	1st Offense
4	4th Offense*	3rd Offense*	1st & 2nd Offense*

*Within 12 months of first offense, 36 months for safety

Additionally, First Transit may use the following criteria to determine discipline specific to any type of traffic violation or preventable accident.

Major Offenses	Action
One violation	Discharge

Serious Violations	Action
One violation	Written warning
Two violations within any 36-month period	Discharge

Moving Violations	Action
Two violations within any 36-month period	Three-day Suspension
Three violations within any 36-month period	Discharge
Two violations within any 12-month period	Discharge

Preventable Vehicle Accidents	Action
One preventable accident	Written warning
Two preventable accidents within any 36-month period	Five-day Suspension
Three preventable accidents within any 36-month period	Discharge
Two preventable accidents within any 12-month period	Discharge

Details of First Transit's reporting requirements, infractions of company policy, and disciplinary actions that may be taken are described in more detail in the **First Transit Employee Handbook.**

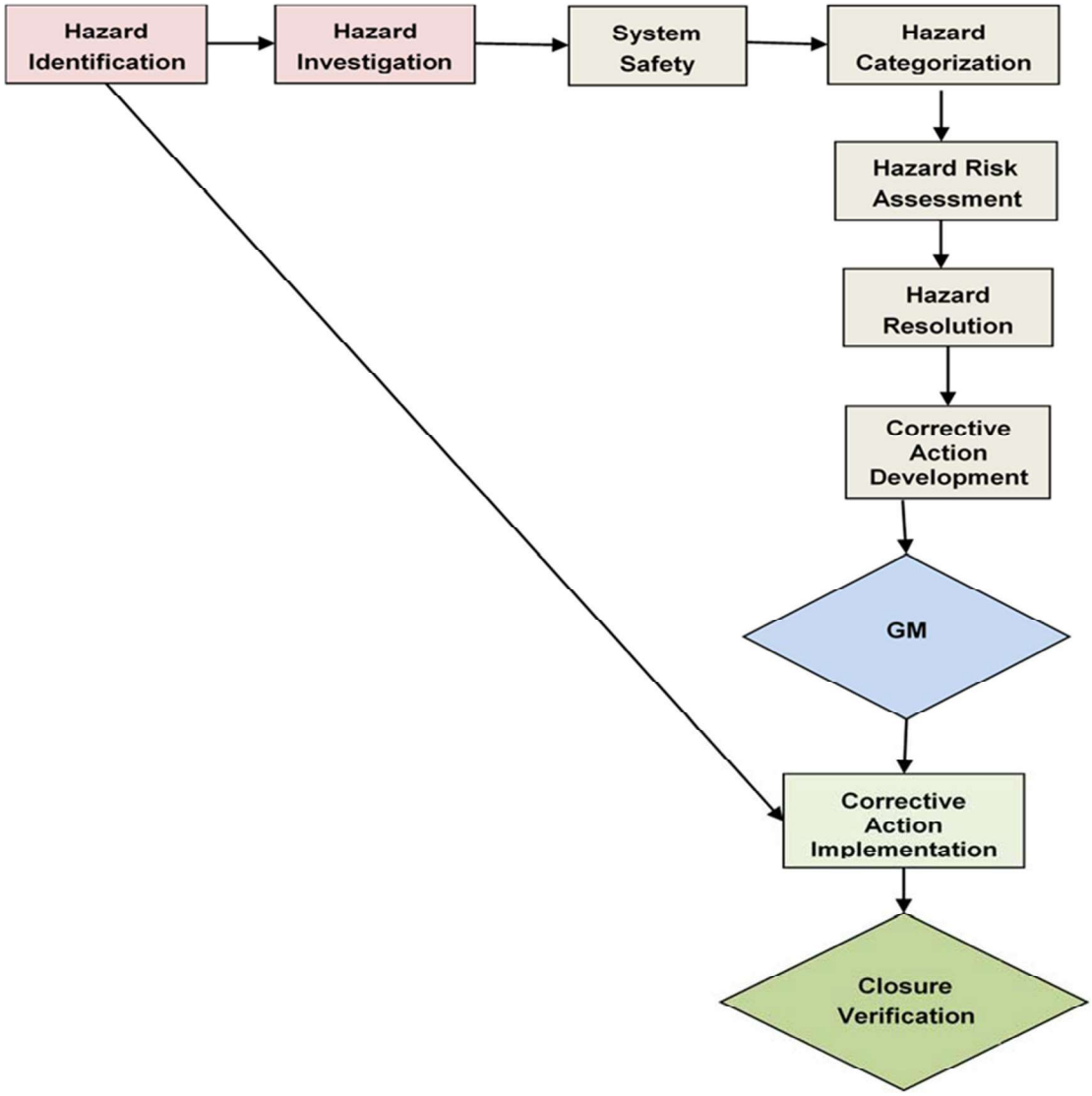
5. Safety Risk Management

Safety Risk Management Process

Describe the Safety Risk Management process, including:

- *Safety Hazard Identification: The methods or processes to identify hazards and consequences of the hazards. Consider the source of the hazard including data provided by oversight authority, the CDC or state health authority, and Safety Assurance process under this ASP.*
- *Safety Risk Assessment: The methods or processes to assess the safety risks associated with identified safety hazards including the likelihood and severity of the potential consequences of identified hazards.*
- *Safety Risk Mitigation: The methods or processes to identify mitigations or strategies necessary as a result of safety risk assessment. These mitigations must consider information provided by oversight authorities and the CDC as a source of data.*

Safety management is at the core of everything done at First Transit. All employees are responsible for performing their jobs in a safe manner, which includes identifying safety risks and participating in developing and implementing effective mitigation techniques. The process for managing hazards, from identification through corrective action and closure, is illustrated by the following flowchart.



As described earlier, a corporate structure exists to address all safety concerns. To ensure safety at the local levels, each location is required to form a Safety Solutions Team (SST), Accident Review Committee (ARC), and a Local Client Liaison Committee. To ensure consistency at each location, **SOP's #803; #803a; #803b Safety Solutions Team**, and **SOP #702 – Accident Review Committee** describe the procedures which are to be followed in creating and operating a Safety Solutions Team and Accident Review Committee.

These groups are responsible for reviewing safety related accidents and incidents to determine culpability; identify the causes associated with each event; and develop mitigation measures to reduce the risk of the events occurring in the future. Having these groups at each location provides a way for employees to report safety risks in a timely manner and to teams that understand the conditions associated with each specific location. Additionally, the opportunity exists for more timely, appropriate, and effective mitigation measures.

Several tools are used by the Region Safety Managers, Region Safety Directors and the Senior Director of Safety to monitor the local risks and risk management. Among them are Safety Data Reports which outline the monthly and Year to Date safety performance statistics. Also used is a Target & Goal Worksheet to track and analyze the data collected and to target reactive and proactive performance improvement measures.

Safety Hazard Identification

This process is a vital component in First Transit's efforts to reduce safety risks and improve overall delivery of service. Safety Hazard Identification data is used to implement immediate corrective actions and to proactively identify hazards before they cause future accidents or incidents. Pertinent data is extrapolated from CDC regarding infectious diseases as well.

The objective of hazard identification is to distinguish those conditions that can cause an accident or create an unsafe condition. First Transit routinely analyzes records from our operation to identify accident causation based on history. Current traffic conditions are periodically analyzed, and management inspection of established prevention processes are routinely performed.

There are five (5) main areas reviewed in Hazard Identification:

1. **Environment**
   a. Weather
   b. Road Surface Condition
   c. Visibility
2. **Transit Service Characteristics and Agency Policies**
   a. Incentives for Safe Driving
   b. Equipment Maintenance Policies
   c. Stop Intervals
   d. Route Design
   e. Driver Scheduling
   f. Passenger Demand Schedules
3. **Operator**
   a. Experience
   b. Physical Ability
   c. Personality
   d. Psychological Condition
   e. Physical Condition
4. **Road Layout**
   a. Width
   b. Speed Limit
   c. Geometric Design
   d. Traffic Volume
   e. Capacity
   f. Parking
   g. Adjacent Lane Use
   h. Street Lighting
   i. Pedestrian Volume
5. **Hazard Identification – Accident Prevention/Resolution**
   1st: Identify the Hazard
   2nd: Remove the Hazard
   3rd: When the Hazard cannot be removed, Train for the Hazard as a "known condition"

First Transit relies on employees to assist in the hazard identification and resolution process. Working with the location safety personnel and through a structured process, employees help:

- Identify Critical Factors in Hazard Resolution
- Develop and Recommend an Action Plan
- Implement Action Plan
- Measure Performance Against Safety Objectives
- Monitor the Process
- Modify the Process
- Secure Outside Assistance (when needed)
- Audit for Compliance

Several tools exist for hazard identification. Among them are:

- **SOP #802 and #802a - Daily Safety & Health Walkthrough and Checklist**
  - A routine safety and health check walkthrough to promptly identify hazardous conditions at our facilities and notify employees of the hazards identified and mitigation measures to help protect them from personal injury.
- **SOP #804 - Positive Check-In Procedures & Reasonable Suspicion**
  - Positive Check-In procedures are to ensure our operators reporting to work are fit-for-duty.
- **SOP #900 – Facility Hazard Recognition Manual**
  - This Hazard Recognition Manual is intended to be a tool for recognizing potential hazards that may be present at First Transit facilities. Although it does not represent all conditions that could exist, the photos and narrative provide:
    - A reference guide for conducting safety inspections at a facility, and
    - A training document to educate and train employees to conduct effective safety inspections.
- **Pre-Survey Job Hazard Analysis**
  - Prior to beginning a job hazard analysis, a pre-survey of the working conditions, using **SOP #503b – Pre-Survey Job Hazard Analysis Form**, under which the job is performed is conducted to evaluate the general conditions. A few of the potential hazards being considered include:

1. Are there tripping hazards in the job vicinity?
2. Is the lighting adequate for work conditions?
3. Are there explosive hazards associated with the job?
4. Are there electrical hazards associated with the job?
5. Are tools associated with the job in good condition?
6. Is the noise level excessive (below 85-dba)?

- **Facility Parking Risk Management Assessment**
  - Inadequate turning areas, blind corners, uneven walking surfaces can all cause collisions or employee injury in parking areas. **SOP #501 - Facility Parking Risk Assessment** will help identify and prevent these types of collisions for both buses and personal vehicles.
  - The Location Manager must ensure compliance with all provisions of this SOP.
  - The risk of each facility is assessed as follows:
    - Annually
    - Unscheduled – Whenever a significant vehicle collision or a pedestrian strike occurs in the bus yard or on company premises
    - Start-up locations – Before operating out of the new location.
    - **SOP #501a – Facility Parking Risk Assessment Guide**, and
    - **SOP #501b – Facility Parking Risk Assessment Form** are tools to help with this assessment.
- **On-Board Video Technology**
  - **SOP #704 – On-Board Video Technology** provides a summary of the on-board video system and Company standards that all First Transit employees must follow when operating a company or customer vehicle equipped with onboard video technology.
  - This technology is a valuable resource and another tool that helps First Transit instill positive driving behaviors by providing opportunities to view recorded driving events, driver history and company trends.
  - The goal of this in-cab camera technology is to proactively identify unsafe behaviors and improve those identified behaviors through coaching, retraining and, if necessary, disciplinary measures in accordance with the provisions of the Employee Handbook and applicable Collective Bargaining Agreements.

Safety Risk Assessment

Once the hazard has been identified, they are categorized into the following severity levels. The categorization of hazards is consistent with risk-based criteria for severity; it reflects the principle that not all hazards pose an equal amount of risk to personal safety.

Category 1 – Catastrophic: operating conditions are such that human error, design deficiencies, element, subsystem or component failure, or procedural deficiencies may cause death or major system loss and require immediate termination of the unsafe activity or operation.

Category 2 – Critical: operating conditions are such that human error, subsystem or component failure, or procedural deficiencies may cause severe injury, severe occupational illness, or major system damage and require immediate corrective action.

Category 3 – Marginal: operating conditions are such that they may result in minor injury, occupational illness or system damage and are such that human error, subsystem or component failures can be counteracted or controlled.

Category 4 – Negligible: operating conditions are such that human error, subsystem, or component failure or procedural deficiencies will result in less than minor injury, occupational illness, or system damage.

The next step in assessing the hazard is to determine the likelihood or probability of it occurring. Probability is determined based on the analysis of transit system operating experience, evaluation of First Transit safety data, the analysis of reliability and failure data, and/or from historical safety data from other passenger bus systems. The following chart describes the probability categories.

Probability of Occurrence of a Hazard			
Description	**Probability Level**	**Frequency for Specific Item**	**Selected Frequency for Fleet or Inventory**
Frequent	A	Likely to occur frequently	Continuously experienced
Probable	B	Will occur several times in the life of the item	Will occur frequently in the system
Occasional	C	Likely to occur sometime in the life of an item	Will occur several times in the system
Remote	D	Unlikely but possible to occur in life of an item	Unlikely but can be expected to occur
Improbable	E	So unlikely, it can be assumed occurrence may not be experienced	Unlikely to occur but possible

Identified hazards are placed into the following Risk Assessment Matrix to enable the decision makers to understand the amount of risk involved in accepting the hazard in relation to the cost (schedule, cost, operations) to reduce the hazard to an acceptable level.

Hazard Frequency	**Severity Category 1**	**Severity Category 2**	**Severity Category 3**	**Severity Category 4**
Frequent (A)	1A	2A	3A	4A
Probable (B)	1B	2B	3B	4B
Occasional (C)	1C	2C	3C	4C
Remote (D)	1D	2D	3D	4D
Improbable (E)	1E	2E	3E	4E

Based on company policy and the analysis of historical data, First Transit has made the following determinations regarding risk acceptance.

Hazard Risk Index	**Criteria by Index**
1A, 1B, 1C, 2A, 2B, 3A	Unacceptable
1D, 2C, 2D, 3B, 3C	Undesirable (Management decision)
1E, 2E, 3D, 3E, 4A, 4B	Acceptable with Management Review
4C, 4D, 4E	Acceptable without Management Review

Safety Risk Mitigation

Mitigation Determination

After the assessment has been completed, the follow-up actions will be implemented as follows.

- **Unacceptable:** The hazard must be mitigated in the most expedient manner possible before normal service may resume. Interim corrective action may be required to mitigate the hazard to an acceptable level while the permanent resolution is in development.
- **Undesirable:** A hazard at this level of risk must be mitigated unless the Location General Manager and Location Safety Manager issue a documented decision to manage the hazard until resources are available for full mitigation.
- **Acceptable with review:** The Location General Manager and Location Safety Manager must determine if the hazard is adequately controlled or mitigated as is.
- **Acceptable without review:** The hazard does not need to be reviewed by the management team and does not require further mitigation or control.

Hazard Resolution

Safety hazard resolution or mitigation consists of reducing the risk to the lowest practical level. Not all safety risks can be eliminated completely. Resolution of hazards will utilize the results of the risk assessment process. The objectives of the hazard resolution process are to:

1. Identify areas where hazard resolution requires a change in the system design, installation of safety devices or development of special procedures.
2. Verify that hazards involving interfaces between two or more systems have been resolved.
3. Verify that the resolution of a hazard in one system does not create a new hazard in another system.
4. Verify that the resolution of the hazard is consistent with oversight agencies.

The SST, who was identified earlier in this plan as the team responsible for local safety review, uses the following methodologies to assure that system safety objectives are implemented through design and operations, and hazards are eliminated or controlled:

1. Design to eliminate or minimize hazard severity. To the extent permitted by cost and practicality, identified hazards are eliminated or controlled by the design of equipment, systems and facilities
2. Hazards that cannot reasonably be eliminated or controlled through design are controlled to the extent practicable to an acceptable level through the use of fixed, automatic, or other protective safety design features or devices.
3. Provisions are made for periodic functional checks of safety devices and training for employees to ensure that system safety objectives are met.
4. When design and safety devices cannot reasonably nor effectively eliminate or control an identified hazard, safety warning devices are used (to the extent practicable) to alert persons to the hazard.
5. Where it is impossible to reasonably eliminate or adequately control a hazard through design or the use of safety and warning devices, procedures and training are used to control the hazard.
6. Precautionary notation is standardized, and safety-critical issues require training and certification of personnel.

Hazard Resolution Management and Tracking

Resolution of identified hazards are managed by the Location General Manager and/or the Location Safety Manager. The hazard resolution process is managed through the **"Safety Toolbox"**, which is an online tool used by management, from Road Supervisors to Executive Management, to record the occurrence of safety-related events, review safety critical data, and track corrective actions as necessary.

The Safety Toolbox is a powerful tool to help understand the work area's safety environment. This includes:

- Understanding and improving observations of safety critical behaviors
- Reviewing recorded debriefs to ensure that the "BeSafe" process is in place and working.
- Reviewing findings from BeSafe tours and determine if tasks/actions have been closed out

The Safety Toolbox includes information regarding:

- BeSafe (BeSafe Debriefs, BeSafe Tours, BeSafe Touchpoints)
    - Debrief meetings conducted in order to assure quality.
    - Safety Critical Behavior is the main focus of touchpoints; and shared and discussed during debrief meetings.
- Contacts (e.g. Near Misses, Hazard reports, Commendation, Safety Issue)
    - **Near Misses.** Reporting an event that occurred and could have caused injury.
    - **Hazard Reports.** Reporting an event that occurred and could have caused injury.
    - **Commendation.** A report of commendable safety actions/conduct performed by a colleague within the business.
    - **Safety issues.** A report on any safety issue that has a specific cause – i.e. maintenance, housekeeping, environment and behavior etc.
- Safety Leadership Activities (e.g. Participate in safety meetings, risk assessment, section observation)
    - **Participation in a Safety meeting.** Actively leading or participating in the location in-service safety meeting.
    - **Intersection observation or risk assessment.** Risk assessment or driver observations conducted at nearby intersections, and delivery of positive reinforcement or coaching as indicated.
    - **Rail section observation or risk assessment.** Risk assessment or driver observations conducted at rail crossing(s), and delivery of positive reinforcement or coaching as indicated.
    - **Planned general inspections.** A systematic inspection where a location is forewarned.
    - **High interest driver.** A report of a driver's performance that has indicated a level of risk taking through observations, review scores, and skills evaluations.

Additional documentation, such as corrective action plans, are developed for those hazards requiring complex and multifaceted resolutions.

6. Safety Assurance

Safety Performance Monitoring and Measurement
Describe activities to monitor operations to identify any safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended.

As discussed in Section 1 of this plan, First Transit employs a Resident Management Team at each operation location. This team consists of a Location General Manager and a Location Safety Manager, who oversee the safety of the operation.

Additionally, each location employs Street Supervisors, Dispatchers, and Instructors; all of whom are responsible for oversight of the daily operations and training. All safety risks identified are reported to the Location General Manager and Location Safety Manager. Any risks that can be addressed immediately are corrected but still reported. Each location also establishes a Safety Solutions Team (SST), described in Section 5: Safety Risk Management of this plan, which uses the following methodologies to ensure a proactive approach to safety at each location.

- Routine hazard management
- Accident and incident investigation
- Safety data collection and analysis
- Routine internal safety audits
- Facility, equipment, systems and vehicle inspections
- Routine proficiency checks for all vehicle operators and maintenance employees
- Compliance evaluations including onsite inspections
- Regularly communicating safety and hazard data to all employees

A higher level of oversight is conducted by Region management, which includes the Region Safety Manager, Region Safety Director, Region Maintenance Director, and the Region Vice President. From this level, any identified risks and mitigations are shared with other Region local operations as a proactive means to reduce risks.

The last "local level" review comes from the Vice President of Safety and the Vice President of Maintenance. These are corporate level positions that share the identified risks and mitigations throughout the organization as a proactive means to reduce risks. Additionally, the Vice President of Safety and Vice President of Maintenance assist executive level management in using this information to impact operational and budget decisions.

Describe activities to conduct investigations of safety events to identify causal factors.

First Transit has a "zero" tolerance for preventable injuries and collisions. Elimination of preventable injuries and collisions is our number one goal.

Any injury, collision or incident that occurs is investigated to determine preventability or non-preventability. Investigations include all instances in which:

- a vehicle was damaged
- a vehicle leaves the traveled roadway
- a passenger is injured or
- an employee is injured

SOP #700-Accident & Safety Data Acquisition describes the data collection process including

- Defining the Event & What to Do
- Accidents – Defining the Accident
- "Five Cardinal Rules That Apply to an Accident"
- Operator Responsibility
- Dispatcher on Duty Accident Investigation Responsibility

SOP #700 also describes the Operators and the Dispatchers responsibilities for protecting the customers and managing the scene. The groups described in **SOP #702 – Accident Review Committee** (ARC), and **SOP #803 – Safety Solutions Team** (SST), review the data collected to determine if the accident/incident was preventable or non-preventable,(ARC); and identify measures to reduce the risk of the accident/incident occurring in the future (SST).
Describe activities to monitor information reported through internal safety reporting programs.
The Location Safety Manager (LSM) and/or Location General Manager (LGM) routinely reviews all location safety and hazard data, which includes searching for repetitive events that might have safety implications. When accident/incident reports and statistics indicate repetitive accidents/incidents, the LSM and LGM investigate to determine the root cause. The following chart describes how the hazard data flows and is monitored by First Transit; from each operating location, to Region management, to corporate and parent company management.

Risk/Safety Data Flow								
Weekly Data Review								
Information Collected Daily	**Location**	**Third Party Data Collected**	**Risk Dept**	**Safety Dept**	**Location**			
Collisions/ Injuries/ Workers Comp	Incident Occurs, claim report created, then sent to Third Party Data Collector via website, phone, fax.	Report received from Location.	Information from Third Party Data Collector created as weekly report then sent to Region Safety.	Weekly reports are reviewed and distributed for weekly management oversight conference calls.	Review data with Senior Region Leadership during weekly teleconference.			
Period Data Review *(e.g. Quarterly/Monthly)*								
	Risk Dept	**Shared Services Dept**	**Region Safety Managers**	**Shared Safety Services Dept**				
Collisions/ Injuries/ Workers Comp	Send all raw risk data gathered from weekly reports to the Shared Safety Services Dept.	Reorganizes raw data regionally then distributes to Region Safety Dept.	Review period data and distribute to locations.	Develops company, region, and location specific performance measures and distributes through Target & Goal Spreadsheet.				

Period Data Analysis								
	Shared Services Dept	**UK**	**Safety Dept**	**First Group Executive Safety Committee (ESC)**	**First Group Safety Council**	**First Group America Safety Council**	**Performance Review Management (PRM)**	**Safety Advisory Committee**
Collisions/ Injuries/ Workers Comp	Final reports sent to UK and Directors of Safety for each business group.	Processes data; analyzes; creates reports; categorizes risk factors; and gathers commentary from First Group companies for trend analysis.	Processes data; analyzes; creates reports; categorizes risk factors; and creates commentary for trend analysis.	This committee consists of President, COO, and Safety Vice President of each operating group. Discussions include safety performance, trend analysis, program oversight.	This committee consists of Vice Presidents of Safety for all operating divisions. Discussions include safety performance, trend analysis, and safety oversight.	This committee consists of Safety Senior Directors and Safety Vice Presidents. Discussions include safety performance, trend analysis, best practices, and program oversight.	This review consists of Senior Region Vice Presidents, Region Vice Presidents, Region Directors of Operations, and Region Safety Managers. Discussions include regions safety performance.	This committee consists of Location General Managers, Region Directors of Operations, and Region and Local Safety Managers. Discussions include review of policy and procedures, training, and safety awareness.

Management of Change

Describe the process for identifying and assessing changes that may introduce new hazards or impact safety performance.

First Transit employs a proactive process, **SOP #208 – Safety Validation of Change**, that addresses the procedures to be followed to evaluate the risk of any changes proposed at all levels of the organization. The overall purpose of this process is to provide assurance that any proposed changes which impact operations will not increase safety risk; or where additional risk is identified, that controls are put in place **prior to the changes being implemented**.

Changes to organizational structure; the nature or extent of operations; or to facility or equipment assets; as well as mergers and acquisitions of new businesses are proactively managed through this process to avoid introducing or increasing safety risks.

- The resources required to complete the validation process, in terms of people, finance and materials is included in this validation process.
- The allocation of responsibilities considers the competence of the individuals that are required to carry out the safety validation roles.
- All employees who may be affected by the proposed changes are consulted as part of the process.

The extent and scope of safety validation applied to any change proposal is proportional to the risks (safety, operational, and other risks) associated with its introduction. *(For example, a major change, such as a reorganization of Region Executive roles and responsibilities or start-up of a large new bus operation, requires a more rigorous safety validation than a minor change.)*

In the case of smaller, less complex or well understood changes, the safety validation of change process may be implemented as part of normal operations, using existing organizational arrangements and meeting structures to deliver the required level of assurance.

The process is generally described in the following chart.

Safety Validation of Change Process			
Main Steps	Key Activities	Checklists & Guidance	Completed By
1. Identify Proposal for Change	• Raise change proposal (including Capital Expenditure Approval) • Inform relevant functional Director(s) and Manager(s)	• Complete **SOP #208a – Safety Validation of Change Form**, Section A1	Change proposer

2. Determine Classification of Change Significance	• Classify level of safety validation required • Ensure the extent and scope of validation is proportional to the level of risk	• Complete **SOP #208a – Safety Validation of Change Form**, Section A2	**Category A:** Group Safety Director **Category B:** Divisional head of Safety **Category C:** Location head of Safety
3. Allocate Roles & Responsibilities	• Formally allocate change sponsor and change authorizer • Identify other required resources and roles for consultation	• Complete **SOP #208a – Safety Validation of Change Form**, Section A3	Change proposer (with guidance)
Submit Change Proposal Form			Change proposer
Decide whether safety validation should proceed			Change proposer
4. Prepare Safety Validation of Change Case	• Prepare safety validation documentation • Complete risk assessment of proposed change • Submit for review • Revise and finalize documentation	• Complete risk assessment and document findings • Complete Safety Validation of Change as described in **SOP #208 – Safety Validation of Change** • Complete **SOP #208a – Safety Validation of Change Form**	Change proposer
Submit Safety Validation Checklist with supporting documentation			Change proposer
Approve and Implement, or Reject Change			Change authorizer (or delegated representative)
5. Monitoring and Review	• Monitor implementation of change and safety performance	• Check compliance as part of Region Safety Monitoring • Review effectiveness	Location Safety Manager Corporate Safety Management

	• Review performance process	of the process as part of Region oversight	Vice President of Safety - First Transit

Changes proposed at the Corporate level typically have an impact on the Region and Local levels. To ensure the risks associated with any change consider all levels of the organization, each level must complete **SOP #208 – Safety Validation of Change** as part of the process to ensure specific safety concerns have been identified and addressed.

Similarly, changes proposed at the Region level will typically have an impact on the Local level. Consequently, the Local level must also complete **SOP #208 – Safety Validation of Change** as part of the process to ensure specific safety concerns have been identified and addressed.

Additional responsibilities in the Safety Validation of Change process include:

- The Region Safety Management team provides safety expertise/support to those carrying out the safety validation.
- The Senior Director of Safety:
  - Reviews and approves each Region's safety validation of change process
  - Decides on the level of safety validation required (consulting with other functional heads as necessary) for Category A changes
  - Is consulted on any Category B change proposal
  - Provides safety expertise/support to Region Safety Managers and Vice President of Safety – First Transit during safety validation activities as required.
  - Provides safety expertise/support to those carrying out the safety validation for Category A changes.

An electronic log of all proposed changes, whether approved or not, are maintained by the Region Safety Director.

Communication of changes to policies/procedures regarding safety issues comes from Executive Leadership. This information is then carried down through the Vice President of Safety – First Transit, Senior Director of Safety, Region Safety Directors, Region Safety Managers. Location General Managers, Location Safety Managers, and employees. Notification to the client is communicated through the Location General Manager.

Continuous Improvement

Describe the process for assessing safety performance. Describe the process for developing and carrying out plans to address identified safety deficiencies.

The process described previously in this section for monitoring safety data incorporates continuous improvement. As safety risk is identified, then reported on, a determination is made as to whether the risk can be mitigated immediately or requires more time and resources. A review of the agency's annual targets is conducted each year and reported as part of the ASP. New safety assessments may be conducted and new risk mitigations considered.
Risk mitigations that can address the safety concerns immediately are carried out but still reported. The reporting of these concerns includes the mitigation steps that have been taken. Monitoring of the risk continues to ensure that the mitigation strategy is effective.

Section 5 of this plan, Safety Risk Management, describes the risk assessment and mitigation procedures used that determine how to proceed with improvement strategies that require more time and resources.

Which improvement strategies to implement for longer term issues is based on severity and probability of risk occurrence. Additionally, safety hazard identification data is used to implement immediate corrective actions and to proactively identify hazards before they cause future accidents or incidents.

The objective of hazard identification is to distinguish those conditions that can cause an accident or create an unsafe condition. First Transit routinely analyzes records from our operation to identify accident causation based on history. Current traffic conditions are periodically analyzed, and management inspections of established prevention processes are routinely performed.

The Risk/Safety Data Flow Chart previously described in this section, illustrates how this information is shared throughout the organization.

7. Safety Promotion

Competencies and Training

Describe the safety training program for all agency employees and contractors directly responsible for safety.

The education and training process at First Transit is a highly regimented and professionally developed program built around a curriculum featuring learning opportunities in two major domains:

- Knowledge (education) including but not limited to, de-escalation training.
- Skills (training)

Various delivery mechanisms such as classroom, multimedia presentations, closed course, observation and behind-the-wheel skills building are used to support the learning process. Learning is evaluated through written quizzes, driving tests and customer service skills evaluations.

Instructors

Successful new operator training starts with selecting and certifying good instructors.

1. **Classroom Instructor:**

   The classroom instructor is responsible for facilitating the classroom portion of New Operator Training. Classroom training requires the development of lesson plans.

2. **Behind-the-Wheel Instructor:**

   The Behind-the-Wheel (BTW) Instructor is responsible for conducting closed course exercises and behind the wheel instruction. The New Operator Training program consists of instructional DVDs, which are accompanied by facilitator guides and participant study guides. The BTW Instructor uses the Operator Proficiency Workbook to document each trainee's progress.

   **New Instructor Candidates can obtain certification as both a Classroom Instructor and a Behind-the-Wheel Instructor.*

3. **Master:**

   The Master Instructor, along with the Regional Director of Safety and Region Safety Manager(s), is responsible for training the Safety Supervisors. The Master Instructor is also responsible for the certification programs for Behind-the-Wheel and Classroom Instructors and the ongoing Train-the-Trainer workshops.

Training the Instructor is a process by which a Certified Instructor works with the selected New Instructor Candidate. During this time, the Certified Instructor conducts a review of all state laws, First Transit policies and procedures, local policies, and client-specified programs and requirements.

The Certified Instructor also provides a review of the Behind-the-Wheel Manual, Classroom Manual, and all First Transit video-based courses.

In addition to the above training, the New Instructor Candidate must complete the Instructor Development Curriculum, which includes the following three self-directed courses:

1. How to Train
2. Coaching the Adult Learner
3. Learning Basics

There are three types of Instructor Certification:

1. Temporary
2. Certified
3. Master

1. **Temporary (Silver)**

   Temporary certificates are issued at the local level. A temporary certificate is issued to a New Instructor Candidate upon successful completion of the New Instructor training program at his or her location, conducted by a certified trainer at that location. Certificates are issued throughout the year prior to the annual Train-the-Trainer program.

   Temporary certificates are valid for one year, and one year only, from the date of issue. Temporary certification is accompanied by silver achievement emblems for Classroom, BTW or both.

   To continue in the program, a New Instructor must obtain Gold Certification.

2. **Certified (Gold)**

   The Certified Instructor certificate is issued to a New Instructor who has successfully completed the annual Train-the-Trainer program, conducted by a Master Trainer. The annual Train-the-Trainer program combines all elements of the temporary certification, with the exception of the classroom evaluation. At the annual Train-the-Trainer program, Classroom Instructor Candidates are required to develop a lesson plan and give a presentation.

   Prior to attending the annual Train-the-Trainer program, all New Instructors must complete the “Safety Leadership” course and pass the final exam with a grade of 90% or above.

   The Senior Director of Safety is the only person authorized to approve and issue a Certified Instructor certificate with gold achievement emblems for Classroom, BTW, or both.

3. **Master**

   The Master Instructor Certification program ensures that First Transit Policies and Procedures are correctly implemented throughout the company.

   Master Instructor Certification is required for all area safety managers and above.

   The Master Instructor:
   - Provides support to the Location General Manager and the Region Safety Manager,
   - Is involved with training new Safety and Training Supervisors, and re-training current Safety and Training Supervisors if required,
   - Conducts the annual Train-the-Trainer program for BTW and Classroom Instructor Certification

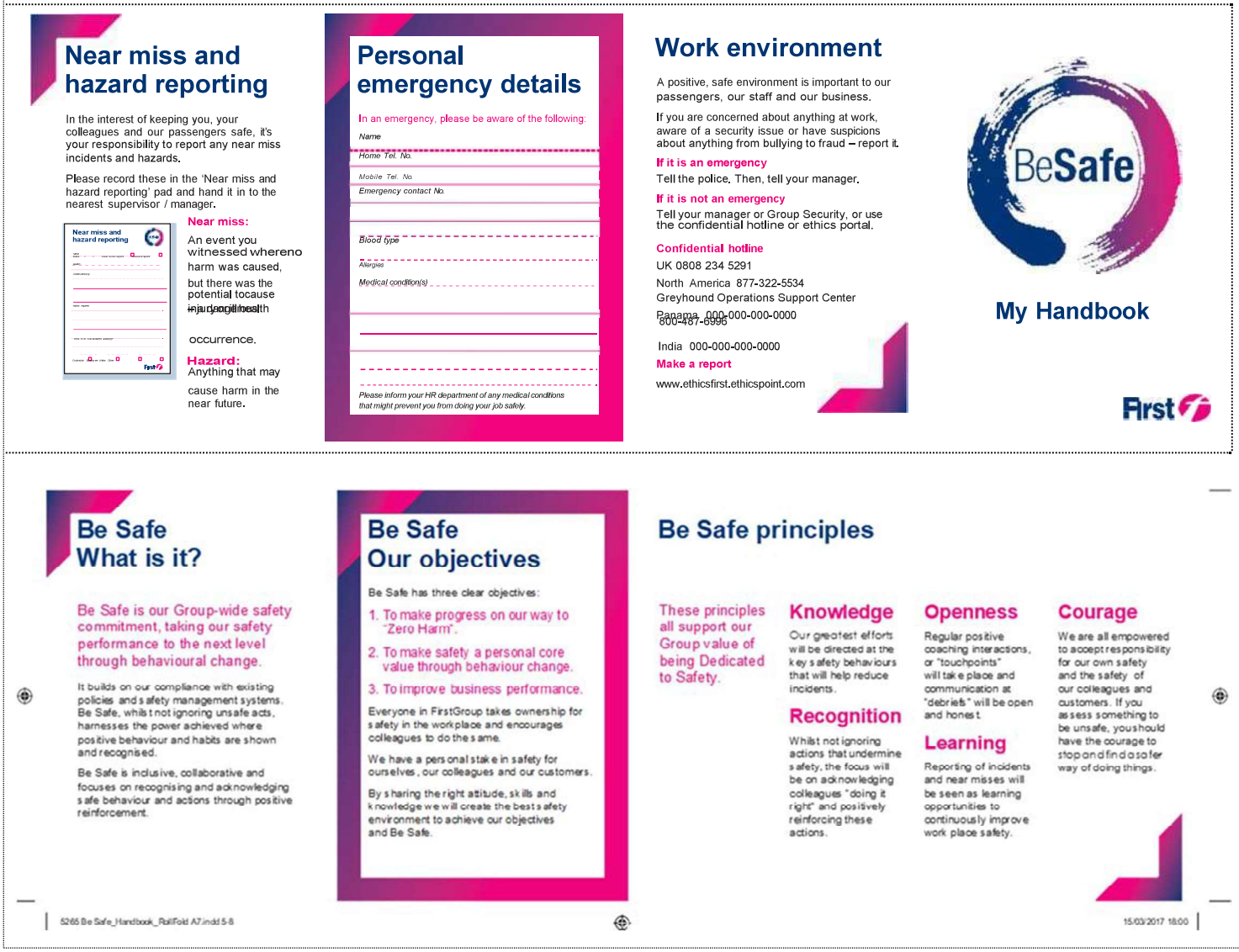
- Conducts Safety and Training audits in the region and reports the findings to the Region Safety Manager, if required.

Employee Training

Training employees to assess risks and recognize and avoid hazards in the workplace is critical to the overall safety of the workplace. Every First Transit employee is trained in **"BeSafe"** and **"Safe Work Methods"**, which are described later in this section.

"BeSafe" is our company-wide approach to safety management. This program takes our safety performance to the next level through behavioral change. "BeSafe" is inclusive, collaborative and focuses on recognizing and acknowledging safe behavior and actions through positive reinforcement such as debriefs, tours, and touchpoints. All employees are trained in the principles of "BeSafe"

The "BeSafe" concept is described in the following brochure.



Near miss and hazard reporting

In the interest of keeping you, your colleagues and our passengers safe, it's your responsibility to report any near miss incidents and hazards.

Please record these in the 'Near miss and hazard reporting' pad and hand it in to the nearest supervisor / manager.

Near miss:
An event you witnessed whereno harm was caused, but there was the potential tocause injury orill health occurrence.

Hazard:
Anything that may cause harm in the near future.

Personal emergency details

In an emergency, please be aware of the following:

Name
Home Tel. No.
Mobile Tel. No.
Emergency contact No.
Blood type
Allergies
Medical condition(s)

Please inform your HR department of any medical conditions that might prevent you from doing your job safely.

Work environment

A positive, safe environment is important to our passengers, our staff and our business.

If you are concerned about anything at work, aware of a security issue or have suspicions about anything from bullying to fraud – report it.

If it is an emergency
Tell the police. Then, tell your manager.

If it is not an emergency
Tell your manager or Group Security, or use the confidential hotline or ethics portal.

Confidential hotline
UK 0808 234 5291
North America 877-322-5534
Greyhound Operations Support Center
Panama 000-000-000-0000
800-487-6996
India 000-000-000-0000

Make a report
www.ethicsfirst.ethicspoint.com

BeSafe

My Handbook

Be Safe What is it?

Be Safe is our Group-wide safety commitment, taking our safety performance to the next level through behavioural change.

It builds on our compliance with existing policies and safety management systems. Be Safe, whilst not ignoring unsafe acts, harnesses the power achieved where positive behaviour and habits are shown and recognised.

Be Safe is inclusive, collaborative and focuses on recognising and acknowledging safe behaviour and actions through positive reinforcement.

Be Safe Our objectives

Be Safe has three clear objectives:

1. To make progress on our way to "Zero Harm".
2. To make safety a personal core value through behaviour change.
3. To improve business performance.

Everyone in FirstGroup takes ownership for safety in the workplace and encourages colleagues to do the same.

We have a personal stake in safety for ourselves, our colleagues and our customers.

By sharing the right attitude, skills and knowledge we will create the best safety environment to achieve our objectives and Be Safe.

Be Safe principles

These principles all support our Group value of being Dedicated to Safety.

Knowledge
Our greatest efforts will be directed at the key safety behaviours that will help reduce incidents.

Recognition
Whilst not ignoring actions that undermine safety, the focus will be on acknowledging colleagues "doing it right" and positively reinforcing these actions.

Openness
Regular positive coaching interactions, or "touchpoints" will take place and communication at "debriefs" will be open and honest.

Learning
Reporting of incidents and near misses will be seen as learning opportunities to continuously improve work place safety.

Courage
We are all empowered to accept responsibility for our own safety and the safety of our colleagues and customers. If you assess something to be unsafe, you should have the courage to stop and find a safer way of doing things.

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First Transit's **"Safe Work Methods"** is designed to educate employees on how to identify conditions and actions posing risks to their well-being and that of their coworkers. This training is to be used:

1. In training new hire employees
2. In leading supervisors in identifying root causes of workplace injuries
3. In retraining injured workers so that re-occurrences are avoided
4. To supplement First Transit's First Occupational Rehabilitation Management (F.O.R.M.) light duty and return to work management program, in controlling workers compensation losses

The "Safe Work Methods" training curriculum includes:

- **New Hire Training**
  New hire training is designed to educate the new employee to the hazards commonly found in the transportation environments including in vehicle maintenance shops, bus yards, fuel islands, wash bays, and office environments. The program also makes employees aware of injuries that can result from physical activities such as entering and exiting vehicles, assisting persons with disabilities, and handling mobility devices.
  - PPE program including requirements for appropriate
    - Safety eyewear
    - Safety footwear
    - Safety hand wear
    - Hi-Vis vests
    - Disposal contaminated materials
  - Risk Assessment and Injury Avoidance
    - Walking & Climbing
    - Lifting, Carrying, Holding, and Lowering Objects
    - Pushing, Pulling, & Twisting
    - Burns, Scalds
    - Exposed Fluids, Chemicals, Smoke
    - Cuts, Punctures, Abrasions, Lacerations
    - Mobility Device Lifts/Ramps

1. **Requirements for Operator Training**

   Applicants are required to successfully complete a comprehensive training program prior to transporting passengers. Trainees are continually evaluated and tested throughout the training program. Trainees who do not demonstrate the required level of proficiency are provided additional training or are removed from training. The Operator training program combines instructor-led sessions, video instruction, facilitated discussion, and opportunities for the trainees to practice what they have learned. Training topics include:

   Classroom Training
   The first part of Operator training at First Transit, classroom training, begins the process of instilling the safety culture into each Operator. Helping the student Operators understand the importance of keeping themselves and each passenger safe; and their responsibilities in maintaining a safe environment, is a theme integrated throughout.

   - **Unit 1 - Introduction**
     - Welcome and Introduction
     - Title VI Civil Rights Act 1964
     - Employee Handbook
     - BeSafe - Making Safety Personal
     - Hazardous Communication
     - Bloodborne Pathogens

- **Unit II - Fundamentals**
  - Safe Work Methods
  - Basics of Safety
  - Managing Emergencies
  - Security Awareness
  - Map Reading
  - Communication Devices
  - Navigation and Fare Policies
  - Smith System
- **Unit III - The Operator**
  - Drug and Alcohol Awareness
  - Distracted Driving
  - Fatigue and Sleep Apnea Awareness
- **Unit IV - Transporting Passengers with Disabilities**
  - Transporting Passengers with Disabilities
  - Interacting with Passengers
  - Diffusing Conflict
  - Passenger Care While Loading and Unloading
  - Mobility Aids and Devices
- **Unit V - Driving Fundamentals**
  - Driving Fundamentals I
  - Driving Fundamentals II
  - Roadway Types
  - Railroad Crossings

Behind-the-Wheel Training

Behind-the-Wheel training is conducted in three phases. Since most people coming to work as a Bus Operator have not been exposed to driving the types of vehicle used at First Transit, the first part of behind-the-wheel training takes place on a closed course. This provides the opportunity for the Instructors to evaluate the skill levels of each employee; and gives each employee the opportunity to make and learn from their mistakes in a safe environment.

The next phase of Behind-the-Wheel training takes place on the road, but in a controlled manner. During the road phase of the training, each student Operator works one-on-one with a First Transit Instructor. The road work begins with the basics; intersections, service stops, and backing. The next advanced stage of the road work addresses roadways, highway driving, and continues the instruction on intersections and service stops. The "Smith Driving System" principles are incorporated throughout the entire Behind-the-Wheel training phase.

- **Closed Course (Group Work)**
  - Vehicle Orientation
    - Pre-Trip Inspection
    - Seat Adjustment
    - Mirror Adjustment
    - Braking, Accelerating, and Transmission
    - Wheelchair Securement
  - Reference Points
    - Lane Position
    - Right Side / Left Side
    - Backing Point
    - Forward Stop

        - Pivot Points
        - Turning Points
    - Vehicle Control
        - Straight in Lane
        - Left Turn
        - Right Turn
        - Lane Changing - Moving Right or Left
- **One on One Instruction Behind the Wheel**
    - **Basic Road Work**
        - "Smith System"
        - Intersections
        - Service Stops
        - Backing
- **Advanced Road Work**
    - "Smith System" Commentary Driving
    - Roadways
    - Expressway / Highway Driving
    - Intersections
    - Service Stops
- **Final Evaluation**
  Upon completion of the training program, before an Operator can be placed into service, they must successfully demonstrate their mastery of the skills and practices learned during the training program.
- **Cadet Training**
  Once a new Operator has been placed into service there is period of observation where an experienced Operator, Instructor, or Supervisor periodically rides-along to ensure the skills learned in training have successfully transferred to providing service. This includes the securement and transportation of a person with a disability.

2. Requirements for Maintenance Training

Maintenance personnel are trained in shop safety, OSHA standards, and vehicle maintenance, in addition to receiving training in driving techniques and safety. Trainees are continually evaluated and tested throughout the training program. Trainees who do not demonstrate the required level of proficiency are provided additional training or are removed from training.

Maintenance training includes:

- Introduction to First Transit policies & procedures
- Injury prevention and risk assessment
- Substance Abuse Policy
- Defensive Driving
- "Smith System"
- NTI - Security Awareness Warning Signs
- Shop Safety Handbook
- Maintenance Lift Safety
- DVI Procedures
- SafeWork Methods
- Wheel Torque Specifications
- Workplace Violence
- OSHA (R-T-K / MSDS / PPE Training)

3. **Requirements for Staff Training**

Staff personnel are trained in Safety Leadership and "BeSafe" (described in item #1)

- **Safety Leadership**

  This is an interactive CD-ROM course consisting of 5 CD's and leaders guides which are designed to educate all levels of First Transit management on the behaviors surrounding accidents. Every level of management takes the course and successfully pass an online test, found on the Safety Resource Center (SRC), with a passing grade of 90% or better.

  The course outline is as follows:

  - Safety Leadership
    - Accidents
    - Behavior
    - Leadership
  - Supervisor Development
    - The Role of the Supervisor
    - Communication
    - Building Trust
    - Conflict Resolution
    - Performance Management
    - Decisions
- **Additional Safety Training**
  - Reasonable Suspicion
  - Supervisor's Report of Reasonable Suspicion
  - Code of Conduct
  - Customer Service
  - OSHA Requirements
  - Hazard Abatement FORM – CA Only

4. **Requirements for Continuing Training and Evaluations**

First Transit provides ongoing employee training and evaluations.

The objective of ongoing evaluations is met through a broad spectrum of regularly scheduled management activities including:

- road observations,
- ride along evaluations, and
- daily safety contacts.

Where evaluations and observations identify unsafe acts or conditions, retraining is provided to improve skill levels in accordance with corporate standards.

In addition to First Transit's formal employee training program, the following safety training is also conducted.

Safety Meetings

- Twelve (12) safety meetings are issued to the locations annually with required topics identified by the location and region safety management
- Each meeting is to be a minimum of one (1) hour in length unless otherwise required by state, client or local regulations
- A required topic along with a safety campaign including posters and DVD is sent to each location for presentation to all employees
- Attendance is a condition of employment and is mandatory for all Operators, Management, Operational staff, and Maintenance personnel. *(Unless stated otherwise in the CBA.)*
    - Failure to attend all meetings will result in disciplinary actions up to and including termination.
- Client/Contract requirements may require safety meetings to be conducted on a more frequent basis than the First Transit minimum standards

Retraining

First Transit has a "zero" tolerance for preventable injuries and collisions, elimination of preventable injuries and collisions is our number one goal.

An employee involved in a preventable injury or collision is placed on administrative leave pending completion of the investigation and completion of any required retraining.

Safety Communication

Describe processes and activities to communicate safety and safety performance information throughout the organization.

Safety Awareness Programs

Establishing and maintaining a culture that demands safe behavior at all times is at the core of First Transit's safety plan. This is done, in part, by providing a regular flow of positive information and recognizing those who are performing safely.

This is where our **"BeSafe"** program provides the structure and foundation for communicating safety messages and inspiring safe job performance at all levels. "BeSafe" takes safety to a more personal level. It is a company-wide commitment to safety, with the objective of continuous improvement by making safety a personal goal and incorporating behavioral change as a mitigation measure.

"BeSafe" focuses on positive change through routine personal "touchpoints" and coaching interactions between front-line employees and management. To reinforce the touchpoints, discussions and feedback sessions are conducted as needed.

This program inspires safe behavior among employees at all levels by;

- Generating system-wide participation in safety issues through positive reinforcement
- Encouraging all employees to "take ownership" for safety results
- Communicating safety policies, procedures and processes and results from the Safety Solutions Team to all transit workers.

- Engaging executives and managers at all levels, encouraging their active participation in safety management and communication
- Sharing safety results at the individual, project, region and national levels by celebrating success stories
    - **Individual Motivators – Individual Achievement Awards:** The "cultural carrot" to help affect individual safety improvement through the use of personal recognition awards. Currently established safety awards for First Transit employees are:
        - Annual Safe Driver Awards
        - Safety Solutions Team Recognition

- **A Safety Leadership Group - The Safety Solution Team (SST):** Four to 10 location teammates dedicated to making safety "top-of-mind " by identifying and resolving safety issues.
    - <u>SST</u>
        - Review the safety concerns they have worked on and improvements that have been implemented
        - Record and distribute SST meeting minutes
    - <u>GM</u>
        - Review " Daily Safety & Health Walkthrough"
    - <u>GM and SST</u>
        - Recognize individuals who have earned years of safe driving
        - Pins and Certificates
        - Include bullets from SST Meeting minutes

- **A Communication Tool:** “First Transit Connect” employee app, a peer to peer safety communication tool offering safety tips, best practices, recognition, offering ideas on “What Works”, Safety Happenings, and Safety Pep Rallies

Additional Information

Supporting Documentation *Include or reference documentation used to implement and carry out the Safety Plan that are not included elsewhere in this Plan.*
Numerous standard operating procedures (SOP’s), in addition to those mentioned in this plan, have been developed and incorporated into the operating practices at each First Transit location. The SOP’s have been designed to create operational consistency, increase awareness of risks and hazards, and provide easily duplicated processes for identifying and mitigating the risks associated with providing transit service. Some of those SOP’s are as follows.

- High Interest Driver SOP's #206; #206a; #206b; #206c: #206d
- SOP #207 - Railroad Crossing Assessment
- SOP #502 – Sub-Contractors Working on Company Property
- Fire Prevention Plan SOP's #504; #504a; #504b; #504c; #504d
- Winter Safety – Snow Removal Action Plan SOP's #505; #505a; #505b; #505c
- Vehicle Fueling Spill Control SOP's #506; #506a; #506b; #506c; #506d
- SOP #507 - Pedestrian Visibility and Movement on Company Property
- SOP # 508 - Service Truck & Service Vehicle Visibility
- Emergency Action Plan SOP's #806; #806a; #806b; #806c; #806d
- First Transit Shop Safety Handbook
- Safety & Security Planning Manual

Definitions of Special Terms Used in the Safety Plan

Term	Definition

List of Acronyms Used in the Safety Plan

Acronym	Word or Phrase
ARC	Accident Review Committee
BTW	Behind-the-Wheel
DOT	Department of Transportation
DUI	Driving Under the Influence
DWI	Driving While Intoxicated
ESC	Executive Safety Committee
FGA	First Group America
F.O.R.M.	First Occupational Rehabilitation Management

FTA	Federal Transit Administration
HR	Human Resources
LGM	General Manager
LOTO	Lock-Out/Tag-Out
LSM	Location Safety Manager
MNT	Maintenance
OPS	Operations
OSHA	Occupational Safety & Health Administration
PPE	Personal Protective Equipment
PRM	Performance Review Management
SMS	Safety Management System
SOP	Standard Operating Procedure
SRC	Safety Resource Center
SST	Safety Solutions Team
UK	United Kingdom
VP	Vice President

Attachment A:
First Transit Safety Policy

Safety Management Policy Statement

Introduction

Global in scale and local in approach, First Transit is an organization which combines a robust corporate structure with strong customer-centric, local operations. Throughout the company, our focus is conducting our business in a way that aligns with our core values:

- Committed to our customers
- Dedicated to Safety
- Supportive of Each Other
- Accountable for Performance
- Setting the Highest Standards

We believe these values to be essential components in our aim to achieve ZERO safety events, resulting in ZERO harm to our customers, our employees, our shareholders, and the environments in which we operate. First Transit's Safety Management System (SMS) encourages all First Transit employees to replace risky behaviors and thought processes that jeopardize safety in the workplace. Through the program, we are striving to build a cultural identity that is continually focused on safety. First Transit has adopted the core philosophy of, ***"Think Safe, Act Safe, BeSafe"***

Safety Management Policy

At the core of First Transit's mission is the commitment to protecting the safety and well-being of our passengers and employees. Our ***"Be Safe"*** program is the foundation of First Transit's Safety Management System (SMS) with three clear objectives:

1. To make progress on our way to "Zero Harm"
2. To make safety a personal core value through behavior change
3. To improve business performance

"Be Safe" **–** the driving force behind First Transit's Safety Management Policy - focuses on recognizing and acknowledging safe behavior and actions through positive reinforcement. All employees are empowered to report unsafe acts and working conditions without fear of reprisal.

Safety Management Policy Statement

The guiding principles that drive First Transit's SMS program are:

- **Knowledge:** Our greatest efforts will be directed at the key safety behaviors that will help reduce incidents.
- **Recognition:** While not ignoring actions that undermine safety, the focus will be on acknowledging colleagues "doing it right" and positively reinforcing these actions.
- **Openness:** Regular positive coaching interactions, or "touchpoints" will take place and communication at "debriefs" will be open and honest.
- **Learning:** Reporting of incidents and near misses will be seen as learning opportunities to continuously improve work place safety.
  Courage: We are all empowered to accept responsibility for our own safety and the safety of our colleagues and customers. If you assess something to be unsafe, you should have the courage to stop and find a safer way of doing things.

Performance improvement in all aspects of First Transit's operations is based on four key elements: *Leadership and Engagement*; *Risk Reduction*; *Safety Management*; and *Performance Management*. Each element includes safety as a top priority.

Leadership and Engagement depends upon honest and open communication from all employees; data collection from which critical decisions are formulated that impact daily, short term, and long-term operations; resource management; and future direction of First Transit.

Risk Reduction includes our comprehensive audit and inspection regime; hazard identification and reporting; continuous training and safety campaigns; employee safety evaluation reporting programs and procedures; employee and management observation of operations; and compliance assurance of FTA, DOT, and OSHA safety and operating requirements and recommendations.

Safety Management at First Transit has many forms; including Safety Solution Teams, Accident Review Committees, Local Client Liaison Committees at each local operation; the corporate Safety Department which gathers, analyzes, and communicates the safety information throughout the organization; and enforces policies and procedures to ensure all employees are conducting their business in the safest manner possible.

Performance Management ,the final key element, uses many Key Performance Indicators relating to safety to evaluate First Transit's progress toward Zero safety events. Daily reports; monthly location scorecards; the Critical Activity Record Entry program which captures and compares safety data monthly; major events calls, which alerts management in real time of safety events; and regular calls and meetings between mid-level and upper management to review safety concerns; are a sampling of the tools employed to ensure that safety is first and foremost in everything we do.

Ongoing Company-Wide Commitment

As President of First Transit, I know our commitment and passion for safety runs far deeper than the words contained in this policy statement. While our roles may vary, everyone in our organization, from the highest levels of management to the employees on the street, has a responsibility for their own safety as well as the safety of colleagues and customers; and to perform the daily tasks of providing public transportation in as safe a manner as possible.

We at First Transit depend on every member of our team to do everything possible to protect our resources and environment from harm, now and into the future. We take great pride in this responsibility and our ability to meet these expectations.

CARSON AREA METROPOLITAN PLANNING ORGANIZATION

STAFF REPORT

Report To: Carson Area Metropolitan Planning Organization **Meeting Date:** December 10, 2025

Staff Contact: Darren Schulz, Public Works Director

Agenda Title: For Discussion Only – Discussion and presentation regarding the Carson Area Metropolitan Planning Organization's ("CAMPO") 2025 Transportation Network Monitoring Report ("Report"), which presents transportation-related data collected and analyzed within the CAMPO planning area. (Kelly Norman, Senior Transportation Planner)

Agenda Action: Other / Presentation **Time Requested:** 15 minutes

---

Proposed Motion
N/A

Board's Strategic Goal
N/A

Previous Action
N/A

Background/Issues & Analysis
The Report is intended to show regional trends and changes that influence the CAMPO-area transportation system. It presents information on who uses the transportation system (socio-demographic data), what residents travel on (roadway condition, local roadway pavement condition), where they travel (trip origins, destinations), and how they travel (transit, walk, bike, drive). The data collected for this Report is analyzed to understand the overall performance of the transportation system. This information is used to identify and prioritize projects as well as track progress toward achieving the goals and objectives established in CAMPO's Regional Transportation Plan. Staff will provide a brief presentation summarizing the Report.

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):
5D_CAMPO_Exhibit 1 - 2025 Network Monitoring Report.pdf

5D_CAMPO_Exhibit 2 - Network Monitoring Report Presentation.pdf

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

_____
(Vote Recorded By)

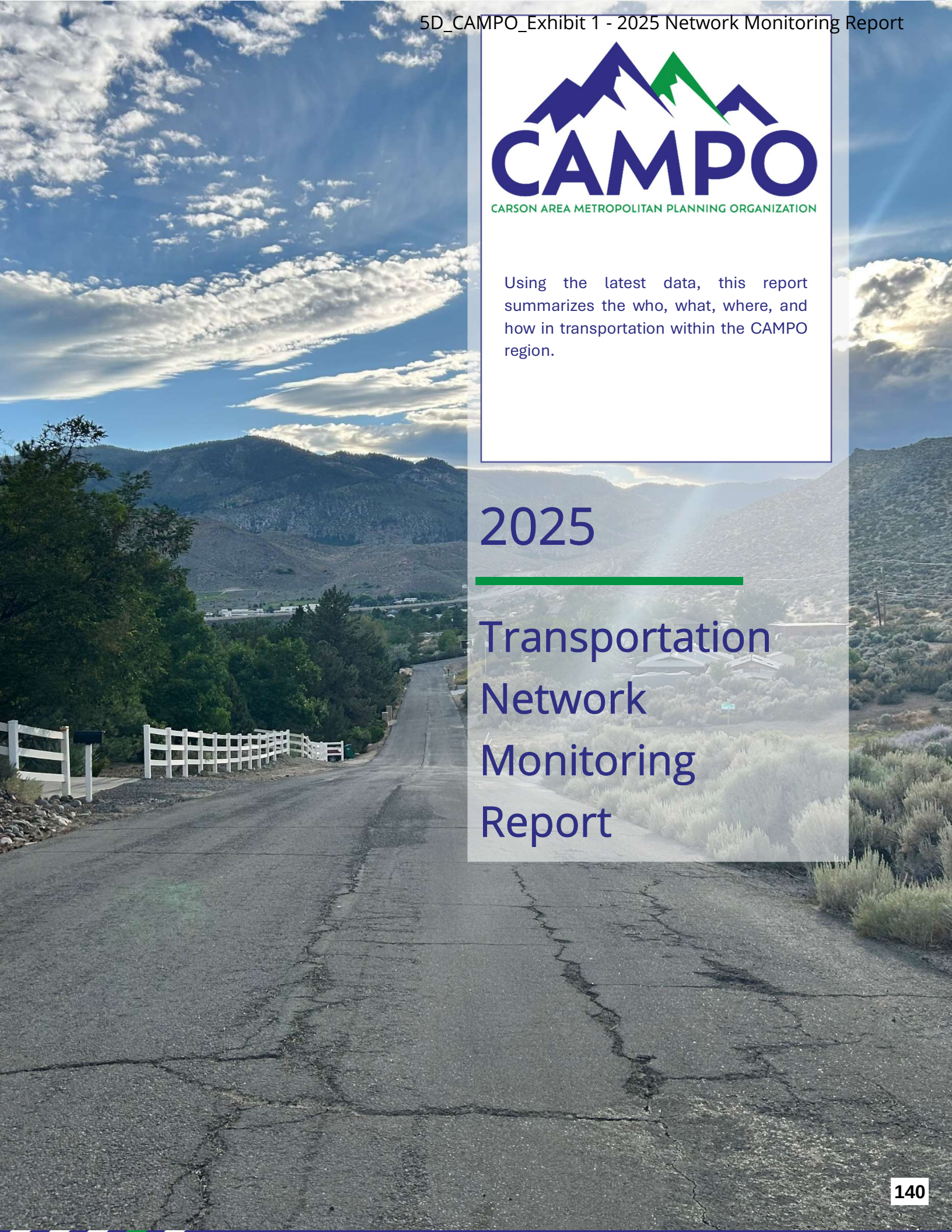
CAMPO

CARSON AREA METROPOLITAN PLANNING ORGANIZATION

Using the latest data, this report summarizes the who, what, where, and how in transportation within the CAMPO region.

2025

Transportation Network Monitoring Report



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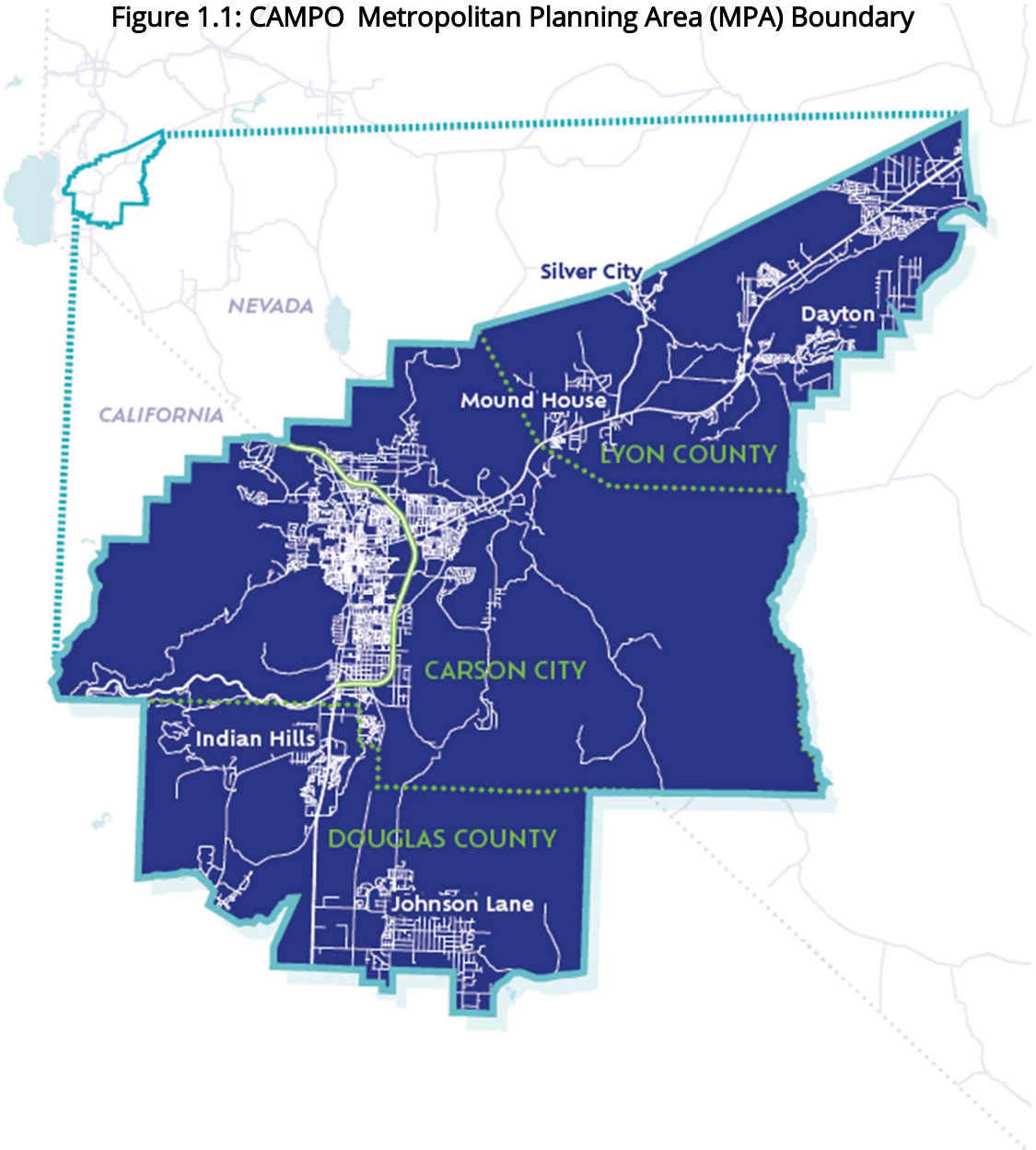
Chapter 1 Introduction

The Carson Area Metropolitan Planning Organization (CAMPO) is a federally recognized metropolitan planning organization (MPO), formed on February 26, 2003. CAMPO is responsible for carrying out the metropolitan transportation planning process for the Carson City Metropolitan Planning Area (MPA). The Carson Area MPA encompasses nearly all of Carson City (except the area within the Lake Tahoe Basin) and portions of northern Douglas County and western Lyon County. The geographic scope of this report is depicted in Figure 1.1. Additional information about CAMPO is available at: www.CarsonAreaMPO.com.

Figure 1.1: CAMPO Metropolitan Planning Area (MPA) Boundary



1.1 Performance-Based Planning

Performance-based planning and programming apply performance management principles and performance measures to transportation system policy and investment decisions. Performance-based planning and programming is a system-level, data-driven process to identify strategies and investment areas. Performance-based planning helps define key goals and objectives and analyze and evaluate strategies for meeting these goals.

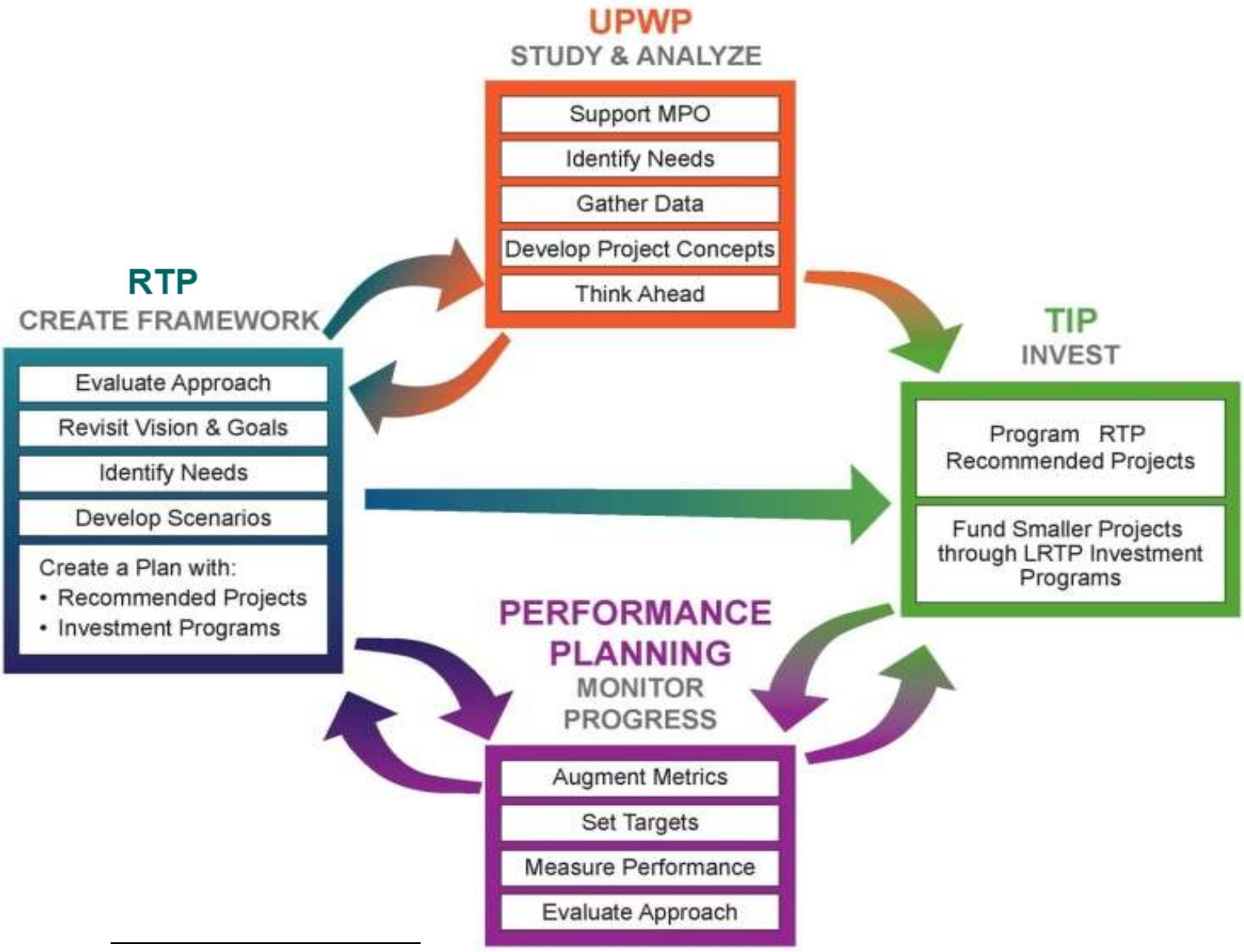
In November 2021, the federal Infrastructure Investment and Jobs Act (IIJA) was signed into law. This legislation carries forward and expands the policies, programs, performance measures, and initiatives established by preceding legislation (including ISTEA, TEA-21, SAFETEA-LU, MAP-21 and the FAST Act). This legislation requires MPOs to track and use certain performance measures and establish performance targets to inform decision-making for investment into the multi-modal transportation system.

This 2025 Transportation Network Monitoring Report is federally funded through CAMPO's Unified Planning Work Program and presents transportation network information derived from transportation data collected within CAMPO. The information is presented to show regional trends and changes that influence the transportation system. This document presents information on who uses the transportation system (socio-demographic data), what residents travel on (Roadway Condition, Local Roadway Pavement Condition), where they travel (trip origins, destinations), and how they travel (transit, walking, biking, driving). CAMPO staff continue to monitor socioeconomic factors, mobility, and safety needs of the region and strive to increase consistency and coverage of bicycle and pedestrian monitoring to better inform investment decisions. The data collected for this report is organized and analyzed to present information about the overall performance of the transportation system. This information informs project prioritization and

tracks the progress of those projects toward achieving the goals and objectives established in CAMPO's Regional Transportation Plan, shown on the previous page.

Together, the established goals, objectives, and performance measures form the basis of CAMPO's performance-based planning framework that informs policymaking, assists with investment decisions, and serves as the basis for project prioritization (capital improvements and maintenance) for projects contained within CAMPO's Transportation Improvement Program (TIP)[1]. The relationship between CAMPO's planning documents and performance-based planning framework is displayed graphically in Figure 1.2.

Figure 1.2: CAMPO's Primary Responsibilities

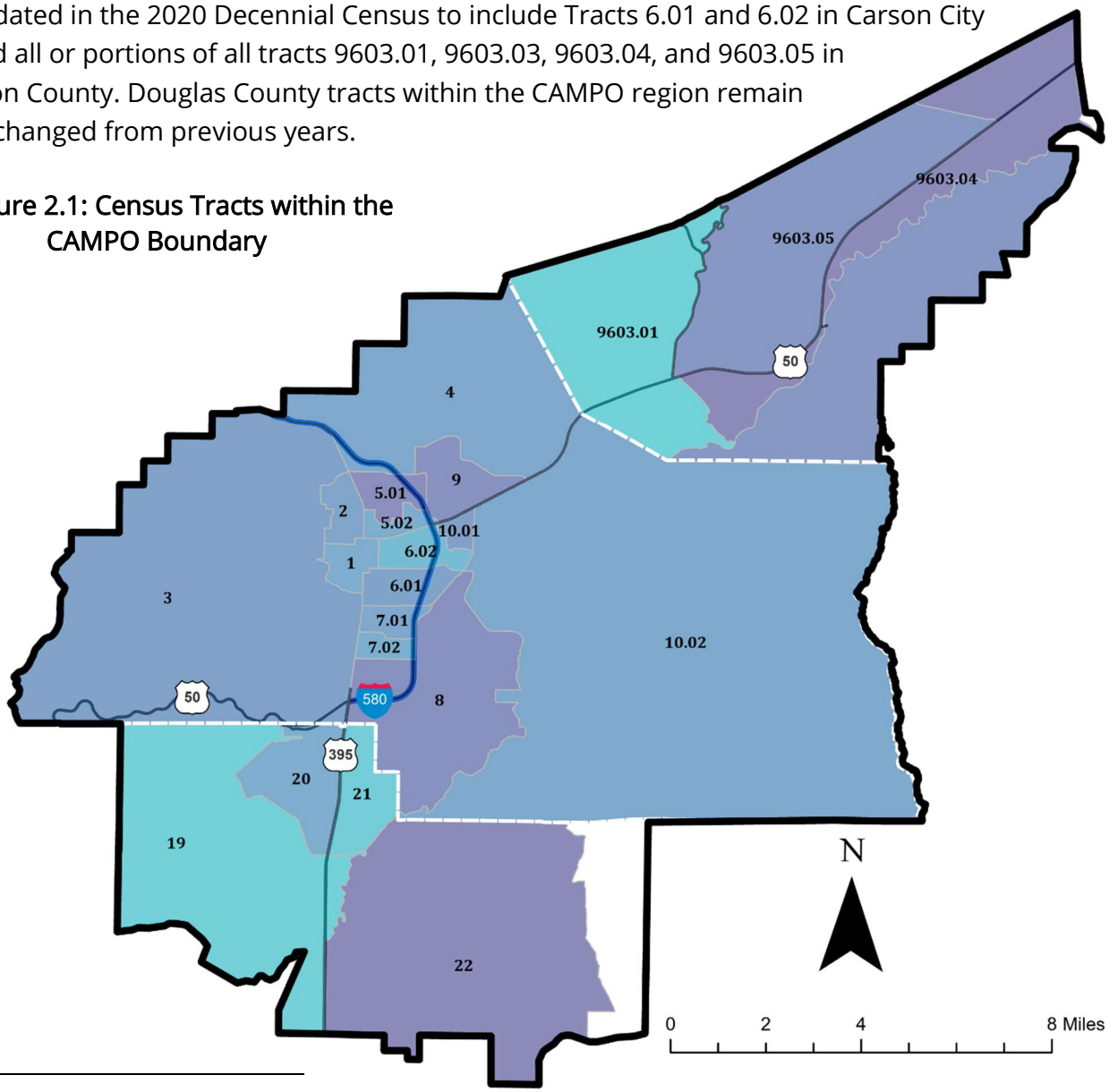


[1] Nevada Transportation Improvement Program - https://estip.nevadadot.com/

Chapter 2 WHO | Socio-Demographics

Transportation is innately personal – each of us experiences the transportation network through the unique lens of our daily activities. The 'Who' (socio-demographic composition of neighborhoods and regions) influences travel behavior, i.e., the where, when, why, what we travel on, and how each of us travels. By monitoring regional socio-demographic data[2], CAMPO is better informed and equipped to plan for and manage the region's use of regional transportation infrastructure for those who rely upon it. Figure 2.1 displays the 21 census tracts within the CAMPO Metropolitan Planning Area. The following socio-demographic data was compiled using all or portions of all 21 tracts. Tracts within the CAMPO region were updated in the 2020 Decennial Census to include Tracts 6.01 and 6.02 in Carson City and all or portions of all tracts 9603.01, 9603.03, 9603.04, and 9603.05 in Lyon County. Douglas County tracts within the CAMPO region remain unchanged from previous years.

Figure 2.1: Census Tracts within the CAMPO Boundary

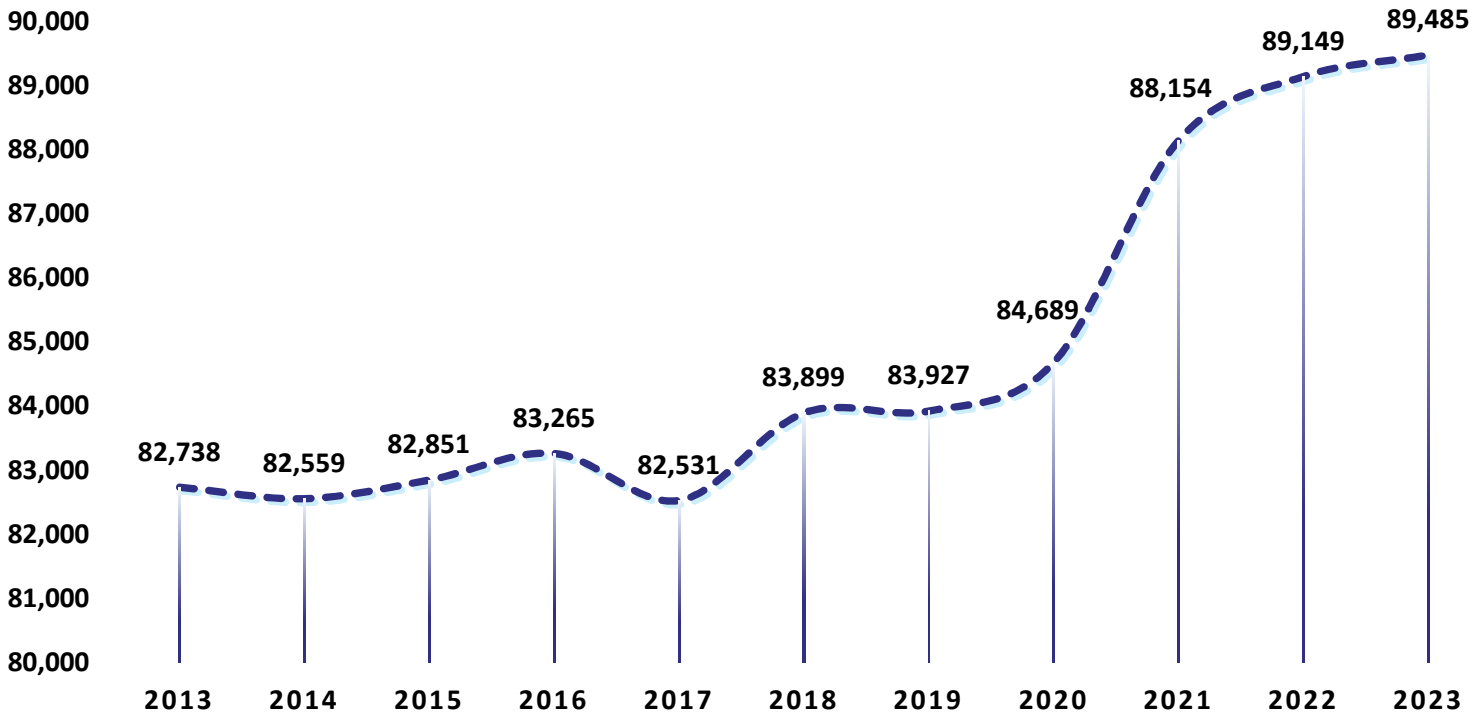


[2] American Community Survey (ACS), US Census Bureau - https://www.census.gov/programs-surveys/acs

2.1 Population

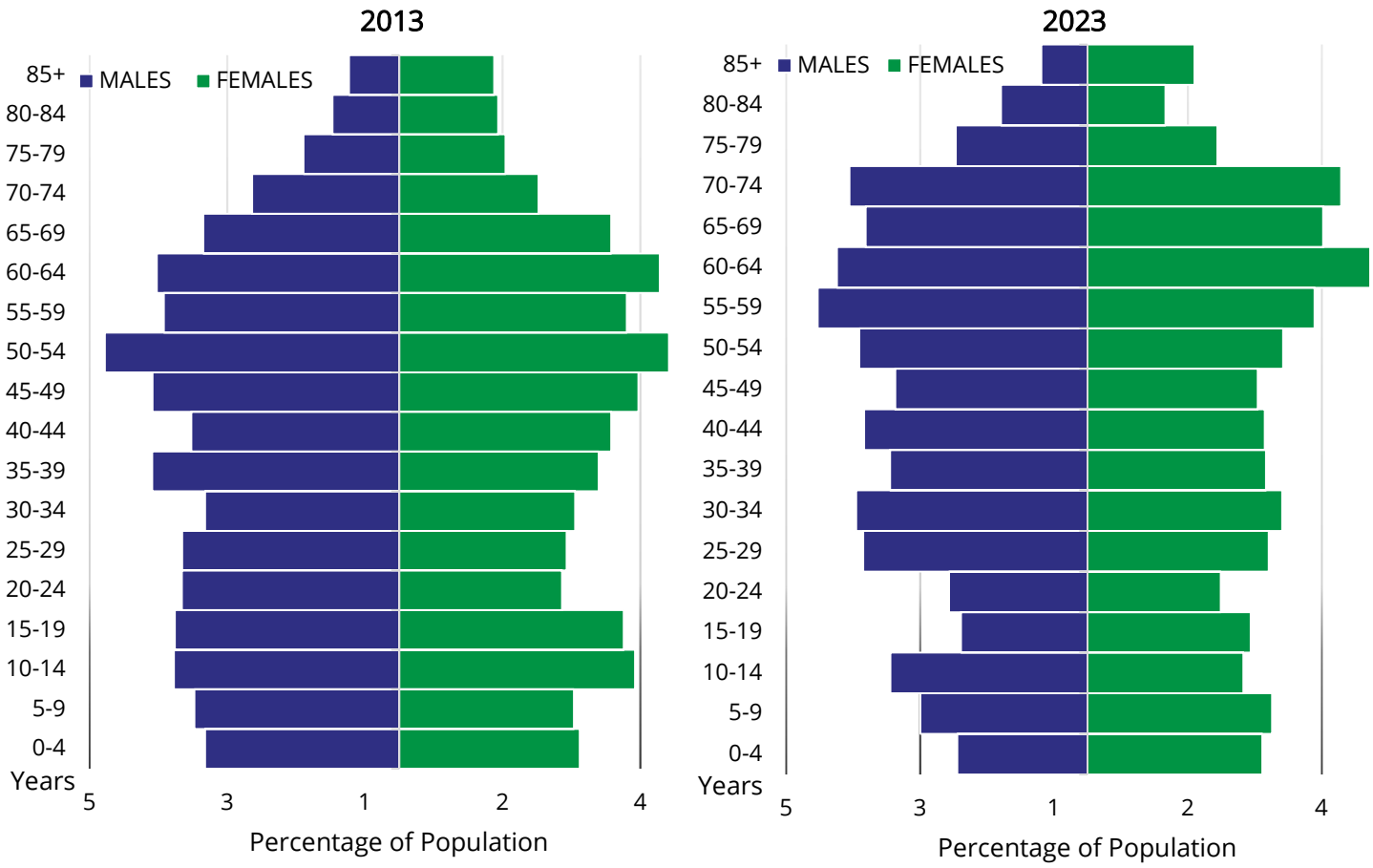
The CAMPO population increased by 0.3% in the last year, as shown in Figure 2.2. From 2022 to 2023, western and north central Carson City, Dayton in Lyon County, and the Indian Hills area of Douglas County had the highest increases in population over the last year.

Figure 2.2: CAMPO Total Population (2013-2023)



Source: ACS Demographic and Housing Estimates, Table DP05. Annual Estimates from American Community Survey (ACS) 5-year Estimates.

Figure 2.3: CAMPO Population Pyramid



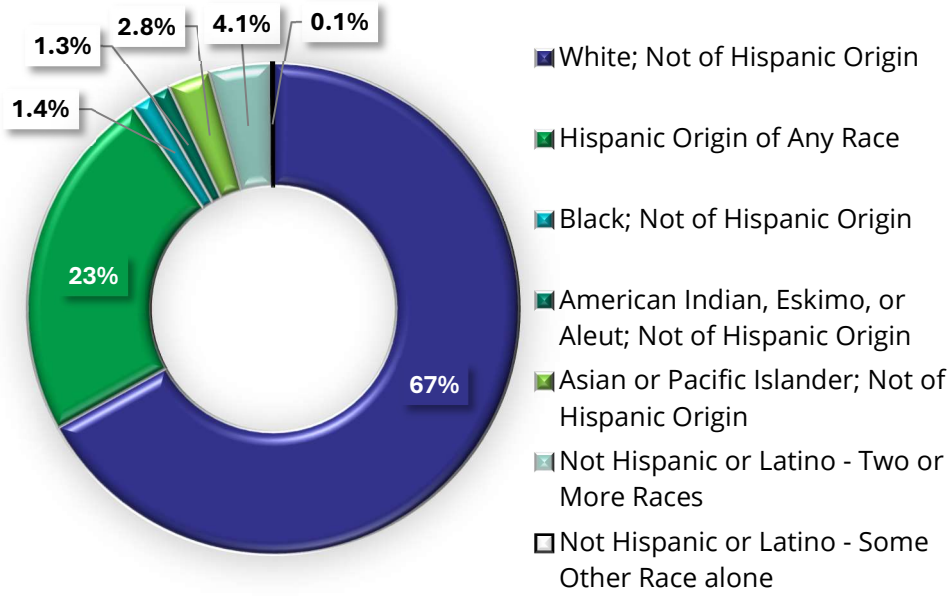
Source: ACS Demographic and Housing Estimates, Table DP05. Annual Estimates from American Community Survey (ACS) 5-year Estimates.

Figure 2.3 is a population pyramid of CAMPO with a comparison of years between 2013 and 2023. There are three trends regularly seen in population pyramids: expansive, constrictive, and stationary. Expansive populations have high fertility and mortality rates and are represented as a typical pyramid shape. Constrictive population trends have a lower mortality rate with a constant fertility rate and are wider in the middle. Stationary population trends have low mortality and fertility rates and usually have a more square or pillar shape.

In 2013, the CAMPO population pyramid trend is representative of a constrictive population, where fertility rates are still high, but mortality rates remain low. The 2023 CAMPO population pyramid is trending more towards a stationary population where mortality and fertility rates are low; however, the population is still growing, but at a slower pace.

Figure 2.4 shows the racial/ethnic breakdown in CAMPO in 2023. The percentage of the Hispanic population within the region is at its highest point in the last ten years, reaching almost one-quarter percent of the CAMPO population, as shown in Figure 2.5. This percentage share is forecasted to continue growing over the coming decades according to the Nevada Department of Taxation (Table 2.1).

Figure 2.4: Percentage of Population by Race/Ethnicity (2023)



Source: ACS *Demographic and Housing Estimates, Table DP05*. Annual Estimates from American Community Survey (ACS) 5-year Estimates

To facilitate effective community outreach, it is vital to ensure that engagement strategies include translated materials, partnerships with local Hispanic community groups, and an understanding of how to best collaborate with stakeholders from this community.

Figure 2.5: Hispanic Population and Percentage of Total Population (2023)

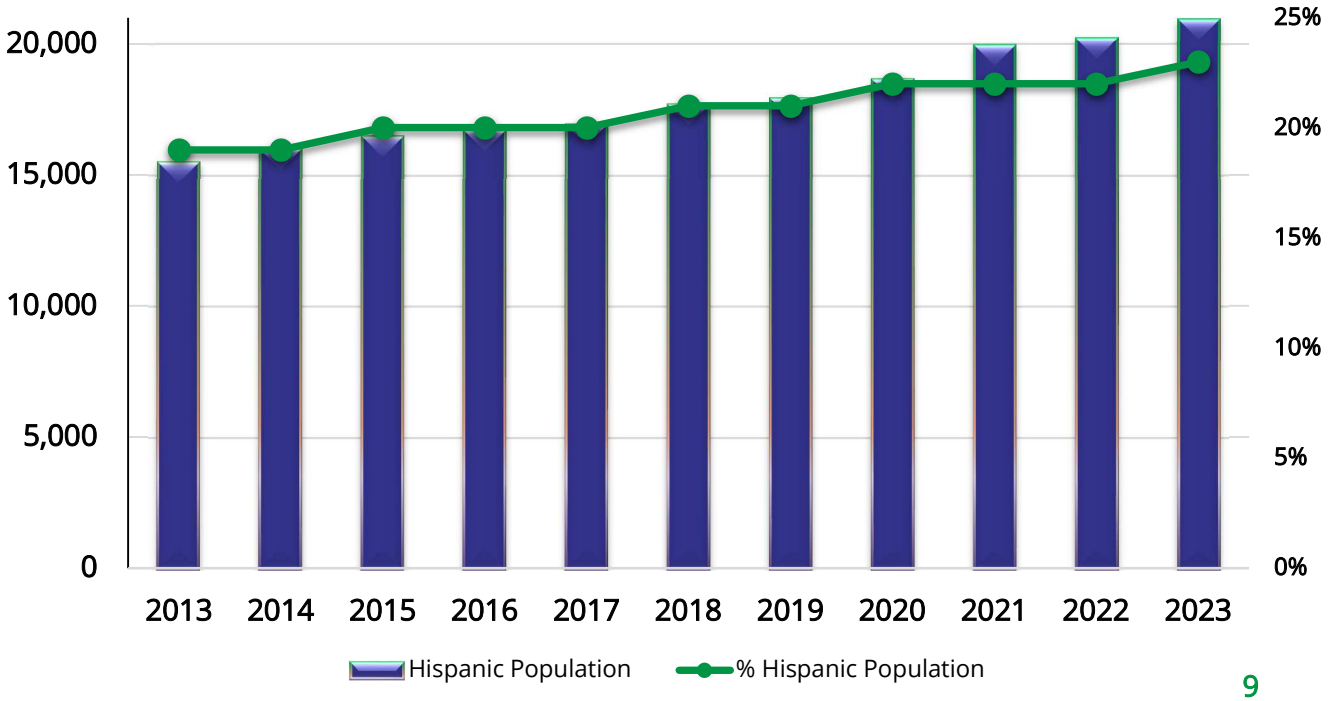


Table 2.1: 2024-2043 Nevada State Demographer Population Projections

Five-Year Cohorts	Carson City			Douglas County			Lyon County		
	Year 2024	Year 2043	Percent Change 2024-2043	Year 2024	Year 2043	Percent Change 2024-2043	Year 2024	Year 2043	Percent Change 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%**
Sex									
Female	30,849	32,712	6%	27,956	28,687	3%	32,246	37,265	**16%**
Male	28,713	30,175	5%	26,644	25,880	-3%	32,041	36,015	12%
Race & Ethnicity									
White Not of Hispanic Origin	41,420	31,993	-23%	43,057	39,010	-9%	49,235	52,637	7%
Black Not of Hispanic Origin	801	788	-2%	384	692	**80%**	804	1,174	**46%**
American Indian, Eskimo, or Aleut Not of Hispanic Origin	1,423	1,179	-17%	1,367	1,760	**29%**	1,830	1,908	4%
Asian or Pacific Islander Not of Hispanic Origin	1,209	1,071	-11%	1,778	2,286	**29%**	1,423	2,146	**51%**
Hispanic Origin of Any Race	14,710	27,856	**89%**	8,013	10,819	**35%**	10,995	15,415	**40%**

*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

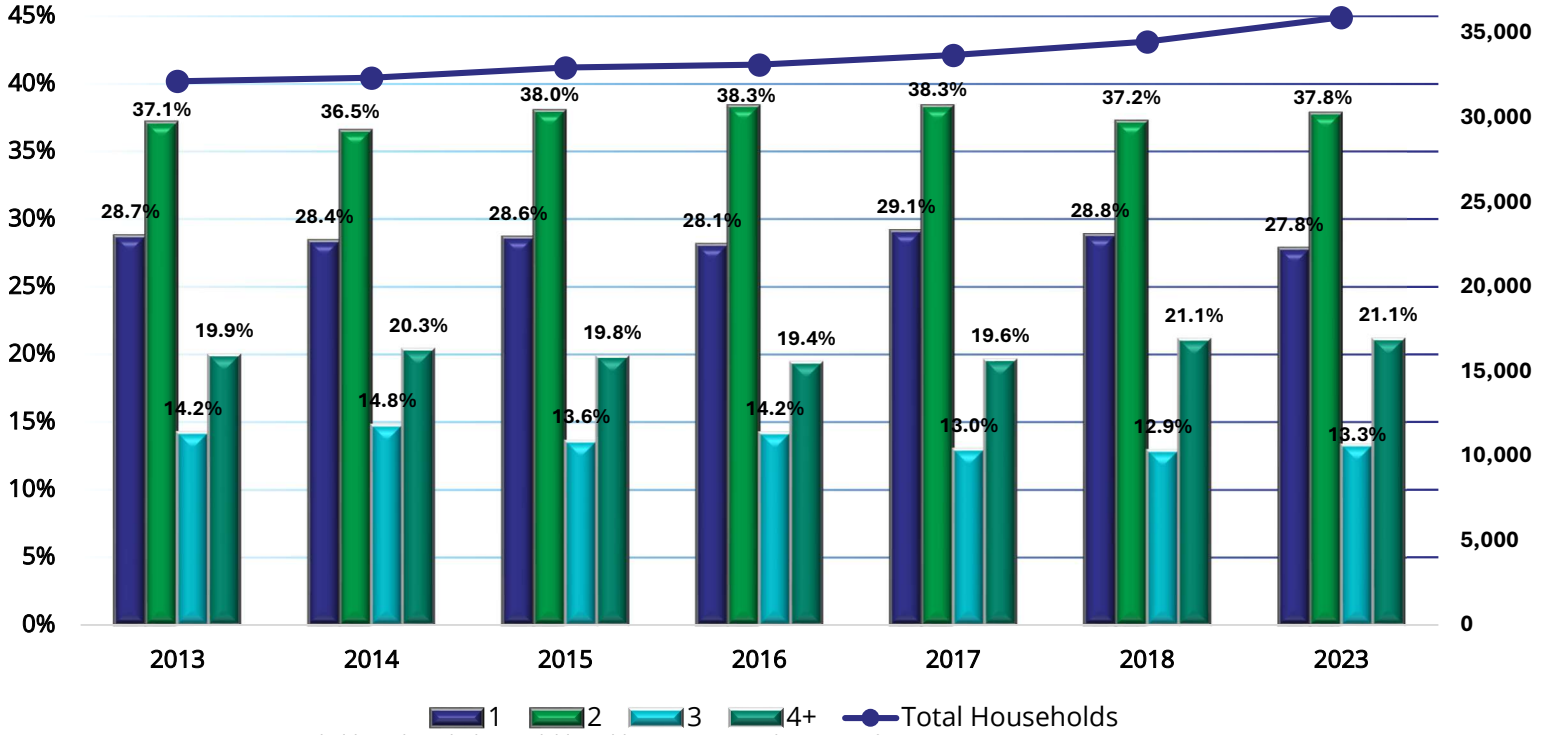
Over the next 30 years, demand for the transportation system will grow and evolve because of increased population. In total, between the years 2020 and 2050, CAMPO's population is anticipated to grow to approximately 97,000 people. Population estimates for 2024 through 2043 (Table 2.1) from the Nevada Department of Taxation anticipate a growing senior population (shown in green) 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.

2.2 Households

A community's distribution of household size has implications on the number and types of daily trips. Larger households tend to be comprised of families with children, which may generate travel for school and after-school activities, while smaller households may generate fewer trips overall, but may have more flexibility in their schedules to generate longer, inter-regional or interstate trips. Figure 2.6 displays the distribution of household size from 2013 to 2023.

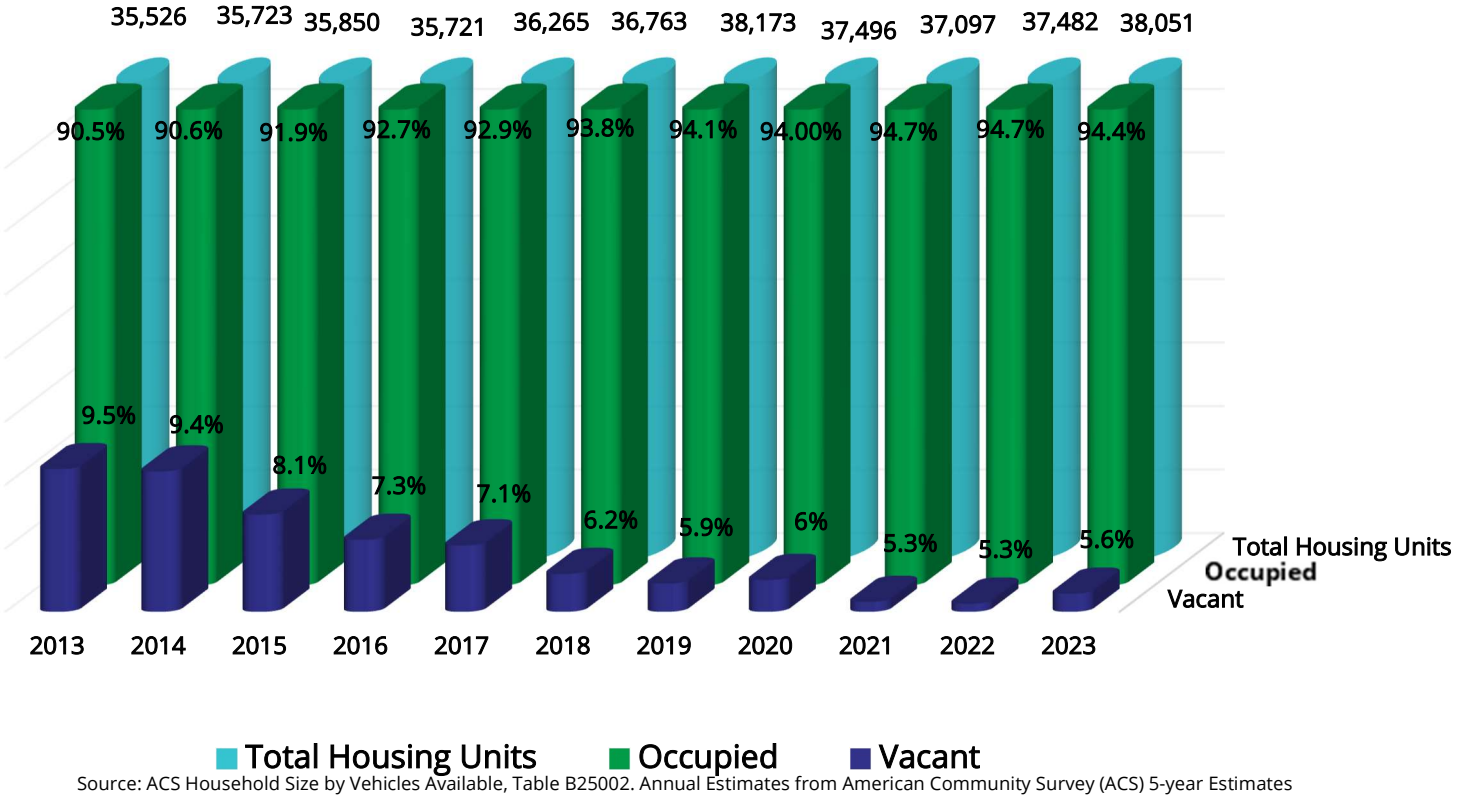
- A household includes all people occupying a housing unit.
- The household size equals the number of persons per household and is expressed as a percentage.
- Over the ten-year reporting period, total households in the CAMPO Area are increasing, and the distribution of people within a household has remained consistent.

Figure 2.6: Total/ Percent Household Size (2013-2023)



Source: ACS Household Size by Vehicles Available, Table B08201. Annual Estimates from American Community Survey (ACS) 5-year Estimates.

Figure 2.7: Housing Units/ Percent Occupancy Status (2013-2023)

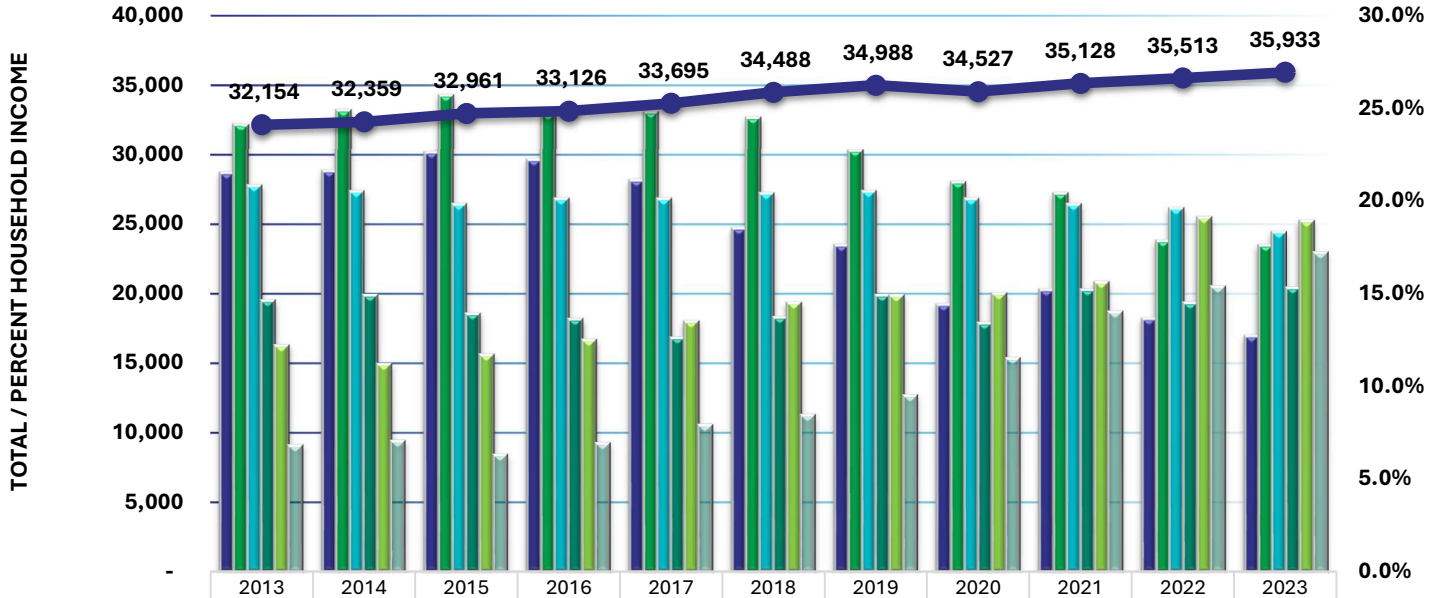


Source: ACS Household Size by Vehicles Available, Table B25002. Annual Estimates from American Community Survey (ACS) 5-year Estimates

A housing unit is a house, apartment, mobile home, group of rooms, or an occupied single room, separated from other living quarters. Housing unit occupancy is an indicator of population growth and economic activity, which results in additional demand on the transportation system. Long-term increases in housing unit occupancy can result in local zoning ordinance policy changes to encourage higher densities, which over time, can lead to more pedestrian, bicycle, and transit trips in place of traditional automobile trips. Housing occupancy rates are also correlated with housing affordability, with higher occupancy rates being tied to the more expensive housing stock. Figure 2.7 displays the vacancy/occupancy status of housing units between 2013 to 2023. The occupancy rate has increased, reaching its highest point of 94.7% in 2021 and 2022, and remains high at 94.4% in 2023. The occupancy rate has increased by 3.9% since 2013. The vacancy rate has decreased by 3.9% since 2013.

Figure 2.8 displays reported household income from 2013 to 2023. The number of total households has increased by 11.8% from 2013 to 2023. The percentage of total households earning less than $25,000 has decreased by almost 9 percentage points over the decade, while the percentage of total households earning $150,000 increased by 10.4 percentage points.

Figure 2.8: Household Income (2013-2023)



	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Less than $25,000	21.5%	21.6%	22.6%	22.2%	21.1%	18.5%	17.6%	14.4%	15.2%	13.6%	12.7%
$25,000-$49,999	24.1%	24.9%	25.7%	24.7%	24.8%	24.5%	22.7%	21.0%	20.4%	17.8%	17.6%
$50,000-$74,999	20.8%	20.5%	19.8%	20.1%	20.1%	20.4%	20.5%	20.1%	19.8%	19.6%	18.3%
$75,000-$99,999	14.6%	14.9%	13.9%	13.6%	12.6%	13.7%	14.9%	13.4%	15.2%	14.5%	15.3%
$100,000-$149,999	12.2%	11.2%	11.7%	12.5%	13.5%	14.5%	14.9%	15.0%	15.6%	19.1%	18.9%
$150,000 or More	6.8%	7.0%	6.3%	6.9%	7.9%	8.4%	9.5%	11.5%	14.0%	15.4%	17.2%
Total Households	32,154	32,359	32,961	33,126	33,695	34,488	34,988	34,527	35,128	35,513	35,933

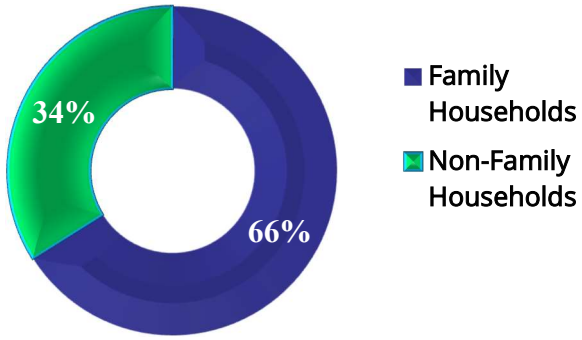
Source: ACS Selected Economic Characteristics, Table DP03. Annual Estimates from American Community Survey (ACS) 5-year Estimates.

The Bureau of Labor Statistics CPI Inflation calculator equates the buying power of $25,000 in 2012 with $33,832.53 in 2023 dollars. https://data.bls.gov/cgi-bin/cpicalc.pl

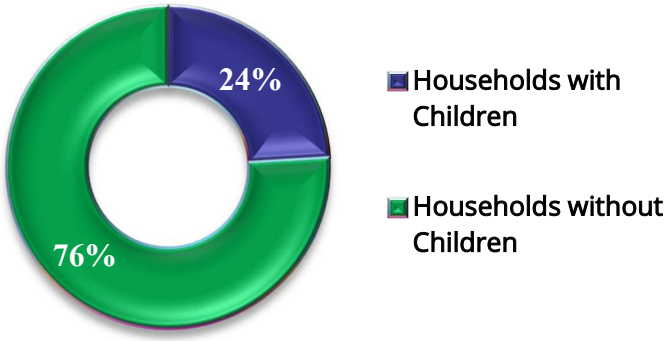
There are two major categories of households, "family" and "nonfamily". A family household is any two or more people residing together and related by birth, adoption, or marriage. A nonfamily household defines a householder living alone, or with an unrelated person, or persons. Within CAMPO, the average household has two people, with 66% identifying as family households. Less than a quarter of CAMPO households live with children, as shown in Figure 2.9.

Figure 2.9 CAMPO Household Types (2023)

Total Households	35,513
Average People Per Household	2.3
Family Households	23,600
Non-Family Households	11,913



Households with Children	8,651
Households without Children	27,342

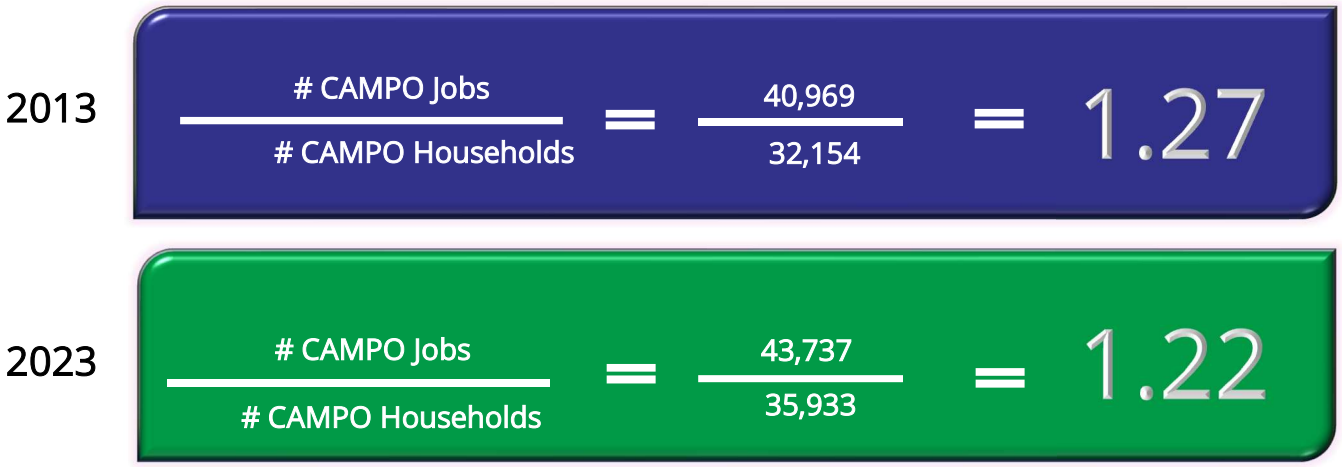


Source: ACS Household Size by Vehicles Available, Table S1101. Annual Estimates from American Community Survey (ACS) 5-year Estimates.

2.3 Jobs-Housing Balance

The jobs-housing balance is the ratio of jobs to housing within the CAMPO Area. Typically, a jobs-housing balance of 1.5 is considered a target standard, though this number can vary by community. In general, the standard should be based on the local data of workers per household. If a jobs-housing balance is too high, adequate housing may be unaffordable or unavailable to workers and can possibly lead to housing unaffordability, increased traffic congestion from in-commuting workers, or a lack of sufficient workers living in the area. If a jobs-housing balance is too low, there may not be enough jobs in the area for all workers, which may lead to traffic congestion from out-commuting workers. The 'jobs' and the 'housing' sides of the equation are sourced from the ACS Table DP03.

Figure 2.10 CAMPO Jobs – Housing Balance

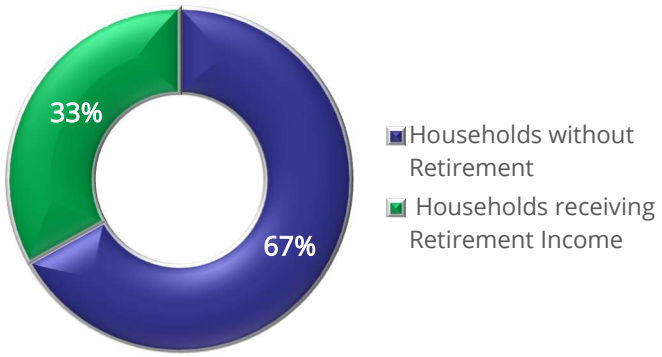


"Jobs-Housing Balancing and Regional Mobility." APA Journal (American Planning Association), Spring 1989, p.136-150. Reprint available at: http://escholarship.org/uc/item/7mx3k73h. [1]University of California Transportation Center.

During the last decade, the number of CAMPO jobs has increased by 6.7% and the number of households has increased by 11.8%. As indicated in Table 2.1, there is an increasing population of CAMPO residents aged 70 and older. Over the last decade, there has been a 52% increase in total households that receive retirement income. The jobs-housing balance in CAMPO has decreased slightly over the last decade, most likely due to housing increasing at a faster rate than jobs, more retired residents, or residents traveling outside the MPO to work. For an analysis of workers within CAMPO, see section 5.1 Commuting.

Figure 2.11 Households with Retirement Income

Households without Retirement	24,064
Households receiving Retirement Income	11,869

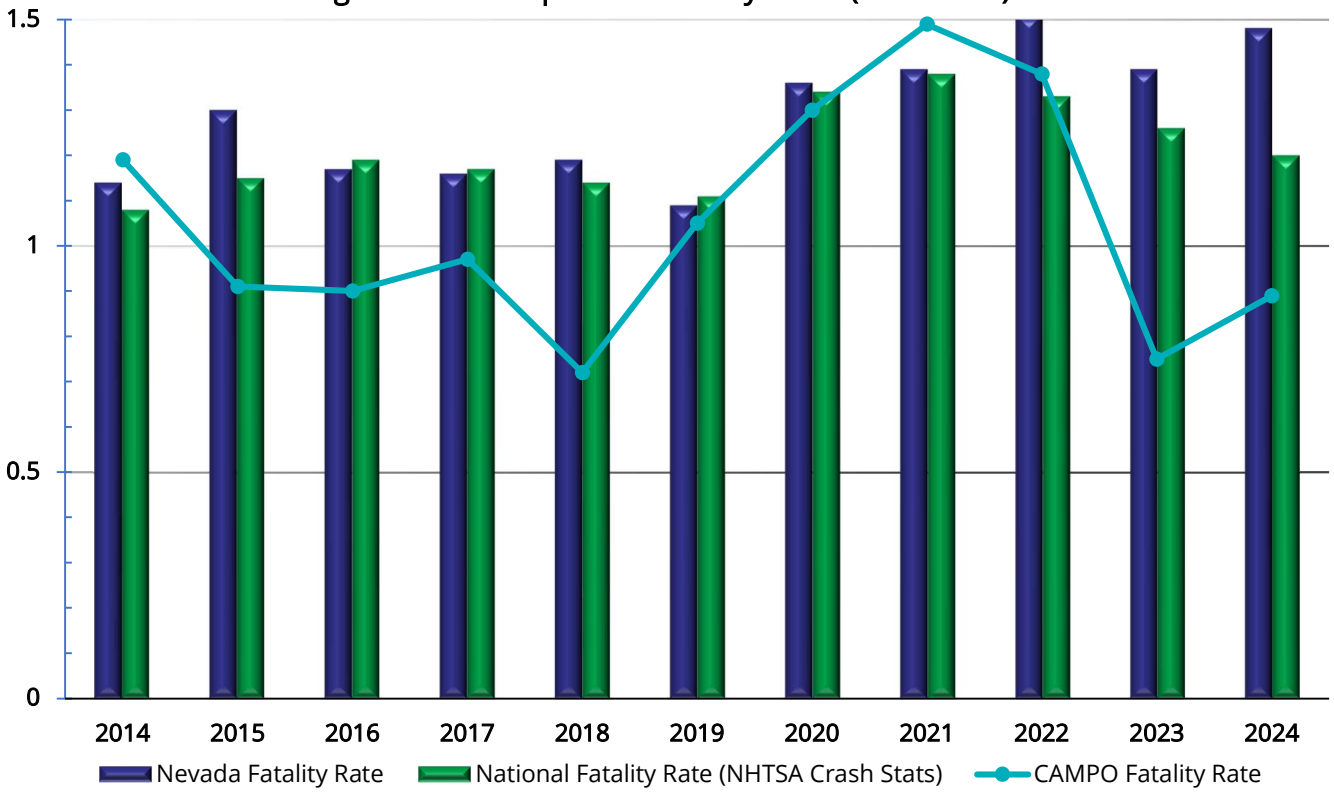


Source: ACS Households with Retirement Income Table DP03. Annual Estimates from American Community Survey (ACS) 5-year Estimates.

2.4 Safety

CAMPO monitors fatality rates compared with state and national trends. A comparison of the fatality rate per 100 million vehicle miles of travel of the Nation, State of Nevada, and CAMPO is displayed in Figure 2.12. CAMPO's member agencies continually aim to infuse safety elements and best practices into all transportation projects. This includes FHWA's Proven Safety Countermeasures Initiative, which identifies safety treatments and strategies that are encouraged to be implemented by state, tribal, and local transportation agencies to reduce serious injuries and fatalities.

Figure 2.12: Comparative Fatality Rates (2014-2024)



Source: https://www.fhwa.dot.gov/tpm/

Each year, about one-quarter of traffic fatalities and one-half of all traffic injuries in the United States are attributed to intersections.[1] CAMPO staff analyzed all signalized intersections for crash rate and number of severe crashes. The results can be seen in Figures 2.13 – 2.15 for the period of 2019-2023. A crash rate analysis is a more effective comparison of similar locations with safety issues and is key to data driven decision making. CAMPO completed a Local Road Safety Plan in 2024 with NDOT to understand the causes of fatal and serious injury crashes and successful mitigations within the CAMPO region.

Figure 2.13: Signalized Intersection Crash Rate per Million Vehicles 2020-2024

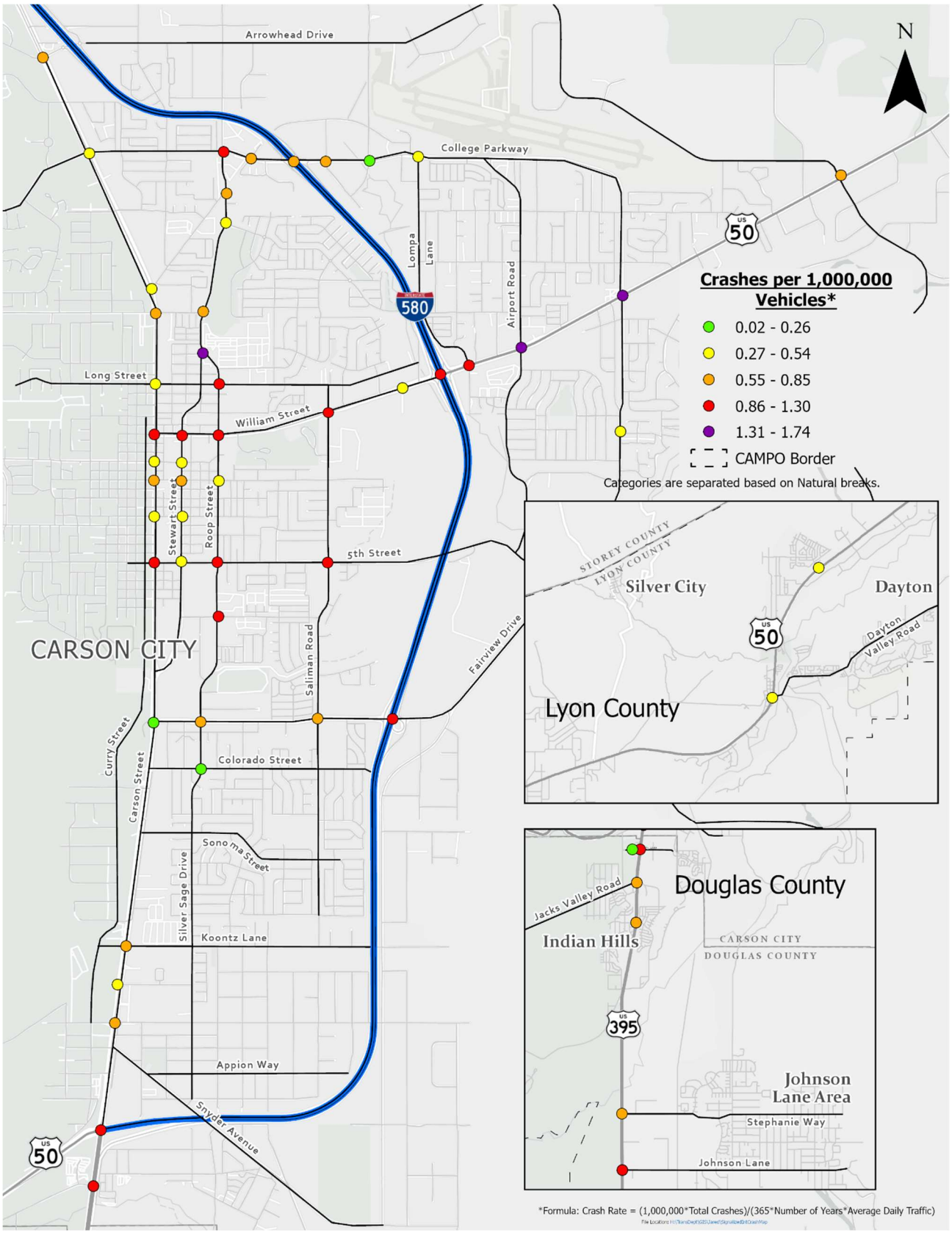


Figure 2.14: Number of Severe Crashes per Signalized Intersection 2020-2024

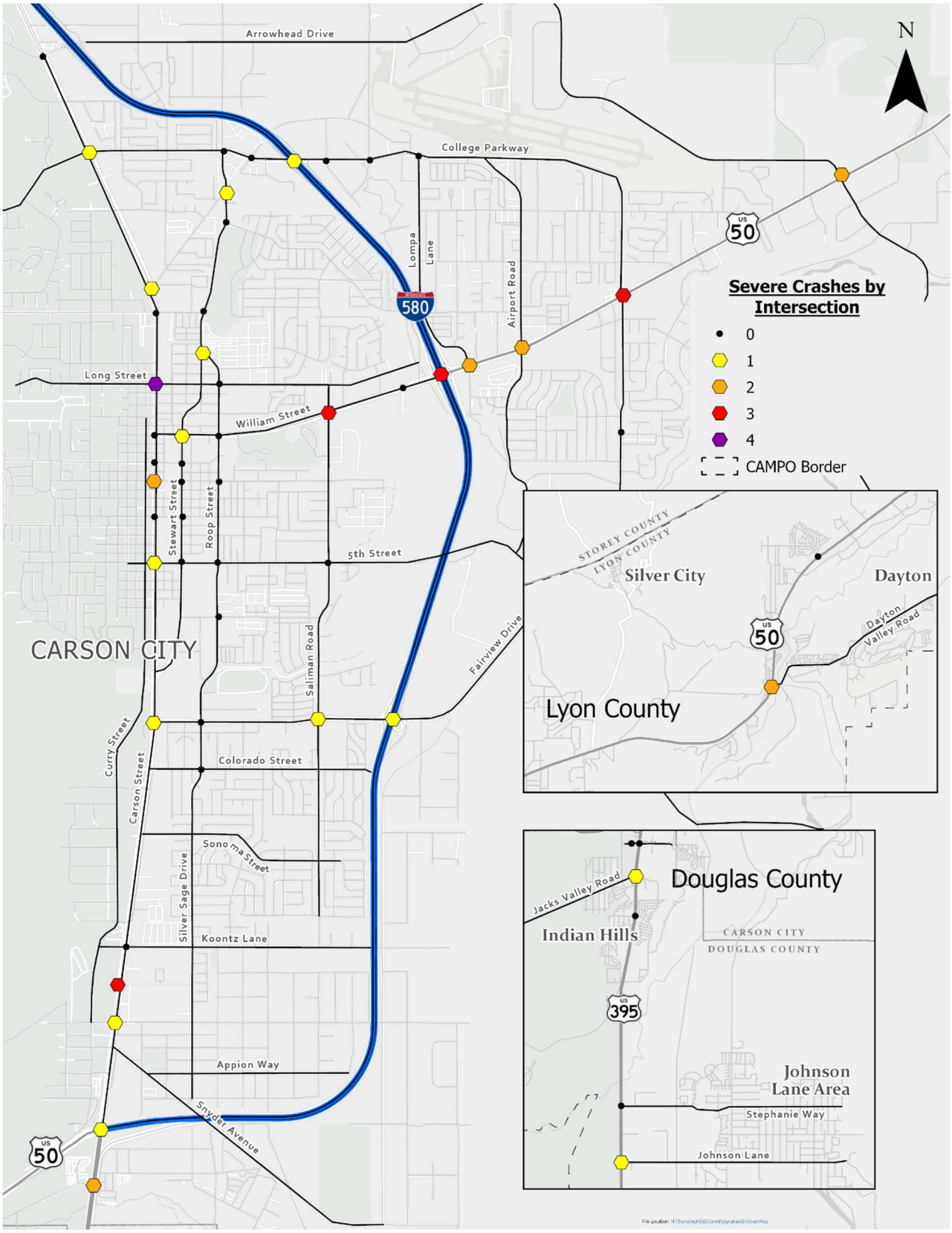
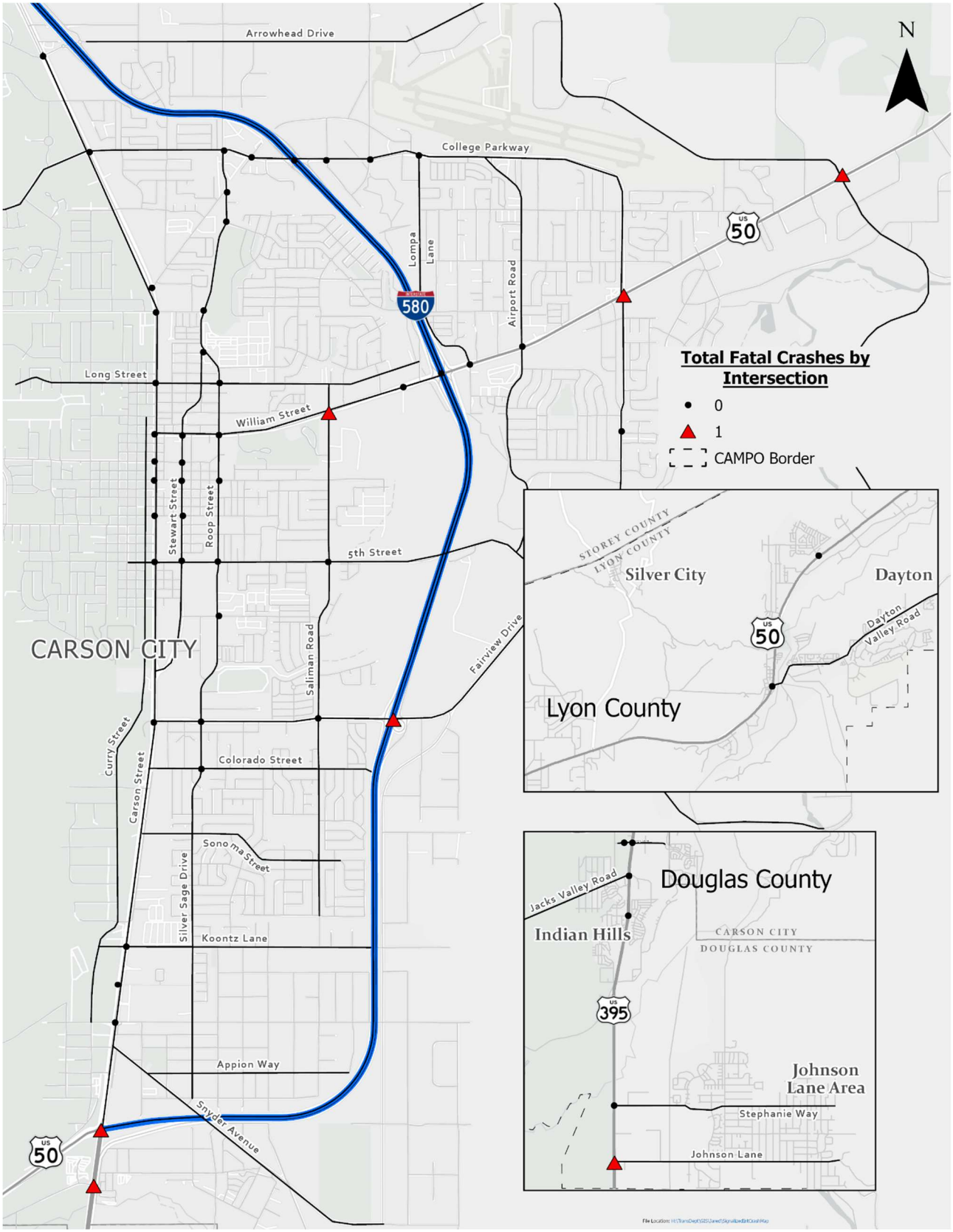


Figure 2.15: Number of Fatal Crashes per Signalized Intersection 2020-2024



Nevada Strategic Highway Safety Plan (SHSP)[3]

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 the Federal Highway Administration (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 1 Nevada Strategic Highway Safety Plan (SHSP) 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.

2.4.1 Safety Performance Measures

FHWA has established defined safety performance measures and a target-setting methodology for MPOs and state transportation agencies to monitor and report. The Safety Performance Measure (PM) Final Rule establishes requirements to assess fatalities and serious injuries on public roads. The five established performance measures, based on a five-year rolling average, are listed below. Developing transportation projects and programs

[3] Nevada Strategic Highway Safety Plan (SHSP) - https://zerofatalitiesnv.com/safety-plan-what-is-the-shsp

that address these safety performance measures is a top priority for CAMPO and will help CAMPO's member agencies be competitive when applying for State and Federal discretionary grant funding. Notably, between fiscal years 2017 and 2022, 83 percent of existing funding within the CAMPO Area is from a state or federal source.

Safety 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.

Target-Setting Process - 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.

State Targets - NDOT's statewide targets are reported in their Highway Safety Improvement Program Annual Report.

CAMPO Requirements for Safety Target-Setting - 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 should be evaluated against the five-year baseline. Targets must be data-driven, realistic, and attainable.

This Monitoring Report does not adopt any new safety targets; it simply reports them. In a review of the 2024 Targets, CAMPO's rate of fatalities and the serious injury rate is slightly lower than the target. Table 2.2 contains information on the five safety performance

measures, including the five-year baseline data and CAMPO's relative 2018-2024 targets, respectively. Since February 2021, CAMPO has chosen to support Nevada statewide safety targets in lieu of establishing CAMPO-specific targets. The Nevada State Performance Measures for safety can be seen in Table 2.3

Table 2.2: CAMPO Safety Performance Measure Data and Targets

	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	0.8	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	2.1	665,777,895
2020	5.4	8	6.6	8.5	31	13.6	5.3	6	5.6	0.87	1.3	1.38	5.02	617,009,797
2021	6.3	10	7.2	13.1	46	20.8	5.2	20	8	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	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.

Chapter 3 WHAT | Mobility Network

The accessibility, availability, connectivity, efficiency, and safety of traveling on the transportation network all influence how people travel between destinations. Road design, pavement condition, and travel time all influence the viability of vehicle trips. Connectivity and level of safety influence the probability of short- or long-distance bicycle travel. Connectivity, accessibility (e.g. presence of Americans with Disabilities (ADA) compliant curb ramps), and convenience influence whether someone chooses to walk to their destination. The location of bus stops and bus frequency (headway) will determine whether someone chooses to take transit.

How and where each of the mobility modes connects with other modes further determines the feasibility of those modes. For example, the ability of someone to leave their house, safely bicycle to the bus stop, load their bicycle onto the bus, take the bus to a location in proximity to their employment, and secure their bicycle once they arrive directly influences which mode of transportation someone will use. In the winter months when it gets dark early, the presence of street lighting along sidewalks, bicycle lanes, and bus stops further influences mode choice decisions. When a mode of transportation is not efficient, easy-to-use, or safe, travelers may choose not to make the trip at all or choose a transportation mode that they perceive to be easier or quicker. By monitoring the location and characteristics of all modes in the mobility network, CAMPO is better informed and equipped to plan for and manage the region's use of, and demand for, regional transportation infrastructure connecting travelers with their destinations.

3.1 - Roadways

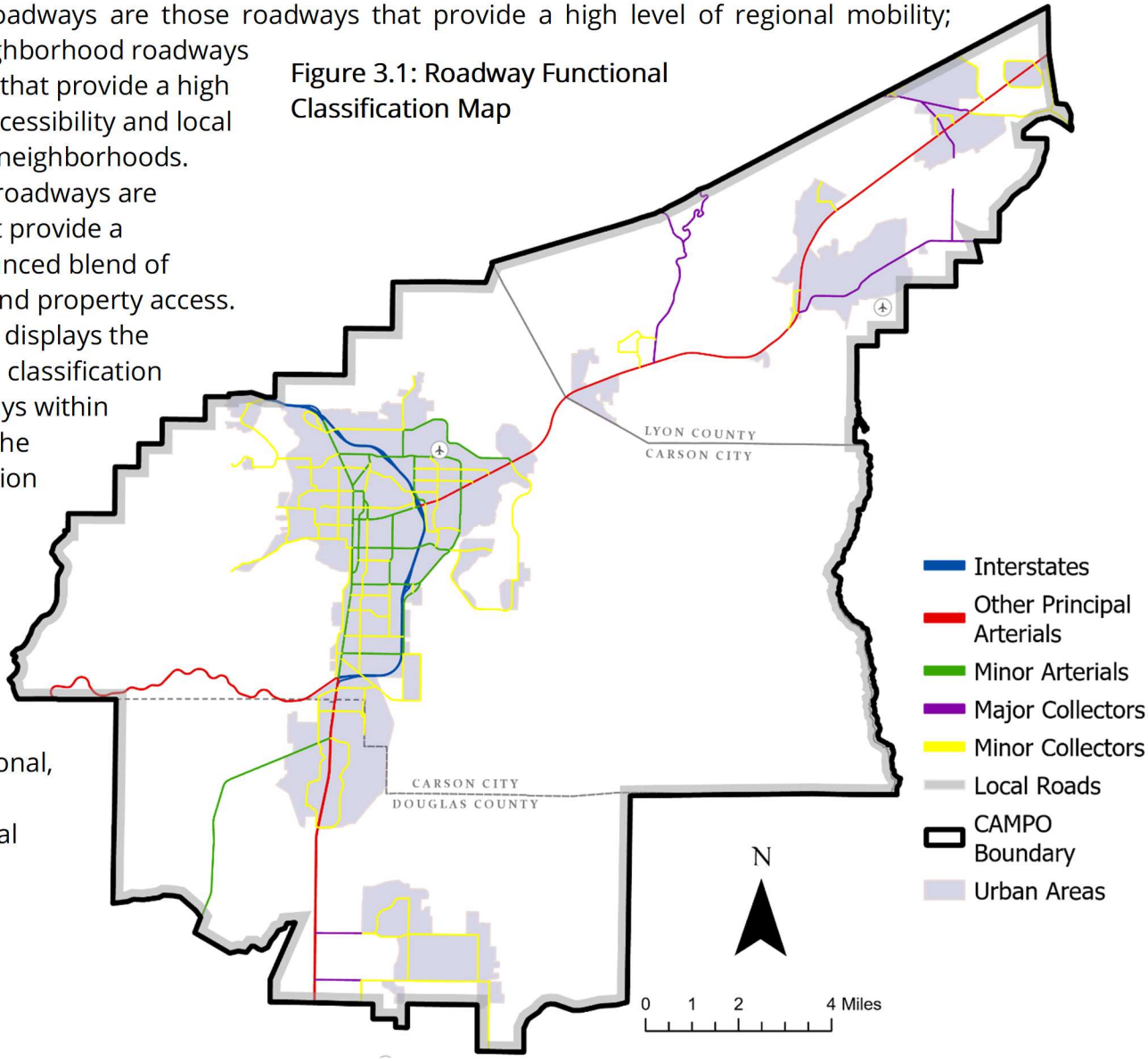
The quality of the roadway system is of central importance to the region's economy and the quality of life for people living and traveling in CAMPO. As required by the Federal government for the use of federal funds, CAMPO is responsible for collecting data and tracking performance measures related to investments made to the transportation network. Performance measures are used to inform planning, design, pavement management, capital improvements, operations, and maintenance activities on area roadways.

All roadways have a functional classification. Functional classification is the process by which streets and highways are grouped into classes according to the character of the service they are intended to provide. Roads with higher classifications serve the mobility needs of a greater number of people and typically carry more traffic. Roads with lower classifications

tend to provide access to more individual properties than serve the mobility needs of a greater number of people. 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/neighborhood 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 property access. Figure 3.1 displays the functional classification of roadways within CAMPO. The Classification of roadways is a joint effort between local, regional, state, and federal agencies.

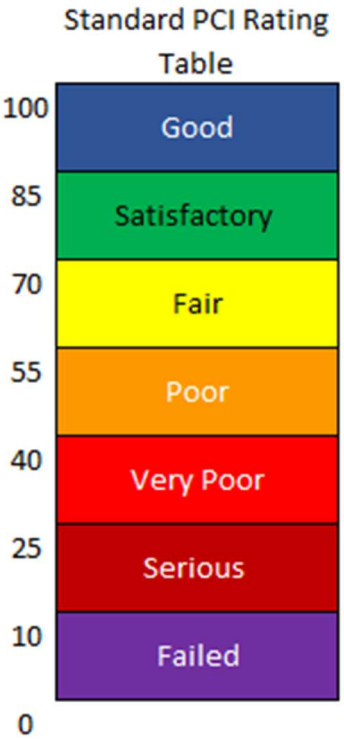
Figure 3.1: Roadway Functional Classification Map



Source:https://www.nevadadot.com/travel-info/maps/functional-classification-maps

3.2 Local Roadway Pavement Condition

There are 304.9 centerline miles of public road mileage and 304.32 centerline miles of Motor Fuel Tax road miles as of December 31, 2024, within Carson City. 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. The 2024-2028 Pavement Management Plan was developed through a partnership between Carson City Public Works and CAMPO. The plan serves as a framework for preserving, rehabilitating, and reconstructing Carson City's and CAMPO's roadway network. Although the plan was originally developed to incorporate only Carson City's roadways, CAMPO has since collected Pavement Condition Index (PCI) data for Douglas County and looks forward to eventually supporting pavement management planning for Western Lyon County as well.



Annual reporting of pavement conditions will assist decision makers in priority-based budgeting. Carson City has established targets for pavement condition using a Pavement Condition Index (PCI). Target setting helps staff and decision makers evaluate and allocate limited funding resources toward maintaining pavement infrastructure.

- PCI Rating Target for Regional Roads – 75 and above
- PCI Rating Target for Local Roads – 70 and above

Figure 3.2 Pavement Deterioration Rates

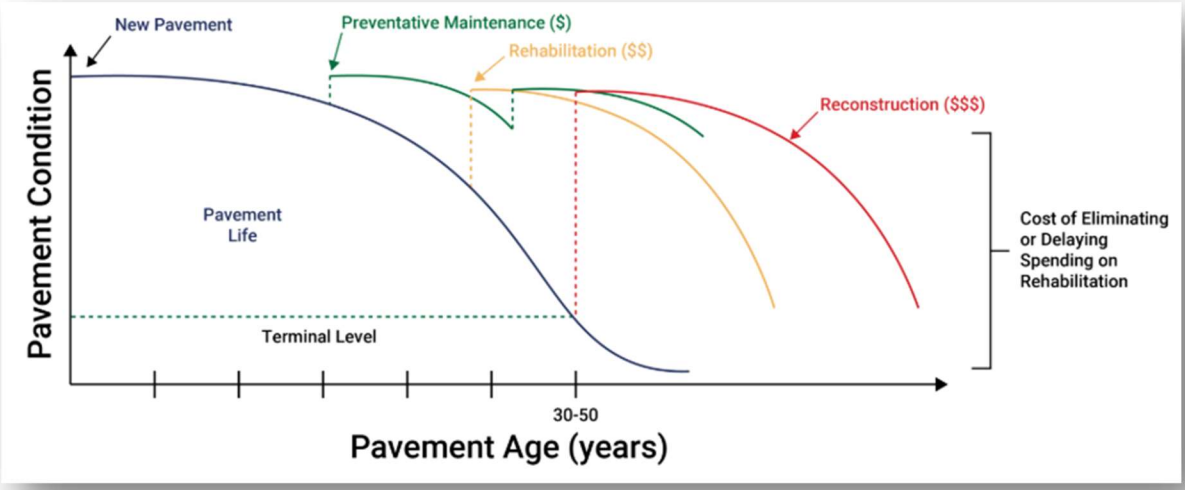


Table 3.1 presents the PCI for roadways within Carson City and across the five performance districts. The data reflects increases in regional road PCI in the Performance Districts where projects, such as the South Carson Complete Streets Project has been completed. Overall, Carson City roadway conditions have decreased nine percent since 2017, with local road conditions deteriorating by fourteen percent.

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 3.1 and Figure 3.2). 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. For reference, the average PCI for local roads is 53, which is near the middle of the pavement deterioration range. Table 3.2 presents the CAMPO and Douglas County Area PCI by jurisdiction from the 2024 Pavement Survey.

Table 3.1: 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%

Table 3.2: 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

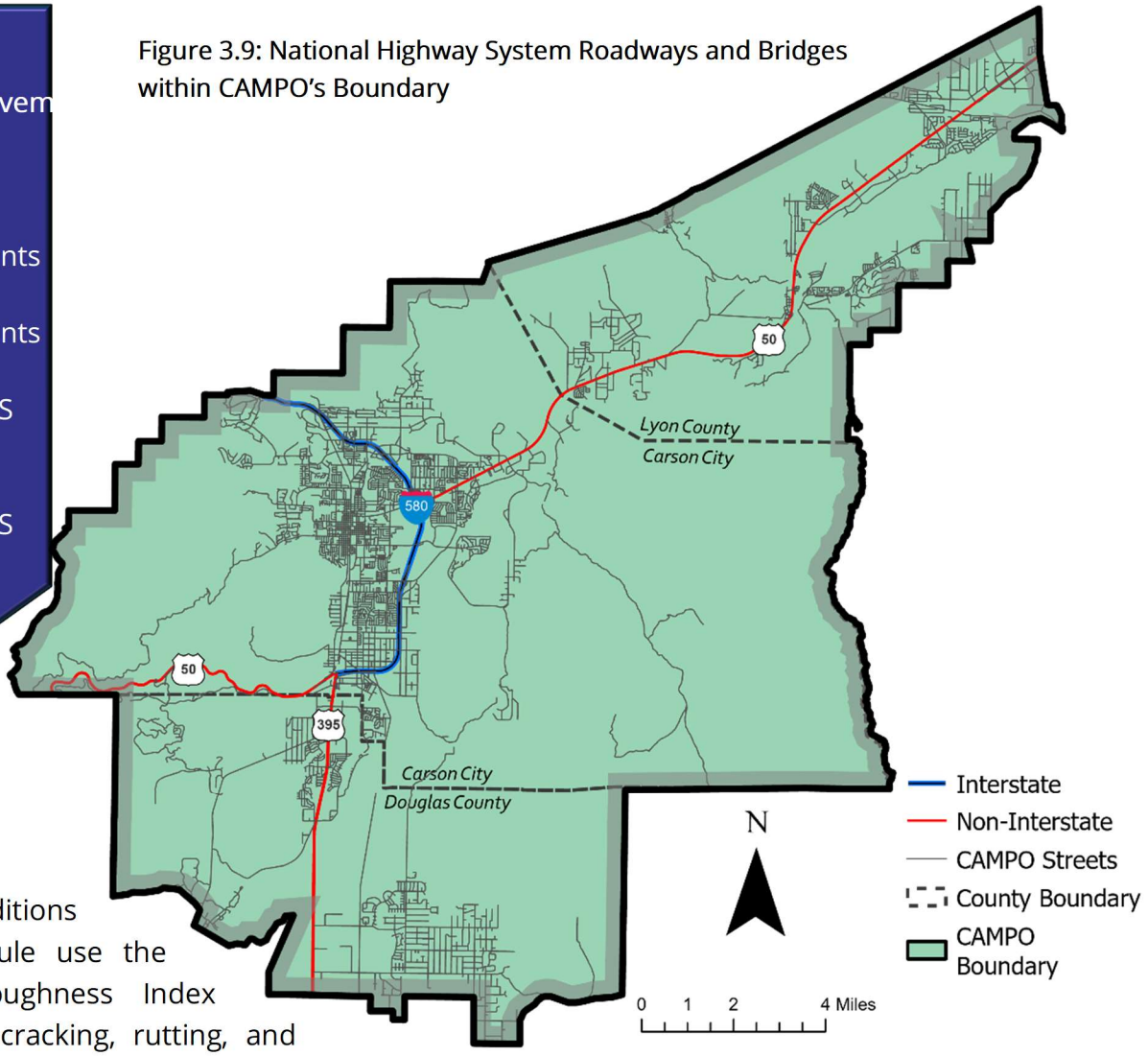
3.3 Performance Measures

FHWA published the Pavement 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 3.9).

Federally Required Performance Measures for Pavement Condition:

- % of Interstate pavements in **Good** condition
- % of Interstate pavements in **Poor** condition
- % of non-Interstate NHS pavements in **Good** condition
- % of non-Interstate NHS pavements in **Poor** condition

Figure 3.9: 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 conditions. Local member agencies use the Pavement Condition Index (PCI) to measure pavement conditions. The difference between IRI and PCI is that IRI measures smoothness or ride quality while PCI measures conditions based on surface distress.

Table 3.3: Nevada Performance Measures for Pavement Systems

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%

Federally Required Performance Measures for Bridge Condition*:

- % of NHS bridges by deck area in **Good** condition
- % of NHS bridges by deck area in **Poor** condition

* Includes all bridges on the NHS, including bridges that function as on- and off-ramps

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 3.4: Nevada Performance Measures for Bridge Conditions

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%

FHWA published the National Highway System and Freight Performance Measures Final Rules in the Federal Register on January 18, 2017, with an effective date of May 20, 2017.

Federally Required Performance Measures for System Reliability*:

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

* Developed to assess the performance of the interstate and non-interstate segments of the National Highway System as well as regional freight movement

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 supports NDOT's targets. These performance measures are calculated, tracked, and reported by NDOT. 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 3.4 contains the latest data for roadways, bridges, and system reliability on the National Highway System.

Table 3.5: Nevada Performance Measures for System Reliability

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

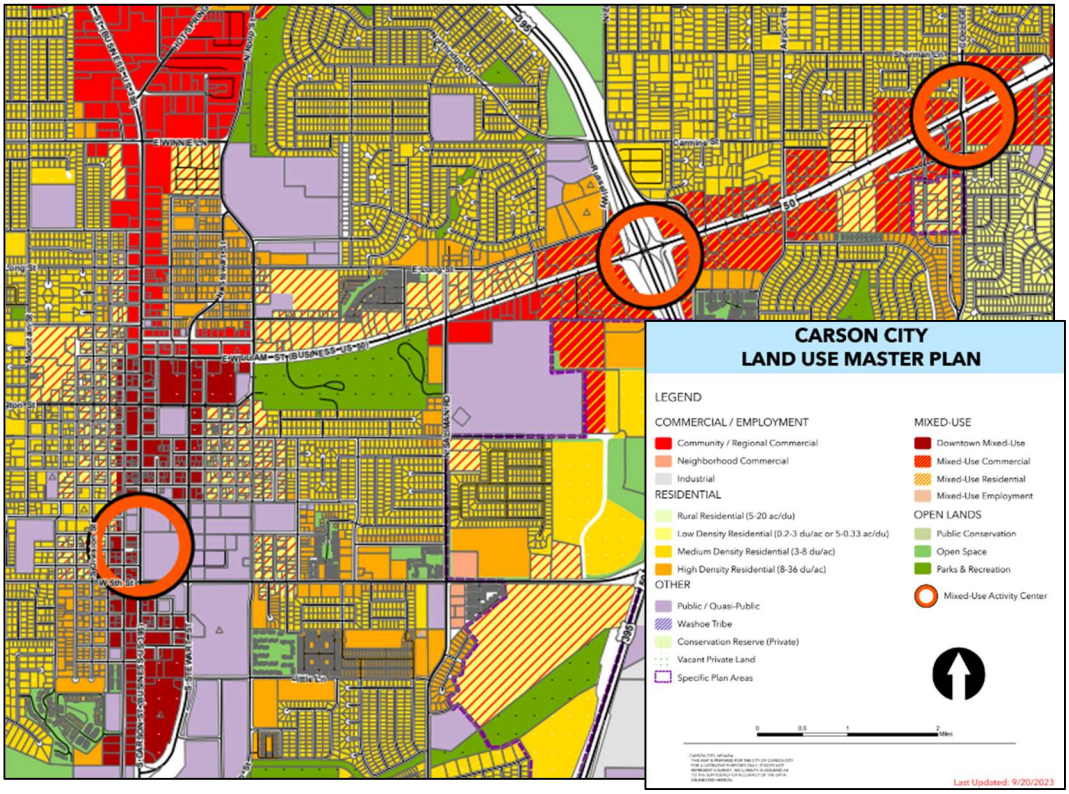
Chapter 4 WHERE | CAMPO

Where people travel is determined by a complex interrelationship of land uses. The location of, and distance between, residences, jobs, industrial complexes, and schools, all influence routine daily trip-making from home to school, and to work. The location of post offices, grocery stores, restaurants, recreational facilities, entertainment centers, shopping malls, and other destinations, all influence additional, discretionary trip-making. On a bigger scale, a community's proximity to regional destinations (Lake Tahoe, for example) influences weekend interregional travel or seasonal influx of visitor travel.

4.1 Land Use

By monitoring land uses and zoning districts, CAMPO is better informed and equipped to plan for and manage the region's use of, and demand for, regional transportation infrastructure that connects these land uses. The type of residential and commercial land uses in a community influences trip-making. A one-bedroom apartment that houses one or two adults typically generates fewer and a different mix of daily trips than a single-family home with a 4+ person household. Likewise, an administrative office complex will generate fewer and a different mix of daily trips than a high-turnover restaurant or a manufacturing/ shipping facility. Daily trip generation is a key component in travel demand modeling.

Figure 4.1: Zoning Districts example, CAMPO Sub-Area (Central Carson City)



4.2 Travel Demand Model

CAMPO's Travel Demand Model (TDM) is the primary tool used to help understand and forecast the usage of the transportation network. A critical input to the travel demand model is current and future land use information. CAMPO's TDM is regularly updated with known changes to land uses and approved projects that can influence travel behavior in the area. Carson City has 27 different zoning districts (Figure 4.1) that permit and prohibit certain land uses. City zoning regulations consist of both a zoning map and a written ordinance that divides the City into zoning districts, including various residential, commercial, and industrial districts. The zoning regulations describe what type of land use and specific activities are permitted in each district.

The land use information is grouped into geospatial areas called Transportation Analysis Zones (TAZs). The size and spatial extent of a TAZ vary, but they typically range from very large in rural areas to very small in urban areas and business districts. A TDM uses TAZs to pair land use (Chapter 4) and socio-economic data (Chapter 2), such as the number of households or employment units, to assign current and future trips to the transportation network. This information helps to identify travel and traffic trends. Figures 4.2 through 4.7 display the density of housing units and commercial employment by TAZ that is assumed in CAMPO's travel demand model for a base model year of 2022, and two forecast years; a near-term scenerio of 2030 and a long-term scenerio of 2050. The CAMPO model was updated in 2016, 2018, 2020, and most recently in 2024. CAMPO partnered with Douglas County to update both the CAMPO and the Douglas County TDM.

The CAMPO TDM and Douglas County TDM were combined into a single travel demand model covering both areas. CAMPO created an updated year 2022 base year TDM scenario. Land uses were updated based on the latest available Census, American Community Survey, and Bureau of Labor Statistics data. The roadway network was updated to reflect current lanes, speeds, and geometries. The base year scenario was calibrated using NDOT TRINA traffic counts and big data origin/destination data. The TDM Traffic Analysis Zones (TAZs) were updated to add additional detail and improve loading of traffic onto the model network. The prior CAMPO TDM had 242 TAZs. The prior Douglas County TDM, which included Carson City, had 331 TAZs. The CAMPO & Douglas County TDM has 461 TAZs. Various improvements were made to the Trip Generation sub-model, including splitting the Non-Home-Based (NHB) trips into NHB Work and Other purposes. NHB trips were also linked to Home-Based trips to better capture typical daily trip "tours".

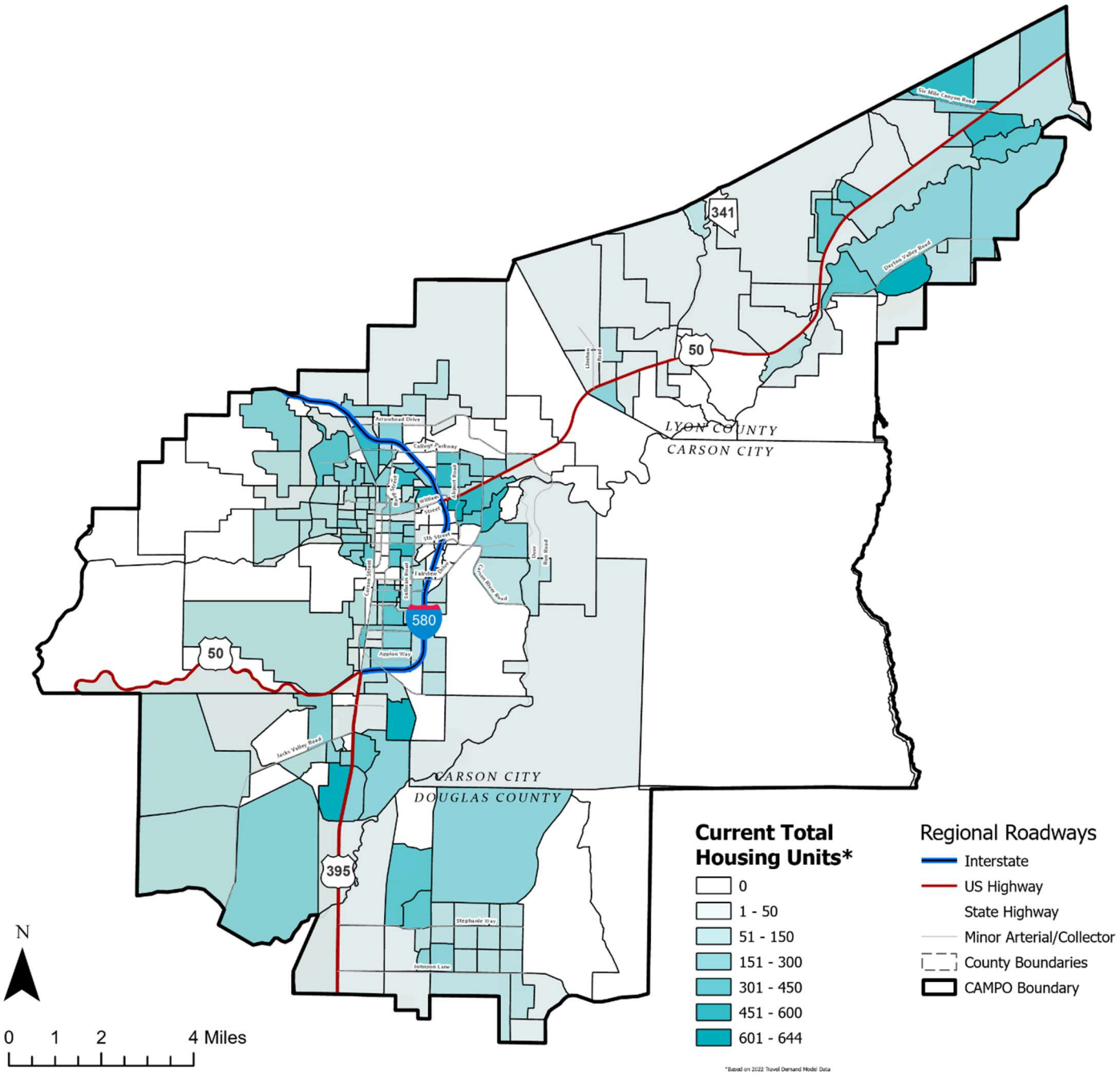
The TDM Truck sub-model was greatly enhanced so that the TDM now displays calibrated truck volumes and forecasts. Various tools were added to the TDM interface, including scenario planning, project mapping, TDM parameter editor, and automated map generation.

Future year 2030 and 2050 TDM scenarios were created. Future land use growth was based on currently adopted plans, the State Demographer, and historical trends. Latest roadway projects listed in the CAMPO RTP and Douglas County Master Plan were included in the future scenarios, including constrained and unconstrained projects. An Open GIS Interface Tool was created so that CAMPO, Douglas County, and project stakeholders can easily access key TDM inputs and outputs without TransCAD software.

A complete model documentation report is provided at this link: Carson City Transportation Documents | Carson City

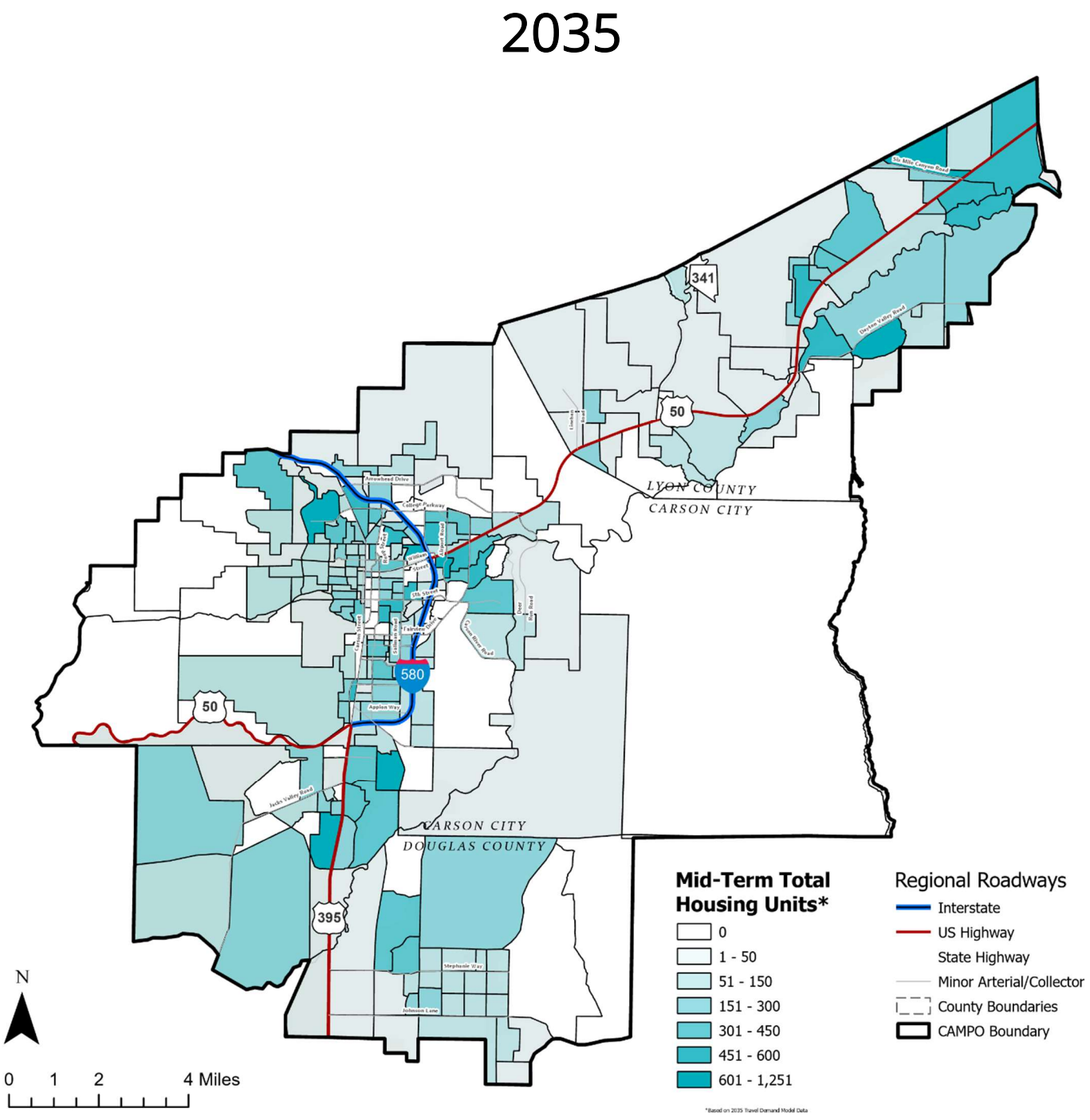
Travel Demand Modelling considers future population, economic factors, and other variables, including land use patterns and estimates of future activity from local governments, to forecast demand on the roadway network. The near-term and long-term scenarios are further analyzed by adding transportation improvement projects, which are categorized by projects that are reasonably anticipated to be funded (constrained), and which projects do not have funding identified (unconstrained). CAMPO staff utilizes two model outputs Level of Service (LOS) and travel time estimates.

Figure 4.2: Housing Units by Transportation Analysis Zone (TAZ)



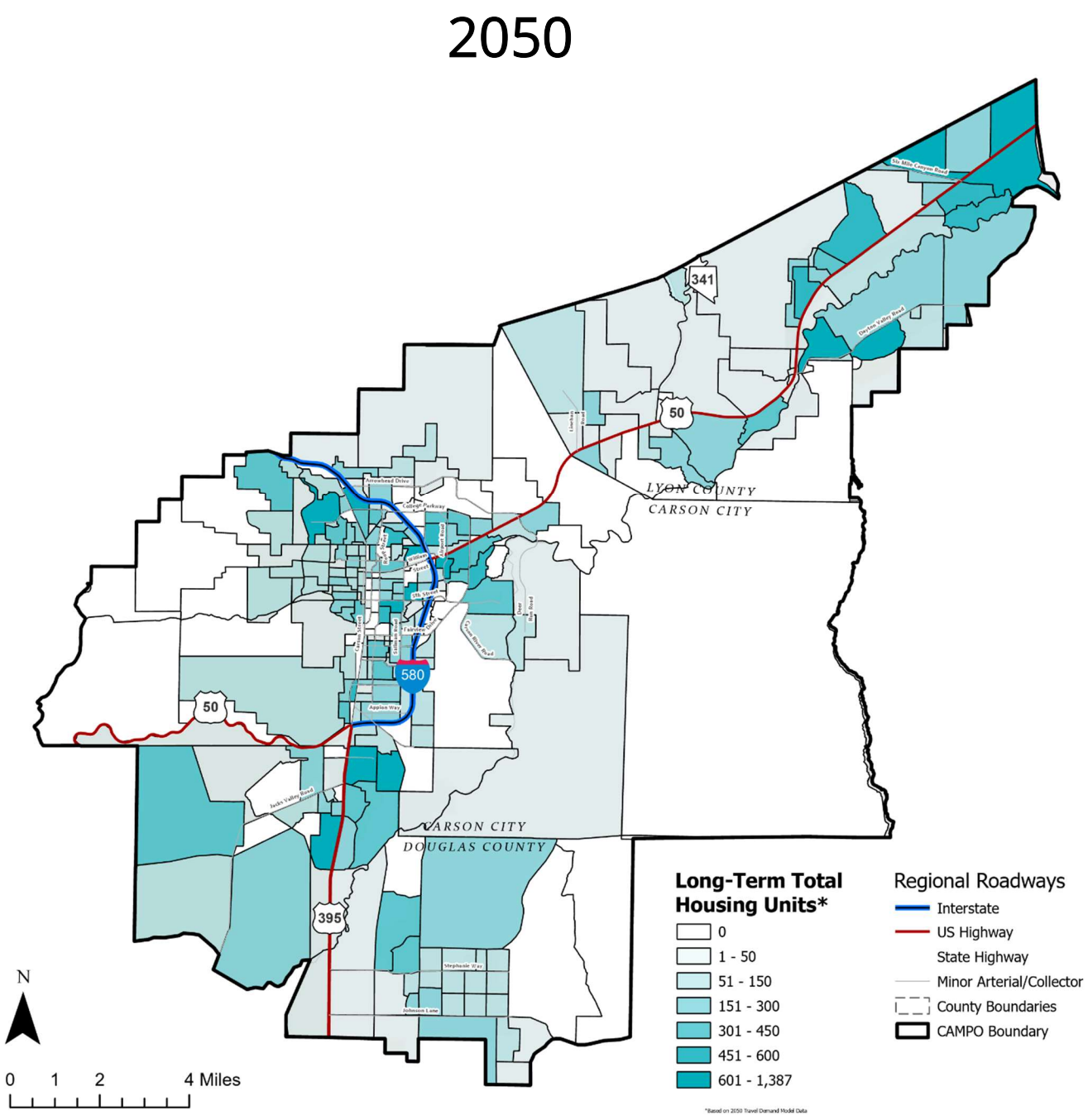
Source: Travel Demand Model Update, October2025.

Figure 4.3: Housing Units by Transportation Analysis Zone (TAZ)



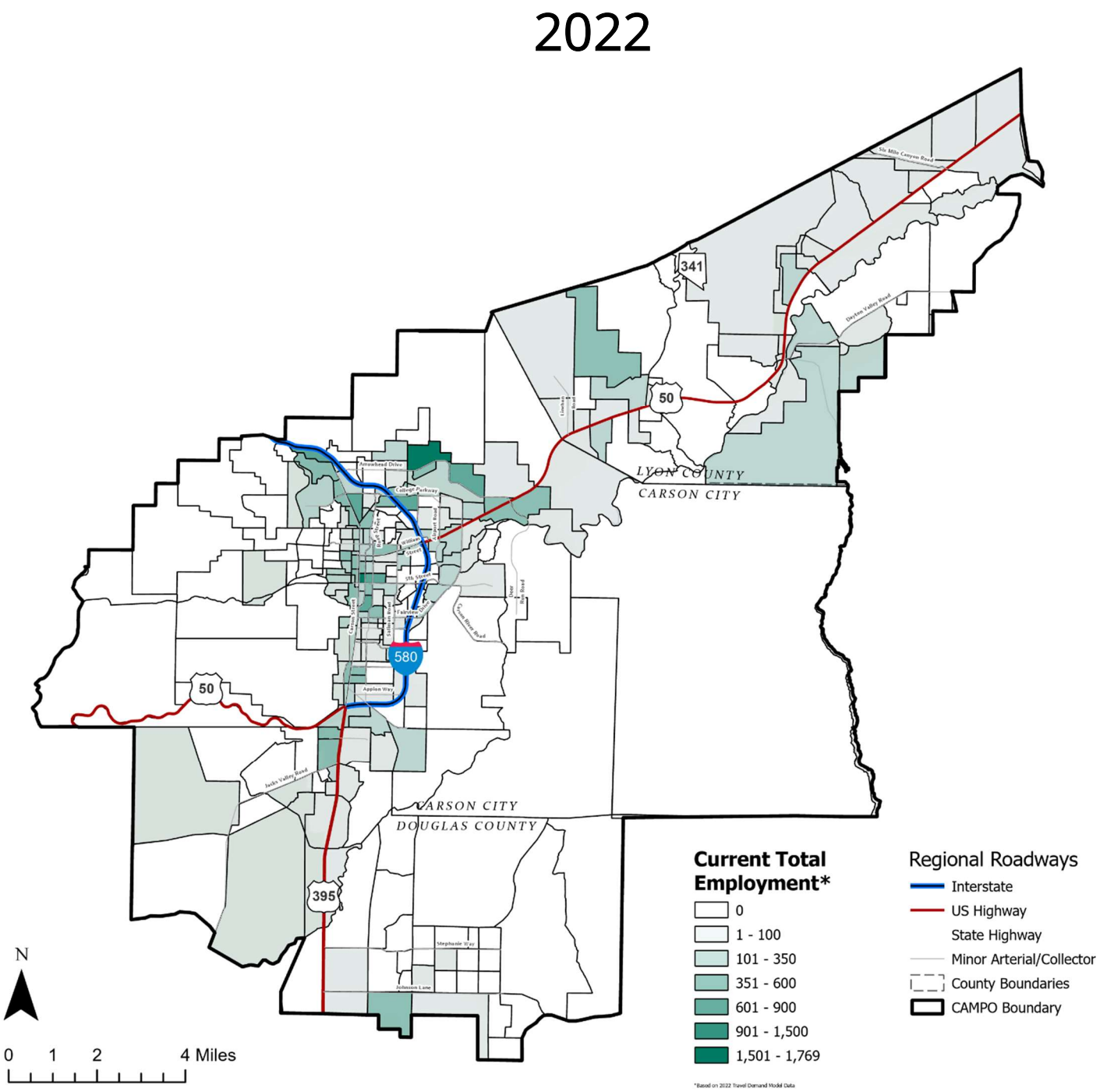
Source: Travel Demand Model Update, October2025.

Figure 4.4: Housing Units by Transportation Analysis Zone (TAZ)



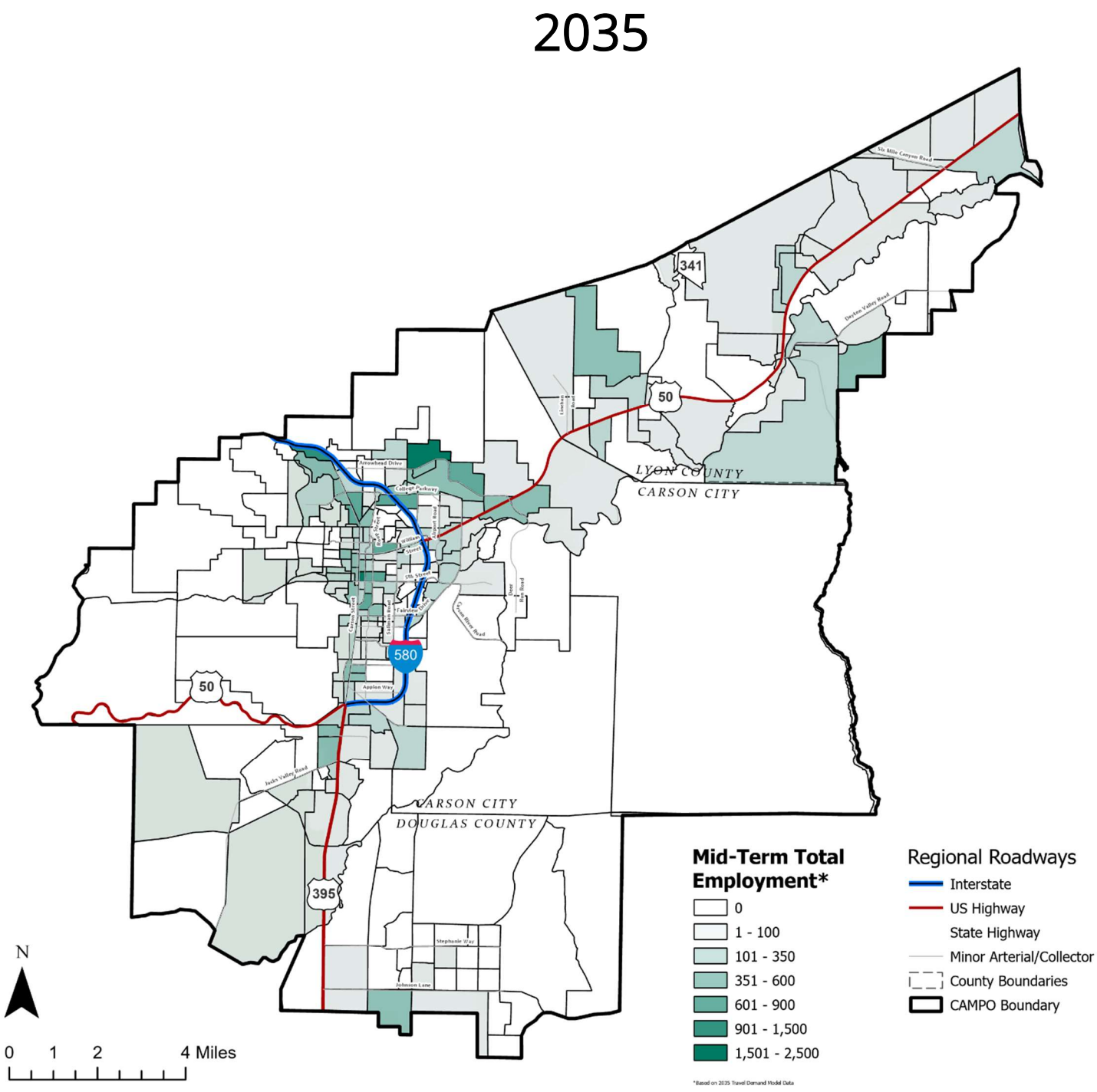
Source: Travel Demand Model Update, October2025.

Figure 4.5: Employment by Transportation Analysis Zone (TAZ)



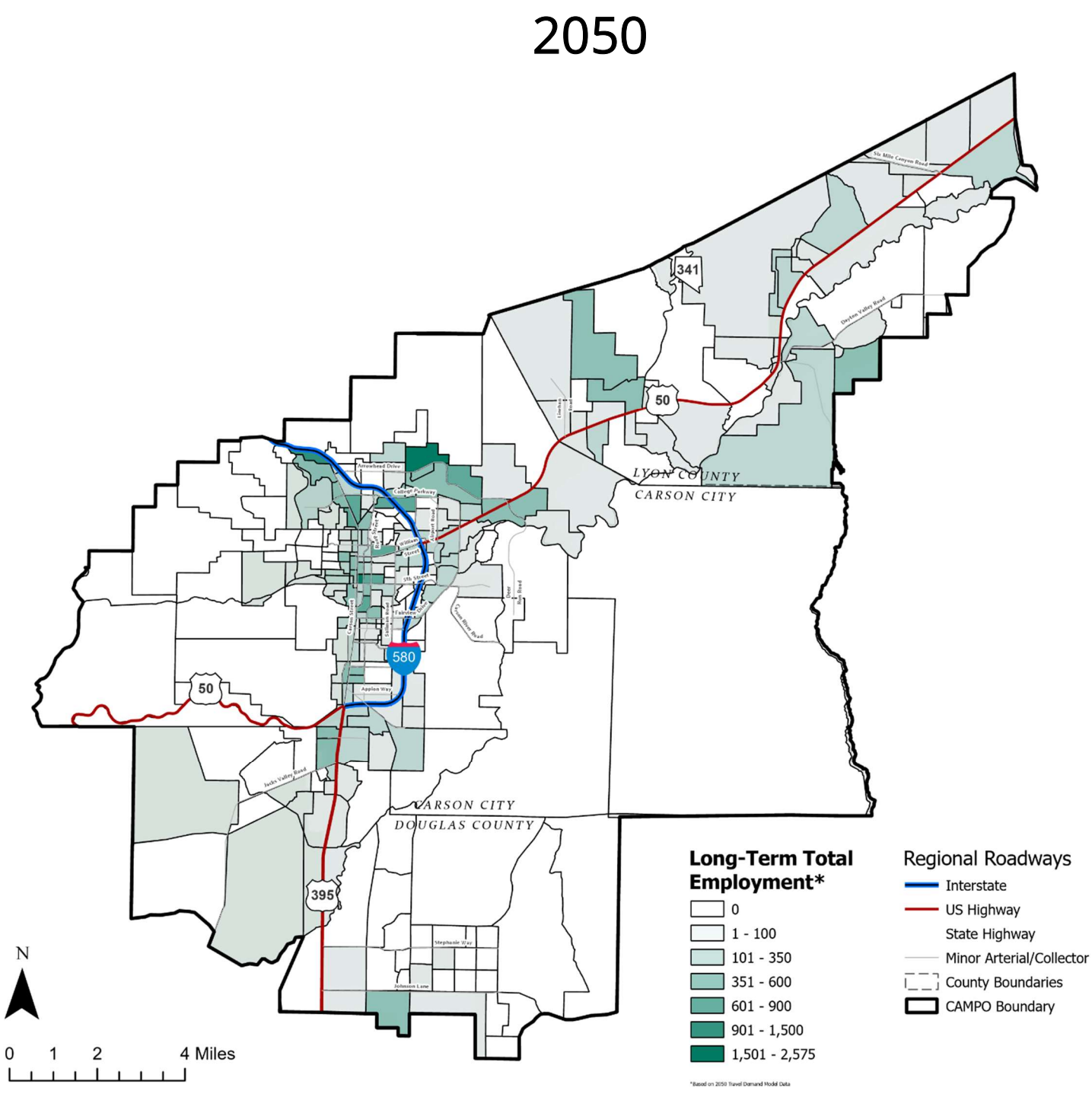
Source: Travel Demand Model Update, October2025

Figure 4.6: Employment by Transportation Analysis Zone (TAZ)



Source: Travel Demand Model Update, October2025.

Figure 4.7: Employment by Transportation Analysis Zone (TAZ)



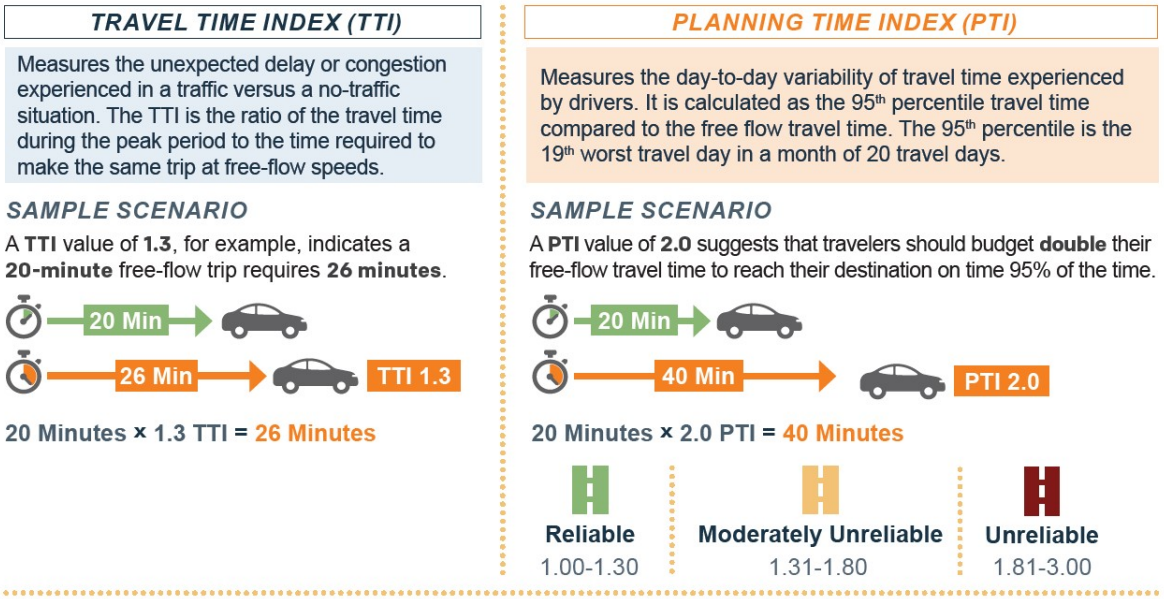
Source: Travel Demand Model Update, October2025.

4.3 Travel Time Index (TTI) & Planning Time Index (PTI)

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.

Table 4.1: Select Corridor TTI and PTI

Corridor Name	2021 TTI	2024 TTI	% Change TTI	2021 PTI	2024 PTI	% Change PTI
Downtown Carson Street	1.32	1.22	-7.6%	1.60	1.33	-16.9%
South Carson Street	1.21	1.18	-2.5%	1.46	1.30	-11.0%
HWY 50 East	1.21	1.15	-5.0%	1.46	1.27	-13.0%
College Parkway	1.20	1.16	-3.3%	1.28	1.30	1.6%
US 395 (Minden)	1.12	1.16	3.6%	1.34	1.28	-4.5%



Outputs from CAMPO's travel demand model on travel time are contained in Table 4.2. Due to the I-580 extension, constructed in 2017, the travel times, in general, between the years 2015 and 2021 have reduced. Over the long term, the travel demand model is forecasting increases in travel time during the afternoon peak travel times (PM) and along the U.S. 50 East corridor. CAMPO commute time continues to increase annually, as seen in Figure 5.2.

Table 4.2: Travel Times in Minutes between Metropolitan Planning Area Gateways

Travel Times in Minutes Between Metropolitan Planning Area Gateways		Year 2015		Year 2020		Year 2022		Year 2035		Year 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	28.8	41.2	28.9	52.0	29.0	65.5
	U.S. Hwy 395 South (2000 feet south of Johnson Lane)	23.1	30.4	16.0	24.5	17.9	21.2	18.9	20.4	21.4	19.7
	U.S. Hwy 50 West (2.7 miles west of U.S. Hwy 395)	16.8	18.7	11.7	13.0	13.6	14.0	13.8	14.2	14.0	14.1
U.S. Hwy 50 East (Near Chaves Road)	U.S. Hwy 395 North (Carson City and Washoe County Line near Hobart Road)	35.0	33.6	24.7	28.3	37.2	31.4	44.9	32.8	54.8	34.6
	U.S. Hwy 395 South (2000 feet south of Johnson Lane)	48.2	53.6	32.2	43.2	45.5	42.4	54.1	42.9	66.4	43.8
	U.S. Hwy 50 West (2.7 miles west of U.S. Hwy 395)	41.9	41.9	27.9	31.7	41.1	35.3	49.0	36.7	59.0	38.2
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	19.4	20.0	18.9	21.0	18.1	23.2
	U.S. Hwy 50 East (Near Chaves Road)	46.6	55.2	31.9	43.3	38.1	50.6	37.6	62.2	36.8	77.9
	U.S. Hwy 50 West (2.7 miles west of U.S. Hwy 395)	16.1	15.3	10.4	12.5	13.6	13.4	13.1	14.2	12.4	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	13.0	13.7	15.1	13.8	15.6	13.6	15.6
	U.S. Hwy 50 East (Near Chaves Road)	37.5	47.3	27.5	37.0	32.4	45.8	32.5	56.8	32.3	70.3
	U.S. Hwy 395 South (2000 feet south of Johnson Lane)	13.3	19.1	10.3	17.8	12.3	15.7	13.1	15.0	15.0	14.1

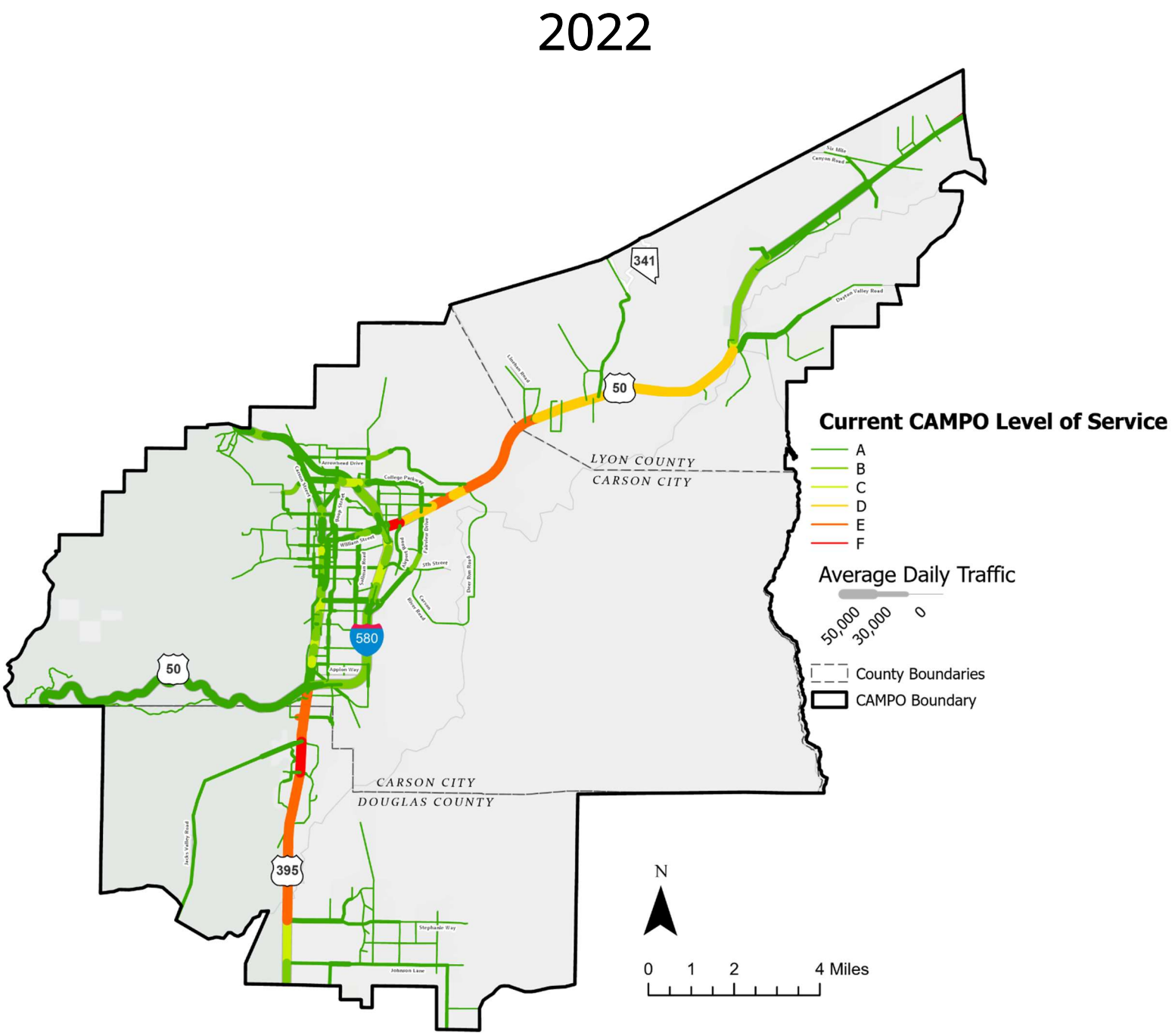
Source: CAMPO's 2050 Regional Transportation Plan
*AM represents morning peak travel times and PM represents afternoon peak travel times
**Year 2015 data is from CAMPO's 2040 Regional Transportation Plan

4.4 Level of Service

Level of Service (LOS) is a measurement used to determine how well a transportation facility is operating from a traveler's perspective and is used to evaluate roadway sections based on a comparison of vehicle volume and roadway capacity. The travel demand model assigns a letter designation from A to F, with LOS A representing the best operating conditions, and LOS F representing the worst. As an example, Carson City Municipal Code Title 18 Appendix, Division 12.13.3.3 #5: Traffic Impacts and Mitigation states, "a traffic LOS D or better, in the context of providing a safe, efficient, and convenient transportation system, shall be maintained through mitigation of impacts from all conditions on all city maintained arterial, and collector roads and at city road intersections." The LOS is based on the average daily traffic, as opposed to using a peak travel period.

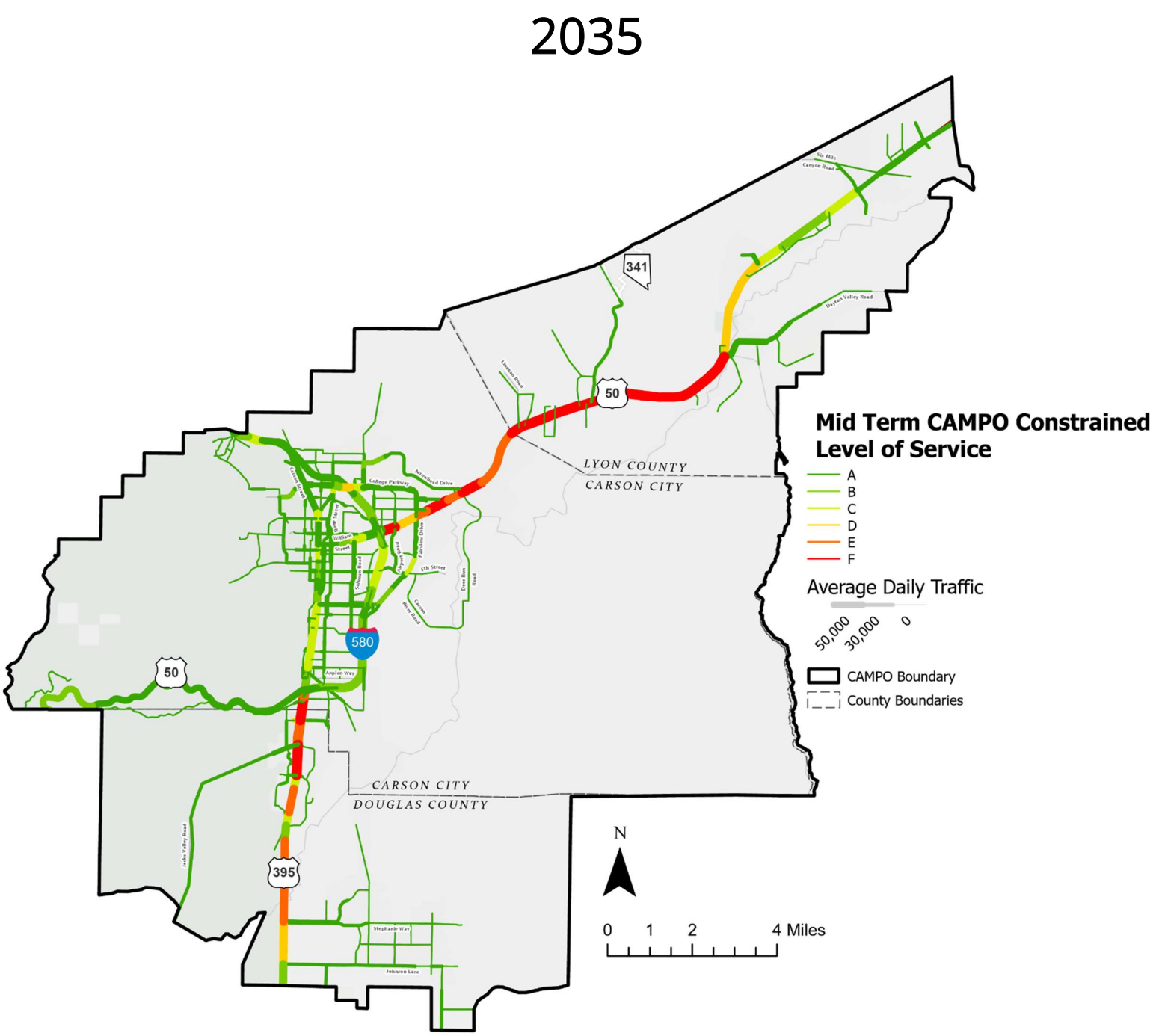
Outputs from CAMPO's travel demand model on LOS are provided on the following pages. Only the near- and long-term scenarios that incorporate fiscally constrained projects are provided. All other scenarios are contained within the model documentation report. Figures 4.8 - 4.10 delineate the LOS for all road segments in each of the three scenarios (base-year, near-term, and long-term). Between 2022 and 2050, the LOS will diminish primarily on U.S. Highway 50 East and U.S. Highway 395.

Figure 4.8 2022 Base Year Conditions: Roadway Level of Service (LOS)



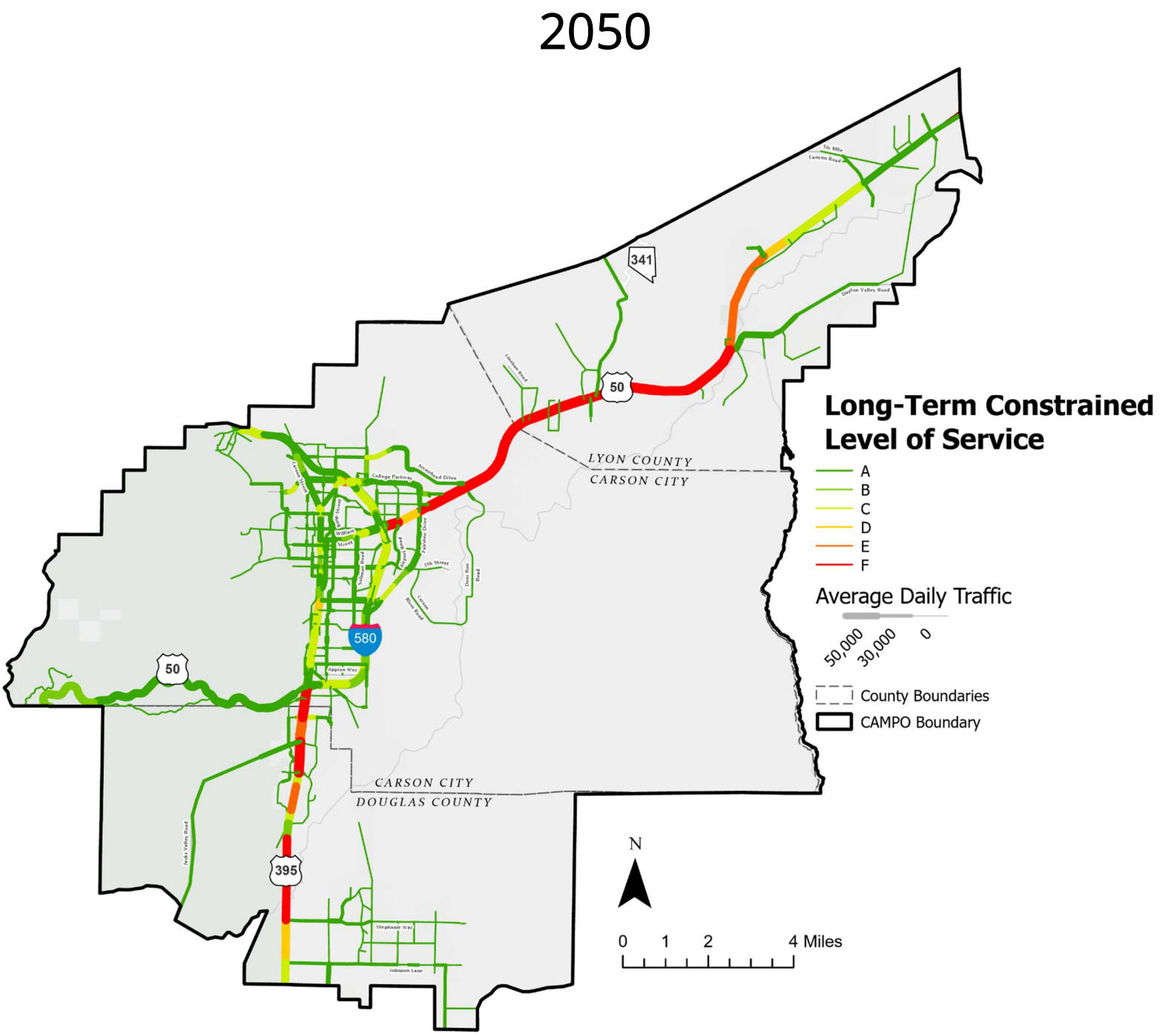
Source: Travel Demand Model Update, October2025.

Figure 4.9: 2035 Near-Term Conditions: Roadway Level of Service



Source: Travel Demand Model Update, October2025.

Figure 4.10: 2050 Long-Term Conditions: Roadway Level of Service



Source: Travel Demand Model Update, October2025.

Chapter 5 HOW | Travel

How someone travels from place to place within the CAMPO Area is a matter of their choices, or lack of choices, and transportation mode options available. Many factors contribute to people choosing one transportation mode over another, including cost, both monetary and temporal, benefits, and convenience. Overwhelmingly, people choose to travel in vehicles throughout the CAMPO Area. With the Complete Streets Initiative, CAMPO is committed to planning for and supporting safe transportation infrastructure for all modes and all users.

5.1 Commuting

If you work outside your neighborhood, a commute to work is expected. Staff used three core variables to analyze commuting in the CAMPO region.

Percent of Vehicles Available

Commute Length In Minutes

Commute Type (Means of Transportation)

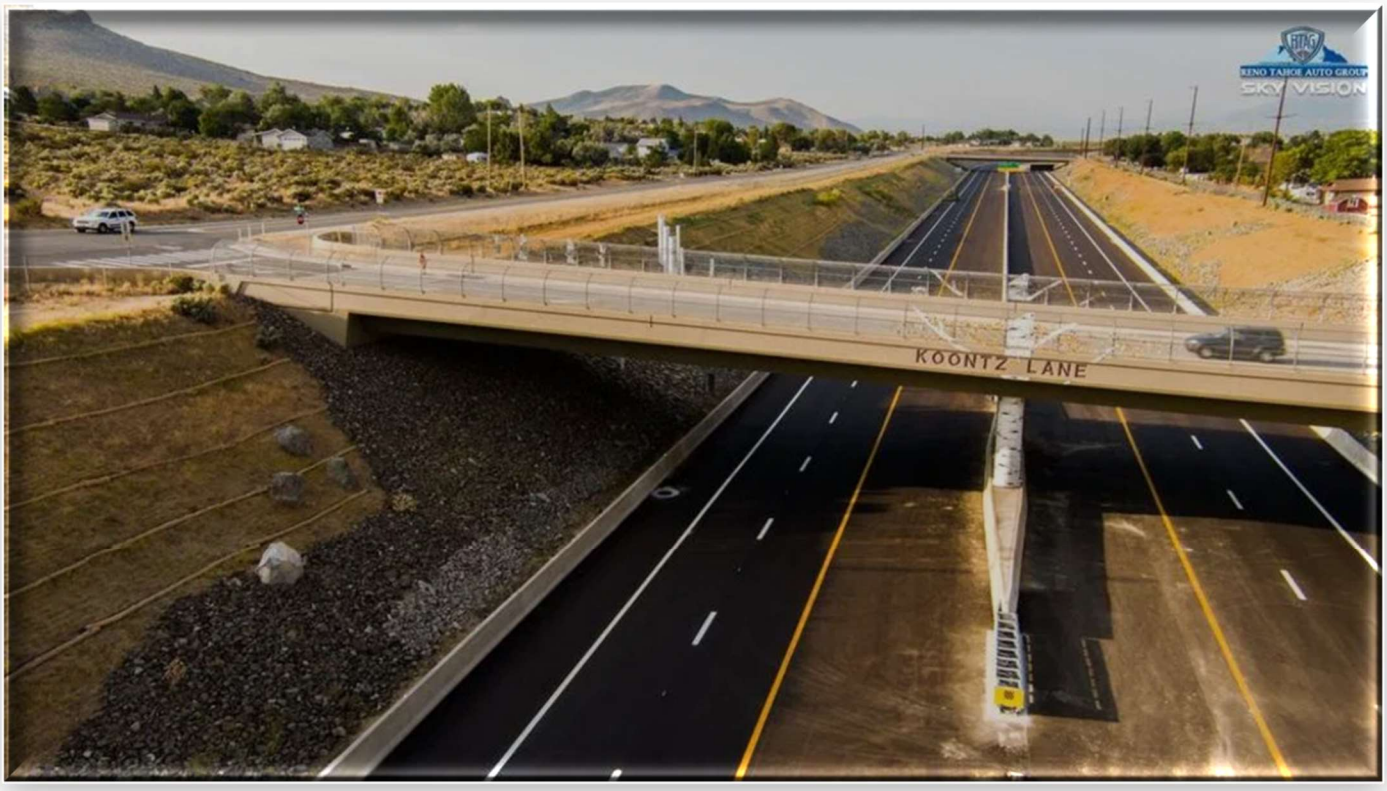


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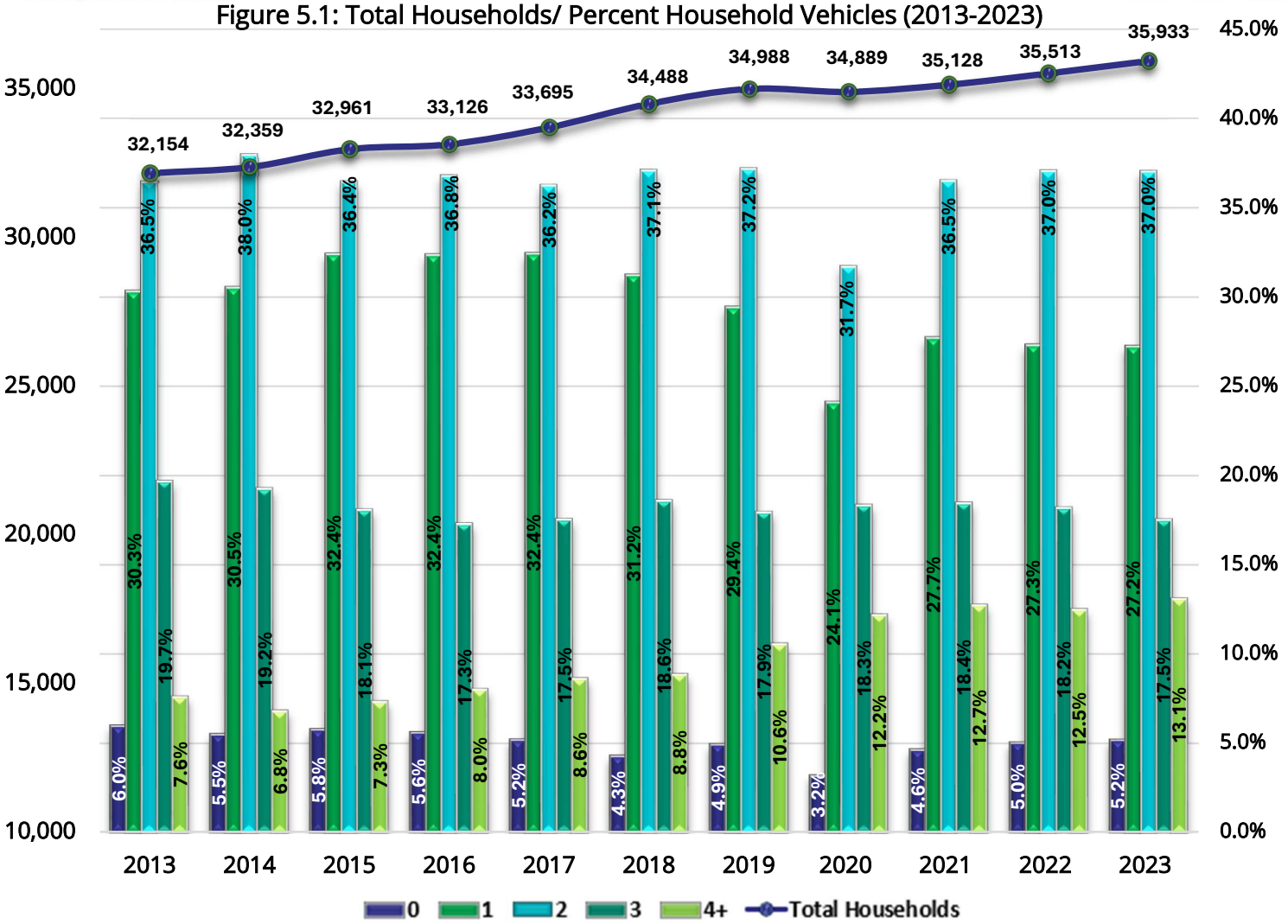
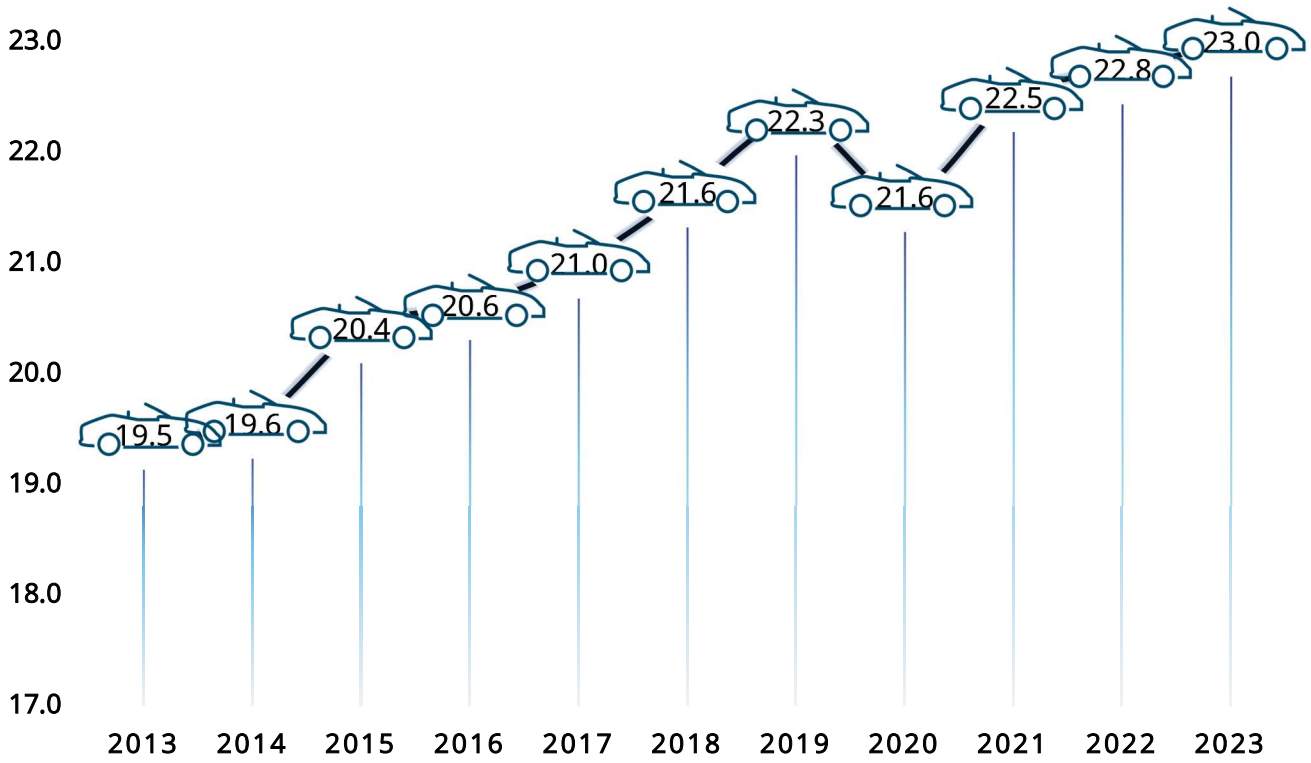
Figure 5.1: Total Households/ Percent Household Vehicles (2013-2023)



Source: ACS Household Size by Vehicles Available, Table B08201. Annual Estimates from American Community Survey (ACS) 5-year Estimates.

Figure 5.1 displays information on the number and percentages of vehicles per household. The amount and availability of vehicles in a household can be an indicator of reliance on public transit or non-motorized modes, as well as an indicator of an individual household's ability to make discretionary trips. In the CAMPO Area, over the last decade, there has been a steady 5% of households without vehicles, 1-, and 2-car households are most prevalent, covering 64% of households within the CAMPO area. 3-car households have retained an average of 18% of households, and 4+ car households have nearly doubled from 2,437 in 2013 to 4,697 in 2023.

Figure 5.2: Mean Travel Time to Work (Minutes) (2013-2023)



Source: ACS Selected Economic Characteristics, Table DP03. Annual estimates from American Community Survey (ACS) 5-year Estimates.

Figure 5.2 displays the mean travel time to work. In 2020, travel times decreased slightly from the previous year, most likely a factor of fewer people driving to work, school, or shopping and more people working from home during the COVID-19 pandemic. Over the last decade, travel times have increased by 15.7%, from 19.7 to 22.8 minutes, with the longest travel time recorded in 2022 as a 22.8-minute commute. The increase in commute times may relate to the Jobs-Housing balance seen in Figure 2.10 and is also reflected in the increase in commuters seen in Figure 5.8.

The United States Census Bureau "OnTheMap" tool provides data to analyze workers and residents within the CAMPO boundary. The latest Census OnTheMap data is from 2022. There are 19,320 workers within CAMPO who live and work within the CAMPO boundary. There are 21,111 workers who live within the CAMPO boundary but travel outside the CAMPO boundary to work. There are 15,867 workers who live outside the CAMPO boundary to work within CAMPO. See Figure 5.3 for more information.

Workers within CAMPO primarily reside in Carson City, Reno, Dayton, and Sparks, as seen in Figure 5.4. CAMPO residents are employed within CAMPO, in Reno and Sparks, at the Tesla Giga Factory in Storey County, in Yerington in Lyon County, in Douglas County, and around Lake Tahoe. Figure 5.5 is a Radar Chart that shows the distance and direction CAMPO workers travel to or from home. Most CAMPO workers travel from the North, from Reno, South from Douglas County, or Northeast from Lyon County.

Figure 5.3 Commute Within, Into, and Out of the CAMPO Boundary for Work

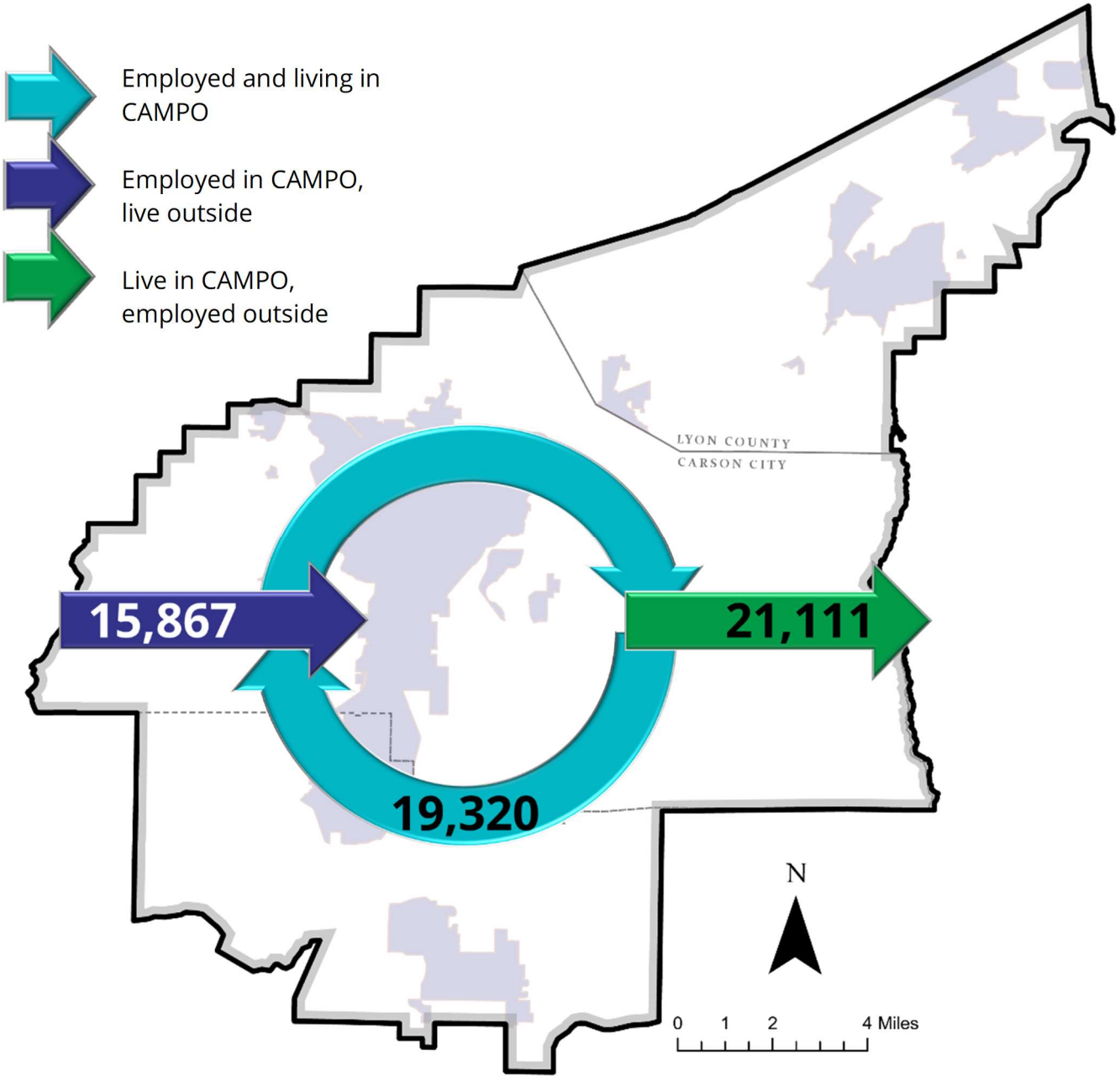


Figure 5.4 Where CAMPO Workers Live

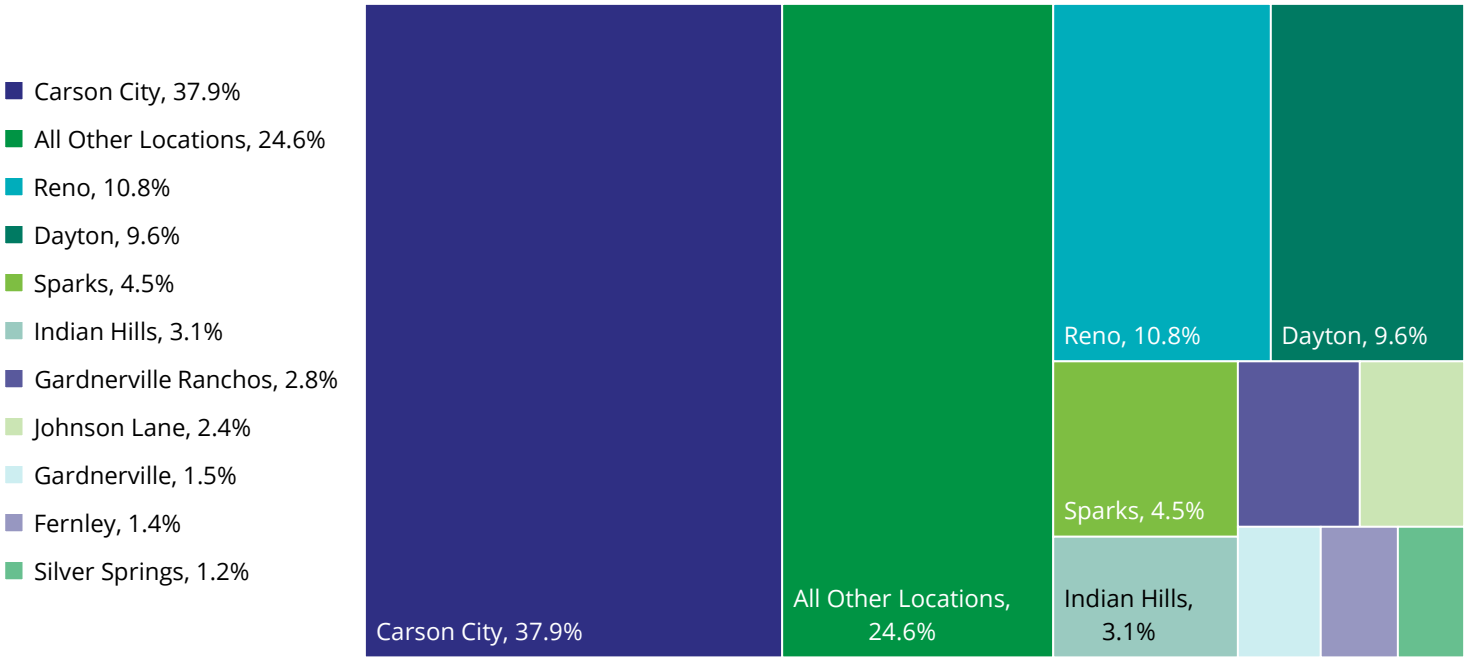
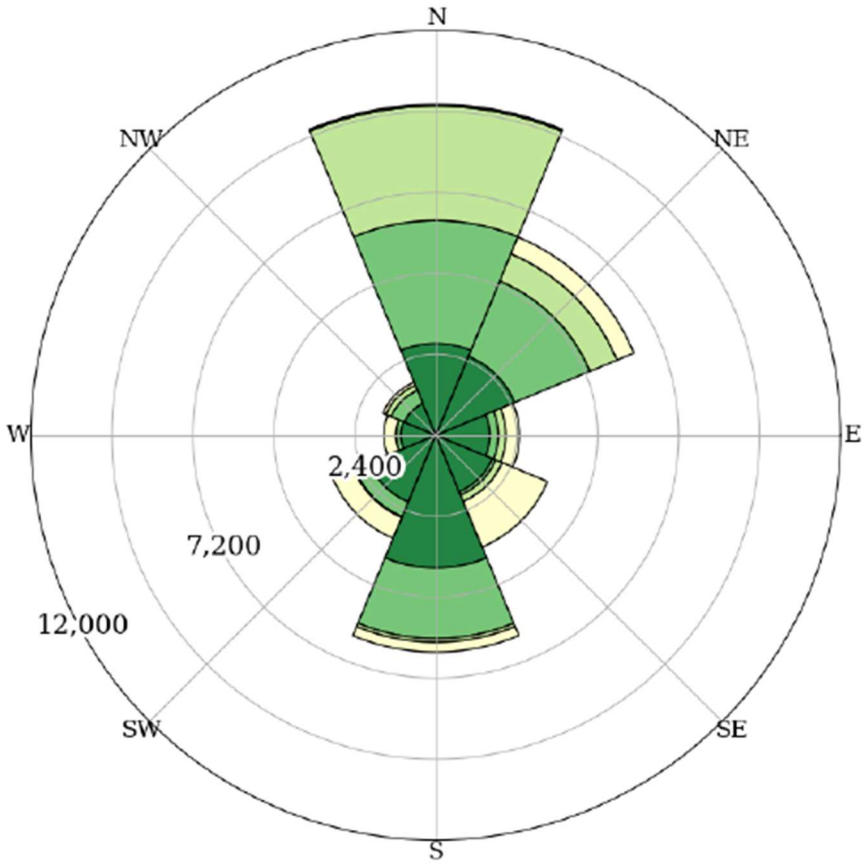
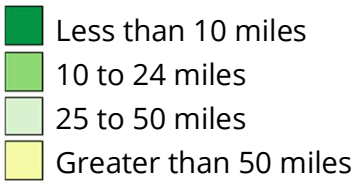


Figure 5.5 Distance/Direction Where CAMPO Workers are Travelling To/ From Home





Distance	Count	Share
Total All Jobs	40,431	100.00%
Less than 10 miles	17,380	43.00%
10 to 24 miles	13,628	33.70%
25 to 50 miles	5,476	13.50%
Greater than 50 miles	3,947	9.80%

Figure 5.6 Where CAMPO Residents Work

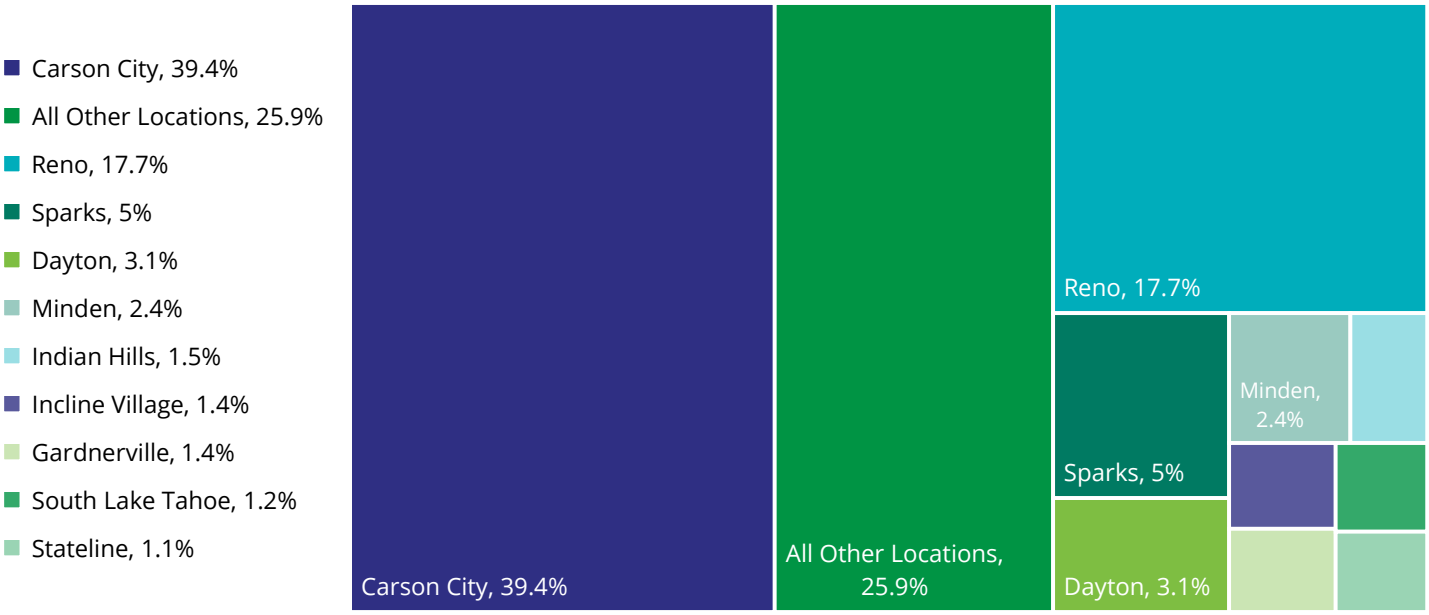
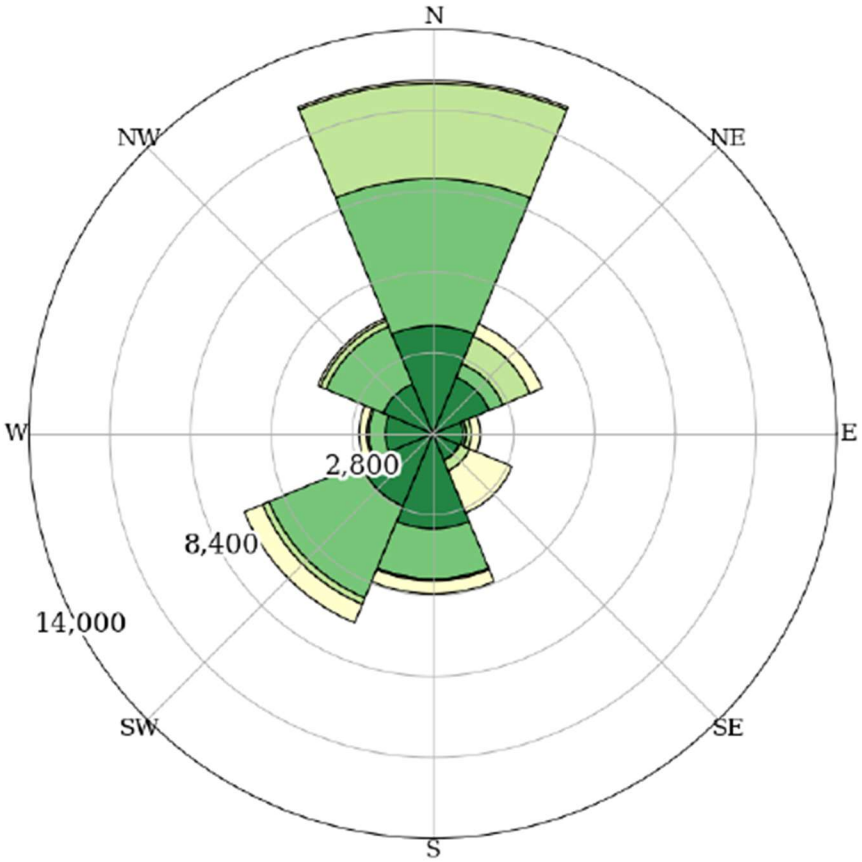


Figure 5.7 Distance/Direction Where CAMPO Residents are Travelling To/ From Work

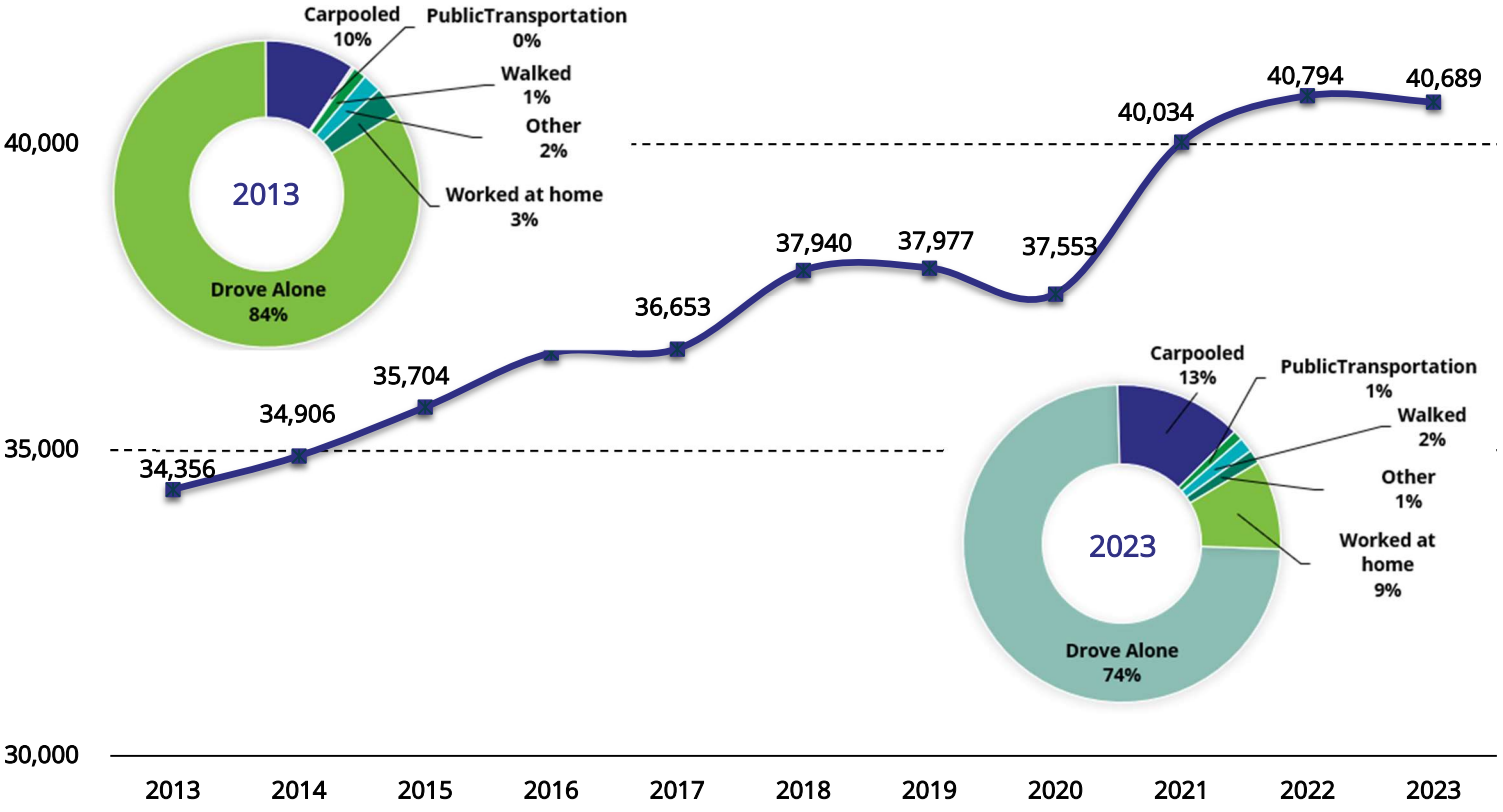


Less than 10 miles
10 to 24 miles
25 to 50 miles
Greater than 50 miles

Distance	Count	Share
Total All Jobs	40,431	100%
Less than 10 miles	17,380	43%
10 to 24 miles	13,628	33.70%
25 to 50 miles	5,476	13.50%
Greater than 50 miles	3,947	9.80%

Figure 5.7 Radar Chart shows the distance and direction CAMPO residents travel to or from their work. Those workers who live outside the CAMPO boundary, have longer commutes and travel to or from the north, south, or southwest. Most CAMPO residents travel in all directions less than 10 miles (43%).

Figure 5.8: Commute Type: Working Population and Percent Commuting to Work (2013-2023)



Source: ACS Selected Economic Characteristics, Table DP03. Annual Estimates from American Community Survey (ACS) 5-year Estimates.

Figure 5.8 displays the travel mode to work for workers aged 16 years and over within the CAMPO planning area from 2013 to 2023. The number of total workers who report commuting to work has increased by 18.4% over the last ten years. Consistently, CAMPO residents drive alone to work, though the percentage is trending downward from 84% in 2013 to 74% in 2023. Carpooling has increased three percentage points from 2013 to 2023. The percentage of workers that report "Worked at Home" tripled from 3% in 2013 to 9% in 2023. Since 2020, due to the COVID-19 pandemic, there has consistently been an increase in workers working from home.

5.2 Vehicle Volumes

The NDOT's Traffic Information Division, in cooperation with FHWA, provides annual reports that contain details on the amount and type of traffic at certain locations along the National Highway System and other regional roadways. This information is used to validate CAMPO's travel demand model, plan short-term and long-term projects, and influence project design. Traffic Volume Data is published through an online application referred to as Traffic Records Information Access (TRINA)[i].

Vehicle volumes in TRINA are measured in AADT, or Average Annual Daily Traffic. Most roads in CAMPO have less than 3000 vehicles per day. The median, or average is 6,570 vehicles per day. The highest daily volumes are found on I-580, US 395, and US 50. Vehicle volumes from TRINA are displayed in Figure 5.9, as a heat map with volumes ranging from 80 to 44,000 vehicles per day.

In addition to data collected by NDOT, traffic volume and speed data along local and regional roadways are obtained with resources from CAMPO and member agencies. Information derived from the data is used in conjunction with data collected by NDOT to fully understand the demand on the comprehensive roadway network. CAMPO's traffic counters are commonly deployed by Carson City staff in response to a citizen or private developer inquiry regarding volumes or speeding on local and regional roadways. The data is used to conduct traffic control warrant analyses at or along specific intersections or corridors. Information can also

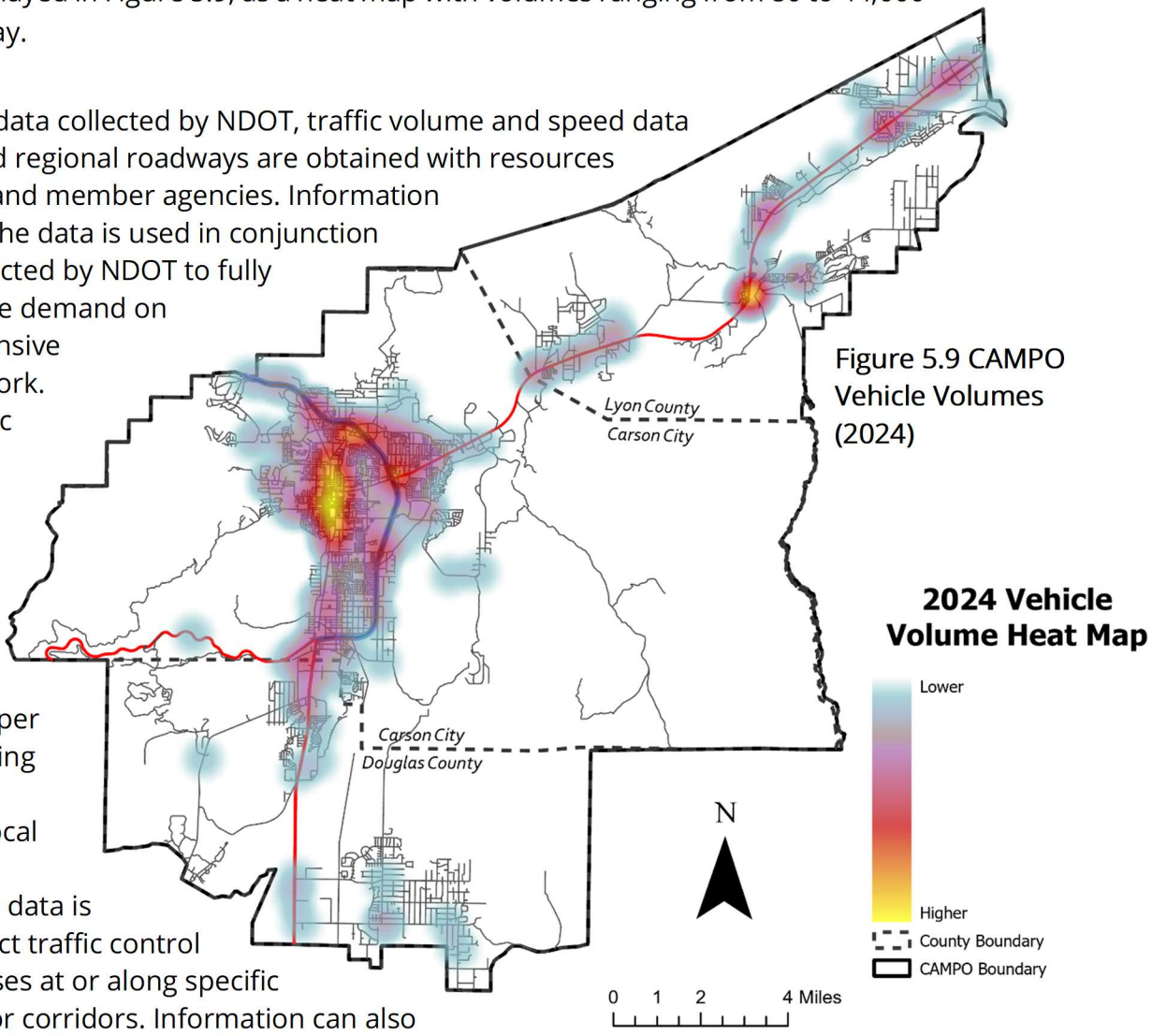


Figure 5.9 CAMPO Vehicle Volumes (2024)

Nevada Traffic Records Information Access - https://www.nevadadot.com/doing-business/about-ndot/ndot-divisions/planning/traffic-information

assist in identifying areas where vehicle speeds exceed the posted speed limit. Traffic counters have been deployed since 2016.

5.3 Complete Streets

Complete Streets are designed and operated to enable safe access and comfortable accommodation of users of all ages and abilities, including pedestrians, cyclists, movers of commercial goods, people with disabilities, public transportation vehicles and their passengers, older adults, children, and motorists. Since 2017, CAMPO staff have monitored pedestrian and bicycle activity on four corridors designated by the Carson City Board of Supervisors for Complete Streets treatment. The corridors are North Carson Street, East William Street, Downtown Carson Street, and South Carson Street. Complete Streets enhancements were completed in the Downtown Corridor (2017) and South Carson Street Corridor (2020). Complete Streets improvements are planned for East William Street in 2025 and North Carson Street beyond 2027.

Figure 5.10: Complete Streets Monitoring Locations (2017-2024)

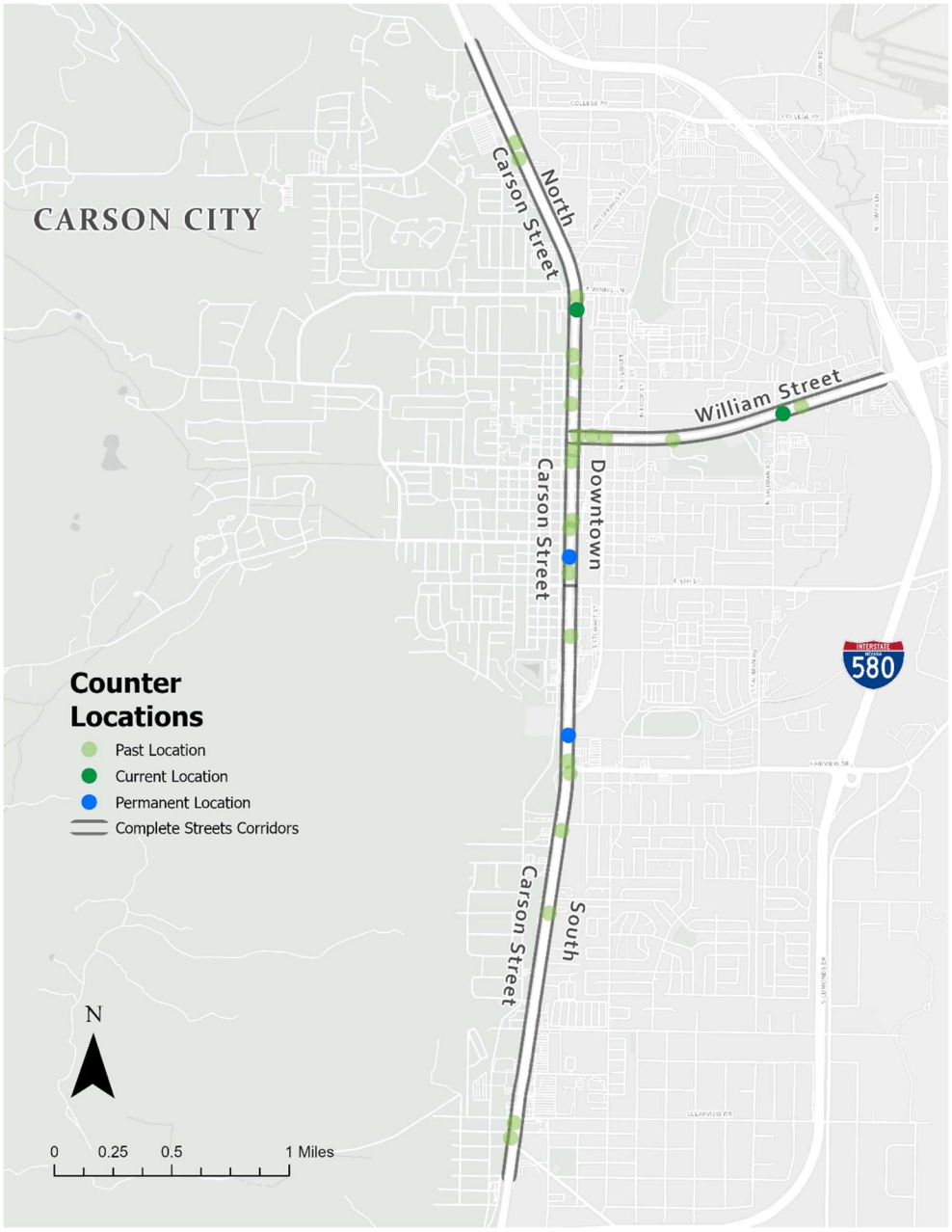


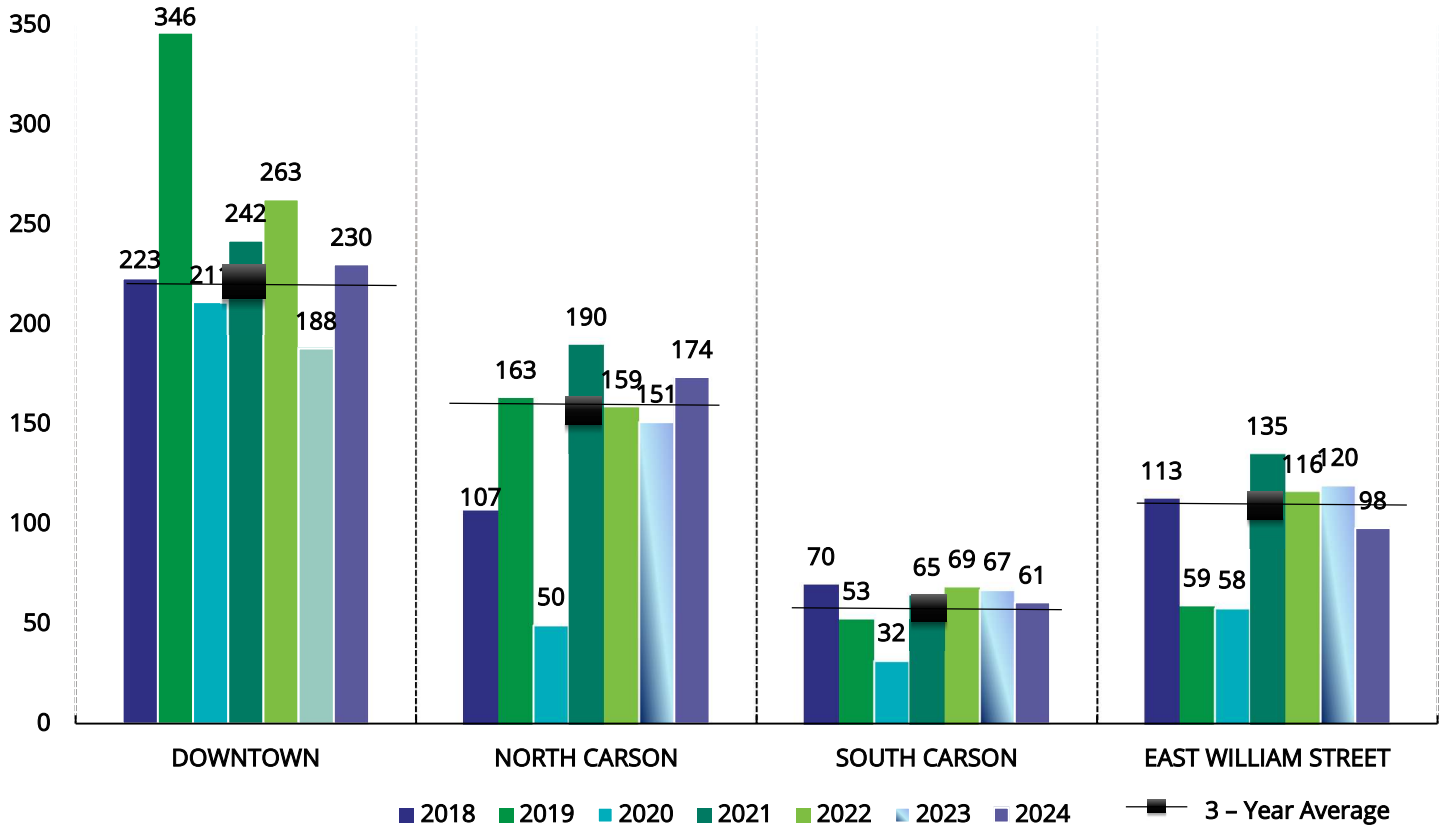
Figure 5.10 displays pedestrian counter locations from 2017 through 2023. In 2023, two permanent counters were installed in the Downtown Carson Street Corridor and the South Carson Street Corridor.

5.4 Pedestrian Monitoring

Pedestrian volume is one of several ways to measure the success of Complete Streets investment. It is logical to expect Complete Streets treatments to induce pedestrian demand, increasing in pedestrian use of the improved corridors. However, factors beyond roadway improvements, such as adjacent land use also play a role in a corridor's attractiveness to pedestrians. Therefore, a lack of growth from year to year does not mean that the investment is not worthwhile. Significant increases in utilization may take multiple years to manifest in the data, which is why continued monitoring is imperative.

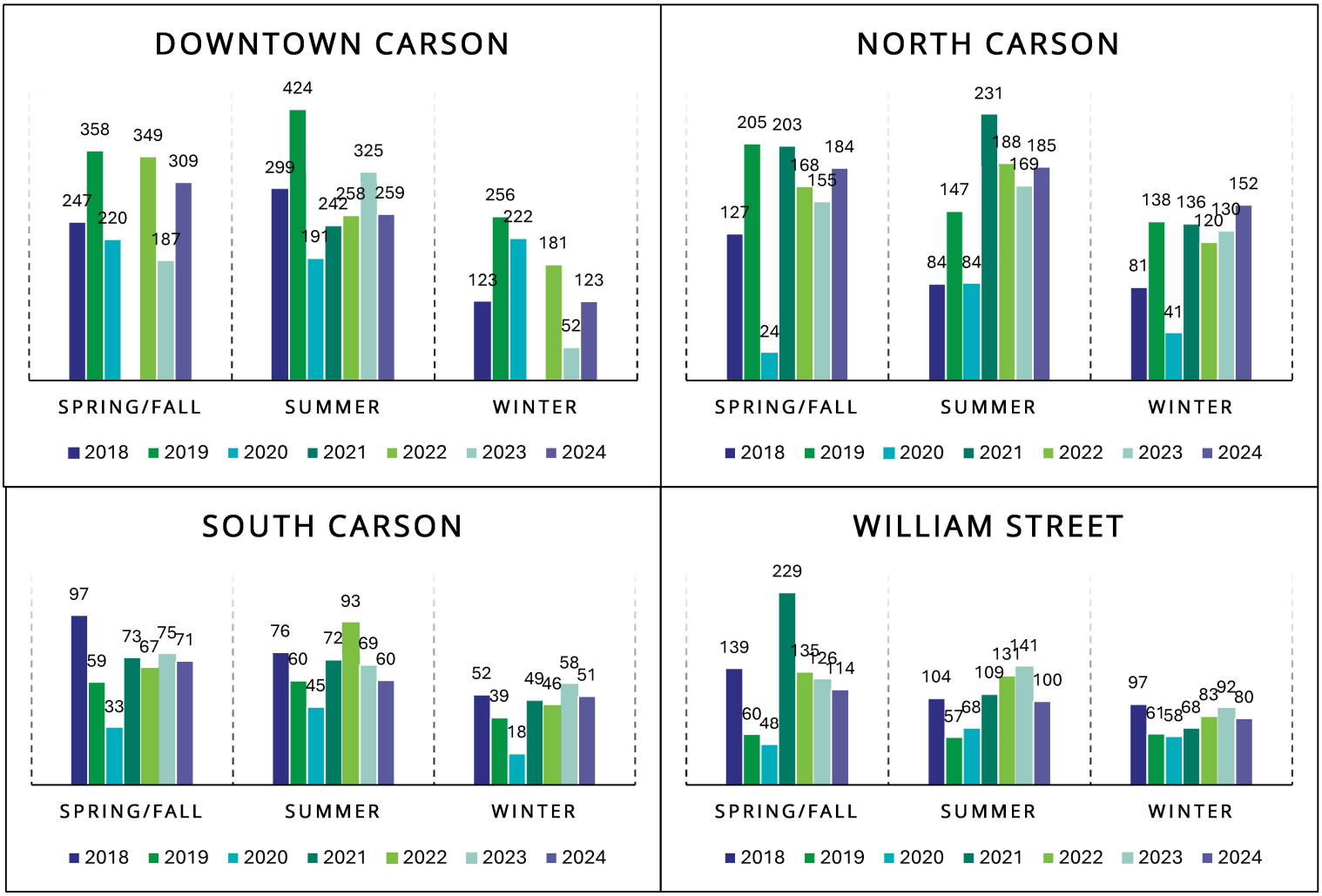
Pedestrian Counter in Downtown Carson City

Figure 5.11: Average Daily Pedestrian Volumes by Complete Streets Corridor (2018-2024)



Figures 5.11 and 5.12 provide the average daily pedestrian volumes by a corridor from 2018 to 2022. The impact of COVID-19 is apparent in the 2020 data, which is below the 3-year average on all four corridors. Despite a national trend of increased pedestrian activity during the pandemic, counter data shows a decrease. This is likely due to the placement of the counters near schools and retail stores, both of which were frequently closed in 2020.

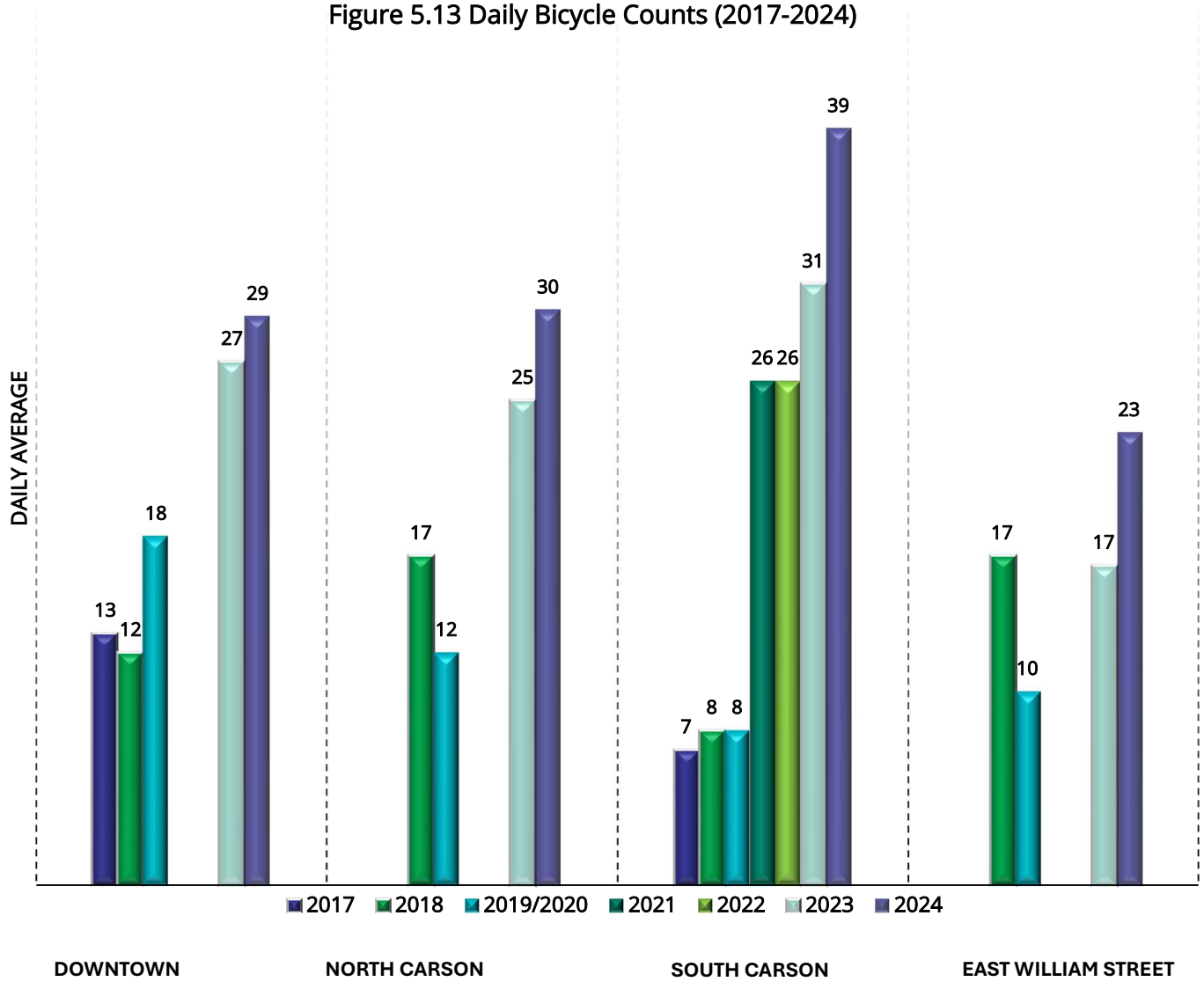
Figure 5.12 Average Daily Pedestrian Volume per Season by Complete Streets Corridor and Year (2018-2024)



Notes:
1.Seasonal months are defined as follows: Summer (May, June, July, August); Spring / Fall (March, April, September, October); Winter (November, December, January, February). 2.Outliers have been removed. 3. Downtown Carson Street data was only collected during the summer season of 2021.

5.5 Bicycle Monitoring

Figure 5.13 Daily Bicycle Counts (2017-2024)

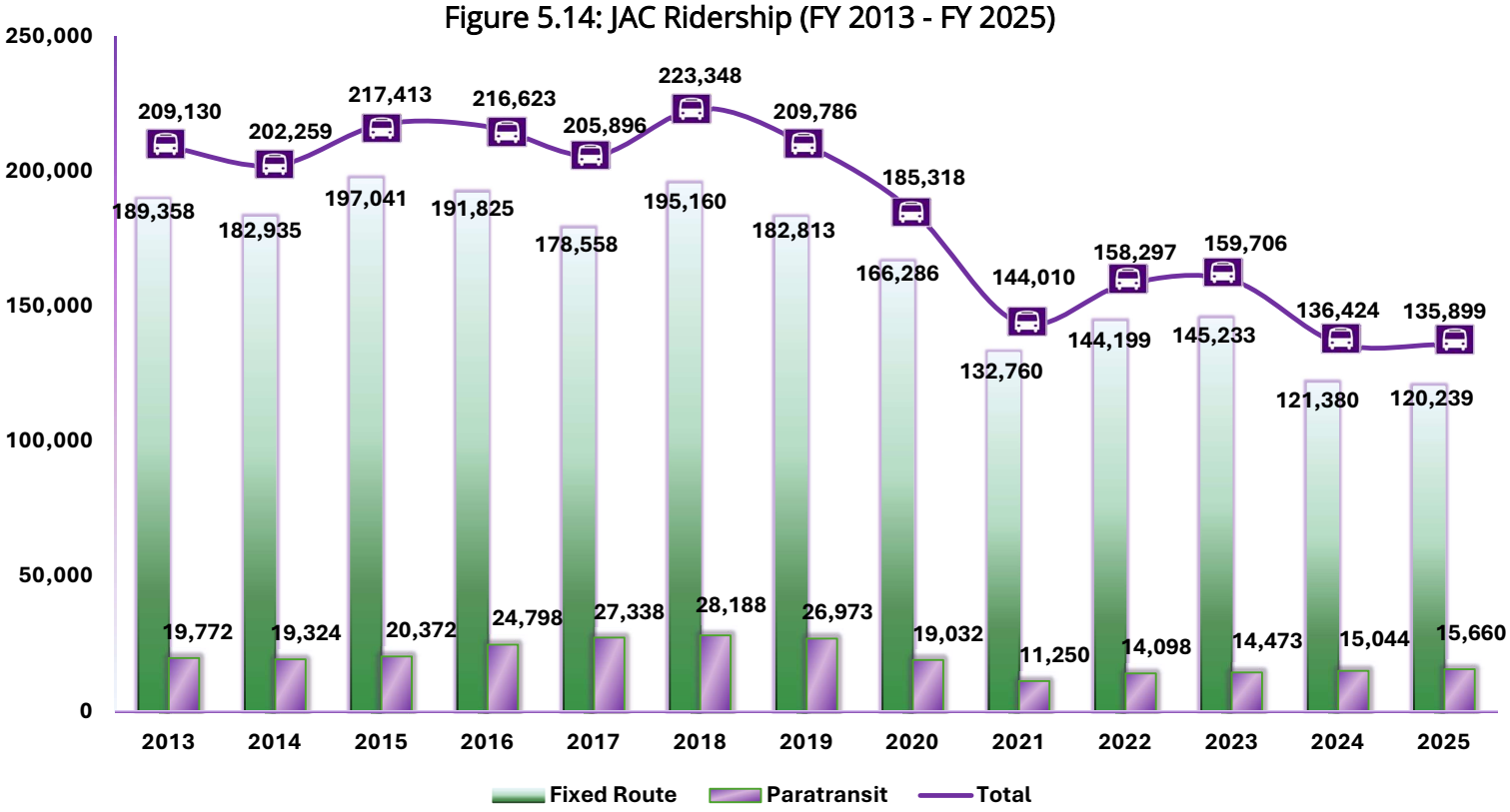


Daily bicycle counts will continue to improve with the installation of permanent counters in the completed Downtown and South Carson Complete Street corridors in 2023. CAMPO plans to install permanent counters along East William Street after construction is completed in 2026 and along the North Carson Complete Streets corridor.

5.6 Transit Monitoring

In the CAMPO Area, Jump Around Carson (JAC) is the primary transit provider. The JAC bus transit system is comprised of 62 bus stops along four fixed routes. As required by federal regulations, JAC provides a complementary paratransit service that provides "curb-to-curb" bus service for persons with disabilities who cannot access the fixed bus routes and are located within a mile of an established fixed route.

Figure 5.14: JAC Ridership (FY 2013 - FY 2025)



Source: Jump Around Carson National Transit Database, Annual Reports, 2013-2025

Figure 5.14 shows ridership data between 2013 and 2025. Ridership is defined as the number of boarding passengers. The demand for transit mobility in the United States and the Carson Area is significantly influenced by socioeconomic factors, such as demographics (age and gender), economics (income and occupation), public resources (transit infrastructure and performance), and land use. Fluctuations in employment levels, gas prices, headways, household income, bus cleanliness, and bus on-time performance can significantly impact annual ridership.

Ridership dropped by 12% in 2020, and again by 22% in 2021 to the lowest level of the decade. This was caused largely by the COVID-19 pandemic. There was another drop in

ridership from 2023 to 2024 as fares resumed. Beginning in 2020, in response to the COVID-19 pandemic, JAC waived fares. Ridership is slowly beginning to increase as public health conditions improve and normal travel patterns resume. Table 5.1 provides the annual performance reporting of key metrics utilized to understand the efficiency and effectiveness of JAC's transit operation from FY 2022 through FY 2025.

Table 5.1: Jump Around Carson Operating Statistics (FY 2022 - FY 2025)

	FY 2022		FY 2023		FY 2024		FY 2025	
	Fixed	Paratransit	Fixed	Paratransit	Fixed	Paratransit	Fixed	Paratransit
Annual Unlinked Trips	144,199	14,098	145,233	14,473	121,380	15,044	120,239	15,660
Vehicle Revenue Hours	13,330	5,761	14,784	6,121	14,777	6,164	15,173	6,262
Vehicle Revenue Miles	156,711	52,664	170,734	55,302	171,025	58,187	168,441	64,277
Operating Cost per Unlinked Passenger Trip	$10.00	$32.54	$9.86	$36.02	$13.58	$37.39	$16.96	$34.26
Operating Cost per Vehicle Revenue Mile	$9.20	$8.71	$8.39	$9.43	$9.64	$9.67	$12.11	$8.35
Operating Cost per Vehicle Revenue Hour	$108.19	$79.63	$96.88	$85.16	$111.52	$91.25	$134.39	$85.68
Number of Passengers per Revenue Hour	10.8	2.4	9.8	2.4	8.2	2.4	7.9	2.5
Number of Passengers per Revenue Mile	0.9	0.3	0.9	0.3	0.7	0.3	0.7	0.2
Number of Passengers per revenue day	494	48	478	48	398	49	396	52
Farebox recovery rate	0.00%	0.00%	3.16%	6.03%	4.52%	7.06%	3.36%	8.87%

Note: Farebox recovery rates in FY2022 is 0.0% due to JAC running fare-free service during the COVID-19 pandemic.

JAC maps and rider information can be found by visiting www.ridejac.com.

5.7 Public Participation

CAMPO is constantly seeking opportunities to increase meaningful public participation in the transportation planning process. To ensure continued improvement, the agency is committed to evaluating the effectiveness of outreach strategies being employed on a regular basis. Outreach strategies CAMPO has used throughout the calendar year 2024 planning process are summarized in Table 5.2. CAMPO will use a combination of qualitative and quantitative evaluation measures to create a more holistic view of success.

Table 5.2 Evaluation of CAMPO Public Outreach Strategies

Strategy	2024 CAMPO Public Participation Outreach
Participation in community events	2; Local Road Funding events 2; Carson City Vulnerable User Pedestrian Project outreach
Stakeholder meetings	1; Regional Transportation Stakeholder Coalition 2; Safety Stakeholder group
Council meetings/ presentations	12; CAMPO Board Meetings; 47 Agenda Items 1; Lyon County Board of County Commissioners 2; Mound House Citizens Advisory Board
Advisory committee meetings	1; RTSC Regional Transportation Stakeholder Coalition (20 members)
Informal, small group meetings (e.g., coffee chats)	None required
Open house events	None required
Public hearings*	None required
Electronic newsletters/email lists (eNews)	1; RTSC; Regional Transportation Stakeholder Coalition
Website*	Continual Updates; Addition of "Transportation Project Outreach & Engagement" Page
Social media: Facebook, Twitter, Instagram, YouTube, and/or NextDoor	Continual Updates Addition of CAMPO LinkedIn Page- December 2024 (316 Impressions, 9 reactions, 0 comments, 0 Reposts) CC Public Works Facebook; 295 impressions
Surveys	None required
StoryMap	1; 2024 ADA Transition Plan Story Map
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Press releases	2; Press Releases

Strategy	2024 CAMPO Public Participation Outreach
Media ad purchase/ sponsored TV or radio segments	• None required
Display ads	• None required
Legal ads*	• **4;** Legal Ads in the Nevada Appeal
Mail notices	• None required
Comment forms	• **30**; Public Comments at CAMPO meetings • **5;** CAMPO Comment emails
Language translation*	• **1**; JAC website page EN ESPAÑOL • **1**; CAMPO updated Language Assistance Plan for JAC
ADA-accessible websites and digital materials*	• **16;** webpages within the CAMPO/ CC website with continual updates. • **1;** Addition of "Transportation Project Outreach & Engagement" page on the CAMPO website.

* Required by federal and/or state statute for some plans or document types

Chapter 6 |Ongoing / Future Efforts

Outlined within CAMPO's 2050 Regional Transportation Plan (RTP), CAMPO's established goals, objectives, and performance measures form the basis of CAMPO's performance-based planning framework that informs ongoing policymaking and investment decisions. CAMPO staff is updating the 2050 RTP, and the JAC Transit Development and Coordinated Human Services Plan. Staff will continue to reach out to the public to involve them in long-term transportation planning for the region. Staff will continue to bring forward the Local Road Safety Plan recommendations for the CAMPO area. Staff will begin the North Carson Complete Streets Feasibility Study in December 2025.

CAMPO staff will continue to monitor the changing socioeconomic factors, and the mobility needs of the region to appropriately respond to demands on CAMPO's transportation infrastructure. Staff would like to improve the WHAT: Mobility Network section of the Monitoring Report to report on the status of bicycle, pedestrian, and American with Disabilities Act (ADA) facility condition and connectivity progress in future years.

Staff will also continue discussions with NDOT to better understand the type and availability of data as it relates to annual monitoring and reporting by CAMPO. CAMPO staff will continue to analyze Census data to report reflections and observations.

CAMPO
CARSON AREA METROPOLITAN PLANNING ORGANIZATION

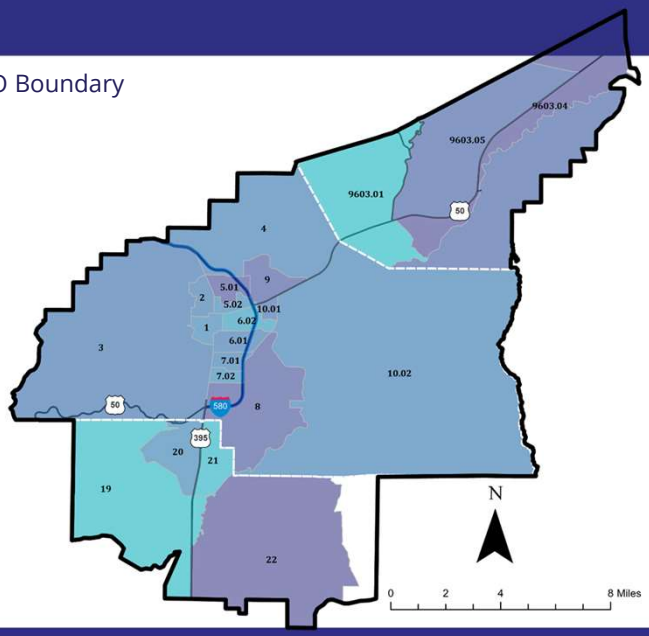
Transportation Network Monitoring Report

December 10, 2025

1

WHO

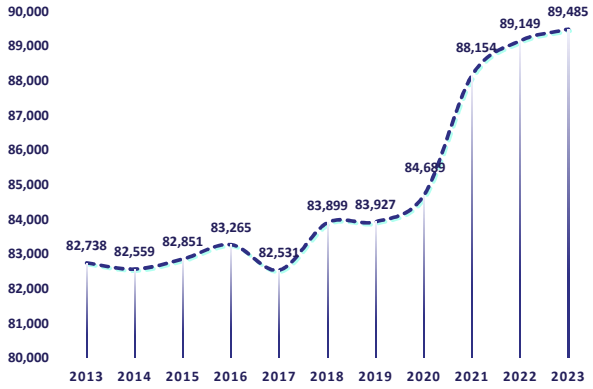
Census Tracts within the CAMPO Boundary



2

WHO: Population

CAMPO population growth 2013 - 2023



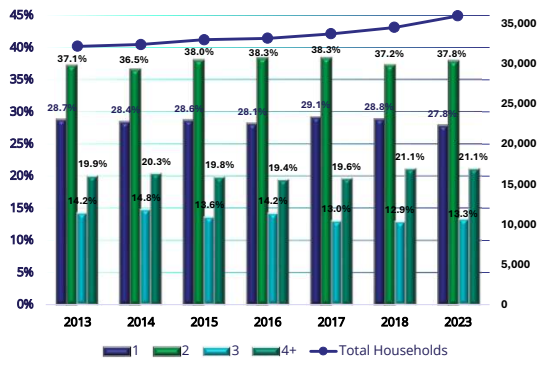
CAMPO Population Pyramid

2013 2023

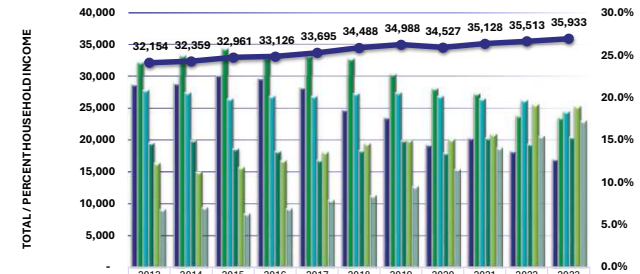
3

WHO: Households

Total/ Percent Household Size



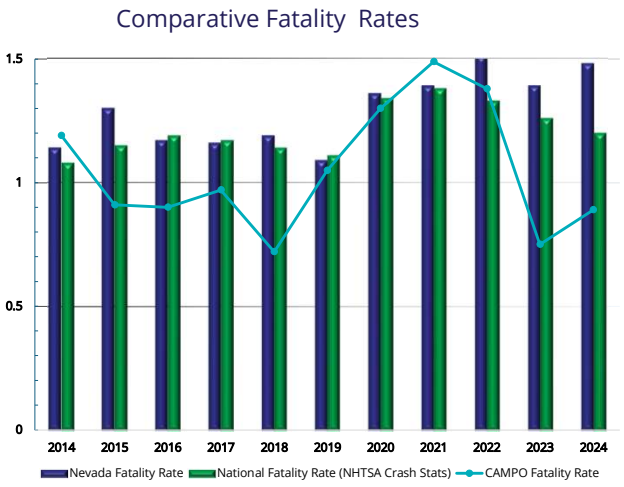
Household Income

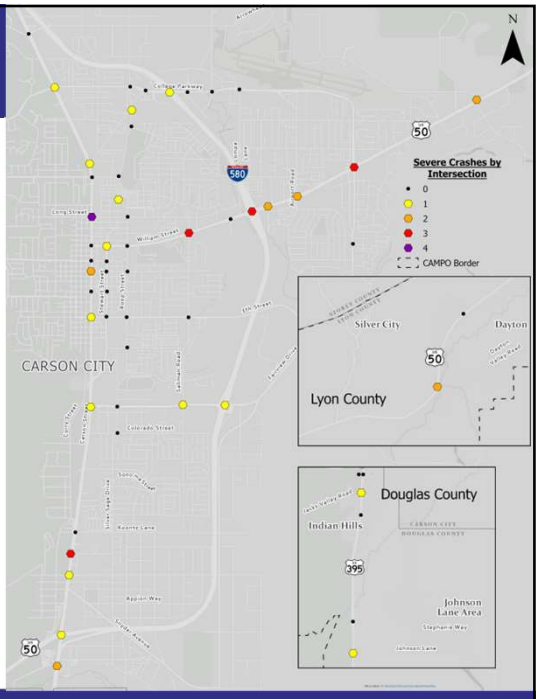


	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Less than $25,000	21.5%	21.6%	22.6%	22.2%	21.1%	18.5%	17.6%	14.4%	15.2%	13.6%	12.7%
$25,000-$49,999	24.1%	24.9%	25.7%	24.7%	24.8%	24.5%	22.7%	21.0%	20.4%	17.8%	17.6%
$50,000-$74,999	20.8%	20.5%	19.8%	20.1%	20.1%	20.4%	20.5%	20.1%	19.8%	19.6%	18.3%
$75,000-$99,999	14.6%	14.9%	13.9%	13.6%	12.6%	13.7%	14.9%	13.4%	15.2%	14.5%	15.3%
$100,000-$149,999	12.2%	11.2%	11.7%	12.5%	13.5%	14.5%	14.9%	15.0%	15.6%	19.1%	18.9%
$150,000 or More	6.8%	7.0%	6.3%	6.9%	7.9%	8.4%	9.5%	11.5%	14.0%	15.4%	17.2%
Total Households	32,154	32,359	32,961	33,126	33,695	34,488	34,988	34,527	35,128	35,513	35,933

4

WHO: Safety





5

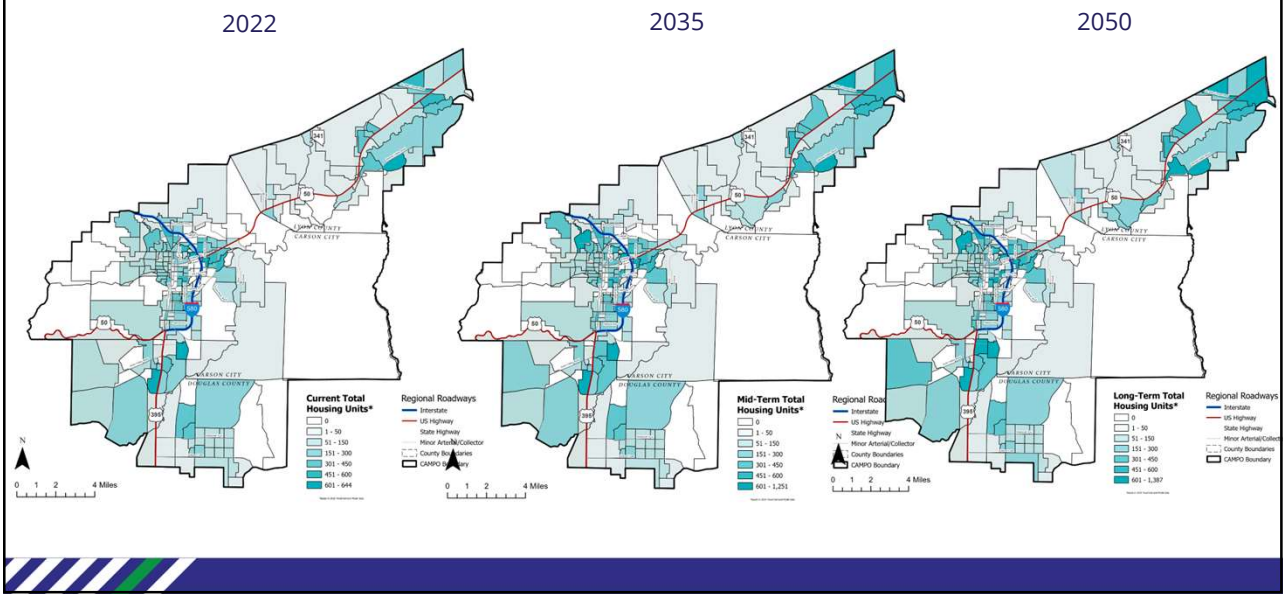
WHAT: Road Condition

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%

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**

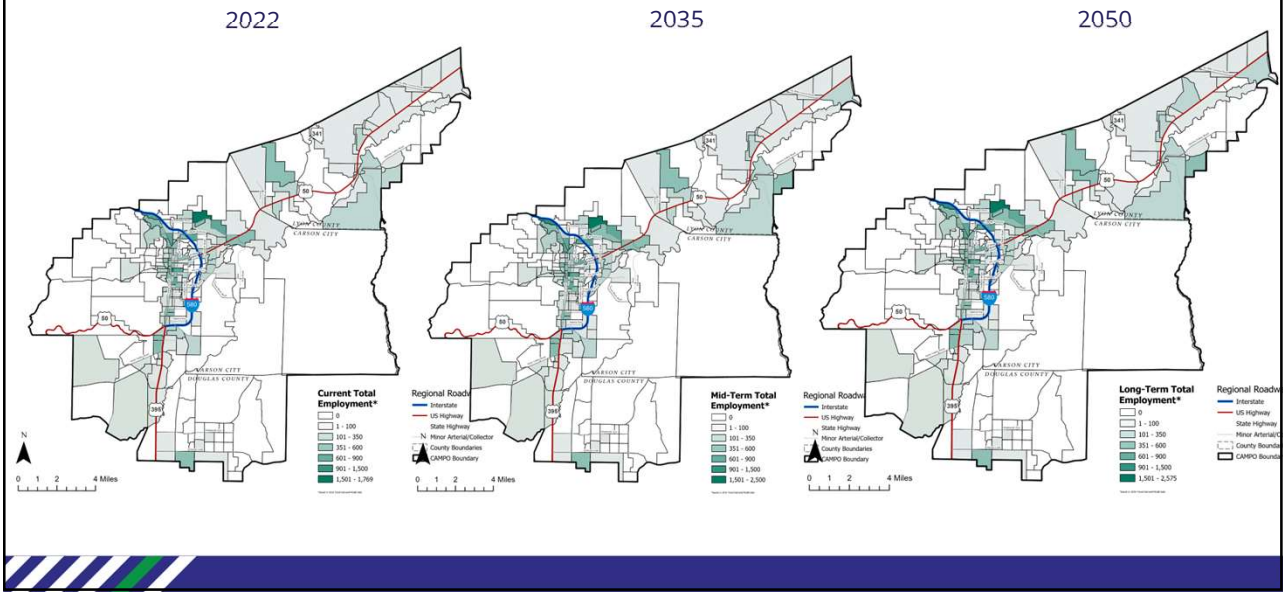
6

WHERE: Housing Growth



7

WHERE: Employment Growth



8

WHERE: TTI & PTI

TRAVEL TIME INDEX (TTI)

Measures the unexpected delay or congestion experienced in a traffic versus a no-traffic situation. The TTI is the ratio of the travel time during the peak period to the time required to make the same trip at free-flow speeds.

SAMPLE SCENARIO

A **TTI** value of **1.3**, for example, indicates a **20-minute** free-flow trip requires **26 minutes**.

20 Minutes x 1.3 TTI = 26 Minutes

PLANNING TIME INDEX (PTI)

Measures the day-to-day variability of travel time experienced by drivers. It is calculated as the 95th percentile travel time compared to the free flow travel time. The 95th percentile is the 19th worst travel day in a month of 20 travel days.

SAMPLE SCENARIO

A **PTI** value of **2.0** suggests that travelers should budget **double** their free-flow travel time to reach their destination on time 95% of the time.

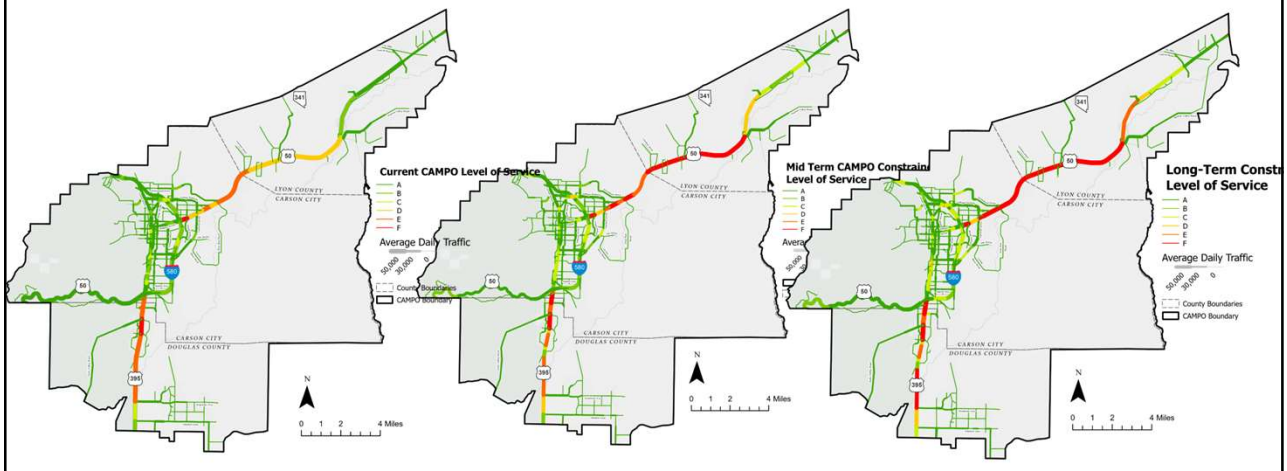
20 Minutes x 2.0 PTI = 40 Minutes

Corridor Name	2021 TTI	2024 TTI	% Change TTI	2021 PTI	2024 PTI	% Change PTI
Downtown Carson Street	1.32	1.22	-7.6%	1.60	1.33	-16.9%
South Carson Street	1.21	1.18	-2.5%	1.46	1.30	-11.0%
HWY 50 East	1.21	1.15	-5.0%	1.46	1.27	-13.0%
College Parkway	1.20	1.16	-3.3%	1.28	1.30	1.6%
US 395 (Minden)	1.12	1.16	3.6%	1.34	1.28	-4.5%

9

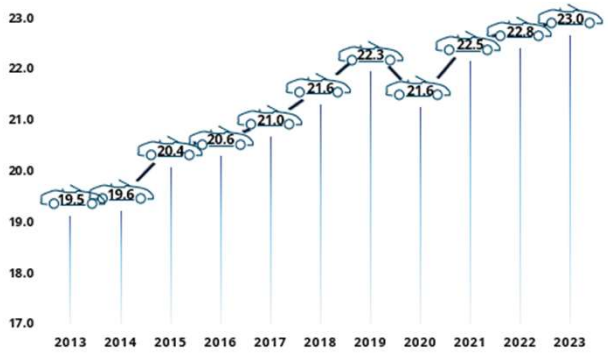
WHERE: LOS

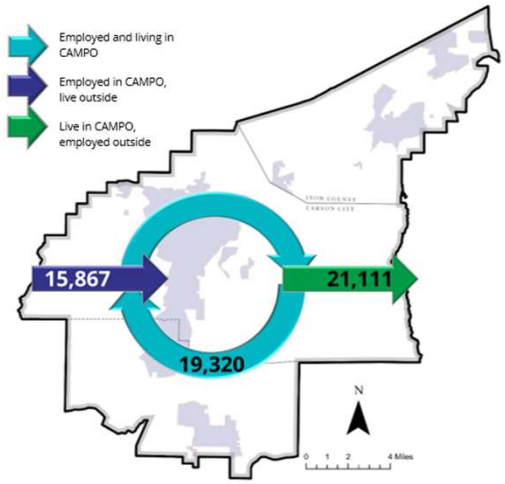
2022 2035 2050



10

HOW: Commuting

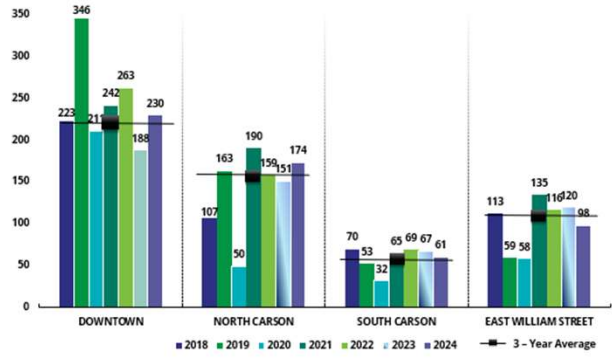




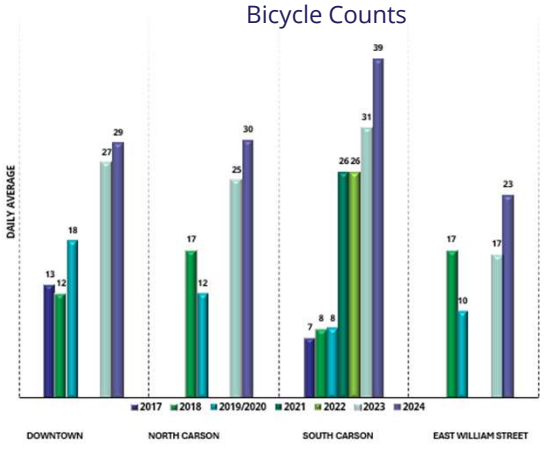
11

HOW: Pedestrian & Bicycle Monitoring

Pedestrian Counts



Bicycle Counts



12

HOW: Public Outreach

Table 5.2 Evaluation of CAMPO Public Outreach Strategies

Strategy	2024 CAMPO Public Participation Outreach
Participation in community events	**2;** Local Road Funding events **2;** Carson City Vulnerable User Pedestrian Project outreach
Stakeholder meetings	**1;** Regional Transportation Stakeholder Coalition **2;** Safety Stakeholder group
Council meetings/ presentations	**12;** CAMPO Board Meetings; **1;** Lyon County Board of County Commissioners **2;** Mound House Citizens Advisory Board
Advisory committee meetings	**1;** RTSC Regional Transportation Stakeholder Coalition (20 members)
Informal, small group meetings (e.g., coffee chats)	None required
Open house events	None required
Public hearings*	None required
Electronic newsletters/email lists (eNews)	**1;** RTSC; Regional Transportation Stakeholder Coalition
Website*	Continual Updates; Addition of "Transportation Project Outreach & Engagement" Page
Social media: Facebook, Twitter, Instagram, YouTube, and/or NextDoor	Continual Updates Addition of CAMPO LinkedIn Page- December 2024 (**316** Impressions, 9 reactions, 0 comments, 0 Reposts) CC Public Works Facebook; **295** impressions
Surveys	None required
StoryMap	**1;** 2024 ADA Transition Plan Story Map
Visualization techniques*	Continual updates
Press releases	**2;** Press Releases

Strategy	2024 CAMPO Public Participation Outreach
Media ad purchase/ sponsored TV or radio segments	• None required
Display ads	• None required
Legal ads*	• **4;** Legal Ads in the Nevada Appeal
Mail notices	• None required
Comment forms	• **30;** Public Comments at CAMPO meetings • **5;** CAMPO Comment emails
Language translation*	• **1;** JAC website page EN ESPAÑOL • **1;** CAMPO updated Language Assistance Plan for JAC
ADA-accessible websites and digital materials*	• **16;** webpages within the CAMPO/ CC website with continual updates. • **1;** Addition of "Transportation Project Outreach & Engagement" page

* Required by federal and/or state statute for some plans or document types

13

CAMPO
CARSON AREA METROPOLITAN PLANNING ORGANIZATION

STAFF REPORT

Report To: **Meeting Date:** December 10, 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) _____ _____
_____
_____
_____
_____

_____
(Vote Recorded By)

Agenda Item No: 6.B

STAFF REPORT

Report To: **Meeting Date:** December 10, 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) _____ _____
_____
_____
_____
_____

_____
(Vote Recorded By)

CAMPO
CARSON AREA METROPOLITAN PLANNING ORGANIZATION

STAFF REPORT

Report To: **Meeting Date:** December 10, 2025

Staff Contact:

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

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

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) _____ _____
_____
_____
_____
_____

_____
(Vote Recorded By)