



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

Day: Wednesday
Date: March 11, 2026
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.carsoncity.gov/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@carsoncity.gov. 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 - February 11, 2026**

4.A Minutes for February 11, 2026
[Click Here for Staff Report](#)

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

5.A For Discussion Only – Discussion and presentation regarding a draft Unified Planning Work Program (“UPWP”) for proposed Carson Area Metropolitan Planning Organization (“CAMPO”) activities during Fiscal Year (“FY”) 2027 and FY 2028. (Kelly Norman, Senior Transportation Planner)

[Click Here for Staff Report](#)

5.B For Possible Action – Discussion and possible action regarding (1) applications submitted to the Carson Area Metropolitan Planning Organization (“CAMPO”) for the distribution of available Federal Surface Transportation Block Grant (“STBG”) funds, and whether to award up to \$2,180,000 of STBG funding to the Carson City Regional Transportation Commission (“RTC”) for the Curry Street Complete Street Improvement Project and the District 3 - Fairview Drive Preservation Project; and (2) the distribution of any remaining STBG funding for other programs or projects within the CAMPO region. (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 (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@carsoncity.gov, or by phone at (775) 887-2355. You are encouraged to attend this meeting and participate by commenting on any agenda 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@carsoncity.gov, 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.carsoncity.gov/granicus 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.carsoncity.gov/granicus
notice.nv.gov



STAFF REPORT

Report To: _____ **Meeting Date:** March 11, 2026

Staff Contact: _____

Agenda Title: Minutes for February 11, 2026

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):

[2-11-2026 Draft Minutes \(CAMPO\).pdf](#)

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

(Vote Recorded By)

CARSON AREA METROPOLITAN PLANNING ORGANIZATION
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A regular meeting of the Carson Area Metropolitan Planning Organization (CAMPO) was scheduled for 4:30 p.m. on Wednesday, February 11, 2026, in the Community Center, Robert “Bob” Crowell Boardroom, 851 East William Street, Carson City, Nevada.

PRESENT: Chairperson Gregory Novak
Member Lori Bagwell
Member John Cassinelli
Member Mark Costa
Member Joshua Nordloh
Member Lisa Schuette
Ex-Officio Member Kevin Verre

STAFF: Chris Martinovich, Transportation Manager
Rick Cooley, Deputy Public Works Director
Lucas Burr, Senior Deputy District Attorney
Kelly Norman, Senior Transportation Planner/Analyst
Rebecca Bustos, Grant Analyst
Casey Sylvester, Transportation/Traffic Engineer
Jared Cragun, Transportation Planner/Analyst
Marcus Myers, Transit Coordinator
Briana Munoz, Senior Public Meetings 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.carsoncity.gov/government/city-meetings>.

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

(4:30:05) – Chairperson Novak called the meeting to order at 4:30 p.m.

2. ROLL CALL

(4:30:08) – Roll was called, and a quorum was present. Vice Chair Maloney was absent from this meeting

3. PUBLIC COMMENT

(4:31:34) – Chairperson Novak entertained public comments; however, none were forthcoming.

4. FOR POSSIBLE ACTION: APPROVAL OF MINUTES

4.A MINUTES FOR JANUARY 14, 2026

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(4:32:02) – Chairperson Novak introduced the item and entertained corrections and/or a motion.

(4:32:05) – MOTION: Member Bagwell moved to approve the minutes of the January 14, 2026 meeting as presented. The motion was seconded by Member Schuette and carried 6-0-0 with Vice Chair Maloney absent.

5. PUBLIC MEETING ITEM(S):

5.A FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION REGARDING THE SETTING OF ANNUAL SAFETY PERFORMANCE TARGETS FOR 2026 AS REQUIRED BY FEDERAL HIGHWAY ADMINISTRATION (“FHWA”) REGULATIONS.

(4:32:25) – Chairperson Novak introduced the item. Senior Transportation Planner Kelly Norman referenced the Staff Report and Supporting Materials, all of which are incorporated into the record. Ms. Norman explained that CAMPO has supported the Nevada State Safety Performance Targets set by the Nevada Department of Transportation (NDOT) since 2021, as recommended by the CAMPO Board. She referenced Exhibit 1, which is incorporated into the record, and went over the Nevada State Safety Performance Targets for 2024, 2025 and 2026. Ms. Norman reported that CAMPO staff continue to track CAMPO's fatalities and serious injuries, found in Exhibit 2, which is incorporated into the record. She noted that the Safety Performance Targets are published annually in the Highway Safety Improvement Program (HSIP) document, adding that Exhibit 3, which is incorporated into the record, showcased the last published HSIP. Ms. Norman added that zerofatalitiesnv.com shows the latest crash data for Nevada counties and cities with comparative data. Chair Novak commented that he read through the HSIP Annual Report and noted the complete use of funds throughout the state. He praised the work and looked forward to future endeavors. Member Bagwell expressed comfort with the data in Exhibit 1, noting that it demonstrated that CAMPO was headed in the right direction. Chair Novak highlighted the comprehensive safety approach of the report and acknowledged the Carson City Sheriff's Office involvement with monitoring safety data and preventing accidents.

(4:37:58) – MOTION: Member Schuette moved to support the Nevada State Safety Performance Targets for 2026. Member Costa seconded the motion. The motion carried 6-0-0 with Vice Chair Maloney absent.

5.B FOR DISCUSSION ONLY – DISCUSSION AND PRESENTATION REGARDING THE DRAFT TRANSIT DEVELOPMENT AND COORDINATED HUMAN SERVICES PLAN (“TDCHSP”), WHICH COULD INCLUDE DISCUSSION ON SHORT-AND LONG-TERM GOALS, SERVICE LEVEL ALTERNATIVES, AND OTHER TOPICS RELATED TO PUBLIC TRANSPORTATION IN THE CARSON AREA METROPOLITAN PLANNING ORGANIZATION (“CAMPO”) REGION.

(4:38:26) – Chair Novak introduced the item. Transit Coordinator Marcus Myers referenced the Staff Report and Supporting Materials, all of which are incorporated into the record. Mr. Myers went over the Jump Around Carson (JAC) Transit Development and Coordinated Human Services Plan presentation, which is incorporated into the record, highlighting the transit development and coordinated human

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services plan, which focused on the short-term transit and Coordinated Public Transit Human Services Plan that are required to receive Federal Transit Administration (FTA) funds. He explained that the short-term transit plan includes short and long-term goals and financial plans for the transit system. Mr. Myers reported that the plan includes various strategies for the next five years and outlines options to improve the City's transit network such as providing access to additional locations and a full route refresh.

Mr. Myers noted service level options to reduce annual costs including reducing weekday hours, reallocating hours from route 2B, and eliminating Saturday service, pointing out that any reduction in service could negatively impact ridership.

He explained that the Coordinated Human Services Plan was required to receive FTA Section 5310 funding and to improve coordination between transit agencies and other human services providers. Mr. Myers added that the coordinated human services plan identified target population needs and subsequent strategies. He went over public outreach efforts to identify community needs and described the strategy matrix created based on the identified needs, which is incorporated into the record, with 10 of the 45 recognized strategies selected for the implementation roadmap.

Mr. Myers identified next steps including ongoing discussion with the CAMPO and RTC boards, the Steering Committee, and Douglas and Lyon counties for input on transit development, the Coordinated Public Transit Human Services Plan, and the transit system's future. He added that staff sought feedback and recommendations for the final plan, which would be presented to the RTC in the coming months.

(4:43:10) – Chair Novak acknowledged the time and effort put into the report and mentioned the need for other counties to contribute financially with the expansion of transit services. He suggested gathering input from bus operators to help improve the system and encouraging increased bus ridership.

(4:45:06) – Mr. Myers noted that the Steering Committee continues to meet quarterly and invited participation as they navigated the 45 strategies identified in the matrix.

(4:45:27) – Member Schuette praised the report and emphasized the need to collaborate and work with other counties. She referenced Figure 11. Employee Density, which is incorporated into the record, and described the potential for partnerships with employers to aid in employees' commutes. Member Schuette supported expanding partnerships with employers in high-use industries. She praised Scenario 2 included in the report, noting that it revisited Routes 2A and 2B in a linear manner and could improve turnaround.

(4:48:20) – Member Costa praised the report and inquired about public comment. Transportation Manager Chris Martinovich clarified that the public comment period remains open until February 15, 2026. Member Costa acknowledged the proposed route alternatives and the potential to address the decline in ridership trends. Mr. Myers explained that the decline follows a two-year period where JAC ran fare-free, attributing the decrease in ridership to the re-implementation of fares.

(04:51:16) – Member Bagwell emphasized the need to hear from non-riders, noting that decisions regarding transit became more difficult when services compete for general fund dollars. She suggested considering whether providing monthly ride-share allocations would be more cost effective than current

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services. Member Bagwell proposed exploring how individuals were traveling to medical appointments without utilizing local area transportation services.

(4:55:08) – Member Schuette noted successful collaboration between other agencies and non-profit organizations. She suggested looking into the endeavors of non-profit organizations and businesses in high-dense cities to consider variables, challenges, and potential opportunities.

(4:56:29) – Member Costa cited prominent requests for linkage systems from Lyon County residents while attending meetings for the Coordinated Human Services Plan, noting that riders wished to attend medical appointments in other cities.

(4:57:45) – Member Bagwell mentioned her role as a member of the Tahoe Transportation District and its emphasis on collaborating with employers and considering locational needs to improve employee retention through transportation efforts. Member Bagwell recommended surveying employers to determine locational needs and cited an example of a business owner struggling to expand due to a lack of parking for additional employees, noting that adding a bus route for those employees could allow the business to expand.

(5:00:12) – Chair Novak mentioned the State of Nevada’s recent request to amend the City’s master plan text to redevelop vacant land to house more State employees, noting that the new employees could ride transit rather than having to park in a parking garage. He emphasized the need to question ridership costs and data, expand the transit network, and ensure accessibility.

(5:01:39) – Member Schuette expressed appreciation for the inclusion of bike racks at bus stops, noting that it created more transportation opportunities.

PUBLIC COMMENT

(5:03:52) – Chair Novak entertained public comments. Stevie Foremaster of the Rural Center Independent Living commented that Centers for Independent Living were nationwide and received federal grants. Ms. Foremaster reported that Missoula, Montana and the State of North Carolina had done extensive research on how transportation systems operate for people with disabilities and encouraged the Board to look into the research. Ms. Foremaster agreed with Members Bagwell and Schuette’s suggestions for collaboration with employers. She advocated for businesses to create a simple transportation system, specifically in the Dayton, Minden, and Gardnerville area, noting that many employers would be willing to help implement transportation solutions to help people get to work.

6. NON-ACTION ITEMS

6.A TRANSPORTATION MANAGER’S REPORT

(5:08:24) – Mr. Martinovich reported that the Fiscal Year (FY) 27-28 Unified Planning Work Program was currently being drafted, with plans to present to CAMPO next month and with adoption anticipated in April 2026. He noted that an amendment to the current funding agreement would also be brought

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forward at the next meeting. Mr. Martinovich reported that bipartisan federal legislation, the BASICS (Bridges and Safety Infrastructure for Community Success), is advancing in the U.S. House and could impact CAMPO by increasing funding flexibility, strengthening bridge formula funds, and making planning funds 100 percent federally reimbursable without a local match. He also announced that work continues on Federal Surface Transportation reauthorization and noted its expiration at the end of FY 26.

(5:10:45) – Chair Novak questioned if the Regional Transportation Plan (RTP) had been shared with necessary stakeholders and recommended sharing it with the State, specifically with the Governor’s Innovation Director Jack Robb. Mr. Martinovich clarified that the RTP had been submitted to NDOT, who formally approves the plan before sharing it with the Federal Highways and Federal Transit administrations. He added that once the RTP was approved, it would be distributed to the Carson City Planning Commission and both boards of Lyon and Douglas County. Mr. Martinovich responded to clarifying questions.

6.B NEVADA DEPARTMENT OF TRANSPORTATION REPORT

(5:13:11) – Ex-Officio Member Kevin Verre introduced himself as the interim assistant director of planning for NDOT until the position was filled. He noted incoming updates regarding the U.S. 50 Dayton project, which was currently in design. Ex-Officio Member Verre reported that the NDOT Transportation Board awarded a pre-construction contract to Granite for the I-80 widening project, which would include locating underground utilities to help NDOT assess existing conditions. Member Verre stated that the I-80 widening project includes widening the highway to three lanes, adding safety elements, interchange improvements, and capacity to accommodate more vehicles. He mentioned the potential for increased traffic and delays as pre-construction activities begin within the CAMPO boundaries. Ex-Officio Member Verre responded to clarifying questions.

6.C OTHER COMMENTS AND REPORTS

(5:17:53) – Chair Novak entertained comments and reports from Members; however, none were forthcoming.

7. PUBLIC COMMENT

(5:18:03) – Chairperson Novak entertained final public comments; however, none were forthcoming.

8. FOR POSSIBLE ACTION: TO ADJOURN

(5:18:12) – Chairperson Novak adjourned the meeting at 5:18 p.m.

The Minutes of the February 11, 2026, Carson Area Metropolitan Planning Organization meeting are so approved on this 11th day of March 2026.



STAFF REPORT

Report To: Carson Area Metropolitan Planning Organization **Meeting Date:** March 11, 2026

Staff Contact: Darren Schulz, Public Works Director

Agenda Title: For Discussion Only – Discussion and presentation regarding a draft Unified Planning Work Program (“UPWP”) for proposed Carson Area Metropolitan Planning Organization (“CAMPO”) activities during Fiscal Year (“FY”) 2027 and FY 2028. (Kelly Norman, Senior Transportation Planner)

Agenda Action: Other / Presentation **Time Requested:** 10 minutes

Proposed Motion

N/A

Board's Strategic Goal

N/A

Previous Action

Background/Issues & Analysis

CAMPO receives annual funding from the Federal Highway Administration (“FHWA”) and Federal Transit Administration (“FTA”) for regional transportation planning activities. These two funding sources are combined as Consolidated Planning Grant (“CPG”) funds, which reimburse Metropolitan Planning Organizations (“MPO”), like CAMPO, for eligible activities consistent with an approved UPWP. The amount of CPG funds allocated to CAMPO is based on an agreed distribution formula between the Nevada Department of Transportation (“NDOT”), CAMPO, and Nevada’s three other MPOs.

Staff has developed a draft two-year UPWP for FY 2027 and FY 2028 (July 1, 2026 – June 30, 2028). The UPWP establishes the budget for proposed CAMPO activities and describes how federal CPG funds will be administered. The CPG funds are typically reimbursed at a rate of 95% CPG and 5% required local match. CAMPO is permitted to approve and submit a UPWP covering two years; however, CPG funding is generally only available for acceptance and expenditure in one-year increments.

CAMPO’s Public Participation Plan requires a 30-day public comment period before the draft UPWP may be approved. The 30-day public comment period opened on March 4 and will close on April 3, 2026. Notice of the public comment period and CAMPO’s March 11 meeting were published on the CAMPO website (www.carsonareampo.com) on March 3, 2026, and in the Record Courier and Nevada

Appeal on Saturday, March 7, 2026. Public comments on the draft UPWP will be accepted in person at the April 8, 2026, CAMPO meeting and throughout the public comment period via the following options:

- Mail or In Person: Carson Area Metropolitan Planning Organization 3505 Butti Way, Carson City, NV 89701
- Phone: 775-887-2355
- E-mail: Comments@CarsonAreaMPO.com

Prior to the beginning of each fiscal year, CAMPO must submit a UPWP to NDOT, FHWA, and FTA establishing the budget for proposed activities to be administered throughout the year. A copy of the draft UPWP for FY 2027 through FY 2028 has been distributed to each of these organizations for comment.

Staff anticipate bringing a UPWP for FY 2027 and 2028 back to CAMPO for final approval at CAMPO’s upcoming April 8, 2026, meeting.

Applicable Statute, Code, Policy, Rule or Regulation
23 C.F.R. 450.308

Financial Information

Is there a fiscal impact? Yes

If yes, account name/number: CAMPO fund, Unified Planning Work Program account / 2453028-501210.

Is it currently budgeted? No

Explanation of Fiscal Impact: The proposed two-year FY 2027 and FY 2028 UPWP budget is \$994,300. The UPWP budget for FY 2027 is \$352,632 to complete Work Elements 1.0 - 5.0 and requires a 5% local match of \$17,632. The local match will be distributed across the member agencies based on population within CAMPO’s metropolitan planning area, as shown in the following table. A new project number will be established for the UPWP.

FY 2027 Local Share

County	Percent	FY 2027 Local Share Draft
Carson City	66.3 %	\$11,690
Lyon County	18.3 %	\$3,227
Douglas County	15.4 %	\$2,715
TOTAL	100 %	\$17,632

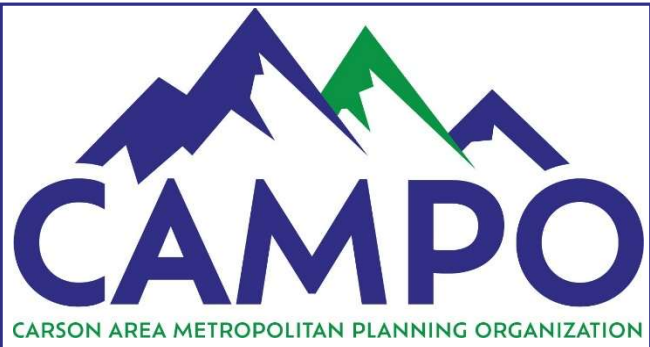
Alternatives

Attachment(s):

[5A_CAMPO_11MAR26_Exhibit_1_DRAFT FY2027-2028 CAMPO UPWP.pdf](#)

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

(Vote Recorded By)



UNIFIED PLANNING WORK PROGRAM

**Fiscal Years 2027 / 2028
July 1, 2026 – June 30, 2028**

Approved: TBD



This report was funded in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation and member agencies, including Carson City, Douglas County, and Lyon County. 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. Carson Area Metropolitan Planning Organization fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The Carson Area MPO does not discriminate on the basis of race, color, national origin, sex, religion, age or disability in the provision of services. This document can be made available in alternative formats. For more information, please contact the Carson Area MPO at (775) 887-2355 or Comments@CarsonAreaMPO.com.

Contact Information:

Carson Area Metropolitan Planning Organization 3505 Butti Way

Carson City, NV 89701 Office:

(775) 887-2355

Email: Comments@CarsonAreaMPO.com

CarsonAreaMPO.com





Carson Area Metropolitan Planning Organization

FY 2027 - FY 2028

CAMPO Unified Planning Work Program

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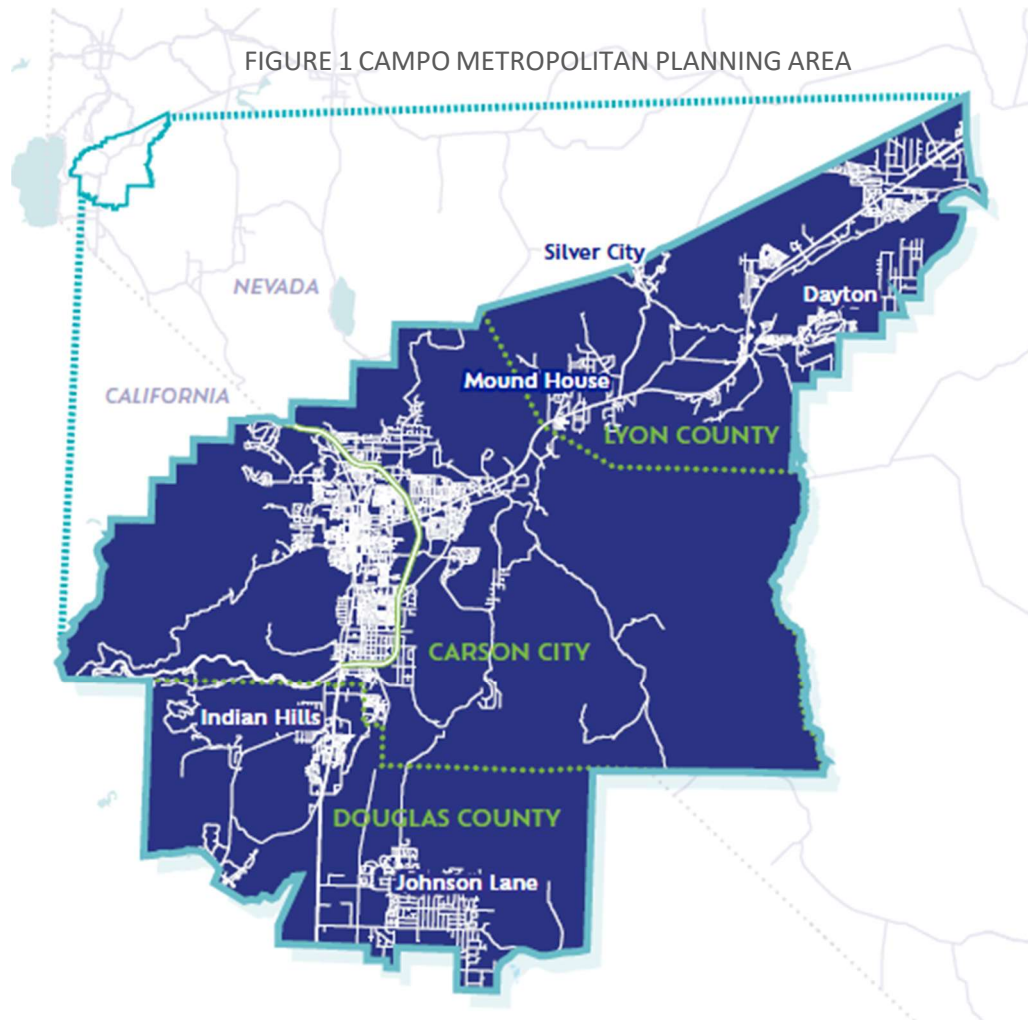
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INTRODUCTION

The Unified Planning Work Program (UPWP) defines the continuing, comprehensive, and cooperative regional transportation planning process for the Carson Area Metropolitan Planning Organization (CAMPO) planning area. It establishes regional planning objectives for Fiscal Years 2027/2028 covering the period of July 1, 2026 through June 30, 2028 and includes a corresponding budget to complete the work. This strategic management tool is organized by Work Elements that identify activities and products to be accomplished during the two-year period. These activities include core metropolitan planning functions, mandated metropolitan planning requirements, and other regional planning activities. As detailed in the Code of Federal Regulations (CFR) 23 CFR 450.308, each activity listed in the UPWP must indicate who will do the work, the schedule for completing the work, the resulting product, the proposed funding, and a summary of total amounts and sources of Federal and matching funds. Funding for metropolitan planning activities is made possible through the U.S. Department of Transportation – both the Federal Highway Administration and the Federal Transit Administration – and through the three local entities – Carson City, Douglas County, and Lyon County. Figure 1 depicts the CAMPO Metropolitan Planning Area.





ORGANIZATION OVERVIEW

A Metropolitan Planning Organization (MPO) is an organization of local governments in areas with a collective population of 50,000 or more, termed an Urbanized Area. As a condition for receiving federal transportation dollars, MPOs must have a continuing, cooperative, and comprehensive transportation planning process in cooperation with the State. The MPOs are to cooperate with the State in developing transportation plans and programs for urbanized areas. This transportation planning process results in plans and programs consistent with the area's locally adopted comprehensive plans. On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) was signed into law. This is a five-year transportation bill which continues core provisions in the two previous transportation bills (the Fixing America's Surface Transportation (FAST) Act and Moving Ahead for Progress in the 21st Century Act (MAP- 21)) with an updated emphasis on safety and research, reconnecting communities, and the link between housing and transportation.

WHAT IS THE CARSON AREA METROPOLITAN PLANNING ORGANIZATION?

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

CAMPO carries out transportation planning activities within the Metropolitan Planning Area (MPA), shown on Figure 1. The MPA encompasses the urbanized area and a larger area that is likely to continue to urbanize within the next 20 years. There are two urban clusters, as defined by the US Census Bureau, within the MPA. They are the Johnson Lane area in Douglas County and Dayton in Lyon County.

Carson City Public Works staff serve as support staff to CAMPO. There are seven staff members that carry out the daily operations, and they include the Transportation Manager, Senior Transportation Planner, Transportation/Traffic Engineer, Transit Coordinator, two (2) Transportation Planner/Analysts, and a Grant Analyst. In addition, CAMPO utilizes Geographic Information Systems (GIS) staff on occasion for geographic analyses, the production of various maps, and other related tasks.

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





CAMPO POLICY BOARD AND STAFF

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

TABLE 1 CAMPO POLICY BOARD

Member	Governmental Body Represented
Mr. Gregory Novak, Chairperson	Carson City
Ms. Lucia Maloney, Vice Chairperson	Carson City
Ms. Lori Bagwell	Carson City
Mr. John Cassinelli	Lyon County
Mr. Josh Nordloh	Douglas County
Ms. Lisa Schuette	Carson City
Mr. Mark Costa	Carson City
NDOT Assistant Director of Planning*	Nevada Department of Transportation

**Non-Voting ex-officio member*

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

TABLE 2 CAMPO SUPPORT STAFF

Staff Member	Title
Mr. Christopher Martinovich, PE	Transportation Manager
Ms. Kelly Norman, AICP	Senior Transportation Planner
Mr. Casey Sylvester, PE	Transportation/Traffic Engineer
Ms. Rebecca Bustos	Grant Analyst
Ms. Erica Roselius	Transportation Planner/Analyst
Mr. Jared Cragun	Transportation Planner/ Analyst
Mr. Marcus Myers	Transit Coordinator





RESPONSIBILITIES AND PRIORITIES

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

-  **SAFETY**
Increase the safety of the transportation system for all users.
-  **QUALITY OF LIFE**
Invest in a transportation system that supports the health, livability, and character of the region.
-  **MOBILITY**
Ensure efficient and reliable movement of people and goods across modes by providing access to essential destinations and services.
-  **PROSPERITY**
Support economic vitality and growth through strategic transportation investments.
-  **ADAPTABILITY**
Invest strategically in transportation trends and technologies that support the needs of the region.
-  **PRESERVATION**
Maintain our region's existing transportation infrastructure.





ORGANIZATIONAL PROCEDURES & DOCUMENTS

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

- CAMPO Policies & Procedures
- CAMPO Public Participation Plan
- CAMPO FFY 2025-2028 Transportation Improvement Program
- CAMPO Unified Planning Work Programs
- CAMPO Fare & Service Change Policy
- CAMPO Disadvantaged Business Enterprise (DBE) Program and established DBE goals
- CAMPO Complete Streets Performance Monitoring Program
- CAMPO Travel Demand Model Validation Report 2015, 2020, 2024, 2025
- CAMPO Bicycle Friendly Community Report Card 2014, 2018, 2022
- CAMPO 2050 Regional Transportation Plan, Amendments, and updates
- CAMPO Local Road Safety Plan
- Carson Area Transportation System Management Plan
- Annual Transportation Network Monitoring Reports
- Annual Obligation Reports
- Carson City's 2024 ADA Transition Plan for Pedestrian Facilities in the Public Right-of-Way
- Carson City Freeway Corridor Multi-Use Path Alignment Studies
- Notice of Protection Under Title VI



PUBLIC INVOLVEMENT

CAMPO is committed to promoting meaningful community engagement in the regional transportation planning process. Robust public and stakeholder involvement from planning through implementation will result in investments that meet the needs of the traveling public. CAMPO's Public Participation Plan (PPP) identifies the goals, strategies, and tools to be used to encourage participation.

CAMPO is seeking opportunities to increase meaningful public participation in the transportation planning process. The USDOT defines meaningful public outreach as a process that proactively seeks full community representation, considers public comments and feedback, and incorporates that feedback into a project, program, or plan when possible. This includes outreach that begins early in the planning process and continues through design and construction, providing opportunities for input that will shape project outcomes, and tailoring outreach methods to the unique needs of each undertaking.

Robust community engagement results in transportation plans and strategies that address the concerns of area residents and businesses and facilitate successful project implementation. The outreach process places a priority on innovative approaches, outreach to underrepresented communities, and strengthening partnerships with other regional agencies. Specific policies and procedures for public involvement have been developed and are contained within CAMPO's Public Participation Plan (PPP) available on the www.CarsonAreaMPO.com website.

- 1 Increase public engagement throughout the transportation planning and project development process
- 2 Consider the concerns and priorities of residents in the selection of transportation investments
- 3 Implement a fair and inclusive engagement process that bridges language, cultural, and economic differences
- 4 Strengthen community partnerships throughout the region
- 5 Provide reasonable accommodation to people with disabilities, so that all residents can easily participate in the regional planning process



SUMMARY OF FY 2025 & FY 2026 ACCOMPLISHMENTS AND WORK EFFORTS

CAMPO developed a two-year UPWP for the first time for Fiscal Year FY 2017 and FY 2018 and has continued to update it in partnership with the U.S. Department of Transportation (U.S. DOT) and Nevada Department of Transportation (NDOT). A two-year UPWP, updated annually, allows greater flexibility for CAMPO and its planning partners to complete more significant activities within a reasonable timeframe, and to better coordinate activities with the funding cycle. A two-year work program does not mean that two years' worth of funding is available in the first year. CAMPO negotiates monetary agreements with the NDOT to fund UPWP activities.

The following are the primary accomplishments and activities that were undertaken during the previous FY 2025 and FY 2026:

- **FFY2026-2028 CAMPO DBE GOAL-** CAMPO Disadvantaged Business Enterprise (DBE) Program and oversight, and 3-year Goal for Federal Transit Administration Funds update covering FFY 2026-2028.
- **TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ACTIVITIES –** The TIP includes a four-year list of projects and is consistent with all federal planning regulations. All federally funded projects must be included in the TIP. CAMPO adopted the FFY 2025-2028 TIP December 2024. Regular maintenance of the document is required through formal and administrative amendments.
- **2024 & 2025 ANNUAL NETWORK MONITORING REPORTS –** Staff collects data, analyzes, and produces an annual Monitoring Report for multimodal usage indicators, performance measures, and performance targets, as applicable within the CAMPO planning area. CAMPO presents the Annual Network Monitoring Reports in October.
- **PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP) –** Staff updates the PTASP annually in December for safety performance measures as required by 49 CFR 673.
- **2023-2025 TITLE VI PROGRAM FOR JUMP AROUND CARSON (JAC) –** Staff prepared an update to the Title VI program to ensure CAMPO's programs, policies, and activities continue to comply with (U.S. DOT) Title VI regulations, affirming that "no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."
- **ONGOING MPO ACTIVITIES –** These activities included general administration, MPO representation, public participation efforts, regional consistency review, training, UPWP development, and administration of the Surface Transportation Block Grant (STBG) program with partner jurisdictions.
- **COLLECTION, ANALYSIS, AND REPORTING OF BICYCLE AND PEDESTRIAN MONITORING DATA –** CAMPO continued collecting bicycle and pedestrian monitoring data to evaluate and

monitor the performance of Complete Streets measures, such as usage of CAMPO's bicycle and pedestrian network.

- **CAMPO/ DOUGLAS COUNTY TRAVEL DEMAND MODEL UPDATE** – Using a consultant, update travel demand model and associated forecasting software and tools as necessary. The consultant also updated the interim model year from 2030 to 2035 for the CAMPO 2050 RTP update. Documentation of this update can be found within Appendix D of the CAMPO 2050 RTP at CarsonAreaMPO.com.
- **CAMPO US 50 EAST CARSON COMPLETE STREETS CORRIDOR STUDY_CS** – Using a consultant, The US50 East Carson Complete Streets Study (Study) identified, evaluated, and recommended potential safety and multimodal (vehicular, transit, pedestrian, and bicycle) transportation improvements along US Highway 50 in east Carson City between Interstate 580 and SR 341, to improve safety for all users of the corridor. The results of this Study will be used to identify and inform the design and construction of future corridor projects. The second and final phase of the Study was approved by the CAMPO Board in November 2025 and is available online at CarsonAreaMPO.com.
- **CAMPO 2050 RTP UPDATE** – CAMPO staff updated the Regional Transportation Plan (RTP) in accordance with 23 USC § 134(c), 49 USC § 5303(i), and 23CFR 450.306(b). The CAMPO 2050 RTP identifies how the metropolitan planning area will manage and operate a multi-modal transportation system (for motorized and non-motorized users) to meet the region's needs for development of a safe, reliable, and accessible transportation system that supports the local, regional, and national economy for a minimum 20-year planning horizon. In addition, the CAMPO 2050 RTP prioritizes fiscally constrained (with a reasonable expectation of funding) and unconstrained (unfunded) projects within the CAMPO region. The updated CAMPO 2050 RTP was adopted in January 2026 and is available at CarsonAreaMPO.com.
- **COORDINATED HUMAN SERVICES PLAN AND JAC TRANSIT SHORT-TERM TRANSIT PLAN** – CAMPO staff assisted in completing the Coordinated Human Services Plan and the JAC Transit Short-Term Transit Plan (CHSP & STTP). The CHSP aims to make transportation more seamless for older adults, individuals with disabilities, and other people facing mobility challenges in the CAMPO region. Formerly known as the JAC Transit Development and Coordinated Human Services Plan, these plans have a specific legal context at the federal, state, and regional levels, and must be updated every five years.
- **CARSON CITY AND DOUGLAS COUNTY PAVEMENT SURVEY** - Roadways within the Carson City and Douglas County portions of the CAMPO area were inventoried, using a consultant, to reassess pavement conditions. This practice is done to maintain a strong database and establish historical benchmarks, thereby providing a more robust analysis of pavement maintenance needs. This process ensures the most informed and efficient decisions are being made to address pavement health.



FEDERAL TRANSPORTATION LEGISLATION/ PLANNING FACTORS

In November 2021, the Infrastructure Investment and Jobs Act (IIJA) was signed into law. This legislation carries forward and expands the policies, programs, and initiatives established by preceding legislation (including the FAST Act and MAP-21) by introducing new policies and programs that address new and emerging issues that face the nation's transportation system. These issues include mitigating impacts to existing infrastructure due to extreme weather events, developing and maintaining system resiliency, ensuring fairness for different types of needs, researching and deploying new technologies, connecting housing and transportation, and improving safety for all users.

The metropolitan transportation planning process specified by the IIJA and the implementing regulations contained in 23 CFR 450 requires CAMPO to maintain a cooperative, continuous, and comprehensive framework for making transportation investment decisions in the metropolitan area. CAMPO has incorporated IIJA-related elements into the UPWP, including an IIJA Implementation Program to proactively address rulemaking and guidance from the enactment of the IIJA.

The IIJA requires each MPO to use at least 2.5% of its PL funds (and each State to use 2.5% of its State Planning and Research funding under 23 U.S.C. 505) on specified planning activities to increase safety and provide options for multiple travel modes for people of all ages and abilities. [§ 11206(b)]

- A State or MPO may opt out of the requirement, with the approval of the Secretary, if the State or MPO has Complete Streets standards and policies in place and has developed an up-to-date Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or access to a street. [§ 11206(c) and (e)]
- For this requirement, the term "Complete Streets standards or policies" means standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. [§ 11206(a)]
- In April 2023, FHWA released a memorandum providing program guidance to clarify eligibility requirements for the use of SPR and PL funds on Complete Streets activities under the IIJA. Found here: [Increasing Safe and Accessible Transportation Options Implementation Guidance](#)
- More information can be found here: [Bipartisan Infrastructure Law - Metropolitan Planning Program \(MPP\) Fact Sheet | Federal Highway Administration \(dot.gov\)](#)





FEDERAL PLANNING FACTORS

This UPWP includes data collection and analytical activities that will facilitate annual reporting about safety, travel delay, pavement condition, alternative mode share, and other performance metrics. This UPWP includes activities to continue the evaluation of the transportation performance measures and performance targets established in the Regional Transportation Plan (RTP). It anticipates that these performance measures will be refined based on statewide MPO/NDOT coordination in the development of future RTPs.

Transportation legislation lists ten factors (Table 3) that must be considered as part of the transportation planning process for all metropolitan areas. The most recent update with the IJA includes housing in the fifth planning factor. The factors listed in Table 3 shall be explicitly considered, analyzed as appropriate, and reflected in the planning process products (23 USC 134 (h)). Table 3 outlines FY 2027 & FY 2028 two-year UPWP Work Elements that address and support each IJA Planning Consideration, as updated with the Infrastructure Investment and Jobs Act of 2021.

TABLE 3 FY 2027/FY 2028 TWO-YEAR UPWP WORK ELEMENTS AND PLANNING CONSIDERATIONS

	Work Elements				
	1	2	3	4	5
INFRASTRUCTURE INVESTMENT AND JOBS ACT (IJA) IMPLEMENTATION PROGRAM	X	X	X	X	X

FEDERAL PLANNING FACTORS

SUPPORT THE ECONOMIC VITALITY OF THE METROPOLITAN AREA, ESPECIALLY BY ENABLING GLOBAL COMPETITIVENESS, PRODUCTIVITY, AND EFFICIENCY		X	X	X	X
INCREASE THE SAFETY OF THE TRANSPORTATION SYSTEM FOR MOTORIZED AND NON- MOTORIZED USERS			X	X	X
INCREASE THE SECURITY OF THE TRANSPORTATION SYSTEM FOR MOTORIZED AND NON- MOTORIZED USERS			X	X	X
INCREASE THE MOBILITY OF PEOPLE AND FREIGHT		X	X	X	X
PROTECT AND ENHANCE THE ENVIRONMENT, PROMOTE ENERGY CONSERVATION, IMPROVE THE QUALITY OF LIFE, AND PROMOTE CONSISTENCY BETWEEN TRANSPORTATION IMPROVEMENTS AND STATE AND LOCAL PLANNED GROWTH, HOUSING, AND ECONOMIC DEVELOPMENT PATTERNS	X	X	X	X	X
ENHANCE THE INTEGRATION AND CONNECTIVITY OF THE TRANSPORTATION SYSTEM, ACROSS AND BETWEEN MODES THROUGHOUT THE STATE, FOR PEOPLE AND FREIGHT		X	X	X	X
PROMOTE EFFICIENT SYSTEM MANAGEMENT AND OPERATION	X	X	X	X	X
EMPHASIZE THE PRESERVATION OF THE EXISTING TRANSPORTATION SYSTEM			X	X	X
IMPROVE THE RESILIENCY AND RELIABILITY OF THE TRANSPORTATION SYSTEM AND REDUCE OR MITIGATE STORMWATER IMPACTS OF SURFACE TRANSPORTATION			X	X	X
ENHANCE TRAVEL AND TOURISM		X	X		X





OVERVIEW OF FY 2027 AND FY 2028 WORK EFFORTS

CAMPO is continuing to implement its UPWP in a two-year cycle to allow for flexibility in programming, planning, and funding of projects. A two-year work program does not mean that two years' worth of funding is available in the first year. CAMPO executes a separate monetary agreement with NDOT. The following are the primary activities to be undertaken during FY 2027 and FY 2028:

- Staff will be implementing recommendations from the Local Road Safety Plan to continue to promote transportation safety.
- Staff will collect data, perform analyses, and produce an annual Network Monitoring Report for multimodal usage indicators, performance measures, and performance targets, as applicable within the CAMPO planning area.
- Working with local, regional, and statewide planning partners, staff will continue to regularly meet and consult with the Regional Transportation Stakeholder Coalition to advise staff on inter- and intra-regional transportation and transit challenges/needs. Information about the Regional Transportation Stakeholder Coalition can be found on CAMPO's website.
- The ADA barriers inventory will be expanded incrementally in the future.
- Resiliency will be incorporated into CAMPO's Asset Management, Multi-modal Planning, ITS, the Carson Area Transportation System Management Plan (CATSMP), and Infrastructure Sustainability. Resiliency is defined as the ability of a City, MPO, or other entity to prepare for and recover quickly from unexpected interruptions, hazards, or emergencies.
- Staff will administer a survey of transit riders who ride the Jump Around Carson (JAC transit system) to identify needs and opportunities to improve regional transit planning and operations. This effort will also be supported through a refresh of the Coordinated Human Services Plan.
- Coordination and development of the North Carson Complete Streets Feasibility Study.
- Staff will work towards the adoption of the CAMPO 2027-2030 TIP.
- Review of the Travel Demand Model based on the State Office Complex.
- Corridor Studies including an interchange feasibility study and an alternative US 50 study.
- Update to federal legislation, planning emphasis area, and planning factors with any updated transportation legislation for FFY 2027 or beyond.





FY 2027 & FY 2028 UNIFIED PLANNING WORK PROGRAM

CAMPO’s major planning activities are divided into five Work Elements. Funding sources for CAMPO planning activities include a combination of federal transit and highway programs, as well as local funding used as the “match” for federal consolidated planning grant (CPG) funding. The Nevada Department of Transportation converts FTA Section 5303 funding to FHWA funding and combines it with Metropolitan Planning Funds to create the CPG funding for all activities in the UPWP.

Table 4 lists the five Work Elements and the total estimated cost for each. The following pages contain a detailed description of each of the Work Elements for the FY 2027 & FY 2028 two-year UPWP, including activities, milestones, estimated completion dates, and estimated total costs. A detailed summary table containing estimated Work Element cost and funding sources for all Work Elements combined with all scheduled milestones by fiscal year is attached at the end of this document. Except where noted below for each activity, work will be completed by CAMPO staff.

TABLE 4 TOTAL BUDGETED AMOUNT BY WORK ELEMENT AND FISCAL YEAR

Work Element	Description	Total Work Element	FY 2027	FY 2028
1.0	MPO Administration	\$222,967	\$107,577	\$115,390
2.0	Outreach, Engagement & Representation	\$91,273	\$44,222	\$47,051
3.0	Multimodal Planning	\$70,693	\$40,395	\$30,298
4.0	Transportation Performance and Asset Management	\$277,770	\$51,862	\$225,908
5.0	Corridor Planning	\$331,597	\$108,576	\$223,021
Total UPWP CPG/Local		\$994,300	\$352,632	\$641,668
Total Other Federal/Local Funding*		\$230,000	\$230,000	\$0
Total 2-Year UPWP		\$1,224,300	\$582,632	\$641,668

*Other Funding Sources (N. Carson Street Study) (All values rounded to the nearest dollar)





WORK ELEMENT 1.0 – MPO ADMINISTRATION

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

Work Element and Description		1.0 MPO Administration
FY 2027	CPG	\$102,198
	Local Match	\$ 5,379
	Total Cost	\$ 107,577
FY 2028	CPG	\$109,621
	Local Match	\$5,769
	Total Cost	\$115,390
Total Work Element Cost FY 2027 & FY 2028	CPG	\$211,819
	Local Match	\$11,148
	Total Cost	\$222,967





ACTIVITIES

1.1 MPO ADMINISTRATION AND WORK PROGRAM OVERSIGHT

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

ELEMENTS:

- Preparation of required MPO reports and memoranda supporting the activities of CAMPO.
- Management and oversight of transportation and planning grants.
- Preparation of monthly, quarterly, and end-of-year summaries and reports.
- Preparation of billings and reimbursement requests for projects and grant-related funding activities for federally funded projects by CAMPO.
- Ongoing participation in Nevada’s Planning Executive Group (PEG) initiatives related to MPO coordination and programming.
- MPO Board Support, including providing special reports, researching MPO issues, preparation of board/public meeting materials, and attendance at MPO regular and special meetings.

MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion Date
Prepare meeting materials for CAMPO board and other public meetings, as needed	CAMPO	Monthly, Ongoing
Miscellaneous reports, analyses, correspondence, task summaries, memoranda, and funding management, as needed	CAMPO	Ongoing
Preparation of monthly, quarterly, and end-of-year summaries	CAMPO	Monthly, Ongoing
Nevada’s Planning Executive Group (PEG) and initiatives related to MPO coordination and programming	CAMPO	Ongoing





1.2 UNIFIED PLANNING WORK PROGRAM OVERSIGHT AND DEVELOPMENT

DESCRIPTION: This activity includes preparation and administration of the Unified Planning Work Program (UPWP), quarterly activity summaries, reporting, invoicing UPWP amendments as needed, and annual monetary agreements.

ELEMENTS:

- Development, coordination, management, collaboration, and adoption of the FY 2029-2030 UPWP, including updated member agency population splits.
- Update to federal legislation, planning emphasis area, and planning factors with the updated transportation legislation
- FY 2027-2028 UPWP management and administration of budgets and agreements.
- Preparation of quarterly and end-of-year action/activity invoices, summaries, and reports.
- Application and management of Consolidated Planning Grant (CPG) funds for CAMPO operations.

MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion Date
FY 2027/2028 UPWP Administration and Amendments, as needed	CAMPO	Ongoing
UPWP Quarterly Reporting and Invoicing	CAMPO	30 th of each month following the close of each Fiscal Year Quarter
UPWP Monetary Agreements	CAMPO	June 2027; June 2028
Adoption of the FY 2029-2030 UPWP (Draft / Final)	CAMPO	March 2028; April 2028





1.3 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ADMINISTRATION

DESCRIPTION: This activity supports the selection, funding, and implementation of transportation projects that meet State and federal regulations. Activities under this task include administration and maintenance of the current FFY 2025-2028 TIP, including the processing of modifications and amendments as needed, and development of the FFY 2027-2030 TIP in cooperation with other local, regional, and statewide agencies. The TIP includes a current four-year listing of projects and will be consistent with all federal planning regulations, including supporting access and transportation needs of Federal Land Management Agencies (FLMA's) before projects are programmed in the TIP. The TIP format will be consistent with NDOT's eSTIP platform. This activity includes project tracking and financial tracking that is performance-based and consistent with the goals and objectives of the IJJA, MAP-21, and the FAST Act.

ELEMENTS:

- Determine those sufficient federal, State, and local revenue sources are available to fund projects programmed in the TIP.
- Coordinate administration and maintenance of the TIP within the Statewide TIP (STIP).
- Provide a reasonable opportunity for public comment in accordance with the Public Participation Plan and federal regulations.
- Incorporate opportunities for vulnerable individuals of differing needs and ADA considerations, as appropriate.
- Consider best available performance information, including performance measures and targets, in prioritization of transportation improvement projects that are expected to support achievement of adopted targets and the IJJA/MAP-21/FAST Act performance measures.
- Prepare modifications and amendments to the TIP, as needed.
- Coordinate modifications and amendments of the TIP program with the STIP to ensure changes are incorporated into the STIP.
- Develop and prepare the FFY 2027-2030 TIP for adoption.
- Coordination with FHWA NV Division office, FTA, NDOT, and CAMPO partner agencies on project development and funding.
- Maintain and report an annual list of obligated projects.
- Perform and document continuing, coordinated, and comprehensive processes that include traditionally underrepresented populations and their community leaders (e.g., elderly, disabled, low income, and minorities).





MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion Date
FFY 2025-2028 TIP administrative modifications and formal amendments, as needed	CAMPO	Ongoing to November 2026
Consider the best available performance information, including performance measures and targets, in prioritization of transportation improvement projects that are expected to support the achievement of adopted targets and the IJJA, MAP-21, and FAST Act performance measures	CAMPO	Ongoing
Adopted FFY 2027-2030 TIP	CAMPO	November 2026
FFY 2027-2030 TIP administrative modifications and formal amendments, as needed	CAMPO	Ongoing, November 2026-June 2028
Annual Federal Obligations Report	CAMPO	December 2026; December 2027





1.4 PROFESSIONAL DEVELOPMENT

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

ELEMENTS:

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

MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion Date
Enhanced staff capabilities	CAMPO	Ongoing





WORK ELEMENT 2.0 – OUTREACH, ENGAGEMENT, AND REPRESENTATION

Activities within this work element include MPO representation, early, effective, and continuous public participation, regional coordination, and engagement activities necessary to carry out continuing, comprehensive, and cooperative regional transportation planning activities. Activities are ongoing or recurring meaningful activities designed to continue public participation and engagement efforts, including incorporating VPI opportunities to reach greater numbers of people. Activities include planning for all modes with all stakeholders and meeting the requirements set forth in CAMPO's Public Participation Plan.

Work Element and Description		2.0 Outreach, Engagement & Representation
FY 2027	CPG	\$ 42,011
	Local Match	\$ 2,211
	Total Cost	\$ 44,222
FY 2028	CPG	\$ 44,699
	Local Match	\$ 2,352
	Total Cost	\$ 47,051
Total Work Element Cost FY 2027 & FY 2028	CPG	\$ 86,710
	Local Match	\$ 4,563
	Total Cost	\$ 91,273





ACTIVITIES

2.1 MPO REPRESENTATION

DESCRIPTION: Staff will represent the MPO at events and committee meetings not related to specific UPWP activities. This activity includes coordination with other regional MPOs, NDOT, and other state agencies, Carson City, Douglas County, Lyon County, and other organizations to ensure the development of transportation-related projects that serve the best interests of the region. CAMPO staff regularly communicate with the Washoe Tribe of Nevada and California to consider tribal needs in the transportation and transit planning and programming process. This task includes participation in the statewide planning process, including attendance and participation in the Nevada Advisory Committee on Traffic Safety (NVACTS), the Transportation Planning Advisory Committee (TPAC), the development and coordination of the Statewide Transportation Improvement Program (STIP), project selection, and participation in other advisory and legislative committees, as appropriate.

ELEMENTS:

- Preparation and attendance at events and meetings not related to specific other UPWP activities.
- Ongoing coordination with other regional MPOs, NDOT, and other state agencies, Carson City, Douglas County, Lyon County, and/or other agencies/organizations, as needed.
- Participation in statewide planning activities and corridor studies, as needed.
- Participation and support for NDOT corridor planning document and project designs for roads within CAMPO.
- Continuing management of The Regional Transportation Stakeholder Coalition (RTSC).

MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion Date
A well-represented MPO with ongoing inter- and intra- regional coordination	CAMPO	Ongoing
Coordinate CAMPO documents with state planning processes and documents	CAMPO	Ongoing
Participation and support for NDOT corridor planning documents and design projects	CAMPO	Ongoing
Ongoing Meetings with the Regional Transportation Stakeholder Coalition	CAMPO	Triannual meetings





2.2 PUBLIC PARTICIPATION

DESCRIPTION: Early, effective, continuous, and meaningful public participation efforts will be conducted throughout the program period related to numerous work-study activities; development of corridor/specific studies; preparation of updates to regional planning documents and policies; development of the UPWP for the next fiscal years; public information campaigns to promote planning initiatives and programs; coordination with Tahoe MPO (TMPO) and Washoe County Regional Transportation Commission (Washoe RTC); and other related activities. This task includes integrating Virtual Public Involvement (VPI) to increase access and meaningful participation in transportation planning activities. This task also includes the publication of notices and maintenance of the CAMPO website, as the website is a useful tool for informing constituents of CAMPO’s purpose and activities.

ELEMENTS:

- Activities necessary to host/coordinate public participation activities for projects listed in the TIP, including VPI and language assistance.
- Outreach resulting from the development of corridor/specific studies or local development projects.
- Development of public information campaigns that promote safety and planning initiatives and programs.
- Continuous maintenance of the CAMPO website.

MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion Date
Hosted/coordinated public participation activities, including VPI and language assistance	CAMPO / CONSULTANT	Ongoing
Operational website for distribution of current, accurate, and transparent public information	CAMPO	Ongoing





2.3 REGIONAL TRANSIT COORDINATION AND ENGAGEMENT

DESCRIPTION: There are five transit services operating within the CAMPO planning area (Eastern Sierra Transit Authority, Tahoe Transportation District (TTD), Jump Around Carson (JAC), Douglas Area Rural Transit (DART), and RTC Intercity that are subsidized by member counties. This activity includes regional coordination of transit services by CAMPO staff, development and implementation of transit surveys, ongoing stakeholder engagement related to availability and support of transit services especially for low-income, seniors, and other vulnerable communities in accordance with the JAC Transit Development and Coordinated Human Services Plan.

ELEMENTS:

- Development, preparation, and outreach for rider survey materials, including outreach to low-income and vulnerable communities.
- Outreach related to JAC transit route planning and adjustments as outlined within the JAC Transit Development and Coordinated Human Services Plan
- Coordinated community, stakeholder, and agency discussions regarding transit route planning.
- Participation in local and regional planning processes for public transportation projects in which the Carson area has a vested interest.

MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion Date
Coordination and communication among transit operators	CAMPO	Ongoing
Outreach related to JAC transit route planning and adjustments	CAMPO	June 2027
Transit Rider Survey	CAMPO / CONSULTANT	June 2028





WORK ELEMENT 3.0 – MULTIMODAL PLANNING

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

This Work Element includes short- and long-range transportation planning activities within CAMPO that may be conducted by Staff and/or Consultants to understand safety conditions, travel behavior, land use including housing and occupational locations, multi-modal needs such as transit, necessary safety and operational improvements, preliminary environmental linkages including transportation-stormwater effects, and alternatives analyses for various corridors within the planning area. Periodic reports related to analyses and findings will be produced.

Work Element and Description		3.0 Multimodal Planning
FY 2027	CPG	\$ 38,375
	Local Match	\$ 2,020
	Total Cost	\$ 40,395
FY 2028	CPG	\$ 28,783
	Local Match	\$ 1,515
	Total Cost	\$ 30,298
Total Work Element Cost FY 2027 & FY 2028	CPG	\$ 67,158
	Local Match	\$ 3,535
	Total Cost	\$ 70,693





ACTIVITIES

3.1 TRANSIT PLANNING

DESCRIPTION: This activity incorporates responsibilities required of CAMPO as the designated recipient of FTA Section 5307 funds. CAMPO must apply for and manage these funds, including compliance activities and participation in regular federal reviews and audits. This activity also includes development of short- and long-range plans as well as maintenance and administration of transit policies and procedures that support implementation of regional transit planning documents, including maintenance of a JAC Fixed-Route Policy and a JAC ADA Paratransit Eligibility process. The task also includes coordination with local Native American tribal communities to seek ways to broaden transportation to poorly served areas. The public outreach and coordination activities within this task specifically relate to transit planning and do not duplicate public outreach and coordination that is conducted under other activities within this UPWP.

ELEMENTS:

- Early, effective, continuous, and meaningful public outreach and promotion of JAC availability and transit routes.
- Update the JAC Transit Asset Management Plan for FFY 2027-2029.
- Participation in public and interagency meetings to support transit planning activities.
- Maintenance of a JAC ADA Paratransit Eligibility Process and the JAC Fixed-Route Policy.
- Collection and analysis of transit ridership data and development of the JAC Annual Monitoring Report.
- FFY 2027 FTA Triennial Review
- Transit responsibilities as a designated recipient – CAMPO, in coordination with NDOT works with transit operators in the region to identify projects and distribute FTA funds among eligible operators and projects. Efforts under this subtask include training, project identification, allocation of funding, and coordination with FTA, NDOT, and transit operators.





MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion Date
Project identification and allocation of funds among regional transit operators to allow for implementation of FTA transit programs	CAMPO	Ongoing
Outreach and promotion of JAC Transit Services and routes through targeted outreach and advertising	CAMPO	Ongoing
FY 2026 & 2027 JAC Monitoring Report	CAMPO	October 2026; October 2027
CAMPO 5339 / 5310 Call for Grant Projects	CAMPO	June 2027; June 2028
FFY 2027-2029 Transit Asset Management Plan	CAMPO	September 2026





3.2 TECHNOLOGY & ECONOMIC STRATEGY

DESCRIPTION: This activity included two main elements. The first element is identifying and planning for long-term strategies for implementing Coordinated Traffic Signal Systems within the CAMPO planning area. The second element of this task includes planning long-term strategies and coordinating with partner agencies and the private sector on emerging transportation technologies, including connected and autonomous vehicles, and considering alternative fuels with an eye toward reducing transportation emissions.

ELEMENTS:

- Staff time to implement components of the Carson Area Transportation System Management Plan.
- Coordination with NDOT and other CAMPO agencies related to implementation of ITS concepts, priorities for signal system upgrades, traffic management, operations, and other related programs.
- Coordination with NDOT, partner agencies, and private sector businesses related to alternative fuels policy, funding, programs, and infrastructure.
- Agency coordination with partner jurisdictions, transit agencies, utility providers, and other related planning activities for Artificial Intelligence (AI), autonomous vehicles, and the deployment of associated infrastructure for personal or agency-owned fleets.

MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion Date
Staff coordination with partner jurisdictions, utility companies, and NDOT	CAMPO	Ongoing





3.3 ACTIVE TRANSPORTATION PLANNING

DESCRIPTION: This activity involves participation and management of regional bicycle, pedestrian, and other multi-modal activities, including coordination with organizations such as the Western Nevada Safe Routes to Schools program and non-profit organizations (e.g. Muscle Powered, Historic V&T Trails Association) to identify and plan for active transportation infrastructure challenges and needs throughout the Metropolitan Planning Area.

ELEMENTS:

- Community outreach and coordination with partner agencies, Western Nevada Safe Routes to Schools program, and regional non-profit organizations.
- Participation in local planning processes for active transportation projects in which the Metropolitan Planning Area has a vested interest.
- Interagency coordination with state, FLMA, and local agency partners (NDOT, FHWA, CFL, BLM, Carson City, Douglas County, Lyon County, Washoe Tribe of Nevada and California), regarding multi-modal access to public lands.
- E-bike and E-scooter safety analysis within CAMPO

MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion Date
Community outreach and agency coordination	CAMPO	Ongoing
Annual reporting on bike and pedestrian counts, including an analysis of the prevalence of e-bikes and e-scooters in crashes within CAMPO	CAMPO	October 2026; October 2027





3.4 REGIONAL CONSISTENCY REVIEW AND PLANNING UPDATES

DESCRIPTION: Development of capital improvement projects within the CAMPO boundaries is critical to ensuring consistency with the RTP and TIP. Staff routinely review and examine the effectiveness of proposed projects as they relate to the ability to relieve/prevent congestion, to minimize transportation stormwater impacts, consider the likely impacts of transportation policy on housing, land use and development decisions, support access to and transportation needs of FLMA, preservation and efficient utilization of transportation facilities, and other matters as required by federal or State regulation. These activities do not duplicate routine reviews of proposed developments that are conducted by constituent units of government.

This task also includes support and periodic updates, if required, to the existing planning documents based on changes resulting from local, state, or federal policies or regulations; as well as includes the development, maintenance, and administration of transportation policies that support the implementation of regional transportation planning documents.

ELEMENTS:

- Provide input on proposed developments of regional significance regarding the RTP and TIP.
- Assist local agencies with the development and administration of regionally significant projects in the CAMPO region.
- Annual growth management reviews.
- Incorporate Transportation Hazard and Resiliency Planning in identifying assets, needs, and vulnerabilities within the transportation network.
- Development, maintenance, and administration of transportation policies and documents, as required.

MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion
Periodic review/reports on planning documents and policies	CAMPO / CONSULTANT	Ongoing
Participating with local agencies in the development and review of various projects and plans, including hazard mitigation planning	CAMPO / CONSULTANT	Ongoing





WORK ELEMENT 4.0 – TRANSPORTATION PERFORMANCE AND ASSET MANAGEMENT

The activities in this work element support and implement federal and State requirements for performance-based planning to inform decision-making, including transportation data collection, management, needs identification and data sharing; travel demand modeling and forecasting; development of performance measures and targets; and various other information gathering, analyses, monitoring and reporting, as needed. This work element also supports multi-modal asset management throughout the CAMPO planning area using ongoing data collection, analyses, sharing and reporting to inform decision-making that promotes efficient system management and operation; improves the resiliency and reliability of the transportation system; and emphasizes preservation of the existing transportation system. Resiliency is defined as the ability of a City, MPO, or other entity to recover quickly from unexpected interruptions, hazards, or emergencies.

Work Element and Description		4.0 Transportation Performance and Asset Management
FY 2027	CPG	\$ 49,269
	Local Match	\$ 2,593
	Total Cost	\$ 51,862
FY 2028	CPG	\$ 214,612
	Local Match	\$ 11,296
	Total Cost	\$ 225,908
Total Work Element Cost FY 2027 & FY 2028	CPG	\$ 263,881
	Local Match	\$ 13,889
	Total Cost	\$ 277,770





ACTIVITIES

4.1 PERFORMANCE MEASURE IMPLEMENTATION AND MANAGEMENT

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

ELEMENTS:

- Coordination and advancement of data collection and sharing across CAMPO partner jurisdictions, transit operators, NDOT and FHWA in response to established performance measure target-setting requirements.
- Technical analyses and model outputs that support development and implementation of IJA/MAP-21/Fast Act performance-based planning requirements.
- Preparation and development of documentation as required.
- Maintain the inventory and projection of transit assets, life expectancies, replacement costs, and maintenance activities and costs.
- Ongoing monitoring of TAM performance targets.
- Adopted performance measures targets, including Safety Performance Measure Targets; Public Transit Agency Safety Targets; Transit Asset Management Targets; and supporting NDOT’s other performance measures including Congestion Management Air Quality (CMAQ), Infrastructure, and System Performance Targets for the CAMPO Metropolitan Planning Area, as applicable.
- Referencing 23 U.S.C. 175, the IJA established the Carbon Reduction Program (CRP), providing funds for projects to reduce transportation emissions (CO₂) from on-road highway sources. CAMPO staff will monitor and follow program guidelines for using CRP funding as well as participate in Statewide emission reduction planning.

MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion Date
Safety Performance Measure Targets	CAMPO	February 2027; February 2028
Public Transit Agency Safety Targets	CAMPO	December 2026; December 2027
FTA Transit Asset Management Targets	CAMPO	October 2026; October 2027
Supporting Nevada’s CMAQ, Infrastructure, and System Performance Targets	CAMPO	October 2026; October 2027





4.2 MAINTAIN TRAVEL DEMAND MODEL

DESCRIPTION: Staff will work with a consultant to maintain the travel demand model to meet ongoing forecasting needs. Staff will coordinate as needed on network planning and connectivity to ensure strategic connections to the national highway system for defense department facilities are preserved. The model will be maintained using the most recent traffic volume counts available (segments/intersections), as well as population and land-use assumptions. There are periodic needs to provide information to other agencies, both within and outside the CAMPO planning area, that is derived from, or is an input to, the modeling process. Staff will continue to monitor inter- and intra-regional growth, updating the model as needed.

ELEMENTS:

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

MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion
Requested model outputs for alternatives analysis, planning studies, or other regional activities as needed/requested	CAMPO / CONSULTANT	Ongoing
Coordination and development of a travel demand analysis, regarding the effect of state workers consolidating within the proposed State Office Complex in Downtown Carson City.	CAMPO / CONSULTANT	December 2027



4.3 DATA MANAGEMENT, COLLECTION, AND PERFORMANCE MEASUREMENT

DESCRIPTION: This activity supports monitoring of transportation performance measures included in the 2050 RTP. Staff will continue to collect multimodal performance data within CAMPO's planning area, recording any changes or trends, and providing recommendations that may be used to inform future transportation improvement projects and policies. This task includes the development of annual Monitoring Reports and incorporation into the 2050 RTP and associated regional planning documents, as appropriate.

Staff will continue to monitor and evaluate the existing bicycle and pedestrian network, work with member agencies and local advocates, and pursue grant opportunities to improve access to community destinations and the system's connectivity, ensuring safety and connectedness for all road users. This will include incremental improvements to the ADA Transition Plan through collection and analysis of bicycle and pedestrian asset data, including ADA access barriers by zones; school zones, the Redevelopment Authority, Redevelopment Areas, Bus Routes, and "Last quarter mile" of bus stop analysis.

Staff plan on incorporating continual safety recommendations, based on data-driven decisions and contributing crash factors in areas where fatalities occur. Staff will reference steps from the routine monitoring of safety on local roads from the Local Road Safety Plan.

ELEMENTS:

- Ongoing data collection and installation of devices related to safety, regional bicycle and pedestrian counts, vehicular movements, and other transportation infrastructure data as needed.
- Analyses of collected data on auto, transit, truck, bicycle, and pedestrian use.
- Annual preparation and dissemination of CAMPO's Monitoring Report.
- Coordinate the dissemination and consideration of transportation-related performance data.
- Maintain and continue to refine GIS network files related to transportation assets within the CAMPO region such as socioeconomic data, housing data, crash data, land use changes, and environmental data as well as ITS infrastructure, traffic analysis zones, and other GIS files necessary to support a variety of CAMPO planning needs.
- Periodic recommendations and/or reports.
- Coordinate the dissemination and consideration of transportation-related performance data.
- Conduct mapping activities that support integration of inventory data with CAMPO's web-based mapping platform.



MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion Date
Annual CAMPO Monitoring Report	CAMPO	October 2026; October 2027
Ongoing performance monitoring and multimodal data collection	CAMPO	Ongoing
Bicycle, pedestrian, truck, and automobile counts	CAMPO	Ongoing
Improved access to and connectivity of the bicycle and pedestrian network	CAMPO	Ongoing
Continuous updates to non-motorized assets, including sidewalks, ramps, and bicycle facilities, are integrated into CAMPO's web-based mapping platform, including map production	CAMPO	Ongoing





4.4 MAINTAIN PAVEMENT MANAGEMENT SYSTEM

DESCRIPTION: This activity involves regular updates and maintenance of the Pavement Management System following improvements or changes to the street network or land uses. A consultant will be hired to collect data on the CAMPO roadway network, building upon the previous pavement surveys. Staff will report on performance measures annually as they relate to pavement maintenance needs and project identification. Staff will continue to implement Carson City’s pavement management plan.

ELEMENTS:

- Conduct regular updates and maintenance of the Pavement Management Plan and system.
- Using a contractor, collect pavement survey data for Carson City, Lyon County, and/or Douglas County roadways; funding and agency participation permitting.
- Annual performance reporting of pavement condition within the CAMPO planning area.

MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion Date
Up-to-date pavement management system	CAMPO/ CONSULTANT	Ongoing
Complete pavement survey for participating agencies	CAMPO/ CONSULTANT	March 2028
Annual performance reporting of pavement condition within the CAMPO planning area to support the development of pavement maintenance projects by partner agencies	CAMPO	October 2026; October 2027
Implementation and maintenance of Carson City’s Pavement Management Plan	CAMPO	Ongoing





WORK ELEMENT 5.0 – CORRIDOR PLANNING

The goal of Corridor Planning is to invest in Complete Streets with goals to provide a safe and approachable transportation network to allow freedom of transportation choice for travelers of all ages and abilities, including those from marginalized communities, and increased economic development for businesses. Corridor projects identified in CAMPO’s 2050 Regional Transportation Plan will be considered for study within this task in coordination with local partners and NDOT.

Work Element and Description		5.0 Corridor Planning
FY 2027	CPG	\$103,147
	Local Match	\$ 5,429
	Total Cost	\$ 108,576
FY 2028	CPG	\$ 211,870
	Local Match	\$ 11,151
	Total Cost	\$ 223,021
Total Work Element Cost FY 2027 & FY 2028	CPG	\$ 315,017
	Local Match	\$ 16,580
	Total Cost	\$ 331,597





ACTIVITIES

5.1 CORRIDOR STUDIES

DESCRIPTION: This task includes short- and long-range transportation planning activities within the CAMPO Metropolitan Planning Area that may be conducted by Staff and/or Consultants to understand travel behavior, land use including housing and occupational locations, multi-modal needs, necessary safety and operational improvements, preliminary environmental linkages including transportation-stormwater effects, and alternatives analyses for various corridors within the planning area. Periodic reports related to analyses and findings will be produced. The goal of Complete Streets planning is to provide a safe and approachable transportation network for travelers of all ages and abilities, including those from low-income communities and vulnerable communities with different transportation needs who have faced challenges accessing transportation. Corridor projects identified in CAMPO’s 2050 Regional Transportation Plan will be considered for study within this task in coordination with local partners and NDOT.

ELEMENTS:

- Coordination and development for the implementation of the US 50 East Carson Complete Streets Study.
- Coordination and development of the North Carson Complete Streets Feasibility Study.
- Consider Planning and Environmental Linkage (PEL) concepts and practices in corridor study planning reviews where appropriate.
- Consider inter- and intra- regional plans to improve connections between Carson City and Douglas County, and between Carson City and Lyon County.

MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion Date
N. Carson Complete Streets Feasibility Study	CAMPO / CONSULTANT	February 2027
Regional Connections / Alternative Access to Lyon County Study	CAMPO / CONSULTANT	June 2028
I-580 / US 395 / US 50 Interchange Feasibility Study	CAMPO / CONSULTANT	December 2028





FY 2027 & FY 2028 UPWP BUDGET & COMBINED SCHEDULED MILESTONES

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





TABLE CAMPO FY 2027 and FY 2028 UPWP COST & FUNDING SUMMARY

CAMPO ACTIVITIES			FY 2027		FY 2028	
			2026 July - December	2027 January - June	2027 July - December	2028 January - June
1.0 MPO Administration	1.1	MPO Administration and Work Program Oversight	MPO Administration and Work Program Oversight			
	1.2	Unified Planning Work Program Oversight and Development		FY 2026 Monetary Agreements		FY 2027 Monetary Agreements
				FY 2027-2028 UPWP (Draft/ Final)		FY 2029-2030 UPWP (Draft/ Final)
	1.3	Transportation Improvement Program (TIP) Administration	Annual Federal Obligations Report; Adopted FFY 2027-2030 TIP		Annual Federal Obligations Report	
1.4	Professional Development	Enhance Staff Capabilities				
1.0 Work Element Cost		\$222,967	\$107,577		\$115,390	
2.0 Outreach, Engagement, and Representation	2.1	MPO Representation	MPO Representation			
	2.2	Public Participation	Public Participation			
	2.3	Regional Transit Coordination & Engagement	Outreach related to JAC transit route planning & adjustments			Transit Rider Survey June
2.0 Work Element Cost		\$91,273	\$44,222		\$47,051	
3.0 Multimodal Planning	3.1	Transit Planning	Alternative Route Planning			
			FY 2027 JAC Monitoring Report; FFY 2027-2029 TAM Plan	CAMPO 5339/ 5310 Call for Grant Projects	FY 2028 JAC Monitoring Report	
	3.2	Technology & Economic Strategy	Staff coordination with partner jurisdictions, utility companies, and NDOT			
	3.3	Active Transportation Planning	Community Outreach & Agency Coordination			
3.4	Regional Consistency Review & Planning Updates	Periodic review/reports on planning documents and policies				
3.0 Work Element Cost		\$70,693	\$40,395		\$30,298	
4.0 Transportation Performance & Asset Management	4.1	Performance Measure Implementation & Management		Safety Performance Measure Targets		Safety Performance Measure Targets
			Public Transit Agency Safety Targets February		Public Transit Agency Safety Targets February	
			FTA Transit Asset Management Targets October		FTA Transit Asset Management Targets October	
			Supporting Nevada's CMAQ Targets October		Supporting Nevada's CMAQ Targets October	
	4.2	Maintain Travel Demand Model	Maintain Travel Demand Model		Coordination and development of a travel demand analysis	
4.3	Data Management, Collection, and Performance Measurement	Bicycle, pedestrian, truck, automobile counts				
		Annual CAMPO Monitoring Report		Annual CAMPO Monitoring Report		
4.4	Maintain Pavement Management System	Annual performance reporting of pavement condition		Annual performance reporting of pavement condition		
4.0 Work Element Cost		\$277,770	\$51,862		\$225,908	
5.0 Corridor Planning	5.1	North Carson Complete Streets Study	North Carson Complete Streets Study			
	5.2	I-580/US 395/ US 50 Interchange			Interchange Study & Design	
	5.3	Alternative Corridors			Alternative Access Study	
5.0 Work Element Cost		\$331,597	\$108,576		\$223,021	
TOTAL COST			FY 2027		FY 2028	
TOTAL UPWP CPG/ LOCAL		\$994,300	\$352,632		\$641,668	
TOTAL OTHER FEDERAL/ LOCAL*		\$230,000	\$230,000		\$0	
TOTAL TWO-YEAR UPWP		\$1,224,300	\$582,632		\$641,668	

* OTHER FUNDING SOURCES (NORTH CARSON COMPLETE STREETS)



STAFF REPORT

Report To: Carson Area Metropolitan Planning Organization **Meeting Date:** March 11, 2026

Staff Contact: Darren Schulz, Public Works Director

Agenda Title: For Possible Action – Discussion and possible action regarding (1) applications submitted to the Carson Area Metropolitan Planning Organization (“CAMPO”) for the distribution of available Federal Surface Transportation Block Grant (“STBG”) funds, and whether to award up to \$2,180,000 of STBG funding to the Carson City Regional Transportation Commission (“RTC”) for the Curry Street Complete Street Improvement Project and the District 3 - Fairview Drive Preservation Project; and (2) the distribution of any remaining STBG funding for other programs or projects within the CAMPO region. (Kelly Norman, Senior Transportation Planner)

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

Proposed Motion

I move to award STBG funding to the Carson City RTC for the Curry Street Complete Street Improvement Project and the District 3 - Fairview Drive Preservation Projects, and direct staff to pursue the award of remaining STBG funding as discussed.

Board's Strategic Goal

N/A

Previous Action

N/A

Background/Issues & Analysis

CAMPO staff released a Call for Projects on January 10, 2026. Applications were open for submittal until February 19, 2026. As described in the Call for Projects, STBG finding is available through CAMPO, and member agencies can submit projects to be compiled by CAMPO staff and presented to the CAMPO board for evaluation and award of funding.

There were two submissions, both by the RTC. CAMPO Staff reviewed and scored the two projects. The average final scores are listed. Scores reflect passing scores and are recommended for award by the CAMPO Board.

1. \$325,000 requested for Curry Street Complete Streets Project, between Rhodes Street and the United States Forest Service parcel (“USFS”) parcel, behind the Nevada State Railroad Museum.

The Curry Street Complete Street Improvement Project aims to widen and reconstruct the road to include bike lanes, provide new pedestrian connections, enhance street lighting, and provide additional stormwater infrastructure crucial for preventing flooding and preserving the natural environment between Rhodes Street and the northern edge of the USFS parcel, APN 00306309.

RTC has received both congressionally designated funding and STBG funding for this project. Carson City was unsuccessful in receiving federal safety funding in 2025 and has requested STBG funding as an alternative. The Curry Street Complete Streets Project received a score of 95.1 out of 100 points.

2. \$901,000 requested for District 3 - Fairview Drive Preservation Project, along Fairview Drive and College Parkway.

This project will complete crack repair and patching and resurface the roads with Type 3 modified slurry seal on Fairview Drive between 5th Street and US 50. The project also includes pedestrian safety improvements at several intersections, including at College Parkway and Imperial St; College Pkwy and Northgate Dr; College Pkwy and Airport Rd; Fairview Dr and Desatoya Dr; Fairview Dr and Gordon St; and Fairview Dr and S Edmonds Dr. The RTC has already received federal safety funding for safety related improvements and is seeking federal funding for the pavement preservation. The District 3 - Fairview Drive Preservation Project received a score of 92.6 out of 100 points.

Surface Transportation Block Grant funds require a 5 percent local match. RTC's grant applications request \$1,226,100 in STBG funding, which will require a local match of \$64,532 to be paid by the RTC. The RTC indicated there is sufficient local funding through local fuel and sales tax sources. CAMPO is not providing any local match.

These two submissions total \$1,226,100 of the possible \$2,180,000 in available STBG funds. This leaves \$953,900 left to be distributed. The CAMPO Board may discuss and provide direction to staff on the remaining funds and how to program, award, or distribute the available dollars.

Applicable Statute, Code, Policy, Rule or Regulation

CAMPO Policies & Procedures, 23 U.S.C. 133

Financial Information

Is there a fiscal impact? No

If yes, account name/number:

Is it currently budgeted? No

Explanation of Fiscal Impact: STBG is made available to CAMPO through an agreement with the Nevada Department of Transportation ("NDOT"). CAMPO distributes and awards funding to member agencies, who then coordinate with NDOT to execute Local Public Agency agreements for specific projects.

Alternatives

Do not approve granting STBG funding to the RTC and provide alternative direction to staff.

Attachment(s):

[5B_CAMPO_11MAR26_Exhibit 1 Curry Street Complete Streets Project STBG Application.pdf](#)

5B_CAMPO_11MAR26_Exhibit 2 District 3 - Fairview Drive Preservation Project STBG Application.pdf

5B_CAMPO_Exhibit 3 - CAMPO STBG 2025 Call for Projects.pdf

Motion: _____

- 1) _____
- 2) _____

Aye/Nay

(Vote Recorded By)

STBG Funding Project Submittal Form

Project Information	
Project Name	Curry Street Complete Streets Project
Organization	Carson City Public Works
Contact Information (Primary)	Name: Casey Sylvester Telephone: 775.283.7431 E-mail: csylvester@carsoncity.gov
Project Location (Facility Name & Extent / Address)	Curry Street between Rhodes Street and the USFS parcel, behind the Nevada State Railroad Museum.
Roadway Functional Classification	Collector
Project Description	<p>The Curry Street Complete Street Improvement Project aims to widen and reconstruct the road to include bike lanes, provide new pedestrian connections, enhance street lighting, and providing additional stormwater infrastructure crucial for preventing flooding and preserving the natural environment between Rhodes Street and the northern edge of the USFS parcel, APN 00306309.</p> <p>Carson City has received congressionally designated funding and prior STBG funding for the purpose of this project. Carson City was unsuccessful in receiving HSIP funding for the project.</p> <p>Additional details about the project are included as supplemental attachments.</p>



Project Questionnaire	
Is the project in CAMPO's 2050 Regional Transportation Plan?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the project in CAMPO's Transportation Improvement Program?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the required 5% Local Match Secured?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <u>Explanation (include source of match):</u> Local RTC and Stormwater funding
Is the project scalable?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <u>Explanation:</u> The project will continue with or without the funding. Additional local funding will be required if not awarded the funding.
Can the project meet the Notice to Proceed Deadline(s) included on page one?	Yes
What is the anticipated project schedule?	Design is underway. NEPA is pending. Construction, pending NEPA activities, is planned for 2027

Project Funding Table (to be completed by applicant)

Project Phase	STBG Request	Other Match Funds	Total Cost	Match Ratio
Design	\$ <u>0</u>	\$ <u> </u>	\$ <u> </u>	<u> </u> %
Right-of-Way	\$ <u>0</u>	\$ <u> </u>	\$ <u> </u>	<u> </u> %
Construction	\$ <u>325,000</u>	\$ <u>17,106</u>	\$ <u>342,106</u>	5 <u> </u> %
Totals	\$ <u>325,000</u>	\$ <u>17,106</u>	\$ <u>342,106</u>	5 <u> </u> %

****Additional supporting description and budget information may be attached to meet the evaluation criteria.**

Application Submitted By: Casey Sylvester, Transportation/Traffic Engineer

Full Name (Printed)

Title

Casey Sylvester
Signature

2/19/2026

Date



Supplemental information for the Curry Street Complete Streets Project.

The Curry Street Complete Street Project (Project) addresses the RTP goal areas as listed below.

Safety: The Project is included in the CAMPO Local Road Safety Plan and is one of the 10 high-priority projects in the CAMPO region. The road is narrow, with limited sight distance, and lacks multimodal infrastructure. The construction of the Project will improve the sight distance and build new multimodal infrastructure along this portion of Curry Street, addressing long-standing safety concerns. The Local Road Safety Plan outlines several recommendations to be included with the Project, including slope grading, revised and enhanced striping, and construction of new and additional guardrail

Mobility: Curry Street, which runs parallel to Carson Street, serves as a critical north/south corridor in Carson City and is the only other continuous north/south route west of Carson Street. This project will ensure vehicle mobility by providing a resilient option that is not subject to flooding. It provides critical access to business and residential areas, including the Carson Colony of the Washoe Tribe. Curry Street is also a critical alternative route for crashes and other special events that occur on Carson Street. The Project will also ensure the mobility for pedestrians and cyclists by providing new connectivity where none previously existed.

Preservation: The pavement along this segment of Curry Street is in serious condition. The project will fully reconstruct the pavement. The Project will also construct new guard rail elements, many of which have deteriorated over time and may not meet current design standards.

Quality of Life: The Project's investment in the transportation system supports the health, livability, and character of the region by improving the pavement, improving the connectivity, and supporting residential and business access. The Project is also addressing long-standing stormwater flows that occur when runoff from the surrounding hills flows onto and along the roadway. This Project will lesson maintenance needs of the shoulders and open ditches.

Adaptability: The Project addresses the area's more urban nature by adapting to accommodate more multimodal users. Furthermore, the Project is being designed to adapt to a potential future connection to the Carson Street/Stewart Street roundabout, should land be obtained from the USFS.

Prosperity: Curry Street was identified by the Redevelopment Authority as a critical corridor for economic opportunity. The South Carson Parallel Route Assessment, completed in 2020, discussed the need for and benefits of projects along Curry Street and noted that Curry Street was more suitable for future development because of its more commercial character, and that additional linkages between Curry Street and Carson Street would improve regional circulation. The Assessment also outlined to include construction of on-street bicycle lanes.

The Project is currently being designed by Lumos. Design of the project has reached 30%, with finalization of project options planned for this spring. Environmental reviews are underway and will be the most challenging aspect of the project, especially the cultural elements. NDOT is involved and is being consulted to ensure all required environmental clearances can be met so that the Project can meet the intended deadline of obligating the funding for construction in 2027.

STBG Funding Project Submittal Form

Project Information	
Project Name	District 3 - Fairview Drive Preservation Project
Organization	Carson City Public Works
Contact Information (Primary)	Name: Casey Sylvester Telephone: 775.283.7341 E-mail: csylvester@carsoncity.gov
Project Location (Facility Name & Extent / Address)	Fairview Drive and College Parkway
Roadway Functional Classification	Arterial
Project Description	<p>This project will complete crack repair and patching, and it will resurface the roads with Type 3 modified slurry seal on Fairview Drive in District 3 between 5th Street and US 50.</p> <p>The project also includes pedestrian safety improvements at several intersections including at College Parkway and Imperial St; College Pkwy and Northgate Dr; College Pkwy and Airport Rd; Fairview Dr and Desatoya Dr; Fairview Dr and Gordon St; and Fairview Dr and S Edmonds Dr. Safety improvements will be funded in construction by federal HSIP funds.</p> <p>Please see the attached supplemental information for additional project descriptions.</p>

Project Questionnaire	
Is the project in CAMPO's 2050 Regional Transportation Plan?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the project in CAMPO's Transportation Improvement Program?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the required 5% Local Match Secured?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <u>Explanation (include source of match):</u> Local RTC and V&T Funding
Is the project scalable?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <u>Explanation:</u> There is a current agreement with NDOT with a defined scope. A decrease in funding would result in a lesser project scope.
Can the project meet the Notice to Proceed Deadline(s) included on page one?	Yes
What is the anticipated project schedule?	Please see the attached supplemental information for the detailed project schedule.

Project Funding Table (to be completed by applicant)

Project Phase	STBG Request	Other Match Funds	Total Cost	Match Ratio
Design	\$ <u>0</u>	\$ <u>207,483</u>	\$ <u>207,483</u>	100 <u> </u> %
Right-of-Way	\$ <u>0</u>	\$ <u> </u>	\$ <u> </u>	<u> </u> %
Construction	\$ <u>901,100</u>	\$ <u>89,247</u>	\$ <u>990,247</u>	9 <u> </u> %
Totals	\$ <u>901,100</u>	\$ <u>296,730</u>	\$ <u>1,197,830</u>	24 <u> </u> %

****Additional supporting description and budget information may be attached to meet the evaluation criteria.**

Application Submitted By: Casey Sylvester, Transportation/Traffic Engineer

Full Name (Printed)

Title

Casey Sylvester
Signature

2/19/2026

Date



Supplemental information for the District 3 - Fairview Drive Preservation Project (Project)

The Project addresses the RTP goal areas as listed below.

Safety: The Project uses Proven Safety Countermeasures to enhance pedestrian safety along College Parkway & Fairview Drive at several locations. It improves pedestrian crossings, reduces vehicle speeds, and enhances driver awareness at high risk-crossings. These elements are consistent with the methods outlined in CAMPO's Local Road Safety Plan. RTC staff applied similar methodologies as CAMPO staff did the Local Road Safety Plan in understanding the risks and proposing potential mitigations at these specific locations. These crossing locations are known to Carson City, have been requested for evaluation by the Sheriff's Office, and have been evaluated through past studies. The safety elements of this Project are also outlined in the Carson City Safe Routes to School Action plan, which specifically outlines the need to increase safety for those who walk and bike to Empire Elementary School and Eagle Valley Middle School.

Mobility: At its most basic level, the project improves pedestrian mobility by enhancing the safety and comfort of crossing the street. It provides a safe crossing at locations with known pedestrians and pedestrian crashes. The Project not only aligns with CAMPO's RTP, it also aligns with Carson City's Master Plan. Chapter 9 of the Master Plan states: "Continue to improve the safety of pedestrians, bicyclists, transit riders, passengers, and drivers throughout the region by aligning the goals of the Local Road Safety Plan and the Safe Routes to School Master Plan with the goals and policies contained in this Master Plan."

Preservation: A portion of the project includes pavement rehabilitation through a Type 3 micro-surfacing treatment, along with patching and crack filling. The Project was selected in accordance with the City's Pavement Management Plan for District 3. Pavement preservation programs of the City align with CAMPO's preservation priorities to ensure that critical infrastructure remains in good condition.

Quality of Life: The Project's investment in the transportation system supports the health, livability, and character of the region by improving pavement, enhancing connectivity, and improving access to schools and neighborhoods. A more walkable community results in a healthier community.

Adaptability: The pavement preservation, as well as the pedestrian safety components, allow the project to adapt to changes in travel patterns and use. These improvements will allow the continued use of both College Parkway and Fairview Drive for everyone.

Prosperity: Fairview Drive and College Parkway provide critical access to east Carson City. These roads serve residential, commercial, and freight traffic, each driving economic prosperity. Maintaining these facilities and providing new, safer facilities to other users will continue to ensure the prosperity of the region.

Other factors:

The Project is currently being designed by Atkins. While design is in the preliminary stages, the survey and conceptual layout are well underway. The project schedule is as follows:

- 60% design Review 04/15/2026
- 90% Design Review 08/13/2026
- 100% Design Review 11/19/2026
- Advertisement 12/15/2026
- Construction 04/01/2027

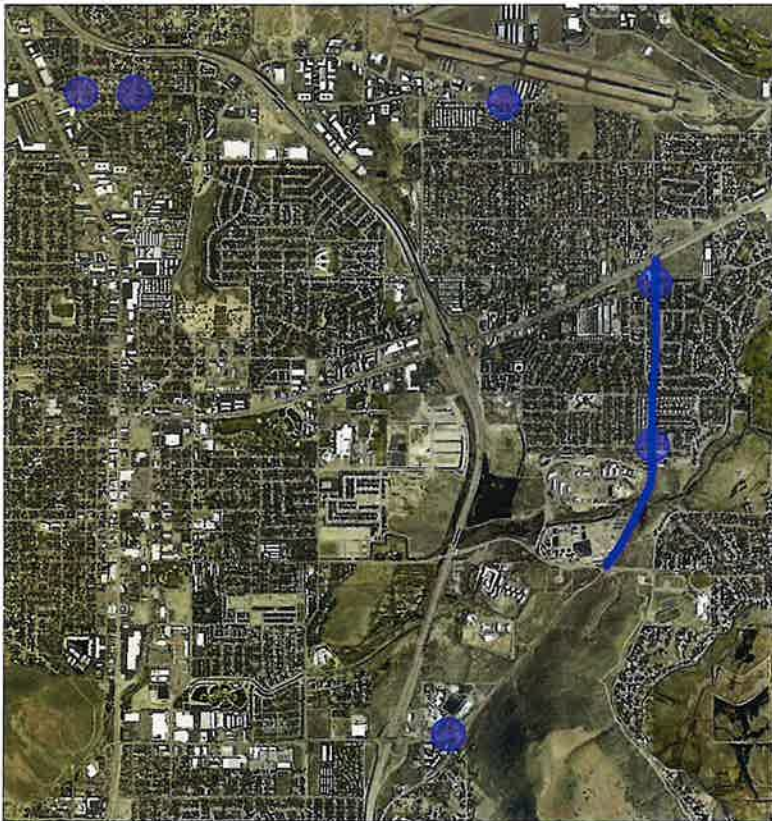
The Project has been presented to the RTC and will include further public input and coordination as design progresses.

The Project is funded through several local and federal sources, including transportation fuel and sales taxes, and federal Highway Safety Improvement Program (HSIP) funding. Since this Project is already funded with federal HSIP funding, there are no additional or new requirements associated with receiving funding through this application.

The Project has been included in several past studies as noted by this narrative. The Project importance and need are demonstrated by the Projects inclusion in multiple approved plans and studies.

Carson City has a long history of delivering projects using STBG funding and has the policies and practices in place to ensure the funding can be spent. This includes standard cost reviews and invoicing procedures, oversight of construction procurement documents, and management of construction inspection and testing that meet the requirements of the NDOT LPA Manual. There is no question that Carson City can spend this funding to complete this project. Picture

Limits and Area:





CALL FOR PROJECTS: SURFACE TRANSPORTATION BLOCK GRANT FUNDING

Information and Project Submittal Form

The Carson Area Metropolitan Planning Organization (CAMPO) invites partner agencies to submit projects for the allocation of Federal Highway Administration (FHWA) Surface Transportation Block Grant (STBG) funding for areas with population 50-200k; 23 U.S.C. 133(d)(1)(A)(iii).

Approximately **\$2,180,000** is available to eligible entities for surface transportation projects on the Federal-aid highway system (Attachment A, *Federal-aid Highway System*) within CAMPO's metropolitan planning area. STBG funds are annually allocated to CAMPO and must be programmed within CAMPO's Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). The funds can be used for a wide range of transportation purposes (Attachment B, *STBG Funding Eligible Uses*). A minimum of five percent (5%) local match is required. Projects must be located in the CAMPO Boundary. Projects that are allocated funding will require a Local Public Agency (LPA) agreement with the Nevada Department of Transportation (NDOT) for obligation of the funds.

Funding is available from closed projects, additional apportionments, and unused funding from prior fiscal years. **Projects must be able to receive a Notice to Proceed from NDOT on or before October 1, 2027**

Eligible projects will be compiled by CAMPO staff and submitted to the CAMPO Board to evaluate, select, and award projects. Partner agencies are encouraged to provide details within their application and attach supporting materials as to whether/how each submitted project will support successful achievement of the Transportation Goals contained within CAMPO's 2050 Regional Transportation Plan, available at www.CarsonAreaMPO.com.

Requests for the allocation of STBG funding are now being accepted. The project submittal form must be submitted electronically by February 19, 2026 for consideration at the March 11, 2026, CAMPO Board Meeting. Action may be taken to



allocate all or a portion of the STBG funding. Any remaining funding will be allocated by the CAMPO Board on an as-needed basis.

Please contact Chris Martinovich, Carson Area Metropolitan Planning Organization Transportation Manager, Ph. 775-283-7367 or email CMartinovich@carsoncity.gov with any questions pertaining to potential projects.

Submit Applications Electronically by 11:59 p.m. on February 19, 2026.

Submit applications electronically to:

Rebecca Bustos, Grant Analyst
Carson Area Metropolitan Planning Organization
E-mail: rbustos@carsoncity.gov

RTP Goals

-  **SAFETY**
Increase the safety of the transportation system for all users.
-  **QUALITY OF LIFE**
Invest in a transportation system that supports the health, livability, and character of the region.
-  **MOBILITY**
Ensure efficient and reliable movement of people and goods across modes by providing access to essential destinations and services.
-  **PROSPERITY**
Support economic vitality and growth through strategic transportation investments.
-  **ADAPTABILITY**
Invest strategically in transportation trends and technologies that support the needs of the region.
-  **PRESERVATION**
Maintain our region's existing transportation infrastructure.



Evaluation Criteria:

Projects will be evaluated against the following criteria.

1. Application information and completeness.
2. Regional Transportation Project (RTP) Goals (shown in the graphic on page 2) and selection criteria and weighting as outlined in the RTP and as described below.
 - a. Safety: Need for the project and the ability of the project to increase the safety of the transportation system for all users.
 - b. Mobility: Project's ability to ensure efficient and reliable movement of people and goods across modes by providing access to essential destinations and services.
 - c. Preservation: Project's ability to maintain and preserve our region's existing transportation infrastructure.
 - d. Quality of Life: Project's investment in a transportation system that supports the health, livability, and character of the region.
 - e. Adaptability: Project ability to strategically adapt to changing transportation trends and technologies that support the-needs of the region, or its ability to adapt to future projects in the area.
 - f. Prosperity: Project's ability to support economic vitality and growth through strategic transportation investments in critical areas.
3. Project readiness and ability to obligate all or a portion of the funding quickly.
4. Other factors which may include, but are not limited to:
 - a. Local agency and RTP priority
 - b. Amount and availability of matching funding and other local funding
 - c. Regional studies or plans
 - d. Travel demand and connectivity



STBG Funding Project Submittal Form

Project Information	
Project Name	
Organization	
Contact Information (Primary)	Name: Telephone: E-mail:
Project Location (Facility Name & Extent / Address)	
Roadway Functional Classification	
Project Description	



Project Questionnaire	
Is the project in CAMPO's 2050 Regional Transportation Plan?	___ Yes ___ No
Is the project in CAMPO's Transportation Improvement Program?	___ Yes ___ No
Is the required 5% Local Match Secured?	___ Yes ___ No <u>Explanation (include source of match):</u>
Is the project scalable?	___ Yes ___ No Explanation:
Can the project meet the Notice to Proceed Deadline(s) included on page one?	
What is the anticipated project schedule?	

Project Funding Table (to be completed by applicant)

Project Phase	STBG Request	Other Match Funds	Total Cost	Match Ratio
Design	\$ _____	\$ _____	\$ _____	__%
Right-of-Way	\$ _____	\$ _____	\$ _____	__%
Construction	\$ _____	\$ _____	\$ _____	__%
Totals	\$ _____	\$ _____	\$ _____	__%

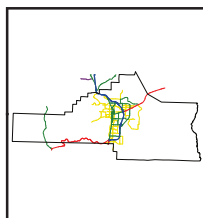
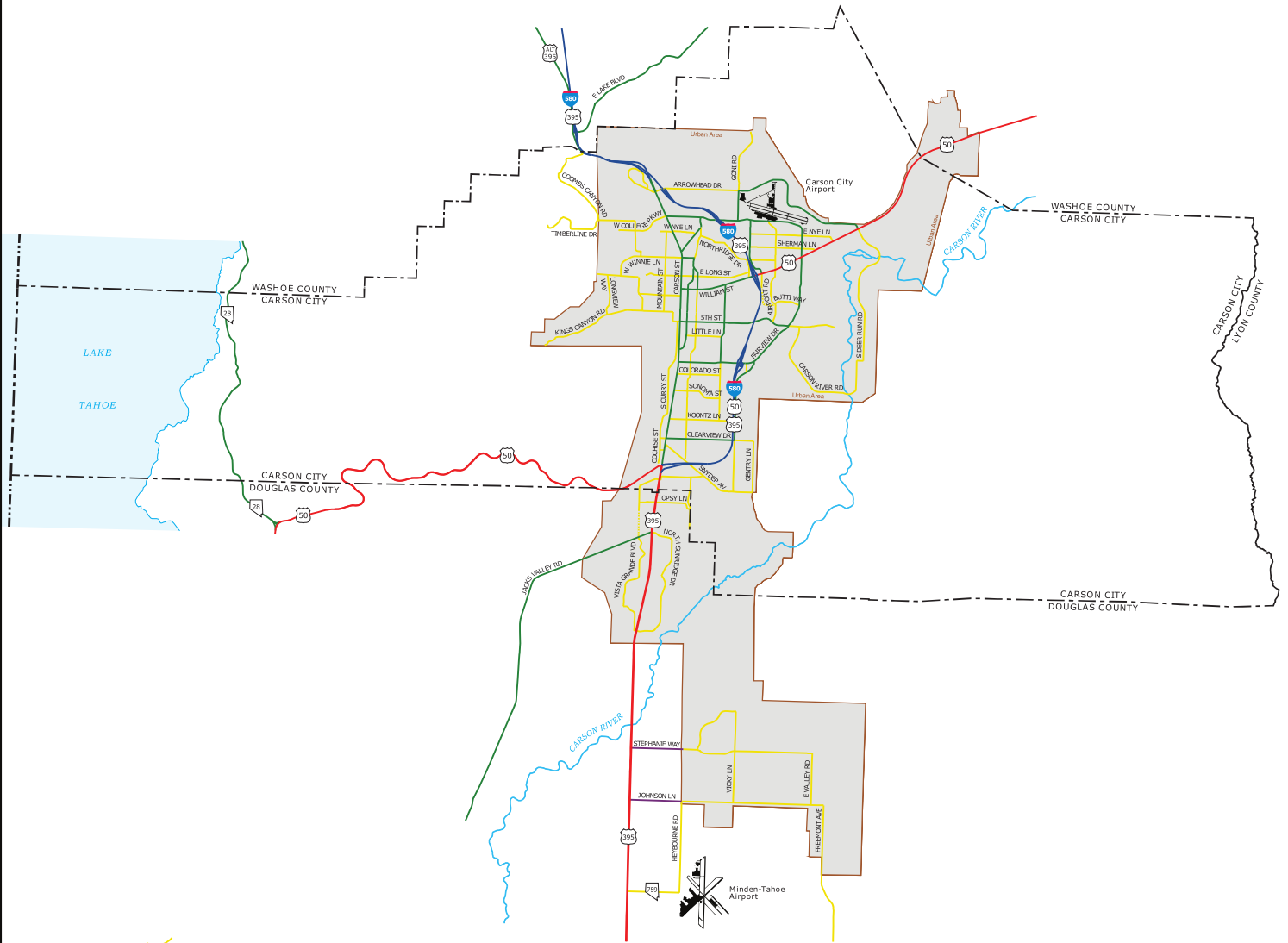
****Additional supporting description and budget information may be attached to meet the evaluation criteria.**

Application Submitted By: _____
Full Name (Printed)
Title

Signature
Date



Attachment A - Federal-Aid Functional Classifications

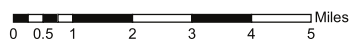


NEVADA

2020

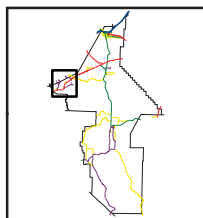
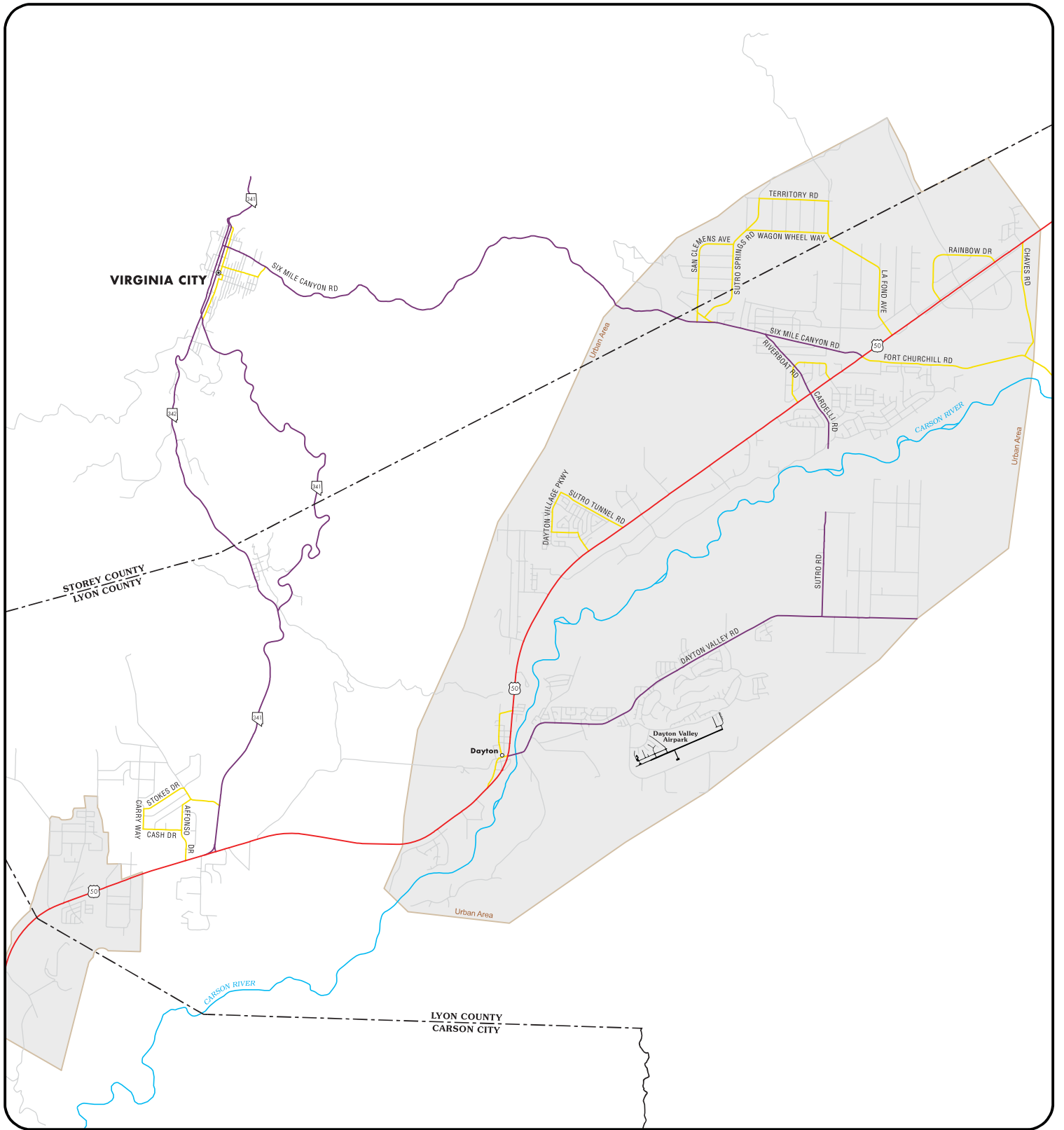
PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

- | Existing | Proposed | Unbuilt | |
|----------|----------|---------|----------------------------------|
| | | | 1 Interstates |
| | | | 2 Other Freeways and Expressways |
| | | | 3 Other Principal Arterials |
| | | | 4 Minor Arterials |
| | | | 5 Major Collectors |
| | | | 6 Minor Collectors |
| | | | 7 Local Roads |
| | | | Urban Limits |
| | | | Slate Line |
| | | | County Lines |

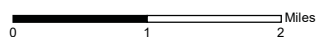


ROADWAY FUNCTIONAL CLASSIFICATION

CARSON CITY, NEVADA



- | Existing | Proposed | Unbuilt |
|----------|----------|---------|
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ROADWAY FUNCTIONAL CLASSIFICATION

DAYTON

LYON COUNTY, NEVADA

Surface Transportation Block Grant Funding Eligible Uses

The IIJA's STBG Program continues all prior STBG eligibilities (see in particular 23 U.S.C. 133(b)(22), as amended, which carries forward all pre-FAST Act eligibilities). It also adds the following new eligibilities: [Except as noted, § 11109(a)(1)]

- * Privately-owned, or majority-privately owned, ferry boats and terminal facilities that, as determined by the Secretary, provide a substantial public transportation benefit or otherwise meet the foremost needs of the surface transportation system [23 U.S.C. 133(b)(1)(B)];
- * Wildlife crossing structures, and projects and strategies designed to reduce the number of wildlife-vehicle collisions [23 U.S.C. 133(b)(1)(G); 23 U.S.C. 133(b)(14)];
- * The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife [23 U.S.C. 133(b)(3)];
- * Projects eligible under 23 U.S.C 130 and installation of safety barriers and nets on bridges [23 U.S.C. 133(b)(5)];
- * Maintenance and restoration of existing recreational trails [23 U.S.C. 133(b)(7)];
- * Installation of electric vehicle (EV) charging infrastructure and vehicle-to-grid infrastructure [23 U.S.C. 133(b)(15)];
- * Installation and deployment of current and emerging intelligent transportation technologies [23 U.S.C. 133(b)(16)];
- * Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies, such as magnetic levitation and hyperloop [23 U.S.C. 133(b)(17)];
- * Protective features, including natural infrastructure, to enhance resilience of an eligible transportation facility [23 U.S.C. 133(b)(18)];
- * Measures to protect an eligible transportation facility from cybersecurity threats [23 U.S.C. 133(b)(19)];
- * Conducting value for money analyses or similar comparative analyses of public-private partnerships [§ 11508 (d)(2); 23 U.S.C. 133(b)(21)]

- * [Up to 5% of STBG apportionment] rural barge landing, docks, and waterfront infrastructure in a rural community or Alaska Native village that is off the road system; [§ 11109(a)(7); 23 U.S.C. 133(b)(23) and (j)];

- * Projects to enhance travel and tourism [23 U.S.C. 133(b)(24)];
- * Replacement of low-water crossing with a bridge not on a Federal-aid highway [§ 11109(a)(2)(D); 23 U.S.C. 133(c)(4)];
- * Capital projects for the construction of a bus rapid transit corridor or dedicated bus lane [§ 11130; 23 U.S.C. 142(a)(3)]; and
- * [Up to 15% of STBG apportionment] may be used on otherwise STBG-eligible projects or maintenance activities on roads functionally classified as rural minor collectors or local roads, ice roads, or seasonal roads, may be transferred to the Appalachian Highway System Program or the Denali Access System Program [§ 11109(a)(7); 23 U.S.C. 133(k)].



STAFF REPORT

Report To: _____ **Meeting Date:** March 11, 2026

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) _____
- 2) _____

Aye/Nay

(Vote Recorded By)



STAFF REPORT

Report To: _____ **Meeting Date:** March 11, 2026

Staff Contact: _____

Agenda Title: Nevada Department of Transportation Report (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) _____
- 2) _____

Aye/Nay

(Vote Recorded By)



STAFF REPORT

Report To: _____ **Meeting Date:** March 11, 2026

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) _____

2) _____

Aye/Nay

(Vote Recorded By)