



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

Day: Wednesday
Date: April 8, 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 - March 11, 2026**

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

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

- 5.A For Discussion Only – Discussion and presentation by the Nevada Department of Transportation (“NDOT”) regarding the US Highway 50 Carson City Preservation Project (“Carson Project”) located in Carson City, and the US Highway 50 East of Dayton Preservation Project (“Dayton Project”) located in Dayton. (Chris Martinovich, Transportation Manager)
[Click Here for Staff Report](#)
- 5.B For Possible Action – Discussion and possible action regarding a proposed Amendment 25-09 (“Amendment”) to the Carson Area Metropolitan Planning Organization’s (“CAMPO”) Federal Fiscal Year (“FFY”) 2025-2028 Transportation Improvement Program (“TIP”), with the Amendment making changes to multiple projects listed in Appendix 3, including changes in funding amounts, project descriptions, and updating the program funding listed in Appendix 1. (Jared Cragun, Transportation Planner)
[Click Here for Staff Report](#)
- 5.C For Possible Action – Discussion and possible action regarding (1) a proposed Amendment No. 2 (“Amendment”) to Cooperative Agreement No. PR277-24- 802 (“Agreement”) with the Nevada Department of Transportation (“NDOT”) with the Amendment increasing the not to exceed amount of the Agreement by \$620,098.88 to a revised not to exceed amount of \$1,346,270.91, which includes \$1,292,837.61 in federal funds and \$53,433.30 in required local match, extending the termination date of the Agreement to June 30, 2027, and modifying other clauses of the Agreement to allow the Carson Area Metropolitan Planning Organization (“CAMPO”) to continue to seek reimbursement of Consolidated Planning Grant (“CPG”) funds that will be carried forward from Fiscal Year (“FY”) 2026 to FY 2027 up to the revised Agreement not to exceed amount; and (2) authority for the Transportation Manager to sign the Amendment and future amendments that extend the time for performance or approve funding changes not to exceed 10 percent of the present Agreement amount. (Chris Martinovich, Transportation Manager)
[Click Here for Staff Report](#)
- 5.D For Possible Action – Discussion and possible action regarding a proposed Unified Planning Work Program (“UPWP”) for 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.E For Possible Action – Discussion and possible action regarding a recommendation to the Carson City Board of Supervisors (“Board”) concerning the Fiscal Year (“FY”) 2027 Budget for the Carson Area Metropolitan Planning Organization (“CAMPO”) fund. (Chris Martinovich, Transportation Manager)
[Click Here for Staff Report](#)

6. Non-Action Items

- 6.A Transportation Manager’s Report (Chris Martinovich, Transportation Manager)
[Click Here for Staff Report](#)
- 6.B Nevada Department of Transportation Report (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:** April 8, 2026

Staff Contact: _____

Agenda Title: Minutes for March 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):

[3-11-2026 Draft Minutes \(CAMPO\).pdf](#)

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

(Vote Recorded By)

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

PRESENT: Chairperson Gregory Novak
Vice Chair Lucia Maloney
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
Darren Anderson, City Engineer
Casey Sylvester, Transportation/Traffic Engineer
Erica Roselius, Transportation Planner/Analyst
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)

(4:30:11) – 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.

3. PUBLIC COMMENT

(4:30:43) – Chairperson Novak entertained public comments; however, none were forthcoming.

4. FOR POSSIBLE ACTION: APPROVAL OF MINUTES

CARSON AREA METROPOLITAN PLANNING ORGANIZATION
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4.A MINUTES FOR FEBRUARY 11, 2026

(4:30:54) – Chairperson Novak introduced the item and entertained corrections and/or a motion.

(4:31:06) – MOTION: Vice Chair Maloney moved to approve the minutes of the February 11, 2026 meeting as presented. The motion was seconded by Member Bagwell and carried 7-0-0.

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.

(4:31:51) – 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, and provided background. Ms. Norman explained that the Unified Planning Work Program (UPWP) covers CAMPO activities and Consolidated Planning Grant (CPG) fund administration for Fiscal Year (FY) 2027 and 2028. She noted changes in this year’s UPWP including the conclusion of the 100 percent federal match for Complete Streets on July 1, 2026 and conservative programming for FY 2027 to mitigate risks associated with unknown funding timelines. Ms. Norman added that all Metropolitan Planning Organization (MPO) activities are subject to the reimbursed rate of 95 percent CPG and 5 percent local match within this UPWP. She stated that the draft UPWP had been shared with the Nevada Department of Transportation (NDOT) and the final draft would be in April 2026.

(4:35:06) – Member Costa stated that there were numerous important activities included in the UPWP and questioned if there were mechanisms to track completed activities. Ms. Norman clarified that staff strategically tracked and adhered to deadlines, noting that tasks without required deadlines still involved careful planning. She offered to discuss the deadlines for specific tasks. Vice Chair Maloney noted that the last UPWP included employing a consultant to assist with planning documents and requested a review on its success. Ms. Norman stated that staff worked well with the consultants and noted plans to continue working with them in the future. Chair Novak praised staff for including several corridor studies in the UPWP.

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.

CARSON AREA METROPOLITAN PLANNING ORGANIZATION

Draft Minutes of the March 11, 2026 Meeting

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(4:37:36) – Chair Novak introduced the item. Ms. Norman referenced the Staff Report and Supporting Materials, all of which are incorporated into the record, and provided background. She stated that on January 10, 2026 CAMPO staff released a call for Surface Transportation Block Grant (STBG) funded projects through February 19, 2026, with two submissions received by the Carson City Regional Transportation Committee (RTC) for \$325,000 for the Curry Street Complete Streets Project and \$901,000 for the District 3 Fairview Drive Preservation Project. Ms. Norman noted that the grant submissions total \$1,226,100 in STBG grant funding, with a local match of \$64,532 paid for by the RTC and \$953,900 in STBG funding left to be distributed. She added that staff recommends prioritizing the obligation of the funds to assure they did not expire.

(4:39:32) – Chair Novak noted that he had no issues with the two projects but expressed concerns with the Curry Street Complete Streets project due to the possibility of the federal lands bill acquiring property around Curry Street. Transportation Manager Chris Martinovich stated that the Curry Street Complete Streets project would not include the fourth leg of the Stewart Street and Curry Street roundabout project, noting uncertainty associated with the federal lands bill and transfer process.

(4:41:22) – Member Bagwell sought confirmation that the roundabout project would not negatively impact the STBG funded projects. Ms. Norman went over potential options including initiating another call for projects, awarding additional funds to the two projects already recommended for award, delegating staff to work individually with Douglas, Lyon, Carson for funding, or consider Safe Routes to School funding, which is eligible for STBG funding. Ms. Norman added that the CAMPO Board could choose to wait, while noting that some STBG funds may expire.

(4:42:34) – In response to Member Bagwell’s question, Mr. Martinovich noted uncertainty around the granting period and emphasized obligating the projects swiftly to ensure STBG funds were not lost. Ms. Norman added that STBG funds were allotted to CAMPO due to its population size. Chair Novak emphasized spending the funds wisely.

(4:43:25) – Mr. Martinovich recommended using the funds to work with the three agencies to determine if other projects required additional funding, initiating a safety project, or rolling the funds forward in coordination with the City for a future pavement preservation project.

(4:44:01) – In response to Vice Chair Maloney’s question, Mr. Martinovich noted that while the Curry Street project could benefit from additional funding, the Fairview Drive Project would not require additional federal funding at this time. He emphasized the need for further discussion to determine specific project needs, given the uncertainties surrounding the Curry Street project. Mr. Martinovich noted that the Curry Street project would be brought to the RTC in April or May 2026. In response to Member Bagwell, Mr. Martinovich clarified that CAMPO was not in jeopardy of losing funds as it determined the best use of the STBG funds.

(4:48:18) – MOTION: Member Bagwell moved to award STBG funding to the Carson City RTC for the Curry Street Complete Street Improvement Project and the District 3 - Fairview Drive

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Preservation Projects, and direct staff to pursue the award of remaining STBG funding as discussed. The motion was seconded by Vice Chair Maloney and carried 7-0-0.

6. NON-ACTION ITEMS

6.A TRANSPORTATION MANAGER’S REPORT

(4:49:09) – Mr. Martinovich thanked Members for their guidance on how to best proceed with STBG funds. He reported on coordination with NDOT and some correspondence with Lyon County for traffic signal improvements along the U.S. 50 corridor in Lyon County, with plans for three new traffic signals. Mr. Martinovich noted that CAMPO was not awarded funds for the purchase of a transit vehicle through the Federal Transit Administration (FTA) 5339B competitive grant program. He noted plans to present a contract for the East Dayton Bridge project, a tip amendment, and the final UPWP at the next CAMPO meeting.

6.B NEVADA DEPARTMENT OF TRANSPORTATION REPORT

(4:51:17) – Ex-Officio Member Verre reported that March is Nevada Moves Month and noted ongoing collaboration with CAMPO on the Safe Routes to School program. He discussed wind-related issues in Washoe Valley, including enforcement challenges despite warning devices, and addressed concerns regarding detours through Lakeview, noting coordination with Google and Apple to remove the route. Ex-Officio Member Verre announced a future presentation on the U.S. 50 Carson-Dayton Preservation Project and confirmed NDOT prioritizes use of older STBG funds to prevent expiration.

(4:53:49) – Member Bagwell inquired about alternate routes related to Lakeview detours and Ex-Officio Member Verre noted limited options and acknowledged challenges in prevents drivers from using Lakeview as a shortcut to bypass traffic on I-580.

6.C OTHER COMMENTS AND REPORTS

(4:56:01) – Member Costa asked about the timeline for reviewing comments on the Coordinated Human Services Plan and Mr. Martinovich confirmed that comments were received, noting that they may be presented at the April 2026 RTC meeting.

(4:56:33) – Chair Novak emphasized the need to distribute the Regional Transportation Plan to create improved coordination and land use and Mr. Martinovich agreed.

7. PUBLIC COMMENT

(4:57:09) – Chairperson Novak entertained final public comments; however, none were forthcoming.

8. FOR POSSIBLE ACTION: TO ADJOURN

(4:57:14) – Chairperson Novak adjourned the meeting at 4:57 p.m.

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The Minutes of the March 11, 2026, Carson Area Metropolitan Planning Organization meeting are so approved on this 8th day of April 2026.



STAFF REPORT

Report To: Carson Area Metropolitan Planning Organization **Meeting Date:** April 8, 2026

Staff Contact: Darren Schulz, Public Works Director

Agenda Title: For Discussion Only – Discussion and presentation by the Nevada Department of Transportation (“NDOT”) regarding the US Highway 50 Carson City Preservation Project (“Carson Project”) located in Carson City, and the US Highway 50 East of Dayton Preservation Project (“Dayton Project”) located in Dayton. (Chris Martinovich, Transportation Manager)

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

Proposed Motion

N/A

Board's Strategic Goal

N/A

Previous Action

N/A

Background/Issues & Analysis

NDOT is currently designing two projects along US Highway 50 within the boundaries of the Carson Area Metropolitan Planning Organization (“CAMPO”). Both projects are included in the Transportation Improvement Program and include a variety of improvements identified in various planning studies presented to CAMPO.

The Carson Project begins west of the interchange of US 50 and I-580 and extends east to the intersection of US 50 and Deer Run Road, and slightly beyond. This is primarily a pavement preservation project, but also includes various safety, operational, and multi-modal improvements in partnership with Carson City and CAMPO. Some of the proposed improvements include reconstruction of the pavement, curb, gutter and sidewalk replacements, new street lighting at the intersections of Airport Road and College Parkway, the construction of a Pedestrian Hybrid Beacon (PHB), median island changes, and rehabilitation of the multi-use path along the north side of the road.

The Dayton Project begins at the intersection of US 50 and Fortune Drive and continues east until the intersection of US 50 and Six Mile Canyon Road. The Dayton Project includes pavement rehabilitation, construction of new traffic signals, and modifications to intersections.

NDOT staff will present a summary of the two projects, along with the current status and anticipated construction schedule.

Applicable Statute, Code, Policy, Rule or Regulation

N/A

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):

[5A_Exhibit 1 - CAMPO_US50_04082026 Presentation.pdf](#)

Motion: _____

1) _____

2) _____

Aye/Nay

(Vote Recorded By)



CAMPO Informational Presentation
NDOT US50 Carson and Dayton Preservation
Projects

Kevin Verre, Planning

April 8, 2026

- Project -
- Limits, Cost, Timeline
- Primary Elements
- Questions



US50 CARSON PRESERVATION PROJECT

- Project
 - This is primarily a pavement preservation project, but also includes various safety, operational, and multi-modal improvements.
- Limits
 - Eastern radius return of Russell Way to ¼ mile past Deer Run Road/ Arrowhead Dr.
 - Map next slide.
- Project Partners
 - NDOT and CAMPO
- Cost
 - Current construction price is \$21M with roughly \$300K coming from Carson City for path upgrades.
- Timeline
 - 90% plan review is scheduled this summer with a doc date in Nov. '26. Current construction timeline will be Spring of '27 to Winter of '27.



US50 CARSON PRESERVATION PROJECT LIMITS



US50 CARSON PRIMARY ELEMENTS

- Safety

- Update all noncompliant ADA ramps within the corridor.
- Construct raised median island on the east side of Lompa Lane to prevent vehicles from crossing the currently striped median. (RSA recommendation) Combined with CAMPO Phase 2 improvements for the WB 50 to SB I580 movement by increasing the left storage lane.
- 20 new streetlights near west of Lompa and at the Fairview/ College intersection to improve safety.
- LED luminaire upgrades.
- Hydraulic improvements along the corridor.



US50 CARSON PRIMARY ELEMENTS

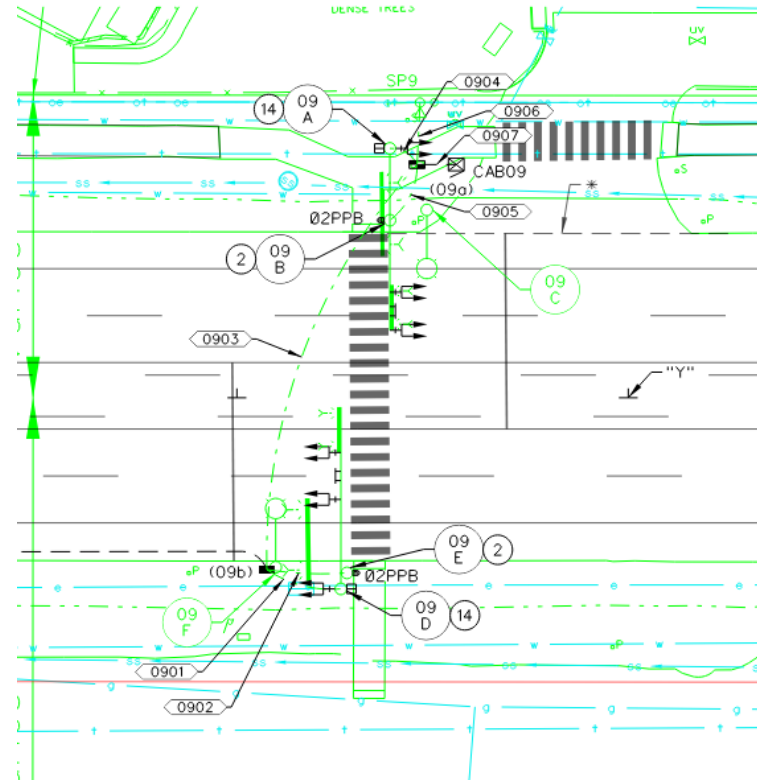
- Preservation

- 2 ¾" mill and fill rehabilitation to extend pavement life and improve rideability.
- Rehabilitate portions of the WB path and created separation from the mainline traffic. Add MUP signage and striping.
- Roadbed Modification strategy between Russell Way and Nichols Lane.
 - Existing pavement is pulverized and partially removed, recompacted and dense grade is laid over for a sturdier, long-lasting surface.



US50 CARSON PRIMARY ELEMENTS

- Operations
 - Minor widening at select locations to separate right turns and bike lanes in the EB direction.
 - Align and adjust signal heads.
 - Green paint in vehicle-bicycle conflict zones.
 - Ped push button compliance.
 - No speed reduction recommended.
 - Convert Rectangular Rapid Flashing Beacon (RRFB) to Pedestrian Hybrid Beacon (PHB) west of Silver State Street.

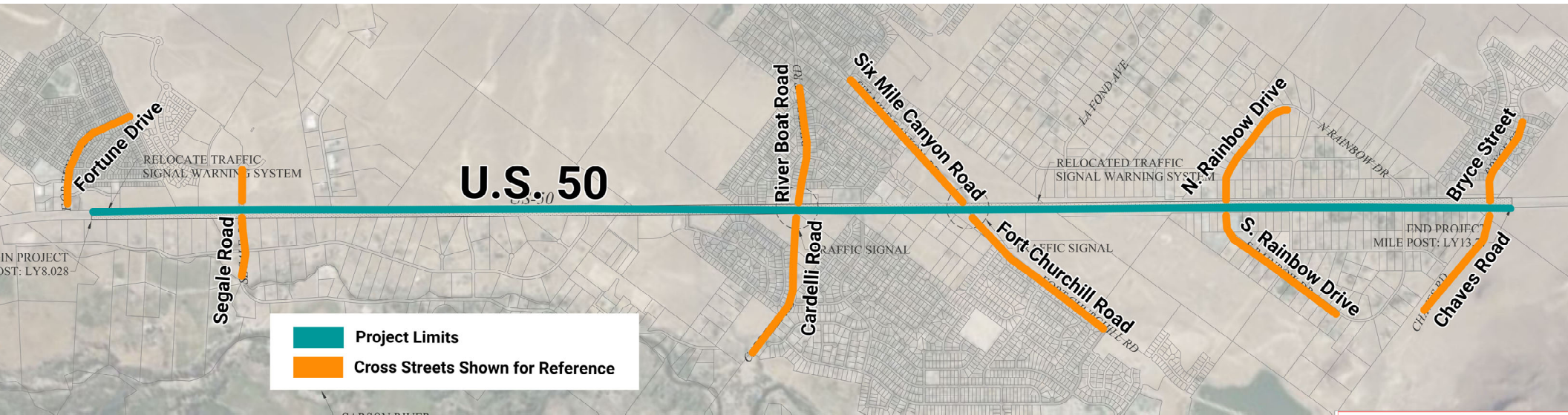


US50 DAYTON PRESERVATION PROJECT

- Project
 - This is primarily a pavement preservation project, but also includes access control along with other safety and operational improvements.
- Limits
 - Fortune Drive to Bryce/ Chaves Road
 - Map next slide.
- Cost
 - Current construction price is estimated to be \$37M
- Timeline
 - 100% plan review this month with a doc date in May. Current construction timeline will be Fall '26 to Spring of '27 (though contractor may potentially ask to move most work to Spring of '27).
- Project Webs
 - www.dot.nv.gov/projects-programs/u-s-50-east-of-dayton-preservation-project

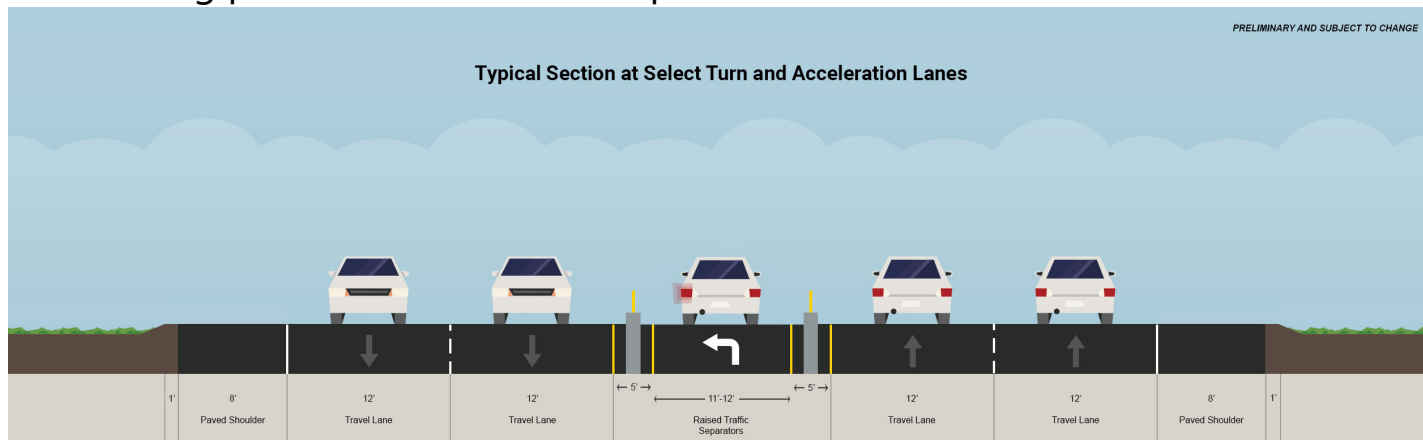


US50 DAYTON PRESERVATION PROJECT LIMITS



US50 DAYTON PRIMARY ELEMENTS

- Preservation and Safety
 - Repave U.S. 50 from Fortune Dr. to east of Bryce St.
 - New signalized intersections at Cardelli Rd./River Boat Rd. and Six Mile Canyon Rd./Fort Churchill Rd.
 - Maintain 12-foot travel lanes
 - Median installation at intersections for access control
 - High-T intersections at Graves Dr., E. Enterprise Way, and N. Pinenut Dr.
 - Speed limit reduced from 60 MPH to 55 MPH from east of Fortune Dr. to east of Bryce St.
 - No new travel lanes
 - Roadbed Modification strategy between Graves and Cardelli
 - To match existing profile in 100 Year Floodplain.



• What is the One Nevada Process?

A data-driven, transparent process to identify and fund the best projects that achieve NDOT's One Nevada Goals.



Enhance
Safety



Preserve
Infrastructure



Optimize
Mobility



Transform
Economies



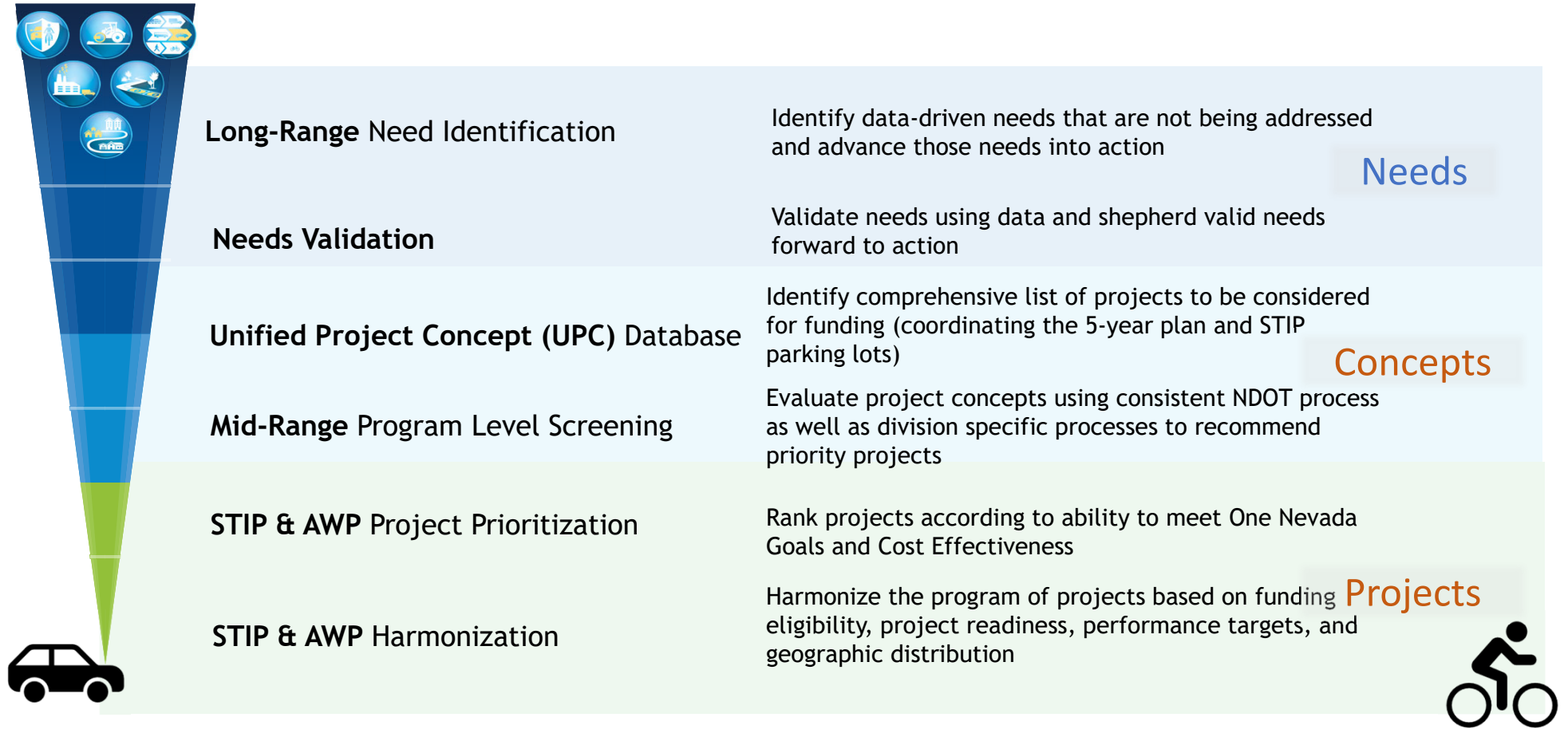
Foster
Sustainability

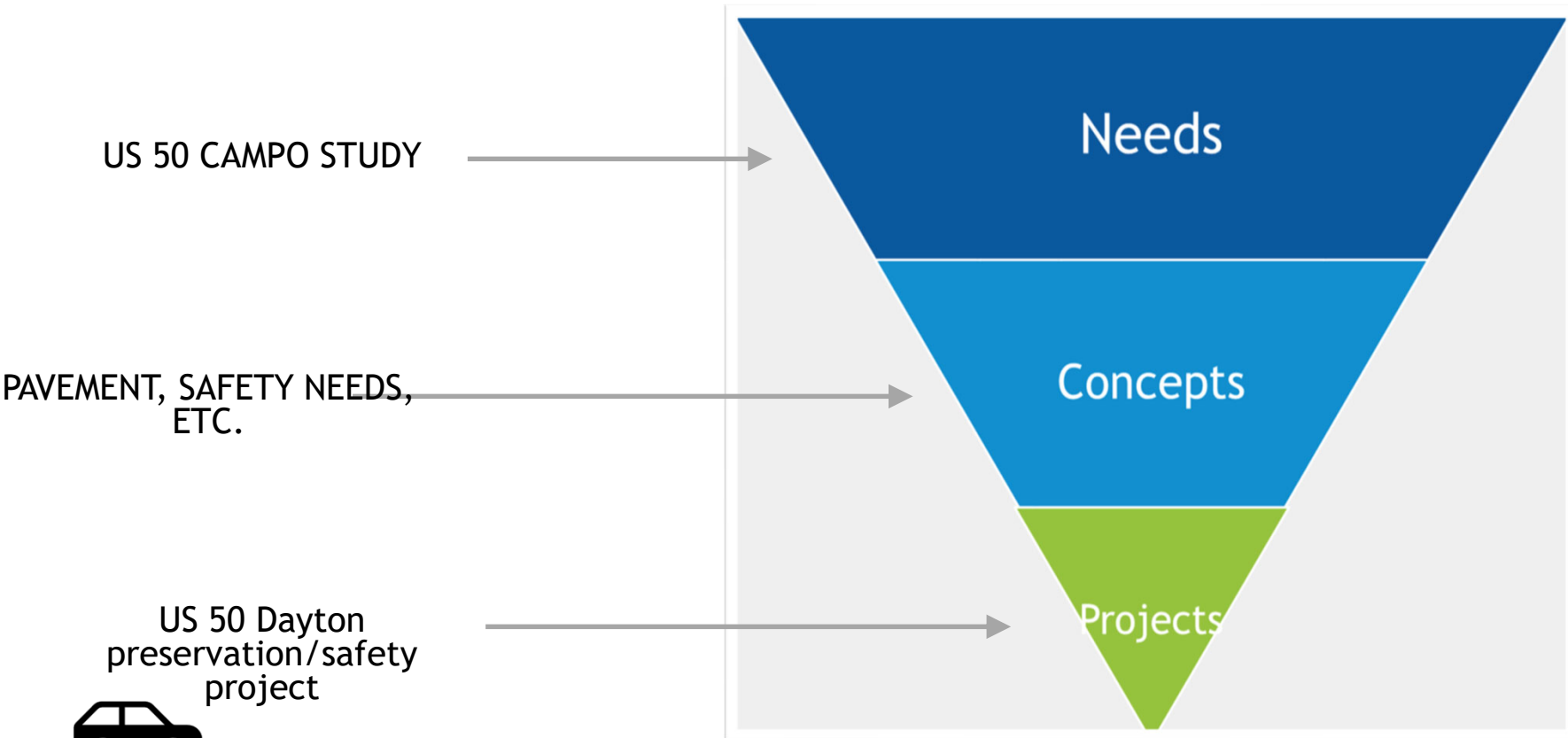


Connect
Communities



THE ONE NEVADA PROCESS







Kevin Verre, Planning
info@dot.nv.gov | 775.888.7000



STAFF REPORT

Report To: Carson Area Metropolitan Planning Organization **Meeting Date:** April 8, 2026

Staff Contact: Darren Schulz, Public Works Director

Agenda Title: For Possible Action – Discussion and possible action regarding a proposed Amendment 25-09 (“Amendment”) to the Carson Area Metropolitan Planning Organization’s (“CAMPO”) Federal Fiscal Year (“FFY”) 2025-2028 Transportation Improvement Program (“TIP”), with the Amendment making changes to multiple projects listed in Appendix 3, including changes in funding amounts, project descriptions, and updating the program funding listed in Appendix 1. (Jared Cragun, Transportation Planner)

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

Proposed Motion

I move to approve the Amendment, as presented.

Board's Strategic Goal

N/A

Previous Action

December 10, 2025 (Item 5.A) – CAMPO approved amendment 25-06 of the FFY 2025-2028 TIP.

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

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

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

Background/Issues & Analysis

CAMPO is responsible for carrying out transportation planning activities within the Metropolitan Planning Area. The TIP document is developed in collaboration with Carson City, Douglas County, Lyon County, and the Nevada Department of Transportation (“NDOT”). The projects within the TIP are consistent with CAMPO’s adopted goals and are anticipated to contribute to meeting CAMPO’s performance targets. The adopted goals and performance targets are contained within CAMPO’s 2050 Regional Transportation Plan (“RTP”), available at www.carsoncity.gov/government/departments-g-z/public-works/transportation/campo-carson-area-metropolitan-planning-organization. All projects programmed within the TIP are financially constrained, meaning funding is reasonably anticipated to be available, as documented within the 2050 RTP.

Changed values in the project sheets included in Appendix 3 are highlighted in yellow. The proposed Amendment will:

- Add State Highway Funds and increase STBG FLEX, NHPP, and State Match – NV funding for CC20220004 – US 50, Carson City, from FRCC11 to East Deer Run Road Project.
- Update project description for CC20230003 – FTA 5339 Bus/Facility Grant Awards.
- Update project description for LY20240007 – East Dayton Bridge Project.
- Add Carbon Reduction Program 50k-200k funds and increased Carson City Local funding for CC20220011 – North Lompa Multi Use Path Project.
- Increase STBG 50k-200k funding for CC20230004 – Curry Street Complete Streets Improvement Project.
- Remove STBG 50k-200k funds, increase Carson City Local – CAMPO funding, and update the project description for CC20230006 – District 3, Fifth Street Roundabout Project.
- Decrease Carson City Local and add STBG 50k-200k funding for CC20240007 – College Fairview Preservation and Pedestrian Safety Improvement Project.
- Remove STBG FLEX funds and increase NHPP funding for XS20230002 – US 395 Carson Valley Phase 1 Project.

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

Formal TIP amendments require a minimum 14-day comment period as described in CAMPO’s Public Participation Plan. The public comment period for this action opened on March 21, 2026, and ended on April 3, 2026. No comments have been received at this time. Any public comments received after the posting of the agenda will be published as late material.

Applicable Statute, Code, Policy, Rule or Regulation

23 CFR 450.328

Financial Information

Is there a fiscal impact? No

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

Is it currently budgeted? Yes

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

regulations.

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

Alternatives

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

Attachment(s):

[5B_CAMPO_Exhibit 1 TIP FFY25-FFY28 Amendment 25-09.pdf](#)

[5B_CAMPO_Exhibit 2 - UPWP Cost Funding Summary Table.pdf](#)

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

(Vote Recorded By)



TRANSPORTATION IMPROVEMENT PROGRAM
For
Federal Fiscal Year 2025 through 2028

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

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CAMPO TIP FFY 2025-2028 Document Revision History

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

25-04	7/29/2025	Administrative Modification	(Continued from previous page) Update funding for US 50, East of Dayton, Fortune Drive to Six Mile Canyon Road - Preservation; Change project name of Chaves Road Bridge to East Dayton Road Bridge
25-05	10/8/2025	Formal Amendment	Updated funding for US 50, Carson City, from FRCC11 to East Deer Run Road Updated funding for District 5 Ash Canyon Road; Moved Preliminary Engineering to FY 2026 for Carson City Jump Around Carson (JAC) Transit Center; Updated funding and project description for FTA 5339 Bus/Facility Grant Awards; Removed HSIP funding for Curry Street Complete Streets Improvement Project; Updated funding and moved Construction to FY 2026 for Carmine Street CDBG Project; Moved Preliminary Engineering to FY 2026 for Saliman Road School Routes Improvement Project; Updated funding and project description for FTA 5310 Mobility of Seniors and Individuals w/ Disabilities; Moved Preliminary Engineering cost to Other for East Dayton Bridge; Replaced HSIP funds with STBG to match Masterworks for US 395 Carson Valley Phase 1
25-06	12/10/2025	Formal Amendment	Moved Preliminary Engineering to FY 2026, moved Construction to FY 2027, change the project title, and updated the funding amount for College and Fairview Preservation and Pedestrian Safety Improvement Project; Moved Construction to FY 2026, updated funding amounts for the Saliman Road School Routes Improvement Project
25-07	1/8/2026	Administrative Modification	Reduce STBG Flex funding and increase NHPP funding for US 395 Carson Valley Phase 1; Swap STBG Flex funds for STBG 5k-49k for US 50, East of Dayton, Fortune Drive to Six Mile Canyon Road - Preservation
			(Continued on next page)

25-08	3/3/2026	Administrative Modification	Added HSIP funds and reduce NHPP funds for US 50, East of Dayton, Fortune Drive to Six Mile Canyon Road - Preservation
25-09		Formal Amendment	<p>Added State Highway Funds and increased STBG FLEX, NHPP, and State Match - NV funding for US 50, Carson City, from FRCC11 to East Deer Run Road project;</p> <p>Updated project description for FTA 5339 Bus/Facility Grant Awards;</p> <p>Updated project description for East Dayton Bridge Study;</p> <p>Added Carbon Reduction Program 50k-200k funds and increased Carson City Local – CAMPO funding for North Lompa Multi Use Path project;</p> <p>Increased STBG 50K-200k funding for the Curry Street Complete Streets Improvement project;</p> <p>Removed STBG 50k-200k funds, increased Carson City Local – CAMPO funding, and updated project description for District 3, Fifth Street Roundabout;</p> <p>Decreased Carson City Local – CAMPO funds and added STBG 50k-200k funding for College and Fairview Preservation and Pedestrian Safety Improvement Project;</p> <p>Removed STBG Flex funds and increased NHPP funding for US 395 Carson Valley Phase 1</p>

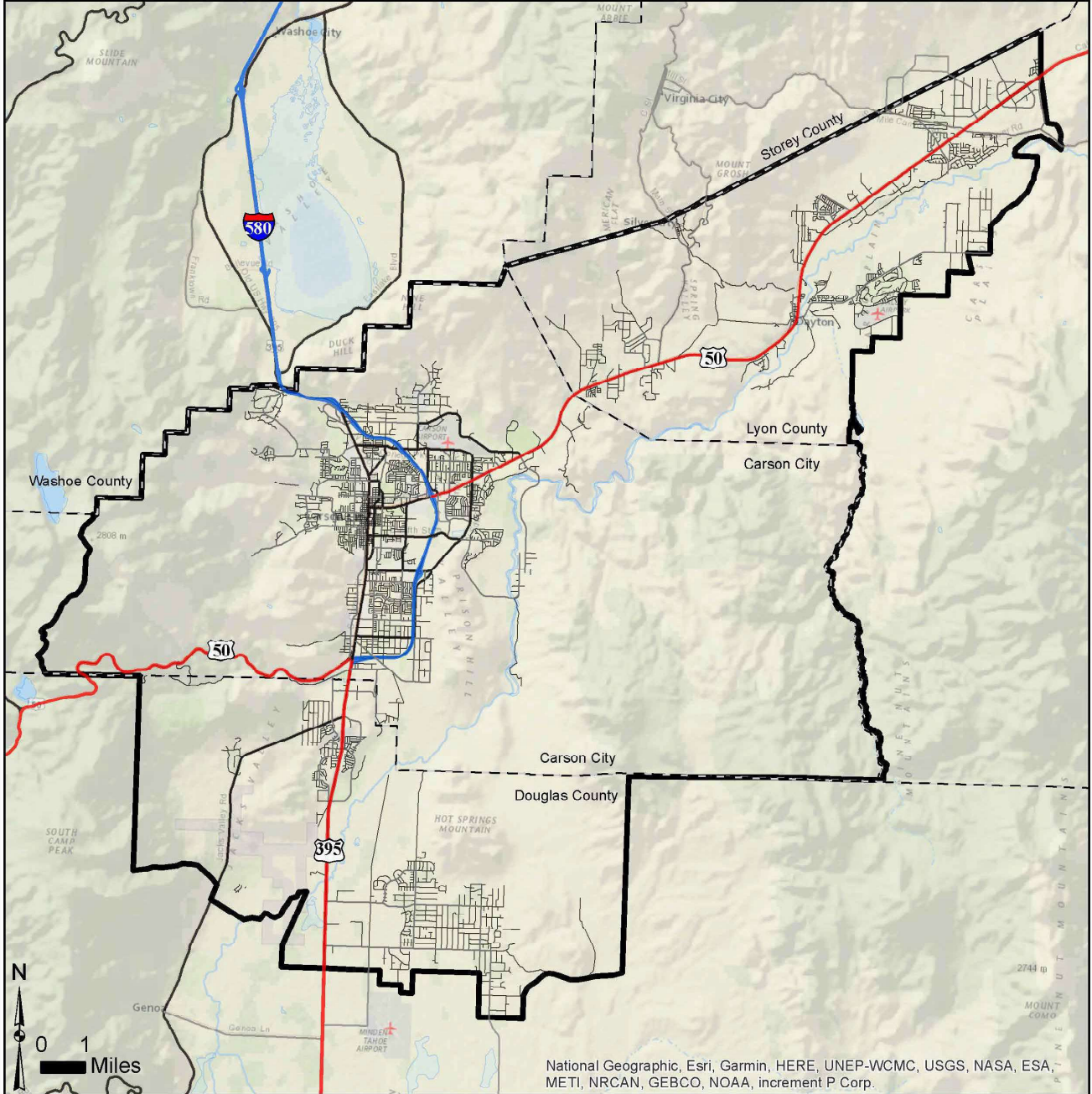
Introduction/ Purpose

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

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

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

**Figure 1: CAMPO MPA
Boundary**



Federal Transportation Legislation

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

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

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

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

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

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

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

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

Federal Planning Emphasis Areas

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

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

Federal Planning Factors

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

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

Nevada Strategic Highway Safety Plan (SHSP)

NDOT and the Department of Public Safety formed a Technical Working Group to develop a statewide safety plan in 2004, with a recent update in 2021 for the years 2021-2025. Nevada's Strategic Highway Safety Plan (SHSP) is a comprehensive data-driven statewide safety plan that identifies the highest causes of fatalities and serious injuries on Nevada's roadways and provides a coordinated framework for reducing the crashes that cause fatalities and serious injuries. The SHSP establishes statewide goals and critical emphasis areas focusing on the 6 E's of traffic safety: Equity,

Engineering, Education, Enforcement, Emergency Medical Services/Emergency Response/Incident Management, and Everyone. Goals and strategies are developed in consultation with federal, tribal, state, local, and private-sector safety stakeholders. The purpose of the SHSP is to eliminate traffic-related fatalities and serious injuries by combining and sharing resources across disciplines and strategically targeting efforts to the areas of greatest need. Nevada has enlisted state, local, tribal, and federal agencies; institutions; private-sector firms; and concerned citizens to help solve this problem.

One Nevada Transportation Plan

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



CAMPO 2050 RTP

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

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

Transit Asset Management

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

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

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

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

Table 1: Transit Agency Tiers

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

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

Financially Constrained Project Listing

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

eSTIP

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

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

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

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

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

Administrative Modifications and Formal Amendments

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

TIP Funding Sources

Federal Highway Administration (FHWA)

Carbon 50K-200K	Carbon Reduction Program Funding – areas with population over 50,000 to 200,000
CDS	Congressionally Designated Funding
FLAP	Federal Lands Access Program- The FLAP improves transportation facilities that provide access to, are adjacent to, or are located within Federal Lands.
HIP	Highway Infrastructure Program (HIP) – Made up of two apportionments: FHWA N4510.826 & FHWA N4510.835; distributed to States, suballocated within States. Projects MUST be on the Federal Aid System, with few exceptions.
HSIP	Highway Safety Improvement Program
HSIP Penalty Funds	Highway Safety Improvement Program funds created when any State is subject to Section 164 penalties.
NHPP	National Highway Performance Program
PROTECT Program	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Discretionary Grant Program
RAISE	Rebuilding American Infrastructure with Sustainability and Equity - DOT competitive discretionary grant
SRTS	Safe Routes to School
STBG 5K-200K	Surface Transportation Block Grant Program (canceled) – areas with population over 5,000 to 200,000
STBG 5K-49K	Surface Transportation Block Grant Program – areas with population over 5,000 to 49,999
STBG 50K-200K	Surface Transportation Block Grant Program – areas with population over 50,000 to 200,000
STBG Statewide	Surface Transportation Block Grant Program – Statewide
TAP 5K-200K	Transportation Alternatives Program (canceled) – areas with a population over 5,000 to 200,000
TAP 50K-200K	Transportation Alternatives Program – areas with a population over 50,000 to 200,000
TAP Flex	Transportation Alternatives Program (canceled) – funds flexed by the State DOT to small urban and rural areas
TAP Flex STBG	Transportation Alternatives Set-Aside Program – funds for various smaller-scale transportation projects across the state
TIGER	Transportation Investment Generating Economic Recovery – DOT competitive discretionary grant

Department of Housing and Urban Development (HUD)

CDBG Community Development Block Grant

Federal Transit Administration (FTA)

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

Appendix 1: Table 1

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

Funding Source	Prior	2025	2026	2027	2028	2029	Total Year (FFY 2025-2028)
Carbon Reduction Program 50K-200K (Carson City)	\$0	\$0	\$209,000	\$310,212	\$0	\$0	\$519,212
Congressionally Directed Spending	\$108,342	\$4,491,658	\$0	\$5,600,000	\$0	\$0	\$10,091,658
FHWA FLAP	\$0	\$0	\$1,003,000	\$8,587,000	\$0	\$0	\$9,590,000
FTA 5307 Sm Urb Operating	\$0	\$1,875,404	\$1,912,307	\$0	\$0	\$0	\$3,787,711
FTA 5310 Elderly/Disabled Sm Urb Capital	\$0	\$0	\$200,155	\$222,967	\$0	\$0	\$423,122
FTA 5339 Bus/Fac Sm Urb Capital	\$0	\$347,928	\$122,280	\$125,337	\$0	\$0	\$595,545
HSIP	\$0	\$0	\$689,034	\$4,406,342	\$0	\$0	\$5,095,376
HSIP Section 164 Penalties	\$0	\$0	\$5,040,000	\$0	\$0	\$0	\$5,040,000
NHPP	\$0	\$0	\$27,268,250	\$64,064,786	\$32,917,500	\$0	\$124,250,536
PROTECT PROGRAM	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000
RAISE Grant	\$0	\$9,300,000	\$0	\$0	\$0	\$0	\$9,300,000
STBG 50K-200K	\$0	\$2,075,750	\$500,000	\$2,383,081	\$2,600,000	\$0	\$7,558,831
STBG 5K-49K	\$0	\$0	\$3,093,750	\$0	\$0	\$0	\$3,093,750
STBG FLEX	\$0	\$0	\$0	\$1,950,000	\$10,972,500	\$0	\$12,922,500
TAP 5K-200K STBG	\$0	\$0	\$119,209	\$0	\$0	\$0	\$119,209
TAP FLEX STBG	\$1,648,723	\$0	\$725,087	\$0	\$0	\$0	\$725,087
FEDERAL SUBTOTAL	\$1,757,065	\$18,090,740	\$40,882,072	\$89,649,725	\$46,490,000	\$0	\$195,112,537
Carson City Local - CAMPO	\$779,185	\$1,398,112	\$9,054,440	\$2,728,851	\$0	\$20,743,000	\$13,181,403
Douglas County Local- CAMPO	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000
Local Fund	\$361,927	\$15,887,973	\$100,000	\$0	\$0	\$0	\$15,987,973
Lyon County Local - CAMPO	\$0	\$66,000	\$0	\$0	\$0	\$0	\$66,000
NV Com Dev Block Grant	\$0	\$0	\$450,000	\$0	\$0	\$0	\$450,000
LOCAL SUBTOTAL	\$1,141,112	\$17,352,085	\$9,604,440	\$2,728,851	\$200,000	\$20,743,000	\$29,885,376
State Highway Fund	\$510,000	\$10,000	\$1,010,680	\$0	\$0	\$0	\$1,020,680
State Match - NV	\$0	\$0	\$1,598,000	\$4,175,002	\$2,310,000	\$0	\$8,083,002
STATE SUBTOTAL	\$510,000	\$10,000	\$1,598,000	\$4,175,002	\$2,310,000	\$0	\$9,103,682
TOTAL	\$3,408,177	\$35,452,825	\$53,095,192	\$96,553,578	\$49,000,000	\$20,743,000	\$234,101,595

Appendix 2: FFY 2025-2028 TIP Signature Page

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

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

Signature of CAMPO Chairperson

Date

Print Name

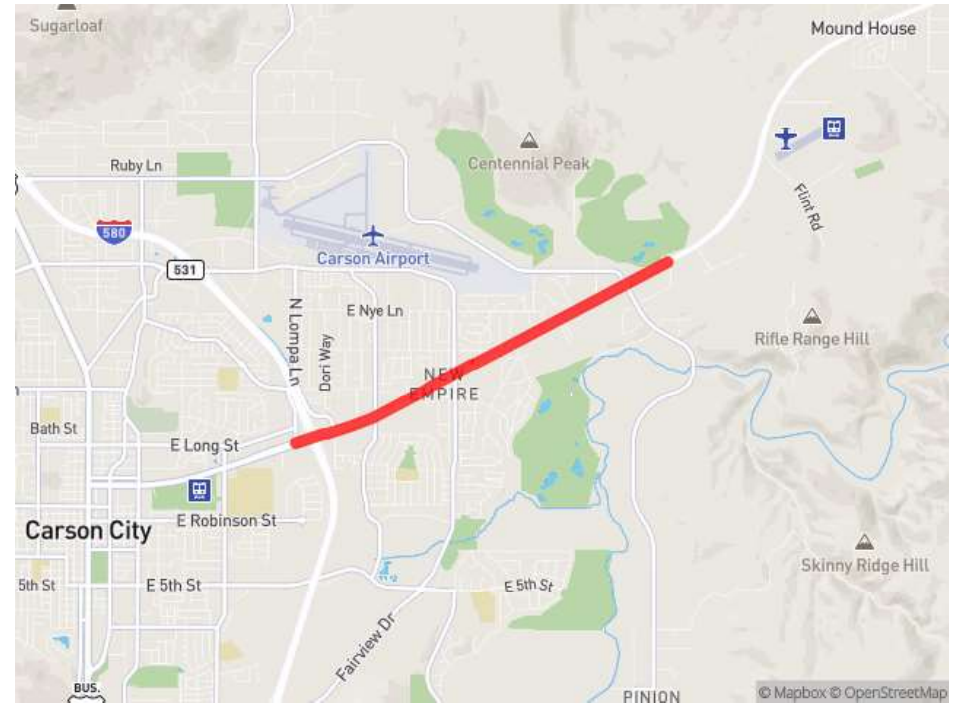
Changed Projects Only

Appendix 3: FFY 2025-2028 TIP Project List Version 25-09

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

Mill and Overlay with ADA and Multimodal Improvements

MPO:	CAMPO
TIP:	25-09
Local ID:	-
Total Cost:	\$22,205,680
Lead Agency:	Nevada DOT
Contact:	Dennis Faulkner
NDOT District:	District 2
County:	Carson City
Project Type:	Preservation
Air Quality:	-
TCM:	-
Construction Start:	2027
From:	0, CC MP 12.6
To:	0.12, CC MP 15.0



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Engineering	STATE HIGHWAY FUND	\$160,000	\$0	\$485,680	\$0	\$0	\$0	\$645,680
Total Preliminary Engineering		\$160,000	\$0	\$485,680	\$0	\$0	\$0	\$645,680
Right of Way	STATE HIGHWAY FUND	\$35,000	\$0	\$525,000	\$0	\$0	\$0	\$560,000
Total Right of Way		\$35,000	\$0	\$525,000	\$0	\$0	\$0	\$560,000
Construction	CARBON REDUCTION PROGRAM 50K-200K	\$0	\$0	\$0	\$310,212	\$0	\$0	\$310,212
Construction	HSIP	\$0	\$0	\$0	\$3,500,000	\$0	\$0	\$3,500,000
Construction	NHPP	\$0	\$0	\$0	\$14,189,788	\$0	\$0	\$14,189,788
Construction	STATE MATCH - NV	\$0	\$0	\$0	\$1,050,000	\$0	\$0	\$1,050,000
Construction	STBG FLEX	\$0	\$0	\$0	\$1,950,000	\$0	\$0	\$1,950,000
Total Construction		\$0	\$0	\$0	\$21,000,000	\$0	\$0	\$21,000,000
Total Prior Costs		\$195,000	\$0	\$0	\$0	\$0	\$0	\$195,000
Total Programmed		\$195,000	\$0	\$1,010,680	\$21,000,000	\$0	\$0	\$22,205,680

CC20230003 - FTA 5339 Bus/Facility Grant Awards

Grant funding for Buses and Bus Facilities, including funding for the purchase of replacement buses, and to replace curb, gutter, and sidewalk at the downtown transfer station and at other bus stops for ADA-compliance. Includes funding apportioned between FFY 2022 and FFY 2026.

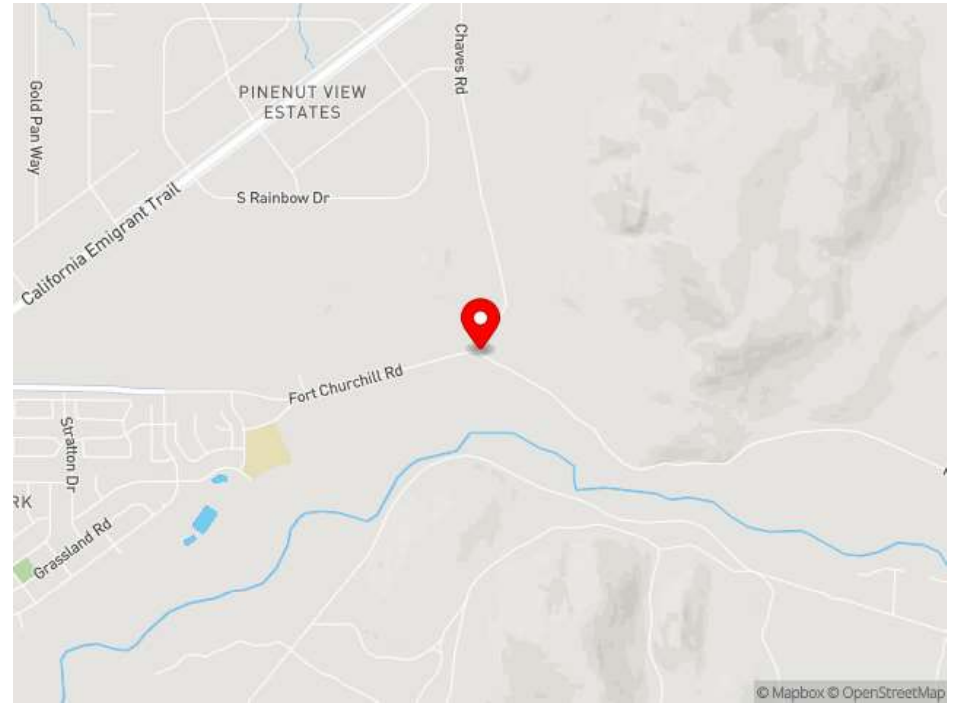
MPO:	CAMPO
TIP:	25-09
Local ID:	-
Total Cost:	\$744,433
Lead Agency:	CAMPO
Contact:	Kelly Norman
NDOT District:	District 2
County:	Carson City
Project Type:	Transit - Other
Air Quality:	-
TCM:	-
Construction Start:	-
From:	-
To:	-

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Other	CARSON CITY LOCAL - CAMPO	\$0	\$86,983	\$30,570	\$31,335	\$0	\$0	\$148,888
Other	FTA 5339 BUS/FAC SM URB CAPITAL	\$0	\$347,928	\$122,280	\$125,337	\$0	\$0	\$595,545
Total Other		\$0	\$434,911	\$152,850	\$156,672	\$0	\$0	\$744,433
Total Programmed		\$0	\$434,911	\$152,850	\$156,672	\$0	\$0	\$744,433

LY20240007 - East Dayton Bridge

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

MPO:	CAMPO
TIP:	25-09
Local ID:	PRJ-2848
Total Cost:	\$1,320,000
Lead Agency:	CAMPO
Contact:	Dustin Homan
NDOT District:	District 2
County:	Lyon
Project Type:	Studies
Air Quality:	-
TCM:	-
Construction Start:	-
From:	-
To:	-



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Other	LYON COUNTY LOCAL - CAMPO	\$0	\$66,000	\$0	\$0	\$0	\$0	\$66,000
Other	STBG 50K-200K	\$0	\$1,254,000	\$0	\$0	\$0	\$0	\$1,254,000
Total Other		\$0	\$1,320,000	\$0	\$0	\$0	\$0	\$1,320,000
Total Programmed		\$0	\$1,320,000	\$0	\$0	\$0	\$0	\$1,320,000

CC20220011 - North Lompa Multi Use Path

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

MPO:	CAMPO
TIP:	25-09
Local ID:	-
Total Cost:	\$1,091,250
Lead Agency:	Carson City
Contact:	Kelly Norman
NDOT District:	District 2
County:	Carson City
Project Type:	Active Transportation (Bike/Ped)
Air Quality:	-
TCM:	-
Construction Start:	2026
From:	Modoc Court
To:	US 50

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Engineering	CARSON CITY LOCAL - CAMPO	\$67,087	\$0	\$0	\$0	\$0	\$0	\$67,087
Preliminary Engineering	TAP FLEX STBG	\$40,913	\$0	\$0	\$0	\$0	\$0	\$40,913
Total Preliminary Engineering		\$108,000	\$0	\$0	\$0	\$0	\$0	\$108,000
Construction	CARBON REDUCTION PROGRAM 50K-200K	\$0	\$0	\$209,000	\$0	\$0	\$0	\$209,000
Construction	CARSON CITY LOCAL - CAMPO	\$0	\$0	\$49,163	\$0	\$0	\$0	\$49,163
Construction	TAP FLEX STBG	\$0	\$0	\$725,087	\$0	\$0	\$0	\$725,087
Total Construction		\$0	\$0	\$983,250	\$0	\$0	\$0	\$983,250
Total Prior Costs		\$108,000	\$0	\$0	\$0	\$0	\$0	\$108,000
Total Programmed		\$108,000	\$0	\$983,250	\$0	\$0	\$0	\$1,091,250

CC20230004 - Curry Street Complete Streets Improvement Project

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

MPO:	CAMPO
TIP:	25-09
Local ID:	-
Total Cost:	\$5,316,442
Lead Agency:	Carson City
Contact:	Kelly Norman
NDOT District:	District 2
County:	Carson City
Project Type:	Active Transportation (Bike/Ped)
Air Quality:	-
TCM:	-
Construction Start:	2027
From:	Rhodes St.
To:	Lake Glen Dr.

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Engineering	CARSON CITY LOCAL - CAMPO	\$0	\$67,750	\$0	\$0	\$0	\$0	\$67,750
Preliminary Engineering	STBG 50K-200K	\$0	\$821,750	\$0	\$0	\$0	\$0	\$821,750
Total Preliminary Engineering		\$0	\$889,500	\$0	\$0	\$0	\$0	\$889,500
Right of Way	CARSON CITY LOCAL - CAMPO	\$0	\$0	\$85,000	\$0	\$0	\$0	\$85,000
Total Right of Way		\$0	\$0	\$85,000	\$0	\$0	\$0	\$85,000
Construction	CARSON CITY LOCAL - CAMPO	\$0	\$0	\$0	\$260,051	\$0	\$0	\$260,051
Construction	CONGRESSIONALLY DIRECTED SPENDING	\$0	\$0	\$0	\$2,600,000	\$0	\$0	\$2,600,000
Construction	STBG 50K-200K	\$0	\$0	\$0	\$1,481,891	\$0	\$0	\$1,481,891
Total Construction		\$0	\$0	\$0	\$4,341,942	\$0	\$0	\$4,341,942
Total Programmed		\$0	\$889,500	\$85,000	\$4,341,942	\$0	\$0	\$5,316,442

CC20230006 - District 3, Fifth Street Roundabout

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

MPO:	CAMPO
TIP:	25-09
Local ID:	-
Total Cost:	\$5,029,800
Lead Agency:	Carson City
Contact:	Kelly Norman
NDOT District:	District 2
County:	Carson City
Project Type:	Road Improvement
Air Quality:	-
TCM:	-
Construction Start:	2027
From:	Fairview Drive
To:	Carson River Road

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Engineering	CARSON CITY LOCAL - CAMPO	\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000
Total Preliminary Engineering		\$0	\$0	\$250,000	\$0	\$0	\$0	\$250,000
Construction	CARSON CITY LOCAL - CAMPO	\$0	\$0	\$0	\$1,779,800	\$0	\$0	\$1,779,800
Construction	CONGRESSIONALLY DIRECTED SPENDING	\$0	\$0	\$0	\$3,000,000	\$0	\$0	\$3,000,000
Total Construction		\$0	\$0	\$0	\$4,779,800	\$0	\$0	\$4,779,800
Total Programmed		\$0	\$0	\$250,000	\$4,779,800	\$0	\$0	\$5,029,800

CC20240007 - College and Fairview Preservation and Pedestrian Safety Improvement Project

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

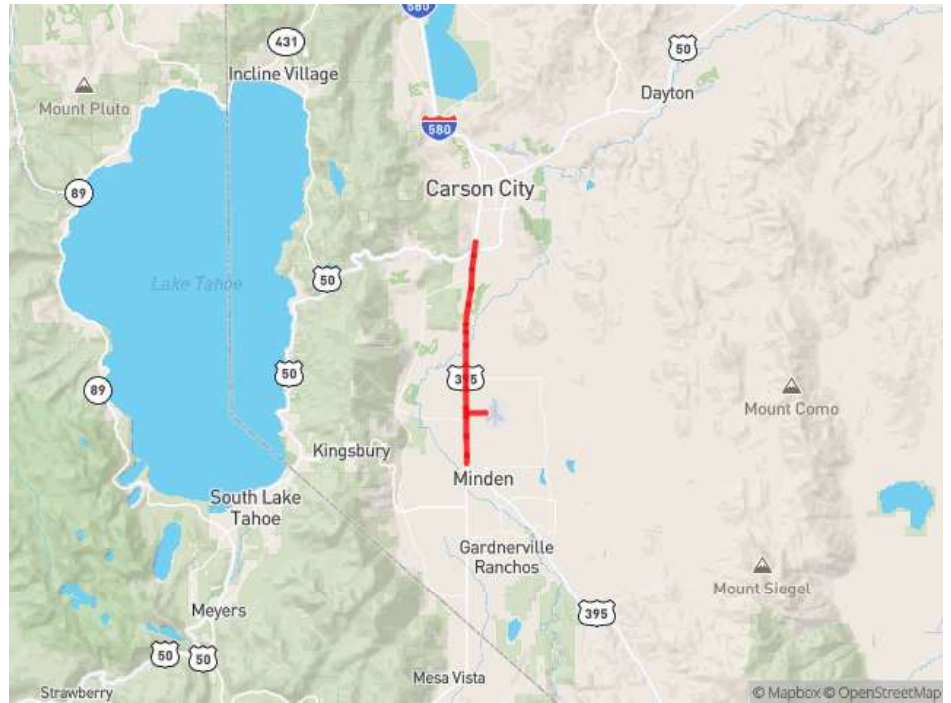
MPO:	CAMPO
TIP:	25-09
Local ID:	-
Total Cost:	\$2,263,365
Lead Agency:	Carson City
Contact:	Kelly Norman
NDOT District:	District 2
County:	Carson City
Project Type:	Road Improvement
Air Quality:	-
TCM:	-
Construction Start:	2027
From:	5th Street, College Parkway, Fairview Drive
To:	Airport Road, Desatoya Drive, Edmonds Drive, Gordon Street, Imperial Way, Northgate Lane, US 50

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Engineering	CARSON CITY LOCAL - CAMPO	\$0	\$0	\$264,000	\$0	\$0	\$0	\$264,000
Total Preliminary Engineering		\$0	\$0	\$264,000	\$0	\$0	\$0	\$264,000
Construction	CARSON CITY LOCAL - CAMPO	\$0	\$0	\$0	\$191,923	\$0	\$0	\$191,923
Construction	HSIP	\$0	\$0	\$0	\$906,342	\$0	\$0	\$906,342
Construction	STBG 50K-200K	\$0	\$0	\$0	\$901,100	\$0	\$0	\$901,100
Total Construction		\$0	\$0	\$0	\$1,999,365	\$0	\$0	\$1,999,365
Total Programmed		\$0	\$0	\$264,000	\$1,999,365	\$0	\$0	\$2,263,365

XS20230002 - US 395 Carson Valley Phase 1

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

MPO:	CAMPO
TIP:	25-09
Local ID:	-
Total Cost:	\$55,315,000
Lead Agency:	Nevada DOT
Contact:	Shawn Paterson
NDOT District:	District 2
County:	Carson City, Douglas
Project Type:	Preservation
Air Quality:	-
TCM:	-
Construction Start:	2027
From:	CC 0.0, DO/CC COUNTY LINE, IRONWOOD DR, MP DO 0.00
To:	CC .13, DO/CC COUNTY LINE, I 580, MP DO 1.00



Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Engineering	STATE HIGHWAY FUND	\$290,000	\$0	\$0	\$0	\$0	\$0	\$290,000
Total Preliminary Engineering		\$290,000	\$0	\$0	\$0	\$0	\$0	\$290,000
Right of Way	STATE HIGHWAY FUND	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000
Total Right of Way		\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000
Construction	NHPP	\$0	\$0	\$0	\$49,874,998	\$0	\$0	\$49,874,998
Construction	PROTECT PROGRAM	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000
Construction	STATE MATCH - NV	\$0	\$0	\$0	\$3,125,002	\$0	\$0	\$3,125,002
Total Construction		\$0	\$0	\$0	\$55,000,000	\$0	\$0	\$55,000,000
-	STBG FLEX	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Prior Costs		\$315,000	\$0	\$0	\$0	\$0	\$0	\$315,000
Total Programmed		\$315,000	\$0	\$0	\$55,000,000	\$0	\$0	\$55,315,000

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

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

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



STAFF REPORT

Report To: Carson Area Metropolitan Planning Organization **Meeting Date:** April 8, 2026

Staff Contact: Darren Schulz, Public Works Director

Agenda Title: For Possible Action – Discussion and possible action regarding (1) a proposed Amendment No. 2 (“Amendment”) to Cooperative Agreement No. PR277-24-802 (“Agreement”) with the Nevada Department of Transportation (“NDOT”) with the Amendment increasing the not to exceed amount of the Agreement by \$620,098.88 to a revised not to exceed amount of \$1,346,270.91, which includes \$1,292,837.61 in federal funds and \$53,433.30 in required local match, extending the termination date of the Agreement to June 30, 2027, and modifying other clauses of the Agreement to allow the Carson Area Metropolitan Planning Organization (“CAMPO”) to continue to seek reimbursement of Consolidated Planning Grant (“CPG”) funds that will be carried forward from Fiscal Year (“FY”) 2026 to FY 2027 up to the revised Agreement not to exceed amount; and (2) authority for the Transportation Manager to sign the Amendment and future amendments that extend the time for performance or approve funding changes not to exceed 10 percent of the present Agreement amount. (Chris Martinovich, Transportation Manager)

Agenda Action: Formal Action / Motion **Time Requested:** 10 minutes

Proposed Motion

I move to approve the Amendment, as presented, and to authorize the Transportation Manager to sign the Amendment as well as future amendments that extend the time for performance or approve funding changes not to exceed 10% of the present Agreement amount.

Board's Strategic Goal

N/A

Previous Action

June 11, 2025 (Item 5.A) – CAMP approved Amendment 1 to the Agreement, which extended the termination date to June 30, 2026, and modified various provisions to allow funding to be carried forward from FY 2025 to FY 2026.

April 10, 2024 (Item 5.B) – CAMPO approved the Agreement with NDOT for a total not to exceed amount of \$726,172.03 for FY 2025.

Background/Issues & Analysis

CAMPO and NDOT typically enter into a Cooperative Agreement for the distribution of CPG funds. CAMPO and NDOT executed the Agreement in April 2024 to fund FY 2025 Unified Planning Work Program ("UPWP") activities between July 1, 2024, to June 30, 2025. An amendment was executed in June 2025 to allow unused funding from FY 2025 to be used for UPWP activities in FY 2026. There was no increase to the budget.

CPG funds come in the form of a reimbursement grant through NDOT from the Federal Highway Administration ("FHWA"). CAMPO invoices NDOT on a quarterly basis for actual costs incurred during the previous quarter. NDOT reimburses CAMPO for invoiced costs. NDOT typically then submits an invoice to the FHWA for any costs NDOT incurred, which includes invoices from CAMPO and any other invoices from Nevada's other metropolitan planning organizations, for reimbursement. NDOT cannot seek reimbursement from the FHWA until FHWA notifies NDOT that federal CPG funding has been authorized for use. The Agreement, the UPWP, and NDOT each follow a fiscal year that begins July 1; whereas FHWA follows the Federal Fiscal Year ("FFY"), which begins October 1. Authorization by FHWA may occur in October or may be delayed depending on funding appropriated by the Federal Government. FFY 2026 funding was approved in January 2026.

The Amendment increases the total Agreement amount to a not-to-exceed amount of \$1,346,270.91, which includes \$1,292,837.61 in federal funds and \$53,433.30 in required local match. The additional federal funding comes from FFY 2026. This increase will cover all of CAMPO's FY 2026 expenses with an estimated \$250,000 in carry forward funding that can be used to cover a portion of FY 2027 UPWP expenses. The Amendment also extends the date of the Agreement to June 30, 2027.

Another amendment to the Agreement is expected in the middle of FY 2027 once Congress approves the FFY 2027 budget to cover the full cost of the FY 2027 UPWP. Staff estimate there are sufficient funds to cover all costs through early 2027. The Amendment provides CAMPO the ability to continue to seek reimbursement up to the amount not to exceed the Agreement, regardless of FHWA authorizations. A new agreement is expected for FY 2028.

Applicable Statute, Code, Policy, Rule or Regulation

NRS 277.110

Financial Information

Is there a fiscal impact? Yes

If yes, account name/number: CAMPO Fund, Unified Planning Work Program account / 2453028-501210. Project # G302825001, Tasks 1.0 - 6.0

Is it currently budgeted? Yes

Explanation of Fiscal Impact: The Amendment increases the Agreement funding to cover the full cost of FY 2026. The Agreement total is \$1,346,270.91, which includes \$1,292,837.61 in federal CPG funds and \$53,433.30 for the required 5% local match. CAMPO's approved FY 2026 budget, which includes \$759,967 in federal CPG funding and \$28,062 in required local match, already accounts for the FFY 2026 federal funding and any carry forward funds from FY 2025 for use in FY 2026.

Alternatives

Do not approve the Amendment and provide an alternative direction to staff.

Attachment(s):

5C_CAMPO_Exhibit 1 - Amendment 2 to Agreement PR277-24-802.pdf

5C_CAMPO_Exhibit 2 - Amendment 1 to PR277-24-802.pdf

5C_CAMPO_Exhibit 3 - P277-24-802 as Executed.pdf

Motion: _____

- 1) _____
- 2) _____

Aye/Nay

(Vote Recorded By)

Amendment No. 2 to
Cooperative Agreement No. PR277-24-802

This Amendment is made and entered into on _____, between the State of Nevada, acting by and through its Department of Transportation, hereinafter referred to as the "DEPARTMENT", and Carson Area Metropolitan Planning Organization, 3505 Butti Way, Carson City, NV 89701, hereinafter referred to as the "MPO."

WITNESSETH:

WHEREAS, on May 14, 2024, the parties entered into Agreement No. PR277-24-802 to set forth general provisions for the duties of the parties regarding the expenditure of annually apportioned Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Federal Metropolitan Planning (PL) funds for transportation planning activities, including the MPO's Fiscal Year (FY) 2025 and FY 2026 Unified Planning Work Program (UPWP); and

WHEREAS, on June 12, 2025, the parties entered into Amendment No. 1 to Agreement No. PR277-244-802 to comply with MPO's request to minimize the impacts of the Agreement and CPG funding utilizing different Fiscal Years (FYs) and to facilitate administration of the UPWP, including allowing unused "carryforward" funds from State Fiscal Year (SFY) 2025 to SFY 2026 for related UPWP activities; and

WHEREAS, the Parties hereto desire to make certain amendments to the Agreement, including allowing unused, carryforward funds from SFY 2026 to SFY 2027 for UPWP activities; and

WHEREAS, the amount to be paid to MPO must be increased by Five Hundred Ninety-Six Thousand, Three Hundred Thirty-Three and 37/100 Dollars (\$596,333.37) to incorporate FY 2026 federal apportionment; and

WHEREAS, the termination date must be amended from June 30, 2026, to June 30, 2027, to align the agreement term with the FHWA approved FY 2026 / FY 2027 UPWP; and

WHEREAS, the Parties hereto intend to make additional amendments to Agreement PR277-24-802 to facilitate Federal Fiscal Year (FFY) 2027 CPG funds once such funding has been obligated by the DEPARTMENT and to increase the Agreement amount accordingly; and

NOW, THEREFORE, the parties agree as follows:

1. Article I, Paragraph 1 of the Agreement is amended by deleting it in its entirety and inserting in its place:
"The undersigned signatory MPO hereby commits to complete during SFY 2025 starting July 1, 2024, and ending June 30, 2025 ("2025 Term") and during SFY 2026 starting July 1, 2025, and ending June 30, 2026 ("2026 Term") and during SFY 2027 starting July 1, 2026 and ending June 30, 2027 ("2027 Term"), the Unified Planning Work Program (UPWP) as approved and which are incorporated herein by this reference and made an express part of this Agreement."
2. Article I, Paragraph 13, is amended by increasing the dollar amount from Twenty-Nine Thousand Six Hundred Sixty-Seven and 80/100 Dollars (\$29,667.80) to Fifty-Three Thousand, Four Hundred Thirty-Three and 30/100 Dollars (\$53,433.30).
3. Article I, Paragraph 8 of the Agreement is amended by deleting it in its entirety and

inserting in its place:

“To invoice the DEPARTMENT quarterly for actual eligible costs (with supporting auditable documentation) of completing planning activities as contained in the approved UPWP. Monthly billings will be allowed, at the DEPARTMENT’S discretion, on a case-by-case basis. Reimbursement shall not exceed the approved federal funds for the SFY that is programmed, except that unused federal funding carried forward from the 2025 Term may be used for work during the 2026 Term, and unused federal funding carried forward from the 2026 Term may be used for work during the 2027 Term. This Agreement does not cover fund sources other than the PL funds and the 5303 Federal Transit Administration (FTA) funds transferred to the Federal Highway Administration (FHWA) to become PL funds. The MPO is responsible for the non-federal match as required.

4. Article I, Paragraph 14 of the Agreement is amended by deleting it in its entirety and inserting in its place:

“Should MPO expend funds in excess of those federal funds actually encumbered for the 2025, 2026 or the 2027 Term against this UPWP, those costs shall be borne solely by the MPO, except that unused federal funding carried forward from the 2025 Term can be used during the 2026 Term and the unused federal funding carried forward from the 2026 Term can be used during the 2027 Term for the UPWP.”

5. Article II, Paragraph 1, is amended by deleting it in its entirety and inserting in its place:

Subject to availability of funds this SFY, UPWP funds encumbered by the DEPARTMENT include, but may not exceed, the estimated amount of federal and local funds for SFY 2026 include:

Federal Funds at 95%	\$1,015,232.61
Federal Funds at 100% for Complete Street Activities (BIL § 11206)	\$277,605.00
Local/Match at 5%	\$53,433.30
Total Estimated PROJECT Costs:	\$1,346,270.91

6. Article II, Paragraph 2 is amended by deleting it in its entirety and inserting in its place:

“Reimbursement of these funds shall begin when the funds are made available to the DEPARTMENT. The MPO shall be notified in writing by the DEPARTMENT when the FFY 2027 PL funds are obligated and available for reimbursement. Funds available and not expended from the 2025 Term shall be made available as “carryforward” funds. Such “carryforward” funds may be made available for use during the 2026 Term. Funds available and not expended from the 2026 Term will be made available as “carryforward” funds for use during the 2027 Term. Carryforward shall not cause the total expended federal funding for the UPWP to exceed the total estimated costs outlined above.”

7. The termination date referenced in Article III, Paragraph 1, shall be changed from June 30, 2026, to June 30, 2027.
8. All of the other provisions of Agreement No. PR277-24-802 dated May 14, 2024, and Amendment No. 1 dated June 12, 2025, shall remain in full force and effect as if fully set forth herein.

IN WITNESS WHEREOF, the above-named parties have hereunto set their hands and executed this Amendment on the date first written above.

Carson Area Metropolitan
Planning Organization

STATE OF NEVADA, acting by and through
its DEPARTMENT OF TRANSPORTATION

Christopher Martinovich
Transportation Manager

Director

Lucas Burr
Deputy District Attorney

Approved as to Legality and Form:

Deputy Attorney General

DRAFT

Amendment No. 1 to
Cooperative Agreement No. PR277-24-802

This Amendment is made and entered on 06/12/2025, between the State of Nevada, Department of Transportation, hereinafter referred to as the "DEPARTMENT," and Carson Area Metropolitan Planning Organization, 3505 Butti Way, Carson City, NV 89701, hereinafter referred to as the "MPO."

WITNESSETH:

WHEREAS, on May 14, 2024, the parties entered into Agreement No. PR277-24-802 to set forth general provisions for the duties of the parties regarding the expenditure of annually apportioned Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Federal Metropolitan Planning (PL) funds for transportation planning activities, including the MPO's Fiscal Year (FY) 2025 and FY 2026 Unified Planning Work Program (UPWP); and

WHEREAS, the term of the Agreement shall be from July 1, 2024, and the Agreement shall define the terms regarding expenditure of annually apportioned PL funds and 5303 FTA funds, which are combined as Consolidated Planning Grant (CPG) funds and may be used to reimburse eligible UPWP costs at ninety-five percent (95%), or one hundred percent (100%) for Complete Street activities; and

WHEREAS, the Agreement and the MPO's UPWP are aligned according to the State Fiscal Year (SFY), while CPG funding is aligned with the Federal Fiscal Year (FFY); and

WHEREAS, the Agreement must be amended in order to comply with MPO's request to minimize the impacts of the Agreement and CPG funding utilizing different Fiscal Years (FYs) and to facilitate administration of the UPWP, including allowing unused "carryforward" funds from SFY 2025 to SFY 2026 for related UPWP activities; and

WHEREAS, the parties intend to execute an additional Amendment to this Agreement to facilitate FFY 2026 CPG funds once such funding has been obligated by the DEPARTMENT in order to increase the Agreement amount accordingly for SFY 2026; and

WHEREAS, the parties hereto desire to make certain amendments to Agreement No. PR277-24-802.

NOW, THEREFORE, the Parties agree as follows:

1. Article I, Paragraph 1, is amended by deleting it in its entirety and inserting in its place:
"The undersigned signatory MPO hereby commits to complete during SFY 2025 starting July 1, 2024, and ending June 30, 2025 ("2025 Term"), and during SFY 2026 starting July 1, 2025, and ending June 30, 2026 ("2026 Term"), the Unified Planning Work Program (UPWP) as approved and incorporated herein by reference and made an express part of this Agreement."
2. Article I, Paragraph 2, is amended by deleting it in its entirety and inserting in its place:
"To be responsible for the maintenance of a comprehensive, continuing, and cooperative transportation planning process, and as such, shall be responsible for all transportation planning (PL) funds for the study area whose boundaries shall include the limits of the MPO Planning Area Boundary, and to not seek federal reimbursements on incurred expenses for the UPWP activities until the obligation of PL funds is authorized by the FHWA, except those funds which were "carried

forward” from the 2025 Term which may be used to fund activities during the 2026 Term.”

3. Article I, Paragraph 7, is amended by deleting it in its entirety and inserting in its place:
“To provide funds, from sources other than the DEPARTMENT or federal funds, to cover the required local match of the work defined in the UPWP. Eligible costs, as well as methods for documenting those costs attributable to the UPWP contracting requirements shall be governed by the current provision of:
 - a. Office of Management and Budget (OMB) Title 2 Subtitle A Chapter II Part 200.”
4. Article I, Paragraph 8, is amended by deleting it in its entirety and inserting in its place:
“To invoice the DEPARTMENT quarterly for actual eligible costs (with supporting auditable documentation) of completing planning activities as contained in the approved UPWP. Monthly billings will be allowed, at the DEPARTMENT’S discretion, on a case-by-case basis. Reimbursement shall not exceed the approved federal funds for the SFY that is programmed, except that unused federal funding “carried forward” from the 2025 Term may be used for work during the 2026 Term. This Agreement does not cover fund sources other than the PL funds and the 5303 Federal Transit Administration (FTA) funds transferred to the Federal Highway Administration (FHWA) to become PL funds. The MPO is responsible for the non-federal match as required.”
5. Article I, Paragraph 14, is amended by deleting it in its entirety and inserting in its place:
“Should MPO expend funds in excess of those federal funds actually encumbered for the 2025 or 2026 Term against this UPWP, those costs shall be borne solely by the MPO, except for eligible unused federal funding “carried forward” from the 2025 Term which may be used during the 2026 Term for the UPWP.”
6. Article II, Paragraph 2, is amended by deleting it in its entirety and inserting in its place:
“Reimbursement of these funds shall begin when the funds are made available to the DEPARTMENT. The MPO shall be notified in writing by the DEPARTMENT when the FFY 2026 PL funds are obligated and available for reimbursement. Funds available and not expended from the 2025 Term shall be made available as “carryforward” funds. Such “carryforward” funds may be made available for use during the 2026 Term and shall not cause the total expended federal funding for the UPWP to exceed the total estimated costs outlined above.”
7. Article III, Paragraph 1, is amended by deleting it in its entirety and inserting in its place:
“The term of this Agreement shall be from July 1, 2024, through and including June 30, 2026.”
8. Article III, Paragraph 3, is amended by deleting it in its entirety and inserting in its place:
“In the event that MPO performs or causes to be performed any work after: (a) the Agreement’s expiration date as set forth within this Agreement, as it may be amended from time to time through written amendment signed by the parties hereto and approved by appropriate official action of the DEPARTMENT’S

governing body, prior to such expiration date; or (b) termination of this Agreement prior to the expiration date set forth within this Agreement; then the DEPARTMENT shall make no payment for work performed following the expiration or termination dates, and MPO shall forfeit any and all right to payment for such work. In the event that Congress does not appropriate funds and/or the FHWA cannot convert the funds to PL funds, any/all expenses incurred by the MPO through development and implementation of the UPWP shall not be reimbursed until eligible funding becomes available.”

- 9. All of the other provisions of the Agreement No, PR277-24-802 dated May 14, 2024, shall remain in full force and effect as if fully set forth herein.

IN WITNESS WHEREOF, the above-named Parties have hereunto set their hands and executed this Amendment on the date first written above.

Carson Area Metropolitan Planning Organization

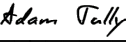
State of Nevada, acting by and through its DEPARTMENT OF TRANSPORTATION

Signed by: 
Christopher Martinovich
Transportation Manager

DocuSigned by: 
Director

Approved as to Form:

Approved as to Legality and Form:

Signed by: 
Adam Tully
Deputy District Attorney

Signed by: 
Deputy Attorney General

Agreement Number PR277-24-802

COOPERATIVE AGREEMENT

This Agreement is made and entered into on 05/14/2024, by and between the State of Nevada, acting by and through its Department of Transportation, hereinafter called the "DEPARTMENT", and Carson Area Metropolitan Planning Organization, 3505 Butti Way, Carson City, NV 89701, hereinafter called the "MPO".

WITNESSETH:

WHEREAS, a Cooperative Agreement is defined pursuant to Nevada Revised Statutes (NRS) 277.110 as an agreement between two or more public agencies for the joint exercise of powers, privileges, and authority; and

WHEREAS, pursuant to the provisions contained in Chapter 408 of the Nevada Revised Statutes, the Director of the DEPARTMENT may enter into those agreements necessary to carry out the provisions of the Chapter; and

WHEREAS, NRS 277.110 authorizes any two or more public agencies to enter into agreements for joint or cooperative action; and

WHEREAS, the parties to this Agreement are public agencies and authorized to enter into agreements in accordance with NRS 277.080 to 277.110, inclusive; and

WHEREAS, the purpose of this Agreement is to set forth general provisions for the duties of the parties for the expenditure of the Federal Metropolitan Planning (PL) funds set forth hereinafter called the "PROJECT;" and

WHEREAS, the current Transportation Act provides funding for all modes of transportation under which this PROJECT is eligible for ninety-five percent (95%) federal funds and five percent (5%) matching funds; and

WHEREAS, the Bipartisan Infrastructure Law § 11206(b) requires States and MPOs to use not less than 2.5 percent of PL funds on Complete Streets planning activities to waive the non-Federal match requirement for PL funds in support of § 11206, Increasing Safe and Accessible Transportation Options of the Infrastructure Investment and Jobs Act (IIJA)

WHEREAS, the PROJECT has been approved for Federal Planning funds, per Catalog of Federal Domestic Assistance (CFDA) Number CFDA 20.205; and

WHEREAS, the transportation planning services to be provided by the MPO shall be of benefit to the DEPARTMENT, the MPO and to the people of the State of Nevada; and

WHEREAS, the parties hereto are willing and able to perform the services described herein.

NOW, THEREFORE, in consideration of the premises and of the mutual covenants herein contained, it is agreed as follows:

ARTICLE I - MPO AGREES

1. The undersigned signatory MPO hereby commits to complete during State Fiscal Year (FY) 2025 starting July 1, 2024, and ending June 30, 2025, the Unified Planning Work

Program (UPWP) as approved and is incorporated herein by this reference and made an express part of this Agreement.

2. To be responsible for the maintenance of a comprehensive, continuing, and cooperative transportation planning process, and as such, shall be responsible for all transportation planning funds for the study area whose boundaries shall include the limits of the MPO Planning Area Boundary.

3. To be responsible, in cooperation with the DEPARTMENT, for designating the PROJECT priorities on the System of Streets and Highways within the MPO's boundaries, consistent with the guidelines governing the Regional Transportation Improvement Program.

4. To be responsible, in cooperation with the DEPARTMENT, for compiling, reviewing the planning consistency of, and adopting a fiscally constrained Transportation Plan and Transportation Improvement Program for the Metropolitan Planning Area.

5. To develop and implement a public participation program to assist the MPO in identifying community transportation needs and desires. Various methods of providing for public involvement and input may be used as deemed necessary or appropriate. These methods may include but are not limited to meetings, hearings, workshops, citizen committees, and newsletters.

6. To be responsible, in cooperation with the DEPARTMENT, for the annual development, maintenance, adoption, and administration of the MPO UPWP as required by Title 23 Code of Federal Regulations 450.314 and Title 23 Part 420, herein incorporated by reference. The UPWP is a program budget document within which the comprehensive metropolitan planning process is defined so that Federal and DEPARTMENT planning requirements can be met.

7. To provide funds, from sources other than the DEPARTMENT or Federal funds, to cover the balance of the work defined in the UPWP. Any funding provided by the DEPARTMENT as indicated in the UPWP must be expended in the program year indicated. The DEPARTMENT's obligation to provide DEPARTMENT funds lapses at the end of each program year as indicated in the approved UPWP. Eligible costs as well as methods for documenting those costs attributable to the PROJECT contracting requirements shall be governed by the current provision of:

a. Office of Management and Budget (OMB) Title 2 Subtitle A Chapter II Part 200.

8. To invoice the DEPARTMENT quarterly for actual eligible costs (with supporting auditable documentation) of completing planning activities as contained in the approved UPWP. Monthly billings will be allowed, at the DEPARTMENT's discretion, on a case-by-case basis. Reimbursement shall not exceed the approved federal funds for the fiscal year that is programmed. This Agreement does not cover fund sources other than the PL funds and the 5303 Federal Transit Administration (FTA) funds transferred to the Federal Highway Administration (FHWA) to become PL funds. The MPO is responsible for the non-federal match as required.

9. To invoice the DEPARTMENT for final quarter eligible costs within forty-five (45) calendar days of the program completion.

10. To submit for review a year-end report accounting for the expenditure of all funds and services included as part of the transportation section of the UPWP, with optional quarterly reports accounting on expenditures and services.

11. To permit the DEPARTMENT and the FHWA to audit the books, records, and accounts of the MPO pertaining to the MPO's UPWP. In addition, the MPO will present to the DEPARTMENT the results of any independent audit, review, and/or inspection of the MPO's UPWP prepared by or for the MPO.

12. To provide and maintain all books, documents, papers, accounting records, and other evidence pertaining to costs incurred and to make such materials available at the administrative offices of the MPO at all reasonable times during the tenure of this Agreement and for three (3) years from federal acceptance of the project for work accomplished by the MPO under the UPWP. Such materials will be made available for inspection by authorized representatives of the DEPARTMENT or the FHWA, and copies thereof shall be furnished if requested.

13. To establish a separate fund to provide funding for the transportation planning process and to match Federal transportation planning funds. The estimated maximum amount of local match to be paid by the MPO is Twenty-Nine Thousand Six Hundred Sixty-Seven and 80/100 Dollars (\$29,667.80).

14. Should MPO expend funds in excess of those federal funds actually encumbered for FY 2025 against this UPWP, those costs shall be borne solely by the MPO.

15. The Director of the DEPARTMENT shall be an ex-officio member for participation in matters pertaining to planning. The Nevada Division Administrator of the FHWA shall act in an advisory capacity.

16. During the performance of this Agreement, the MPO, for itself, its assignees, and successors in interest agrees as follows:

a. Compliance with Regulations: The MPO shall comply with all of the regulations relative to nondiscrimination in federally-assisted programs of 49 CFR Part 21 as they may be amended from time to time (hereinafter "Regulations"), which are herein incorporated by reference and made a part of this Agreement.

b. Nondiscrimination: The MPO, with regard to the professional services performed by it during the Agreement, shall not discriminate on the grounds of race, color, religion, sex, sexual orientation, gender identity or expression, age, disability or national origin in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The MPO shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices, when this Agreement covers a program set forth in Appendix B of the Regulations.

c. Solicitations for Subcontracts, Including Procurement of Materials, and Equipment: In all solicitations either by competitive bidding or negotiation made by the MPO for professional services to be performed under a subcontract, including procurement of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the MPO of the subcontractor's obligations under this Agreement and the Regulations relative to nondiscrimination on the grounds of race, color, religion, sex, sexual orientation, gender identity or expression, age, disability or national origin.

d. Information and Reports: The MPO shall provide all information and reports required by the Regulations, or directives issued pursuant thereto, and shall permit access to its facilities as may be determined by the DEPARTMENT or the FHWA to be pertinent to ascertain compliance with such Regulations or directives. Where any information required of the MPO is in the exclusive possession of another who fails or refuses to

furnish this information, the MPO shall so certify to the DEPARTMENT, or the FHWA as appropriate, and shall set forth what efforts it has made to obtain the information.

e. Sanctions for Noncompliance: In the event of the MPO’s noncompliance with the nondiscrimination provisions of this Agreement, the DEPARTMENT shall impose such Agreement sanctions as it or the FHWA may determine to be appropriate, including, but not limited to:

1. Withholding of payments to the MPO under this Agreement until the MPO complies, and/or
2. Cancellation, termination or suspension of this Agreement, in whole or in part.

f. Agreements with subcontractors shall include provisions making all subcontractor records available for audit by the DEPARTMENT and/or the FHWA.

g. Incorporation of Provisions: The MPO shall include the provisions of Paragraphs (a) through (f) above in every subcontract, including procurement of materials and leases of equipment, unless exempt by Regulations, order, or instructions issued pursuant thereto. The MPO shall take such action with respect to any subcontract or procurement as the DEPARTMENT or the FHWA may direct as a means of enforcing such provisions, including sanctions for non-compliance. In the event the MPO becomes involved in, or is threatened with, litigation by a subcontractor or supplier as a result of such direction, the MPO may request the DEPARTMENT to enter into such litigation to protect the interests of the DEPARTMENT, and the MPO may request the United States to enter into such litigation to protect the interests of the United States.

ARTICLE II - DEPARTMENT AGREES

1. Subject to availability of funds this FY, UPWP funds encumbered by the DEPARTMENT include, but may not exceed, the following estimated amount of federal funds for FY 2025:

Federal Funds at 95%	\$563,688.24
Federal Funds at 100% for Complete Street Activities (BIL § 11206)	\$132,816.00
Total Federal Estimated PROJECT Costs:	\$696,504.24

2. Reimbursement of these funds will begin when the funds are made available to the DEPARTMENT.

3. To participate in the ongoing transportation planning program and to provide funds for eligible activities in the federally approved Unified Planning Work Program. Any State funds used shall come from monies authorized by NRS Chapter 408, and shall be utilized for funding only by agreement in writing approved by the DEPARTMENT.

4. To program the approved Federal funds each year allocable to the MPO. The DEPARTMENT agrees to reimburse the MPO either ninety-five percent (95%) or one hundred percent (100%), depending on whether non-Federal match is required, of the amount approved by FHWA of the program costs upon receipt of quarterly billings with supporting documentation. Total reimbursement shall not exceed the total amount appropriated for each federal fiscal year. Reimbursement shall not exceed the amount shown for each of the tasks in the approved MPO

Unified Planning Work Program.

5. To reimburse the MPO PL funds no later than fifteen (15) calendar days (FAST Act) after the date of receipt as authorized in Title 23 United States Code (USC). The invoice must contain all appropriate documentation and backup material. If the required documentation contains errors or is not included with the Invoice as required, the invoice will be returned to the respective MPO for correction. After corrections are made, the invoice will be returned to the DEPARTMENT and the 15-calendar day period will begin affective upon stamped receipt of the corrected invoice

6. To notify the MPO within thirty (30) calendar days of the publication of a FHWA Notice as authorized by Congress of the Rescission of Federal Metropolitan Planning funds of the amounts to rescinded from each of the various Metropolitan Planning areas of the State of Nevada under said Notice together with any amounts withheld by the DEPARTMENT and the basis for this allocation.

7. The DEPARTMENT shall inform the MPO and the FHWA Division Office of the amounts allocated (per the mutually agreed upon allocation formula) to the MPO as soon as possible, but no later than thirty (30) calendar days, after PL and 5303 FTA funds have been apportioned by the United States Department of Transportation (USDOT) to the DEPARTMENT.

ARTICLE III - IT IS MUTUALLY AGREED

1. The term of this Agreement shall be from the date first written above through and including June 30, 2025.

2. This Agreement shall not become effective until and unless approved by appropriate official action of the governing body of each party.

3. In the event that MPO performs or causes to be performed any work after: (a) the Agreement's expiration date as set forth within this Agreement, as it may be amended from time to time through written amendment signed by the parties hereto and approved by appropriate official action of the DEPARTMENT's governing body, prior to such expiration date; or (b) termination of this Agreement prior to the expiration date set forth within this Agreement; then the DEPARTMENT shall make no payment for work performed following the expiration or termination dates, and MPO shall forfeit any and all right to payment for such work.

4. MPO, on behalf of itself, its spouses, heirs, executors, administrators, successors, subrogees, servants, insurers, attorneys, independent representatives, personal representatives, agents, and assigns, does hereby waive, release, and forever discharge the State of Nevada, the DEPARTMENT, and each and every of their departments, divisions, agencies, officers, directors, agents, contractors, and employees, from any and all claims, demands, liens, liability, actions, causes of action, and suits for damages, at law and in equity , in any way connected with or arising from the MPO's provision of services and work performed following termination of this Agreement and/or following the expiration date of this Agreement, as it may be amended from time to time through written amendment signed by the parties hereto and approved by appropriate official action of the DEPARTMENT's governing body, prior to such expiration date.

5. Neither the State of Nevada, the DEPARTMENT, nor any of their departments, divisions, agencies, officers, directors, agents, contractors, and employees, shall have authority to extend this Agreement beyond the expiration date set forth within this Agreement, unless such extension is set forth within a written amendment signed by the parties hereto and approved by appropriate official action of the DEPARTMENT's governing body. MPO shall not rely upon any oral or written representations expressed extrinsic to a written amendment signed by the parties

hereto and approved by appropriate official action of the DEPARTMENT's governing body prior to such expiration date, purporting to alter or amend this Agreement, including, but not limited to, representations relating to the extension of the Agreement's expiration date.

6. Paragraphs 1 through 6 of this Article III - It is Mutually Agreed, shall survive the termination and expiration of this Agreement.

7. MPO shall not proceed with said work until a copy of this fully executed Agreement is received. If MPO does commence said work prior to receiving a copy of this fully executed Agreement, MPO shall forfeit any and all right to reimbursement for that portion of the work performed prior to said dates. Furthermore, MPO shall not rely on the terms of this Agreement in any way, including, but not limited to, any written or oral representations and warranties made by the DEPARTMENT or any of its agents, employees, or affiliates, or on any dates of performance, deadlines, indemnities, or any other term contained in this Agreement or otherwise prior to the receipt of the fully executed Agreement. In the event MPO violates the provisions of this Section, it waives any and all claims and damages against the DEPARTMENT, its employees, agents and/or affiliates, including, but not limited to, monetary damages and/or any other available remedy at law or in equity.

8. This Agreement may be terminated by either party prior to the date set forth above, provided that a termination shall not be effective until thirty (30) calendar days after a party has served written notice upon the other party. This Agreement may be terminated by mutual consent of both parties or unilaterally by either party without cause. The parties expressly agree that this Agreement shall be terminated immediately if for any reason Federal and/or State Legislature funding ability to satisfy this Agreement is withdrawn, limited, or impaired.

9. All notices or other communications required or permitted to be given under this Agreement shall be in writing and shall be deemed to have been duly given if delivered personally in hand, by telephonic facsimile or electronic mail with simultaneous regular mail, or mailed certified mail, return receipt requested, postage prepaid on the date posted, and addressed to the other party at the address set forth below:

FOR DEPARTMENT:

Tracy Larkin Thomason, Director
Attn: Kevin Verre, Chief, Multimodal Program
Development
Nevada Department of Transportation
Division: Planning
1263 South Stewart Street
Carson City, Nevada 89712
Phone: (775) 888-7712
Fax: (775) 888-7207
Email: kverre@dot.nv.gov

FOR MPO:

Christopher Martinovich, Transportation Manager
3505 Butti Way
Carson City, Nevada 89701
Phone: (775) 283-7367
Fax: (775) 887-2164
E-mail: CMartinovich@carson.org

10. MPO agrees to pay actual PROJECT costs whether they be greater than or less than the estimates shown herein.

11. MPO shall ensure that any reports, materials, studies, photographs, negatives,

drawings or other documents prepared in the performance obligations under this Agreement shall be the exclusive, joint property of MPO and the DEPARTMENT. MPO shall ensure any subconsultant shall not use, willingly allow or cause to have such documents used for any purpose other than performance of obligations under this Agreement without the written consent of both MPO and the DEPARTMENT.

12. Neither party shall be deemed to be in violation of this Agreement if it is prevented from performing any of its obligations hereunder due to strikes, failure of public transportation, civil or military authority, act of public enemy, accidents, fires, explosions, or acts of God, including, without limitations, earthquakes, floods, winds or storms. In such an event, the intervening cause must not be through the fault of the party asserting such an excuse, and the excused party is obligated to promptly perform in accordance with the terms of the Agreement after the intervening cause ceases.

13. To the fullest extent of NRS Chapter 41 liability limitations, each party shall indemnify, hold harmless, and defend, not excluding the other's right to participate, the other from and against all liability, claims, actions, damages, losses, and expenses, including, but not limited to, reasonable attorneys' fees and costs, caused by the negligence, errors, omissions, recklessness, or intentional misconduct of its own officers, employees, and agents. Such obligation shall not be construed to negate, abridge, or otherwise reduce any other right or obligation of indemnity which would otherwise exist as to any party or person described herein. This indemnification obligation is conditioned upon the performance of the duty of the party seeking indemnification (indemnified party) to serve the other party (indemnifying party) with written notice of an actual or pending claim, within thirty (30) calendar days of the indemnified party's notice of such actual or pending claim or cause of action. The indemnifying party shall not be liable for reimbursement of any attorney's fees and costs incurred by the indemnified party due to said party exercising its right to participate with legal counsel.

14. The parties do not waive and intend to assert available NRS Chapter 41 liability limitations in all cases. Agreement liability of both parties shall not be subject to punitive damages. Actual damages for any DEPARTMENT breach shall never exceed the amount of funds which have been appropriated for payment under this Agreement, but not yet paid, for the fiscal year budget in existence at the time of the breach.

15. Failure to declare a breach or the actual waiver of any particular breach of this Agreement or any of its material or nonmaterial terms by either party shall not operate as a waiver by such party of any of its rights or remedies as to any other breach, including a breach of the same term.

16. An alteration ordered by the DEPARTMENT, which substantially changes the services provided for by the expressed intent of this Agreement shall be considered extra work and shall be specified in a written amendment which shall set forth the nature and scope thereof. The method of payment for extra work shall be specified at the time the amendment is written.

17. This Agreement and the rights and obligations of the parties hereto shall be governed by, and construed according to, the laws of the State of Nevada. The parties consent to the exclusive jurisdiction of the Nevada state district courts for enforcement of this Agreement.

18. The illegality or invalidity of any provision or portion of this Agreement shall not affect the validity of the remainder of the Agreement, and this Agreement shall be construed as if such provision did not exist. The unenforceability of such provision shall not be held to render any other provision or provisions of this Agreement unenforceable.

19. Except as otherwise expressly provided within this Agreement, all or any property presently owned by either party shall remain in such ownership upon termination of this

Agreement, and there shall be no transfer of property between the parties during the course of this Agreement.

20. It is specifically agreed between the parties executing this Agreement that it is not intended by any of the provisions of any part of this Agreement to create in the public or any member thereof a third-party beneficiary status hereunder or to authorize anyone not a party to this Agreement to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of this Agreement.

21. Each party agrees to keep and maintain under generally accepted accounting principles full, true, and complete records and documents pertaining to this Agreement and present, at any reasonable time, such information for inspection, examination, review, audit, and copying at any office where such records and documentation are maintained. Such records and documentation shall be maintained for three (3) years after final payment is made.

22. The parties are associated with each other only for the purposes and to the extent set forth in this Agreement. Each party is, and shall be, a public agency separate and distinct from the other party and shall have the right to supervise, manage, operate, control, and direct performance of the details incident to its duties under this Agreement. Nothing contained in this Agreement shall be deemed or construed to create a partnership or joint venture, to create relationships of an employer-employee or principal-agent, or to otherwise create any liability for one agency whatsoever with respect to the indebtedness, liabilities, and obligations of the other agency or any other party.

23. Neither party shall assign, transfer or delegate any rights, obligations, or duties under this Agreement without the prior written consent of the other party.

24. The parties hereto represent and warrant that the person executing this Agreement on behalf of each party has full power and authority to enter into this Agreement and that the parties are authorized by law to engage in the cooperative action set forth herein.

25. Pursuant to NRS 239 information or documents may be open to public inspection and copying. The parties shall have the duty to disclose unless a particular record is confidential by law or a common law balancing of interests.

26. Each party shall keep confidential all information, in whatever form, produced, prepared, observed, or received by that party to the extent that such information is confidential by law or otherwise required to be kept confidential by this Agreement.

27. This Agreement constitutes the entire agreement of the parties and such is intended as a complete and exclusive statement of the promises, representations, negotiations, discussions, and other agreements that may have been made in connection with the subject matter hereof. Unless an integrated attachment to this Agreement specifically displays a mutual intent to amend a particular part of this Agreement, general conflicts in language between any such attachment and this Agreement shall be construed consistent with the terms of this Agreement. Unless otherwise expressly authorized by the terms of this Agreement, no modification or amendment to this Agreement shall be binding upon the parties unless the same is in writing and signed by the respective parties hereto and approved by the Attorney General.

IN WITNESS WHEREOF, the parties have executed this Agreement on the day and year first above written.

Carson Area Metropolitan
Planning Organization

DocuSigned by:


Christopher Martinovich
Transportation Manager

Approved as to Form:

DocuSigned by:


Adam Tully
Deputy District Attorney

State of Nevada, acting by and through its
DEPARTMENT OF TRANSPORTATION

DocuSigned by:


Tracy Larkin Thomason
Director

Approved as to Legality and Form:

DocuSigned by:


Shane Chesney
Deputy Attorney General



STAFF REPORT

Report To: Carson Area Metropolitan Planning Organization **Meeting Date:** April 8, 2026

Staff Contact: Darren Schulz, Public Works Director

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

Agenda Action: Formal Action / Motion **Time Requested:** 10 minutes

Proposed Motion

I move to approve the CAMPO FY 2027-2028 Unified Planning Work Program, as presented.

Board's Strategic Goal

N/A

Previous Action

N/A

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 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 UPWP may be approved. The 30- day public comment period opened on March 4 and closed 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. No public comments were received.

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 was distributed to each of these organizations and to the Washoe Tribe of Nevada and California for comment. Staff received minor comments from CAMPO members, NDOT, FHWA, and FTA. Changes resulting from those comments are shown and have been incorporated into the final draft.

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 \$956,930. 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.

Alternatives

Decline to approve the CAMPO FY 2027-2028 Unified Planning Work Program and provide an alternative direction to staff.

Attachment(s):

[5D_CAMPO_Exhibit 1 - CAMPO Final UPWP for FY 27 and FY 28.pdf](#)

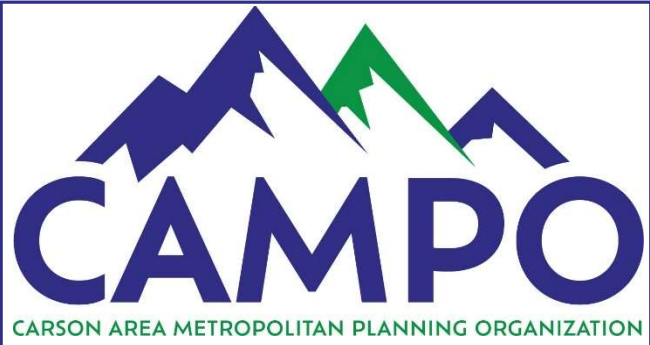
Motion: _____

1) _____

2) _____

Aye/Nay

(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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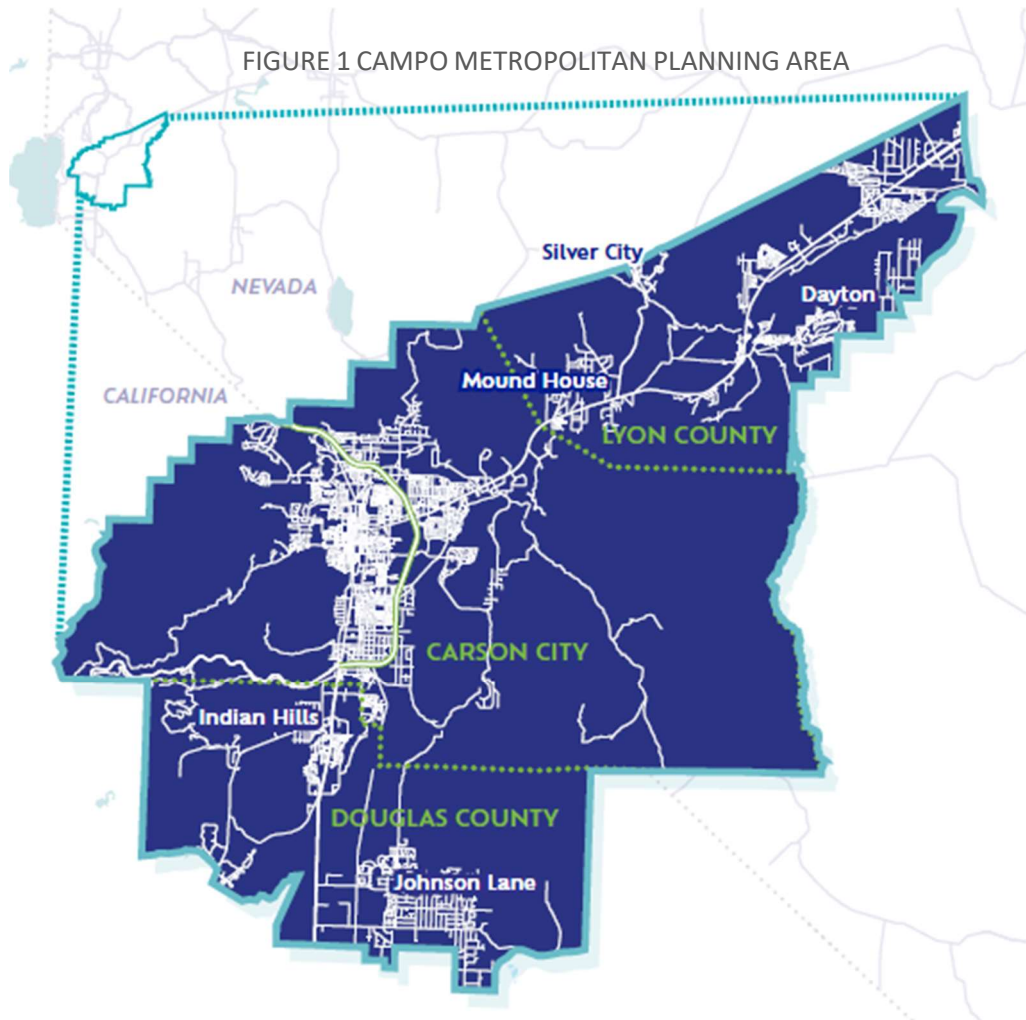
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INTRODUCTION

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) covering 2026 to 2030. 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~~ transfers 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 <u>294,227</u>	\$108,576	\$223,021 <u>185,651</u>
Total UPWP CPG/Local		\$994,300 <u>956,930</u> ^t	\$352,632	\$641,668 <u>604,298</u>
Total Other Federal/Local Funding*		\$230,000	\$230,000	\$0
Total 2-Year UPWP		\$1,224,300 <u>186,930</u>	\$582,632	\$641,668 <u>604,298</u>

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

^tThis does not account for all of CAMPO's apportioned federal funding. Carry forward is expected for FY 2029.



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	<u>Ongoing For New Projects</u>
Adopted FFY 2027-2030 TIP, <u>considering RTP goals and prioritization processes</u>	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 such as the Association of Metropolitan Planning Organizations (AMPO), American Planning Association (APA), American Public Works Association (APWA), Nevada Safety Summit, Nevada Transportation Conference, or other transportation-related conferences.
- Staff may also attend 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/or organizations~~, as needed.
- Participation in statewide planning activities and corridor studies, as needed.
- Participation and support for NDOT corridor planning ~~document~~documents 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
Ongoing Meetings with the Regional Transportation Stakeholder Coalition Participation and support for NDOT	CAMPO	Triannual meetings 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
<u>Transit route pilot project will be analyzed with intention to implement in accordance with the Transit Development and Coordinated Human Services Plan</u>	<u>CAMPO</u>	<u>September 2027</u>
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.
- Coordinate and partner with Carson City, consistent with the CAMPO 2050 RTP, to investigate and pilot new pavement technologies and share information to partner agencies.

MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion Date
Staff coordination with partner jurisdictions, utility companies, and NDOT	CAMPO	Ongoing
<u>Pavement Technology Pilot Investigation</u>	<u>CAMPO</u>	<u>September 2027</u>





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-ensure 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 to account for changes and ensure consistency with federal, state, or local guidance or direction.

MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion Date
Periodic review and revision of 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	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 IJJA, 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 IJJA/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 IJJA 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	\$ 211,870 176,368
	Local Match	\$ 11,151 9,283
	Total Cost	\$ 223,021 185,651
Total Work Element Cost FY 2027 & FY 2028	CPG	\$ 315,017 279,515
	Local Match	\$ 16,580 14,712
	Total Cost	\$ 331,597 294,227
<u>Other Federal/Local</u>	<u>Other Funds</u>	<u>\$230,000</u>





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 continued development of the North Carson Complete Streets Feasibility Study, which began in FY 2026. This task includes an additional \$230,000 in funding separately from the UPWP.
- 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	2027	2027	2028
			July - December	January - June	July - December	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 2027-2028 UPWP (Draft/ Final)		FY 2027 Monetary Agreements 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		Transit Route Pilot	
			FY 2027 JAC Monitoring Report; FFY 2027-2029 TAM Plan	CAMPO 5339/ 5310 Call for Grant Projects	FY 2028 JAC Monitoring Report; Transit Route Pilot Project	
	3.2	Technology & Economic Strategy	Staff coordination with partner jurisdictions, utility companies, and NDOT	Staff coordination with partner jurisdictions, utility companies, and NDOT	Pavement Technology Pilot Investigation	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		\$294,227	\$108,576		\$185,651	
TOTAL COST			FY 2027		FY 2028	
TOTAL UPWP CPG/ LOCAL		\$956,930	\$352,632		\$604,298	
TOTAL OTHER FEDERAL/ LOCAL*		\$230,000	\$230,000		\$0	
TOTAL TWO-YEAR UPWP		\$1,186,930	\$582,632		\$604,298	

* OTHER FUNDING SOURCES (NORTH CARSON COMPLETE STREETS)



STAFF REPORT

Report To: Carson Area Metropolitan Planning Organization **Meeting Date:** April 8, 2026

Staff Contact: Darren Schulz, Public Works Director

Agenda Title: For Possible Action – Discussion and possible action regarding a recommendation to the Carson City Board of Supervisors ("Board") concerning the Fiscal Year ("FY") 2027 Budget for the Carson Area Metropolitan Planning Organization ("CAMPO") fund. (Chris Martinovich, Transportation Manager)

Agenda Action: Formal Action / Motion **Time Requested:** 10 minutes

Proposed Motion

I move to recommend that the Board of Supervisors approve the Fiscal Year 2027 Budget for the CAMPO fund.

Board's Strategic Goal

N/A

Previous Action

N/A

Background/Issues & Analysis

CAMPO receives federal Consolidated Planning Grant ("CPG") funding through an annual monetary agreement with the Nevada Department of Transportation ("NDOT"). The use of this funding is outlined in CAMPO's Unified Planning Work Program. Total estimated funding for FY 2027 to be provided an agreement with NDOT is \$352,632, which comprises of \$335,000 in federal CPG funding and \$17,632 in required local match. These amounts have been incorporated into the FY 2027 CAMPO budget.

Under the Interlocal Cooperative Agreement between the Board, the Regional Transportation Commission, and CAMPO, the Board has agreed to provide financial accounting services to CAMPO along with periodic financial reports on behalf of CAMPO. The Board is expected to take final action on the FY 2027 budget for the CAMPO fund in May 2026. The attached exhibit to this Staff Report contains budget preparation worksheets and fiscal summaries for the CAMPO fund.

Applicable Statute, Code, Policy, Rule or Regulation

June 18, 2020, Interlocal Cooperative Agreement between the Board, the Carson City Regional Transportation Commission, and CAMPO.

Financial Information

Is there a fiscal impact? Yes

If yes, account name/number: CAMPO Fund / 245

Is it currently budgeted? No

Explanation of Fiscal Impact: This item helps to establish the FY 2027 tentative budget, which will be presented to the Board of Supervisors on April 16, 2026, and which is due to the State of Nevada Department of Taxation on April 15, 2026. Any changes recommended, and approved by the Board of Supervisors, will be added to the Final Budget, which will be adopted on May 21, 2026.

Alternatives

Recommend changes to the FY 2027 CAMPO fund budget to the Board of Supervisors to incorporate into the FY 2027 Final Budget.

Attachment(s):

[5E_CAMPO_Exhibit 1 - CAMPO 245 FY 2027 Budget.pdf](#)

Motion: _____

1) _____

2) _____

Aye/Nay

(Vote Recorded By)

Organization	Object	Project	Account Description	2024 Actuals	2025 Actuals	2026 Revised Budget	2026 Actuals	2026 RE-ESTIMATE	2027 BUDGET
2453081	431010		FEDERAL GRANTS	(\$546,062.95)	(\$563,709.74)	(\$2,060,286.00)	(\$115,215.95)	(\$2,060,286.00)	(\$335,000.00)
		G302825001 FED GRANT	UPWP FY25-26		(\$437,003.89)	(\$759,967.00)	(\$89,218.47)	(\$759,967.00)	(\$335,000.00)
		P302825001 FED GRANT	US 50 E Complete Streets Phase		(\$124,680.70)	(\$46,319.00)	(\$24,117.35)	(\$46,319.00)	
		P302826001 FED GRANT	Dayton Bridge			(\$1,254,000.00)	(\$1,880.13)	(\$1,254,000.00)	
		G302823002 FED GRANT	US 50 E COMPLETE ST		(\$2,025.15)				
2453081	437100		OTHER LOCAL GRANTS	(\$154,308.48)	(\$40,983.52)	\$0.00	\$0.00	\$0.00	\$0.00
2453081	437560		DOUGLAS COUNTY	(\$45,145.25)	(\$45,351.88)	(\$4,322.00)	\$0.00	(\$4,322.00)	(\$2,715.00)
2453081	437561		LYON COUNTY	(\$4,974.00)	(\$3,005.00)	(\$71,135.00)	(\$66,000.00)	(\$71,135.00)	(\$3,227.00)
			Total Intergovernmental Revenues	(\$750,490.68)	(\$653,050.14)	(\$2,135,743.00)	(\$181,215.95)	(\$2,135,743.00)	(\$340,942.00)
2450091	481150		REG. TRANSPORTATION FUND	(\$18,016.00)	(\$10,891.00)	(\$18,605.00)	\$0.00	(\$18,605.00)	(\$11,690.00)
			Total Operating Transfers In	(\$18,016.00)	(\$10,891.00)	(\$18,605.00)	\$0.00	(\$18,605.00)	(\$11,690.00)
2450099	495000		BEGINNING FUND BALANCE	\$0.00	\$0.00	(\$78,887.00)	\$0.00	(\$78,887.00)	(\$30,012.00)
			Total Beginning Fund Balance	\$0.00	\$0.00	(\$78,887.00)	\$0.00	(\$78,887.00)	(\$30,012.00)
TOTAL REVENUES				(\$768,506.68)	(\$663,941.14)	(\$2,233,235.00)	(\$181,215.95)	(\$2,233,235.00)	(\$382,644.00)
2453028	500101		SALARIES	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
			Total Salaries	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2453028	500225		MEDICARE	\$0.00	\$0.00	\$0.00	\$1,078.32	\$0.00	\$0.00
2453028	500230		RETIREMENT	\$0.00	\$0.00	\$0.00	\$25,196.25	\$0.00	\$0.00
2453028	500240		GROUP INSURANCE	\$0.00	\$0.00	\$0.00	\$6,954.62	\$0.00	\$0.00
2453028	500241		CITY HSA CONTRIBUTION	\$0.00	\$0.00	\$0.00	\$1,792.40	\$0.00	\$0.00
2453028	500250		WORKERS' COMPENSATION	\$0.00	\$0.00	\$0.00	\$378.72	\$0.00	\$0.00
			Total Benefits	\$0.00	\$0.00	\$0.00	\$35,400.31	\$0.00	\$0.00
2453028	501203		FTA 5307	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2453028	501210		CAMPO GRANTS	\$757,916.73	\$674,225.19	\$2,203,223.00	\$230,668.64	\$2,203,223.00	\$352,632.00
2453028	501225		GRANT - OPERATING SUPPLIES	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
2453028	502450		CASH SHORT/OVER	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
			Total Services and Supplies	\$757,916.73	\$674,225.19	\$2,203,223.00	\$230,668.64	\$2,203,223.00	\$352,632.00
2453028	593000		UNRESERVED FUND BALANCE	\$0.00	\$0.00	\$30,012.00	\$0.00	\$30,012.00	\$30,012.00
			Total Ending Fund Balance	\$0.00	\$0.00	\$30,012.00	\$0.00	\$30,012.00	\$30,012.00
TOTAL EXPENDITURES				\$757,916.73	\$674,225.19	\$2,233,235.00	\$266,068.95	\$2,233,235.00	\$382,644.00
FUND 245 TOTAL				\$10,589.95	(\$10,284.05)	\$0.00	(\$84,853.00)	\$0.00	120



STAFF REPORT

Report To: _____ **Meeting Date:** April 8, 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:** April 8, 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:** April 8, 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)