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

Day: Monday
Date: November 16, 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 - October 14, 2026

4.A Minutes for October 14, 2026
Click Here for Staff Report

5. Public Meeting Item(s):

5.A For Possible Action – Discussion and possible action regarding (1) Carson Area Metropolitan Planning Organization's ("CAMPO") proposed Transportation Improvement Program ("TIP") for Federal Fiscal Year ("FFY") 2027 – 2030, including potential adoption of the FFY 2027 – 2030 TIP. (Jared Cragun, Transportation Planner)
Click Here for Staff Report

5.B For Discussion Only – Discussion and presentation regarding the Carson Area Metropolitan Planning Organization's ("CAMPO") 2026 Transportation Network Monitoring Report ("Report"), which presents transportation-related data collected and analyzed within the CAMPO planning area. (Kelly Norman, Senior Transportation Planner)
Click Here for Staff Report

6. Non-Action Items

6.A Transportation Manager's Report (Chris Martinovich, Transportation Manager)
Click Here for Staff Report

6.B Nevada Department of Transportation Report (Kevin Verre, 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 agendized item.

Notice to persons with disabilities: Members of the public who are disabled and require special assistance or accommodations at the meeting are requested to notify CAMPO staff in writing at 3505 Butti Way, Carson City, Nevada, 89701 or at cmartinovich@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

Agenda Item No: 4.A

CAMPO
CARSON AREA METROPOLITAN PLANNING ORGANIZATION

STAFF REPORT

Report To: **Meeting Date:** November 16, 2026

Staff Contact:

Agenda Title: Minutes for October 14, 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):
10-14-2026 Draft Minutes (CAMPO).pdf

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

_____

(Vote Recorded By)

CARSON AREA METROPOLITAN PLANNING ORGANIZATION
Draft Minutes of the October 14, 2026 Meeting
Page 1

A regular meeting of the Carson Area Metropolitan Planning Organization (CAMPO) was scheduled for 4:30 p.m. on Wednesday, October 14, 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 Director of Public Works
Lucas Burr, Senior Deputy District Attorney
Kelly Norman, Senior Transportation Planner/Analyst
Rebecca Bustos, Grant Analyst
Casey Sylvester, Transportation/Traffic Engineer
Jared Cragun, Transportation Planner/Analyst
Marcus Myers, Transit Coordinator
Briana Munoz, Senior Public Meetings Clerk

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

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

(4:30:43) – Chairperson Novak called the meeting to order at 4:30 p.m.

2. ROLL CALL

(4:30:52) – Roll was called, and a quorum was present.

3. PUBLIC COMMENT

(4:31:06 – Chairperson Novak entertained public comments; however, none were forthcoming.

4. FOR POSSIBLE ACTION: APPROVAL OF MINUTES

4.A MINUTES FOR SEPTEMBER 9, 2026

(4:32:41) – Chairperson Novak introduced the item and entertained corrections and/or a motion.

(4:31:52) – MOTION: Vice Chair Maloney moved to approve the minutes of the September 9, 2026 meeting as presented. The motion was seconded by Member Bagwell and carried 7-0-0.

5. PUBLIC MEETING ITEM(S):

5.A FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION REGARDING PROPOSED PERFORMANCE TARGETS FOR FEDERAL FISCAL YEAR ("FFY") 2027 FOR CAPITAL ASSETS FUNDED BY THE CARSON AREA METROPOLITAN PLANNING ORGANIZATION ("CAMPO") AND USED TO PROVIDE PUBLIC TRANSIT SERVICES, AS REQUIRED BY THE FEDERAL TRANSIT ADMINISTRATION ("FTA") TRANSIT ASSET MANAGEMENT ("TAM") FINAL RULE WHICH REQUIRES AGENCIES RESPONSIBLE FOR FUNDING TRANSIT OPERATION TO SET PERFORMANCE TARGETS ON AN ANNUAL BASIS BASED ON QUANTIFIABLE LEVELS OF PERFORMANCE OR CONDITION FOR CAPITAL ASSETS USED IN THE PROVISION OF TRANSIT SERVICES WHICH INCLUDES BUSES AND FACILITIES USED BY JUMP AROUND CARSON ("JAC") AND FUNDED BY CAMPO.

(4:32:52) – Chairperson Novak introduced the item. Transit Coordinator Marcus Myers referenced the Staff Report and Supporting Materials, all of which are incorporated into the record, and provided background. He presented the FFY 2027 Transit Asset Management targets of 24 percent, covering 4 of 17 vehicles.

(4:33:50) – Member Costa asked about target calculations, ridership, replacement vehicles, and maintenance staffing. Mr. Myers explained the targets and confirmed two Gillig buses were ordered and outlined other planned replacements.

(4:36:48) – Mayor Bagwell asked about funding, fleet reduction, and potential purchase obligations. Transportation Manager Chris Martinovich confirmed funding was secured for all four replacements and clarified budget timelines.

(4:40:00) – Vice Chair Maloney recommended including vehicle maintenance costs and service impacts in future reports.

(4:41:41) – MOTION: Member Bagwell moved to approve the Federal Fiscal Year 2027 performance targets as presented. The motion was seconded by Member Schuette and carried 7-0-0.

6. NON-ACTION ITEMS

6.A TRANSPORTATION MANAGER'S REPORT

(4:42:12) – Transportation Manager Chris Martinovich reported on the Nevada Safety Summit, CAMPO's road safety planning efforts, upcoming National Transit Database reporting, and potential statewide consideration of road-use fees for electric and hybrid vehicles. He outlined expected November agenda items.

(4:46:43) – Vice Chair Maloney requested comparisons with similar transit agencies to assess Jump Around Carson's operational efficiency. Mr. Martinovich agreed to provide available national comparison data in the monitoring report.

6.B NEVADA DEPARTMENT OF TRANSPORTATION REPORT

(4:57:56) – Ex-Officio Member Verre reported that the Nevada Department of Transportation (NDOT) approved the U.S. 50 East project near Dayton, including pavement preservation, access management, two traffic signals, lighting, signage, striping, and drainage improvements. He added that U.S 50 West paving near Tahoe was nearing completion. Ex-Officio Member Verre noted that November's NDOT board meeting may be cancelled.

6.C OTHER COMMENTS AND REPORTS

(4:54:00) – Chair Novak entertained comments and reports from Members. Chair Novak requested a future briefing on freeway completion plans and related transportation network changes, preferably in January.

7. PUBLIC COMMENT

(4:55:02) – Chairperson Novak entertained final public comments; however, none were forthcoming.

8. FOR POSSIBLE ACTION: TO ADJOURN

(4:55:30) – Chairperson Novak adjourned the meeting at 4:55 p.m.

The Minutes of the October 14, 2026, Carson Area Metropolitan Planning Organization meeting are so approved on this 16th day of November 2026.

Agenda Item No: 5.A

STAFF REPORT

Report To: Carson Area Metropolitan Planning Organization **Meeting Date:** November 16, 2026

Staff Contact: Darren Schulz, Public Works Director

Agenda Title: For Possible Action – Discussion and possible action regarding (1) Carson Area Metropolitan Planning Organization's ("CAMPO") proposed Transportation Improvement Program ("TIP") for Federal Fiscal Year ("FFY") 2027 – 2030, including potential adoption of the FFY 2027 – 2030 TIP. (Jared Cragun, Transportation Planner)

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

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Proposed Motion
I move to adopt CAMPO's Federal Fiscal Year 2027 – 2030 Transportation Improvement Program, as presented.

Board's Strategic Goal
N/A

Previous Action
N/A

Background/Issues & Analysis
CAMPO is responsible for carrying out transportation planning activities within the CAMPO Area. The TIP document is developed in collaboration with Carson City, Douglas County, Lyon County, and the Nevada Department of Transportation ("NDOT"). Projects identified in the TIP, consistent with National, State, and CAMPO's regionally adopted goals, are anticipated to contribute to meeting CAMPO's performance targets as listed in CAMPO's 2050 Regional Transportation Plan ("RTP"), available at www.CarsonAreaMPO.com. All projects programmed within the TIP are financially constrained, meaning funding is reasonably anticipated to be available as documented within the 2050 RTP. Project funding programmed for FFY 2027 and 2028 shall be limited to funds available or committed. Project funding programmed for FFY 2029 and 2030 can utilize funding that is reasonably anticipated to be available. Coordination with NDOT has been occurring to ensure fiscal constraint across the different federal funding sources.

Adoption of this TIP, classified as action 27-00, includes 19 projects. Following adoption by CAMPO, the TIP will be submitted to NDOT, the Federal Highway Administration, and the Federal Transit Administration for review and approval, and CAMPO staff will work with these agencies as needed to ensure approval.

TIP approvals and amendments require a 14-day minimum public comment period as described in CAMPO's Public Participation Plan. The public comment period for this action opened on October 17, 2026, and ended on October 31, 2026. No comments were received. NDOT is also in process of adopting the State TIP, known as the STIP, which is currently out for public comment and includes this version of CAMPO's TIP.

The prioritization of projects listed in the TIP were reviewed using the established project prioritization methodology listed in the RTP. The project prioritization methodology was reviewed and revised to ensure consistency and repeatability. The edits made to the prioritization methodology are shown in Exhibit 2. The RTP project list was then reviewed using this updated project prioritization methodology with an updated list of prioritized projects shown in Exhibit 3. Most of the top ranked projects are included in the FFY 2027-2030 TIP.

Applicable Statute, Code, Policy, Rule or Regulation
23 CFR 450.326

Financial Information
Is there a fiscal impact? No

If yes, account name/number: CAMPO Fund, CAMPO Grants / 2453028-501210, Project # G302827001.

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 Regional Transportation Plan, 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 2027 & 2028 UPWP, Work Element 1.0, MPO Administration.

Alternatives
Do not accept the FFY 2027-2030 Transportation Improvement Program and provide an alternative direction to staff.

Attachment(s):
5A_CAMPO_Exhibit 1 - CAMPO TIP FFY27-FFY30 27-00 Draft.pdf

5A_CAMPO_Exhibit 2 - Updated Project Prioritization Methodology Framework.pdf

5A_CAMPO_Exhibit 3 - Updated Project Priority Project List.pdf

5A_CAMPO_Exhibit 4 - UPWP Cost Funding Summary Table.pdf

Motion: _____ 1) _____ Aye/Nay

2) _____ _____

_____

_____

_____

_____

_____

(Vote Recorded By)

CAMPO

CARSON AREA METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

For

Federal Fiscal Year 2027 through 2030

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

CAMPO
CARSON AREA METROPOLITAN PLANNING ORGANIZATION

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CAMPO TIP FFY 2027-2030 Document Revision History

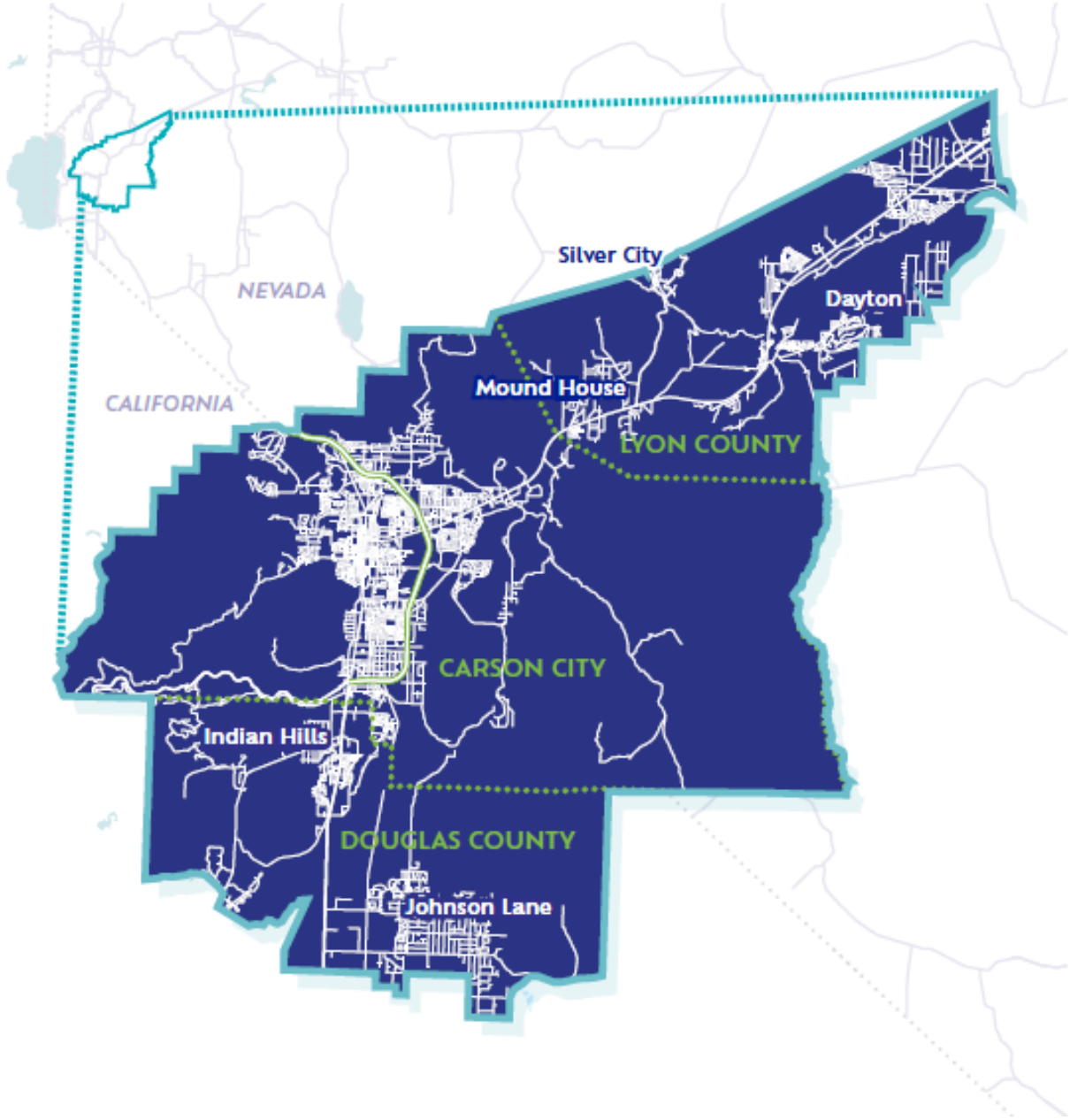
Version	CAMPO Adoption Date	TIP Action	Summary of Changes

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). In accordance with Federal regulations, 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). It must be updated at a minimum of every four years, and it 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 9 for TIP requirements.

Figure 1: CAMPO MPA Boundary



Federal Transportation Legislation

The Moving America Ahead for Progress in the 21st Century (MAP-21) Act, signed into law in 2012, requires the implementation of performance measures and a performance-based planning process. Under MAP-21, the United States Department of Transportation (USDOT) established a requirement for State DOTs and MPOs to set performance targets, and MPOs must incorporate these targets and associated performance measures into their TIP and RTP. 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
- Reduced project delivery delays

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.

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

The Infrastructure Investment and Jobs Act (IIJA), signed into law on November 15, 2021, continued the core provision from the two previous transportation bills (FAST Act and MAP-21) with an updated emphasis on safety and research, reconnecting communities, 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 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)), and have been factored into CAMPO's Project Selection Process:

- 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 2026 for the years 2026-2030. 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 incorporated the Safe System Approach (SSA), originally adopted by USDOT, which focuses on six key principles and five elements. The six principles are as followed: Death and Serious Injuries are Unacceptable, Humans make Mistakes, Humans are Vulnerable, Responsibility is Shared, Safety is Proactive, and Redundancy is Crucial. The five elements are Safe Roads, Safe Speeds, Safe Road Users, Safe Vehicles, and Post-Crash Care. 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.

Project Selection

The projects that have remained or been added to the FFY 2027 – FFY 2030 CAMPO TIP have been prioritized through a performance-driven, outcome-based approach predicated on the consideration of the goals, objectives, performance measures, and targets within Federal Legislation, Federal Planning Factors, the Nevada Department of Transportation Strategic Highway Safety Plan, CAMPO's Project Prioritization Process, NDOT State project prioritization process (One Nevada Transportation Plan), 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 JAC in identifying and selecting projects.

CAMPO 2050 Regional Transportation Plan

Per federal guidelines, the TIP continues to build upon the goals and objectives articulated in CAMPO's 2050 Regional Transportation Plan. Appendix E of the RTP encompasses the methodology and criteria that CAMPO uses to select projects. The criteria have been developed based on several factors, including alignment with CAMPO's six goal areas, alignment with NDOT's One Nevada process, alignment with federal performance management requirements and planning factors, among others. Projects included in this TIP were reviewed using the same methodology. By using the same project selection process for short-range programming activities, projects are linked to the region's vision and long-term investment strategy. The six CAMPO goals and performance measures are in Figure 2.



Figure 2: CAMPO Goal Areas

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.



Transit Asset Management

MAP-21 required a system to monitor and manage public transportation assets to improve safety, increase reliability and performance, and establish 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 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 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.

Federal funding sources available to CAMPO are shown below.

TIP Funding Sources Available to CAMPO

Federal Highway Administration (FHWA)

AC	Advanced Construction (AC) allows a state to conserve obligation authority and maintain flexibility in its transportation funding program. This is referenced in Title 23, Section 115. You may see (AC) after a funding source, such as TAP.
Carbon 50K-200K	Carbon Reduction Program Funding – areas with population over 50,000 to 200,000
CDS	Congressionally Designated Funding
FLAP	Federal Lands Access Program - The FLAP improves transportation facilities that provide access to, are adjacent to, or are located within Federal Lands.
HIP	Highway Infrastructure Program (HIP) – Made up of two apportionments: FHWA N4510.826 & FHWA N4510.835; distributed to States, suballocated within States. Projects MUST be on the Federal Aid System, with few exceptions.
HSIP	Highway Safety Improvement Program
NHPP	National Highway Performance Program
RAISE	Rebuilding American Infrastructure with Sustainability and Equity – DOT competitive discretionary grant
SRTS	Safe Routes to School
STBG 5K-200K	Surface Transportation Block Grant Program (canceled) – areas with population over 5,000 to 200,000
STBG 50K-200K	Surface Transportation Block Grant Program – areas with population over 50,000 to 200,000
TAP 50K-200K	Transportation Alternatives Program – areas with a population over 50,000 to 200,000
TIGER	Transportation Investment Generating Economic Recovery – DOT competitive discretionary grant

Department of Housing and Urban Development (HUD)

CDBG	Community Development Block Grant

Federal Transit Administration (FTA)

5307	Urbanized Area Formula Grants – Section 5307 for small urban areas with a population between 50,000 and 200,000
5310	Enhanced Mobility of Seniors & Individuals with Disabilities – Section 5310 for small urban areas with a population between 50,000 and 200,000
5339	Bus and Bus Facilities – Section 5339 for small urban areas with a population between 50,000 and 200,000
5339(b) 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

The total estimated amount of revenue available for FFY 2027 - 2030 by major funding source in CAMPO is estimated to be $125.8 Million. Figure 3 summarizes the revenue by source. Table 1 in Appendix 1 summarizes the total programmed funding for projects.

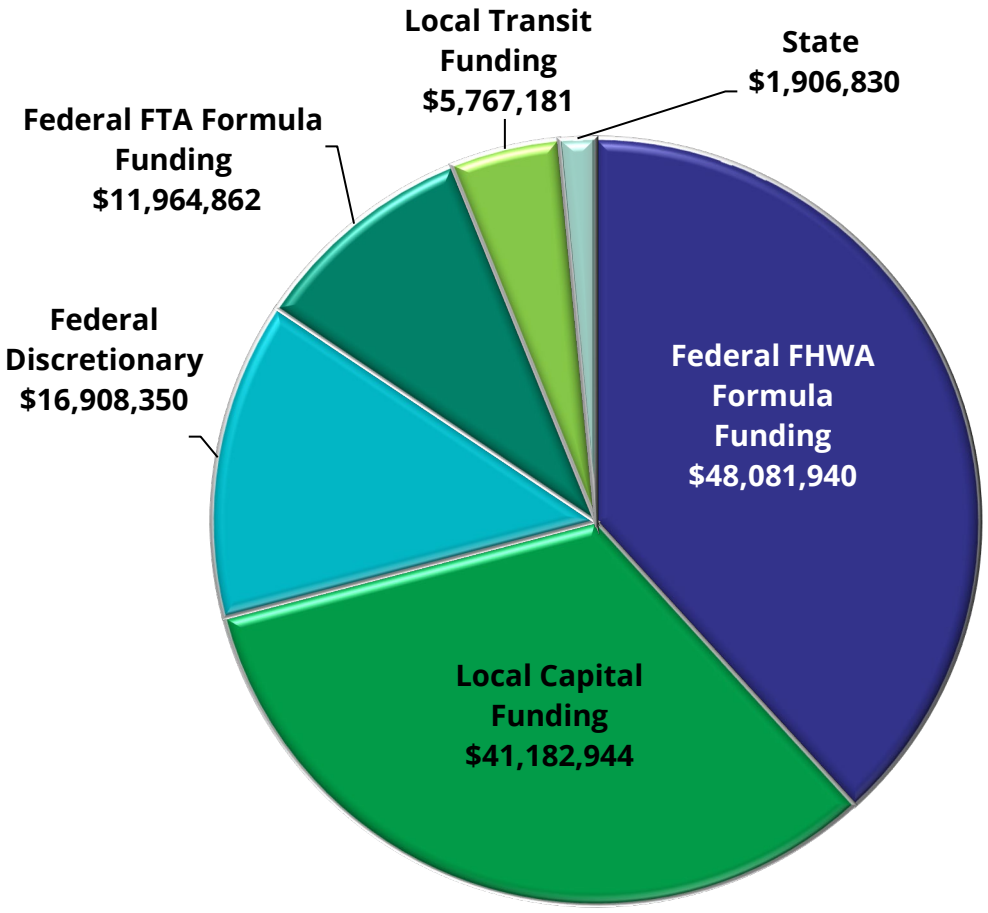


Figure 3: FFY 2027-2030 TIP Revenue by Source

STIP

The STIP 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 STIP website, at https://nevadadot.ecointeractive.com/.

The STIP 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 STIP website on funding sources and projects is incorporated into this formal document as follows:

- A list and description of all federal funding sources present in CAMPO's FFY 2027 – 2030 Transportation Improvement Program
- A table showing programmed funds by funding source and year for CAMPO's FFY 2027 – 2030 Transportation Improvement Program
- A detailed project listing for all projects in CAMPO's FFY 2027 – 2030 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. The Public Participation Plan allows for Administrative Modifications for 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 require CAMPO Board approval and public comment but may include only appendices and a shortened list of projects for efficiency purposes.

Appendix 1: Table 1

Programmed Funds by Funding Source and Year for CAMPO's FFY 2027-2030 Transportation Improvement Program

Funding Source	Prior	2027	2028	2029	2030	Total Year (FFY 2027-2030)	Future
Carbon Reduction Program 50K-200K	$0	$310,212	$0	$0	$0	$310,212	$0
Congressionally Directed Spending	$0	$2,600,000	$3,000,000	$0	$0	$5,600,000	$0
FHWA FLAP	$1,003,000	$8,587,000	$0	$0	$0	$8,587,000	$0
FTA 5307 Sm Urb Operating	$0	$4,287,610	$2,424,144	$1,977,869	$1,997,648	$10,687,271	$0
FTA 5310 Elderly/Disabled Sm Urb Capital	$200,155	$203,924	$0	$0	$0	$203,924	$0
FTA 5339 Bus/Fac Sm Urb Capital	$0	$127,684	$0	$0	$0	$127,684	$0
HSIP	$0	$1,595,376	$0	$0	$0	$1,595,376	$0
HSIP Section 164 Penalties	$0	$3,684,210	$0	$0	$0	$3,684,210	$1,500,000
NHPP	$0	$14,189,788	$0	$0	$0	$14,189,788	$93,050,000
STBG 50K-200K	$821,750	$3,223,993	$141,186	$2,640,013	$0	$6,005,192	$0
STBG 5K-49K	$0	$0	$0	$0	$0	$0	$0
STBG FLEX	$0	$1,950,000	$0	$0	$0	$1,950,000	$1,500,000
TAP 5K-200K STBG	$0	$118,159	$0	$0	$0	$118,159	$0
FEDERAL SUBTOTAL	**$2,024,905**	**$40,877,956**	**$5,565,330**	**$4,617,882**	**$1,977,869**	**$53,058,816**	**$96,050,000**
Carson City Local - CAMPO	$1,093,789	$8,287,334	$6,586,709	$1,065,007	$799,059	$16,738,109	$20,743,000
Douglas County Local- CAMPO	$0	$2,649	$7,431	$200,000	$0	$210,080	$0
Local Fund	$0	$100,000	$0	$0	$0	$100,000	$0
LOCAL SUBTOTAL	**$1,093,789**	**$8,389,983**	**$6,594,140**	**$1,265,007**	**$799,059**	**$17,048,189**	**$20,743,000**
State Match - NV	$0	$865,790	$0	$0	$0	$865,790	$5,060,000
STATE SUBTOTAL	**$1,535,680**	**$865,790**	**$0**	**$0**	**$0**	**$865,790**	**$5,060,000**
TOTAL	**$4,654,374**	**$50,133,729**	**$12,159,470**	**$5,882,889**	**$2,796,707**	**$70,972,795**	**$121,853,000**

Appendix 2: FFY 2027-2030 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-1) 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

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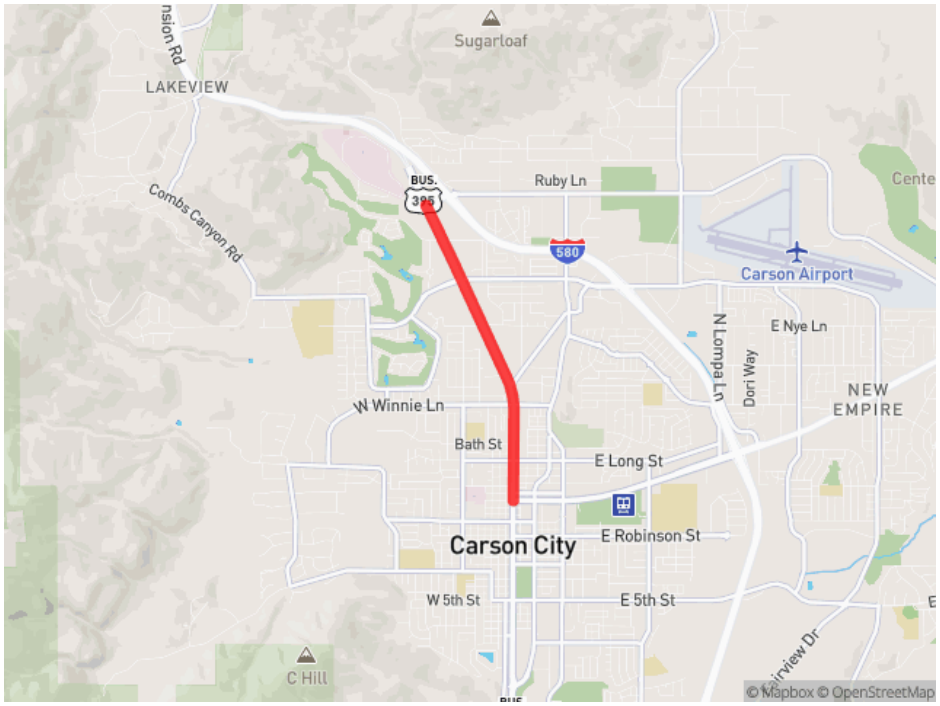
Print Name

Appendix 3: FFY 2027-2030 TIP Project List Version 27-00

CC20210007 - District 5, North Carson Street

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

MPO:	CAMPO
TIP:	27-00
Local ID:	-
Total Cost:	$20,743,000
Lead Agency:	Carson City
Contact:	Kelly Norman
NDOT District:	District 2
County:	Carson City
Project Type:	Preservation
Air Quality:	-
TCM:	-
Construction Start:	2031
From:	William Street
To:	Medical Parkway

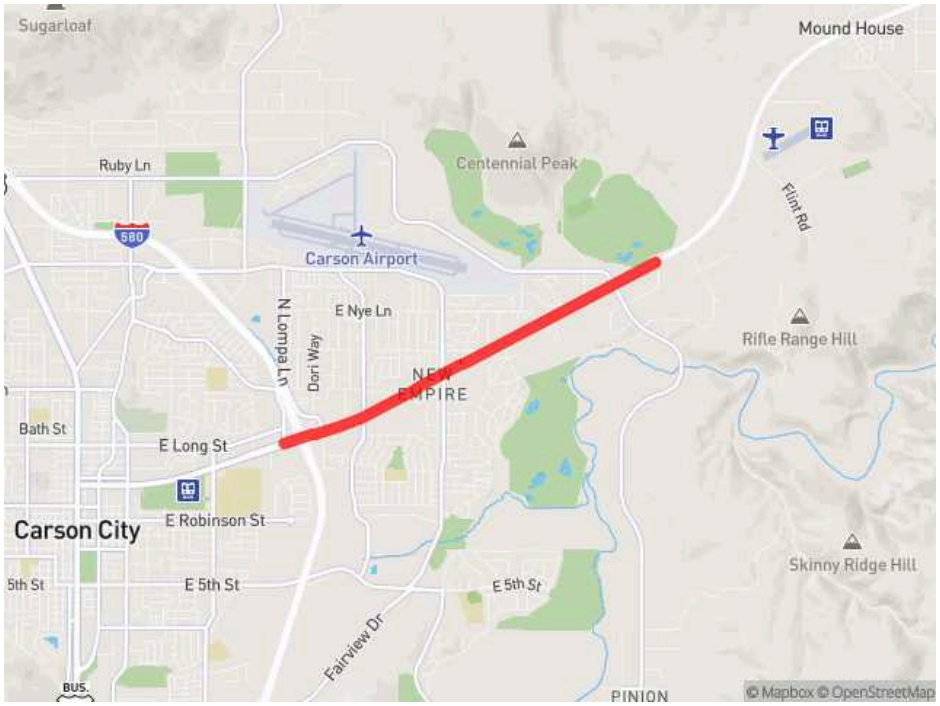


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Preliminary Engineering	CARSON CITY LOCAL - CAMPO	$0	$0	$0	$0	$0	$4,230,000	$4,230,000
Total Preliminary Engineering		$0	$0	$0	$0	$0	$4,230,000	$4,230,000
Construction	CARSON CITY LOCAL - CAMPO	$0	$0	$0	$0	$0	$16,513,000	$16,513,000
Total Construction		$0	$0	$0	$0	$0	$16,513,000	$16,513,000
Total Future Costs		$0	$0	$0	$0	$0	$20,743,000	$20,743,000
Total Programmed		$0	$0	$0	$0	$0	$20,743,000	$20,743,000

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

Mill and Overlay with ADA and Multimodal Improvements

MPO:	CAMPO
TIP:	27-00
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

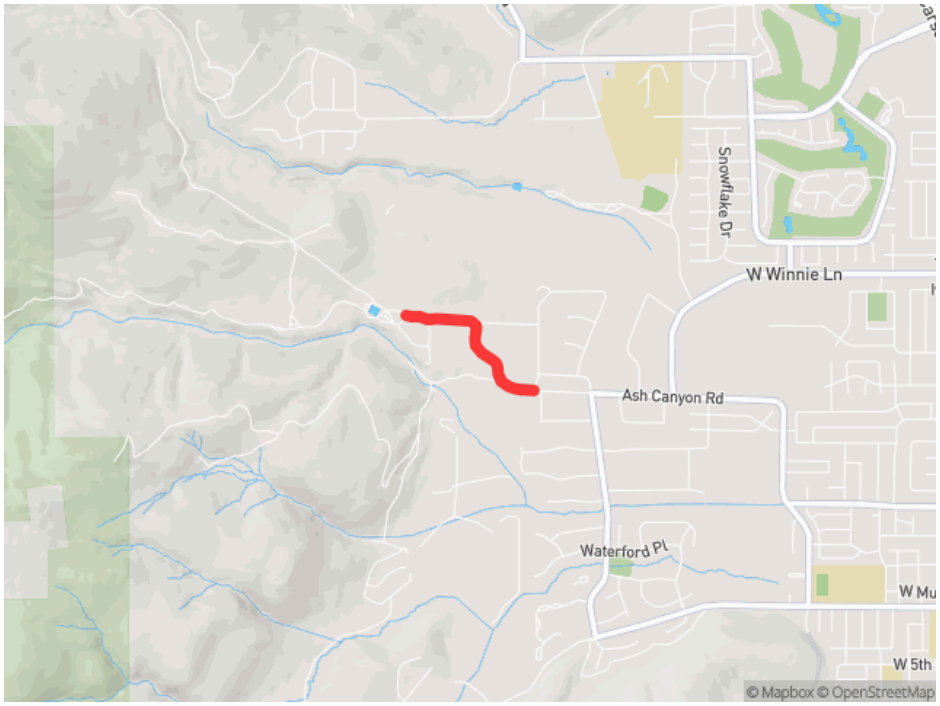


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Preliminary Engineering	STATE HIGHWAY FUND	$645,680	$0	$0	$0	$0	$0	$645,680
Total Preliminary Engineering		$645,680	$0	$0	$0	$0	$0	$645,680
Right of Way	STATE HIGHWAY FUND	$560,000	$0	$0	$0	$0	$0	$560,000
Total Right of Way		$560,000	$0	$0	$0	$0	$0	$560,000
Construction	CARBON REDUCTION PROGRAM 50K-200K	$0	$310,212	$0	$0	$0	$0	$310,212
Construction	HSIP SECTION 164 PENALTIES	$0	$3,684,210	$0	$0	$0	$0	$3,684,210
Construction	NHPP	$0	$14,189,788	$0	$0	$0	$0	$14,189,788
Construction	STATE MATCH - NV	$0	$865,790	$0	$0	$0	$0	$865,790
Construction	STBG FLEX	$0	$1,950,000	$0	$0	$0	$0	$1,950,000
Total Construction		$0	$21,000,000	$0	$0	$0	$0	$21,000,000
Total Prior Costs		$1,205,680	$0	$0	$0	$0	$0	$1,205,680
Total Programmed		$1,205,680	$21,000,000	$0	$0	$0	$0	$22,205,680

CC20220009 - District 5 Ash Canyon Road

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

MPO:	CAMPO
TIP:	27-00
Local ID:	-
Total Cost:	$10,000,000
Lead Agency:	Carson City
Contact:	Kelly Norman
NDOT District:	District 2
County:	Carson City
Project Type:	Preservation
Air Quality:	-
TCM:	-
Construction Start:	2027
From:	Wellington West
To:	Open Space Property

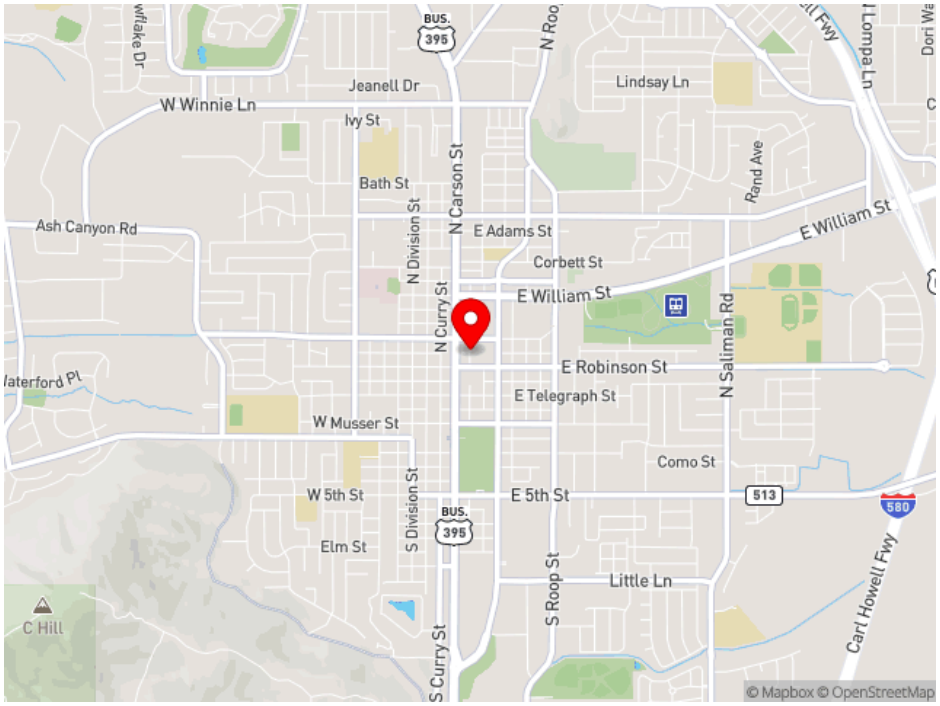


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Preliminary Engineering	FHWA FLAP	$1,003,000	$0	$0	$0	$0	$0	$1,003,000
Total Preliminary Engineering		$1,003,000	$0	$0	$0	$0	$0	$1,003,000
Construction	CARSON CITY LOCAL - CAMPO	$0	$410,000	$0	$0	$0	$0	$410,000
Construction	FHWA FLAP	$0	$8,587,000	$0	$0	$0	$0	$8,587,000
Total Construction		$0	$8,997,000	$0	$0	$0	$0	$8,997,000
-	CARSON CITY LOCAL - CAMPO	$0	$0	$0	$0	$0	$0	$0
Total Prior Costs		$1,003,000	$0	$0	$0	$0	$0	$1,003,000
Total Programmed		$1,003,000	$8,997,000	$0	$0	$0	$0	$10,000,000

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

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

MPO:	CAMPO
TIP:	27-00
Local ID:	-
Total Cost:	$100,000
Lead Agency:	CAMPO
Contact:	Kelly Norman
NDOT District:	District 2
County:	Carson City
Project Type:	Transit - Other
Air Quality:	-
TCM:	-
Construction Start:	-
From:	Robinson/Plaza
To:	-

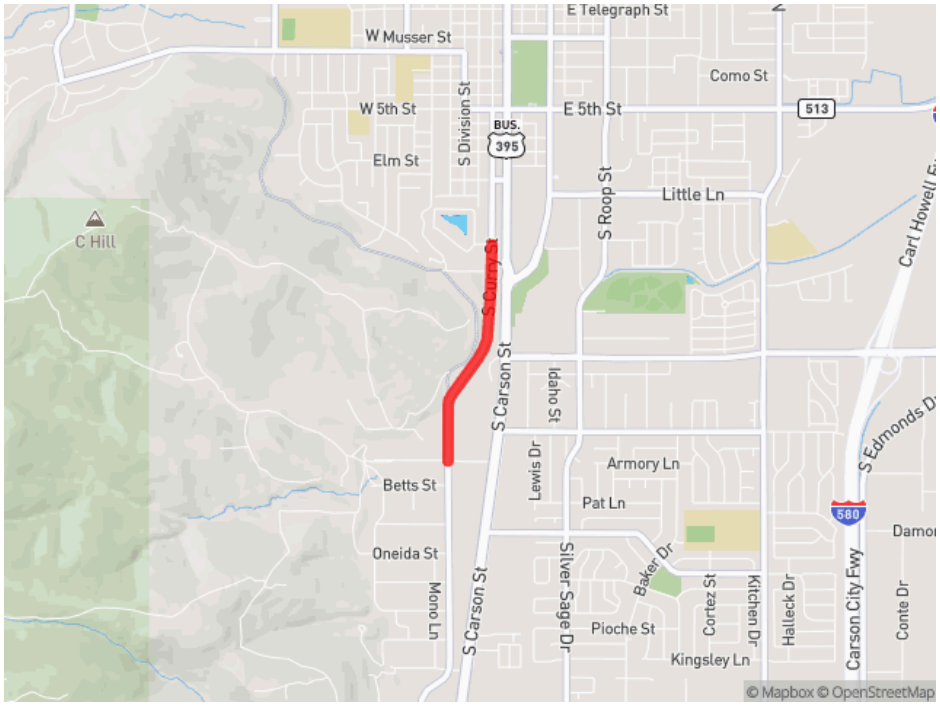


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Preliminary Engineering	LOCAL FUND	$0	$100,000	$0	$0	$0	$0	$100,000
Total Preliminary Engineering		$0	$100,000	$0	$0	$0	$0	$100,000
Total Programmed		$0	$100,000	$0	$0	$0	$0	$100,000

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:	27-00
Local ID:	-
Total Cost:	$5,616,442
Lead Agency:	Carson City
Contact:	Jacob Kelgard
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.

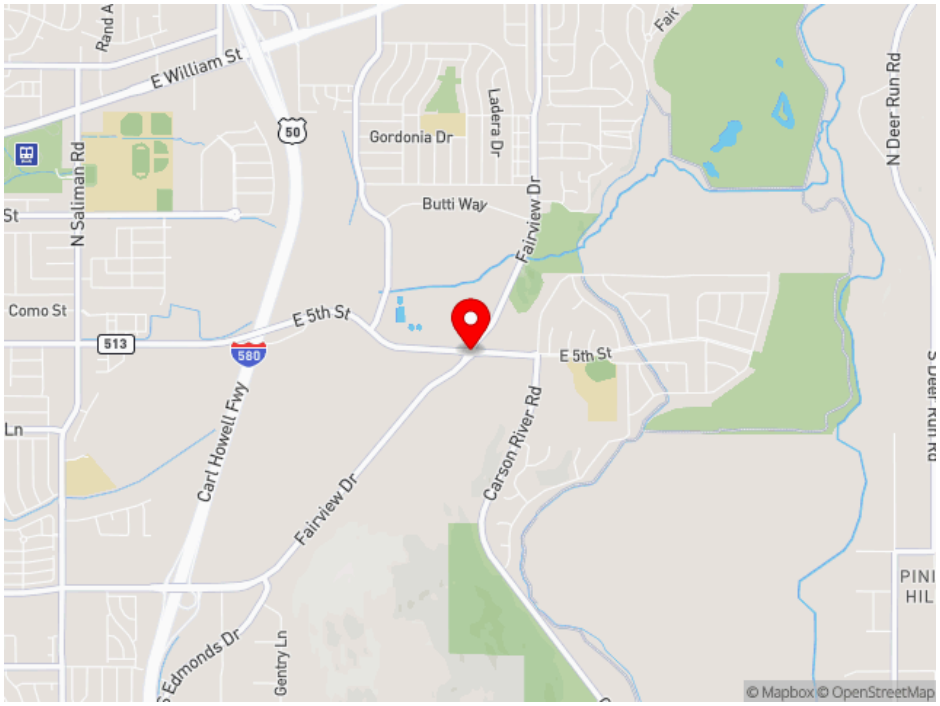


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Preliminary Engineering	CARSON CITY LOCAL - CAMPO	$67,750	$0	$0	$0	$0	$0	$67,750
Preliminary Engineering	STBG 50K-200K	$821,750	$0	$0	$0	$0	$0	$821,750
Total Preliminary Engineering		$889,500	$0	$0	$0	$0	$0	$889,500
Right of Way	CARSON CITY LOCAL - CAMPO	$85,000	$0	$0	$0	$0	$0	$85,000
Total Right of Way		$85,000	$0	$0	$0	$0	$0	$85,000
Construction	CARSON CITY LOCAL - CAMPO	$0	$560,051	$0	$0	$0	$0	$560,051
Construction	CONGRESSIONALLY DIRECTED SPENDING	$0	$2,600,000	$0	$0	$0	$0	$2,600,000
Construction	STBG 50K-200K	$0	$1,481,891	$0	$0	$0	$0	$1,481,891
Total Construction		$0	$4,641,942	$0	$0	$0	$0	$4,641,942
Total Prior Costs		$974,500	$0	$0	$0	$0	$0	$974,500
Total Programmed		$974,500	$4,641,942	$0	$0	$0	$0	$5,616,442

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:	27-00
Local ID:	-
Total Cost:	$8,556,400
Lead Agency:	Carson City
Contact:	Kelly Norman
NDOT District:	District 2
County:	Carson City
Project Type:	Road Improvement
Air Quality:	-
TCM:	-
Construction Start:	2028
From:	Fairview Drive
To:	Carson River Road

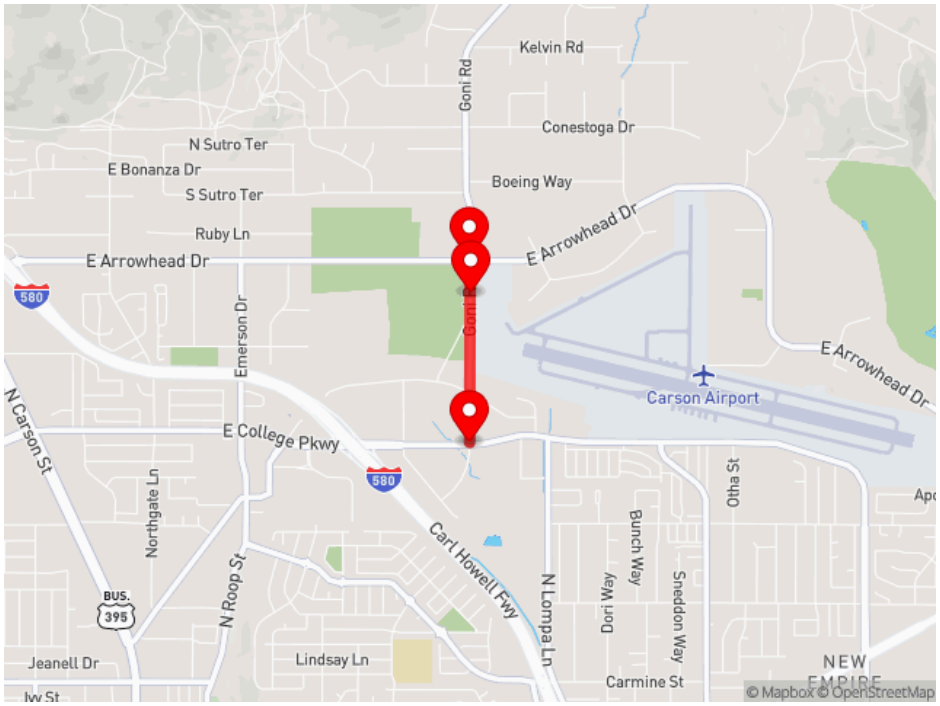


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Preliminary Engineering	CARSON CITY LOCAL - CAMPO	$275,000	$0	$0	$0	$0	$0	$275,000
Total Preliminary Engineering		$275,000	$0	$0	$0	$0	$0	$275,000
Construction	CARSON CITY LOCAL - CAMPO	$0	$0	$5,281,400	$0	$0	$0	$5,281,400
Construction	CONGRESSIONALLY DIRECTED SPENDING	$0	$0	$3,000,000	$0	$0	$0	$3,000,000
Total Construction		$0	$0	$8,281,400	$0	$0	$0	$8,281,400
Total Prior Costs		$275,000	$0	$0	$0	$0	$0	$275,000
Total Programmed		$275,000	$0	$8,281,400	$0	$0	$0	$8,556,400

CC20240003 - Goni Road Rehabilitation

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

MPO:	CAMPO
TIP:	27-00
Local ID:	-
Total Cost:	$3,389,200
Lead Agency:	CAMPO
Contact:	Chris Martinovich
NDOT District:	District 2
County:	Carson City
Project Type:	Road Improvement
Air Quality:	-
TCM:	-
Construction Start:	2027
From:	College Parkway
To:	Arrowhead Drive

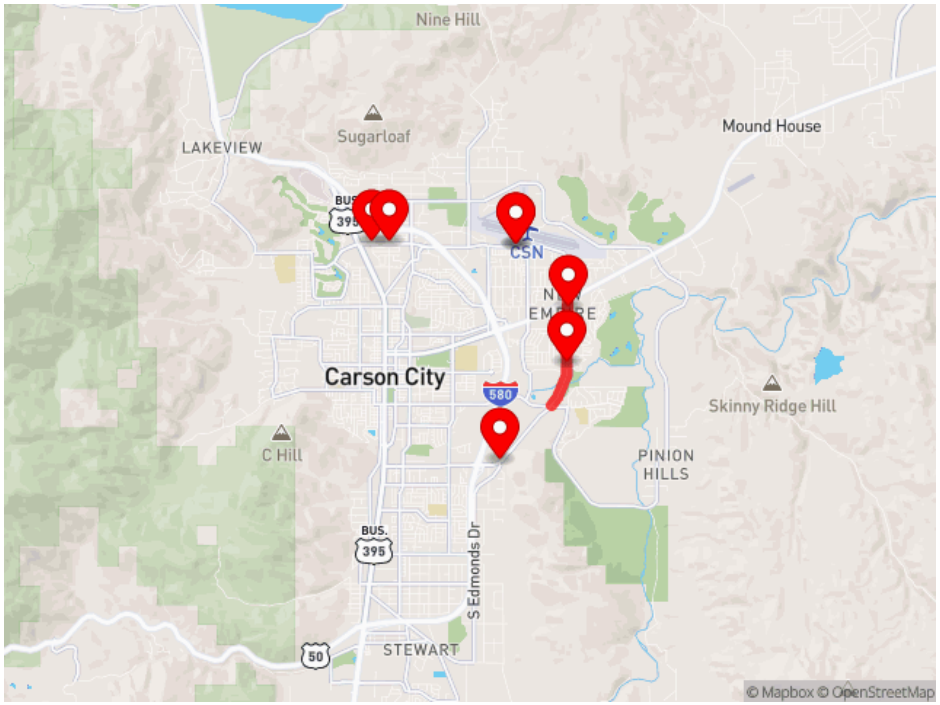


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Preliminary Engineering	CARSON CITY LOCAL - CAMPO	$195,000	$0	$0	$0	$0	$0	$195,000
Total Preliminary Engineering		$195,000	$0	$0	$0	$0	$0	$195,000
Right of Way	CARSON CITY LOCAL - CAMPO	$50,000	$0	$0	$0	$0	$0	$50,000
Total Right of Way		$50,000	$0	$0	$0	$0	$0	$50,000
Construction	CARSON CITY LOCAL - CAMPO	$0	$3,144,200	$0	$0	$0	$0	$3,144,200
Total Construction		$0	$3,144,200	$0	$0	$0	$0	$3,144,200
Total Prior Costs		$245,000	$0	$0	$0	$0	$0	$245,000
Total Programmed		$245,000	$3,144,200	$0	$0	$0	$0	$3,389,200

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:	27-00
Local ID:	-
Total Cost:	$2,263,365
Lead Agency:	Carson City
Contact:	Aron Chan
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

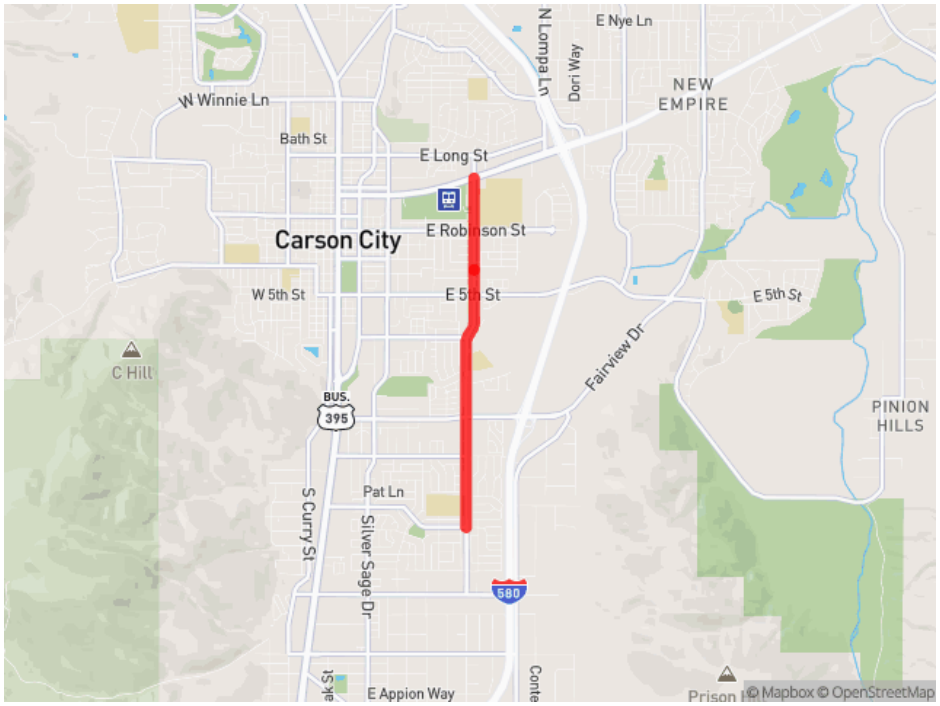


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Preliminary Engineering	CARSON CITY LOCAL - CAMPO	$264,000	$0	$0	$0	$0	$0	$264,000
Total Preliminary Engineering		$264,000	$0	$0	$0	$0	$0	$264,000
Construction	CARSON CITY LOCAL - CAMPO	$0	$191,923	$0	$0	$0	$0	$191,923
Construction	HSIP	$0	$906,342	$0	$0	$0	$0	$906,342
Construction	STBG 50K-200K	$0	$901,100	$0	$0	$0	$0	$901,100
Total Construction		$0	$1,999,365	$0	$0	$0	$0	$1,999,365
Total Prior Costs		$264,000	$0	$0	$0	$0	$0	$264,000
Total Programmed		$264,000	$1,999,365	$0	$0	$0	$0	$2,263,365

CC20250001 - Saliman Road School Routes Improvement Project

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

MPO:	CAMPO
TIP:	27-00
Local ID:	PRJ-2869
Total Cost:	$879,300
Lead Agency:	Carson City
Contact:	Aron Chan
NDOT District:	District 2
County:	Carson City
Project Type:	Active Transportation (Bike/Ped)
Air Quality:	-
TCM:	-
Construction Start:	2027
From:	Sonoma Street
To:	William Street



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Preliminary Engineering	CARSON CITY LOCAL - CAMPO	$107,000	$0	$0	$0	$0	$0	$107,000
Total Preliminary Engineering		$107,000	$0	$0	$0	$0	$0	$107,000
Construction	CARSON CITY LOCAL - CAMPO	$0	$83,266	$0	$0	$0	$0	$83,266
Construction	HSIP	$0	$689,034	$0	$0	$0	$0	$689,034
Total Construction		$0	$772,300	$0	$0	$0	$0	$772,300
Total Prior Costs		$107,000	$0	$0	$0	$0	$0	$107,000
Total Programmed		$107,000	$772,300	$0	$0	$0	$0	$879,300

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

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

MPO:	CAMPO
TIP:	27-00
Local ID:	-
Total Cost:	$505,099
Lead Agency:	CAMPO
Contact:	Chris Martinovich
NDOT District:	District 2
County:	Carson City
Project Type:	Transit - Other
Air Quality:	-
TCM:	-
Construction Start:	-
From:	-
To:	-

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Other	CARSON CITY LOCAL - CAMPO	$50,039	$50,981	$0	$0	$0	$0	$101,020
Other	FTA 5310 ELDERLY/DISABLED SM URB CAPITAL	$200,155	$203,924	$0	$0	$0	$0	$404,079
Total Other		$250,194	$254,905	$0	$0	$0	$0	$505,099
Total Prior Costs		$250,194	$0	$0	$0	$0	$0	$250,194
Total Programmed		$250,194	$254,905	$0	$0	$0	$0	$505,099

CC20260006 - FTA 5307 Small Urban Apportionment

Grant Funding for Transit Operation, Vehicle Maintenance, and Capital. Includes funding apportioned to CAMPO in FFY 2024, FFY 2025, FFY 2026, and FFY 2027.

MPO:	CAMPO
TIP:	27-00
Local ID:	-
Total Cost:	$13,223,349
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	FY2027	FY2028	FY2029	FY2030	Future	Total
Other	CARSON CITY LOCAL - CAMPO	$0	$1,279,010	$1,305,309	$1,065,007	$799,059	$0	$4,448,385
Other	FTA 5307 SM URB OPERATING	$0	$2,375,303	$2,424,144	$1,977,869	$1,997,648	$0	$8,774,964
Total Other		$0	$3,654,313	$3,729,453	$3,042,876	$2,796,707	$0	$13,223,349
Total Programmed		$0	$3,654,313	$3,729,453	$3,042,876	$2,796,707	$0	$13,223,349

CC20260007 - District 4, S. Carson Street Preservation Project

This project will complete surface treatment of South Carson Street from Appion Way to 5th Street. The project will include the circulating lanes of the Stewart Roundabout. This project will also make changes to the layout of the curb and multi-use path in the northeast corner of the intersection of Clearview Drive and South Carson Street to discourage vehicle intrusion of the multi-use path.

MPO:	CAMPO
TIP:	27-00
Local ID:	-
Total Cost:	$2,046,500
Lead Agency:	Carson City
Contact:	Kelly Norman
NDOT District:	District 2
County:	Carson City
Project Type:	Preservation
Air Quality:	-
TCM:	-
Construction Start:	2027
From:	Appion Way
To:	5th Street



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	CARSON CITY LOCAL - CAMPO	$0	$1,255,812	$0	$0	$0	$0	$1,255,812
Construction	STBG 50K-200K	$0	$790,688	$0	$0	$0	$0	$790,688
Total Construction		$0	$2,046,500	$0	$0	$0	$0	$2,046,500
Total Programmed		$0	$2,046,500	$0	$0	$0	$0	$2,046,500

CC20260009 - FTA 5339 Bus/Facility Grant Award for Bus Stop ADA-Compliance

Grant funding for Buses and Bus Facilities, including funding to replace curb, gutter, and sidewalk at bus stops across Carson City for ADA-compliance. Includes funding apportioned in FFY 2026.

MPO:	CAMPO
TIP:	27-00
Local ID:	-
Total Cost:	$141,872
Lead Agency:	Carson City
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	FY2027	FY2028	FY2029	FY2030	Future	Total
Other	CARSON CITY LOCAL - CAMPO	$0	$14,188	$0	$0	$0	$0	$14,188
Other	FTA 5339 BUS/FAC SM URB CAPITAL	$0	$127,684	$0	$0	$0	$0	$127,684
Total Other		$0	$141,872	$0	$0	$0	$0	$141,872
Total Programmed		$0	$141,872	$0	$0	$0	$0	$141,872

CC20260011 - FFY 2023 FTA 5307 Small Urban Apportionment

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

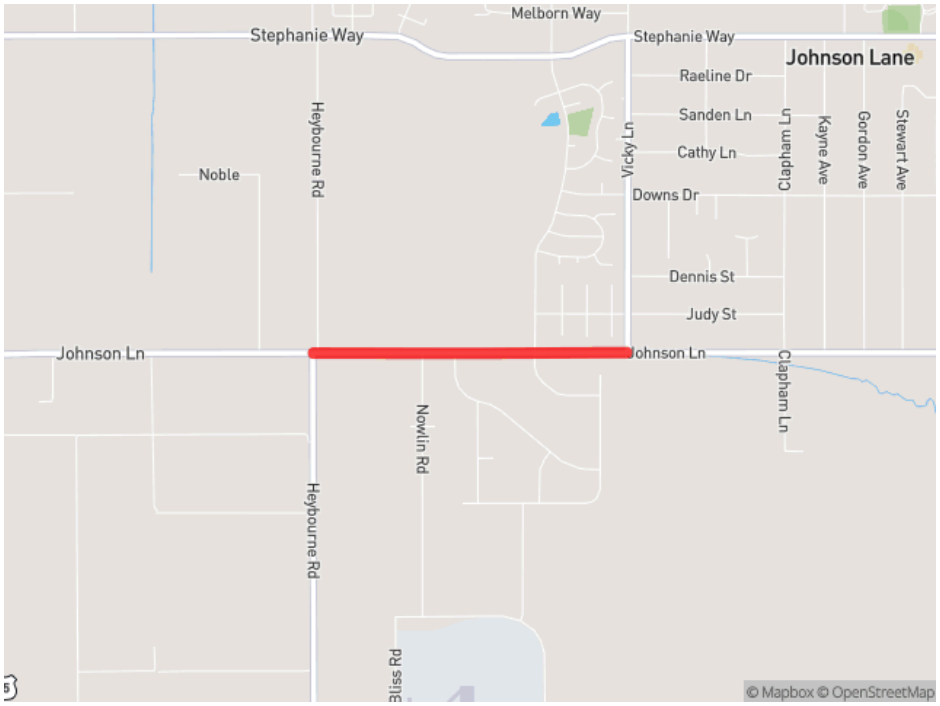
MPO:	CAMPO
TIP:	27-00
Local ID:	-
Total Cost:	$3,203,991
Lead Agency:	CAMPO
Contact:	Kelly Norman
NDOT District:	District 2
County:	Carson City
Project Type:	Transit - Other
Air Quality:	-
TCM:	-
Construction Start:	-
From:	-
To:	-

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Other	CARSON CITY LOCAL - CAMPO	$0	$1,291,684	$0	$0	$0	$0	$1,291,684
Other	FTA 5307 SM URB OPERATING	$0	$1,912,307	$0	$0	$0	$0	$1,912,307
Total Other		$0	$3,203,991	$0	$0	$0	$0	$3,203,991
Total Programmed		$0	$3,203,991	$0	$0	$0	$0	$3,203,991

DO20220007 - Johnson Lane Reconstruction Project

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

MPO:	CAMPO
TIP:	27-00
Local ID:	-
Total Cost:	$2,840,013
Lead Agency:	Douglas County
Contact:	Josh Nordloh
NDOT District:	District 2
County:	Douglas
Project Type:	Road Improvement
Air Quality:	-
TCM:	-
Construction Start:	2029
From:	Heybourne Road
To:	Vicky Lane

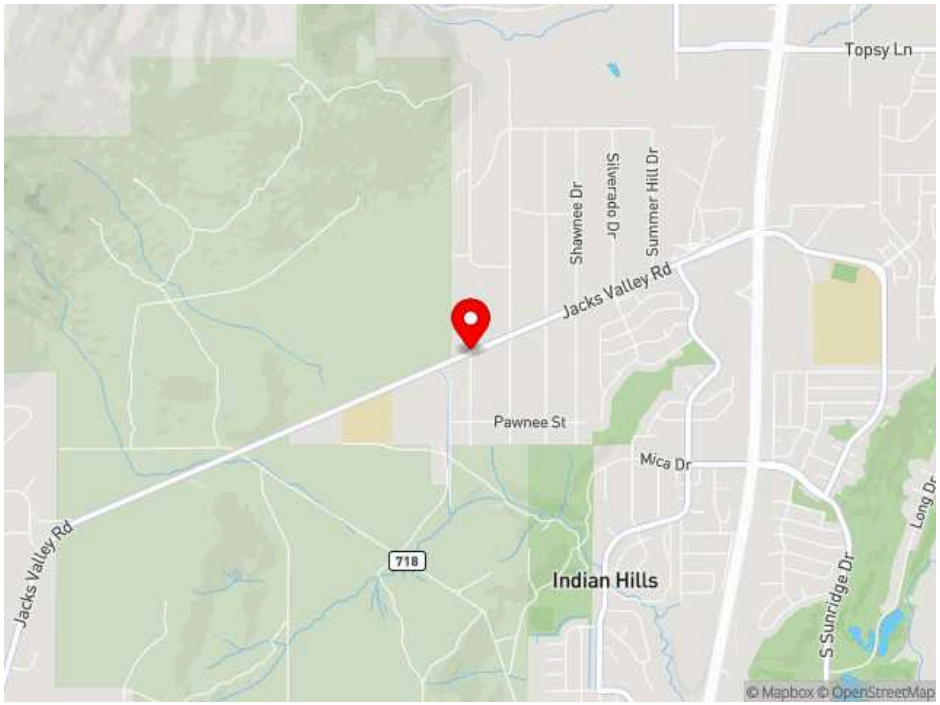


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	DO LOCAL - CAMPO	$0	$0	$0	$200,000	$0	$0	$200,000
Construction	STBG 50K-200K	$0	$0	$0	$2,640,013	$0	$0	$2,640,013
Total Construction		$0	$0	$0	$2,840,013	$0	$0	$2,840,013
Total Programmed		$0	$0	$0	$2,840,013	$0	$0	$2,840,013

DO20260007 - Jacks Valley Road - Arcadia Drive Crosswalk Improvement Project

The multi-use path crossing at the intersection of Jacks Valley Road and Arcadia Drive was identified as a significant safety concern by Jacks Valley Elementary School. This improvement would relocate the crosswalk to the other side of the intersection, install overhead pedestrian activated RRFB, and construct ADA compliant curb ramps.

MPO:	CAMPO
TIP:	27-00
Local ID:	-
Total Cost:	$201,580
Lead Agency:	Douglas County
Contact:	Josh Nordloh
NDOT District:	District 2
County:	Douglas
Project Type:	Safety
Air Quality:	-
TCM:	-
Construction Start:	2028
From:	Jacks Valley Road
To:	Arcadia Drive

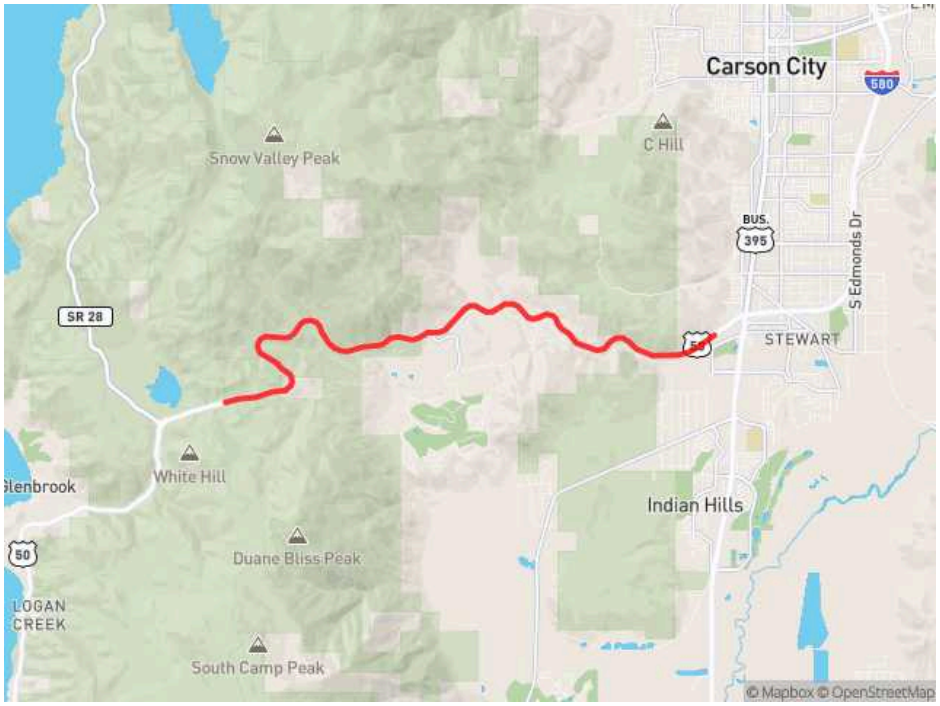


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Preliminary Engineering	DO LOCAL - CAMPO	$0	$2,649	$0	$0	$0	$0	$2,649
Preliminary Engineering	STBG 50K-200K	$0	$50,314	$0	$0	$0	$0	$50,314
Total Preliminary Engineering		$0	$52,963	$0	$0	$0	$0	$52,963
Construction	DO LOCAL - CAMPO	$0	$0	$7,431	$0	$0	$0	$7,431
Construction	STBG 50K-200K	$0	$0	$141,186	$0	$0	$0	$141,186
Total Construction		$0	$0	$148,617	$0	$0	$0	$148,617
Total Programmed		$0	$52,963	$148,617	$0	$0	$0	$201,580

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

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

MPO:	CAMPO
TIP:	27-00
Local ID:	-
Total Cost:	$46,125,000
Lead Agency:	Nevada DOT
Contact:	Shawn Paterson
NDOT District:	District 2
County:	Carson City, Douglas
Project Type:	Preservation
Air Quality:	-
TCM:	-
Construction Start:	2031
From:	CC MP 0.0, DO MP 13.3
To:	CC MP 7.6, DO MP 14.6



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Right of Way	STATE HIGHWAY FUND	$15,000	$0	$0	$0	$0	$0	$15,000
Total Right of Way		$15,000	$0	$0	$0	$0	$0	$15,000
Construction	NHPP	$0	$0	$0	$0	$0	$42,800,000	$42,800,000
Construction	STATE MATCH - NV	$0	$0	$0	$0	$0	$2,310,000	$2,310,000
Construction	STBG FLEX	$0	$0	$0	$0	$0	$1,000,000	$1,000,000
Total Construction		$0	$0	$0	$0	$0	$46,110,000	$46,110,000
Total Prior Costs		$15,000	$0	$0	$0	$0	$0	$15,000
Total Future Costs		$0	$0	$0	$0	$0	$46,110,000	$46,110,000
Total Programmed		$15,000	$0	$0	$0	$0	$46,110,000	$46,125,000

XS20230002 - US 395 Carson Valley Phase 1

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

MPO:	CAMPO
TIP:	27-00
Local ID:	PRJ-1242
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:	2031
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	FY2027	FY2028	FY2029	FY2030	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	HSIP SECTION 164 PENALTIES	$0	$0	$0	$0	$0	$1,578,947	$1,578,947
Construction	NHPP	$0	$0	$0	$0	$0	$50,250,000	$50,250,000
Construction	STATE MATCH - NV	$0	$0	$0	$0	$0	$2,671,053	$2,671,053
Construction	STBG FLEX	$0	$0	$0	$0	$0	$500,000	$500,000
Total Construction		$0	$0	$0	$0	$0	$55,000,000	$55,000,000
Total Prior Costs		$315,000	$0	$0	$0	$0	$0	$315,000
Total Future Costs		$0	$0	$0	$0	$0	$55,000,000	$55,000,000
Total Programmed		$315,000	$0	$0	$0	$0	$55,000,000	$55,315,000

XS20260041 - Western Nevada Safe Routes to Schools Program

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

MPO:	CAMPO
TIP:	27-00
Local ID:	-
Total Cost:	$124,378
Lead Agency:	CAMPO
Contact:	Chantelle Ewing
NDOT District:	District 2
County:	Carson City, Douglas, Lyon
Project Type:	LPA
Air Quality:	-
TCM:	-
Construction Start:	-
From:	-
To:	-

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Other	CARSON CITY LOCAL - CAMPO	$0	$6,219	$0	$0	$0	$0	$6,219
Other	TAP 50K-200K STBG	$0	$118,159	$0	$0	$0	$0	$118,159
Total Other		$0	$124,378	$0	$0	$0	$0	$124,378
Total Programmed		$0	$124,378	$0	$0	$0	$0	$124,378

CAMPO
CARSON AREA METROPOLITAN PLANNING ORGANIZATION

Appendix E
CAMPO RTP Project Prioritization Methodology Framework _v2

Introduction

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

CAMPO RTP Goal Areas

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

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

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

Preservation: Maintain our region's existing transportation infrastructure.

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

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

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

Project Input Form

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

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

Project Updates

The RTP is updated every 5 years. New projects, or subsets of existing RTP projects, may be identified during this 5-year period as regionally significant and eligible for federal funding. CAMPO routinely coordinates with member agencies on whether new projects should be added. Data gathered for new projects will be the same as data collected for the RTP update and used to score projects for inclusion in the RTP and the prioritization of funding in the Transportation Improvement Program (TIP).

Project Scoring Criteria

This section outlines the scoring criteria and weighting percentages for each of the six goal areas, which determine the overall project score and rank. The criteria have been developed based on several factors, including; alignment with CAMPO's established goals; alignment with the goal areas of the Nevada Department of Transportation's (NDOT) One Nevada Plan; and a performance-based planning approach that considers performance targets such as safety, infrastructure condition, mobility, and others. Weighting for each of the six goal areas is based on consideration of the priorities indicated in the results of a public survey, as well as those of the CAMPO Board. Specifically, the weighting for the goal areas is based on three components.

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

The scoring aims to fairly consider different project types (roadway, multi-modal, transit, etc.). The emphasis on transportation safety also supports the U.S. Department of Transportation's (USDOT) commitment to safety, which has been reiterated through recent policy statements and the prioritization of several transportation safety funding programs.

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

- ✓ Safety Score Weight = 22.5%

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

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

- ✓ Mobility Score Weight = 22.5%

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

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

- ✓ Preservation Score Weight = 22.5%

Criteria / Measure	Source	Score
Maintain our region's existing transportation infrastructure.	Input Form	Yes = 8, Partial = 6, No = 0
Does this project include new construction? Roadway, multi-use path, sidewalk, transit capital, etc.		Yes = 2, TBD = 1, no = 3
Is this project a new road or road expansion?		Yes = 0, TBD = 2, No = 3

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

- ✓ Quality of Life Score Weight = 12.5%

Criteria / Measure	Source	Score
Invest in a transportation system that improves usability and supports the health, livability, and character of families and communities in the region.	Input Form	Yes = 3, No = 0
Has the project been identified in a feasibility, planning, or traffic study document and if so, please provide the name.	Listed Plan, Study	Yes = 3, No = 0
Does this project require ROW?	Input Form	5= No ROW; 3= TBD, or ROW + plan to obtain ROW; 1= Yes
Is this project likely to result in an Environmental Assessment or Environmental Impact Statement?	Input Form	5= No ENV; 2= TBD, 1=Yes

~~Housing & Transportation Cost as % of income, potential environmental or ROW impacts~~CDBG low- and moderate-income percentage households by census blocks	~~H+T Map | H+T Index~~Housing and Urban Development LMISD Map - LOWMOD_PCT	5 = ~~H+T~~LOWMOD > ~~65~~50%; 3 = ~~H+T 45~~25%-~~65~~50%; 1 = ~~H+T~~ < ~~45~~25%

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

- ✓ Adaptability Score Weight = 10%

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

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

- ✓ **Prosperity Score Weight = 10%**

Criteria / Measure	Source	Score
Support economic vitality and growth through strategic investments in transportation.	Input Form	Yes = 3, No = 0
Is this project located in/near an investment/redevelopment area?		
Does this project provide a connection linking to ~~an~~ investment/redevelopment area(s)?		
Is this project ~~in the current~~currently listed in the RTP or current TIP?	Current RTP/TIP	Both = 3, One = 2, No = 0

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

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

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

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

Future Updates

Remaining flexible for changing statewide and regional needs and priorities is important to keeping CAMPO's activities and projects relevant and eligible for funding. The scoring criteria and weights are intended to be reviewed and updated with each future adoption of the RTP. Updates to these criteria and weights may also occur at the request of the CAMPO Board, during RTP amendments, during TIP adoption, or as required by changes in state or federal regulations and policies.

RTP Project No	Lead Agency	Project Title	Project Description	Project Limits, from	Project Limits, to	Planned Implementation Year (FFY)	**Total Project Score**
CC.5	CC	North Carson Street Complete Street Project	Rehabilitate pavement, improve business access, incorporate Complete Street elements, and beatify the corridor between William Street and Medical Parkway.	William Street	Medical Parkway	2026-2035	**12.85**
CC.30	NDOT	US Highway 50 Corridor Improvements - Carson City	Pavement preservation and select traffic operational improvements, including turn lane modifications along US Highway 50 between I-580 and Deer Run Road.	I-580	Deer Run Road	2026-2035	**12.425**
CC.4	CC	District 4, Curry Street Complete Streets Project	Rehabilitate pavement and enhance rural road section, between Rhodes Street and Tenth Street, to improve circulation and safety for all modes.	Rhodes Street	south of 10th Street	2026-2035	**11.975**
CC.22	NDOT	US Highway 50 - East Carson City Corridor Improvements	Implement congestion mitigation improvements in the form of intersection modifications, access management, and traffic signal and ITS upgrades through a phased approach along US Highway 50 between I-580 and Drako Way as recommended by the US 50 E. Carson Complete Street Study.	I-580	Drako Way	2036-2050	**10.675**
LY.9	NDOT/LY	US Highway 50 at Highlands Drive Intersection Improvements	Construct highway safety, intersection, and pedestrian improvements at the intersection of US Highway 50 and Highlands Drive consistent with recommendations in the US 50 E. Carson Complete Street Study.	US Highway 50		2026-2035	**10.6**
LY.6	NDOT	US Highway 50 Corridor Improvements - Lyon County	Pavement preservation and select traffic operational improvements along US Highway 50 between Fortune Drive and Six Mile Canyon Road.	Fortune Drive	Six Mile Canyon Rd	2026-2035	**10.5**
CC.9	CC	Local Road Safety Plan Implementation	Construct safety improvements following the adopted CAMPO plan at identified signalized intersections, unsignalized intersections, and road segments in Carson City, and consider implementation of Systemic Countermeasures where appropriate. Individual projects not already included in the RTP will be added to the TIP where they are regionally significant and/or federally funded.	Various		2026-2035	**10.425**
LY.3	LY	Local Road Safety Plan Implementation	Construct safety improvements following the adopted CAMPO plan at identified signalized intersections, unsignalized intersections, and road segments in Lyon County, and consider implementation of Systemic Countermeasures where appropriate. Individual projects will be added to the TIP where they are regionally significant and/or federally funded.	Various		2026-2035	**10.425**
DO.2	DO	Local Road Safety Plan Implementation	Construct safety improvements following the adopted CAMPO plan at identified signalized intersections, unsignalized intersections, and road segments in Douglas County, and consider implementation of Systemic Countermeasures where appropriate. Individual projects will be added to the TIP where they are regionally significant and/or federally funded.	Various		2026-2035	**10.425**
CC.1	CC	District 3, Fifth Street - Roundabout	Rehabilitation and safety improvements to rehabilitate pavement as well as operational and capacity enhancements to the Fifth Street/Fairview Drive roundabout.	at Roundabout		2026-2035	**10.25**
DO.5	NDOT	Topsy Lane Intersection Improvements	Construct additional turn lanes, implement safety recommendations, modify median island geometry and complete signing and striping upgrades to the at the intersection of US Highway 395 and Topsy Lane.	At intersection		2026-2035	**10.15**
CC.3	CC	Carson City Pavement Management Plan Implementation (2025-2035)	Apply 3.5 centerline miles of pavement preservation treatments prioritized Annually - Citywide. Individual projects will be broken out for placement in the TIP where regionally-significant and/or federally funded.	Various		2026-2035	**10.125**
CC.15	CC	Carson City Pavement Management Plan Implementation (2036-2050)	Pavement Preservation Projects Prioritized Annually – Citywide. Individual projects will be broken out for placement in the TIP where regionally-significant and/or federally funded.	Various		2036-2050	**10.025**

LY.10	NDOT	US Highway 50 - Mound House Corridor Improvements	Implement congestion mitigation improvements in the form of intersection modifications, street lighting, and access management through a phased approach along US Highway 50 between Linehan Road and SR 341, consistent with the recommendations in the US 50 E. Carson Complete Street Study.	Various		2036-2050	**10**
DO.12	DO	Stephanie Way Multi-Modal Improvements	Install a sidewalk or paved shoulder along the south side of Stephanie Way between Gordon Avenue and Fuller Avenue, along the frontage of Pinion Hills Elementary School.	Gordon Avenue	Fuller Avenue	2026-2035	**9.575**
CC.2	NDOT/CC	I 580/US Highway 50/US Highway 395 Interchange	Construct a grade-separated interchange at the southern terminus of I-580 to transition to US Highway 395 to the south. Separate local and regional trips through series of grade separated interchanges and frontage roads.	I-580, US Highway 50	Along US Highway 395	2036-2050	**9.4875**
CC.23	CC	Traffic Control at Goni Road and Arrowhead Drive	Construct traffic control device at the intersection of Goni Road and Arrowhead Drive.	Goni Road	Arrowhead Drive	2026-2035	**9.475**
CC.10	CC	Clearview Drive Intersection Safety Improvements	Provide additional intersection safety enhancements at the intersection of S. Carson Street and Clearview Drive including protected turn movements, multi-use path bollards, and additional signing and striping.	At intersection		2026-2035	**9.375**
DO.11	DO	Jacks Valley Road/Arcadia Drive Intersection Improvements	Improve intersection safety, including restriping crosswalks and installing RRFB across Jacks Valley Road. Install accessible walkway or curb ramps on the northeast and southeast corners of the intersection. Install advanced warning signs in both directions of crossing.	Jacks Valley Road	At Arcadia Drive	2026-2035	**9.225**
CC.6	CC	Safe Routes to School Master Plan Implementation (2025-2035)	Construct safety improvements per the adopted Plan citywide. Individual projects not already included in the RTP will be broken out for placement in the TIP where regionally-significant and/or federally funded.	Various		2026-2035	**9.225**
LY.2	LY	Sutro Elementary School	Area ADA improvements on Fortune Drive, Sheep Camp Drive, Dayton Village Parkway, & Sugarloaf Drive around the elementary school.	at Sutro Elementary School		2026-2035	**9.125**
CC.16	CC	Safe Routes to School Safety Plan Improvements (2036-2050)	Construct safety improvements per adopted Plan – Citywide. Individual projects will be broken out for placement in the TIP where regionally-significant and/or federally funded.	Various		2036-2050	**9.125**
CC.13	CC	Green Belt Multi-Use Path	Construct a new multi-use path between S. Carson Street and Roop Street to complete east-west connectivity.	Carson Street	Roop Street	2026-2035	**8.95**
LY.13	NDOT/LY	US Highway 50 - Dayton Operational Improvements	Construct "Parkway Alternative" which includes the widening of US Highway 50, implementing access management standards through a combination of traffic signals and restricted T-intersections, and median islands consistent with the US 50 Dayton Operational Study.	Pine Cone Road	Neight Road	2036-2050	**8.85**
DO.1	DO	Vista Grande Boulevard Connector	Construct new road to improve north/south travel between Topsy Lane and Jacks Valley Road.	Topsy Lane	Jacks Valley Road	2026-2035	**8.625**
LY.7	NDOT	US Highway 50 Corridor Improvements - Mound House to Dayton	Pavement preservation and select traffic operational improvements along US Highway 50 between State Route 341 and Fortune Drive.	SR 341	Fortune Drive	2026-2035	**8.525**
JAC.2	CC/JAC/TTD	Carson Tahoe Inter-Regional Bus Service	Bus service on U.S. Highway 50 West between Carson City and the Tahoe Basin to provide alternative transportation for workers and visitors.	Carson City	Tahoe Basin	2036-2050	**8.5**
LY.1	LY	Dayton Valley Road ADA Improvement	Safety and ADA improvements between Quail Ridge and the Carson River.	Carson River Bridge	Quail Ridge	2026-2035	**8.475**

CC.14	NDOT/CC	US Highway 50 / Flint Drive Intersection Improvements	Construct a signalized High-T Intersection at the intersection.	At US Highway 50 and Flint Drive Intersection		2036-2050	**8.425**
LY.11	NDOT/LY	US Highway 50 at Highlands Drive Intersection Improvements	Construct new intersection improvements, including re-aligning Red Rock Road to create a four-leg intersection with Red Rock Road, consistent with recommendations in the US 50 E. Carson Complete Street Study.	US Highway 50		2036-2050	**8.375**
CC.24	CC	US Highway 50 West Park and Ride Lot	Identify site, design, and construct park and ride lot to replace the existing park and ride lot located on US Highway 50 West near the intersection of I-580, US Highway 395 , and US 50 West, to improve safety on US Highway 50 West and to provide a mobility hubs for those in need of transit, car-pooling, ride sharing, or using other travel demand management options into the Tahoe Basin.	US Highway 50 Park and Ride		2036-2050	**8.35**
CC.11	CC	District 5, Ash Canyon Road	Rehabilitate pavement and incorporate Complete Street elements from Longview Drive to the open space property.	Winnie Lane	Open Space Property	2026-2035	**8.25**
DO.4	DO	Johnson Lane Pavement and Drainage Repair	Full pavement reconstruction of Johnson Lane from Heybourne Road to Vicky Lane, including construction of stormwater improvements to mitigate suture flooding in the area and provide roadway resiliency.	Heybourne Road	Vicky Lane	2026-2035	**8**
CC.18	NDOT/CC	US Highway 50 - Carson City Multi-Use Path	Construct new multi-use path along the south side of US Highway 50 between Fairview Drive and Drako Way.	Fairview Drive	Drako Way	2026-2035	**7.9**
DO.6	NDOT	US Highway 395 Auxiliary Lanes	Construct additional turn lanes, construction of new acceleration lanes, and extension of existing lanes at various intersections along US Highway 395 between Jacks Valley Road/Sunridge Ridge Drive and South Sunridge Drive/Plymouth Drive.	Jacks Valley Rd	Plymouth Dr	2026-2035	**7.875**
DO.19	CC/DO/NDOT	US Highway 395 Multi-Use Path	Construction new multi-use path along US Highway 395 from SR 88 (south of the CAMPO boundary) to Old Clear Creek Road in Carson City	SR 88	Old Clear Creek Road	2036-2050	**7.725**
CC.35	CC	Appion Way Connector	Construct eastern leg of Appion Way across South Carson Street to Snyder Avenue for improved east-west connectivity and access.	Appion Way	Snyder Ave	2026-2035	**7.7**
CC.32	CC	South Carson Street/Rhodes Traffic Control	Traffic control device at the intersection of South Carson Street and Rhodes Street.	Intersection of Carson St and Rhodes St		2026-2035	**7.675**
JAC.1	JAC	Jump Around Carson Transfer Station	Relocate and reconstruct Downtown transfer station with amenities in central Carson City.	Downtown Transfer Center		2026-2035	**7.65**
CC.7	CC	College Pkwy Widening Project	Construct an additional west-bound lane between Goni Road and I-580 to facilitate the movement of people and goods.	Goni Road	I-580 Interchange	2036-2050	**7.625**
CC.29	NDOT/CC	Fairview Drive Right-Turn Lanes	Construct a new right-turn lane from northbound Fairview Drive to eastbound US Highway 50.	US Highway 50	Fairview Drive	2026-2035	**7.475**
DO.9	DO	North Valley Road Capacity Improvements	Construct new roadway between Topsy Lane and North Sunridge to improve north/south travel.	Topsy Lane	North Sunridge	2036-2050	**7.275**
CC.21	CC	South Carson Multi-Use Path Connector	Design and construct a multi-use path connecting Edmonds Sports Complex to the South Carson Street Multi-use path.	Edmonds Sports Complex	South Carson Street Multi-Use Path	2036-2050	**7.25**

CC.33	CC	Saliman Road Capacity Improvements	Expand to a four-lane roadway between Fairview Drive and Colorado Street.	Colorado Street	Fairview Drive	2026-2035	**7.225**
DO.3	DO	Heybourne Road Connector	Construct new road to improve north/south travel between Stephanie Way and Johnson Lane.	Stephanie Way	Johnson Lane	2036-2050	**7.175**
LY.8	NDOT	SR 341 Intersection Improvements	Construct a roundabout, or other traffic control device, at the intersection of US Highway 50 and SR 341.	At US Highway 50 and SR 341 Intersection		2026-2035	**7.1**
LY.5	LY	Mound House Road Network Improvements	Provide new local and regional road network connections in Mound House north and south of US Highway 50 as recommended by the US Highway 50 East Carson Study.	Various		2026-2035	**7.075**
CC.12	NDOT/CC	US Highway 50 Lighting	Install roadway lighting near and in advance of the intersections of Airport Road and Arrowhead Drive/Deer Run Road.	Select intersections		2026-2035	**7.05**
LY.14	NDOT/LC	US Highway 50; Mound House Multi-Use Pathways	Construct new multi-use pathways along the north and south sides of US Highway 50 through Mound House.	Linehan Road	SR 431	2026-2035	**7**
Multi.1	CC/DO	South Carson/North Douglas Multi-Use Path Connection - Old Clear Creek to Jacks Valley Road	Construct a new multi-use path between Old Clear Creek Road and Jacks Valley Road to provide new multi-modal connectivity between communities.			2036-2050	**7**
DO.10	DO	East Valley Road Realignment	Construct new road to improve north south circulation and access between Vicky Lane and the northern rural section of East Valley Road.	Vicky Lane	East Valley Road	2036-2050	**7**
LY.4	LY	East Dayton Bridge	Construct a bridge over the Carson River and the associated roadway network to connect US Highway 50 to Dayton Valley Road.	US Highway 50	Dayton Valley Road	2036-2050	**6.975**
DO.7	DO	Stephanie Lane Capacity Improvements	Expand to four-lane roadway between US Highway 395and Santa Barbara Drive.	US 395	Santa Barbara Drive	2036-2050	**6.725**
CC.8	CC	Fairview Widening Project	Widen Fairview Drive to 4-lanes to improve capacity and reduce delay between Butti Way and 5th Street.	Butti Way	5th St	2036-2050	**6.675**
CC.25	CC	Vista Grande Blvd Southern Extension	Construct an underpass to connect Old Clear Creek Road to Cochise Street.	Old Clear Creek Road	Cochise Street	2036-2050	**6.6**
DO.8	DO	Johnson Lane Capacity Improvements	Expand to four-lane roadway between US Highway 395and Vicky Lane.	US 395	Vicky Lane	2036-2050	**6.35**
DO.13	NDOT/DO	S. Sunridge Dr / Plymouth Drive Intersection Improvements	Construct new traffic signal, or similar, at the US Highway 395 and South Sunridge Drive / Plymouth Drive intersection when signal warrants are met.	At intersection of US Highway 395 and S. Sunridge Drive.		2036-2050	**6.35**
CC.17	CC	College Parkway Connector	Construct new road to improve east-west circulation and access between College Parkway and Arrowhead Drive.	College Parkway	Arrowhead Drive	2036-2050	**6.35**

CAMPO FY 2027 and FY 2028 UPWP COST & FUNDING SUMMARY

CAMPO ACTIVITIES			FY 2027		FY 2028	
			2026 July - December	2027 January - June	2027 July - December	2028 January - June
1.0 MPO Administration	1.1	MPO Administration and Work Program Oversight	MPO Administration and Work Program Oversight			
	1.2	Unified Planning Work Program Oversight and Development		FY 2026 Monetary Agreements		FY 2027 Monetary Agreements
				FY 2027-2028 UPWP (Draft/ Final)		FY 2029-2030 UPWP (Draft/ Final)
	1.3	Transportation Improvement Program (TIP) Administration	Annual Federal Obligations Report; Adopted FFY 2027-2030 TIP		Annual Federal Obligations Report	
	1.4	Professional Development	Enhance Staff Capabilities			
1.0 Work Element Cost		$222,967	$107,577		$115,390	
2.0 Outreach, Engagement, and Representation	2.1	MPO Representation	MPO Representation			
	2.2	Public Participation	Public Participation			
	2.3	Regional Transit Coordination & Engagement	Outreach related to JAC transit route planning & adjustments			Transit Rider Survey June
2.0 Work Element Cost		$91,273	$44,222		$47,051	
3.0 Multimodal Planning	3.1	Transit Planning	Alternative Route Planning		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)

CAMPO
CARSON AREA METROPOLITAN PLANNING ORGANIZATION

STAFF REPORT

Report To: Carson Area Metropolitan Planning Organization **Meeting Date:** November 16, 2026

Staff Contact: Darren Schulz, Public Works Director

Agenda Title: For Discussion Only – Discussion and presentation regarding the Carson Area Metropolitan Planning Organization's ("CAMPO") 2026 Transportation Network Monitoring Report ("Report"), which presents transportation-related data collected and analyzed within the CAMPO planning area. (Kelly Norman, Senior Transportation Planner)

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

---

Proposed Motion
N/A

Board's Strategic Goal
N/A

Previous Action
N/A

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

Applicable Statute, Code, Policy, Rule or Regulation
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
N/A

Attachment(s):
5B_CAMPO_Exhibit 1 - Network Monitoring Report presentation.pdf

5B_CAMPO_Exhibit 2 - 2026 Transportation Network Monitoring Report.pdf

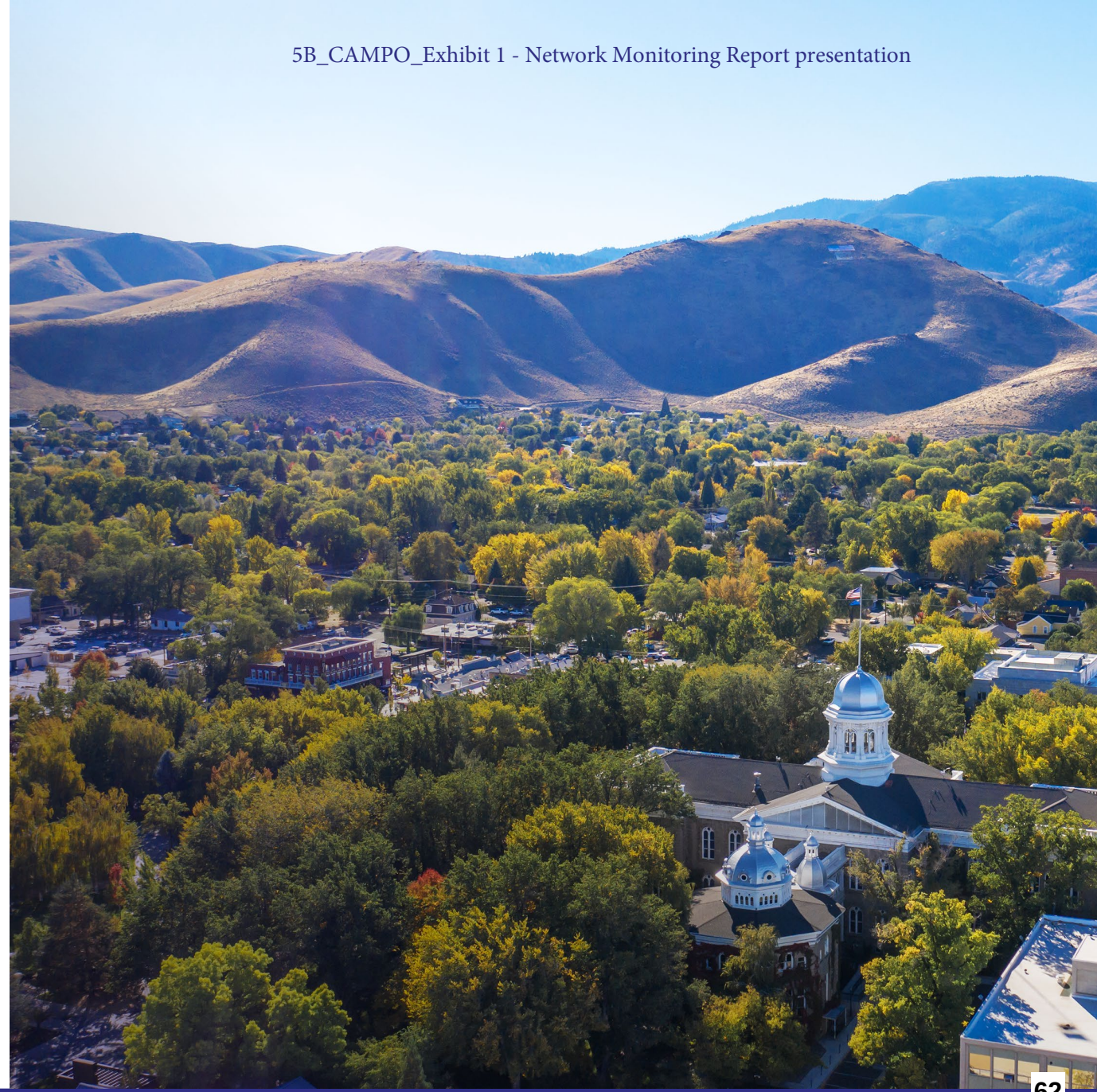
Motion: _____ 1) _____ Aye/Nay
2) _____ _____
_____
_____
_____
_____

_____
(Vote Recorded By)

CAMPO

CARSON AREA METROPOLITAN PLANNING ORGANIZATION

2026 Transportation Network Monitoring Report



CAMPO Population

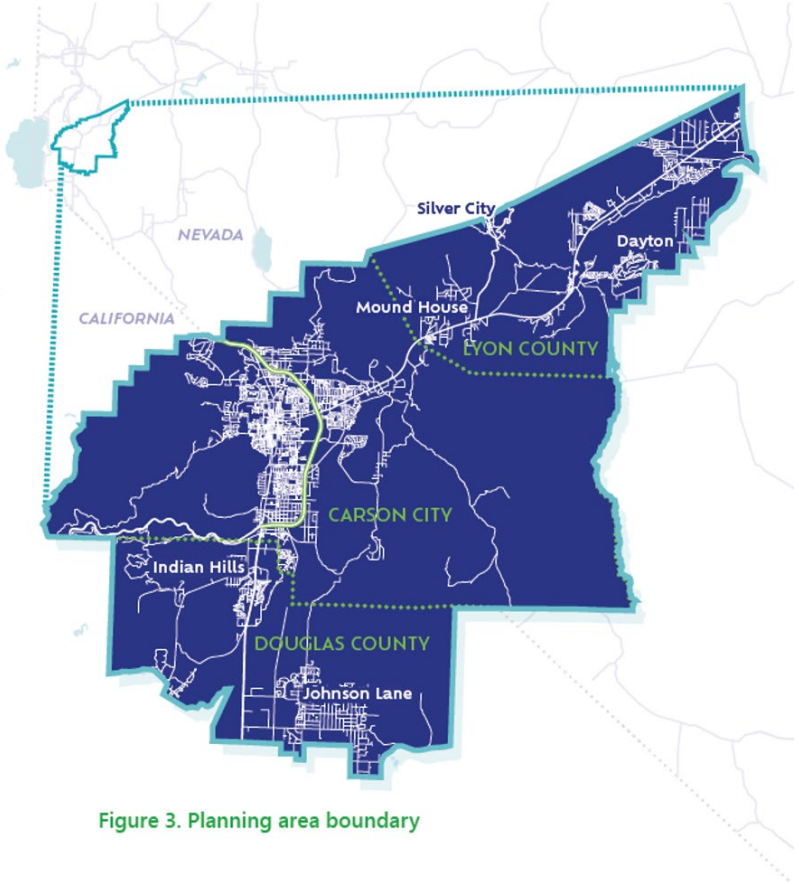
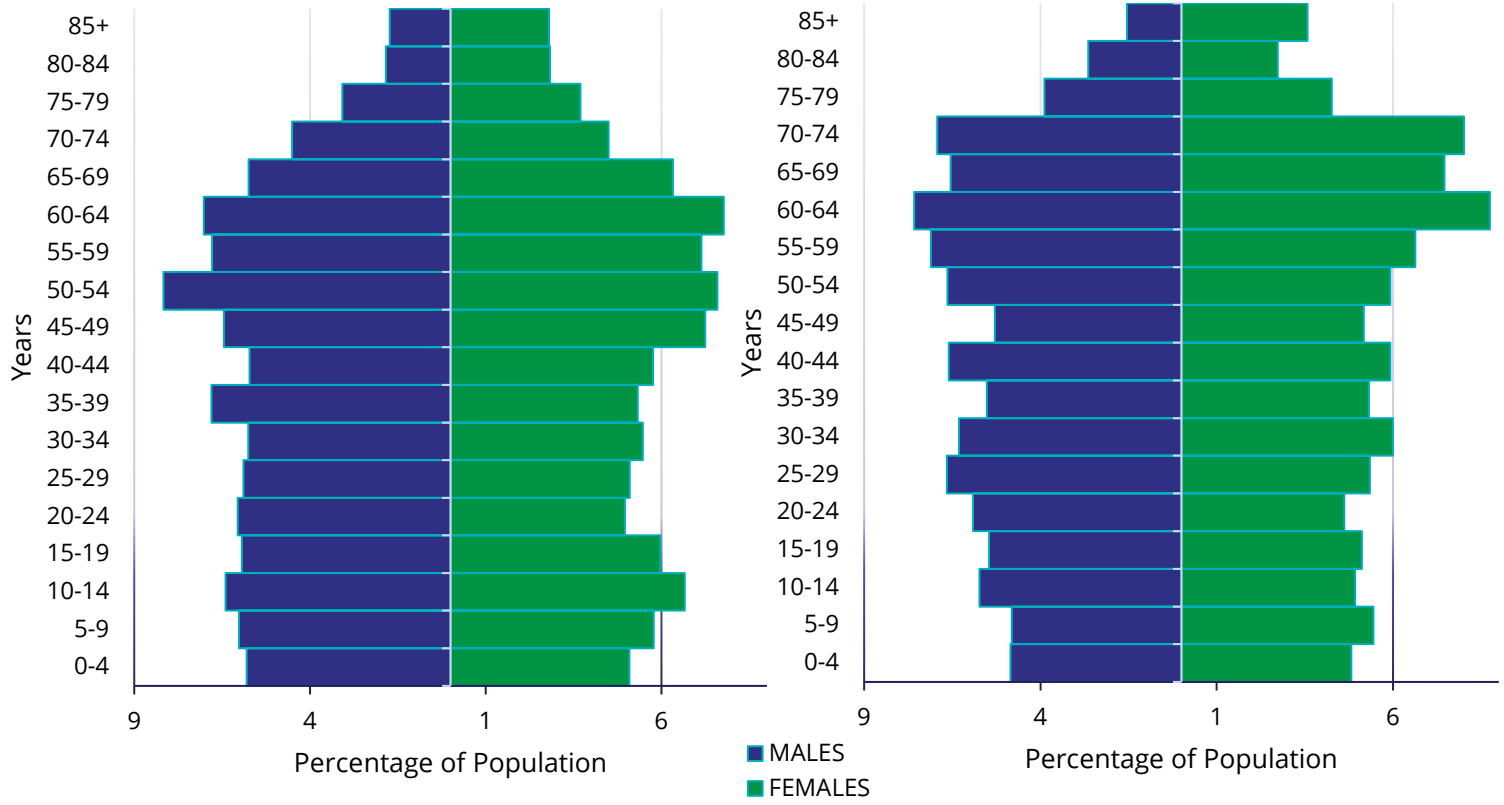


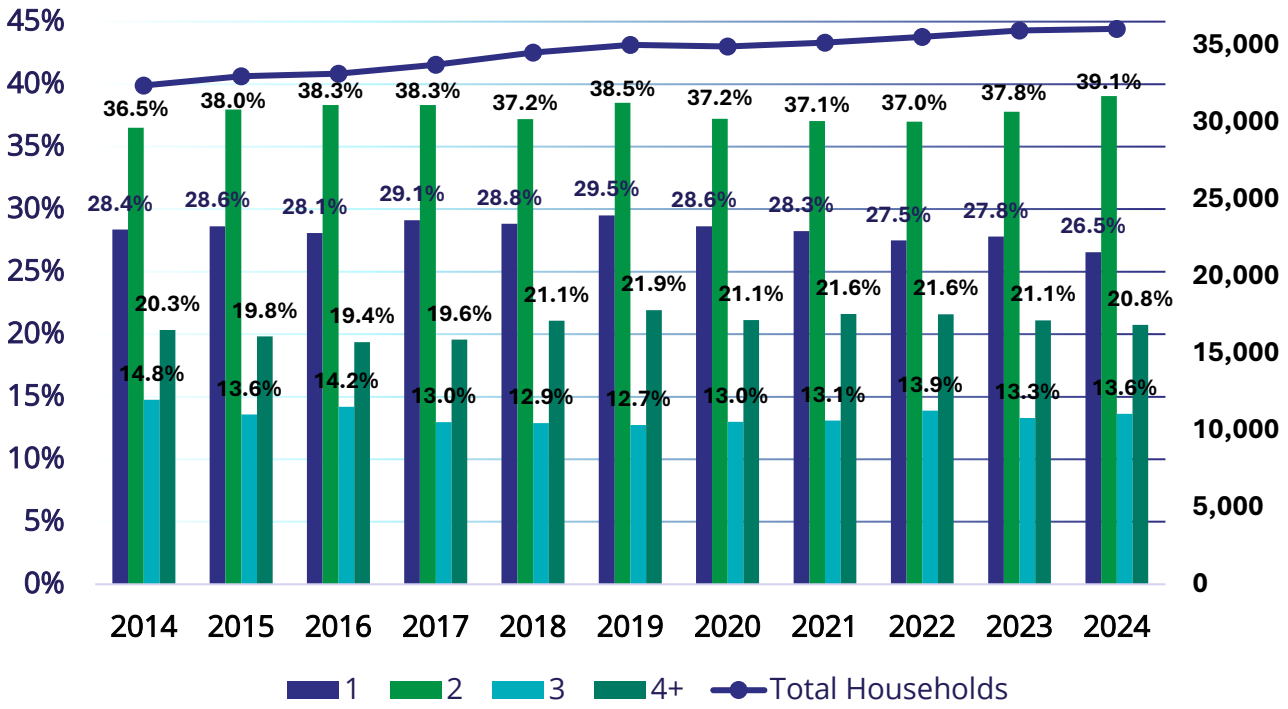
Figure 3. Planning area boundary



2014 2024

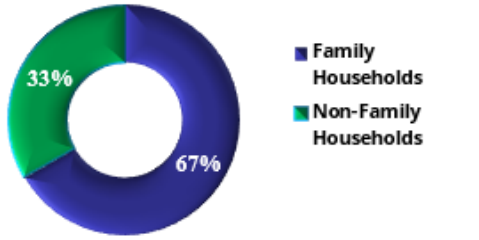
CAMPO Population

Total/ Percent Household Size

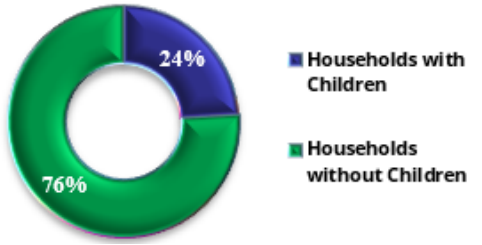


CAMPO Household Types

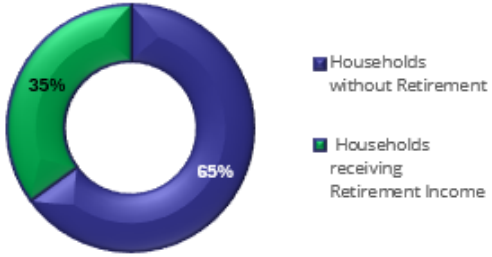
Total Households	36,031
Average People Per Household	2.4
Family Households	24,019
Non-Family Households	12,012



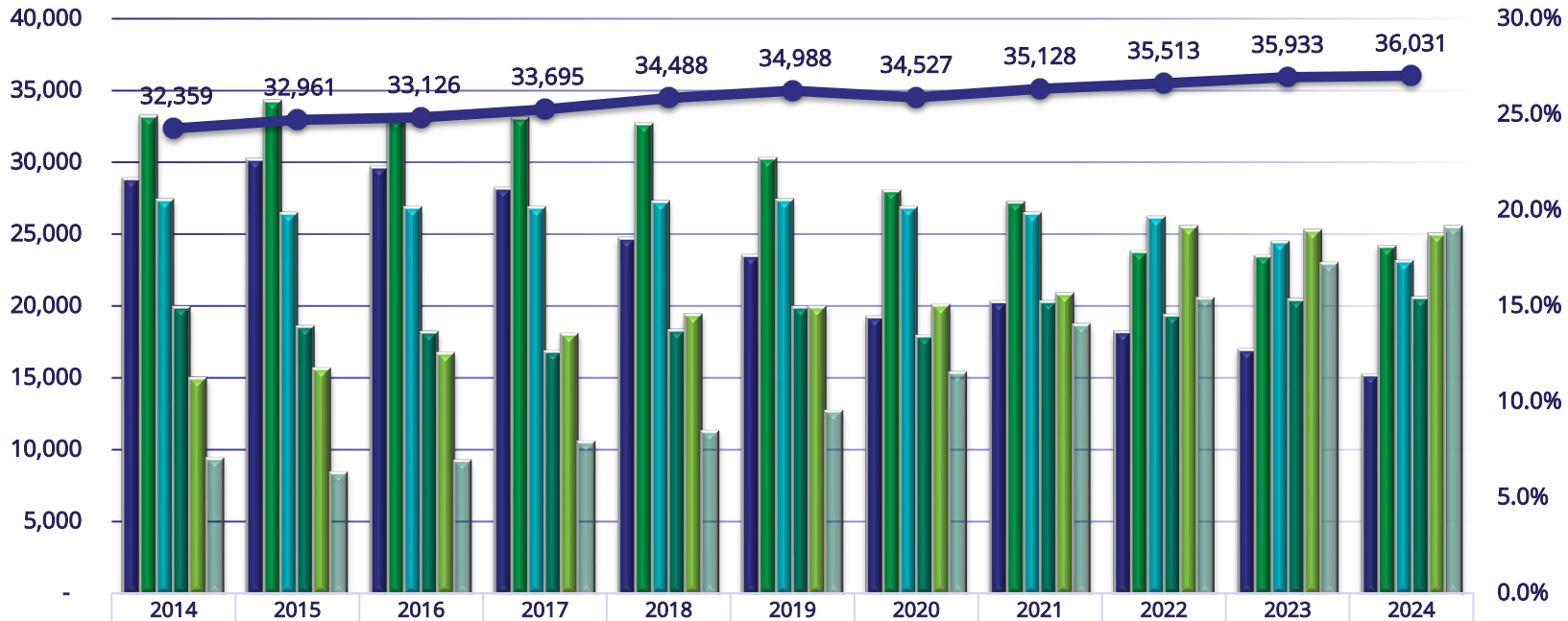
Households with Children	8,486
Households without Children	27,545



Households without Retirement	23,420
Households receiving Retirement Income	12,611

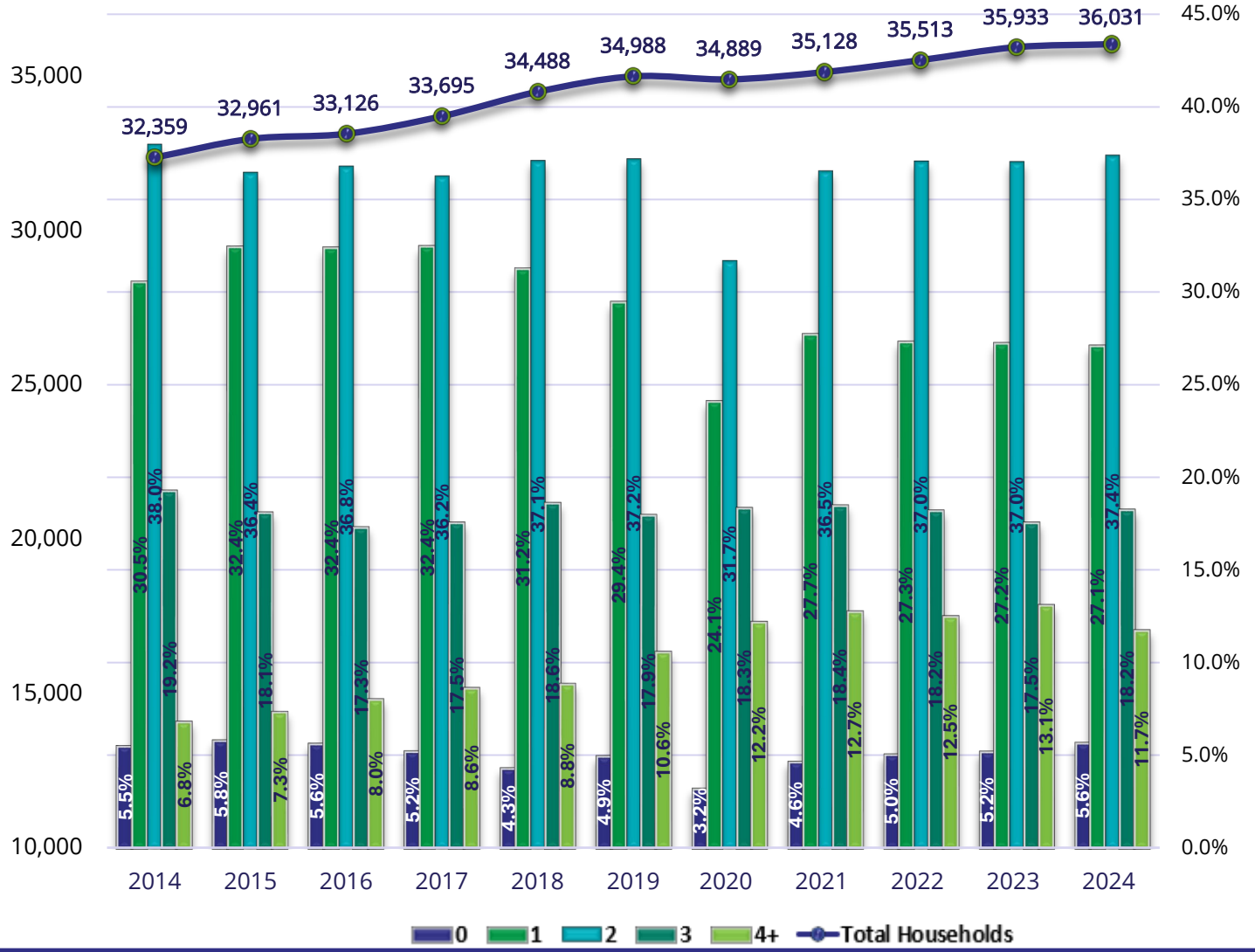


CAMPO Household Income

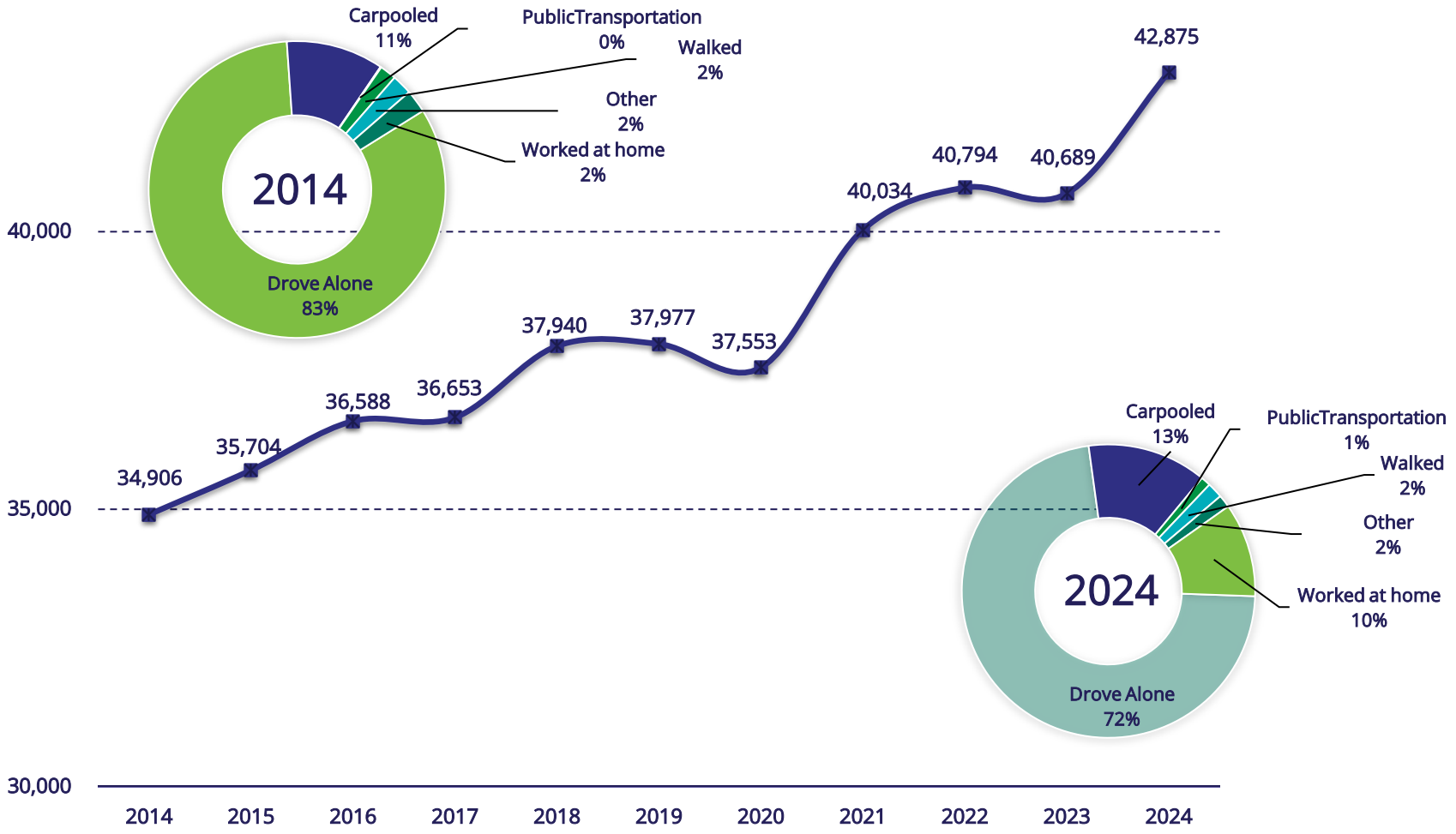


	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Less than $25,000	21.6%	22.6%	22.2%	21.1%	18.5%	17.6%	14.4%	15.2%	13.6%	12.7%	11.4%
$25,000-$49,999	24.9%	25.7%	24.7%	24.8%	24.5%	22.7%	21.0%	20.4%	17.8%	17.6%	18.1%
$50,000-$74,999	20.5%	19.8%	20.1%	20.1%	20.4%	20.5%	20.1%	19.8%	19.6%	18.3%	17.3%
$75,000-$99,999	14.9%	13.9%	13.6%	12.6%	13.7%	14.9%	13.4%	15.2%	14.5%	15.3%	15.4%
$100,000-$149,999	11.2%	11.7%	12.5%	13.5%	14.5%	14.9%	15.0%	15.6%	19.1%	18.9%	18.7%
$150,000 or More	7.0%	6.3%	6.9%	7.9%	8.4%	9.5%	11.5%	14.0%	15.4%	17.2%	19.1%
Total Households	32,359	32,961	33,126	33,695	34,488	34,988	34,527	35,128	35,513	35,933	36,031

CAMPO Household Vehicles



CAMPO Commute

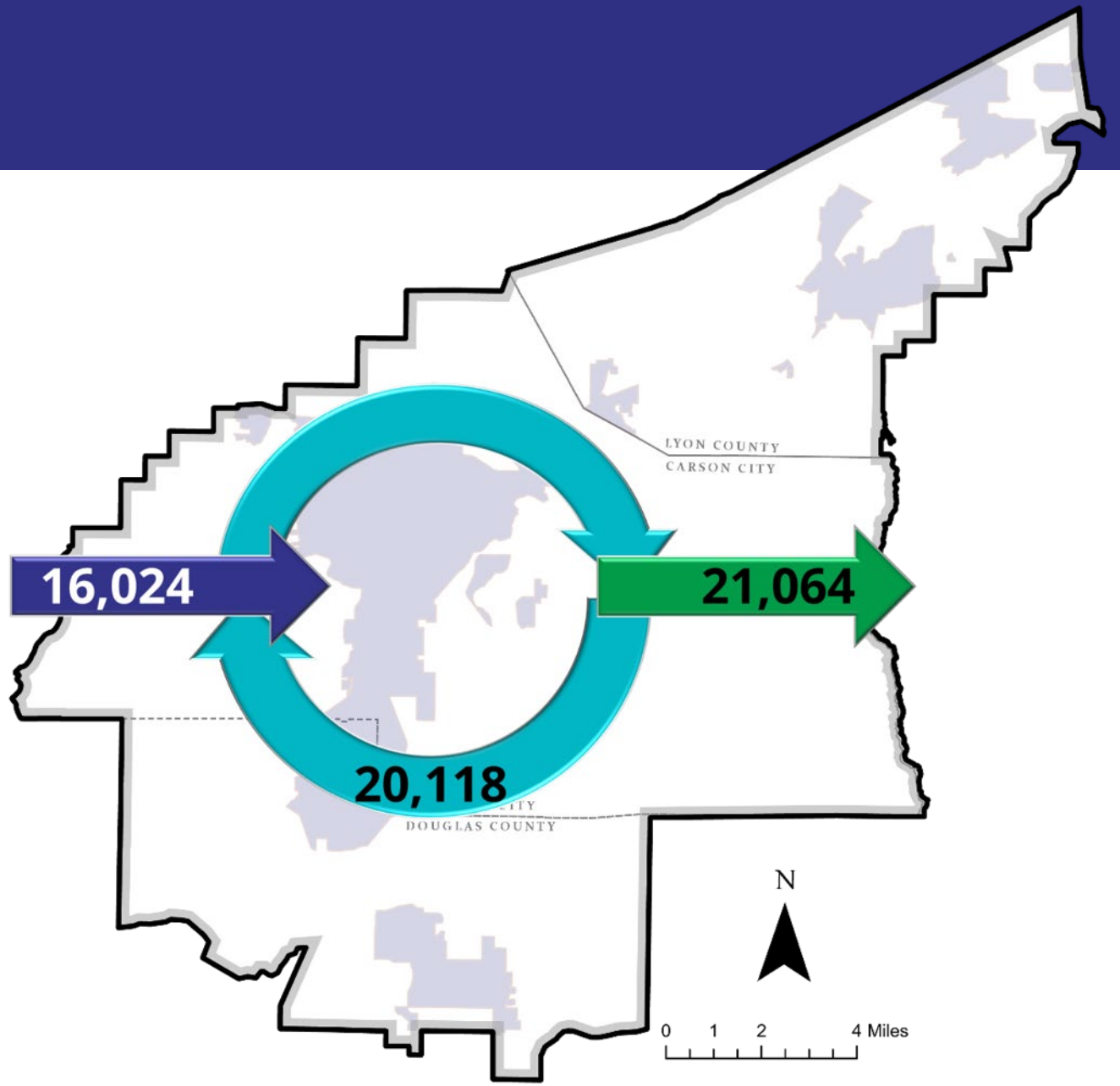


CAMPO Commute

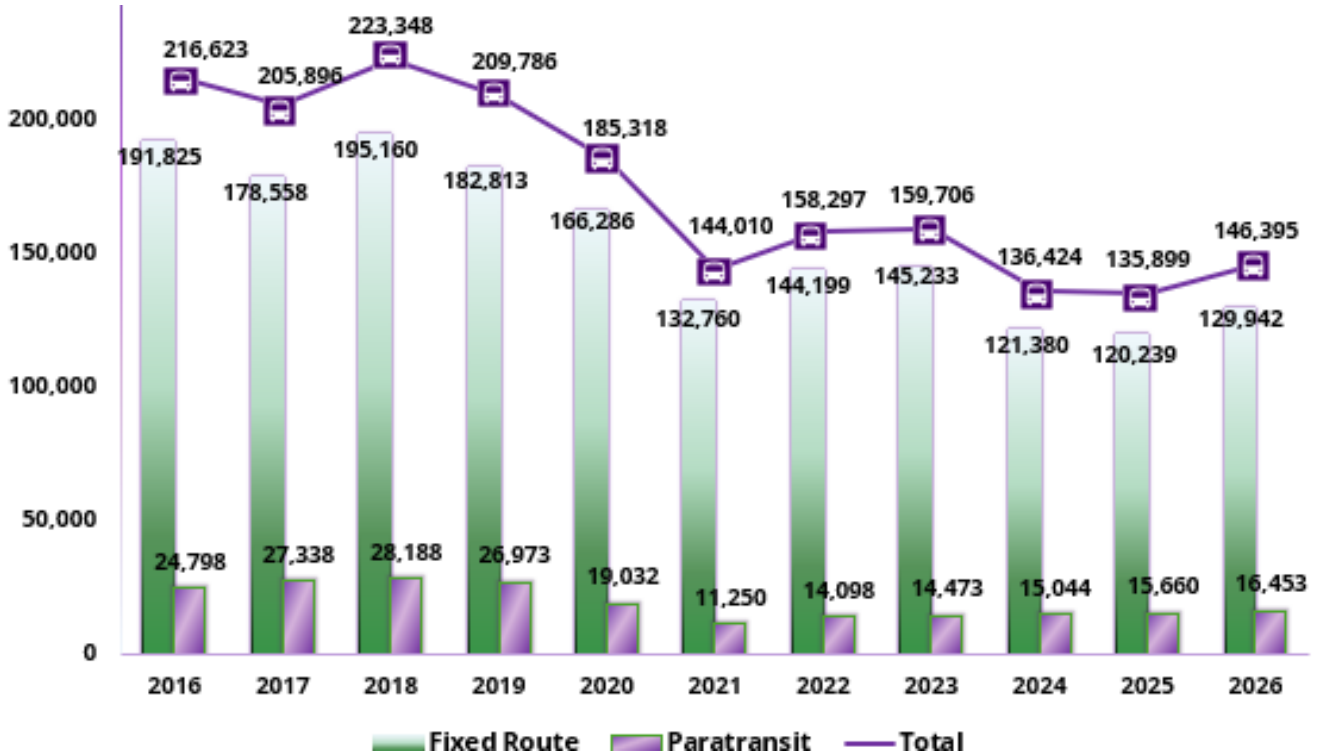
Employed and living in CAMPO

Employed in CAMPO, live outside

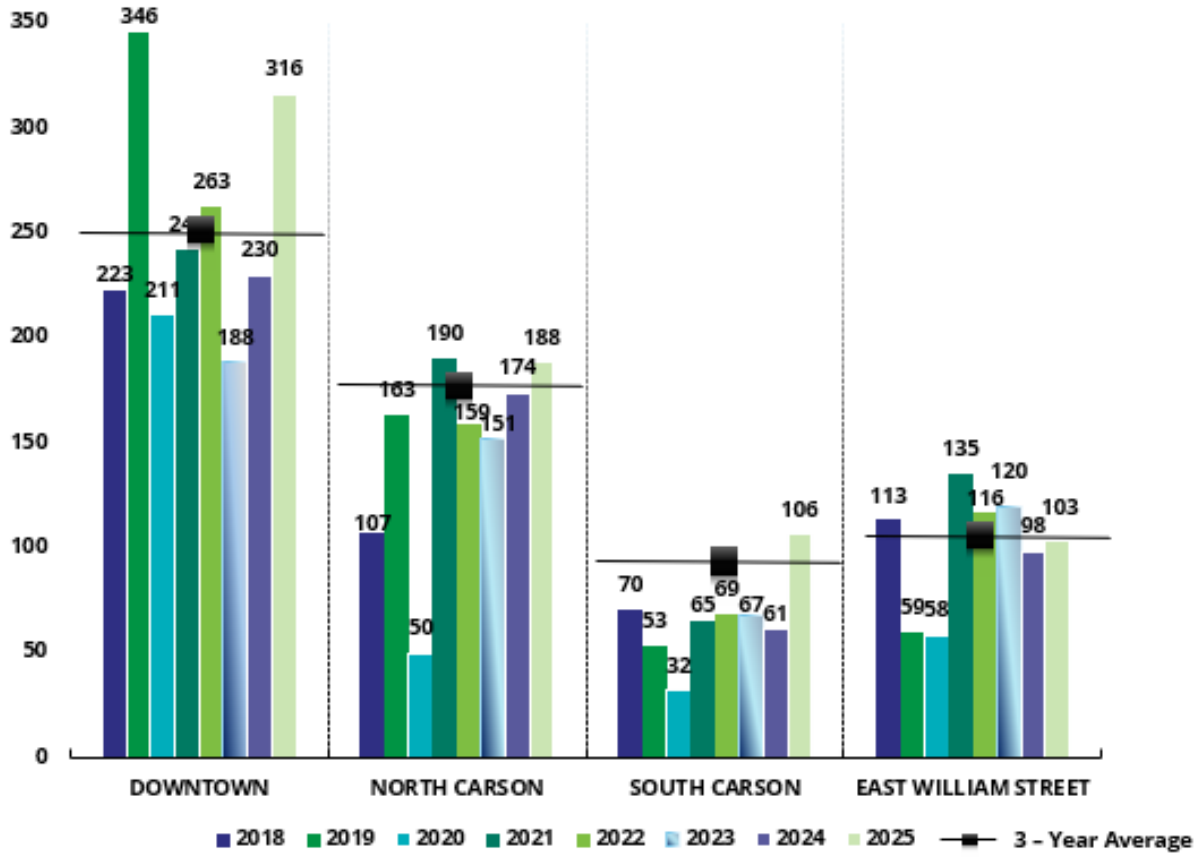
Live in CAMPO, employed outside



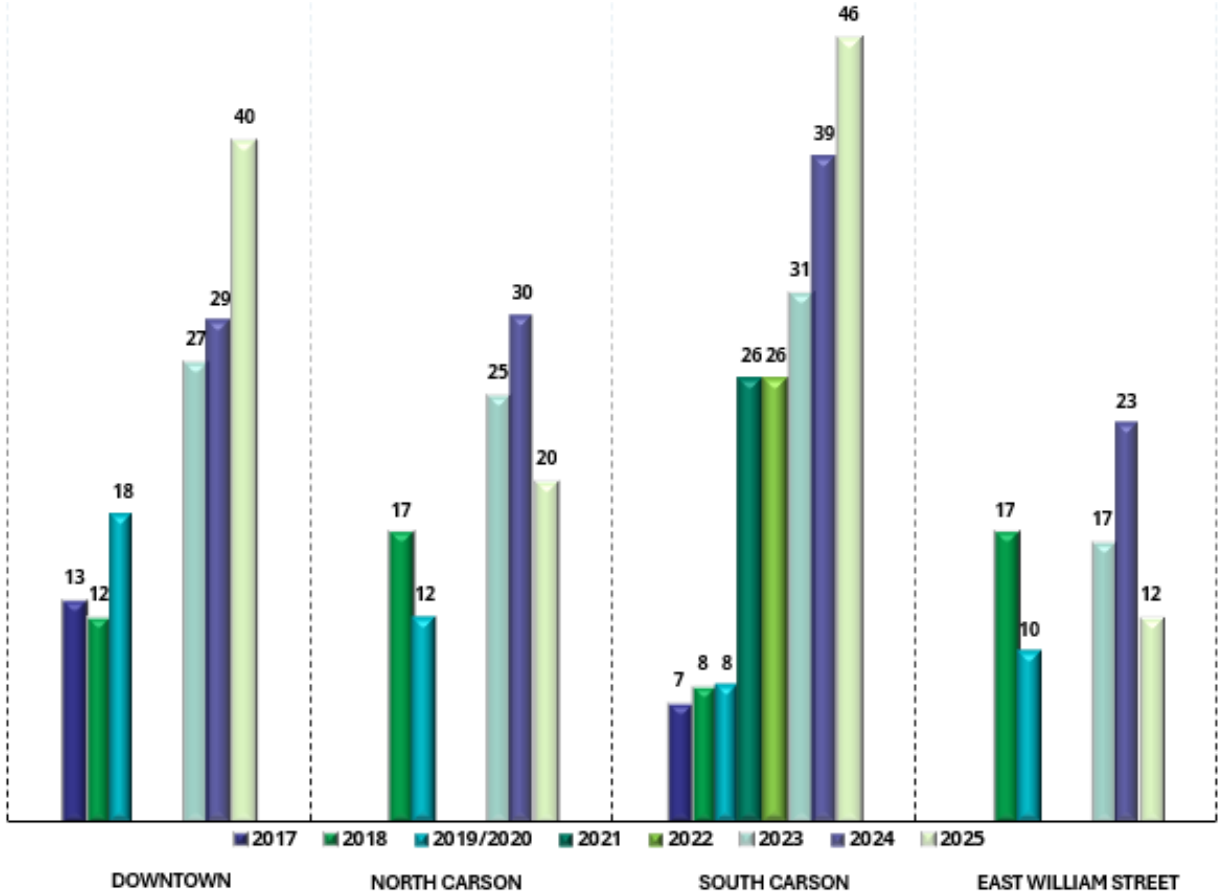
JAC Transit


200,000
150,000
100,000
50,000
0
216,623
205,896
223,348
209,786
185,318
144,010
158,297
159,706
136,424
135,899
146,395
191,825
178,558
195,160
182,813
166,286
132,760
144,199
145,233
121,380
120,239
129,942
24,798
27,338
28,188
26,973
19,032
11,250
14,098
14,473
15,044
15,660
16,453
2016
2017
2018
2019
2020
2021
2022
2023
2024
2025
2026
Fixed Route
Paratransit
Total

CAMPO Pedestrian & Bicycle Volumes

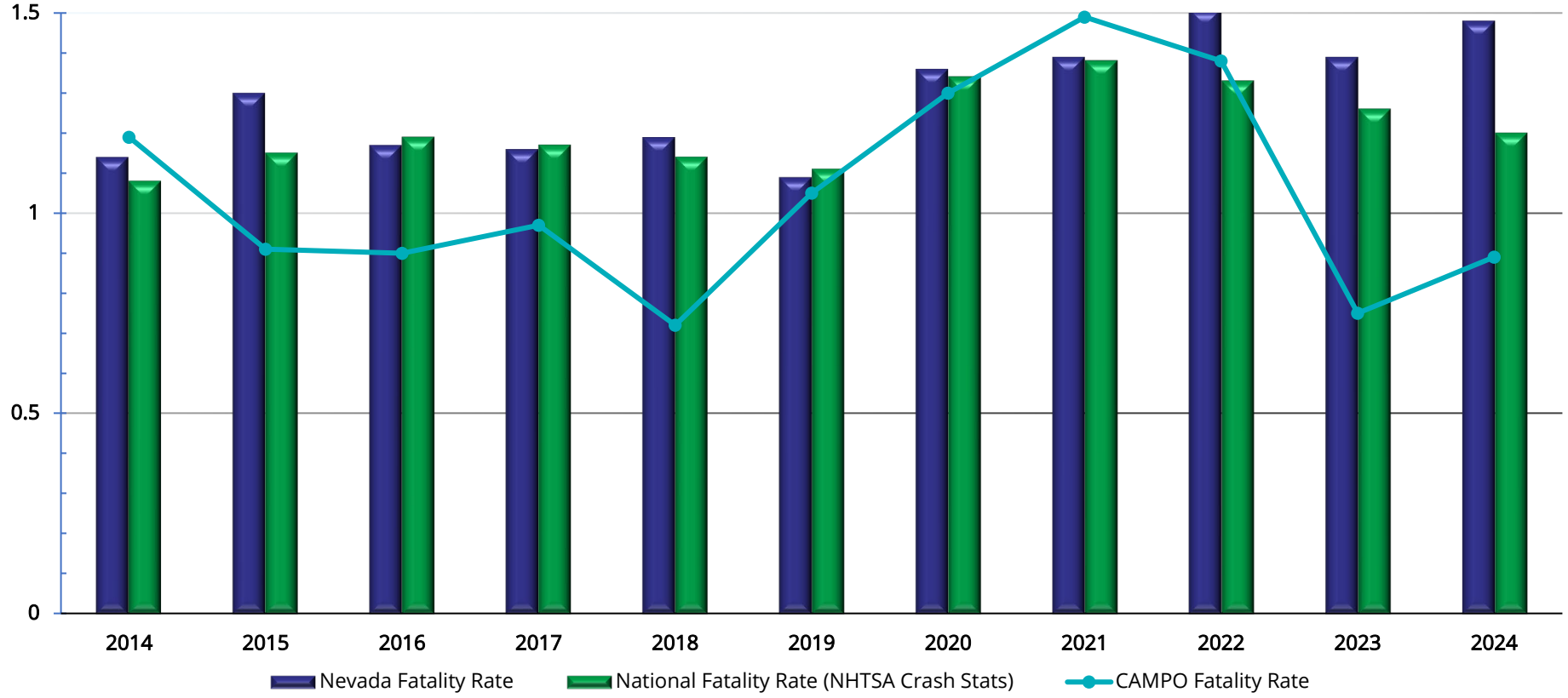


Pedestrians

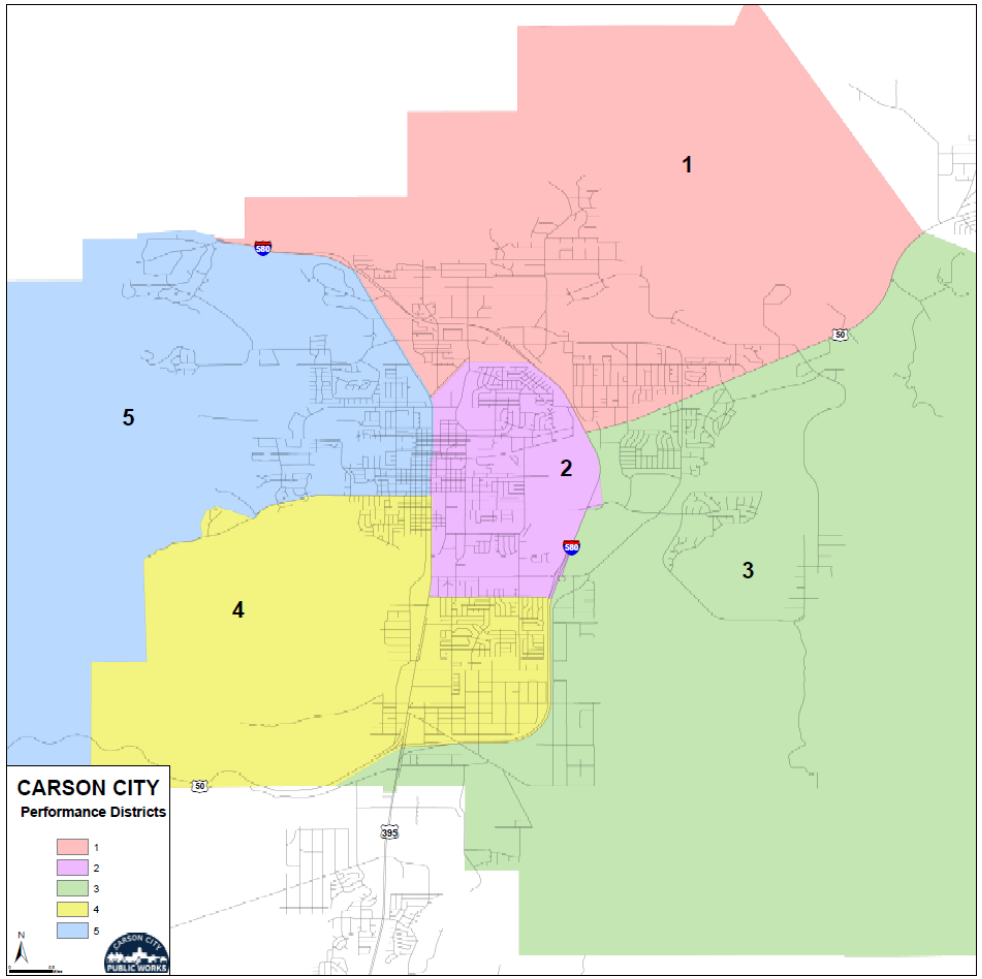


Bicyclists

CAMPO Comparative Fatality Rates



Carson City PCI



Facility Type		Inspected PCI			Est. PCI	Percent Change 2017 to 2026
		2017	2022	2024	2026	
City-wide	Regional Roads	67	74	69	66	-2%
	Local Roads	61	56	55	51	-17%
	All Roads	63	62	60	56	-11%
Performance District 1	Regional Roads	67	69	59	57	-15%
	Local Roads	62	57	54	50	-20%
	All Roads	64	61	56	52	-18%
Performance District 2	Regional Roads	73	80	73	71	-4%
	Local Roads	64	53	54	49	-23%
	All Roads	67	63	60	57	-16%
Performance District 3	Regional Roads	72	77	74	73	1%
	Local Roads	57	58	55	53	-8%
	All Roads	62	64	61	59	-4%
Performance District 4	Regional Roads	61	79	79	74	21%
	Local Roads	58	51	52	48	-18%
	All Roads	59	61	61	57	-4%
Performance District 5	Regional Roads	64	65	62	57	-11%
	Local Roads	66	60	60	56	-16%
	All Roads	65	62	60	56	-14%

CAMPO Public Outreach

Strategy	2025 CAMPO Public Participation Outreach
Participation in community events	1; September 24 CAMPO RTP Public Meeting (CC Community Center) 1; US 50 Phase 2 Public Meeting (CC Community Center)
Stakeholder meetings	1; Mound House Business Meeting for US 50 Complete Streets Study Phase 2 1; Carson City Public Meeting for US 50 Complete Streets Study Phase 2 1; CAMPO RTP Public Meeting September 2025 3; CAMPO 2050 RTP Learning Sessions November 2025 1; JAC Title VI Public Meeting Announcement of the Bike Ped Comment Map to the Nevada Bicycle Pedestrian Board 9/11/2025 Announcement of the Bike Ped Comment Map to the NV SHSP Vulnerable User Stakeholder Group
Council meetings/ presentations	12; CAMPO Board Meetings; 47 Agenda Items 1; Transportation Lobby Day @ Nevada Legislature
Advisory committee meetings	1; RTSC Regional Transportation Stakeholder Coalition (20 members)
Informal, small group meetings (e.g., coffee chats)	None required
Open house events	1; Public Works Week
Public hearings*	None required
Electronic newsletters/email lists (eNews)	1; RTSC; Regional Transportation Stakeholder Coalition
Website*	Continual Updates; Addition of "Transportation Project Outreach & Engagement" Page
Social media: Facebook, Twitter, Instagram, YouTube, and/or NextDoor	Continual Updates Addition of CAMPO LinkedIn Page- December 2024 (316 Impressions, 9 reactions, 0 comments, 0 Reposts) CC Public Works Facebook; 295 impressions
Surveys	• 267; RTP/ CHSP Survey • SRTS Survey 562; US 50 Complete Streets Feasibility Study Phase 2

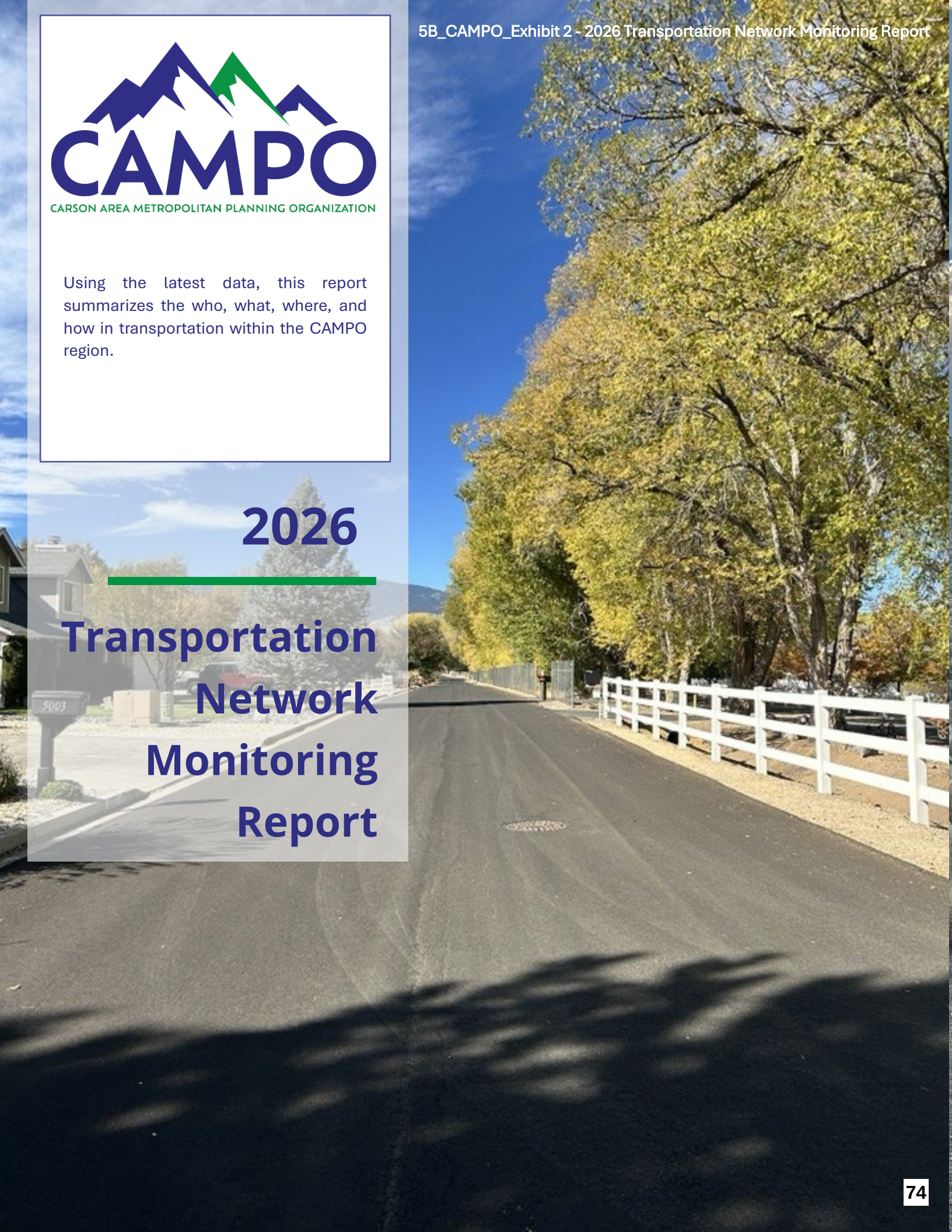
CAMPO

CARSON AREA METROPOLITAN PLANNING ORGANIZATION

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

2026

Transportation Network Monitoring Report



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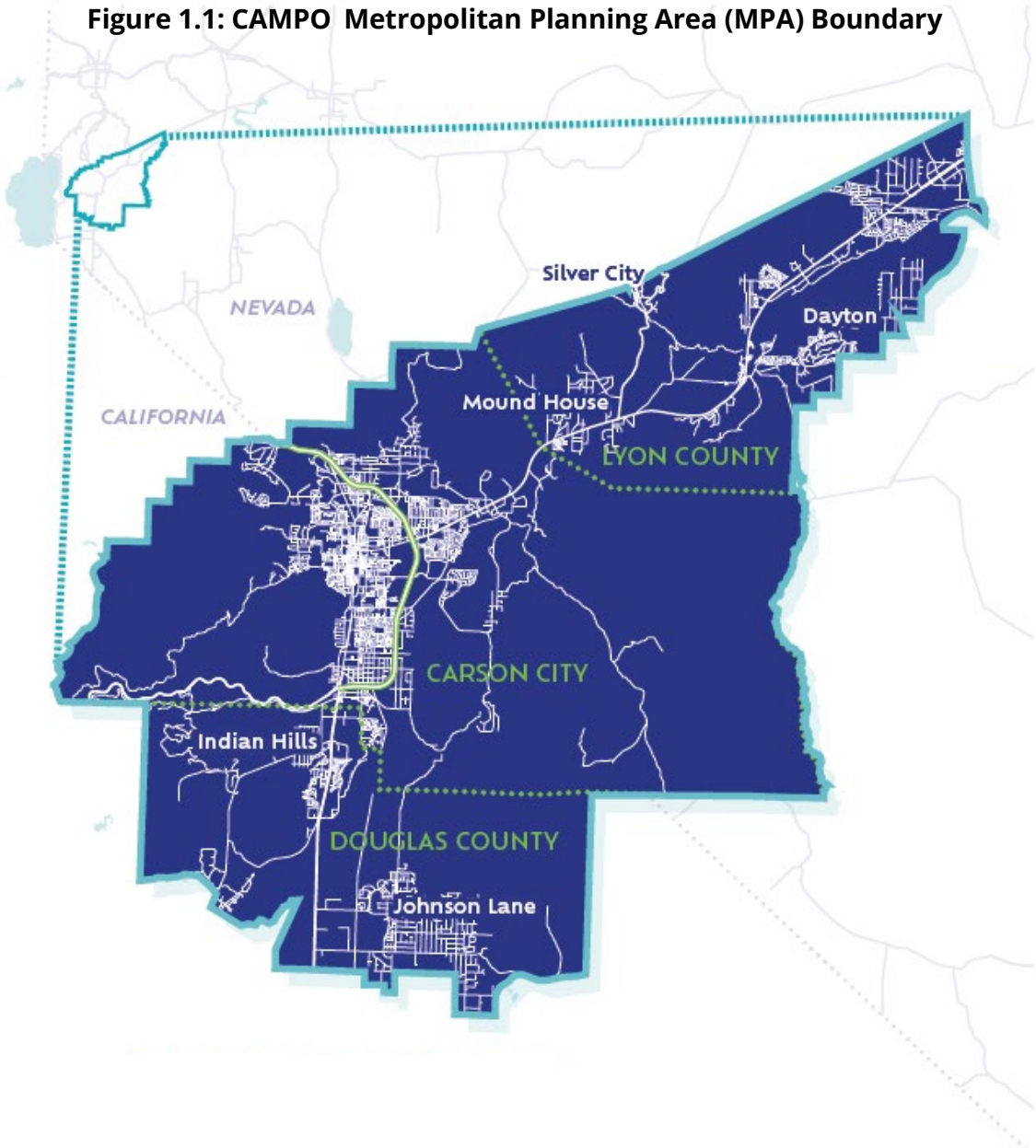
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Chapter 1 **Introduction**

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

Figure 1.1: CAMPO Metropolitan Planning Area (MPA) Boundary



1.1 Performance-Based Planning

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

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

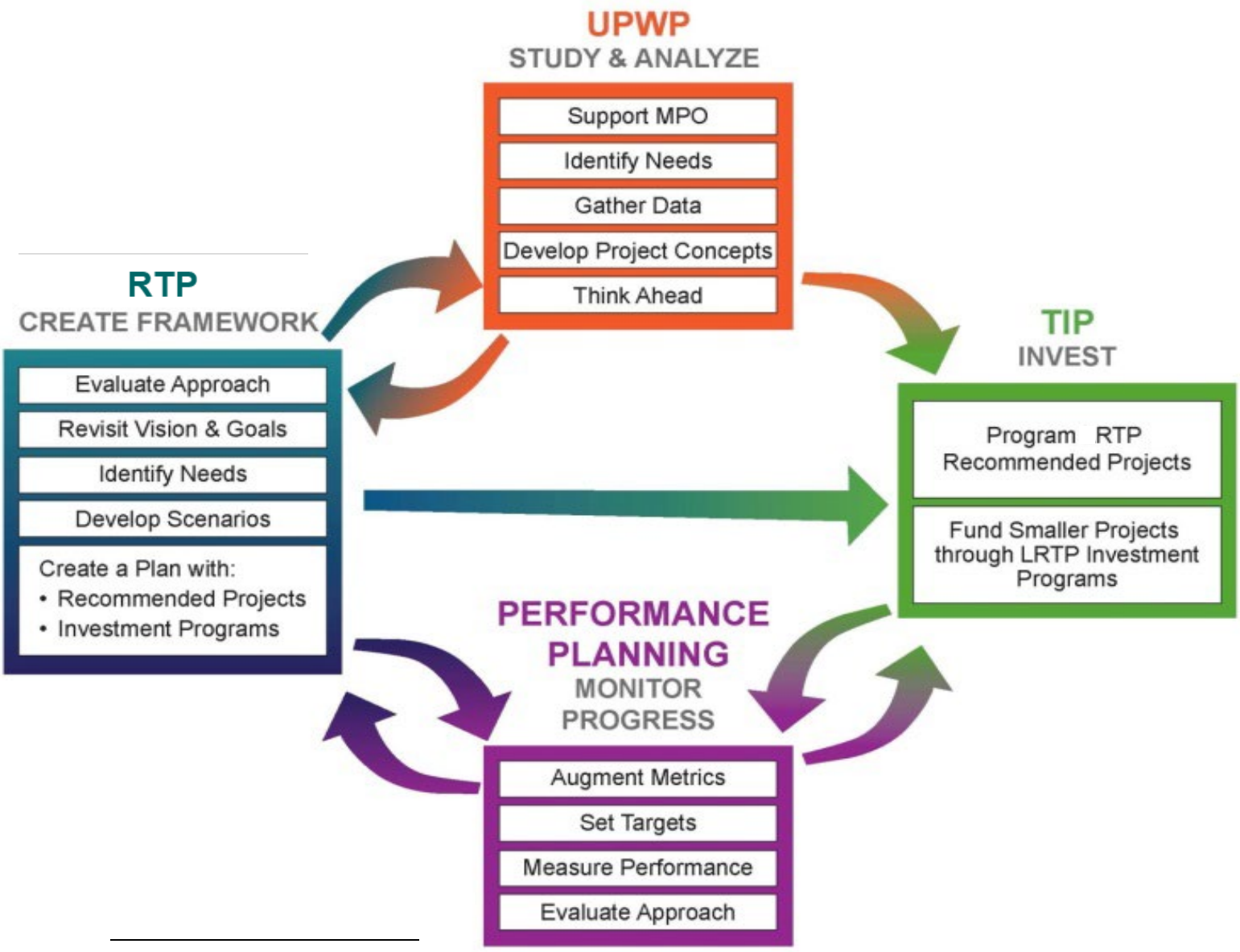


This 2026 Transportation Network Monitoring Report is federally funded through CAMPO's Unified Planning Work Program and presents transportation network information derived from transportation data collected within CAMPO. The information is presented to show regional trends and changes that influence the transportation system. This document presents information on **who** uses the transportation system (socio-demographic data), **what** residents travel on (Roadway Condition, Local Roadway Pavement Condition), **where** they travel (trip origins, destinations), and **how** they travel (transit, walking, biking, driving). CAMPO staff continue to monitor socioeconomic factors, mobility, and safety needs of the region and strive to increase consistency and coverage of bicycle and pedestrian monitoring to better inform investment decisions. The data collected for this report is organized and analyzed to present information about the overall performance of the transportation system. This information informs project prioritization and

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

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

Figure 1.2: CAMPO's Primary Responsibilities

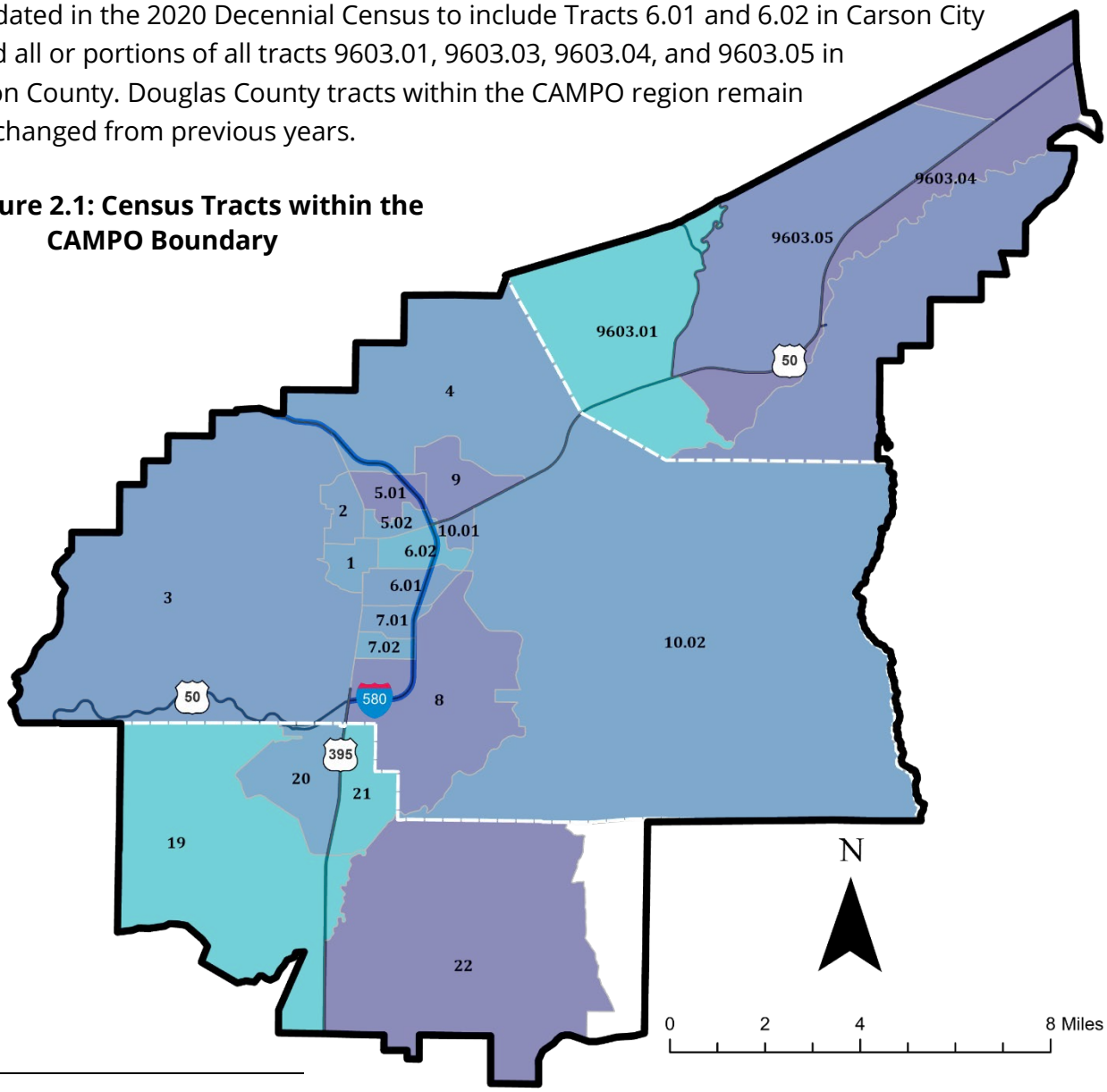


[1] Nevada Transportation Improvement Program - https://nevadadot.ecointeractive.com/

Chapter 2 **WHO** | Socio-Demographics

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

Figure 2.1: Census Tracts within the CAMPO Boundary

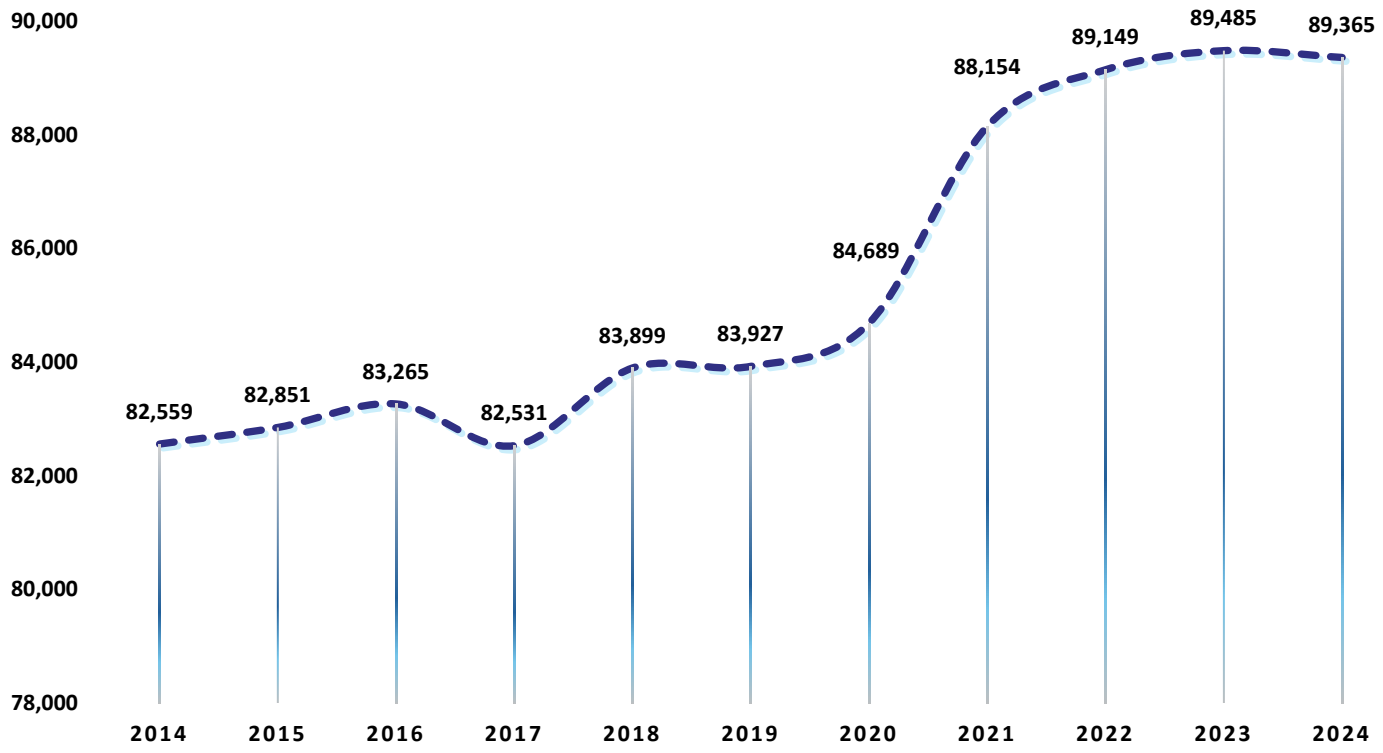


[2] American Community Survey (ACS), US Census Bureau - https://www.census.gov/programs-surveys/acs

2.1 Population

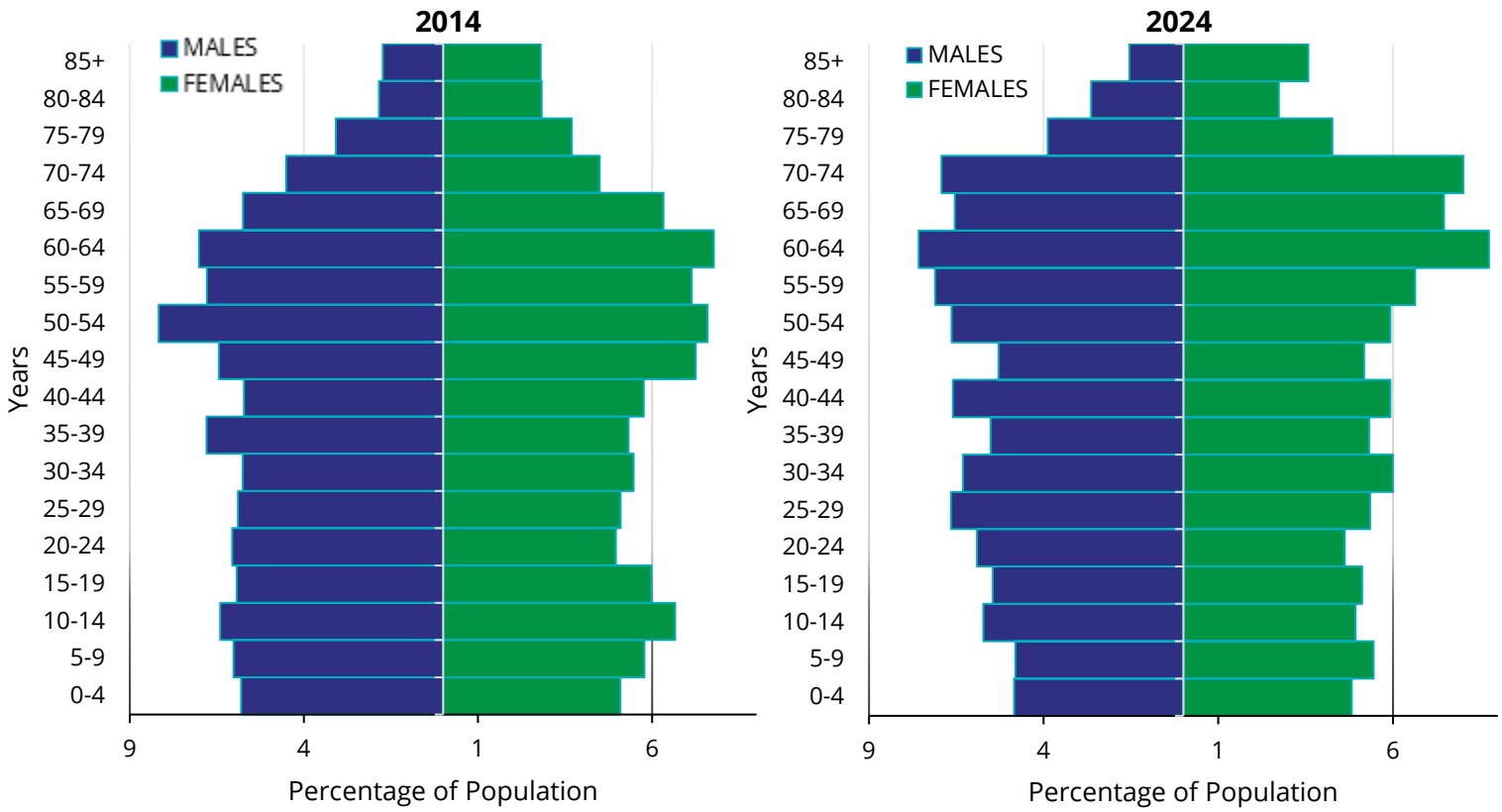
The CAMPO population decreased slightly in the last year, as shown in Figure 2.2. From 2023 to 2024, Indian Hills in Douglas County, north central Carson City, and Mound House in Lyon County decreased in population slightly, while the area southwest of Indian Hills in Douglas County, central Carson City, and Dayton in Lyon County, had slight increases in population over the last year.

Figure 2.2: CAMPO Total Population (2014-2024)



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

Figure 2.3: CAMPO Population Pyramid

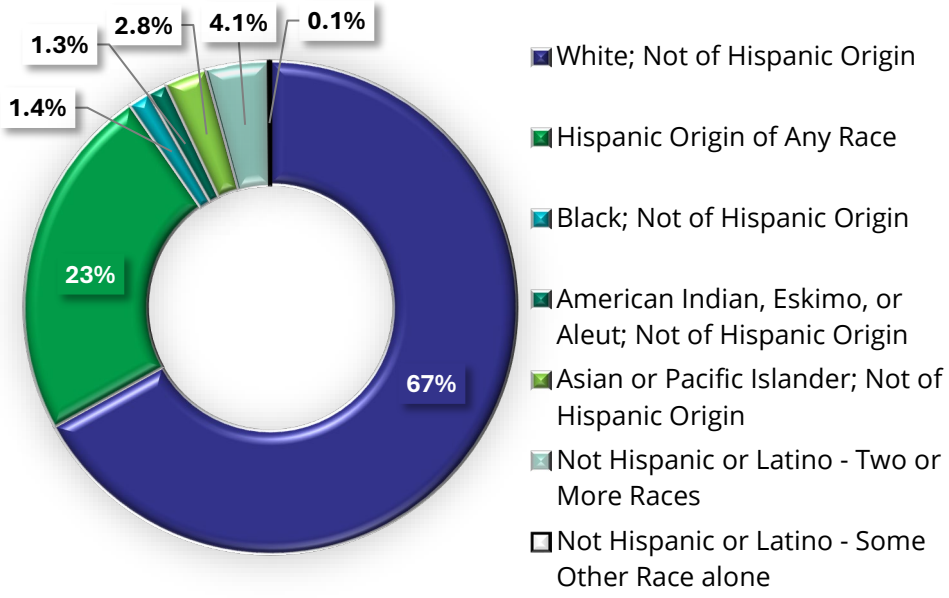


Source: ACS Demographic and Housing Estimates, Table S0101. Annual Estimates from American Community Survey (ACS) 5-year Estimates.

Figure 2.3 is a population pyramid of CAMPO with a comparison of years between 2014 and 2024. There are three trends regularly seen in population pyramids: expansive, constrictive, and stationary. Expansive populations have high fertility and mortality rates and are represented as a typical pyramid shape. Constrictive population trends, typical of highly developed countries, have a lower mortality rate with a constant fertility rate and are wider in the middle and/ or the top of the pyramid. Stationary population trends have low mortality and fertility rates and usually have a rectangular or pillar shape.

In 2014, the CAMPO population pyramid trend is representative of a constrictive population, where fertility rates are still high and mortality rates remain low. The 2024 CAMPO population pyramid is reflective of a constrictive population, with the bulk of the population edging older into their sixties and seventies.

Figure 2.4: Percentage of Population by Race/Ethnicity (2024)

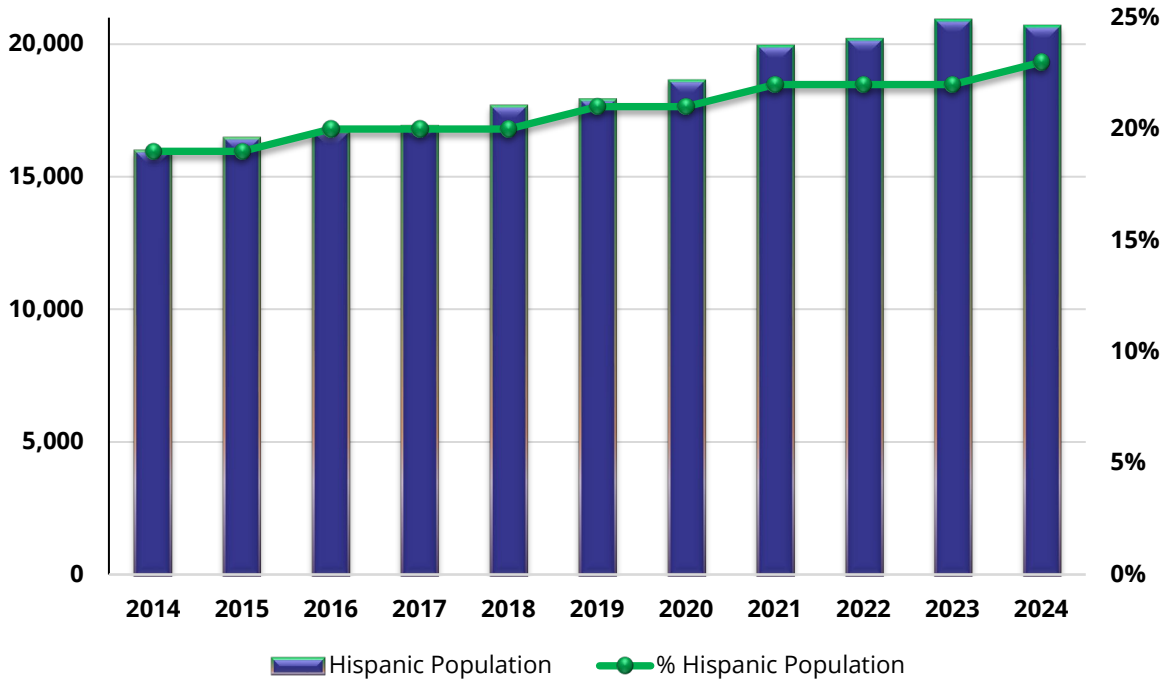


Source: ACS Demographic and Housing Estimates, Table DP05. Annual Estimates from American Community Survey (ACS) 5-year Estimates

Figure 2.4 shows the racial/ethnic breakdown in CAMPO in 2024. The percentage of the Hispanic population within the region is at its highest point in the last ten years, reaching almost one-quarter percent of the CAMPO population, as shown in Figure 2.5. This percentage share is forecasted to continue growing over the coming decades according to the Nevada Department of Taxation (Table 2.1).

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

Figure 2.5: Hispanic Population and Percentage of Total Population (2024)



9

Table 2.1: 2024-2043 Nevada State Demographer Population Projections

Five-Year Cohorts	Carson City			Douglas County			Lyon County		
	Year 2025	Year 2044	Percent Change 2025-2044	Year 2025	Year 2044	Percent Change 2025-2044	Year 2025	Year 2044	Percent Change 2025-2044
Ages 0-4	2,708	3,374	**24.6%**	1,895	1,687	-11%	3,608	3,950	9.5%
Ages 5-9	2,625	4,010	**52.8%**	2,615	2,326	-11%	4,144	4,325	4.4%
Ages 10-14	2,723	4,099	**50.5%**	2,991	2,613	-12.6%	3,923	4,501	**14.7%**
Ages 15-19	4,377	3,171	-27.6%	2,254	2,367	5%	3,808	4,438	**16.5%**
Ages 20-24	4,013	2,885	-28.1%	1,205	1,781	**47.8%**	2,739	4,383	**60%**
Ages 25-29	2,311	3,553	**53.7%**	3,113	2,433	-21.8%	4,446	4,693	5.6%
Ages 30-34	3,980	3,339	-16.1%	3,290	2,441	-25.8%	5,375	4,323	-19.6%
Ages 35-39	5,431	4,868	-10.4%	3,675	2,695	-26.6%	4,197	3,803	-9.4%
Ages 40-44	2,646	5,107	**93%**	2,753	2,720	-1.2%	2,864	4,461	**55.8%**
Ages 45-49	2,918	2,299	-21.2%	2,777	4,357	**56.9%**	4,170	5,654	**35.6%**
Ages 50-54	5,408	3,761	-30.5%	3,532	3,993	13.1%	4,275	6,774	**58.5%**
Ages 55-59	4,391	4,793	9.2%	4,296	4,067	-5.3%	4,826	4,033	-16.4%
Ages 60-64	3,738	2,837	-24.1%	4,972	3,748	-24.6%	4,421	3,969	-10.2%
Ages 65-69	3,123	3,179	1.8%	5,335	4,276	-19.9%	4,320	4,863	12.6%
Ages 70-74	4,374	5,000	**14.3%**	4,233	4,156	-1.8%	3,726	4,369	**17.3%**
Ages 75-79	2,886	2,917	1.1%	3,044	3,907	**28.4%**	2,459	3,636	**47.9%**
Ages 80-84	1,697	2,446	**44.1%**	2,039	3,056	**49.9%**	1,653	2,487	**50.5%**
Ages 85 over	1,479	2,636	**78.2%**	2,032	3,143	**54.7%**	1,402	2,436	**73.8%**
Total	60,829	64,275	5.7%	56,052	55,768	-0.5%	66,358	77,099	**16.1%**
Sex									
Female	31,491	33,846	7.5%	28,646	29,369	2.5%	33,274	39,250	**18%**
Male	29,338	30,429	3.7%	27,406	26,399	-3.7%	33,084	37,849	**14.4%**
Race & Ethnicity									
White Not of Hispanic Origin	40,850	26,640	-34.8%	44,120	39,859	-9.7%	50,602	55,099	8.9%
Black Not of Hispanic Origin	921	899	-2.4%	391	698	**78.5%**	852	1,250	**46.7%**
American Indian, Eskimo, or Aleut Not of Hispanic Origin	1,450	1,198	-17.4%	1,339	1,710	**27.7%**	1,896	1,970	3.9%
Asian or Pacific Islander Not of Hispanic Origin	1,252	1,081	-13.7%	1,835	2,353	**28.2%**	1,521	2,368	**55.7%**
Hispanic Origin of Any Race	16,356	31,457	**92.3%**	8,367	11,148	**33.2%**	11,487	16,412	**42.9%**

*Highlighted areas note age cohorts with growth rates at or above 14%
** Source: Nevada Department of Taxation:
2025-ASRHO-Estimates-and-Projections-Summary-2000-to-2044.pdf

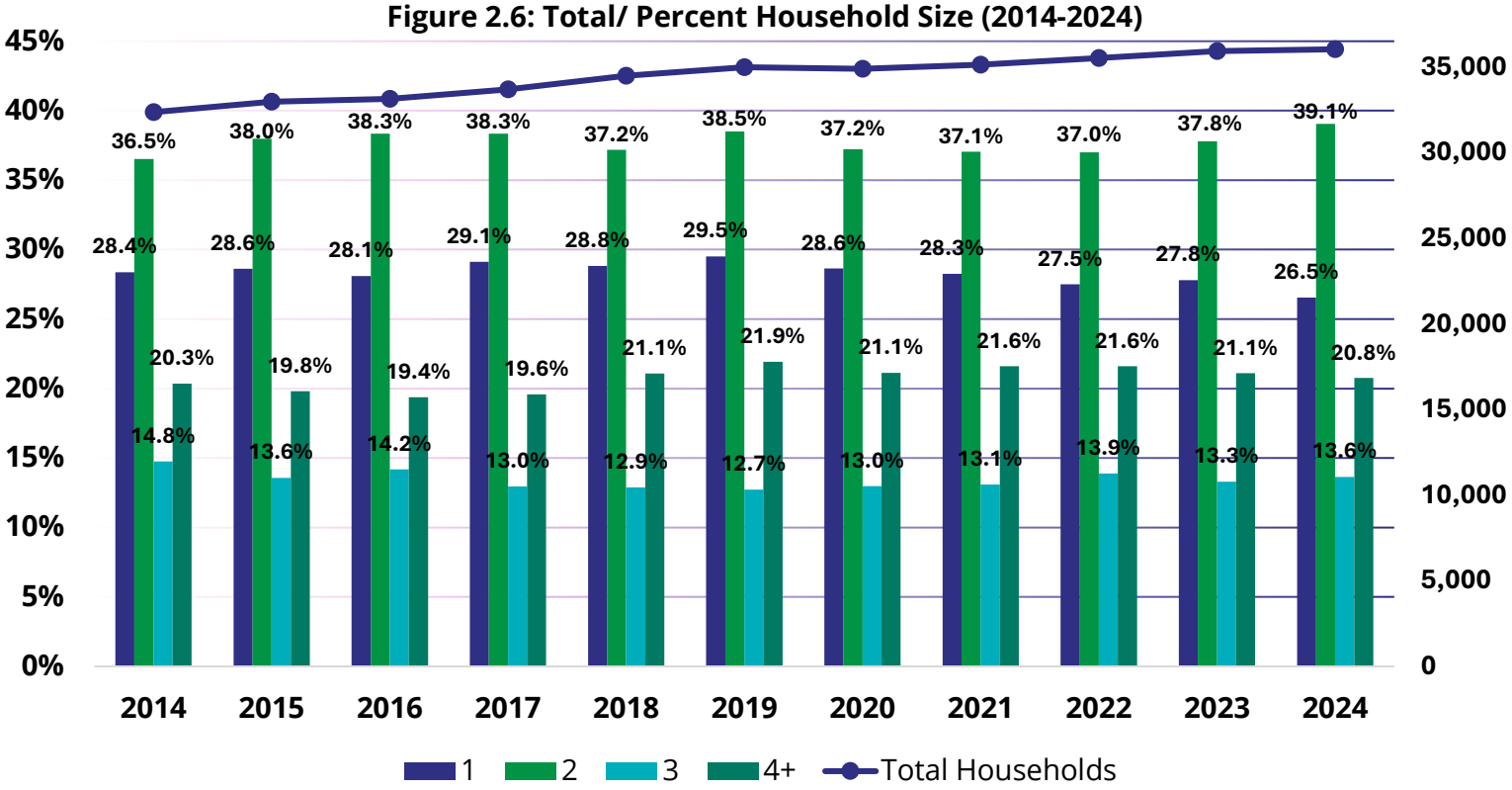
Over the next 30 years, demand for the transportation system will grow and evolve because of increased population. In total, between the years 2020 and 2050, CAMPO's population is anticipated to grow to approximately 97,000 people. Population estimates for 2024 through 2043 (Table 2.1) from the Nevada Department of Taxation anticipate a growing senior population (shown in green) that will necessitate investment in safety enhancements to address the changing mobility needs of seniors. Investment in accessible public transportation, pedestrian, and bicycle facilities will be important for providing an aging population with mobility options and independence, along with improved integration and mobility for all system users.

2.2 Households

A community's distribution of household size has implications on the number and types of daily trips. Larger households tend to be comprised of families with children, which may generate travel for school and after-school activities, while smaller households may generate fewer trips overall, but may have more flexibility in their schedules to generate longer, inter-regional or interstate trips. Figure 2.6 displays the distribution of household size from 2014 to 2024.

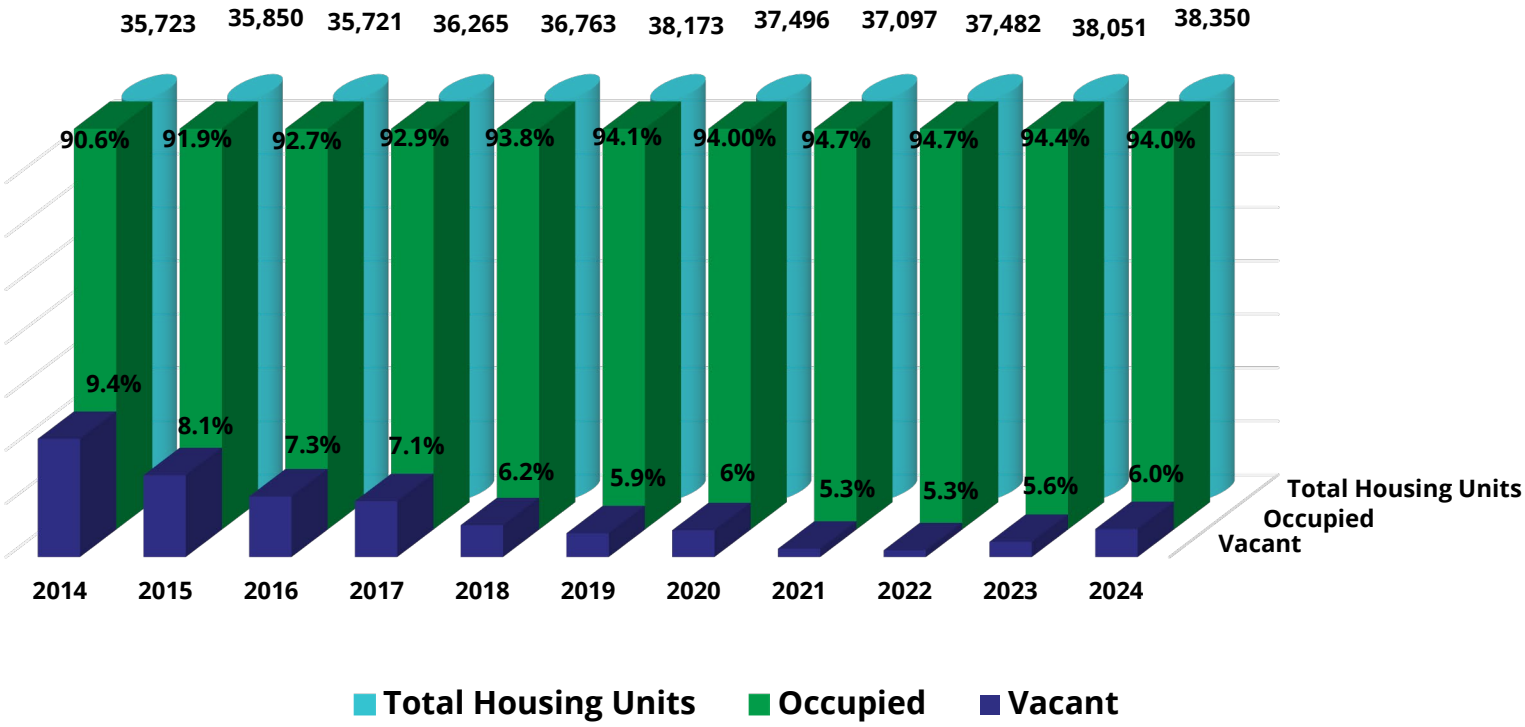
- **A household includes all people occupying a housing unit.**
- **The household size equals the number of persons per household and is expressed as a percentage.**
- **Over the ten-year reporting period, total households in the CAMPO Area are increasing, and the distribution of people within a household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

Figure 2.6: Total/ Percent Household Size (2014-2024)



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

Figure 2.7: Housing Units/ Percent Occupancy Status (2014-2024)

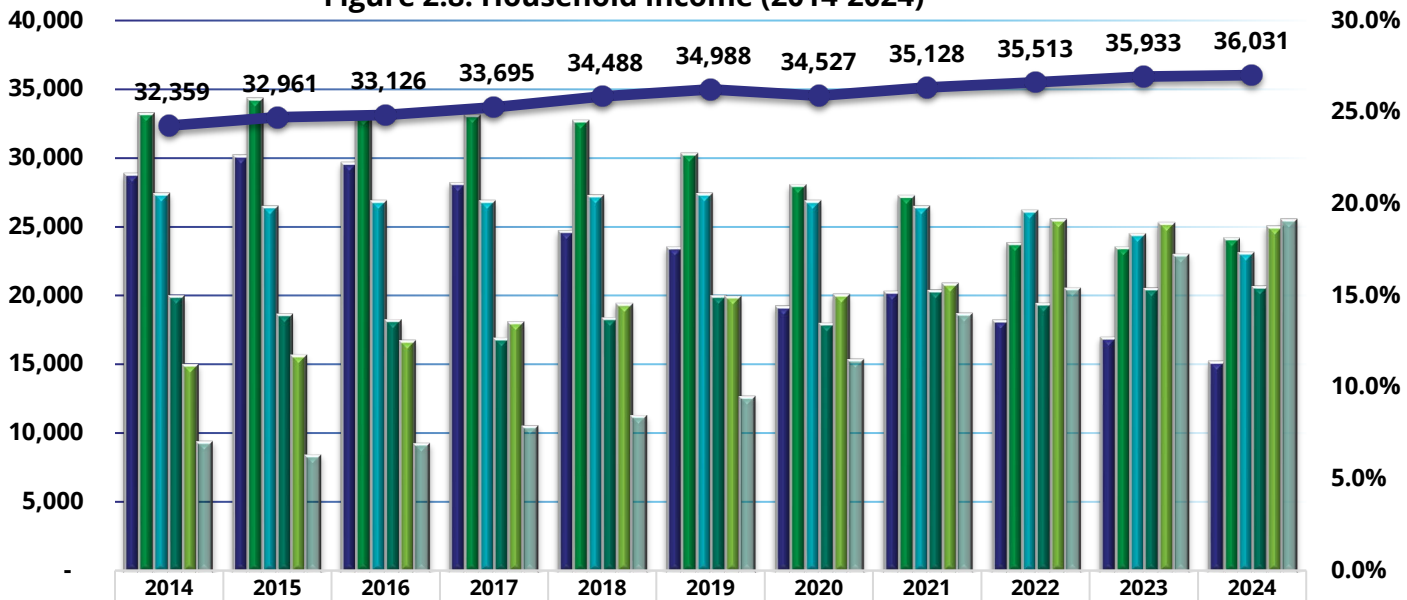


Source: ACS Household Size by Vehicles Available, Table B25002. Annual Estimates from American Community Survey (ACS) 5-year Estimates

A housing unit is a house, apartment, mobile home, group of rooms, or an occupied single room, separated from other living quarters. Housing unit occupancy is an indicator of population growth and economic activity, which results in additional demand on the transportation system. Long-term increases in housing unit occupancy can result in local zoning ordinance policy changes to encourage higher densities, which over time, can lead to more pedestrian, bicycle, and transit trips in place of traditional automobile trips. Housing occupancy rates are also correlated with housing affordability, with higher occupancy rates being tied to the more expensive housing stock. Figure 2.7 displays the vacancy/occupancy status of housing units between 2014 to 2024. The occupancy rate has increased, reaching its highest point of 94.7% in 2021 and 2022, and remains high at 94% in 2024. The occupancy rate has increased by 3.4% since 2014. The vacancy rate has decreased by 3.4% since 2014.

Figure 2.8 displays reported household income from 2014 to 2024. The number of total households increased by 11.3% from 2014 to 2024. The percentage of total households earning less than $25,000 has decreased by more than ten percentage points over the decade, while the percentage of total households earning $150,000 increased by over twelve percentage points.

Figure 2.8: Household Income (2014-2024)



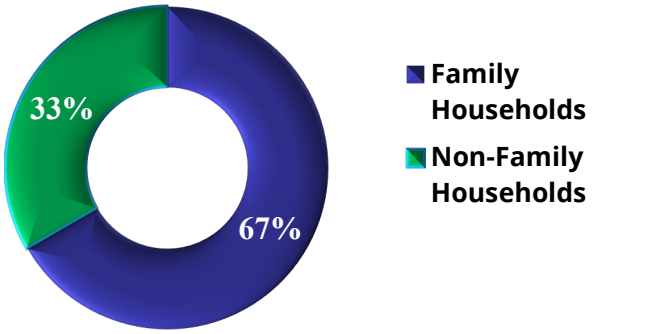
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Less than $25,000	21.6%	22.6%	22.2%	21.1%	18.5%	17.6%	14.4%	15.2%	13.6%	12.7%	11.4%
$25,000-$49,999	24.9%	25.7%	24.7%	24.8%	24.5%	22.7%	21.0%	20.4%	17.8%	17.6%	18.1%
$50,000-$74,999	20.5%	19.8%	20.1%	20.1%	20.4%	20.5%	20.1%	19.8%	19.6%	18.3%	17.3%
$75,000-$99,999	14.9%	13.9%	13.6%	12.6%	13.7%	14.9%	13.4%	15.2%	14.5%	15.3%	15.4%
$100,000-$149,999	11.2%	11.7%	12.5%	13.5%	14.5%	14.9%	15.0%	15.6%	19.1%	18.9%	18.7%
$150,000 or More	7.0%	6.3%	6.9%	7.9%	8.4%	9.5%	11.5%	14.0%	15.4%	17.2%	19.1%
Total Households	32,359	32,961	33,126	33,695	34,488	34,988	34,527	35,128	35,513	35,933	36,031

Source: ACS Selected Economic Characteristics, Table DP03. Annual Estimates from American Community Survey (ACS) 5-year Estimates.
The Bureau of Labor Statistics CPI Inflation calculator equates the buying power of $25,000 in 2012 with $33,832.53 in 2023 dollars. https://data.bls.gov/cgi-bin/cpicalc.pl

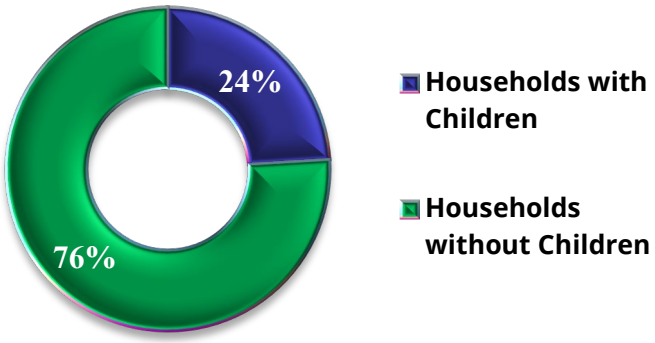
There are two major categories of households, "family" and "nonfamily". A family household is any two or more people residing together and related by birth, adoption, or marriage. A nonfamily household defines a householder living alone, or with an unrelated person, or persons. Within CAMPO, the average household has two people, with 67% identifying as family households. Less than a quarter of CAMPO households live with children, as shown in Figure 2.9.

Figure 2.9 CAMPO Household Types (2024)

Total Households	36,031
Average People Per Household	2.4
Family Households	24,019
Non-Family Households	12,012



Households with Children	8,486
Households without Children	27,545

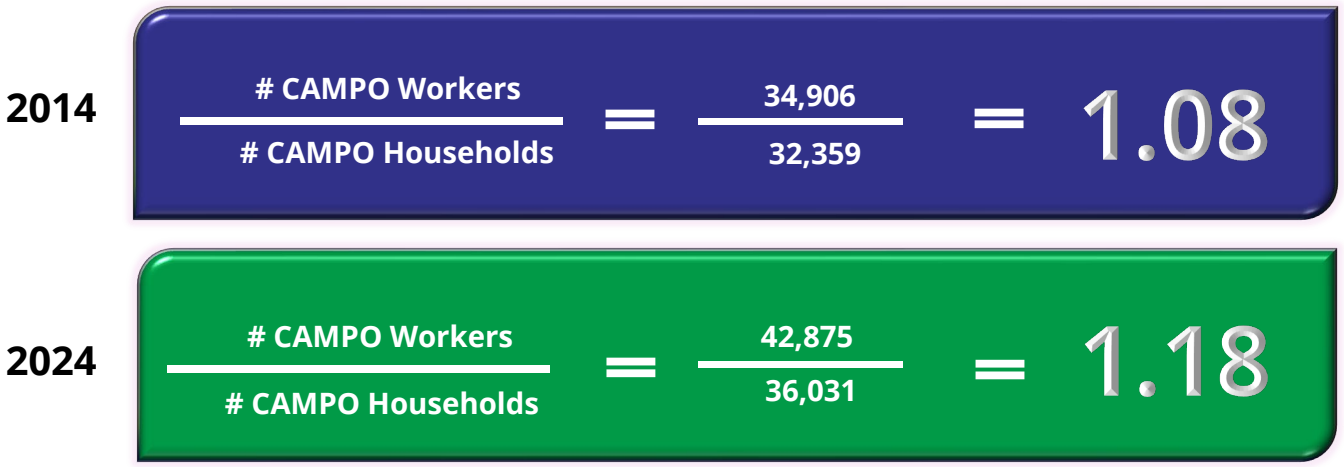


Source: ACS Households and Families Table S1101. Annual Estimates from American Community Survey (ACS) 5-year Estimates.

2.3 Jobs-Housing Balance

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

Figure 2.10 CAMPO Jobs – Housing Balance

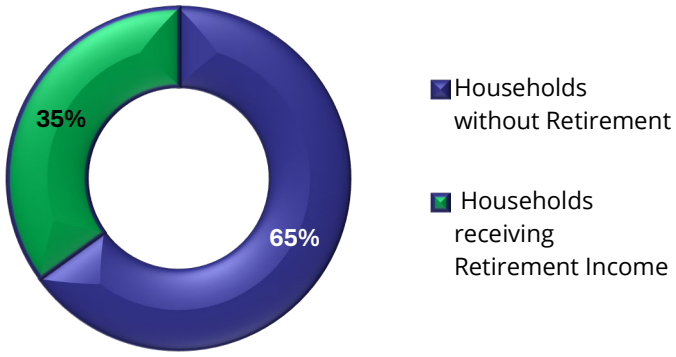


"Jobs-Housing Balancing and Regional Mobility." APA Journal (American Planning Association), Spring 1989, p.136-150. Reprint available at: http://escholarship.org/uc/item/7mx3k73h. [1]University of California Transportation Center.

During the last decade, the number of CAMPO workers has increased 23% and the number of households has increased by 11%. As indicated in Table 2.1, there is an increasing population of CAMPO residents aged 70 and older. Over the last decade, there has been a 61% increase in total households that receive retirement income. The jobs-housing balance in CAMPO has increased slightly over the last decade, closer towards the 1.5 standard. This is most likely due to workers increasing at a faster rate than housing. For an analysis of workers within CAMPO, see section 5.1 Commuting.

Figure 2.11 Households with Retirement Income

Households without Retirement	23,420
Households receiving Retirement Income	12,611

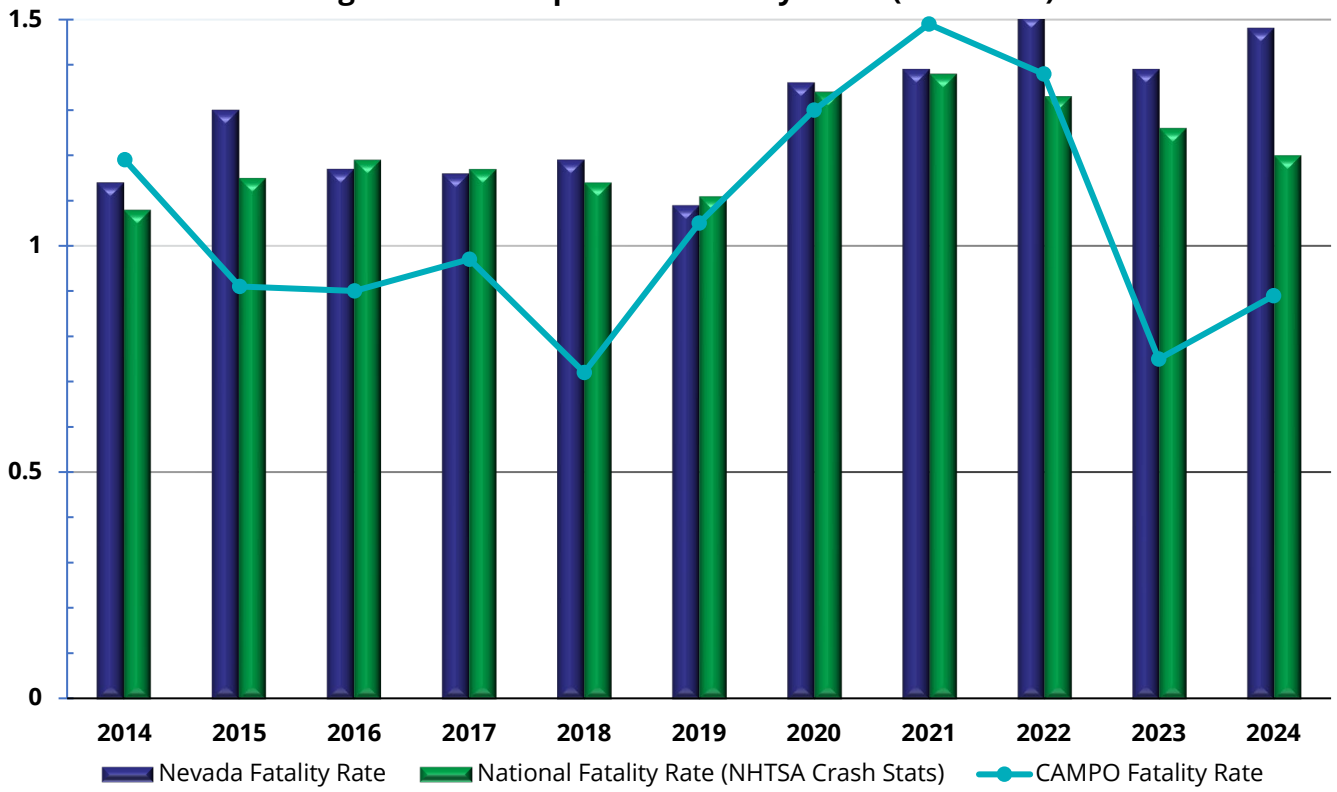


Source: ACS Households with Retirement Income Table DP03. Annual Estimates from American Community Survey (ACS) 5-year Estimates.

2.4 Safety

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

Figure 2.12: Comparative Fatality Rates (2014-2024)



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

Each year, about one-quarter of traffic fatalities and one-half of all traffic injuries in the United States are attributed to intersections.[1] CAMPO staff analyzed all signalized intersections for crash rate and number of severe crashes. The results can be seen in Figures 2.13 – 2.15 for the period of 2020-2024. A crash rate analysis is a more effective comparison of similar locations with safety issues and is key to data driven decision making. CAMPO completed a Local Road Safety Plan in 2024 with NDOT to understand the causes of fatal and serious injury crashes and successful mitigations within the CAMPO region.

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

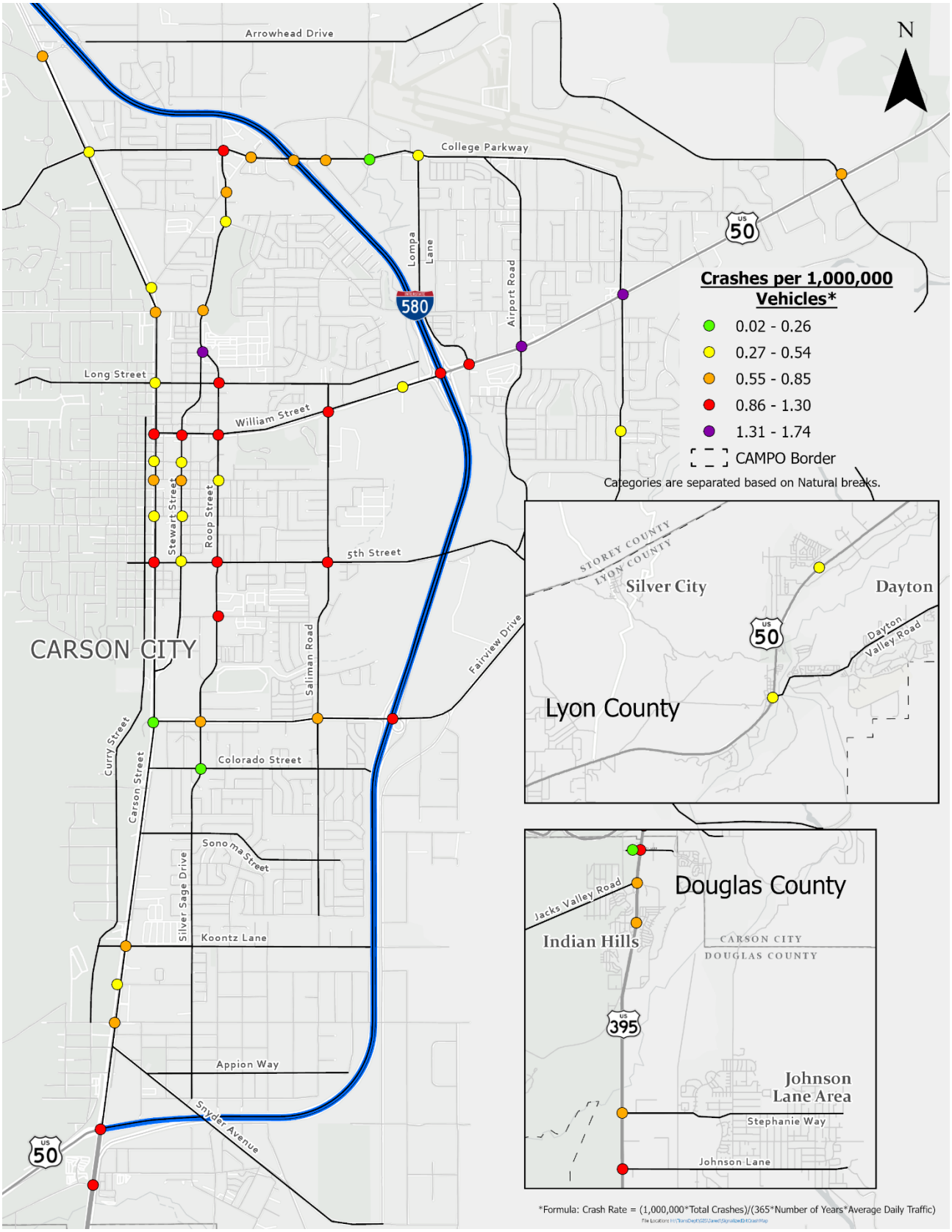


Figure 2.14: Number of Severe Crashes per Signalized Intersection 2020-2024

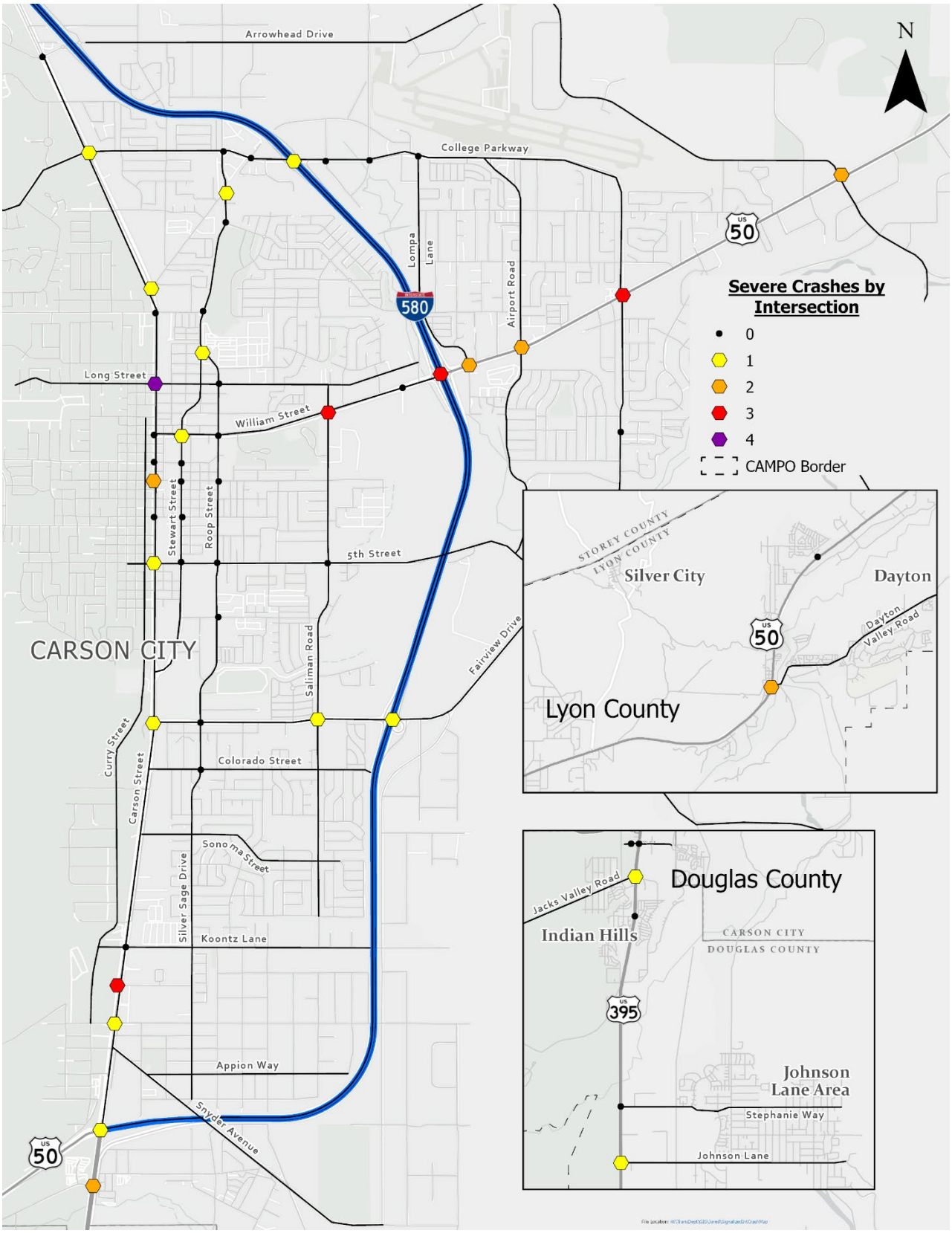
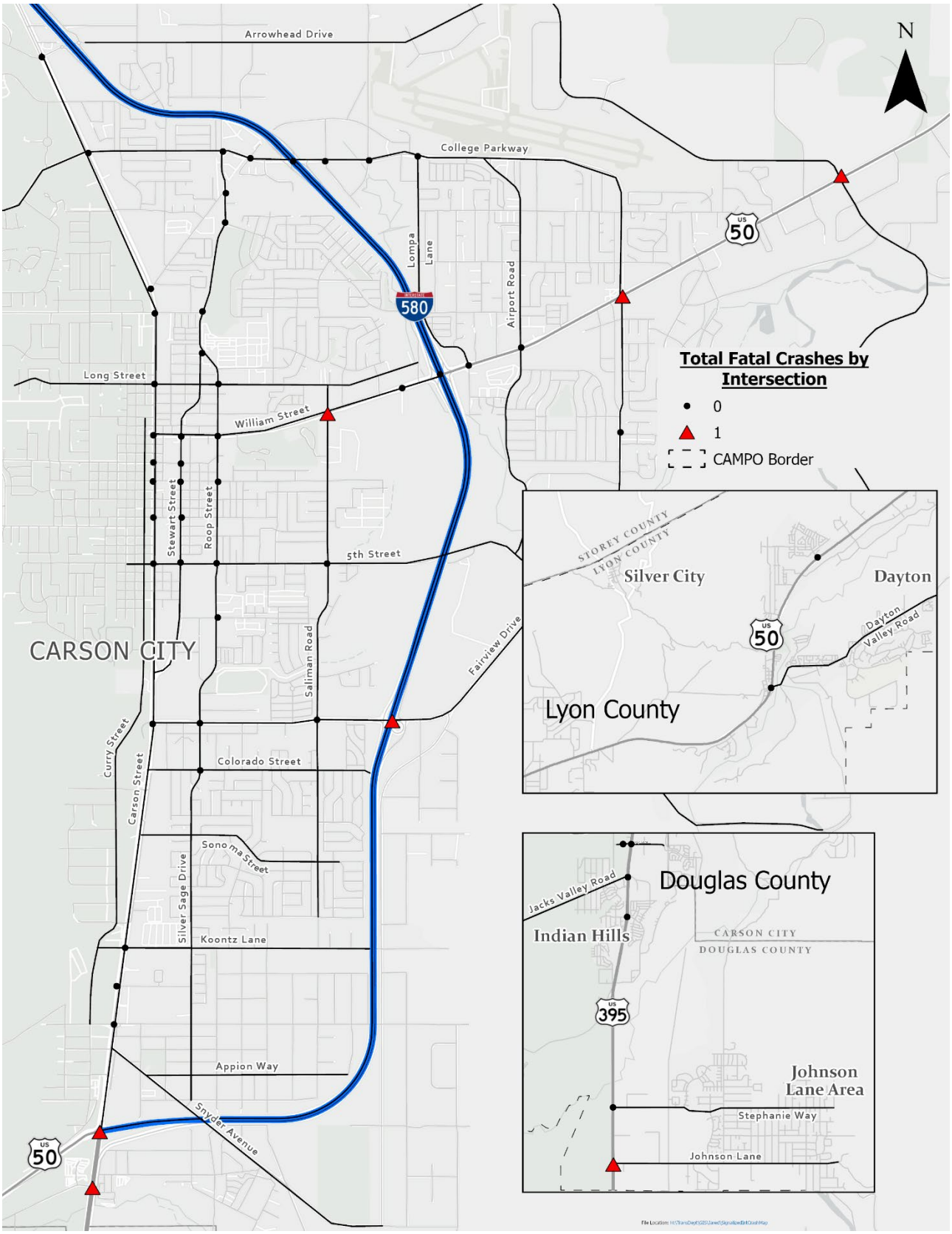


Figure 2.15: Number of Fatal Crashes per Signalized Intersection 2020-2024



Nevada Strategic Highway Safety Plan (SHSP)[3]



In 2004, NDOT and the Nevada Department of Public Safety formed a Technical Working Group to develop a statewide safety plan, the Nevada Strategic Highway Safety Plan (SHSP), with the latest update of the 2026-2030 SHSP approved by the Federal Highway Administration (FHWA) in 2026. The SHSP is a comprehensive data-driven statewide safety plan that identifies the highest causes of fatalities and serious injuries on Nevada's roadways and provides a coordinated framework for reducing the crashes that cause fatalities and serious injuries. The SHSP establishes statewide goals and critical emphasis areas focusing on the 6 E's of traffic safety: Equity, Engineering, Education, Enforcement, Emergency Medical Services/Emergency Response/Incident 1 Nevada Strategic Highway Safety Plan (SHSP) Management, and Everyone. The purpose of the SHSP is to eliminate traffic related fatalities and serious injuries by combining and sharing resources across disciplines and strategically targeting efforts to the areas of greatest need. The SHSP is aligned with other statewide planning efforts and provides guidance for statewide traffic safety plans and local plans, and guides the investment of funds for three federally-funded programs: the Highway Safety Improvement Program (HSIP) managed by NDOT, Highway Safety Plan (HSP) managed by the Office of Traffic Safety (OTS), and the Commercial Vehicle Safety Plan managed by the Nevada State Police and Highway Patrol. In 2021, the Nevada Advisory Committee on Traffic Safety (NVACTS) was voted into statute and replaced the Nevada Executive Committee on Traffic Safety. CAMPO is an active and voting member of NVACTS.

2.4.1 Safety Performance Measures

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

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

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

Safety Performance Measures

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

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

Target-Setting Process - The Safety PM Final Rule establishes the process for State Departments of Transportation (DOTs) and MPOs to adopt and report safety targets along with a set of performance measures to assess progress toward targets. MPOs shall establish their performance targets for each of the five measures no later than 180 days after the State submits annual targets.

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

CAMPO Requirements for Safety Target-Setting - CAMPO chooses to support the State's targets for the five performance measures noted above. Performance targets must be set annually by the MPO Board.

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

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

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

Table 2.2: CAMPO Safety Performance Measure Data and Targets

	Fatalities			Serious Injuries			Fatalities and Serious Injuries Non-Motorized			Rate of Fatalities		Rate of Serious Injuries		Vehicles Miles Traveled
	Target	#	Rolling Average	Target	#	Rolling Average	Target	#	Rolling Average	Target	Rate	Target	Rate	(VMT)
2018	5.57	5	5.8	8.25	11	8.6	7.25	4	7	0.8	0.72	1.18	1.58	696,272,881
2019	5.6	7	6.25	8.25	14	8.6	6.75	4	5.2	0.84	1.05	1.24	2.1	665,777,895
2020	5.4	8	6.6	8.5	31	13.6	5.3	6	5.2	0.87	1.3	1.38	5.02	617,009,797
2021	6.3	9	7	13.1	46	20.8	5.2	6	5.2	0.94	1.49	1.95	6.84	673,191,017
2022	6.8	9	7.6	20	35	27.4	5.2	12	6.4	1.04	1.38	3.06	5.36	653,641,290
2023	7.5	8*	8.2	26.5	47	34.6	6.2	16	8.8	1.12	1.19	3.94	7	671,439,516
2024	7.5	5	7.8	34.1	32	38.2	8.6	8	9.6	1.11	0.74	5.06	4.75	674,147,950
2025	7.8			36.7			9.2							
2026	7.8			35.3			8.9							

1. Targets for Fatalities, Serious Injuries, and Non-Motorized Fatalities & Injuries are calculated based on 5-year rolling averages with future years interpolated based on Zero Fatalities in 2050.
2. Rolling averages consist of a five-year rolling average, which includes the reporting year
3. Serious Injuries are when an injured person is unable to leave the crash scene without assistance
4. Rate of Fatalities and Serious Injuries are per 100 million Vehicle Miles Traveled (VMT)- Example: 2021 Target Rate of Fatalities =Target Fatalities*CAMPO VMT/100 million=6.3/6.73=0.94
5. Green shading denotes target was met; red shading denotes target was not met.
6. Since February 2021, CAMPO has supported the State's safety targets in lieu of using CAMPO-specific targets, however, CAMPO continues to track all crashes, fatalities, and serious injuries within the CAMPO area.
7. *According to the Office of Traffic Safety, there were 8 fatalities that met the Fatality Analysis Reporting System (FARS) standards and reported to the National Highway Traffic Safety Administration (NHTSA). Of the 9 total fatalities, one of the crashes was determined to be a medical issue (heart attack) while driving.

Chapter 3 **WHAT** | Mobility Network

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

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

3.1 - Roadways

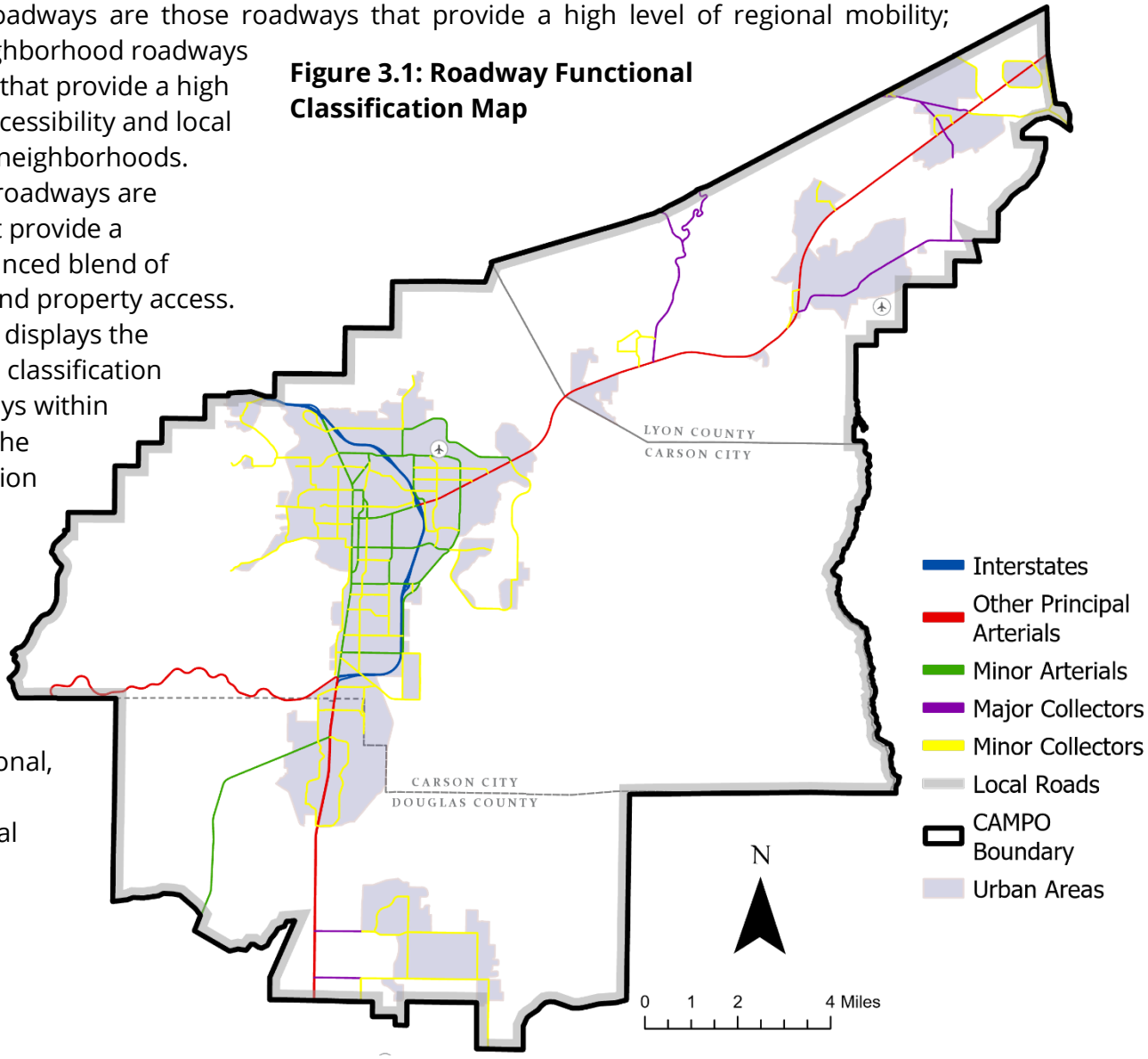
The quality of the roadway system is of central importance to the region's economy and the quality of life for people living and traveling in CAMPO. As required by the Federal government for the use of federal funds, CAMPO is responsible for collecting data and tracking performance measures related to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

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

tend to provide access to more individual properties than serve the mobility needs of a greater number of people. To be eligible for federal funding, federal regulations require a roadway to be functionally classified as a collector or an arterial. Except for safety funds (e.g. HSIP), local/neighborhood streets are not eligible to receive federal funding.

Arterial roadways are those roadways that provide a high level of regional mobility; Local/neighborhood roadways are those that provide a high level of accessibility and local access to neighborhoods. Collector roadways are those that provide a more balanced blend of mobility and property access. Figure 3.1 displays the functional classification of roadways within CAMPO. The Classification of roadways is a joint effort between local, regional, state, and federal agencies.

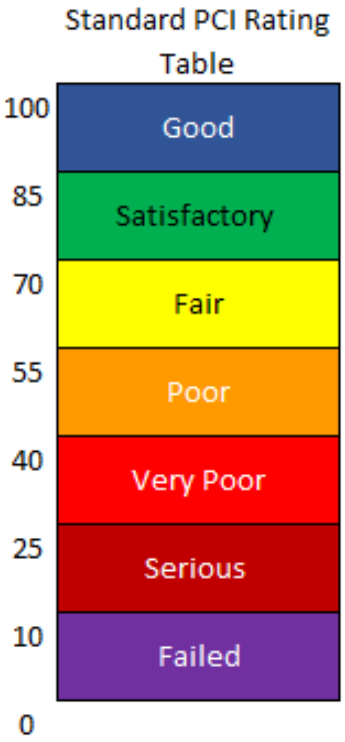
Figure 3.1: Roadway Functional Classification Map



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

3.2 Local Roadway Pavement Condition

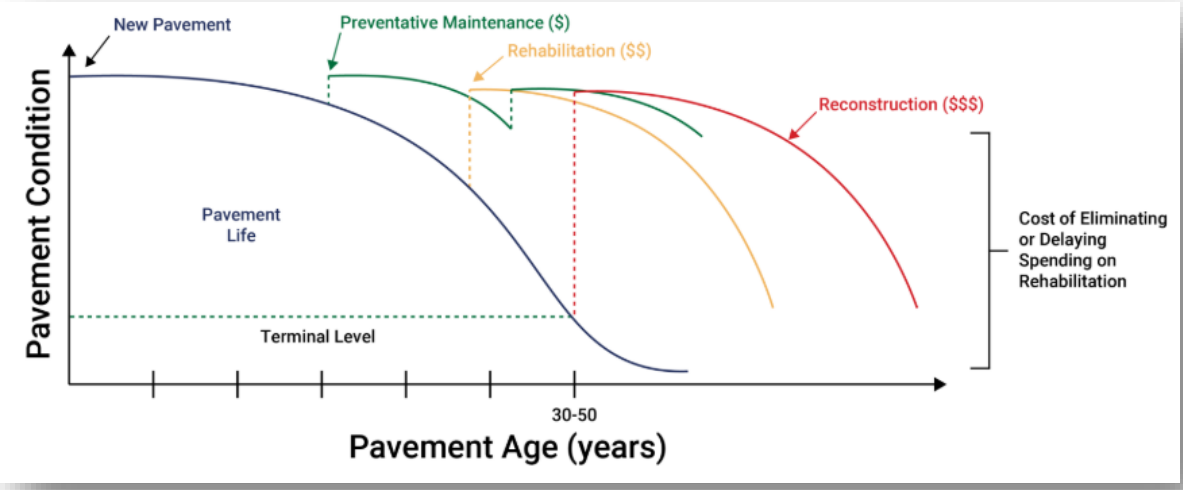
There are 304.59 centerline miles of public road mileage and 300.17 centerline miles of Motor Fuel Tax road miles as of December 31, 2025, within Carson City. The roadway network provides vehicle mobility and is by far one of the most significant investments made by local agencies. Preservation of the roadway network has been identified as a high priority by federal, state, regional, and local agencies. The 2024-2028 Pavement Management Plan was developed through a partnership between Carson City Public Works and CAMPO. The plan serves as a framework for preserving, rehabilitating, and reconstructing Carson City's and CAMPO's roadway network. Although the plan was originally developed to incorporate only Carson City's roadways, CAMPO has since collected Pavement Condition Index (PCI) data for Douglas County and looks forward to eventually supporting pavement management planning for Western Lyon County as well.



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

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

Figure 3.2 Pavement Deterioration Rates



25

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

Pavement preservation treatments are the most efficient use of funding because the treatments are typically low-cost and preserve past investment in infrastructure. It is important to note that the PCI values are beginning to decline at a faster rate (see Table 3.1 and Figure 3.2). This is because the bulk of the City's roads are approaching the performance curve that has the sharpest decline, which is approximately between 69 PCI and 25 PCI. For reference, the average PCI for local roads is 51, which is near the middle of the pavement deterioration range. Table 3.2 presents the CAMPO and Douglas County Area PCI by jurisdiction from the 2024 Pavement Survey.

Table 3.1: Carson City Pavement Condition Index – Annual Report Card

Facility Type		Inspected PCI			Est. PCI	Percent Change 2017 to 2026
		2017	2022	2024	2026	
City-wide	Regional Roads	67	74	69	66	-2%
	Local Roads	61	56	55	51	-17%
	All Roads	63	62	60	56	-11%
Performance District 1	Regional Roads	67	69	59	57	-15%
	Local Roads	62	57	54	50	-20%
	All Roads	64	61	56	52	-18%
Performance District 2	Regional Roads	73	80	73	71	-4%
	Local Roads	64	53	54	49	-23%
	All Roads	67	63	60	57	-16%
Performance District 3	Regional Roads	72	77	74	73	1%
	Local Roads	57	58	55	53	-8%
	All Roads	62	64	61	59	-4%
Performance District 4	Regional Roads	61	79	79	74	21%
	Local Roads	58	51	52	48	-18%
	All Roads	59	61	61	57	-4%
Performance District 5	Regional Roads	64	65	62	57	-11%
	Local Roads	66	60	60	56	-16%
	All Roads	65	62	60	56	-14%

Table 3.2: CAMPO and Douglas County Area PCI by Jurisdiction

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

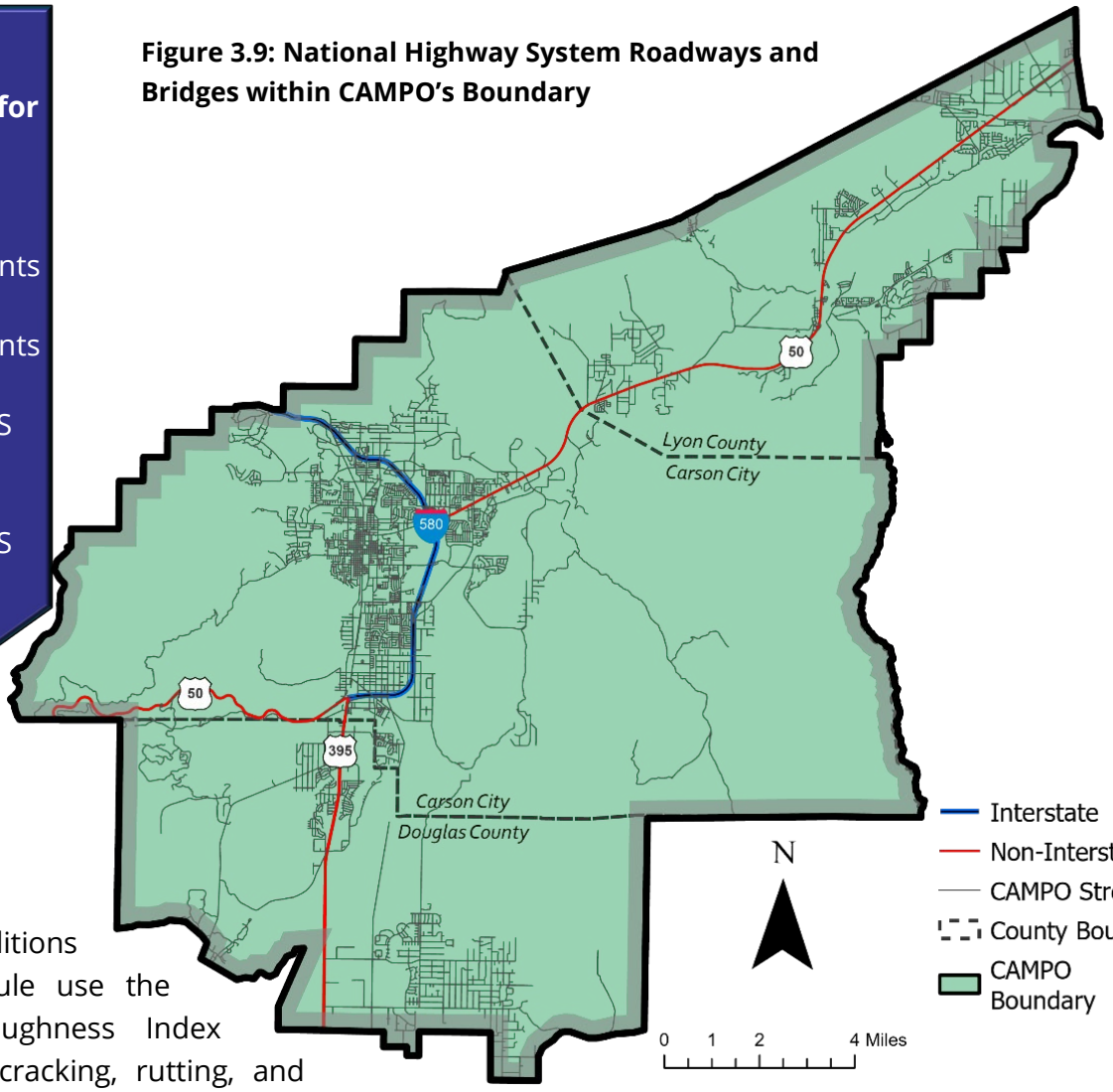
3.3 Performance Measures

FHWA published the Pavement and Bridge Condition Performance Measures Final Rules in the Federal Register on January 18, 2017, with an effective date of May 20, 2017. The rule established performance measures to assess the condition of pavements and bridges on the National Highway System (NHS) (see Figure 3.9).

Federally Required Performance Measures for Pavement Condition:

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

Figure 3.9: National Highway System Roadways and Bridges within CAMPO's Boundary



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

Table 3.3: Nevada Performance Measures for Pavement Systems

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

Federally Required Performance Measures for Bridge Condition*:

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

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

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

Table 3.4: Nevada Performance Measures for Bridge Conditions

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

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

Federally Required Performance Measures for System Reliability*:

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

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

The Final Rules for Pavement Condition, Bridges, and System Reliability performance measures require a performance report which includes baseline conditions along with two- and four-year targets. CAMPO supports NDOT's targets. These performance measures are calculated, tracked, and reported by NDOT. CAMPO currently supports NDOT's two- and four-year targets for Pavement Condition, Bridge Condition, and System Performance measures. CAMPO staff has requested that NDOT provide all NHS data for these performance measures that are specific to CAMPO's Metropolitan Planning Area. Acquisition of this data will allow for a statewide and nationwide comparison. Table 3.4 contains the latest data for roadways, bridges, and system reliability on the National Highway System.

Table 3.5: Nevada Performance Measures for System Reliability

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

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

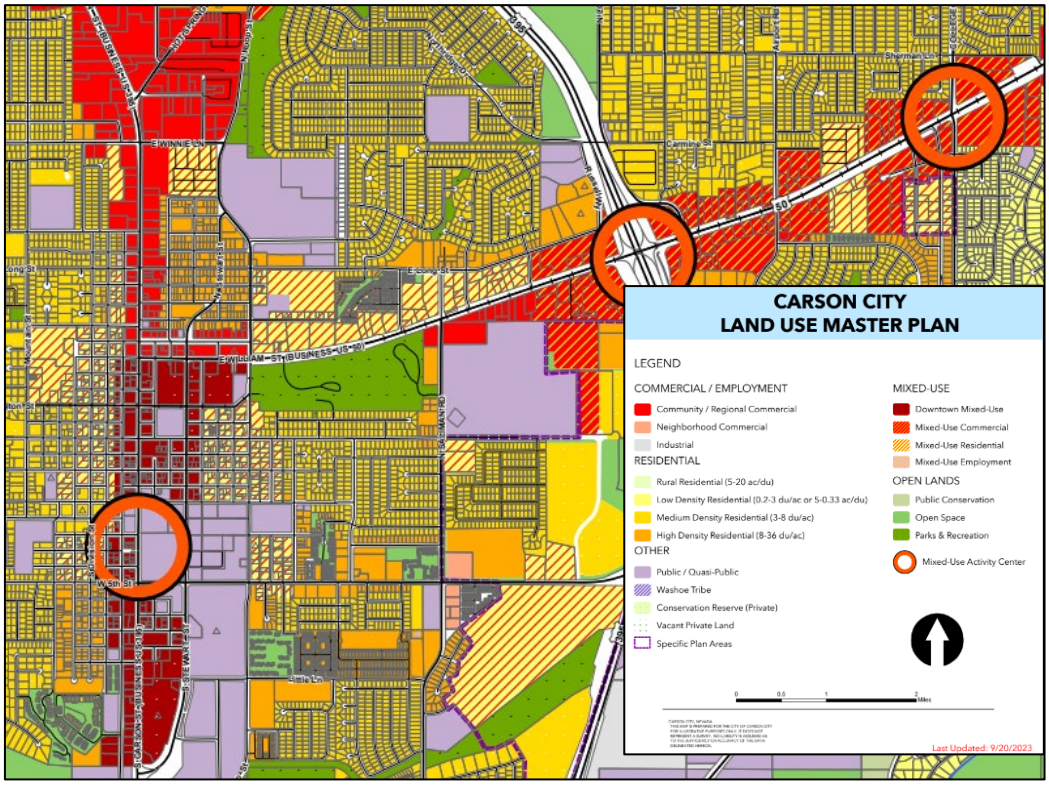
Chapter 4 **WHERE** | CAMPO

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

4.1 Land Use

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

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



4.2 Travel Demand Model

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

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

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

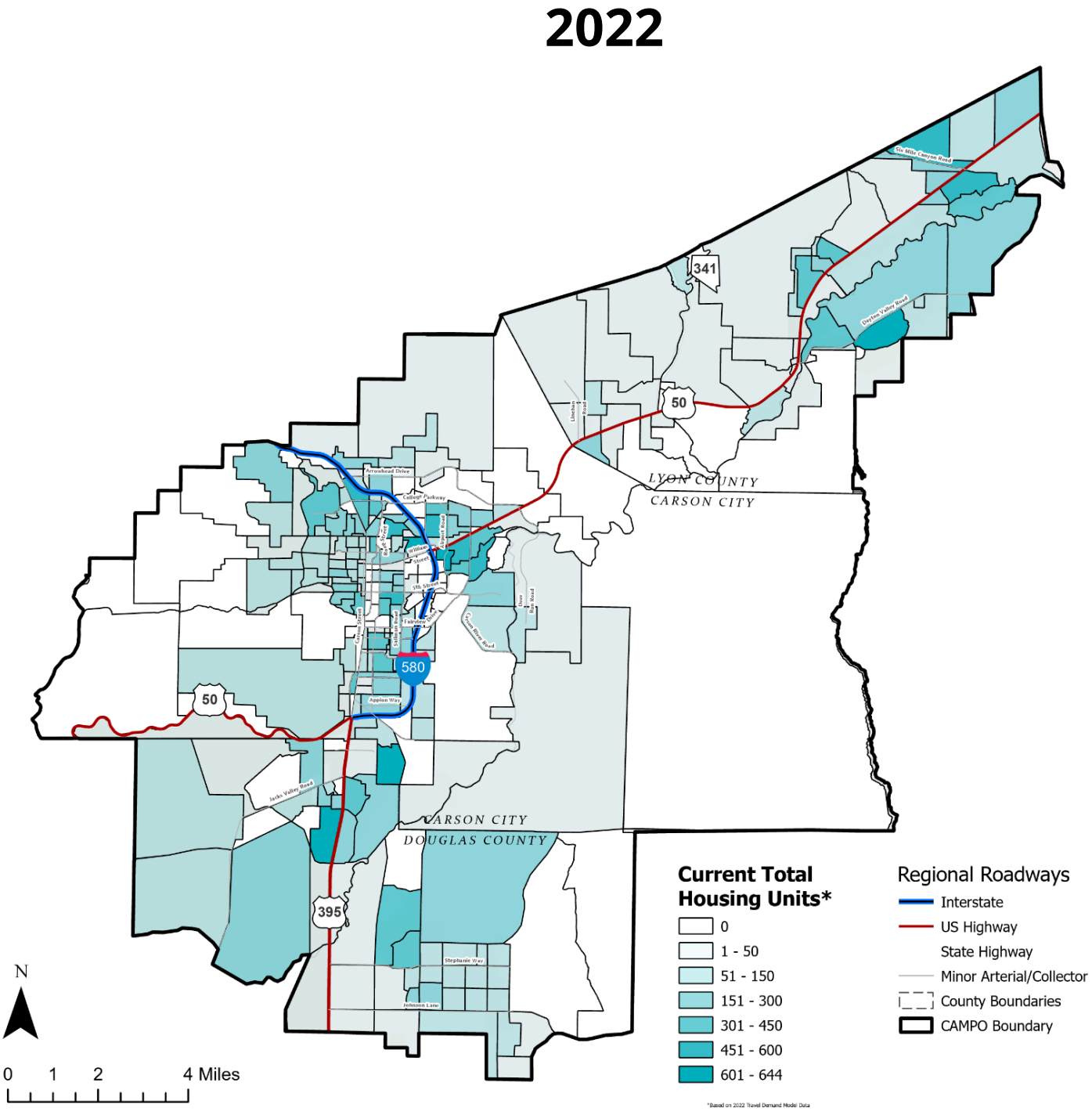
The TDM Truck sub-model was greatly enhanced so that the TDM now displays calibrated truck volumes and forecasts. Various tools were added to the TDM interface, including scenario planning, project mapping, TDM parameter editor, and automated map generation.

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

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

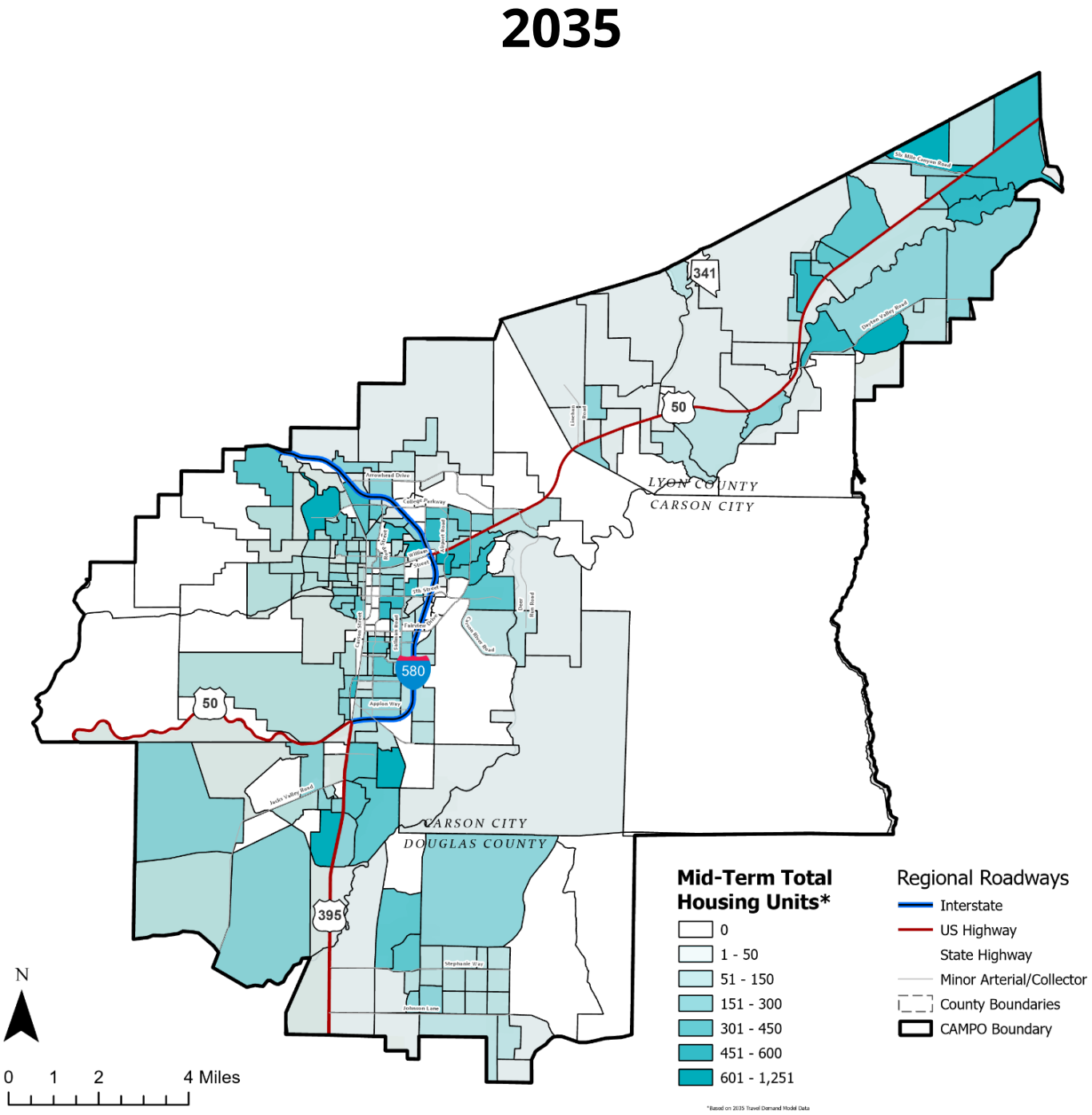
Travel Demand Modelling considers future population, economic factors, and other variables, including land use patterns and estimates of future activity from local governments, to forecast demand on the roadway network. The near-term and long-term scenarios are further analyzed by adding transportation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

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



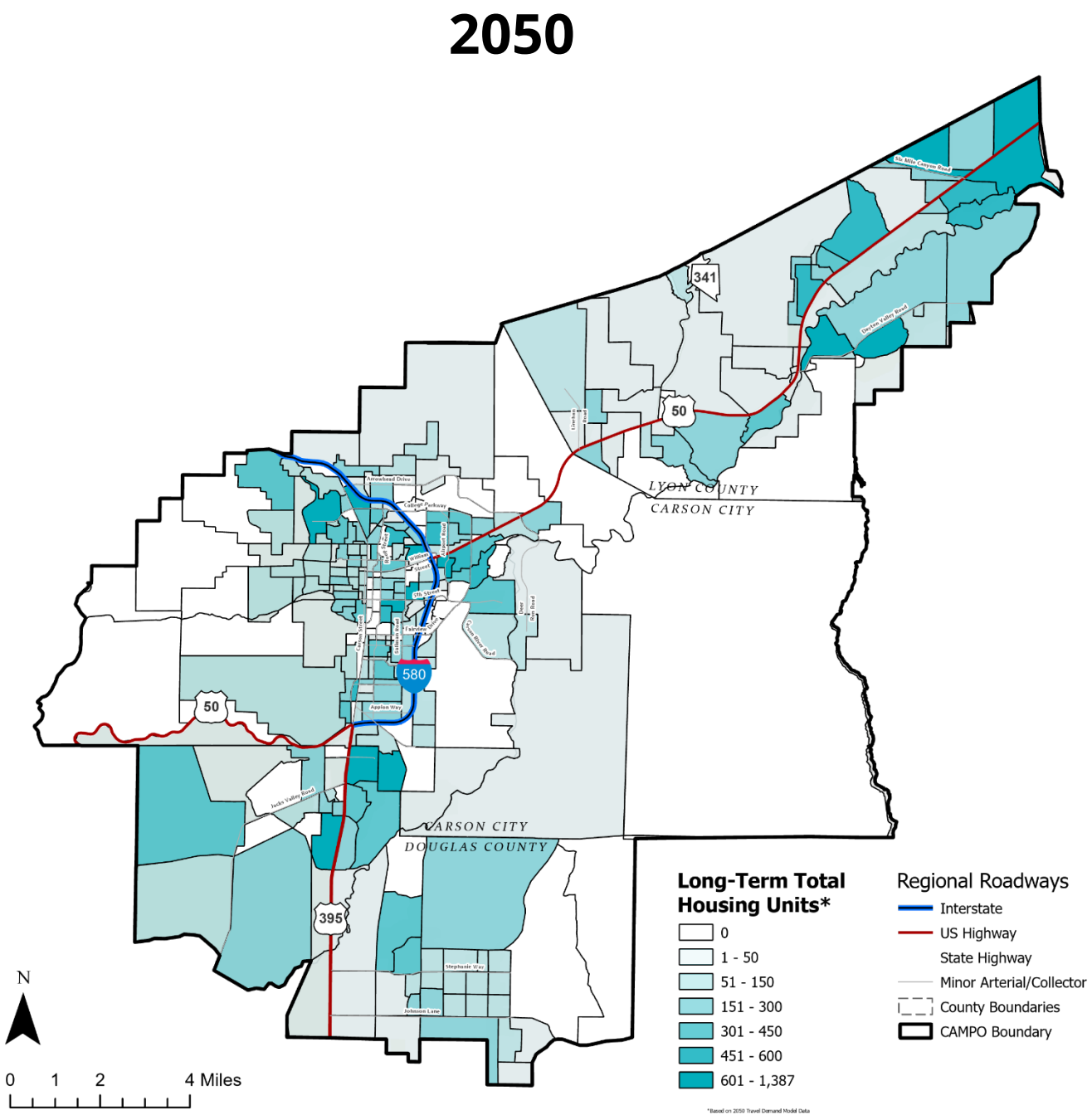
Source: Travel Demand Model Update, October2025.

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



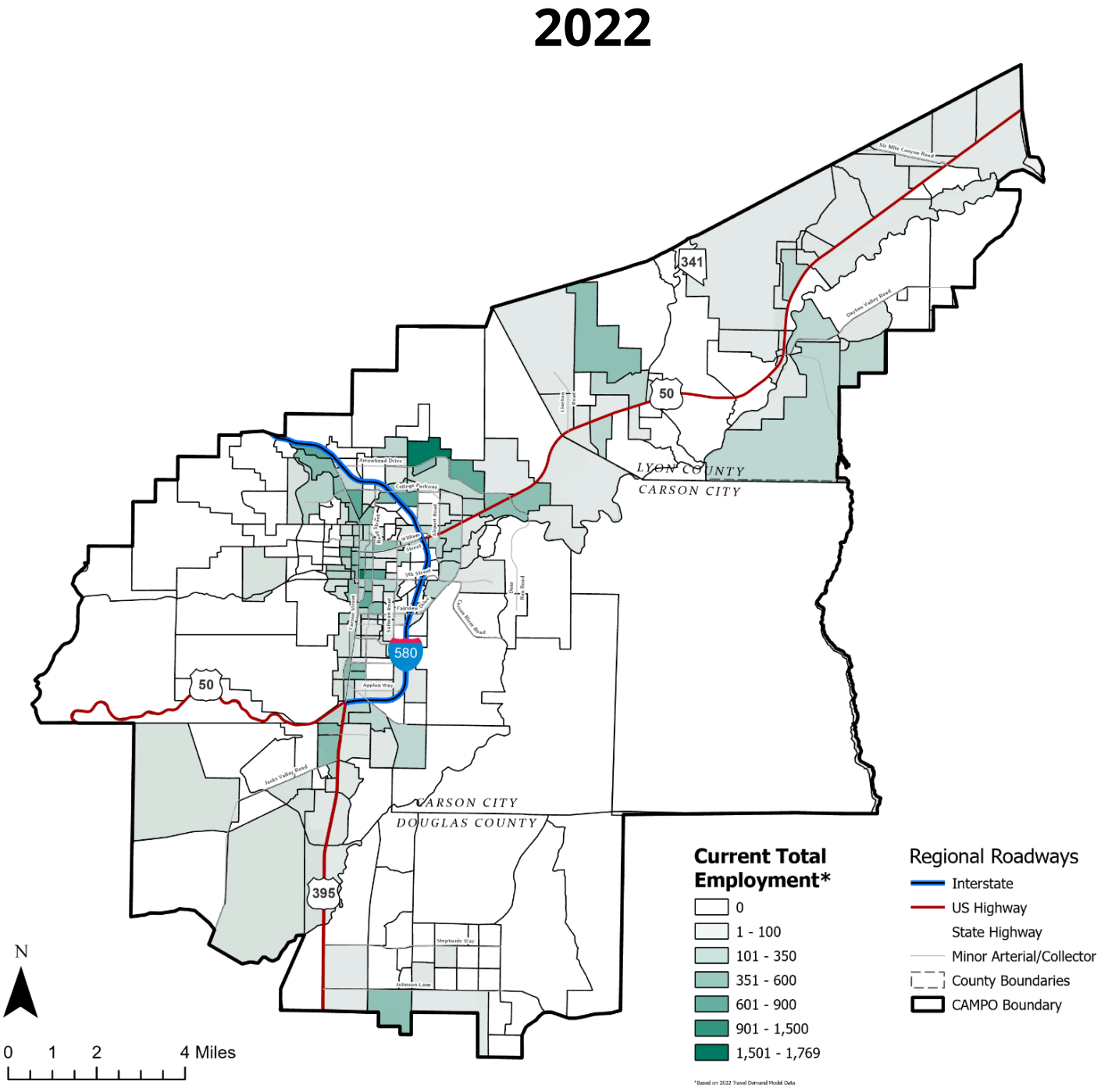
Source: Travel Demand Model Update, October2025.

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



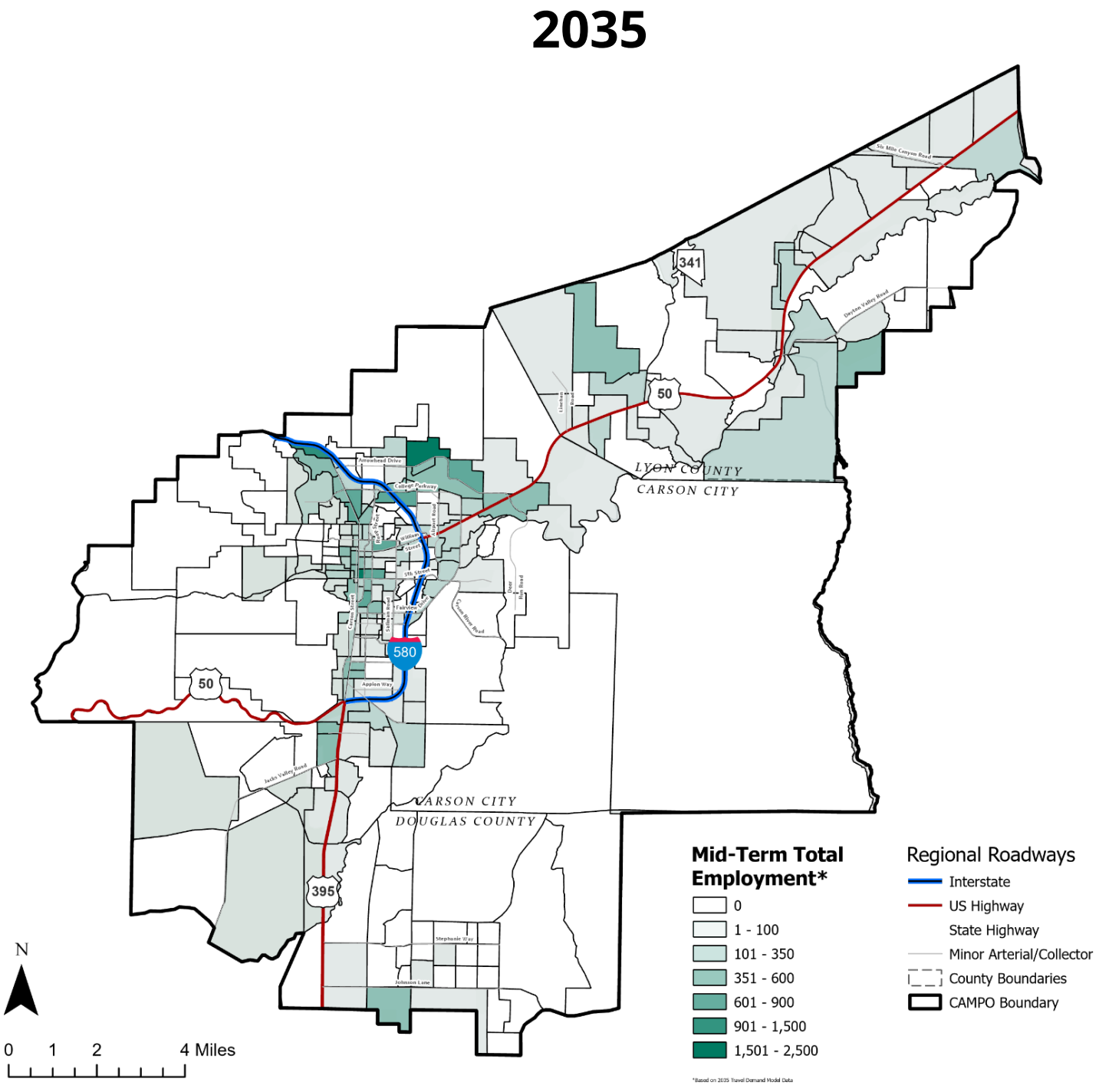
Source: Travel Demand Model Update, October2025.

Figure 4.5: Employment by Transportation Analysis Zone (TAZ)



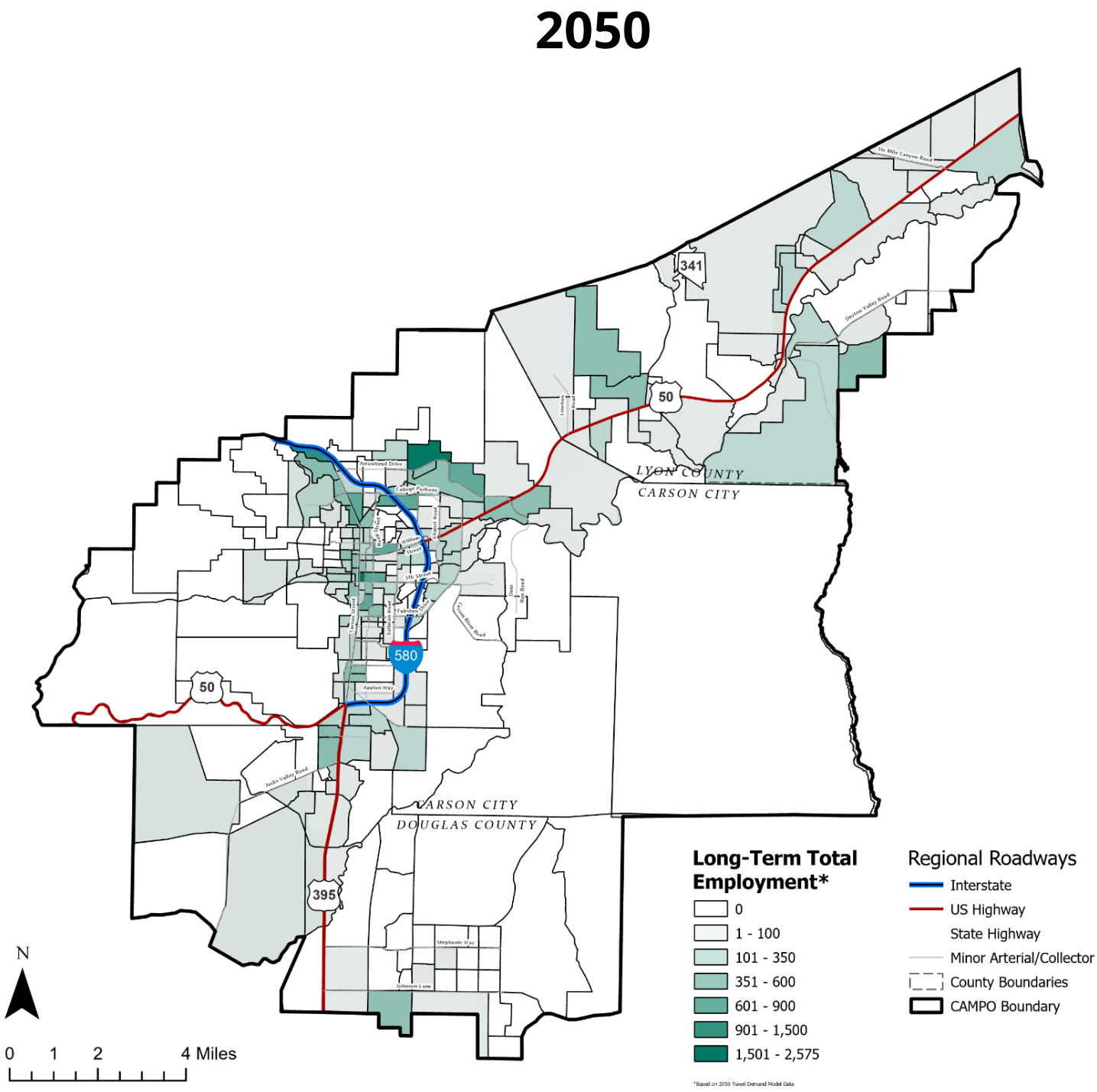
Source: Travel Demand Model Update, October2025

Figure 4.6: Employment by Transportation Analysis Zone (TAZ)



Source: Travel Demand Model Update, October2025.

Figure 4.7: Employment by Transportation Analysis Zone (TAZ)



Source: Travel Demand Model Update, October2025.

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

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

Table 4.1: Select Corridor TTI and PTI

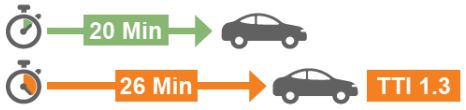
Corridor Name	2021 TTI	2024 TTI	2025 TTI	% Change TTI	2021 PTI	2024 PTI	2025 PTI	% Change PTI
Downtown Carson Street	1.32	1.22	1.24	0.014%	1.60	1.33	1.39	0.042%
South Carson Street	1.21	1.18	1.21	0.026%	1.46	1.30	1.42	0.078%
HWY 50 East	1.21	1.15	1.15	-0.002%	1.46	1.27	1.25	-0.013%
College Parkway	1.20	1.16	1.13	-0.029%	1.28	1.30	1.24	-0.043%
US 395 (Minden)	1.12	1.16	1.11	-0.041%	1.34	1.28	1.18	-0.090%

TRAVEL TIME INDEX (TTI)

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

SAMPLE SCENARIO

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



20 Minutes × 1.3 TTI = 26 Minutes

PLANNING TIME INDEX (PTI)

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

SAMPLE SCENARIO

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



20 Minutes × 2.0 PTI = 40 Minutes

Reliable	Moderately Unreliable	Unreliable
1.00-1.30	1.31-1.80	1.81-3.00

Outputs from CAMPO's travel demand model on travel time are contained in Table 4.2. Due to the I-580 extension, constructed in 2017, the travel times, in general, between the years 2015 and 2021 have reduced. Over the long term, the travel demand model is forecasting increases in travel time during the afternoon peak travel times (PM) and along the U.S. 50 East corridor. CAMPO commute time decreased slightly from 2023 to 2024 from 23 minutes to 22.1 minutes, as seen in Figure 5.2.

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

Travel Times in Minutes Between Metropolitan Planning Area Gateways		Year 2015		Year 2020		Year 2022		Year 2035		Year 2050	
From	To	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
U.S. Hwy 395 North (Carson City and Washoe County Line near Hobart Road)	U.S. Hwy 50 East (Near Chaves Road)	30.2	39.4	24.6	34.1	28.8	41.2	28.9	52.0	29.0	65.5
	U.S. Hwy 395 South (2000 feet south of Johnson Lane)	23.1	30.4	16.0	24.5	17.9	21.2	18.9	20.4	21.4	19.7
	U.S. Hwy 50 West (2.7 miles west of U.S. Hwy 395)	16.8	18.7	11.7	13.0	13.6	14.0	13.8	14.2	14.0	14.1
U.S. Hwy 50 East (Near Chaves Road)	U.S. Hwy 395 North (Carson City and Washoe County Line near Hobart Road)	35.0	33.6	24.7	28.3	37.2	31.4	44.9	32.8	54.8	34.6
	U.S. Hwy 395 South (2000 feet south of Johnson Lane)	48.2	53.6	32.2	43.2	45.5	42.4	54.1	42.9	66.4	43.8
	U.S. Hwy 50 West (2.7 miles west of U.S. Hwy 395)	41.9	41.9	27.9	31.7	41.1	35.3	49.0	36.7	59.0	38.2
U.S. Hwy 395 South (2000 feet south of Johnson Lane)	U.S. Hwy 395 North (Carson City and Washoe County Line near Hobart Road)	26.4	26.4	16.1	19.3	19.4	20.0	18.9	21.0	18.1	23.2
	U.S. Hwy 50 East (Near Chaves Road)	46.6	55.2	31.9	43.3	38.1	50.6	37.6	62.2	36.8	77.9
	U.S. Hwy 50 West (2.7 miles west of U.S. Hwy 395)	16.1	15.3	10.4	12.5	13.6	13.4	13.1	14.2	12.4	16.3
U.S. Hwy 50 West (2.7 miles west of U.S. Hwy 395)	U.S. Hwy 395 North (Carson City and Washoe County Line near Hobart Road)	17..3	18.5	11.7	13.0	13.7	15.1	13.8	15.6	13.6	15.6
	U.S. Hwy 50 East (Near Chaves Road)	37.5	47.3	27.5	37.0	32.4	45.8	32.5	56.8	32.3	70.3
	U.S. Hwy 395 South (2000 feet south of Johnson Lane)	13.3	19.1	10.3	17.8	12.3	15.7	13.1	15.0	15.0	14.1

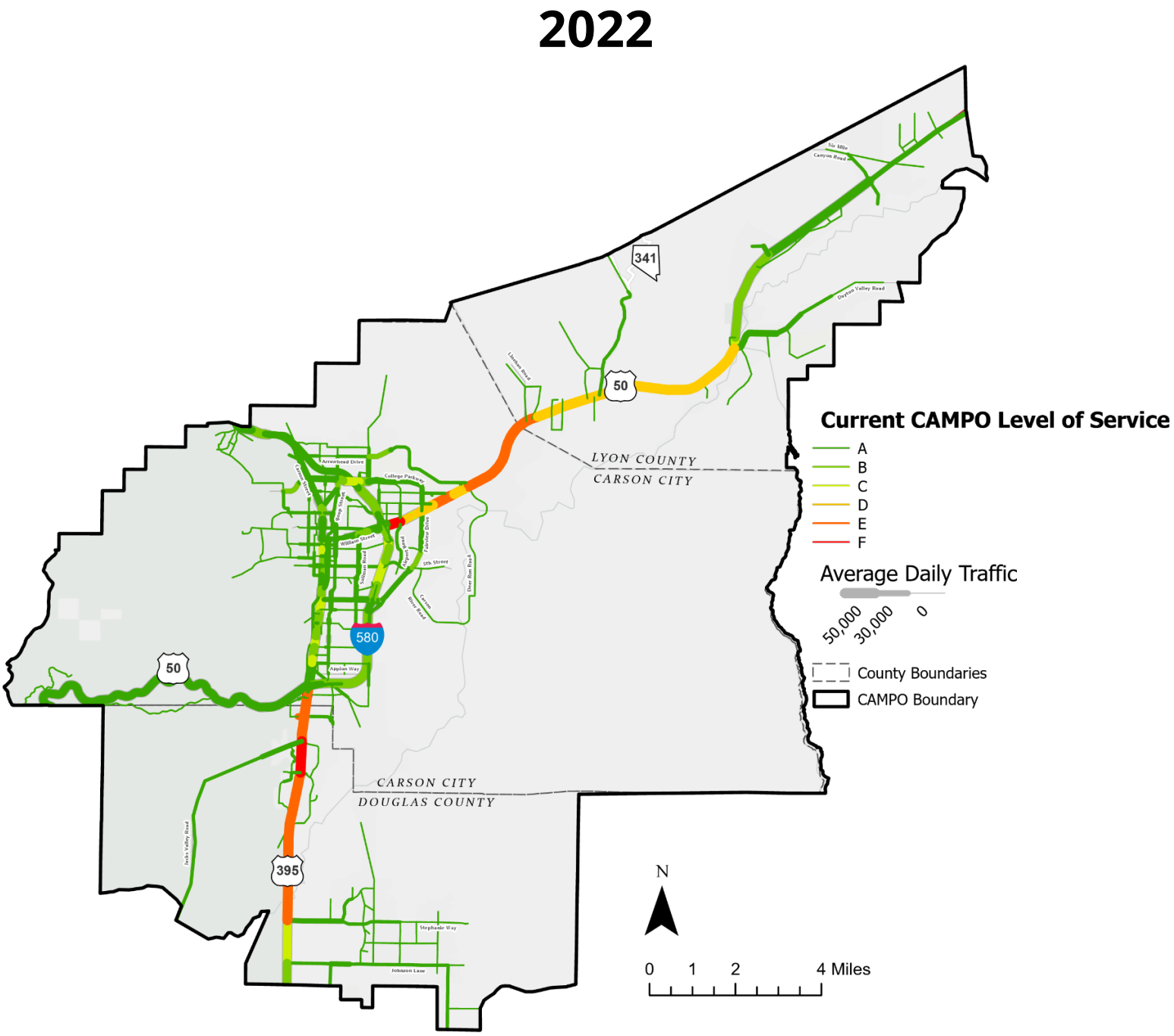
Source: CAMPO's 2050 Regional Transportation Plan
*AM represents morning peak travel times and PM represents afternoon peak travel times
**Year 2015 data is from CAMPO's 2040 Regional Transportation Plan

4.4 Level of Service

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

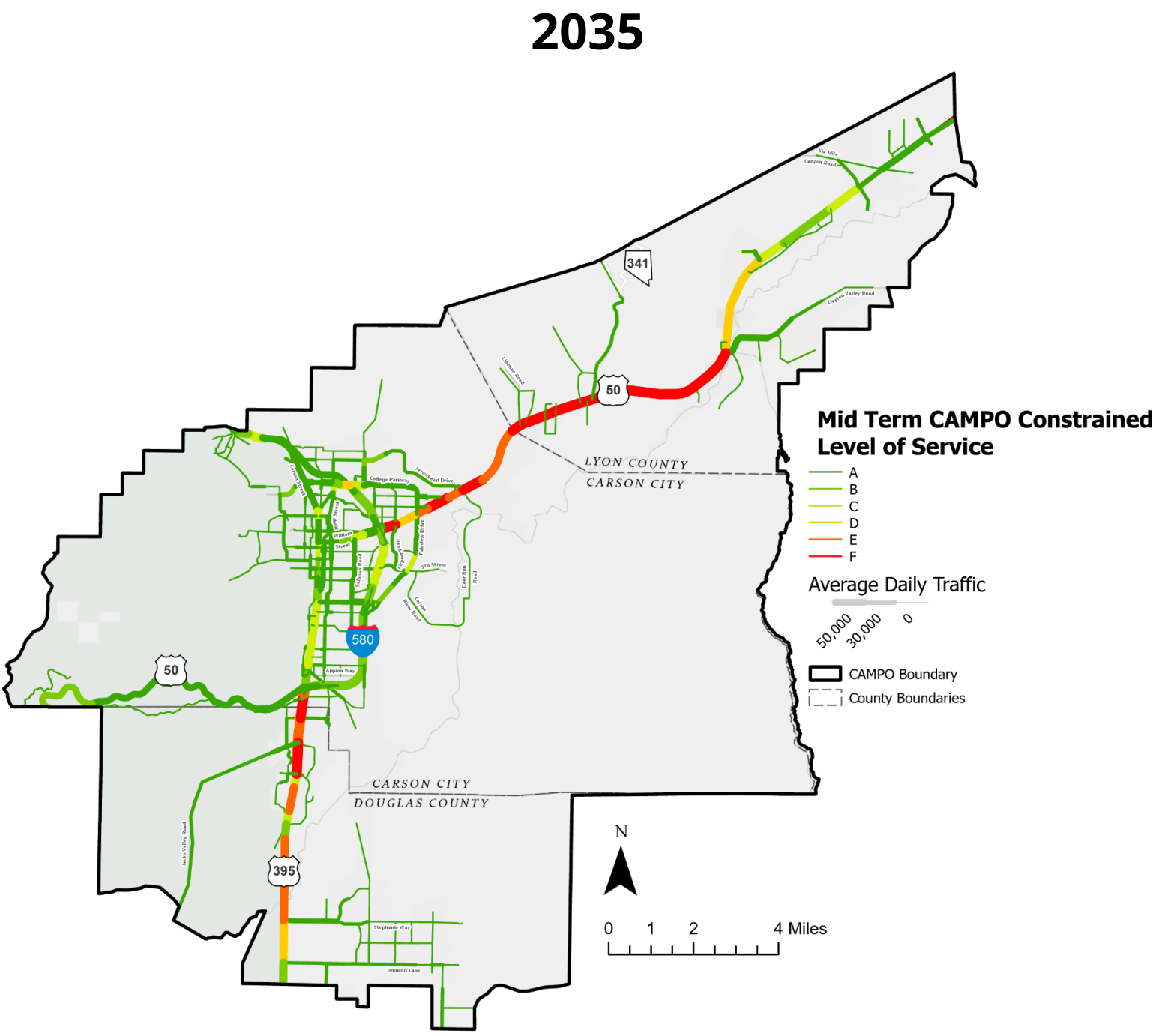
Outputs from CAMPO's travel demand model on LOS are provided on the following pages. Only the near- and long-term scenarios that incorporate fiscally constrained projects are provided. All other scenarios are contained within the model documentation report. Figures 4.8 - 4.10 delineate the LOS for all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

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



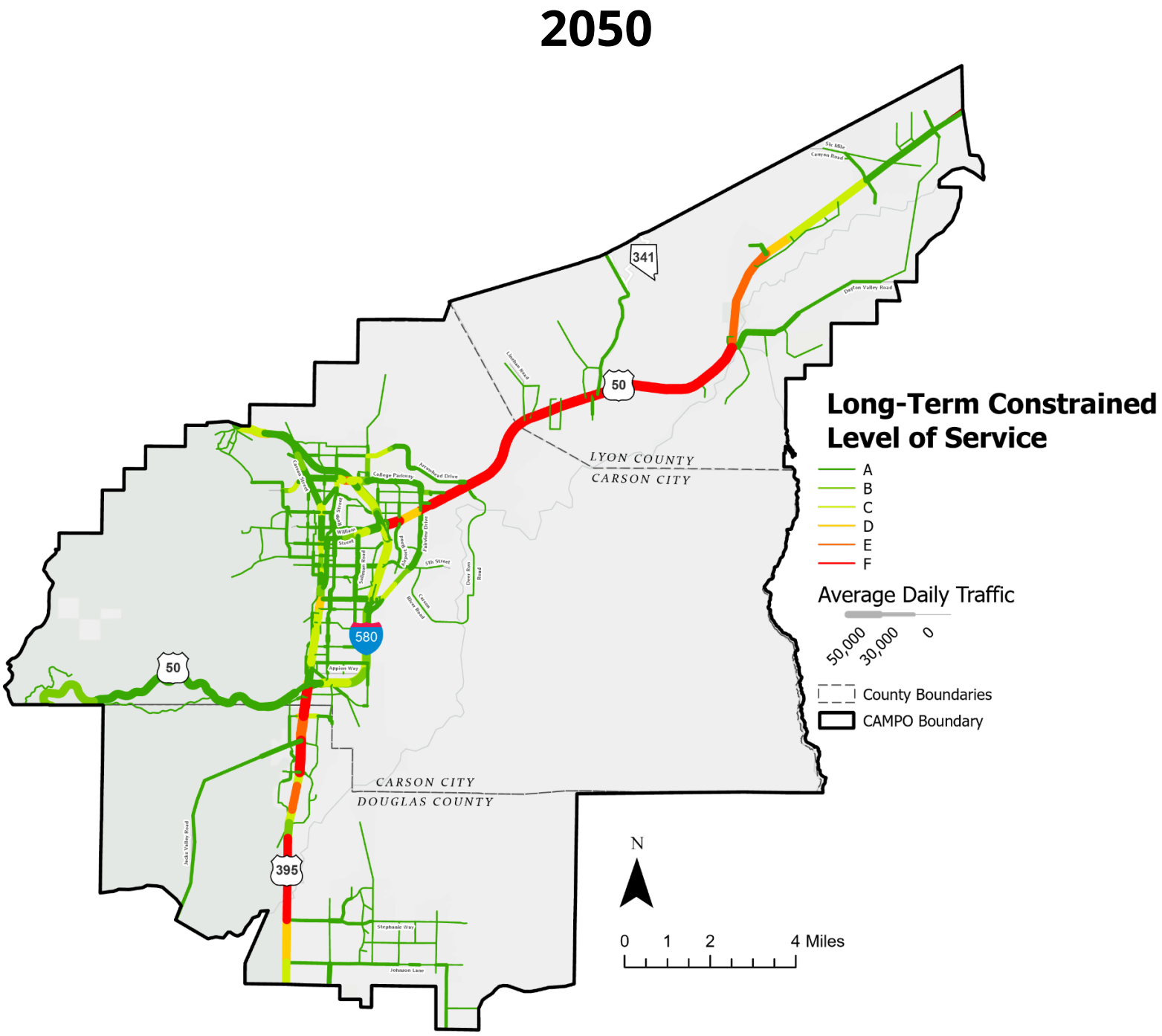
Source: Travel Demand Model Update, October2025.

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



Source: Travel Demand Model Update, October2025.

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



Source: Travel Demand Model Update, October2025.

Chapter 5 **HOW** | Travel

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

5.1 Commuting

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

Percent of Vehicles Available

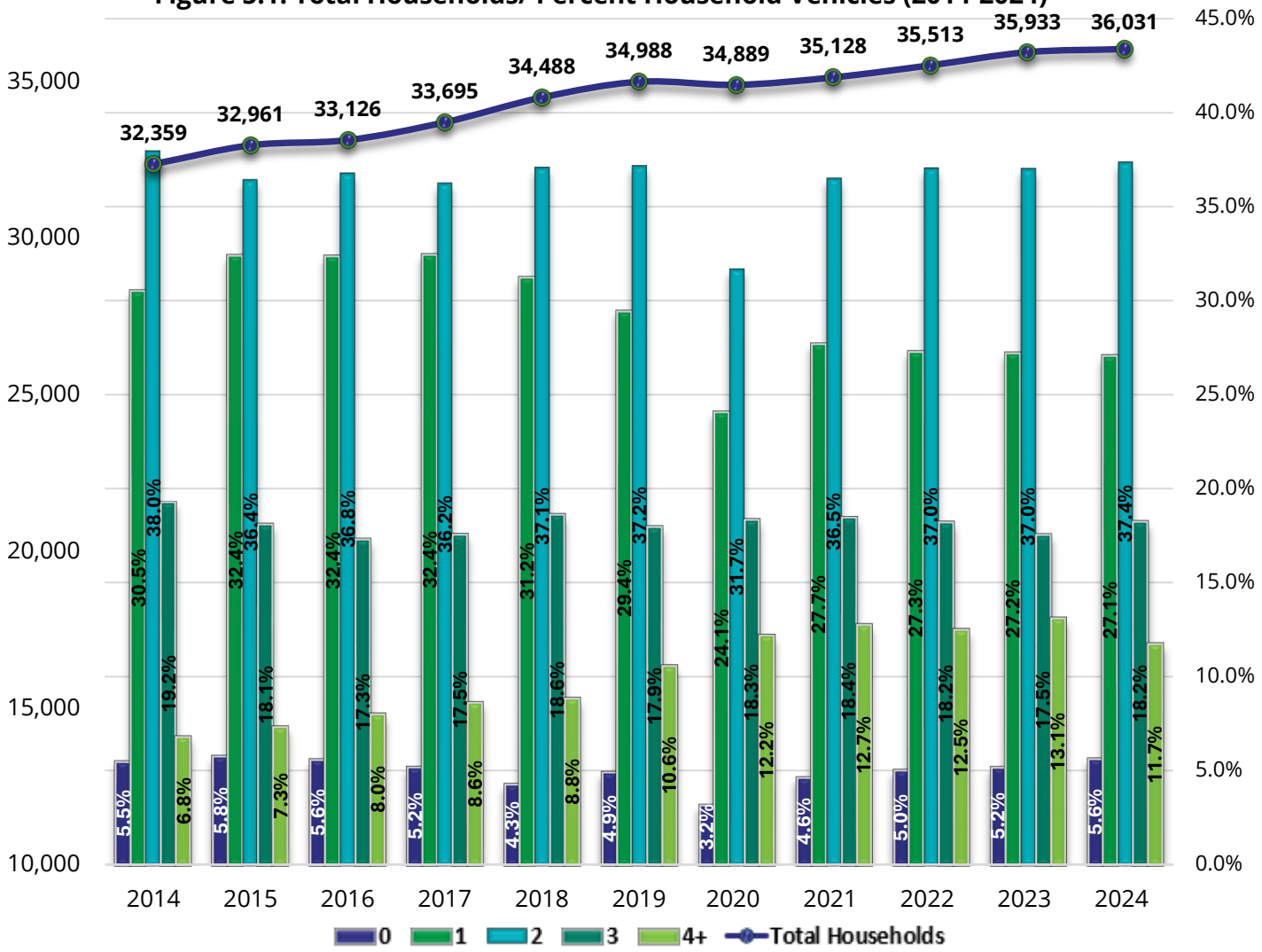
Commute Length In Minutes

Commute Type (Means of Transportation)



47

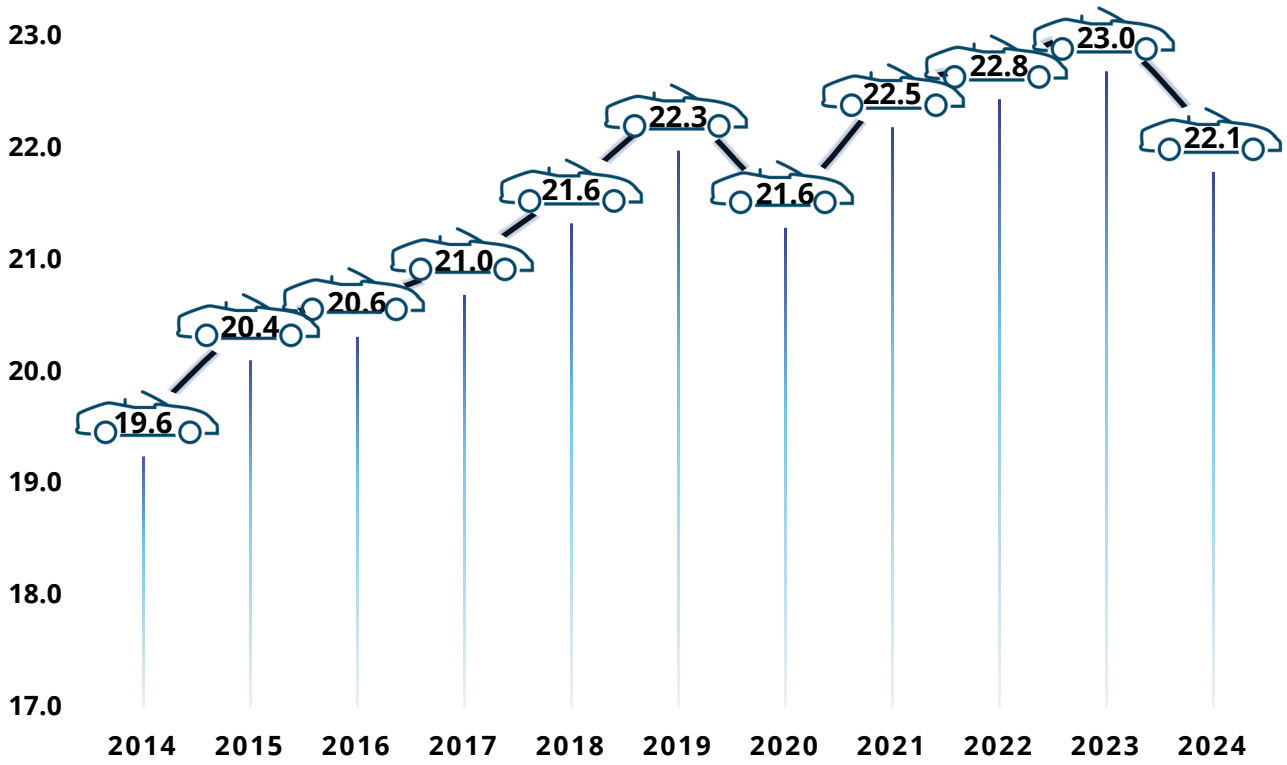
Figure 5.1: Total Households/ Percent Household Vehicles (2014-2024)



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

Figure 5.1 displays information on the number of total households and the percentages of vehicles per household. The amount and availability of vehicles in a household can be an indicator of reliance on public transit or non-motorized modes, as well as an indicator of an individual household's ability to make discretionary trips. In the CAMPO area, over the last decade, there has been a steady 5% of households without vehicles, 1-, and 2-car households are most prevalent, covering 64% of households within the CAMPO area. 3-car households have retained an average of 18% of households, and 4+ car households have nearly doubled from 2,199 in 2014 to 4,220 in 2024.

Figure 5.2: Mean Travel Time to Work (Minutes) (2014-2024)



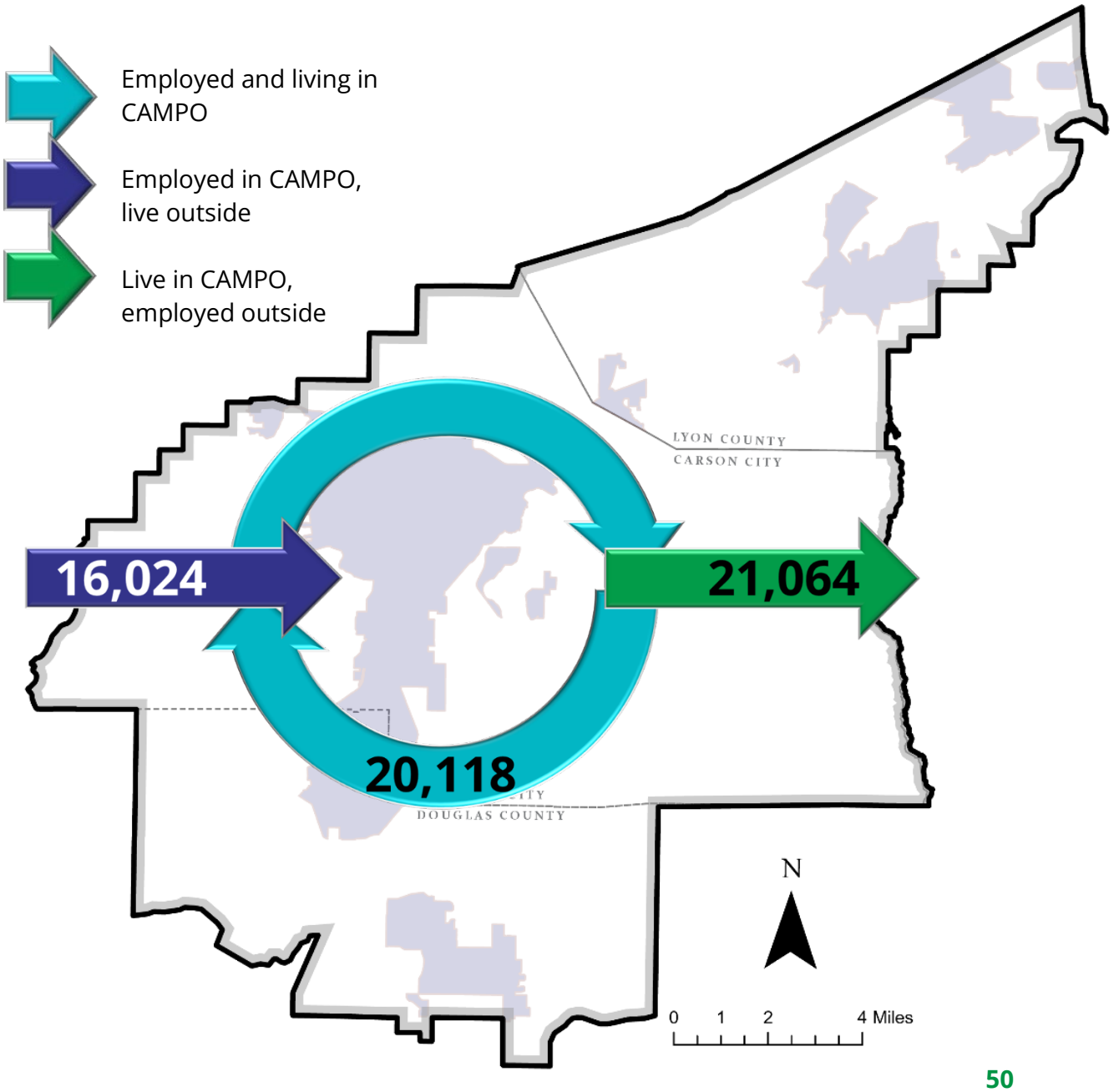
Source: ACS Selected Economic Characteristics, Table DP03. Annual estimates from American Community Survey (ACS) 5-year Estimates.

Figure 5.2 displays the mean travel time to work. In 2020, travel times decreased slightly from the previous year, most likely a factor of fewer people driving to work, school, or shopping and more people working from home during the COVID-19 pandemic. Over the last decade, travel times have increased by 13% from 19.6 to 22.1 minutes, with the longest travel time recorded in 2023 as a 23-minute commute. The increase in commute times may relate to the Jobs-Housing balance seen in Figure 2.10 and is also reflected in the increase in commuters seen in Figure 5.8.

The United States Census Bureau "OnTheMap" tool provides data to analyze workers and residents within the CAMPO boundary. The latest Census OnTheMap data is from 2023. There are 20,118 workers within CAMPO who live and work within the CAMPO boundary. There are 21,064 workers who live within the CAMPO boundary but travel outside the CAMPO boundary to work. There are 16,024 workers who live outside the CAMPO boundary to work within CAMPO. See Figure 5.3 for more information.

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

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



50

Figure 5.4 Where CAMPO Workers Live

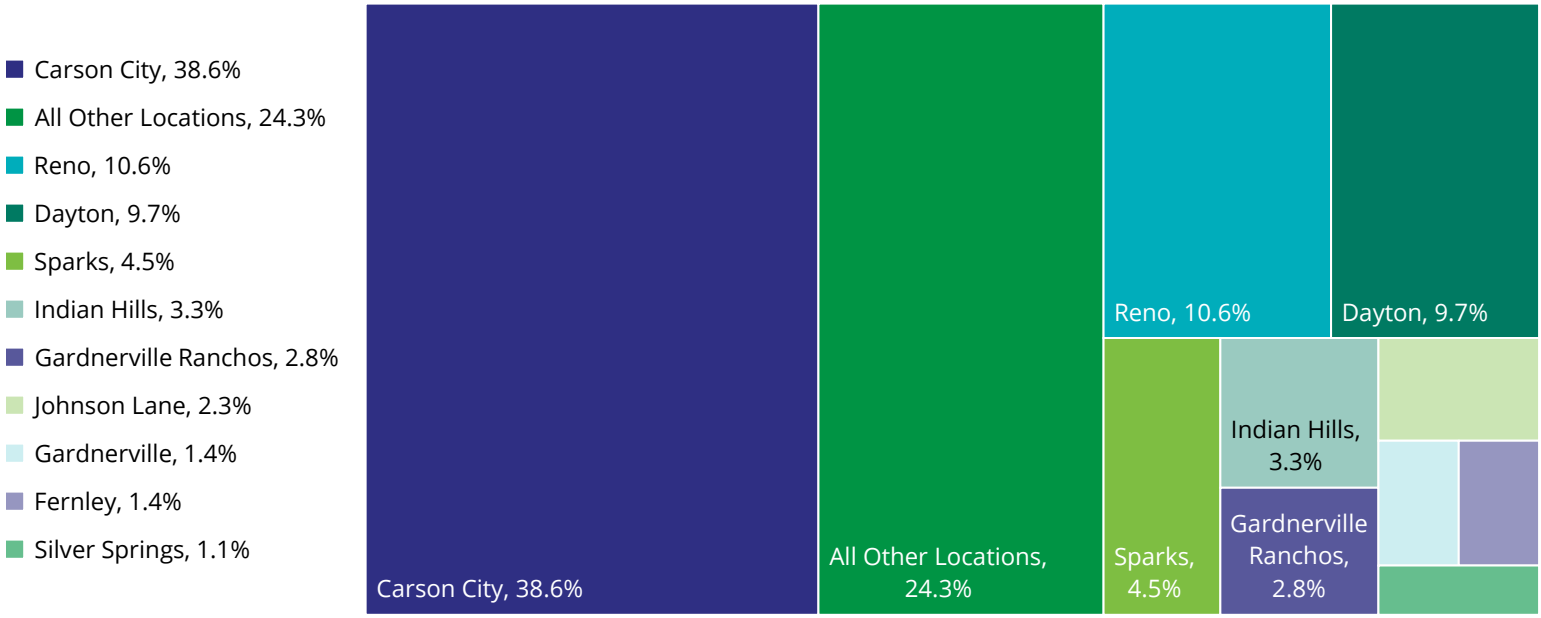
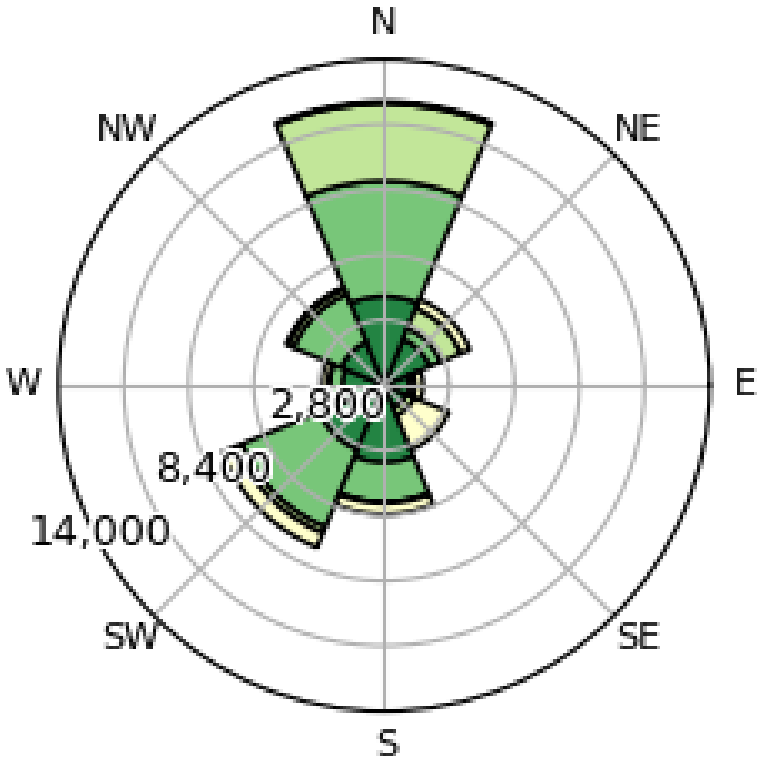


Figure 5.5 Distance/Direction Where CAMPO Workers are Travelling To/ From Home



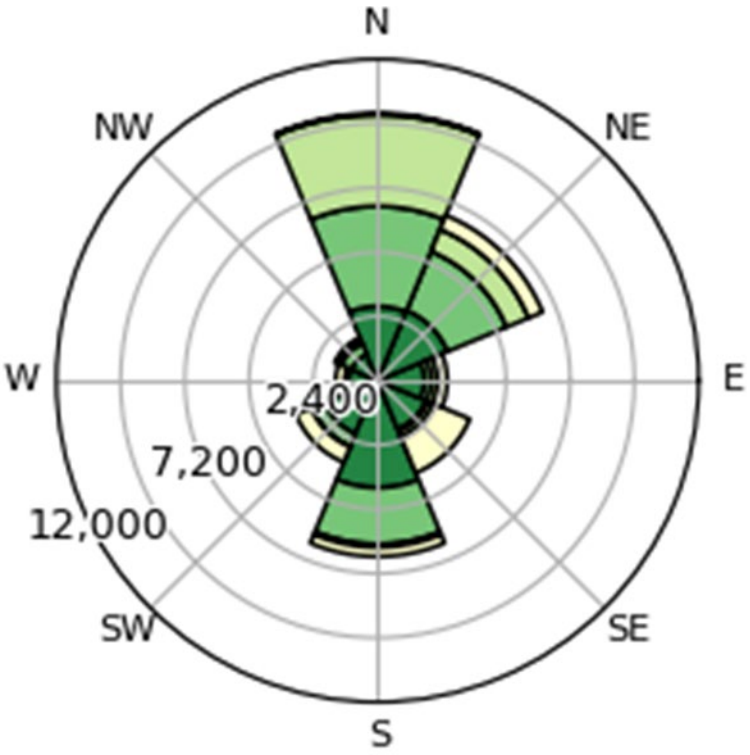
- Less than 10 miles
- 10 to 24 miles
- 25 to 50 miles
- Greater than 50 miles

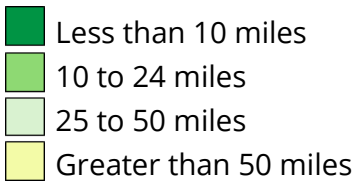
Distance	Count	Share
Total All Jobs	41,182	100%
Less than 10 miles	18,158	44.1%
10 to 24 miles	13,673	33.2%
25 to 50 miles	5,414	13.1%
Greater than 50 miles	3,937	9.6%

Figure 5.6 Where CAMPO Residents Work



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

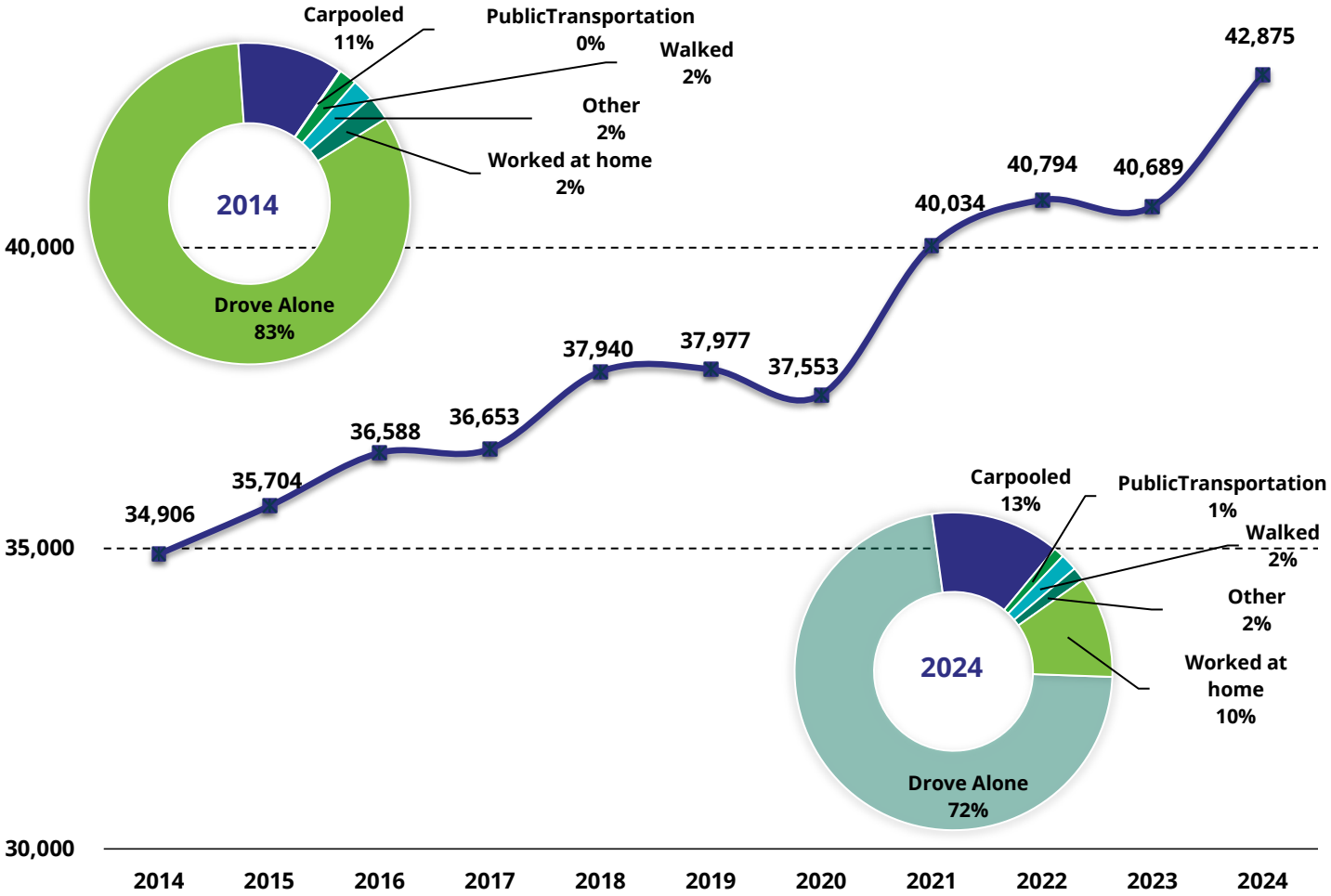




Distance	Count	Share
Total All Jobs	36,142	100%
Less than 10 miles	17,367	48.8%
10 to 24 miles	9,614	26.6%
25 to 50 miles	5,039	13.9%
Greater than 50 miles	3,852	10.7%

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

Figure 5.8: Commute Type: Working Population and Percent Commuting to Work (2014-2024)



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

Figure 5.8 displays the travel mode to work for workers aged 16 years and over within the CAMPO planning area from 2014 to 2024. The number of total workers who report commuting to work has increased by 23% over the last ten years. Consistently, CAMPO residents drive alone to work, though the percentage is trending downward from 83% in 2014 to 72% in 2024. Carpooling has increased two percentage points from 2014 to 2024. The percentage of workers that report "Worked at Home" quintupled from 2% in 2014 to 10% in 2024. Since 2020, due to the COVID-19 pandemic, there has consistently been an increase in workers working from home.

5.2 Vehicle Volumes

The NDOT's Traffic Information Division, in cooperation with FHWA, provides annual reports that contain details on the amount and type of traffic at certain locations along the National Highway System and other regional roadways. This information is used to validate CAMPO's travel demand model, plan short-term and long-term projects, and influence project design. Traffic Volume Data is published through an online application referred to as Traffic Records Information Access (TRINA)[1].

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

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

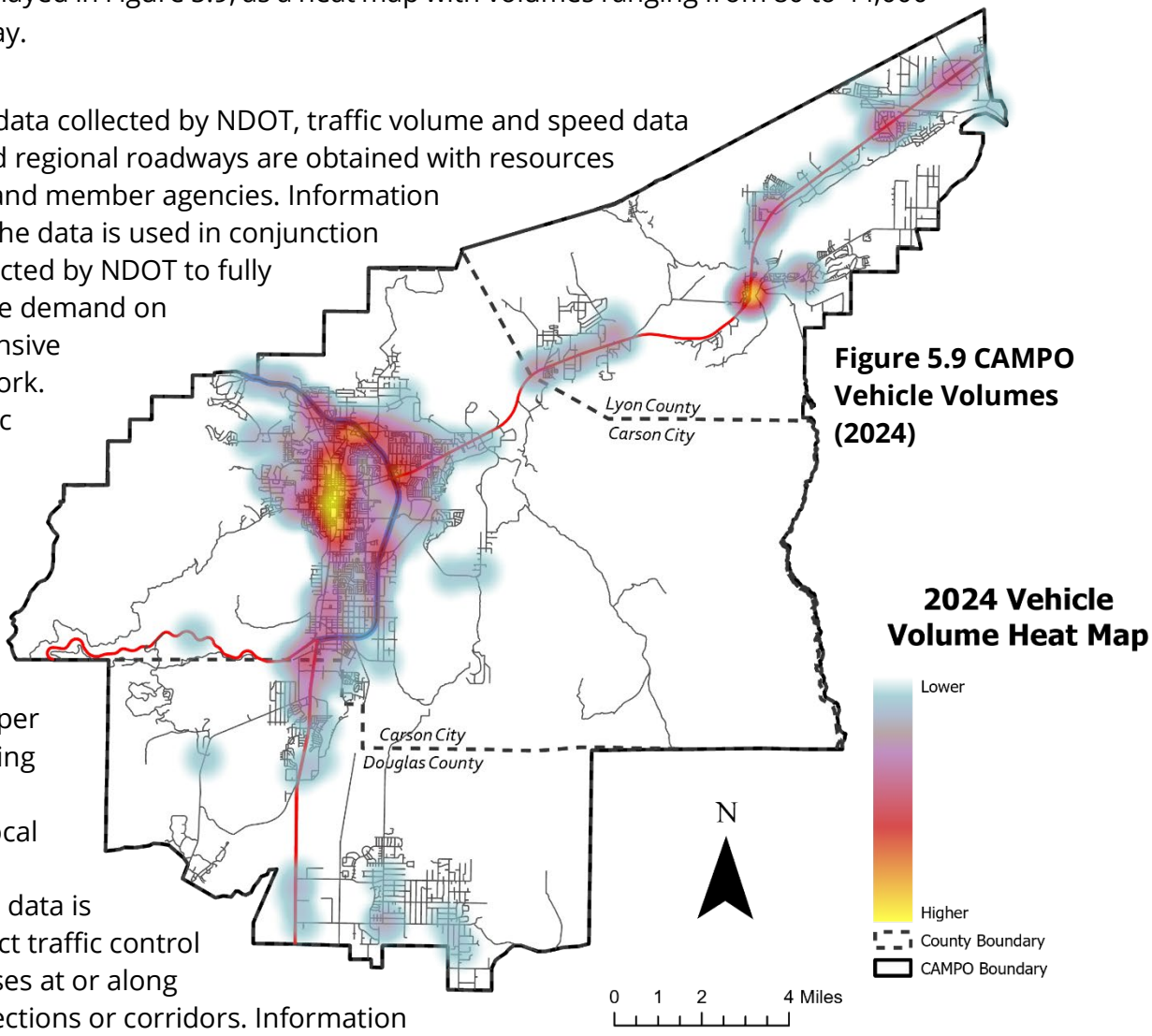


Figure 5.9 CAMPO Vehicle Volumes (2024)

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

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

5.3 Complete Streets

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

Figure 5.10: Complete Streets Monitoring Locations (2017-2025)

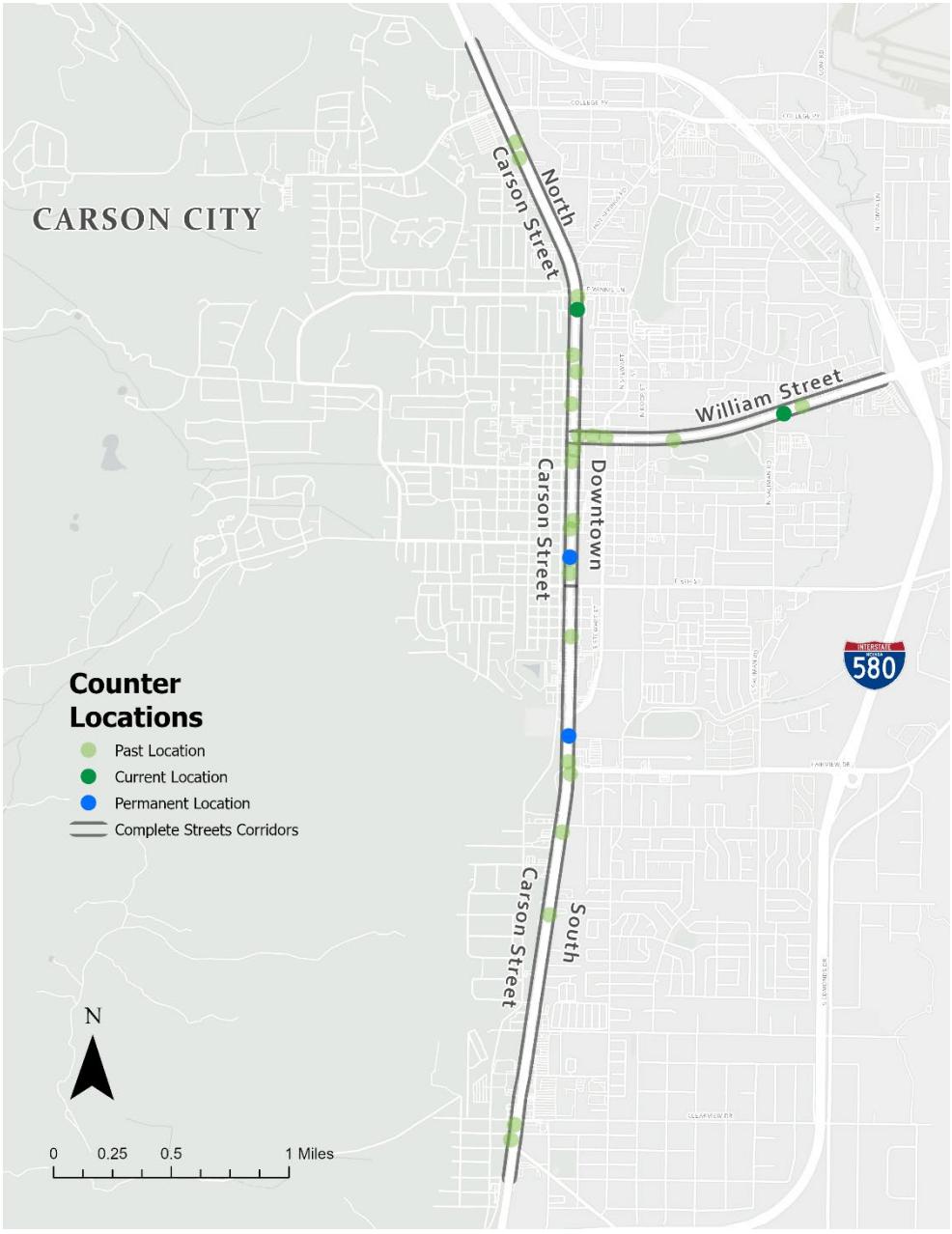


Figure 5.10 displays pedestrian counter locations from 2017 through 2023. In 2023, two permanent counters were installed in the Downtown Carson Street Corridor and the South Carson Street Corridor.

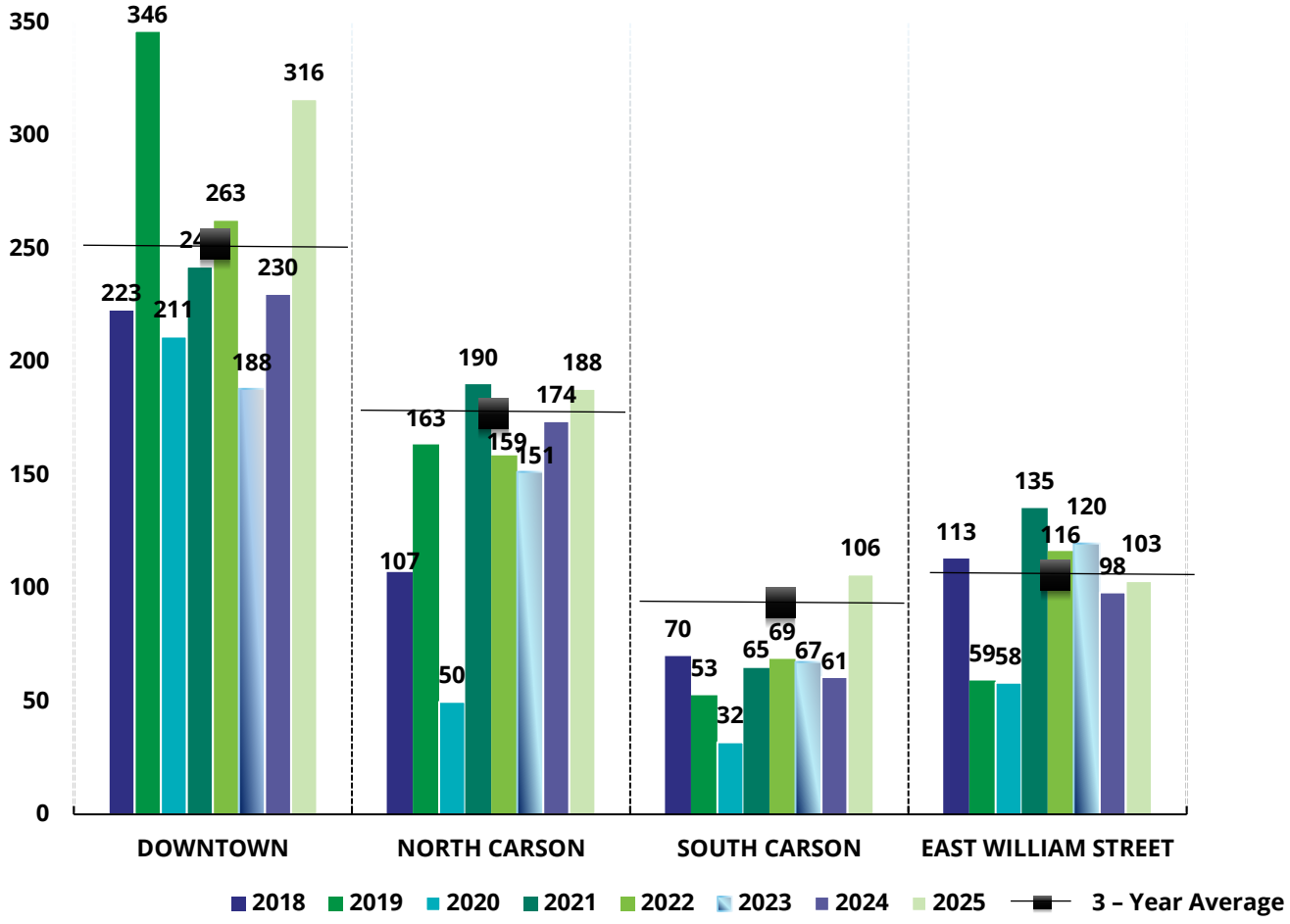
5.4 Pedestrian Monitoring

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

Pedestrian Counter in Downtown Carson City

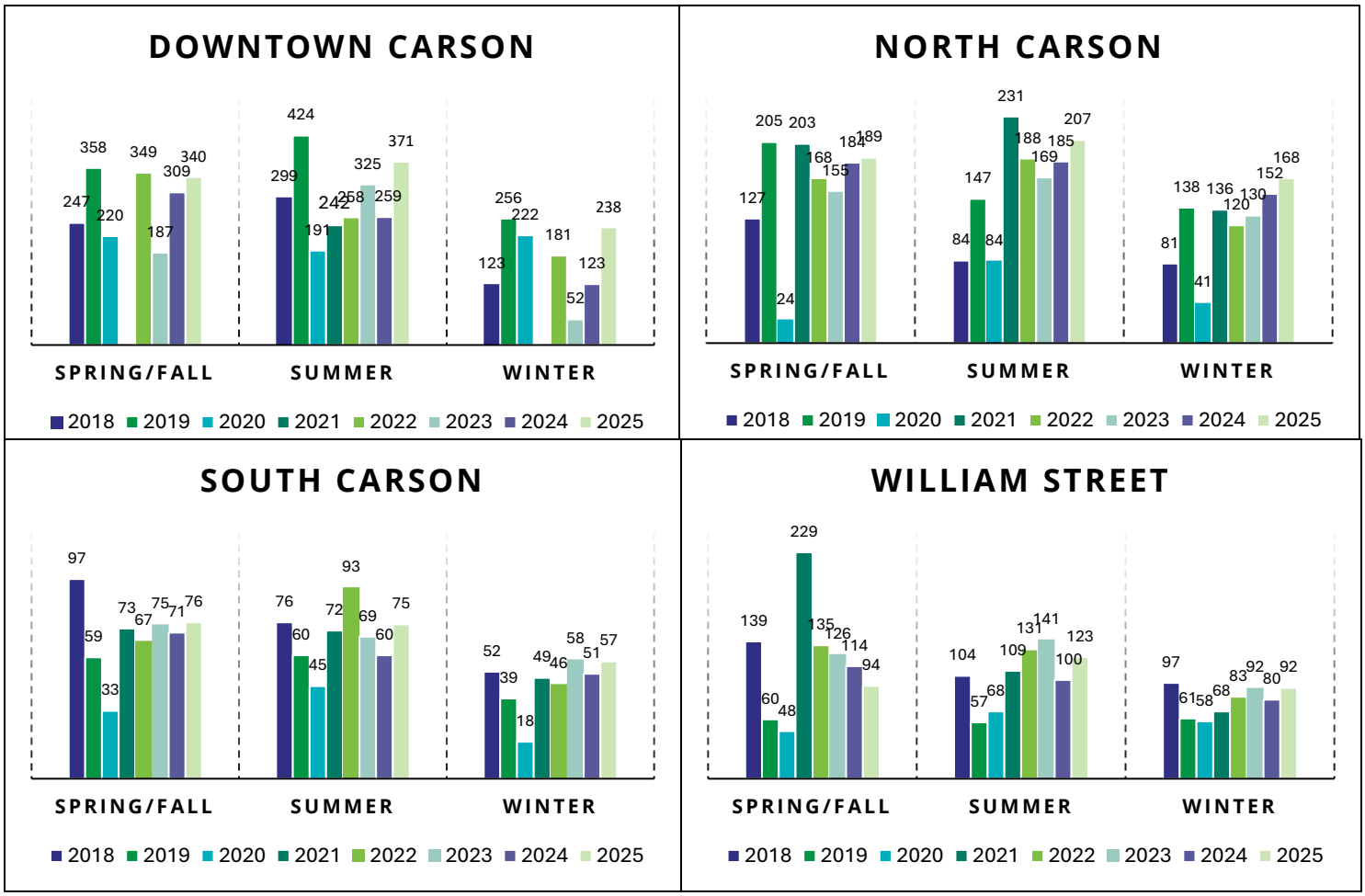


Figure 5.11: Average Daily Pedestrian Volumes by Complete Streets Corridor (2018-2025)



Figures 5.11 and 5.12 provide the average daily pedestrian volumes by a corridor from 2018 to 2025. The impact of COVID-19 is apparent in the 2020 data, which is below the 3-year average on all four corridors. Despite a national trend of increased pedestrian activity during the pandemic, counter data shows a decrease. This is likely due to the placement of the counters near schools and retail stores, both of which were frequently closed in 2020.

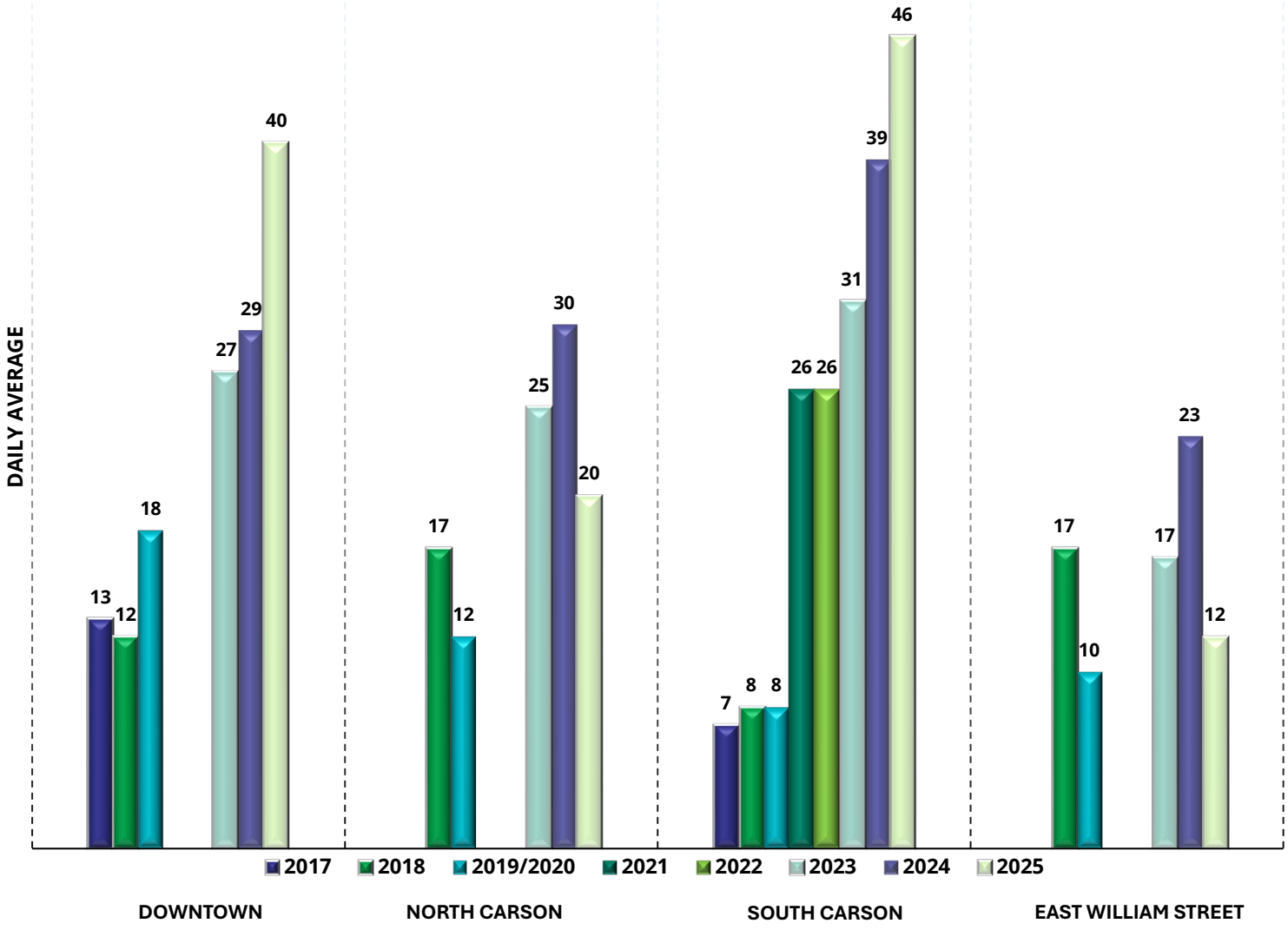
Figure 5.12 Average Daily Pedestrian Volume per Season by Complete Streets Corridor and Year (2018-2025)



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

5.5 Bicycle Monitoring

Figure 5.13 Daily Bicycle Counts (2017-2025)

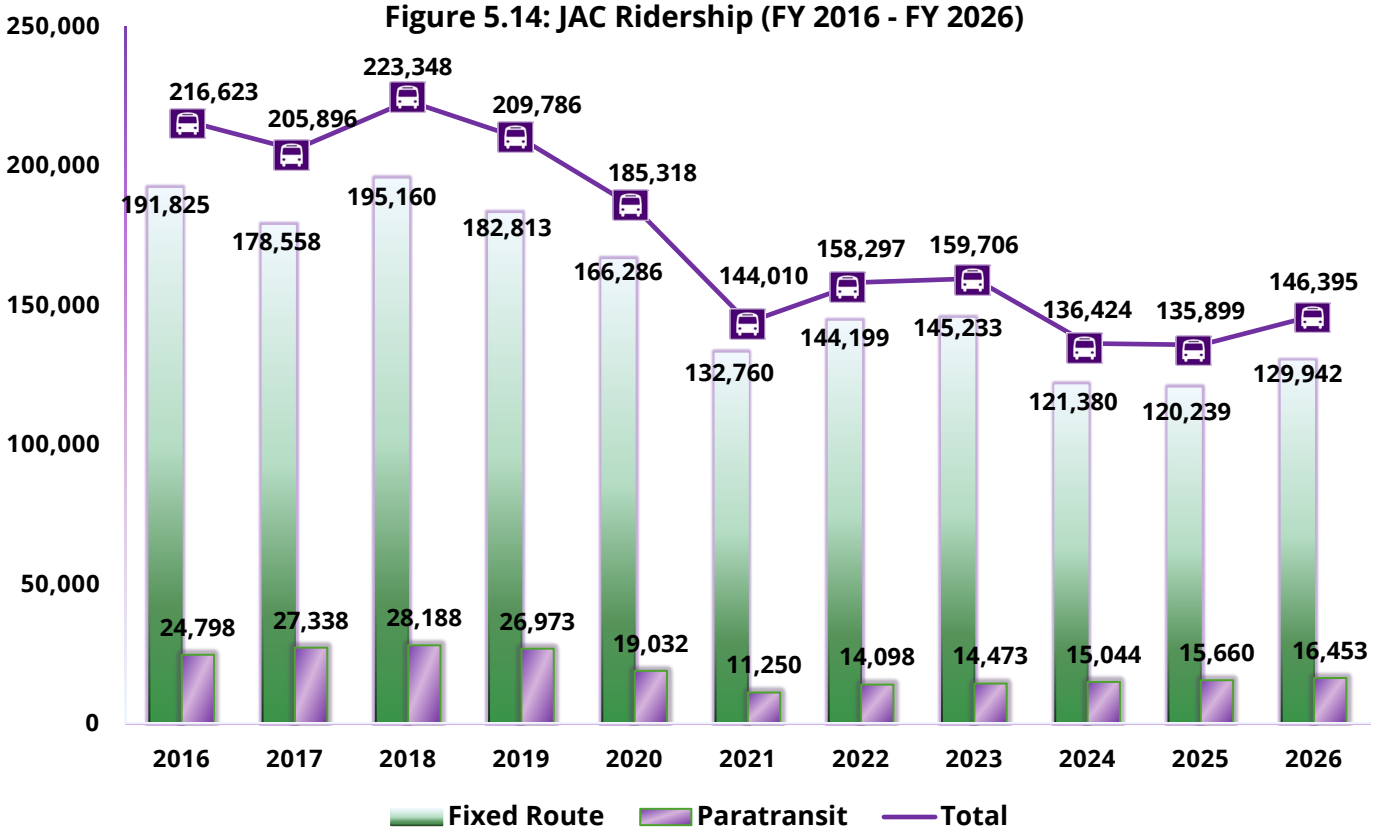


Daily bicycle counts will continue to improve with the installation of permanent counters in the completed Downtown and South Carson Complete Street corridors in 2023. CAMPO plans to install permanent counters along East William Street after construction is completed in 2026 and along the North Carson Complete Streets corridor. In Complete Streets corridors already constructed such as Downtown and South Carson St., Carson City has seen continued increase in bicycles using the facilities.

5.6 Transit Monitoring

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

Figure 5.14: JAC Ridership (FY 2016 - FY 2026)



Source: Jump Around Carson National Transit Database, Annual Reports, FY 2016 - FY 2026

Figure 5.14 shows ridership data between FY 206 and FY 2026. Ridership is defined as the number of boarding passengers. The demand for transit mobility in the United States and the Carson Area is significantly influenced by socioeconomic factors, such as demographics (age and gender), economics (income and occupation), public resources (transit infrastructure and performance), and land use. Fluctuations in employment levels, gas prices, headways, household income, bus cleanliness, and bus on-time performance can significantly impact annual ridership.

Though ridership dropped from 2023 to 2024 as fares resumed, ridership is slowly beginning to increase as public health conditions improve and normal travel patterns post-COVID resume. Table 5.1 provides the annual performance reporting of key metrics utilized to understand the efficiency and effectiveness of JAC's transit operation from FY 2023 through FY 2026.

Table 5.1: Jump Around Carson Operating Statistics (FY 2023 - FY 2026)

	FY 2023		FY 2024		FY 2025		FY 2026	
	Fixed	Para transit	Fixed	Para transit	Fixed	Para transit	Fixed	Para transit
Annual Unlinked Trips	145,233	14,473	121,380	15,044	120,239	15,660	129,942	16,453
Vehicle Revenue Hours	14,784	6,121	14,777	6,164	14,523	5,359	14,685	6,607
Vehicle Revenue Miles	170,734	55,302	171,025	58,187	168,441	64,227	170,958	77,248
Operating Cost per Unlinked Passenger Trip	$9.86	$36.02	$13.58	$37.39	$14.73	$34.26	$15.54	$33.06
Operating Cost per Vehicle Revenue Mile	$8.39	$9.43	$9.64	$9.67	$10.51	$8.35	$11.81	$7.04
Operating Cost per Vehicle Revenue Hour	$96.88	$85.16	$111.52	$91.25	$121.92	$100.12	$137.52	$82.33
Number of Passengers per Revenue Hour	9.8	2.4	8.2	2.4	8.3	2.9	8.8	2.5
Number of Passengers per Revenue Mile	0.9	0.3	0.7	0.3	0.7	0.2	0.8	0.2
Number of Passengers per revenue day	478	48	398	49	392	51	422	53
Farebox recovery rate	3.16%	6.03%	4.52%	7.06%	3.87%	8.87%	3.34%	12.01%

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

5.7 Public Participation

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

Table 5.2 Evaluation of CAMPO Public Outreach Strategies

Strategy	2025 CAMPO Public Participation Outreach
Participation in community events	**1**; September 24 CAMPO RTP Public Meeting (CC Community Center) **1**; US 50 Phase 2 Public Meeting (CC Community Center)
Stakeholder meetings	**1**; Mound House Business Meeting for US 50 Complete Streets Study Phase 2 **1**; Carson City Public Meeting for US 50 Complete Streets Study Phase 2 **1**; CAMPO RTP Public Meeting September 2025 **3**; CAMPO 2050 RTP Learning Sessions November 2025 **1**; JAC Title VI Public Meeting Announcement of the Bike Ped Comment Map to the Nevada Bicycle Pedestrian Board 9/11/2025 Announcement of the Bike Ped Comment Map to the NV SHSP Vulnerable User Stakeholder Group
Council meetings/ presentations	**12;** CAMPO Board Meetings; 47 Agenda Items **1**; Transportation Lobby Day @ Nevada Legislature
Advisory committee meetings	**1;** RTSC Regional Transportation Stakeholder Coalition (20 members)
Informal, small group meetings (e.g., coffee chats)	None required
Open house events	**1**; Public Works Week
Public hearings*	None required
Electronic newsletters/email lists (eNews)	**1**; RTSC**;** Regional Transportation Stakeholder Coalition
Website*	Continual Updates; Addition of "Transportation Project Outreach & Engagement" Page
Social media: Facebook, Twitter, Instagram, YouTube, and/or NextDoor	Continual Updates Addition of CAMPO LinkedIn Page- December 2024 (**316** Impressions, 9 reactions, 0 comments, 0 Reposts) CC Public Works Facebook; **295** impressions
Surveys	• **267**; RTP/ CHSP Survey • **SRTS** Survey

Strategy	2025 CAMPO Public Participation Outreach
	562; US 50 Complete Streets Feasibility Study Phase 2
StoryMap	None required
Visualization techniques*	Continual updates
Press releases	**2;** Press Releases
Media ad purchase/ sponsored TV or radio segments	**Multiple;** Ads purchased for the RTP/ CHSP survey on Instagram & YouTube **1;** Ad in Carson Now reminding residents to take the RTP/ CHSP survey **1;** KNVC 95.1 Interview with Kelly Norman about the CAMPO RTP
Display ads	None required
Legal ads*	**4;** Legal Ads in the Nevada Appeal
Mail notices	**175**; Mailed notices of Business meeting in Mound House
Comment forms	**30**; Public Comments at CAMPO meetings **5;** CAMPO Comment emails
Language translation*	**1**; JAC website page EN ESPAÑOL **1**; CAMPO updated Language Assistance Plan for JAC
ADA-accessible websites and digital materials*	**16;** webpages within the CAMPO/ CC website with continual updates. **1;** Addition of "Transportation Project Outreach & Engagement" page on the CAMPO website.

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



Chapter 6 |Ongoing / Future Efforts

Outlined within CAMPO's 2050 Regional Transportation Plan (RTP) are CAMPO's established goals, objectives, and performance measures. These form the basis of CAMPO's performance-based planning framework that informs ongoing policymaking and investment decisions. CAMPO staff completed an update to the 2050 RTP and the JAC Transit Development and Coordinated Human Services Plan. Part of those updates included a re-prioritization of projects within the CAMPO area. The factors used as part of the goal setting and prioritization effort are based in part on the metrics and focus areas documented by this report. CAMPO staff will continue to monitor the changing socioeconomic factors, and the mobility needs of the region to appropriately respond to demands on CAMPO's transportation infrastructure. Staff would like to improve the WHAT: Mobility Network section of the Monitoring Report to report on the status of bicycle, pedestrian, and American with Disabilities Act (ADA) facility condition and connectivity progress in future years.

As we look toward the future, staff will continue to bring forward the Local Road Safety Plan recommendations for the CAMPO area aiming to achieve the stated safety targets. From the LRSP, aggressive driving factored into 57% of crashes within CAMPO. Speed related crashes 22%, and impaired driving 12%.

There were 5 priority segments and 5 priority intersections, where proven safety countermeasures were recommended. Of the 5 segments, CC has made progress on all 5. The North Carson Complete Streets Feasibility Study is going on now and had an Open House to talk to the public about potential alternatives for North Carson in late 2026. The South Curry Street Project is moving along. This project includes bike and pedestrian facilities, new retaining walls, and improved distance. The Saliman Road project includes safety improvements at three locations along Saliman Road- Seeliger, Fremont, and Carson High. The improvement includes signing, median islands, and lighting. Along East College Parkway, a resurfacing project was recently completed, with additional striping along the edgelines. A Leading Pedestrian Interval and other signing changes were implemented at College and Retail. A project is designed to enhance sidewalks, and crosswalks at the intersection of College & Airport.

Of the 5 intersections, North Carson & Nye is being addressed with the North Carson Feasibility Study. Carson City recently completed a project that moved the median island to improve north/south intersection alignment at US 50 & Airport. NDOT is designing a road project that will add lighting and shorten pedestrian crossing distances at this intersection with construction beginning in 2027. Carson City is completing 90% designs along Goni Road, which include lighting and sidewalk upgrades at Goni & Old Hot Springs Road. At US 50 & Highlands in Moundhouse and US 395 & Topsy in Douglas County- no actions are currently occurring.

CAMPO
CARSON AREA METROPOLITAN PLANNING ORGANIZATION

STAFF REPORT

Report To: **Meeting Date:** November 16, 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) _____ Aye/Nay
2) _____ _____
_____
_____
_____
_____

_____
(Vote Recorded By)

CAMPO
CARSON AREA METROPOLITAN PLANNING ORGANIZATION

STAFF REPORT

Report To: **Meeting Date:** November 16, 2026

Staff Contact:

Agenda Title: Nevada Department of Transportation Report (Kevin Verre, Assistant Director of Planning, NDOT)

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

Proposed Motion
N/A

Board's Strategic Goal

Previous Action

Background/Issues & Analysis

Applicable Statute, Code, Policy, Rule or Regulation

Financial Information
Is there a fiscal impact? No

If yes, account name/number:

Is it currently budgeted? No

Explanation of Fiscal Impact:

Alternatives

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

_____
(Vote Recorded By)

CAMPO
CARSON AREA METROPOLITAN PLANNING ORGANIZATION

STAFF REPORT

Report To: **Meeting Date:** November 16, 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) _____ Aye/Nay
2) _____ _____
_____
_____
_____
_____

_____
(Vote Recorded By)