



**NOTICE OF MEETING OF THE
CARSON AREA METROPOLITAN PLANNING
ORGANIZATION (CAMPO)**

Day: Wednesday
Date: January 13, 2021
Time: Beginning at 4:30 pm
Location: Community Center, **Bob Boldrick Theater**, 851 East William Street, Carson City, Nevada

AGENDA

NOTICE TO PUBLIC: The State of Nevada and Carson City are currently in a declared State of Emergency in response to the global pandemic caused by the coronavirus (COVID-19) infectious disease outbreak. In accordance with the Governor's Declaration of Emergency Directive 006, which has suspended the provisions of NRS 241.020 requiring the designation of a physical location for meetings of public bodies where members of the public are permitted to attend and participate, public meetings of Carson City will NOT have a physical location open to the public until such time this Directive is removed.

Members of the public who wish only to view the meeting but do NOT plan to make public comment may watch the livestream of the CAMPO meeting at:

<https://www.carson.org/transparency/meeting-agendas-minutes-and-recordings>

The public may provide public comment in advance of a meeting by written submission to the following email address: Comments@CarsonAreaMPO.com. 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.

Members of the public who wish to provide live public comment may do so during the designated public comment periods, indicated on the agenda, via telephonic appearance by dialing the numbers listed below. Please do NOT join by phone if you do not wish to make public comment.

To join by telephone, you must dial the following number: +1-408-418-9388 (Meeting ID: 146-734-7980).

To videoconference, you must have access to an Internet connection and a computer equipped with a camera and microphone with which you can join a meeting at the following link:

<https://carsoncity.webex.com/carsoncity/onstage/g.php?MTID=e1a6b7ba3cc2c0ee1d74bedd5eb994b73>

AGENDA NOTES: The Carson Area Metropolitan Planning Organization (CAMPO) is pleased to make reasonable accommodations for members of the public who are disabled and wish to attend the meeting via video conference or telephonic appearance, or who wish to make written submissions to CAMPO. If special arrangements for the meeting are necessary, please notify CAMPO staff in writing at 3505 Butti Way, Carson City, Nevada, 89701, or Comments@CarsonAreaMPO.com, or call Lucia Maloney at (775) 887-2355 at least 24 hours in advance of the meeting.

For more information or for copies of the supporting material regarding any of the items listed on the agenda, please contact Lucia Maloney, Transportation Manager, at (775) 887-2355. Additionally, the agenda with all supporting material is posted on the CAMPO website at www.carson.org/agendas, or is available upon request at 3505 Butti Way, Carson City, Nevada, 89701.

1. ROLL CALL AND DETERMINATION OF A QUORUM

2. AGENDA MANAGEMENT NOTICE: The Chair may take items on the agenda out of order; combine two or more agenda items for consideration; and/or remove an item from the agenda or delay discussion relating to an item on the agenda at any time.

3. DISCLOSURES: Any member of the CAMPO Board may inform the Chair of his or her intent to make a disclosure of a conflict of interest on any item appearing on the agenda or on any matter relating to the CAMPO's official business. Such disclosures must also be made at such time the specific agenda item is introduced.

4. PUBLIC COMMENT:** The public is invited at this time to comment on and discuss any topic that is relevant to, or within the authority of this public body. Comments are limited to three minutes per person per topic. If your item requires extended discussion, please request the Chair to calendar the matter for a future CAMPO meeting. No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an Agenda as an item upon which action may be taken.

5. APPROVAL OF MINUTES:

5-A For Possible Action – Discussion and possible approval of the December 9, 2020 draft minutes.

6. PUBLIC MEETING ITEM(S):

6-A For Possible Action – Discussion and possible action to nominate and elect a Chairperson and Vice-Chairperson for the CAMPO Board.

Staff Summary: CAMPO will consider the nomination and election of a Chairperson and Vice-Chairperson to serve for a two-year term (calendar years 2021 and 2022). Any member of CAMPO may hold either of these positions. Terms of the newly elected Chairperson and Vice-Chairperson will commence immediately.

6-B For Discussion Only – Presentation and discussion regarding the CAMPO, its roles and responsibilities, and upcoming activities for new members.

Staff Summary: The purpose of this presentation is to provide the CAMPO board and the public a better understanding of the long-range planning efforts undertaken by CAMPO and staff, and how these planning efforts influence development decisions and promote an efficient regional transportation network.

6-C For Possible Action – Discussion and possible action regarding CAMPO’s 2050 Regional Transportation Plan.

Staff Summary: The 2050 Regional Transportation Plan (RTP) is a long-term planning document that evaluates the regional transportation system. The plan identifies present and future needs to maintain an efficient, sustainable, and safe regional transportation system across the Metropolitan Planning Area, which is comprised of Carson City, western Lyon County, and northern Douglas County. The RTP is being presented to CAMPO for approval.

7. BOARD COMMENTS: For Information Only – Status reports and comments from the members of the CAMPO Board.

8. The Next Meeting is Tentatively Scheduled – 4:30 p.m., Wednesday, February 10, 2021, at the **Robert “Bob” Crowell Board Room (previously called the Sierra Room)** – Carson City Community Center, 851 East William Street.

9. PUBLIC COMMENT:** The public is invited at this time to comment on any matter that is not specifically included on the agenda as an action item. No action may be taken on a matter raised under this item of the agenda. Comments are limited to three minutes per person per topic. If your item requires extended discussion, please request the Chair to calendar the matter for a future CAMPO meeting. No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an Agenda as an item upon which action may be taken.

10. ADJOURNMENT: For Possible Action

****PUBLIC COMMENT LIMITATIONS - Although CAMPO often provides an opportunity for additional public comment during each specific item designated for possible action on the agenda, public comment will be temporarily limited to the beginning of the agenda before any action is taken and again at the end before adjournment. This policy will remain effective during the period of time the State of Nevada is under a State of Emergency as declared by the Governor due to the COVID-19 pandemic, and is intended to achieve the efficient conduct of meetings while facilitating public participation via videoconference and telephonic means.**

NOTICE TO PUBLIC: In accordance with the Governor’s Emergency Declaration Directive 006 suspending state law provisions requiring the posting of public meeting agendas at physical locations, this agenda was posted electronically at the following Internet websites:

This notice has been posted at the following locations:

www.carson.org/agendas
<http://notice.nv.gov>

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Minutes of the December 9, 2020 Meeting
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A regular meeting of the Carson Area Metropolitan Planning Organization (CAMPO) was scheduled for 4:30 p.m. on Wednesday, December 9, 2020 in the Community Center, Bob Boldrick Theater, 851 East William Street, Carson City, Nevada.

PRESENT: Chairperson Mark Kimbrough
Vice Chairperson Greg Stedfield
Member Lori Bagwell
Member Brad Bonkowski
Member Jon Erb
Member Bob Hastings
Member Chas Macquarie (via WebEx)
Ex-Officio Member Sondra Rosenberg (via WebEx)

STAFF: Lucia Maloney, Transportation Manager
Todd Reese, Deputy District Attorney (via WebEx)
Dirk Goering, Senior Transportation Planner (via WebEx)
Chris Martinovich, Transportation/Traffic Engineer (via WebEx)
Kelly Norman, Transportation Planner/Analyst (via WebEx)
Alex Cruz, Transit Coordinator (via WebEx)
Tamar Warren, 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.

1. ROLL CALL AND DETERMINATION OF A QUORUM

(4:32:09) – Chairperson Kimbrough called the meeting to order at 4:32 p.m. Roll was called, and a quorum was present.

2. AGENDA MANAGEMENT NOTICE

(4:32:41) – Ms. Maloney noted that there were no changes to the agenda.

3. DISCLOSURES

(4:32:50) – There were no disclosures from the members.

4. PUBLIC COMMENT

(4:33:07) – Chairperson Kimbrough read into the record the *Notice to the Public* incorporated into the agenda, outlining the temporary public comment guidelines established during the Governor's COVID-

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Minutes of the December 9, 2020 Meeting

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19 Emergency Directive, incorporated into the agenda. He also entertained public comments; however, none were forthcoming.

5. APPROVAL OF MINUTES

5-A FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE APPROVAL OF THE NOVEMBER 18, 2020 DRAFT MINUTES.

(4:33:54) – Chairperson Kimbrough introduced the item and entertained corrections, comments, or a motion.

(4:33:59) – Member Bonkowski moved to approve the minutes of the CAMPO November 18, 2020 meeting as presented. The motion was seconded by Vice Chair Stedfield and carried 7-0-0.

(4:34:31) – Chairperson Kimbrough announced that this would be Member Bonkowski’s last meeting and thanked him for his dedication as a member of this Board and as a Supervisor. Ms. Maloney read into the record the inscription on a plaque presented to Member Bonkowski and thanked him for “eight years of distinguished service” and for his ideas and guidance. Member Bagwell called him a “good role model for the community.” Members Macquarie and Stedfield also expressed their appreciation for his guidance. Member Bonkowski thanked everyone and noted that he worked well with Staff “because they do all the work.” He also called the last eight years “an opportunity for personal growth”

6. PUBLIC MEETING ITEM(S):

6-A FOR INFORMATION ONLY – PRESENTATION AND DISCUSSION ON THE 2020 TRANSPORTATION NETWORK MONITORING REPORT.

(4:40:38) – Chairperson Kimbrough introduced the item. Ms. Maloney reviewed the Staff Report and the 2020 Transportation Network Monitoring Report, which are incorporated into the record. She also responded to clarifying questions.

(4:52:03) – Member Macquarie found the report interesting, especially the demographic data, and believed “it’s a good indication of what is going on in Carson City and the adjoining areas.” Ex-Officio Member Rosenberg noted that “if growth trends continue, congestion is going to get worse.” She also mentioned having “a funding shortfall” adding that safety and asset preservation were being reprioritized over adding capacity, in general. Ex-Officio Member Rosenberg stated that they would work with CAMPO to develop “funding strategies to encourage non single-occupancy trips.”

(4:59:10) – Member Bonkowski noted that the Pavement Condition Index numbers had increased as a result of the South Carson [Street] Project. He also highlighted the Impaired Driver statistics, which were listed as number one in the State (46 percent) versus number six in the CAMPO Area (8 percent). Chairperson Kimbrough was informed that the data did not include paid AirSage cell phone data. This item was not agendized for action.

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6-B FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION REGARDING A PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP) AND FEDERAL FISCAL YEAR (FFY) 2021 PERFORMANCE TARGETS FOR JUMP AROUND CARSON (JAC) TRANSIT.

(5:03:29) – Chairperson Kimbrough introduced the item. Mr. Cruz presented the Staff Report and the Federal Fiscal Year 2021 Public Transportation Agency Safety Plan which is incorporated into the record, noting that it will be approved by Chairperson Kimbrough and not by Regional Transportation Commission Chair Brad Bonkowski, as noted in the document. He also responded to clarifying questions. Discussion ensued regarding the anticipated major mechanical failures at 3,500 miles and Mr. Cruz clarified that those were historic data and that the methodology may be different next year with the new buses. Ms. Maloney reminded the members that the motion to approve the Plan should include the name change on the signature page and the change to section 3. *Safety Performance Targets* “to match what’s displayed in the Staff Report.” Chairperson Kimbrough entertained a motion.

(5:18:02) – Member Bagwell moved to approve the Public Transit Agency Safety Plan and Federal Fiscal Year 2021 safety performance targets with the correction on the signature page to indicate the CAMPO Chair is signing, and Section 3. Safety Performance Targets as indicated in the Staff Report instead of the submitted Plan. The motion was seconded by Member Bonkowski and carried 7-0-0.

7. BOARD COMMENTS: FOR INFORMATION ONLY

(5:18:45) – Chairperson Kimbrough entertained member comments. Member Bonkowski thanked the Commission members and Staff for their support. Ex-Officio Member Rosenberg announced the upcoming funding study and the release of the State’s climate strategy which she noted “sets up the foundation from which the hard work now needs to occur.” She also thanked Member Bonkowski for his service on CAMPO.

8. THE NEXT MEETING IS TENTATIVELY SCHEDULED – 4:30 P.M., WEDNESDAY, JANUARY 13, 2021, AT THE SIERRA ROOM – CARSON CITY COMMUNITY CENTER, 851 EAST WILLIAM STREET.

(5:20:38) – Chairperson Kimbrough read the agenda item into the record and Member Bagwell clarified that the Sierra Room was now called the Robert “Bob” Crowell Board Room.

9. PUBLIC COMMENT

(5:20:54) – Chairperson Kimbrough entertained public comments; however, none were forthcoming.

10. ADJOURNMENT: FOR POSSIBLE ACTION

(5:21:03) – Chairperson Kimbrough adjourned the meeting at 5:21 p.m.

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DRAFT

The Minutes of the December 9, 2020 Carson Area Metropolitan Planning Organization meeting are so approved this 13th day of January 2021.



STAFF REPORT

Report To: The Carson Area Metropolitan Planning Organization (CAMPO)

Meeting Date: January 13, 2021

Staff Contact: Lucia Maloney, Transportation Manager

Agenda Title: For Possible Action – Discussion and possible action to nominate and elect a Chairperson and Vice-Chairperson for the CAMPO Board.

Staff Summary: CAMPO will consider the nomination and election of a Chairperson and Vice-Chairperson to serve for a two-year term (calendar years 2021 and 2022). Any member of CAMPO may hold either of these positions. Terms of the newly elected Chairperson and Vice-Chairperson will commence immediately.

Agenda Action: Formal Action/Motion

Time Requested: 5 minutes

Proposed Motion

I move to appoint _____ as Chairperson and _____ as Vice-Chairperson for 2-year terms.

Background/Issues & Analysis

Any member of CAMPO may hold the Chairperson or Vice-Chairperson positions.

An aspirational goal within the City's Policies and Procedures for Boards, Committees, and Commissions encourages leadership to rotate regularly among members and that a chair should serve for two years. Additionally, nomination of a previous chairperson should be considered only after two years has passed since he/she last served. Staff recommends two-year terms for the newly elected Chairperson and Vice-Chairperson (calendar years 2021 and 2022), commencing immediately.

Applicable Statute, Code, Policy, Rule or Regulation

Carson City, Nevada Policies and Procedures for Boards, Committees, and Commissions
CAMPO Policies and Procedures

Financial Information

Is there a fiscal impact? Yes No

If yes, Fund Name, Account Name / Account Number: N/A

Is it currently budgeted? Yes No

Explanation of Fiscal Impact:

Alternatives

Do not appoint a Chairperson and Vice-Chairperson and provide alternative direction to staff.

Board Action Taken:

Motion: _____

1) _____

2) _____

Aye/Nay

(Vote Recorded By)



STAFF REPORT

Report To: The Carson Area Metropolitan Planning Organization (CAMPO)

Meeting Date: January 13, 2021

Staff Contact: Lucia Maloney, Transportation Manager

Agenda Title: For Discussion Only – Presentation and discussion regarding the CAMPO, its roles and responsibilities, and upcoming activities for new members.

Staff Summary: The purpose of this presentation is to provide the CAMPO board and the public a better understanding of the long-range planning efforts undertaken by CAMPO and staff, and how these planning efforts influence development decisions and promote an efficient regional transportation network.

Agenda Action: Other/Presentation **Time Requested:** 40 minutes

Proposed Motion

N/A

Background/Issues & Analysis

This agenda item will include an informational presentation (Exhibit-1) on the long-range transportation planning activities conducted by Transportation staff and the CAMPO board.

CAMPO's 2021 & 2022 2-year Unified Planning Work Program (UPWP): The UPWP (Exhibit-2) establishes the budget for proposed CAMPO activities and describes how federal Consolidated Planning Grant (CPG) funds will be administered. CAMPO receives annual funding from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for regional transportation planning activities. The FHWA funding is from the metropolitan planning program and the FTA funds are allocated from Section 5303 metropolitan planning program (also referred to as 5305(d) from more recent federal legislation). These two funding sources are combined as Consolidated Planning Grant (CPG) funds, used to reimburse MPO staff at a rate of 95% for eligible activities consistent with an approved Unified Planning Work Program (UPWP). The CPG funds are allocated to CAMPO based on an agreed distribution formula between NDOT and Nevada's three other MPOs.

Although CAMPO may approve and submit a two-year document, it is not allowed to charge for tasks or be reimbursed for any Federal funding beyond what is obligated in a given fiscal year. Prior to the beginning of each fiscal year, CAMPO must submit a UPWP to the Nevada Department of Transportation (NDOT), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA), establishing the budget for proposed activities to be administered throughout the year.

Approval of the two-year work program allows staff to complete the activities described in Fiscal Year 2021 and Fiscal Year 2022 as provided within. The UPWP budget for Fiscal Year 2021 is \$440,284, which requires a 5% local match. The local match is \$22,014, distributed across the member agencies based on population within CAMPO's metropolitan planning area, as shown in the table below.

FY 2021 Local Share

County	Pct.	FY 2021 Local Share Draft
Carson City	66%	\$14,595
Douglas County	15%	\$3,390
Lyon County	18%	\$4,029
Total	100%	\$22,014

Interlocal Cooperative Agreement: The Interlocal Cooperative Agreement the Carson City Board of Supervisors, Carson City Regional Transportation Commission, and the Carson Area Metropolitan Planning Organization is included as Exhibit-3 of the staff report packet. The interlocal Agreement defines the respective responsibilities of each agency or organization as it relates to transportation planning, street and highway construction and maintenance, provision of public transportation services, and other tasks, activities and responsibilities necessary for the execution and support of the aforementioned transportation-related activities. This document was last amended in April 2020, and previously amended in April 2013.

CAMPO Policies and Procedures: Provided within Exhibit-4, these policies and procedures are intended to provide policies and guidelines for the ongoing operation of CAMPO. The unique nature of CAMPO and the derivation of authority found in Federal regulation, interlocal agreements, and authority delegated by other agencies such as the Carson City Board of Supervisors, the Regional Transportation Commission, or other governmental agencies, suggest that a set of procedures needs to be in place to guide the exercise of authority and operation of CAMPO. The policies are intended to serve as flexible working guidelines to assist in day-to-day operations and to assist members of the governing body in administering the affairs of this special purpose organization. This document was last updated December 12, 2007.

Applicable Statute, Code, Policy, Rule or Regulation

CAMPO Policies and Procedures

Financial Information

Is there a fiscal impact? Yes No

If yes, Fund Name, Account Name / Account Number: N/A

Is it currently budgeted? Yes No

Explanation of Fiscal Impact:

Supporting Material

- Exhibit-1: Presentation on Regional Transportation Planning
- Exhibit-2: CAMPO's FFY 2021 & FFY 2022 2-year Unified Planning Work Program (UPWP)
- Exhibit-3: Interlocal Cooperative Agreement between the Carson City Board of Supervisors, Carson City Regional Transportation Commission, and the Carson Area Metropolitan Planning Organization
- Exhibit-4: CAMPO Policies and Procedures

1



REGIONAL TRANSPORTATION PLANNING

JANUARY 13, 2021

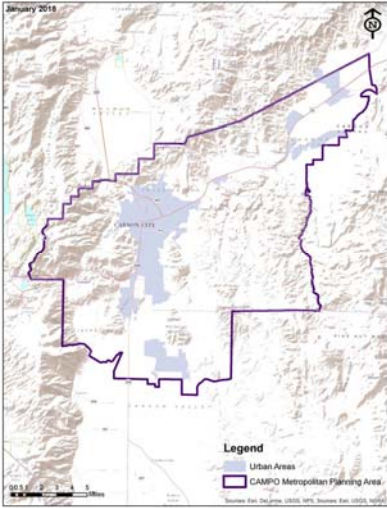
Carson Area Metropolitan Planning Organization

1

Carson Area Metropolitan Planning Organization

2

- Formed on February 26, 2003
- Responsible for the metropolitan transportation planning process for the Carson City urbanized area.
- Staffed by Public Works
- CAMPO Policy Board
 - 2 Carson City BOS Members
 - 3 At-Large Carson City Members
 - 1 Douglas County Member
 - 1 Lyon County Member
 - 1 NDOT Member (Non-Voting Ex-Officio)



2

CAMPO's Primary Responsibilities

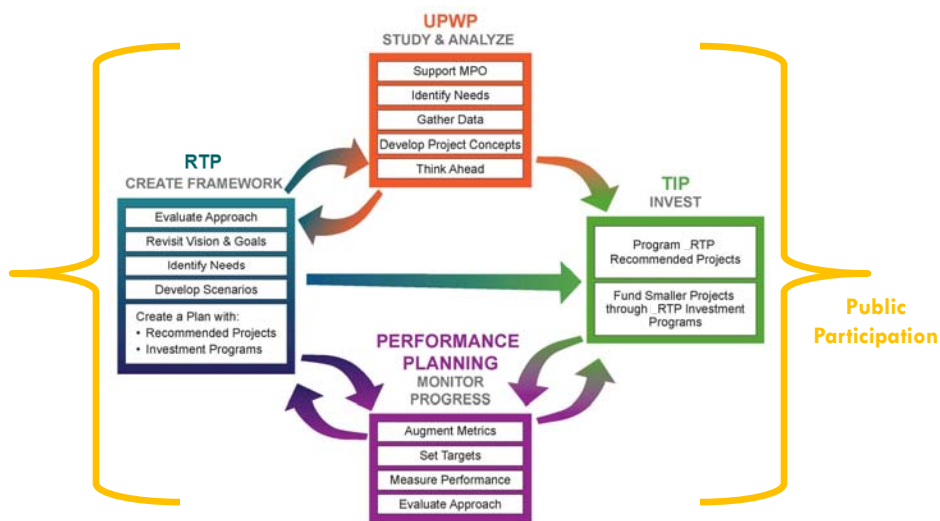
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- **Metropolitan transportation planning process** in cooperation with the State DOT and transit operators
- Have a **proactive Public Involvement Process**
 - Public Participation Plan (PPP)
- **Cooperatively develop, update, and approve:**
 - Regional Transportation Plan (RTP)
 - Transportation Improvement Program (TIP)
 - Unified Planning Work Program (UPWP)

3

CAMPO's Primary Responsibilities

4



4

Regional Transportation Plan (RTP)

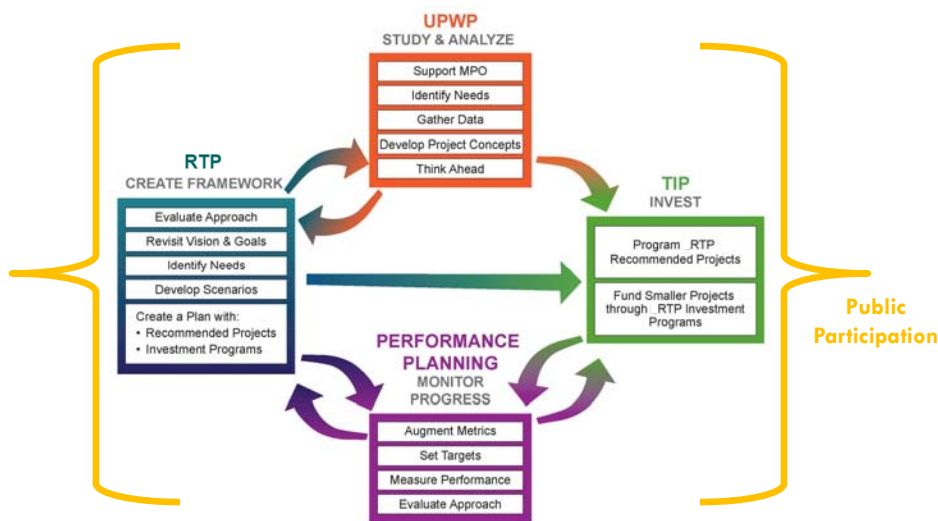
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- MPO's are required to create a long-range regional transportation document
- 20+ year horizon period → Long Range
- Requirements:
 - Must be updated every 4 to 5 years
 - Developed in accordance federal requirements
 - Moving Ahead for Progress in the 21st Century (MAP-21)
 - Fixing America's Surface Transportation (FAST) Act
 - Performance Based Planning Framework
 - Goals > Objectives > Performance Measures > Targets
- 2040 Regional Transportation Plan – August 2016
- 2050 Regional Transportation Plan – January 2020

5

CAMPO's Primary Responsibilities

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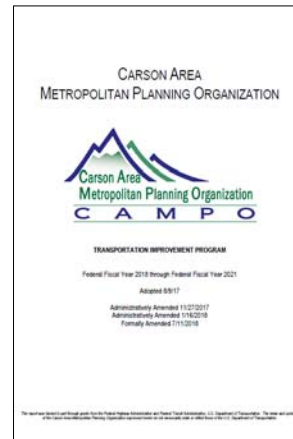


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Transportation Improvement Program (TIP)

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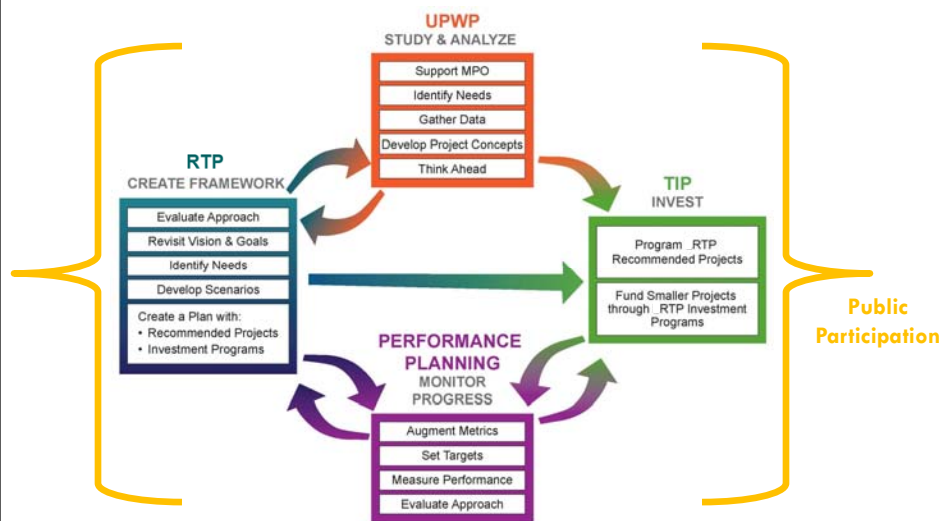
- Prioritized listing of transportation improvement projects
- 4-year horizon period → Short Range
- Requirements
 - ▣ Must be updated at least every 4 years
 - ▣ Must be consistent with the Regional Transportation Plan
 - ▣ Must include all regionally-significant projects
 - ▣ Must be fiscally constrained (reasonably expected funding sources)
- eSTIP
 - ▣ Searchable statewide transportation project database
 - ▣ <https://Estip.NevadaDOT.com>
- FFY 2018-2021 TIP – August 2017
- FFY 2021-2024 TIP – Early 2020



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CAMPO's Primary Responsibilities

8



8

Unified Planning Work Program

9

- “3 C’s” approach to regional transportation planning: Continuous, Comprehensive, Cooperative
- UPWP has a 1-2 year horizon period
- Strategic management tool for identifying needs and thinking ahead → Qualitative
- 2021/2022 UPWP – May 13, 2020

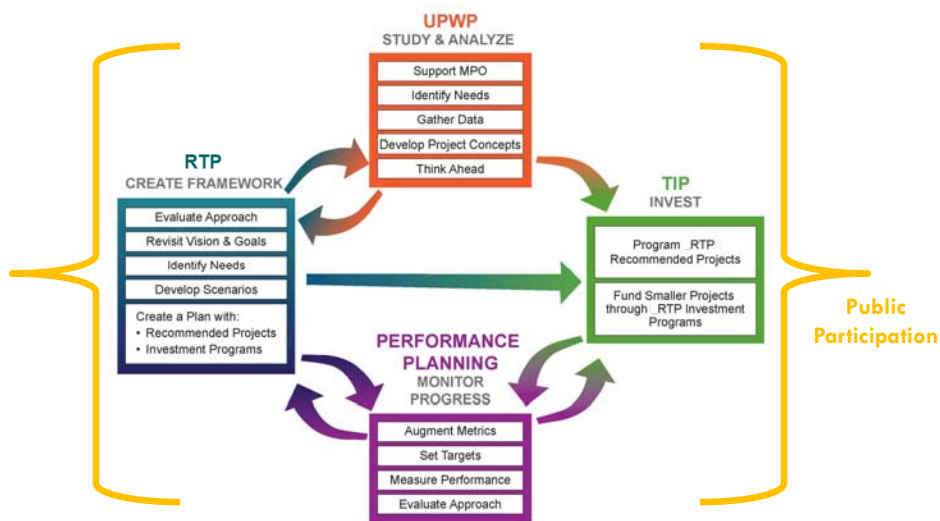
Table 4.1 Total Budgeted Amount by Work Element and Fiscal Year

Work Element	Description	FY 2021	FY 2022	Total Budgeted Amount
1.0	MPO Administration	\$145,000	\$145,000	\$290,000
2.0	Outreach and Engagement	\$60,000	\$50,000	\$110,000
3.0	Multimodal Planning	\$115,284	\$115,284	\$230,568
4.0	Transportation Performance Management	\$120,000	\$130,000	\$250,000
Total		\$440,284	\$440,284	\$880,568

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CAMPO’s Primary Responsibilities

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10

Performance Planning

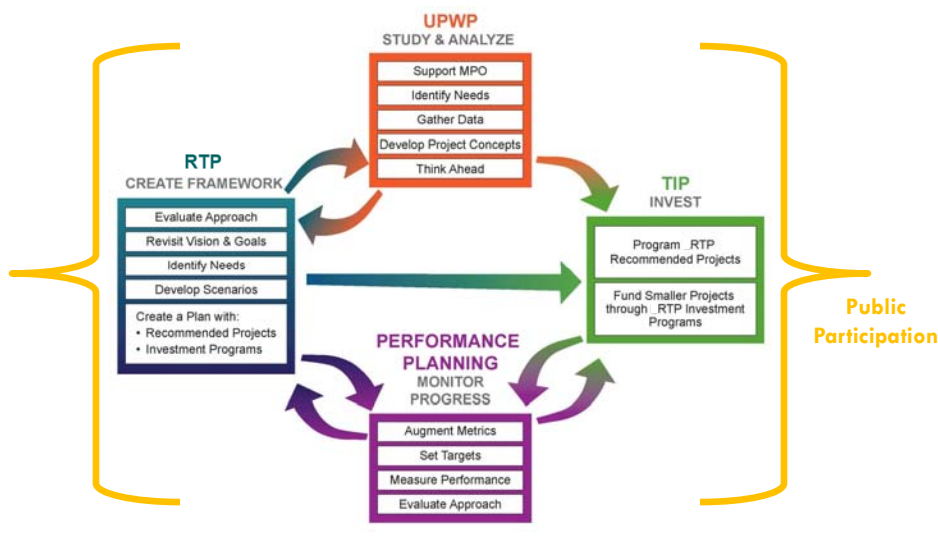
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- Monitoring and evaluation that meets federal reqs
- Performance Goals > Objectives > Measures > Targets
- Implemented concurrent with UPWP
- Outputs feed into RTP/TIP
- Understand needs and effectiveness → Quantitative
- Complete Streets Performance Monitoring Report – 2015 (Original)
- Expanded Performance Measurement Program – Fall 2019; Fall 2020

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CAMPO's Primary Responsibilities

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Public Involvement

13

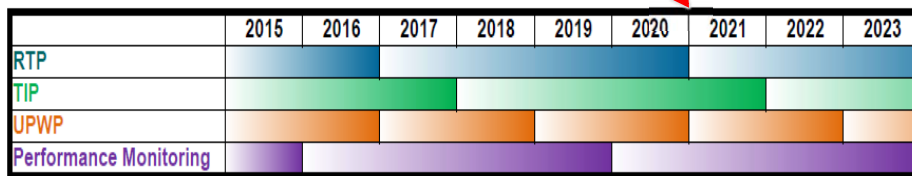
- Hallmark of the transportation planning process
- Public Participation Plan (PPP)
 - Amended July 2012 / Amendment Jan. 2019
- Stakeholder Groups
 - Transportation Resource Advisory Forum for Carson City (TRAFCC)
 - Bicycle and Pedestrian Advisory Committee (BPAC)
 - Working Groups (PPP amendments, Transit Planning, etc.)
- Carson City Connect

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Transportation Planning Timeline

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- High-level, Iterative



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Travel Demand Model

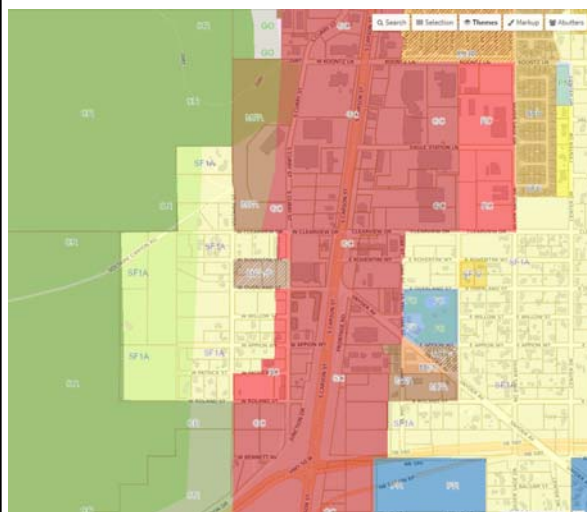
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- ▣ Ongoing Maintenance & Regular Updates
- ▣ TransCAD software
- ▣ High-Level, regional forecasting tool
- ▣ Key Data Inputs updated for 2050 RTP
 - SocioDemographic Data → Who? (Workers/Students/Other)
 - Zoning → Where? (Origins/Destinations)
 - Transportation Network → How? (Roads)
- ▣ Forecast Years
 - Base Year (2020)
 - Future Years (2030, 2050)

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Where are the trips?

16



Zoning/Master Plan

- ▣ “Bed Base” → Trip Origins
- ▣ Work/School/Oth. → Trip Destinations

*The higher the density, the more trips that will be generated

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Who is making the trips?

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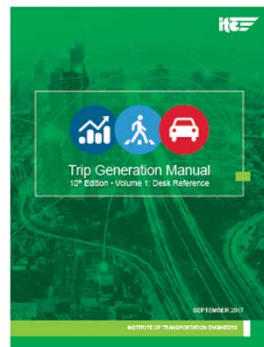
- Sociodemographics
 - ▣ # Households (Single Family, Multi-Family)
 - ▣ Household Size
 - ▣ Household Vehicles, Income
 - ▣ Employment (Retail, Industrial)
 - ▣ Schools & School-aged children

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Who is making the trips? (cont.)

18

- Institute of Traffic Engineers (ITE) Trip Generation Manual
- National Household Travel Survey
- Household trip generation by various socioeconomic strata

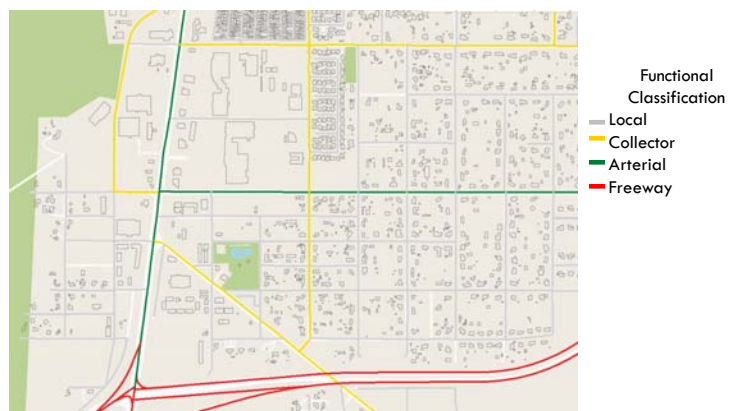


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How are the trips being made?

19

□ Transportation Network → Roads



19

Travel Demand Model - Takeaways

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- Robust Quantitative Forecasting Tool... **BUT**
- High-Level, Regional **Estimations**
- Does not include conceptual development projects
- Does not look at individual intersections
- Outputs are only as good as the inputs →
Cross-departmental coordination and regular model updates are critical

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Next Steps

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- 2050 RTP Adoption, anticipated January 2021
- FFY 2021-2024 TIP Adoption, Early 2021
- Ongoing Performance Monitoring
 - Improve Monitoring/Reporting of Non-Motorized Modes
- Other activities within the approved UPWP

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Carson Area Metropolitan Planning Organization



Fiscal Years 2021-2022: July 1, 2020 – June 30, 2022
UNIFIED PLANNING WORK PROGRAM

Approved: May 13, 2020

Contact Information:

Carson Area Metropolitan Planning Organization

3505 Butti Way

Carson City, NV 89701

Office: (775) 887-2355

Email: CarsonAreaMPO@Carson.com

www.carson.org

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

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**Carson Area Metropolitan Planning Organization
FY 2021 and FY 2022 CAMPO Unified Planning Work Program
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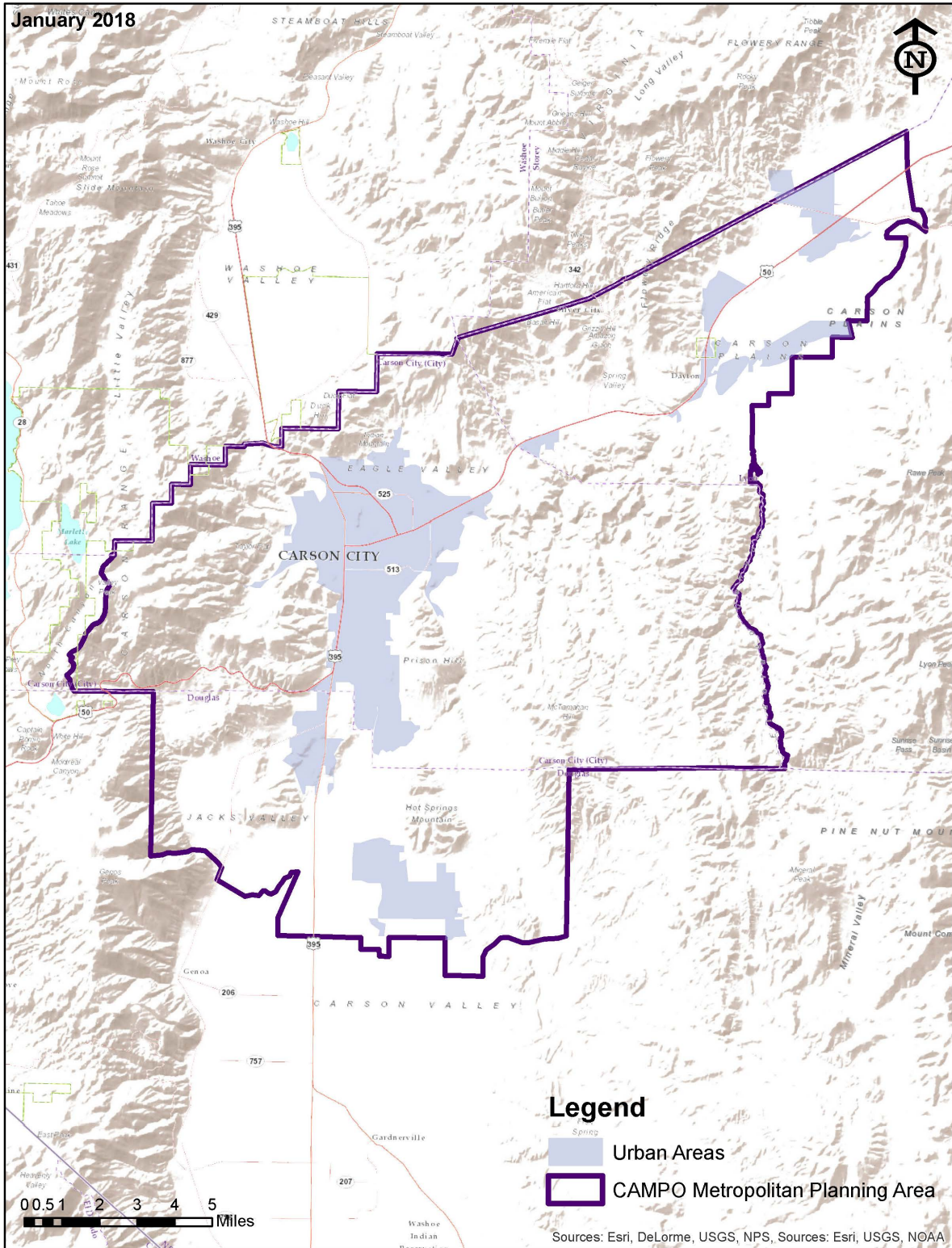
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1.0 Introduction

The Unified Planning Work Program defines the continuing, comprehensive, and cooperative regional transportation planning process for the Carson Area Metropolitan Planning Organization (CAMPO) planning area. It establishes regional planning objectives for Fiscal Years 2021/2022 covering the period of July 1, 2020 through June 30, 2022 and includes a corresponding budget to complete the work. This strategic management tool is organized by Work Elements that identify activities and products to be accomplished during the two-year period. These activities include core metropolitan planning functions, mandated metropolitan planning requirements, and other regional planning activities. As detailed in 23 CFR 450.308, each activity listed in the UPWP must indicate who will do the work, the schedule for completing the work, the resulting product, the proposed funding, and a summary of total amounts and sources of Federal and matching funds. Funding for metropolitan planning activities is made possible through the U.S. Department of Transportation – both the Federal Highway Administration and the Federal Transit Administration – and through the three local entities – Carson City, Douglas County, and Lyon County. Figure 1.1 depicts the CAMPO Metropolitan Planning Area.

Figure 1.1 CAMPO Metropolitan Planning Area



1.1 Organization Overview

A Metropolitan Planning Organization is an organization of local governments in areas with a collective population of 50,000 or over, termed an Urbanized Area. As a condition for receiving Federal transportation dollars, MPOs must have a continuing, cooperative, and comprehensive transportation planning process in cooperation with the State. The MPOs are to cooperate with the State in developing transportation plans and programs for urbanized areas. This transportation planning process results in plans and programs consistent with the area's locally adopted comprehensive plans. On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law, reaffirming the role of MPOs. This is a five-year transportation bill which extends most of the provisions in the previous two-year bill, Moving Ahead for Progress in the 21st Century Act (MAP-21).

What is the Carson Area Metropolitan Planning Organization?

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

CAMPO carries out transportation planning activities within the Metropolitan Planning Area (MPA), shown on Figure 1.1. The MPA encompasses the urbanized area and a larger area that is likely to continue to urbanize within the next 20 years. Currently, there are two urban clusters, as defined by the US Census Bureau, within the MPA. They are the Johnson Lane area in Douglas County and Dayton in Lyon County.

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

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

1.2 CAMPO Policy Board and Staff

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

Table 1.1 CAMPO Policy Board

Member	Governmental Body Represented
Mr. Mark Kimbrough, Chairperson	Carson City
Mr. Greg Stedfield, Vice-Chairperson	Carson City
Mr. Brad Bonkowski	Carson City
Mr. Jon Erb (alternate to Berry Penzel)	Douglas County
Mr. Chas Macquarie	Carson City
Mr. Bob Hastings	Lyon County
Ms. Lori Bagwell	Carson City
Ms. Sondra Rosenberg*	Nevada Department of Transportation

*Non-Voting ex-officio member

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

Table 1.2 CAMPO Staff

Staff Member	Title
Ms. Lucia Maloney, PMP	Transportation Manager
Mr. Dirk Goering, AICP	Senior Transportation Planner
Mr. Christopher Martinovich, PE	Transportation/Traffic Engineer
Mr. Dan H. Anderson	Transportation Planner/Analyst
Ms. Kelly Norman	Transportation Planner/Analyst
Mr. Alex Cruz	Transit Coordinator

1.3 Responsibilities and Priorities

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

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

1.4 Organizational Procedures and Documents

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

- CAMPO Policies & Procedures
- CAMPO Public Participation Plan
- CAMPO FFY 2018-2021 Transportation Improvement Program
- CAMPO Unified Planning Work Programs
- CAMPO Pedestrian Safety Guidelines
- Carson City Freeway Corridor Multi-Use Path Alignment Studies
- CAMPO Fare & Service Change Policy
- Notice of Protection Under Title VI
- CAMPO Disadvantaged Business Enterprise (DBE) Program
- CAMPO Disadvantaged Business Enterprise (DBE) FFY 2020-22 Goal
- CAMPO Complete Streets Performance Monitoring Program
- CAMPO 2019 Monitoring Report
- FFY 2019 Annual Obligation Report
- CAMPO Travel Demand Model Validation Report 2015
- CAMPO Bicycle Friendly Community Report Card 2014
- CAMPO 2040 Regional Transportation Plan

1.5 Public Involvement

Public involvement is a critical component of the MPO transportation planning process and the development of plans, programs, and policy. CAMPO's regional transportation planning program establishes an important forum for discussing and resolving regional transportation issues. Some examples of executing the continuing, comprehensive, and cooperative planning process include board meetings, public workshops, technical advisory committees, project- and issue-specific meetings, public hearings, and formal public document review periods. Specific policies and procedures for public involvement have been developed and are contained within CAMPO's [Public Participation Plan \(PPP\)](#) available on the www.CarsonAreaMPO.com website. The PPP emphasizes efforts to coordinate with and involve all stakeholders and members of the public in the transportation planning process, including development of this Unified Planning Work Program.

The CAMPO region is also home to the Washoe Tribe of Nevada. CAMPO staff conducts government-to-government communication with the Washoe Tribe to consider tribal needs in the planning and programming process.

2.0 Summary of FY 2019 & FY 2020 Accomplishments and Work Efforts

In working with the U.S. Department of Transportation (U.S. DOT) and Nevada Department of Transportation (NDOT), it was determined that CAMPO would develop a two-year UPWP for the first time for FY 2017 and FY 2018, and has continued to do so ever since. This allows greater flexibility for CAMPO and its planning partners to complete more significant activities within a reasonable timeframe, and to better coordinate activities with the funding cycle. A two-year work program does not mean that two years' worth of funding is available in the first year. CAMPO executes a monetary agreement with the Nevada Department of Transport (NDOT) annually.

The following are the primary activities that were undertaken during FY 2019 and FY 2020:

- *Jump Around Carson (JAC) Transit Development and Coordinated Human Services Plan* – Staff partnered with LSC Transportation Consultants, Inc. and the Nevada Department of Transportation (NDOT) to develop this Plan, which will serve as a short-range (5 year), long range (20 year), and locally-developed Coordinated Human Services Plan for JAC transit.
- *Douglas County Pavement Survey* – CAMPO staff hired a consultant team to conduct a Pavement Survey of 134 lane miles of Douglas County roadway within CAMPO's Metropolitan Planning Area.
- *2018 Jump Around Carson (JAC) Transit Asset Management Plan* – Staff developed and received CAMPO and Carson City Regional Transportation Commission (RTC) approval of the Transit Asset Management Plan, as required by MAP-21 and the FAST Act. This plan will help achieve and maintain a state of good repair (SGR) for JAC's assets, including vehicles, facilities, equipment, and other infrastructure.
- *Completed the Federal Transit Administration's Triennial Review* – Every three years CAMPO's operations are reviewed for compliance by Federal Transit Administration (FTA) regulations in twenty administrative areas. Since FTA funds are distributed by CAMPO, CAMPO staff provides assistance to JAC transit as part of the Triennial Review process. While no repeat deficiencies from the FY 2015 Triennial Review were found, two deficiencies were identified within the Civil Rights area. Resolution of the deficiencies has been completed by staff.
- *Disadvantaged Business Enterprise (DBE) Program and 3-year Goal Update* – The DBE program was revised to meet current FTA regulations and the 2020-2022 3-year DBE goal was established.
- *2018 Jump Around Carson (JAC) Transit User Survey* – This survey was conducted to identify travel preferences and capture basic demographics of the portion of the public that do not to use JAC transit services. Survey results were compared to the JAC Transit User survey conducted in 2017 to understand opportunities to increase ridership and customer satisfaction.
- *Adoption of Federally-Required Performance Measures and Targets* – On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. In partnership with State and Federal planning partners, as well as fellow MPOs, staff continued to develop

- federally-mandated performance measures and targets, including adoption of Transit Asset Management (TAM) and Safety performance measure targets.
- *Transportation Improvement Program (TIP) Activities* – The TIP includes a four-year list of projects and is consistent with all Federal planning regulations. All federally funded projects must be included in the TIP. CAMPO staff worked to update the TIP, resulting in adoption of the FFY 2018-2021 TIP. Regular maintenance of the document was required through formal and administrative amendments.
 - *Title VI Program for Jump Around Carson (JAC) 2020-2022* – Staff prepared an update to the Title VI program to ensure CAMPO’s programs, policies, and activities continue to comply with U.S. Department of Transportation’s (USDOT) Title VI regulations, affirming that “no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”
 - *Data Collection and Digitization of CAMPO’s ADA Inventory & the Comprehensive Sidewalks & Bicycle Facilities Inventory* – This activity was completed to support development of Carson City’s 2020 ADA Transition Plan, the Western Nevada Safe Routes to School’s 2019 Bicycle and Pedestrian School Review Study, and to support CAMPO’s need for a more robust understanding of the Bicycle and Pedestrian network within the Metropolitan Planning Area.
 - *Collection, analysis, and reporting of Bicycle and Pedestrian Monitoring Data* – CAMPO continued collection of bicycle and pedestrian monitoring data, used to evaluate and monitor the performance of Complete Streets measures, such as usage of CAMPO’s bicycle and pedestrian network.
 - *Ongoing MPO Activities* – These activities included general administration, MPO representation, public participation efforts, regional consistency review, training, UPWP development, and administration of the Surface Transportation Block Grant (STBG) program with partner jurisdictions.

3.0 Federal Planning Emphasis Areas/FAST Act Planning Factors

The Federal Highway Administration (FHWA), in consultation with the Federal Transit Administration (FTA), develops Planning Emphasis Areas (PEAs) to promote policy, procedural, and technical topics that are to be considered by metropolitan planning organizations in preparation of work plans. The PEAs address a mix of planning issues and priority topics identified as requiring additional focus by MPOs. In addition to PEAs, the FAST Act expanded the scope of factors to consider in the transportation planning process. The sections below introduce PEAs and the FAST Act Planning factors and discuss how both are addressed across work elements in the UPWP.

3.1 Federal Planning Emphasis Areas

In 2014, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued a statement encouraging MPOs to give priority to certain planning emphasis areas when updating their unified planning work programs. The three planning emphasis areas described below are FAST Act Implementation, Regional Models of Cooperation, and Ladders of Opportunity.

MAP-21/FAST Act Implementation – Transition to Performance Based Planning and Programming. The development and implementation of a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.

Models of Regional Planning Cooperation – Promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning. Coordination across MPO and across State boundaries includes the coordination of transportation plans and programs, corridor studies, and projects across adjacent MPO and State boundaries. It includes collaboration among State DOT(s), MPOs, and operators of public transportation on activities such as: data collection, data storage and analysis, analytical tools, and performance based planning.

Ladders of Opportunity – Access to essential services - as part of the transportation planning process identify transportation connectivity gaps in access to essential services. Essential services include housing, employment, health care, schools/education, and recreation. This emphasis area could include MPO and State identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.

3.2 FAST Act Planning Factors

The metropolitan transportation planning process specified by the FAST Act and the implementing regulations contained in Title 23 Part 450 of the Code of Federal Regulations (CFR) requires CAMPO to maintain a cooperative, continuous, and comprehensive framework for making transportation investment decisions in the metropolitan area.

The FAST Act carries forward and expands the performance-based transportation planning framework established under MAP-21. This UPWP includes data collection and analytical activities that will facilitate annual reporting about safety, travel delay, pavement condition, alternative mode share, and other performance metrics. This UPWP includes activities to continue evaluation of the transportation performance measures and performance targets established in the Regional Transportation Plan (RTP). It anticipates that these performance measures will be refined based on statewide MPO/NDOT coordination in the development of future RTPs.

Transportation legislation lists ten factors that must be considered as part of the transportation planning process for all metropolitan areas. The following factors shall be explicitly considered, analyzed as appropriate, and reflected in the planning process products (23 CFR Section 134 (h)):

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth 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.

3.3 Overview of FY 2021 and FY 2022 Work Efforts

CAMPO developed its first two-year UPWP in FY 2017. In working with U.S. DOT and NDOT, it was agreed that CAMPO would continue to implement its UPWP in a two-year cycle, which allows greater flexibility for CAMPO and its planning partners to complete more significant work tasks within a reasonable timeframe and to better coordinate work activities with the funding cycle. A two-year work program does not mean that two years' worth of funding is available in the first year. CAMPO executes a monetary agreement with the Nevada Department of Transport (NDOT) annually.

The following are the primary activities to be undertaken during FY 2021 and FY 2022:

- Staff will develop a Final 2050 RTP for adoption by the CAMPO board in September 2020.
- Utilizing consultants, the Carson Area Transportation System Management Plan will be developed to identify and plan for long-term strategies for planning and implementing Coordinated Traffic Signal Systems within the CAMPO planning area.
- Staff will collect data, perform analyses, and produce an annual Monitoring Report for multimodal usage indicators, performance measures, and performance targets, as applicable within the CAMPO planning area.
- Working with local, regional, and statewide planning partners, staff will establish a CAMPO Coordination Coalition to advise staff on inter- and intra-regional transit challenges/needs.
- Carson City ADA Transition Plan was developed in Spring 2020. While the initial plan was developed in 2015, only a small portion of the City was inventoried due to budget constraints. It was anticipated that further inventory of the City would be done incrementally in the future. The 2020 Plan included a full inventory of sidewalks and curb ramps, including missing curb ramps. The ADA barriers inventory will be expanded to include narrowness barriers throughout the CAMPO planning area.
- Roadways within the Carson City portion of the CAMPO area will be inventoried, using a consultant, to reassess pavement conditions. This practice is performed every couple of years for Carson City and is due to be in order to maintain a strong database and establish historical benchmarks, thereby providing a more robust analysis of pavement maintenance needs. This process ensures the most informed and efficient decisions are being made to address pavement health.
- Implementation of a Pavement Management Plan to support ongoing planning and programming activities related to roadway infrastructure in Carson City.
- A Local Road Safety Plan will be developed for Carson City, supporting identification, analyses, and prioritization of safety improvements on Carson City's local and rural roads.
- CAMPO staff in conjunction with transit operations staff will establish a Transit Ambassador Pilot Program to aid individuals that have questions or are new to riding transit in our communities.
- Ongoing activities that include general administration, MPO representation, public participation efforts, regional consistency review, training, and UPWP development.
- Administer a survey of transit riders and non-riders (residents and visitors who do not ride the Jump Around Carson (JAC) transit system) to identify needs and opportunities to improve regional transit planning and operations. Feedback received will provide staff direction on what is working well with the system and where improvements can be made to better serve the community.
- On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law. The FAST Act is scheduled to expire on December 4, 2020. Staff will monitor applicable transportation legislation and respond to any potential requirements of the new bill. In addition, staff will use this task to work with our State and Federal planning partners,

as well as fellow MPOs, to continue to develop performance measures initially mandated by MAP-21.

3.4 Federal Planning Emphasis Areas/FAST Act Planning Considerations and UPWP Activities

Table 3.1 outlines FY 2021 & FY 2022 two-year UPWP Work Elements that address and support each Federal Planning Emphasis Area and FAST Act Planning Consideration.

Table 3.1 FY 2021 & FY 2022 Two-Year UPWP Work Elements and Federal Planning Emphasis Areas (PEAs)/Planning Considerations

		Work Elements			
		1.0	2.0	3.0	4.0
PEAs	MAP-21/FAST Act Implementation	X	X	X	X
	Models of Regional Planning Cooperation	X	X	X	X
	Ladders of Opportunity		X	X	X
FAST Act Planning Factors	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency		X	X	X
	Increase the safety of the transportation system for motorized and non-motorized users			X	X
	Increase the security of the transportation system for motorized and non-motorized users			X	X
	Increase accessibility and mobility of people and freight		X	X	X
	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns	X	X	X	X
	Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight		X	X	X
	Promote efficient system management and operation	X	X	X	X
	Emphasize the preservation of the existing transportation system			X	X
	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation			X	X
	Enhance travel and tourism		X	X	

4.0 FY 2021 & FY 2022 Unified Planning Work Program

CAMPO planning activities are divided into four work elements. Funding sources for CAMPO planning activities include a combination of federal transit and highway programs, as well as local funding used as the “match” for federal consolidated planning grant (CPG) funding. Table 4.1 lists the four work elements and total estimated cost for each. The following pages contain a detailed description of each of the work elements for the FY 2021 & FY 2022 two-year UPWP, including activities, milestones, estimated completion dates, and estimated costs. A detailed summary table containing estimated cost and funding sources for all work elements combined with all scheduled milestones by fiscal year is attached at the end of this document. Except where noted below for each activity, work will be completed by CAMPO staff.

Table 4.1 Total Budgeted Amount by Work Element and Fiscal Year

Work Element	Description	FY 2021	FY 2022	Total Budgeted Amount
1.0	MPO Administration	\$145,000	\$145,000	\$290,000
2.0	Outreach and Engagement	\$60,000	\$50,000	\$110,000
3.0	Multimodal Planning	\$115,284	\$115,284	\$230,568
4.0	Transportation Performance Management	\$120,000	\$130,000	\$250,000
Total		\$440,284	\$440,284	\$880,568

WORK ELEMENT 1.0 – MPO Administration

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

Work Element and Description		1.0 MPO Administration
FY 2021	CPG	\$137,750
	Local Match	\$7,250
	Total Cost	\$145,000
FY 2022	CPG	\$137,750
	Local Match	\$7,250
	Total Cost	\$145,000
Combined FY 2021 & FY 2022	CPG	\$275,500
	Local Match	\$14,500
	Total Cost	\$290,000

ACTIVITIES

1.1 MPO Administration and Work Program Oversight

Description: This activity includes general administrative functions concerning the regional transportation planning program including preparation and administration of the Unified Planning Work Program (UPWP), preparation of administrative reports, analyses, budgets, goals and objectives, correspondence, documents, memos, etc.

Elements:

- Preparation of required MPO reports and memoranda supporting the activities of CAMPO.
- Management and administration of budgets and agreements.
- Preparation of quarterly and end-of-year task/activity summaries and reports.
- Preparation of billings and reimbursement requests and other related activities.
- Grant management and oversight of transportation planning grants.
- Application and management of Consolidated Planning Grant (CPG) funds for CAMPO operations.
- MPO Board Support, including: providing special reports, researching MPO issues, preparation of board/public meeting materials, and attendance at MPO regular and special meetings.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Agenda and meeting materials for CAMPO board and other public meetings, as needed	Monthly, Ongoing
Miscellaneous reports, analyses, correspondence, task summaries and memoranda, and funding management, as needed	Ongoing
FY 2021/2022 UPWP Administration and Amendments, as needed	Ongoing
UPWP Quarterly Reporting and Invoicing	30 th of each month following the close of each Fiscal Year Quarter
Adoption of the FY 2023-2024 UPWP (Draft/Final)	April 2022 / May 2022
FY 2022 Monetary Agreement	May 2021
FY 2023 Monetary Agreement	May 2022

1.2 Transportation Improvement Program (TIP) Administration

Description: This activity supports the selection, funding, and implementation of transportation projects that meet State and federal regulations. The MAP-21/FAST Act compliant Federal Fiscal Year (FFY) 2018-2021 Transportation Improvement Program (TIP) was adopted by the Regional Transportation Commission (RTC) on August 9, 2017. Activities under this task include administration and maintenance of the current FFY 2018-2021 TIP, including processing of modifications and amendments as needed, and development of the FFY 2021-2024 TIP in cooperation with other local, regional, and statewide agencies. The TIP includes a current four-year listing of projects and will be consistent with all Federal planning regulations. The format of the TIP will reflect consistency with NDOT's eSTIP platform. This activity includes project tracking and financial tracking that is performance-based and consistent with the goals and objectives of MAP-21 and the FAST Act.

Elements:

- Determine that sufficient federal, State, and local revenue sources are available to fund projects programmed in the TIP.
- Coordinate administration and maintenance of the TIP within the Statewide TIP (STIP).
- Provide reasonable opportunity for public comment in accordance with the Public Participation Plan and federal regulations.
- Incorporate Environmental Justice and ADA considerations, as appropriate.
- Consider best available performance information, including performance measures and targets, in prioritization of transportation improvement projects that are expected to support achievement of adopted targets MAP-21/FAST Act performance measures.
- Prepare modifications and amendments to the TIP, as needed.

- Coordinate modifications and amendments of the TIP program with the STIP to ensure changes are incorporated into the STIP.
- Develop and prepare the FFY 2021-2024 TIP for adoption.
- Ongoing participation in Nevada’s Planning Executive Group (PEG) initiatives related to programming.
- Coordination with FHWA NV Division office, FTA, NDOT, and CAMPO partner agencies on project development and funding.
- Maintain annual list of obligated projects.
- Perform and document continuing, coordinated, and comprehensive processes that include traditionally underrepresented and underserved populations and their community leaders (e.g., elderly, disabled, low income, and minorities).

Milestones & Benchmarks:

Milestone	Est. Completion Date
FFY 2018-2021 TIP that is updated appropriately to include administrative modifications and amendments, as needed	Ongoing, through September 2020
Adopted FFY 2021-2024 TIP	September 2020
FFY 2021-2024 TIP that is updated appropriately to include administrative modifications and amendments, as needed	Ongoing
Annual Federal Obligations Report	December 30, 2020; December 30, 2021

1.3 Professional Development

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

Elements:

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

Milestones & Benchmarks:

Milestone	Est. Completion Date
Enhanced staff capabilities	Ongoing

WORK ELEMENT 2.0 – Outreach and Engagement

Activities within this work element include MPO representation, public participation, regional coordination, and engagement activities necessary to carry out a continuing, comprehensive, and cooperative regional transportation planning activities. Activities are ongoing or recurring activities designed to continue public participation and engagement efforts related to planning for all modes with all stakeholders, and to meet the requirements set forth in CAMPO’s Public Participation Plan.

Work Element and Description		2.0 Outreach and Engagement
FY 2021	CPG	\$57,000
	Local Match	\$3,000
	Total Cost	\$60,000
FY 2022	CPG	\$47,500
	Local Match	\$2,500
	Total Cost	\$50,000
Combined FY 2021 & FY 2022	CPG	\$104,500
	Local Match	\$5,500
	Total Cost	\$110,000

2.1 MPO Representation

Description: Staff will represent the MPO at events and meetings not related to specific other UPWP activities. This activity includes coordination with other regional MPOs, NDOT, Carson City, Douglas County, Lyon County, and other agencies and organizations to ensure development of transportation related projects that serve the best interests of the region. This task includes participation in the statewide planning process, including attendance and participation in the TPAC, the development and coordination of the Statewide Transportation Improvement Program (STIP), project selection, and participation in other advisory committees, as appropriate.

Elements:

- Preparation and attendance at events and meetings not related to specific other UPWP activities.
- Ongoing coordination with other regional MPOs, NDOT, Carson City, Douglas County, Lyon County, and/or other agencies/organizations, as needed.
- Participation in statewide planning activities, as needed.

Milestones & Benchmarks:

Milestone	Est. Completion Date
A well-represented MPO with ongoing inter- and intra-regional coordination	Ongoing
Coordination with State planning processes and documents	Ongoing

2.2 Public Participation

Description: Ongoing public participation efforts will be conducted throughout the program period related to numerous work study activities including: necessary TIP or RTP amendments; development of corridor/specific studies; preparation of updates to regional planning documents and policies; development of the UPWP for the next fiscal years; public information campaigns to promote planning initiatives and programs; coordination with Tahoe MPO (TMPO) and Washoe County Regional Transportation Commission (Washoe RTC); and other related activities. This task includes publication of notices and maintenance of the CAMPO website, as the website is a useful tool for informing constituents of CAMPO's purpose and activities.

Elements:

- Public noticing and stakeholder engagement for necessary TIP or RTP amendments.
- Activities necessary to host/coordinate public participation activities.
- Outreach resulting from development of corridor/specific studies or local development projects.
- Public outreach and noticing needed for development of the next UPWP, next TIP, and ongoing outreach for the 2050 RTP.
- Development of public information campaigns that promote planning initiatives and programs.
- Continuous maintenance of the CAMPO website.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Hosted/coordinated public participation activities	Ongoing
Published Notices	Ongoing
Operational website for distribution of current, accurate, and transparent public information	Ongoing

2.3 Regional Transit Coordination and Engagement

Description: There are five transit services operating within the CAMPO planning area (Eastern Sierra Transit Authority, BlueGo, Jump Around Carson (JAC), Douglas Area Rural Transit, and RTC Intercity) that are subsidized by member counties. This activity includes regional coordination of transit services by CAMPO staff, development and implementation of transit rider and non-rider surveys, and ongoing stakeholder engagement related to availability of transit services and implementation of the JAC Transit Development and Coordinated Human Services Plan.

Elements:

- Development and preparation of transit rider and non-rider survey materials and workforce, and implementation of distribution channels.
- Hosted/coordinated public participation activities related to transit planning and implementation.
- Participation in local and regional planning processes for public transportation projects in which the Carson area has a vested interest.
- Establishment of a CAMPO Coordination Coalition of individuals, agencies, and organizational partners that are committed to improving services available within the community to staff related to mobility challenges and needs, as contained within the JAC Transit Development and Coordinated Human Services Plan.
- Establishment of a Transit Ambassador Pilot Program to aid individuals that have questions or are new to riding transit in our communities.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Coordination and communication among transit operators	Ongoing
Transit Rider Survey	June 2021
Transit Non-Rider Survey	June 2022
Establishment of CAMPO Coordination Coalition	January 2021
Establishment of a Transit Ambassador Pilot Program	September 2021

2.4 Regional Consistency Review

Description: Development or capital improvement projects proposed within the CAMPO boundaries will be reviewed by staff to determine consistency with the RTP and TIP. Reviews will examine the effectiveness of proposed projects as they relate to the ability to relieve/prevent congestion, consideration of likely impacts of transportation policy on land use and development decisions, preservation and efficient utilization of transportation facilities, and other matters as required by federal or State regulation. These activities do not duplicate routine reviews of proposed developments that are conducted by constituent units of government.

Elements:

- Provide input on proposed developments of regional significance with regard to the RTP and TIP.
- Annual growth management reviews.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Periodic transportation system review and reports	Ongoing

WORK ELEMENT 3.0 – Multimodal Planning

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

Work Element and Description		3.0 Multimodal Planning
FY 2021	CPG	\$109,520
	Local Match	\$5,764
	Total Cost	\$115,284
FY 2022	CPG	\$109,520
	Local Match	\$5,764
	Total Cost	\$115,284
Combined FY 2021 & FY 2022	CPG	\$219,040
	Local Match	\$11,528
	Total Cost	\$230,568

3.1 2040/2050 Regional Transportation Plan (RTP)

Description: The 2040 RTP was adopted by CAMPO in August 2016. This activity includes maintenance of the 2040 RTP until the 2050 RTP is adopted, including any necessary administrative modifications or amendments. This activity also includes adoption of the 2050 RTP and subsequent maintenance of that Plan. Community outreach on the document will continue, as well as coordination with partner agencies and local governments.

Elements:

- Adopted 2050 RTP
- Administration of the 2040 and 2050 RTPs, including ongoing coordination with federal, State, and local partners to explore funding opportunities to implement the plan.
- Participation in public and interagency meetings as a transportation technical resource.
- Continued public outreach on RTP goals and concepts that promotes vibrant communities and improves public health.
- Processed RTP administrative modifications and/or amendments, as necessary.
- Project review that ensures consistency with established transportation plans and policies.
- Incorporation of federally required performance measures and/or targets as necessary.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Final, Adopted 2050 RTP	September 2020
RTP Modifications and Amendments, as necessary	Ongoing
Continued community outreach and education on the 2050 RTP	Ongoing

3.2 Transit Planning

Description: This activity incorporates responsibilities required of CAMPO as the direct recipient of FTA Section 5307 funds. CAMPO must apply for and manage these funds, including compliance activities and participation in regular federal reviews and audits. This activity also includes development, maintenance, and administration of transit policies and procedures that support implementation of regional transit planning documents, including development of a JAC Fixed-Route Policy and a JAC ADA Paratransit Eligibility process. The public outreach and coordination activities within this task specifically relate to transit planning and do not duplicate public outreach and coordination that is conducted under other activities within this UPWP.

Elements:

- Community outreach.
- Coordination with partner agencies.
- Participation in public and interagency meetings.
- Development of a JAC ADA Paratransit Eligibility Process
- Development of a JAC Fixed-Route policy
- Implementation of the JAC Transit Development and Coordinated Human Services Plan.
- Title VI Program implementation, monitoring, and updates, as required.
- DBE Program implementation, monitoring, and updates, as required.
- Transit responsibilities as a direct recipient – CAMPO, in coordination with NDOT, works with transit operators in the region to identify projects and distribute FTA funds among eligible operators and projects. Efforts under this subtask include training, project identification, allocation of funding, and coordination with FTA, NDOT, and transit operators.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Project identification and allocation of funds among regional transit operators to allow for implementation of FTA transit programs	Ongoing
JAC ADA Paratransit Eligibility Process	March 2021
JAC Fixed-Route Policy	July 2021

3.3 Intelligent Transportation Systems (ITS) Planning

Description: This activity involves identifying and planning for long-term strategies for planning and implementing Coordinated Traffic Signal Systems within the CAMPO planning area through development of a Carson Area Transportation System Management Plan. The Plan will be funded primarily through Federal infrastructure funding. It is anticipated that development of the Plan will span multiple years; consequently, no benchmarks are anticipated until FY 2021. Consultants will be used as needed to complete the Transportation System Management Plan

Elements:

- Staff time to initiate and manage the Carson Area Transportation System Management Plan.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Staff coordination with partner jurisdictions and NDOT	Ongoing
Carson Area Transportation System Management Plan (Draft/Final)*	October 2021

**Consultant Involvement is Expected*

3.4 Active Transportation Planning

Description: This activity involves coordination with the Western Nevada Safe Routes to Schools program and regional bicycle and pedestrian non-profit organizations (e.g. Muscle Powered) to identify and plan for active transportation infrastructure challenges and needs throughout the Metropolitan Planning Area. This activity includes a review of local ordinances related to e-scooters/e-bicycles for consistency with Nevada Revised Statutes (NRS).

Elements:

- Community outreach.
- Coordination with partner agencies, Western Nevada Safe Routes to Schools program, and regional non-profit organizations.
- Participation in local planning processes for active transportation projects in which the Metropolitan Planning Area has a vested interest.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Community outreach and agency coordination	Ongoing
Review of local ordinances related to e-scooters/e-bicycles	January 2021

3.5 Updates to Supporting Regional Planning Documents

Description: This activity includes development of a Local Road Safety Plan for Carson City, and a Corridor Plan for US 50 E/William Street connecting Lyon County to Carson City that builds upon Carson City’s Greening America’s Capitols Corridor Plan for this corridor. This activity includes any necessary updates to the existing planning documents, as required. Finally, this activity includes development, maintenance, and administration of transportation policies that support implementation of regional transportation planning documents. Consultants may be used to complete the Local Road Safety Plan and/or the US 50 E/William Street Corridor Plan, funding permitting.

Elements:

- Development of a Local Road Safety Plan for Carson City.
- Corridor Plan for US 50 /William Street

Milestones & Benchmarks:

Milestone	Est. Completion Date
Local Road Safety Plan for Carson City*	August 2021
US 50 E/William Street Corridor Study*	November 2021

**Consultant Involvement is Expected*

WORK ELEMENT 4.0 – Transportation Performance Management

The activities in this work element support and implement federal and State requirements for performance-based planning to inform decision-making, including: transportation data collection and management; travel demand modeling and forecasting; development of performance measures and targets; and various other information gathering, analyses, monitoring and reporting, as needed. This work element also supports multi-modal asset management throughout the CAMPO planning area using ongoing data collection, analyses, and reporting to inform decision-making that promotes: efficient system management and operation; improves the resiliency and reliability of the transportation system; and emphasizes preservation of the existing transportation system.

Work Element and Description		4.0 Transportation Performance Management
FY 2021	CPG	\$114,000
	Local Match	\$6,000
	Total Cost	\$120,000
FY 2022	CPG	\$123,500
	Local Match	\$6,500
	Total Cost	\$130,000
Combined FY 2021 & FY 2022	CPG	\$237,500
	Local Match	\$12,500
	Total Cost	\$250,000

4.1 MAP-21/FAST Act Implementation and Performance Measures

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

Elements:

- Coordination of data collection across CAMPO partner jurisdictions, transit operators, NDOT and FHWA in response to established performance measure target-setting requirements.
- Technical analyses and model outputs that support development and implementation of MAP-21/Fast Act performance-based planning requirements.
- Preparation and development of documentation as required.
- Adopted performance measures targets, including: Safety Performance Measure Targets; Public Transit Agency Safety Targets; Transit Asset Management Targets; and, Monitoring and Supporting NDOT’s Congestion Management Air Quality (CMAQ) Targets for the CAMPO Metropolitan Planning Area, as applicable.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Safety Performance Measure Targets	February 2021, February 2022
Public Transit Agency Safety Targets	February 2021, February 2022
Transit Asset Management Targets	October 2020, October 2021
Supporting NDOT's CMAQ Targets	October 2020, October 2021
Documentation as required	Ongoing
Ongoing participation in Nevada's Planning Executive Group (PEG) and PEG Performance Measures Working Group	Ongoing

4.2 Maintain Travel Demand Model

Description: Staff will work with a consultant to maintain the travel demand model to meet ongoing forecasting needs. The model will be maintained with the most recent traffic volume counts available (segments/intersections) as well as population and land use assumptions. There are periodic needs to provide information to other agencies both within and outside the CAMPO planning area that is derived from, or is an input to, the modeling process. Staff will continue to monitor inter- and intra-regional growth, updating the model as needed.

Elements:

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

Milestones & Benchmarks:

Milestone	Est. Completion Date
Validated and maintained travel demand model*	Ongoing
Requested model outputs for alternatives analysis, planning studies, or other regional activities as needed/requested*	Ongoing

**Consultant involvement is expected*

4.3 Data Management, Collection, and Performance Measurement

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

Elements:

- Ongoing data collection related to safety, regional bicycle and pedestrian counts, vehicular movements, and other transportation infrastructure data as needed.
- Analyses of collected data on auto, transit, bicycle, and pedestrian use.
- Annual preparation and dissemination of CAMPO’s Monitoring Report.
- Coordinate the dissemination and consideration of transportation-related performance data.
- Periodic recommendations and/or reports.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Annual CAMPO Monitoring Report	September 2020, September 2021
Ongoing performance monitoring and multimodal data collection	Ongoing

4.4 Maintain Pavement Management System

Description: This activity involves regular updates and maintenance of the Pavement Management System following improvements or changes to the street network or land uses. A consultant will be hired to collect data on the Carson City roadway network, building upon the previous 2017 Pavement Survey. Staff will report on performance measures annually as they relate to pavement maintenance needs and project identification. Staff will continue to implement Carson City’s pavement management plan, expanding the plan to cover CAMPO’s Metropolitan Planning Area if/as requested by partner agencies.

Elements:

- Conduct regular updates and maintenance of the Pavement Management System.
- Using a contractor, collect pavement survey data for Carson City roadways.
- Annual performance reporting of pavement condition within the CAMPO planning area.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Up-to-date pavement management system*	Ongoing
Completed pavement survey for Carson City *	June 2021
Annual performance reporting of pavement condition within the CAMPO planning area to support development of pavement maintenance projects by partner agencies	July 2020, July 2021
Implementation and Maintenance of Carson City's Pavement Management Plan	Ongoing

**Consultant involvement is expected*

4.5 Non-Motorized Asset Management

Description: Staff will continue to monitor and evaluate the existing bicycle and pedestrian network, work with member agencies and local advocates, and pursue grant opportunities to improve the accessibility and connectivity of the system. This activity includes expanding CAMPO's inventory of ADA barriers to include narrow access barriers that will be mapped using ArcGIS.

Elements:

- Funding permitting, conduct an inventory of narrow access barriers throughout the CAMPO planning area.
- Expanded ADA inventory of narrowness barriers.
- Conduct mapping activities that support integration of inventory data with CAMPO's web-based mapping platform.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Expanded ADA inventory of narrowness barriers	June 2022
Improved access and connectivity of the bicycle and pedestrian network	Ongoing
Maps of non-motorized assets, including sidewalks, ramps, and bicycle facilities, integrated into CAMPO's web-based mapping platform	Ongoing

4.6 Transit Asset Management

Description: These activities include ongoing maintenance of the Federal Fiscal Year (FFY) 2019-2022 JAC Transit Asset Management (TAM) Plan, including monitoring of performance targets.

Elements:

- Maintain the inventory and projection of transit assets, life expectancies, replacement costs, and maintenance activities and costs.
- Ongoing monitoring of TAM performance targets.

Milestones & Benchmarks:

Milestone	Est. Completion Date
Current and maintained JAC Transit Asset Management Plan, including modifications and amendments, as needed	Ongoing
Ongoing monitoring of TAM performance targets	Ongoing

5.0 FY 2021 & FY 2022 UPWP Budget & Combined Scheduled Milestones

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

Table 5.1 CAMPO FY 2021 and FY 2022 UPWP Cost/Funding Summary, Adopted May 13, 2020

Work Element	Activity				Funding Breakdown, Overall FY 21 & FY 22		
	#	Description	Milestones (Excludes Ongoing/Recurring Milestones)	Estimated Completion Date	CPG	Local Match	Total Cost
1.0 MPO Administration	1.1	MPO Administration and Work Program Oversight	Adoption of the FY 2023-2024 UPWP	May 2022	\$275,500	\$14,500	\$290,000
			Annual Monetary Agreement	May 2021; May 2022			
	1.2	Transportation Improvement Program (TIP) Administration	Adopted FFY 2020-2023 TIP	September 2020			
			Annual Federal Obligations Report	December 30, 2020; December 30, 2021			
1.3	Professional Development						
2.0 Outreach and Engagement	2.1	MPO Representation			\$104,500	\$5,500	\$110,000
	2.2	Public Participation					
	2.3	Regional Transit Coordination and Engagement	Transit Rider Survey	June 2021			
			Transit Non-Rider Survey	June 2022			
			Establishment of a CAMPO Coordination Coalition	January 2021			
2.4	Regional Consistency Review	Establishment of a Transit Ambassador Pilot Program	September 2021				
3.0 Multimodal Planning	3.1	2040/2050 Regional Transportation Plan (RTP)	Final, Adopted 2050 RTP	September 2020	\$219,040	\$11,528	\$230,568
	3.2	Transit Planning	JAC ADA Paratransit Eligibility Process	March 2021			
			JAC Fixed-Route Policy	July 2021			
	3.3	ITS Planning*	Carson Area Transportation System Management Plan	October 2021			
	3.4	Active Transportation Planning	Review of local ordinances related to e-scooter/e-bicycles	January 2021			
	3.5	Updates to Supporting Regional Planning Documents and Policies*	Local Road Safety Plan for Carson City	August 2021			
US 50 E/William Street Corridor Study			November 2021				
4.0 Transportation Performance Management	4.1	MAP-21/FAST Act Implementation and Performance Measures	Safety Performance Measure Targets	February 2021; February 2022	\$237,500	\$12,500	\$250,000
			Public Transit Agency Safety Targets	February 2021; February 2022			
			Transit Asset Management Targets	October 2020; October 2021			
			Supporting NDOT's CMAQ Targets	October 2020; October 2021			
	4.2	Maintain Travel Demand Model*					
	4.3	Data Management, Collection, and Performance Measurement	Annual CAMPO Monitoring Report	September 2020; September 2021			
			Completed pavement survey for Carson City	June 2021			
	4.4	Maintain Pavement Management System*	Annual performance reporting of pavement condition within the CAMPO planning area	July 2020; July 2021			
			Non-Motorized Asset Management	Expanded ADA inventory of narrowness barriers			
	4.5	Transit Asset Management					
4.6	Transit Asset Management						
Total Funding					\$836,540	\$44,028	\$880,568

**Consultant involvement is expected*

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INTERLOCAL COOPERATIVE AGREEMENT

An Interlocal Agreement defining the respective responsibilities of the Carson City Board of Supervisors, the Carson City Regional Transportation Commission, and the Carson Area Metropolitan Planning Organization.

This Agreement is made by and between the Consolidated Municipality of Carson City, the Carson City Regional Transportation Commission, and the Carson Area Metropolitan Planning Organization. It completely restates the previous agreement in this regard, dated September 6, 2012, as amended April 18, 2013, and amends it by adding paragraph 16 to "CITY AGREES" and adding the section "ALL PARTIES AGREE."

WITNESSETH

Whereas, Carson City ("City") is a general purpose consolidated municipal government responsible for the exercise of statutory duties established under state law and municipal ordinance and is governed by a duly elected Board of Supervisors, and

Whereas, the Carson City Board of Supervisors ("Supervisors") is authorized by state statute to delegate specific duties and responsibilities of the City to other agencies and entities through execution of an interlocal agreement, and

Whereas, the Carson City Regional Transportation Commission ("RTC") is a duly constituted special purpose agency responsible for certain specified duties and responsibilities as defined in Nevada Revised Statute Chapter 277A and may enter into interlocal cooperative agreements for the exercise of assigned responsibilities, and

Whereas, the Carson Area Metropolitan Planning Organization ("CAMPO") is a special purpose organization created through federal regulation, and

Whereas, the parties to this Agreement desire to clearly define and identify the respective responsibilities of each agency or organization as it relates to transportation planning, street and highway construction and maintenance, provision of public transportation services, and other tasks, activities and responsibilities necessary for the execution and support of the aforementioned transportation related activities.

Now, therefore, in consideration of the premises and the covenants herein contained, the Parties agree as follows:

CAMPO AGREES

1. To operate and manage the Metropolitan Planning Organization program for the Carson City area as designated by the Bureau of the Census and the Governor of the State of Nevada.
2. To conduct the transportation planning process as required by federal regulation and to perform other regional transportation planning activities as may be necessary to maintain federal planning certification including but not limited to the preparation and approval of a Unified Planning Work Program, Regional Transportation Plan and the respective modal elements, Transportation Improvement Program, Short-Range Transit Plan, and other plans and documents as may be necessary.

3. To coordinate the transportation planning process and the development of necessary documents with other City departments, the Nevada Department of Transportation (NDOT), Douglas and Lyon Counties and other public and private agencies or interests (such as Washoe County, Storey County, agencies which are members of the Tahoe Compact, Federal Highway Administration, Federal Transit Administration, and other Federal agencies).
4. To prepare and submit necessary planning documents as may be required from time to time including grant applications, requests for reimbursement, and other necessary and appropriate documentation to City, state and federal funding agencies to ensure full reimbursement for all eligible planning, operations and capital expenses.
5. To satisfy federal requirements regarding involvement of Native American tribal groups in the transportation planning process.
6. To utilize professional, technical and clerical staff provided by City and Supervisors in the exercise and execution of functional responsibilities of CAMPO and to reimburse City for such staff support as defined in this Agreement or as may be agreed from time to time.
7. To act as the designated recipient and grantee of Federal Transit Administration (FTA) Section 5307 funds for the Carson City urbanized area – as well as other FTA funds through NDOT – for the purpose of delivering public transportation projects.
8. To allocate available FTA funding assistance to City or RTC for the procurement of vehicles and equipment, acquisition of property, construction of public transportation related facilities and paying the ongoing operating costs of public transportation services.

REGIONAL TRANSPORTATION COMMISSION AGREES

1. To prepare, monitor, and/or manage the development of plans, specifications, contract documents, right-of-way acquisition and construction necessary for the timely and efficient implementation of regional, street and highway projects authorized by City and Supervisors.
2. To provide policy direction for street maintenance activities for the Street Operations Division of Public Works, including recommending annual budget requirements to City and Supervisors.
3. To award and execute street and highway contracts. Such authority includes the ability to approve street and highway contracts that include RTC and/or street funds, and also other funds including, but not limited to, water, sewer and stormwater funds, provided that those other funds were previously budgeted by the City.
4. To provide City and Supervisors with periodic reports on project progress, expenditures and status of project or operating budgets.
5. To operate Jump Around Carson (JAC) transit services on behalf of City and Supervisors within the scope of budgetary approval as may be authorized on an annual basis. Such operational authority will include overseeing day-to-day operations and considering and approving budgets, services, operating schedules, fare structure, agreements with other agencies, and other matters necessary to the full and functional management and operation of the system. Operational authority also includes the authority to award and execute transit contracts and amend existing transit contracts.
6. To collect operating and special revenues from daily operation of JAC and deposit such revenues with City either directly or through a management company.
7. To coordinate the maintenance of JAC equipment with City Fleet Maintenance Division and to timely notify City of issues related to the on-going maintenance of the JAC equipment.

8. To approve expenditure of funds for the provision of JAC services to service providers, suppliers, and others providing management, materials and supplies or special services to JAC, RTC and/or Carson City in the provision of public transportation services within the approved budget and submit authorization for such payments to Carson City for processing and payment.
9. To prepare equipment and material specifications for acquisition and/or purchase of capital equipment, materials and supplies, or other necessary items and to provide said material specifications and requests for acquisition of materials to City for procurement.
10. To provide City and Supervisors progress and productivity reports on the performance of JAC.
11. To provide CAMPO and/or City with appropriate grant applications, grant reimbursement requests, monthly and/or quarterly reports and summaries supporting reimbursement requests and coordinate operations with CAMPO and/or City so as to allow timely submittal of required federal documents and reimbursement requests.
12. To coordinate with other public transportation providers in the region and as necessary consider and approve service changes, schedule modifications, fare adjustments, service connections with other providers and other matters related to the operation of the JAC services.
13. To issue requests for proposal, request for qualifications, project proposals, project bids and quotations and other matters necessary and appropriate for the expeditious exercise of the responsibilities as granted herein.
14. To approve an annual public transportation operating and capital budget utilizing local, state and federal funds; and to otherwise provide for the public transportation needs of the community.
15. To prepare, monitor and/or manage the development of plans, specifications, contract documents, property acquisition and construction necessary for the timely and efficient implementation of facility projects used in connection with public transportation services.

CITY AGREES

1. To approve an annual street and highway capital improvement budget and street maintenance budget and to allocate necessary funds and issue refund bonds for the construction and maintenance of streets and highways deemed appropriate and necessary by the Supervisors to efficiently provide for the transportation needs of the community.
2. To hereby authorize the RTC to act on behalf of the City and Supervisors in carrying out the full intent of the budget authority, including committing water, sewer, stormwater, and other funds provided that the funds were previously budgeted by the City, for street and highway projects and street maintenance projects by completing project design and right-of-way acquisition either in-house through appointed staff or consultants, calling for bids, awarding of bids, execution of contracts, and supervising all project activities including right-of-way appraisal, acquisition, construction, including resolution of condemnation and pursuit of eminent domain proceedings if necessary.
3. To allocate necessary match funds for the operation of JAC.
4. To authorize RTC to act on behalf of City and Supervisors in the day-to-day operation and oversight of JAC and the street maintenance operation function of the Public Works Department based on the approved budget and policies established by City and Supervisors.
5. To provide necessary staff support to CAMPO, RTC and street operations for the work contemplated in this Agreement including professional, technical, clerical, purchasing and

procurement, legal services, human resource and other required support for the timely execution of the work contemplated in authorized street and highway project budget, street operations budget, or operation of JAC.

6. To provide appropriate documentation of RTC, street operations and CAMPO costs incurred for eligible reimbursable staff expenses.
7. To maintain JAC vehicles and to provide RTC with maintenance reports and cost information including requests for reimbursement for maintenance services or other eligible expenses.
8. To provide financial accounting services to RTC and CAMPO and to provide periodic financial reports.
9. In the discretion of the Supervisors, to procure materials, equipment and to facilitate the acquisition of such materials as requested by RTC as may be necessary to provide for the continued efficient and effective operation of JAC.
10. To authorize RTC and CAMPO to carry out activities essential to the efficient and effective implementation of transportation planning, street and highway project development and maintenance and implementation and provision of public transportation. This authority includes calling for bids, proposals, statements of qualification, and the preparation, award, and execution of agreements and contracts providing such agreements and contracts are consistent with existing policy and budgets approved by Carson City.
11. To provide legal services to CAMPO and RTC including exercise of eminent domain and other legal processes necessary for the timely implementation of street and highway projects and operation of the JAC services.
12. To administratively hold title to property on behalf of CAMPO, the grantee – including vehicles, equipment and real property that is acquired with FTA assistance and used in public transportation services – and to relinquish such title to CAMPO in the event this Agreement is terminated.
13. To prepare, monitor and/or manage the development of plans, specifications, contract documents, property acquisition and construction necessary for the timely and efficient implementation of public transportation related facility projects that are shared-use by City and RTC.
14. To relinquish to RTC and/or CAMPO the Federal share of facilities acquired with FTA assistance and used in connection with public transportation services in the event this Agreement is terminated.
15. To remunerate to RTC and/or CAMPO the remaining Federal interest of facilities acquired with FTA assistance and used in public transportation services in the event such facilities are acquired by the City and used for non-public transportation purposes prior to the end of their public transportation related useful life.
16. To approve contracts that include RTC and/or street funds when awarding and executing contracts that do not fall under the authority granted to the RTC. Such authority expressly includes the ability to commit RTC and/or street funds, provided that those funds were previously budgeted.

ALL PARTIES AGREE

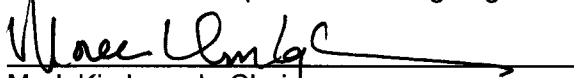
1. This Agreement will become effective only when approved by appropriate official action of the governing body of each Party.
2. This Agreement is effective on the date of the last required signature affixed below. This Agreement shall continue in perpetuity until modified or terminated through a written agreement signed by the Parties. This Agreement may be terminated by any Party without

cause by providing written notice to the other Parties at least 180 days prior to June 30 of any given year (the end of the fiscal year).

3. To the extent permitted by law, including, but not limited to, the provisions of NRS Chapter 41, each Party shall indemnify, hold harmless and defend, not excluding the other's right to participate, the other Parties from and against all liability, claims, actions, damages, losses, and expenses, including but not limited to reasonable attorney's fees and costs, arising out of any alleged negligent or willful acts or omissions of the indemnifying Party, its officers, employees and agents. Such obligation shall not be construed to negate, abridge, or otherwise reduce any other right or obligation of the indemnity which would otherwise exist as to any Party or person described in this Section. The indemnifying Party shall not be liable to indemnify or hold harmless any fees or costs incurred by any additional counsel for the indemnified Party, including counsel through which the indemnified Party might voluntarily choose to participate in its defense of the matter.
4. The parties do not waive and intend to assert available liability limitations, including NRS Chapter 41, in all cases. The contract liability of any parties shall not be subject to liquidated or punitive damages.
5. Unless otherwise expressly authorized by the terms of this Agreement, no modification or amendment to this Agreement is binding upon the Parties unless it is in writing and signed by the Parties.
6. None of the provisions of this Agreement, express or implied, are intended or will be construed to give the public; any member of the public; or any other person or entity the status of a third-party beneficiary or any legal or equitable right, benefit, remedy, or claim of any nature under or with respect to this Agreement, or any provision of this Agreement. The Parties intend that this Agreement and all of its provisions and conditions are for the sole and exclusive benefit of the Parties to this Agreement and their respective successors and assigns.
7. If any provision contained in this Agreement is held to be unenforceable by a court of law or equity, this Agreement will be construed as if such provision did not exist and the non-enforceability of the provision will not render any other provision or provisions of this Agreement unenforceable.
8. This Agreement and the rights and obligations of the Parties shall be governed by and construed according to the laws of the State of Nevada. The Parties consent to the jurisdiction of, and agree that disputes will be resolved by, the courts of the First Judicial District Court of the State of Nevada in Carson City, or if in federal court, in the closest federal district court to Carson City, Nevada.
9. No Party shall be deemed to be in violation of this Agreement if it is prevented from performing any of its obligations hereunder due to strikes, failure of public transportation, civil or military authority, act of public enemy, accidents, fires, explosions, or acts of God, including, without limitation, earthquakes, floods, winds, or storms. In such an event the intervening cause must not be through the fault of the Party asserting such an excuse, and the excused Party is obligated to promptly perform in accordance with the terms of the Agreement after the intervening cause ceases.
10. Except as otherwise expressly provided, this Agreement constitutes the entire contract between the parties hereto and may not be modified except by mutual agreement.

IN WITNESS WHEREOF, each of the parties has caused this Agreement to be duly executed on its behalf by an authorized representative.

Carson Area Metropolitan Planning Organization


Mark Kimbrough, Chairman


Date 6-18-20

~~Carson City Regional Transportation Commission~~


Brad Bonkowski, Chairman

Date 6-18-20

Carson City Board of Supervisors


Robert Crowell, Mayor

Date 6/18/2020



**Carson City Public Works
CAMPO Policies and Procedures
Effective date: December 12, 2007**

CARSON AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO)

POLICIES AND PROCEDURES

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- 5 CAMPO Staffing
 - 5.1 Staffing and support activities
 - 5.2 CAMPO Advisory Workgroups

- 6 Consultant Selection Procedures
 - 6.1 Estimated threshold values for issuing RFP and RFQ
 - 6.2 Exemptions from consultant selection procedures

- 7 Plan Development Procedures
 - 7.1 Unified Planning Work Program
 - 7.2 Regional Transportation Plan
 - 7.3 Transportation Improvement Program
 - 7.4 Public Participation Plan

Glossary

1 Policies and Procedures

1.1 Purpose

These policies and procedures are intended to provide policies and guidelines for the ongoing operation of the Carson Area Metropolitan Planning Organization (CAMPO). The unique nature of CAMPO and the derivation of authority found in Federal regulation, interlocal agreements and authority delegated by other agencies such as the Carson City Board of Supervisors, the Regional Transportation Commission or other governmental agencies, suggest that a set of procedures needs to be in place to guide the exercise of authority and operation of CAMPO.

The policies included in this document are intended to serve as flexible working guidelines to assist in the day to day operation of CAMPO and to assist the members of the governing body in administering the affairs of this special purpose organization.

Policies that may be approved by CAMPO are subordinate to Federal regulation, State law or City/County ordinance that may require specific approval process or action. Any Federal regulation related to public notice or involvement, process and approval, etc., will be considered primary and will not be reduced or in any way replaced or supplanted by these policies and procedures.

It is expected that the policies and procedures may be expanded or modified to include circumstances that arise from time to time and amendments of these policies may be necessary to reflect the activities of CAMPO. Amendments to these policies will only occur as defined in the approval process delineated below.

1.2 Approval and amendment

These policies are to be approved by CAMPO by majority vote as provided elsewhere in this document. Since the flexibility needed to operate an agency such as CAMPO will require timely action, the policies and procedures may be approved and amended in the normal course of business providing statutory agenda posting and required majority vote authorizing such change.

2 Composition of CAMPO

2.1 Authority for creation of CAMPO

Carson City has been identified by the United States Department of Commerce, Bureau of the Census as a qualifying urbanized area for Census 2000. The official determination was published in the Federal Register on May 1, 2002¹. Codified Federal Regulation (CFR) requires the designation of a Metropolitan Planning Organization (MPO)² for each urbanized area and implementation of a "...continuing, cooperative, and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals."

The designation was confirmed by the Governor of the State of Nevada on February 26, 2003. A copy of the letter of designation is included in the appendix.

An Interlocal Agreement has been executed by CAMPO, the Regional Transportation Commission (RTC) and the Carson City Board of Supervisors that further details the duties and responsibilities of the respective parties in the planning and implementation of transportation services.

2.2 Appointing authority and appointments

The CAMPO governing body will be composed of seven (7) members including the five (5) members of the Regional Transportation Commission of Carson City as appointed by the Carson City Board of Supervisors, one representative from Douglas County appointed by the Douglas County Commission, and one representative from Lyon County appointed by the Lyon County Board of Commissioners. A representative from the Nevada Department of Transportation also serves as an ex officio, non-voting member.

2.3 Term of members

Each member appointed by the respective appointing authority shall serve a term of two (2) years. Such term shall continue until the member is replaced by the appointing authority except that at the expiration of the two (2) year term or in the event of the resignation of a member, the

¹Federal Register/Volume 67, No. 84/Wednesday, May 1, 2002/Notices

²23 CFR 450.300 Metropolitan Transportation Planning and Programming

appointing authority may renew the appointment for an additional two (2) year term or shall appoint a new member to complete the unexpired term of the member being replaced.

2.4 Attendance

In order to serve the best interests of CAMPO and to adequately carry out the responsibilities of CAMPO, members are expected to regularly attend meetings. If a voting member misses three consecutive meetings or four meetings in a six month moving period, the member shall be considered non-responsive.

2.5 Member replacement

In the event a member fails to attend meetings as required in Section 2.4 of these policies and procedures, the sponsoring appointing authority will be notified in writing by the CAMPO Chair or the designated staff member and a request will be made for the appointment of a new member.

3 Meeting Requirements

3.1 Rules of Procedure

Roberts Rules of Procedure will be utilized as a basis for the orderly conduct of meetings of CAMPO. In the event of a dispute over procedural matters and where clarity in Roberts Rules of Order is not present, the dispute will be settled by a ruling of the chair.

3.2 Frequency

In order to conduct ongoing business affairs, CAMPO will meet on a monthly basis unless otherwise directed by the Chairman or as otherwise may be provided in these policies and procedures.

3.3 Meeting agendas and matters for consideration

Any member of CAMPO may request inclusion of an item for discussion at any regularly scheduled meeting provided such request is made to the appropriate designated CAMPO staff person sufficiently in advance as to allow the incorporation of the item into the next regularly scheduled meeting agenda and the proposed agenda item is approved by the chair.

3.4 Publishing agendas and public notice requirements

The agenda, special hearings and consideration of any and all matters that are covered or included in the Nevada Open Meeting Law will be published as provided by Nevada Revised Statute, Carson City Ordinance and the adopted policies and procedures of CAMPO.

3.5 Postponement and rescheduling

If the Board finds such monthly meetings unnecessary or in conflict with other special events, holidays or at times when achieving and maintaining a quorum will be unproductive, such meetings may be postponed or rescheduled. If the normal monthly meeting is postponed, rescheduled or will not be rescheduled until a later date, a public notice of such postponement or rescheduling will be posted in accordance with the Nevada Open Meeting Law.

3.6 Meeting quorum

In order to conduct business of CAMPO a quorum must be present. A quorum is defined as at least four (4) members of the duly appointed CAMPO membership. If the minimum number of members are not present, CAMPO may agree to take testimony or entertain presentation of information but no formal action or indication of future possible action may be expressed by any individual member or the members in attendance.

3.7 Majority required to act

In order for action to be taken by CAMPO, a quorum must be present and a minimum of four (4) affirmative votes will be required. No differentiation will be made as to whether those representing the quorum or those in attendance represent a particular appointing authority.

4 Coordination and Interaction

4.1 Authority delegated by others to CAMPO

In addition to the regulatory authority vested in CAMPO by Federal regulation, CAMPO has been authorized to exercise approval over the expenditure of funds provided by the Carson City Board of Supervisors including exercise of authority in the execution of tasks and activities related to the implementation of work activities authorized or budgeted by Carson City Board of Supervisors or CAMPO and to exercise such responsibilities as may from time to time be explicitly assigned by others.

4.2 Coordination with Member Units of Local Government

The nature of the respective transportation responsibilities assigned to CAMPO will require careful coordination. CAMPO will be responsible for the timely consideration, approval, and if necessary, submittal of the necessary grant documents that will be used to secure available grant financial support for the operation of public transit services by local government entities, provided required information is provided by the other parties in a timely manner.

4.3 Coordination with other agencies

It is the stated objective of CAMPO to coordinate all transportation related activities with other interested agencies and jurisdictions. To the extent necessary, CAMPO will execute cooperative agreements detailing the respective responsibilities and coordination that will be followed. Currently, agreements have been structured to better define the respective responsibilities of each of the agencies involved in the activities of CAMPO and include:

- 4.3.1 Interlocal agreement with Washoe County Regional Transportation Commission specifying the respective responsibilities of each party.
- 4.3.2 Interlocal agreement with the Tahoe Metropolitan Planning Organization specifying the respective responsibilities for each party.
- 4.3.3 Cooperative agreement with the Nevada Department of Transportation specifying the respective duties and responsibilities of each party in the preparation and processing of various planning documents and other related tasks and activities.
- 4.3.4 Cooperative agreement with the Carson City RTC and the Carson City Board of Supervisors detailing the assignment of responsibilities to RTC and CAMPO for transportation planning and implementation in the region.

5 CAMPO Staffing

5.1 Staffing and support activities

Staff support for CAMPO will be provided by the Carson City Public Works Department by arrangements with others including consultants or other authorized personnel. The responsible staff person for CAMPO will be the Carson City Transportation Program Manager or his/her designee.

5.2 CAMPO Advisory Workgroups

CAMPO Advisory Workgroups will be used on an as needed basis for significant updates to existing CAMPO documents or during the course of special planning studies. CAMPO Staff will develop a recommended list of invitees relevant to a specific planning endeavor. The formation of an Advisory Workgroup will be non-binding in nature, whose purpose will be to offer technical guidance during the development of CAMPO planning studies. Representatives will be asked to meet through the duration of the plan development, including a public comment period after a final draft is submitted for approval by the CAMPO Board, if applicable.

6 Consultant Selection Procedures

6.1 Estimated threshold values for issuing RFP and RFQ

CAMPO will follow all Federal and local requirements during the procurement of engineering, planning, management, or administrative services contracts. Contracts less than \$2,500 do not require a specific procurement method and may be based upon knowledge of current market and pricing. Contracts between \$2,500 and \$49,999 require an unsealed, informal bid process with a minimum of two quotes. Contracts over \$50,000 require a formal competitive method including an advertised, sealed, bid process; evaluation of the submitted proposals; and negotiation of a standard form Carson City contract in full compliance with the accepted policy for consultant selection.

6.2 Exemptions from consultant selection procedures

Any contract: requiring a specialized expertise or product that is not readily available in the regional area, that cannot be delayed by a competitive solicitation due to public emergency, or resulting in the determination of inadequate competition after solicitation of a number of sources may be subject to a sole source selection and assignment provided sole source selection and

assignment is approved in advance by the funding agency or the agency's representative. Any contract selection estimated to have a value of less than \$25,000 may be subject to a sole source evaluation and assignment provided sole source selection and assignment is approved in advance by the funding agency. Prior to requesting such approval, a Request for Qualification must be issued to the identified source and the Statement of Qualifications must be included in the request for sole source assignment.

7 Plan Development Procedures

Any amendments or updates to the documents listed below will be subject to the CAMPO Public Participation Plan.

7.1 Unified Planning Work Program

As detailed in 23 CFR §450.308, CAMPO shall develop an annual Unified Planning Work Program (UPWP) that includes a discussion of the planning priorities of the metropolitan planning area. The UPWP shall identify work proposed for the next one-year period by major activity and task. Each activity listed in the UPWP must indicate who will do the work, the schedule for completing the work, the resulting product, the proposed funding, and a summary of total amounts and sources of Federal and matching funds. CAMPO will follow the fiscal year beginning July 1 and ending June 30.

7.2 Regional Transportation Plan

The Regional Transportation Plan (RTP) must be approved by CAMPO and will include at least a twenty-year (20-year) planning horizon and both long- and short-range strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods. The plan will be updated a minimum every five (5) years to insure consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period. In addition, the plan shall include all components and elements included in 23 CFR §450.322

7.3 Transportation Improvement Program

A Transportation Improvement Program (TIP) must be approved by CAMPO and will be updated at minimum every four (4) years as detailed in 23 CFR §450.324. Amendments or administrative modifications may be made as necessary to the TIP.

7.4 Public Participation Plan

CAMPO will develop a Public Participation Plan (PPP) which will be used as a model for soliciting public participation during the update of the UPWP, RTP, TIP or special planning studies. The PPP will be reviewed annually and updated as warranted.

GLOSSARY

Administrative modification means a minor revision to a long-range metropolitan transportation plan or Transportation Improvement Program (TIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment or redemonstration of fiscal constraint.

Amendment means a revision to a long-range metropolitan transportation plan or TIP that involves a major change to a project included in a long-range metropolitan transportation plan or TIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope. Changes to projects that are included for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment or redemonstration of fiscal constraint.

Metropolitan planning area means the geographic area in which the metropolitan transportation planning process required by 23 U.S.C. 134 and section 8 of the Federal Transit Act must be carried out.

Metropolitan Planning Organization (MPO) means the forum for cooperative transportation decision making for the metropolitan planning area.

Metropolitan Transportation Plan means the official intermodal transportation plan that is developed and adopted through the metropolitan transportation planning process for the metropolitan planning area.

Regional Transportation Plan (RTP) means the long-range transportation plan for the region composed of a series of transportation elements conforming to the requirements of State and Federal regulations and sometimes referred to as the Metropolitan Transportation Plan. Per Federal requirements, the RTP must have a 20-year planning horizon and be updated at minimum every five (5) years.

State Implementation Plan (SIP) means the portion (or portions) of an applicable implementation plan approved or promulgated, or the most recent revision thereof, under applicable sections of the Clean Air Act. (Note: Carson City is not currently subject to these requirements but the definition is provided to draw a distinction between the SIP and the Statewide Transportation Improvement Program sometimes referred to as the STIP)

Statewide Transportation Improvement Program (STIP) means a staged multi-year, statewide intermodal program of transportation projects which is consistent with the Statewide Transportation Plan and planning processes and metropolitan plans, TIPs and processes. The Nevada Department of Transportation (NDOT) is required to include, without change, all projects listed in the Metropolitan Planning Organization's (MPO) approved Regional Transportation Improvement Program (RTIP).

Statewide Transportation Plan (STP) means the official statewide, intermodal transportation plan that is developed through the statewide transportation planning process.

Transportation Improvement Program (TIP) means a staged, multiyear, intermodal program of transportation projects which is consistent with the metropolitan transportation plan. The TIP must be updated at a minimum of every four (4) years.

Simplified Statement means a plan to accomplish transportation planning activities by the MPO that clearly defines who will be responsible for the planning work and what is to be accomplished. The Simplified Statement takes the place of the Unified Planning Work Program that is required of areas over 200,000 in population.

Unified Planning Work Program (UPWP) documents planning activities that are planned to be accomplished during a program year with funds provided under title 23 U.S.C. and the Federal Transit Act.

APPENDIX A



KENNY C. GUINN
Governor

OFFICE OF THE GOVERNOR

February 26, 2003

Mr. Bill Kappus
Acting Division Administrator
Federal Highway Administration
705 North Plaza Street, Suite 220
Carson City, NV 89701

Dear Mr. Kappus:

In accordance with the provisions of Title 23, Section 134 of the United States Code, the State of Nevada does hereby appoint and designate the Carson Area Metropolitan Planning Organization as the metropolitan planning organization for the Carson City urbanized area. Your acknowledgement of the agency's status is hereby requested.

Sincerely,

A handwritten signature in black ink, appearing to read "Kenny C. Guinn".

KENNY C. GUINN
Governor

JF/lf

Cc: Jeff Fontaine, Interim Director, NDOT

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STAFF REPORT

Report To: The Carson Area Metropolitan Planning Organization (CAMPO)

Meeting Date: January 13, 2021

Staff Contact: Dirk Goering, Senior Transportation Planner

Agenda Title: For Possible Action – Discussion and possible action regarding CAMPO’s 2050 Regional Transportation Plan.

Staff Summary: The 2050 Regional Transportation Plan (RTP) is a long-term planning document that evaluates the regional transportation system. The plan identifies present and future needs to maintain an efficient, sustainable, and safe regional transportation system across the Metropolitan Planning Area, which is comprised of Carson City, western Lyon County, and northern Douglas County. The RTP is being presented to CAMPO for approval.

Agenda Action: Formal Action/Motion

Time Requested: 20 minutes

Proposed Motion

I move to approve CAMPO’s 2050 Regional Transportation Plan as presented.

Background/Issues & Analysis

Every designated metropolitan planning organization is required to prepare a Metropolitan Transportation Plan (also known as the RTP) in accordance with 49 USC 5303(i) to accomplish the objectives outlined by the MPO, the State, and the public transportation providers. This plan must identify how the metropolitan area will manage and operate a multi-modal transportation system (for motorized and non-motorized users) to meet the region’s needs for development of a safe, reliable, and accessible transportation system that supports the local, regional, and national economy for a minimum 20-year planning horizon, while remaining fiscally constrained.

As part of CAMPO’s 2021/2022 Unified Planning Work Program (UPWP), staff has developed a new, fiscally-constrained Regional Transportation Plan, to ensure a 20-year planning horizon is maintained. A public comment period for the draft 2050 Regional Transportation Plan that met the requirements of CAMPO’s adopted Public Participation Plan was open from October 9th through November 16, 2020. All comments received were catalogued and have been provided within Exhibit-2 alongside documentation of response to comments.

Applicable Statute, Code, Policy, Rule or Regulation

49 USC 5303(i)

Financial Information

Is there a fiscal impact? Yes No

If yes, Fund Name, Account Name / Account Number: CAMPO fund, 2453028-501210 Unified Planning Work Program account / Work Element 3.0 – Multimodal Planning / G302820001; and CAMPO fund, 2050 RTP Development project / G302820003.

Is it currently budgeted? Yes No

Explanation of Fiscal Impact: This work was budgeted under Work Element 3.0 Multimodal Planning of CAMPO’s Unified Planning Work Program (UPWP) (\$230,568). An additional \$40,000 is available for reimbursement per an executed agreement with the Nevada Department of Transportation (P211-20-804). Funding associated with agreement P211-20-804 does not require a local match and will be exhausted with completion of the Regional Transportation Plan.

Supporting Material

- Exhibit-1: Final Draft 2050 Regional Transportation Plan
- Exhibit-2: Draft 2050 Regional Transportation Plan Comments Received
- Exhibit-3: Draft Presentation for the 2050 Regional Transportation Plan
- Exhibit-4: CAMPO’s Unified Planning Work Program Cost/Funding Summary Table

Board Action Taken:

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

(Vote Recorded By)

Final Draft

2050 RTP



2050 Regional Transportation Plan



Increasing Quality of Life Through Transportation

Approved Date: TBD

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



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EXECUTIVE SUMMARY

Purpose and Goals

This Regional Transportation Plan (RTP) is a long-range planning document, intended to analyze the regional transportation network and to identify current and future needs to maintain a safe, efficient, and sustainable transportation system. The Carson Area Metropolitan Planning Organization (CAMPO), who represents Carson City, northern Douglas County, and western Lyon County, has developed this plan. The strategies and projects within this plan support the following five goals:

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

Population

Over the next 30 years, demand on the transportation system will grow and evolve. The Carson Area is forecasted to have a low annual growth. An annual growth rate of less than 1% between Carson City, Douglas County, and Lyon County is forecasted. In total, CAMPO's population is anticipated to grow by approximately 24%, to approximately 105,000 people [between the years 2020 and 2050].

Population estimates also anticipate a growing senior population that will necessitate investment in safety enhancements to address seniors with changing needs related to diminishing eyesight, hearing, reaction times, and decision making. Investment in public transportation, and pedestrian and bicycle facilities will be important to provide an aging population with mobility options and independence, along with improved integration and mobility for all system users.

Population estimates anticipates a growth in young family age cohorts, which include adults between 35-49 and children between the ages of 1 and 9. Like seniors, young children have challenges with eyesight, reactions times, and decision making, that pose potential safety risks when interacting with the transportation network. Given these similar population characteristics, CAMPO's 2050 RTP identifies the need to prioritize projects that benefit the most vulnerable users, children and seniors.

Infrastructure and Funding

The current condition of the transportation system includes a backlog of deferred rehabilitation and maintenance projects due to insufficient annual revenue. The federal and local motor vehicle fuel tax that provides the majority of transportation funding for Carson City, Douglas County, Lyon County, and the Nevada Department of Transportation (NDOT), continues to lose purchasing power. Due to the rising costs of transportation improvements and the efficiency gains in vehicles, the purchasing power and the amount of fuel tax collected per vehicle mile traveled has declined. If member agencies desire to maintain transportation infrastructure at its current conditions, options to increase revenue should be explored. Figure 1, Construction Cost and Fuel-Efficiency Growth illustrates the loss of purchasing power between 1993 and 2018.

Figure 1: Construction Cost and Fuel-Efficiency Growth



Source: Institute on Taxation and Economic Policy (ITEP) analysis of data from the Federal Highway Administration (FHWA), Energy Information Administration (EIA), and Congressional Budget Office (CBO). Fuel-efficiency data reflect the average on-road efficiency of all light duty vehicles in operation in a given year.

Investment Strategy

As member agencies and their local officials continue to operate with existing revenue levels, investments in the transportation network will need to be coordinated, timed, and have multiple benefits. This plan identifies investment criteria consistent with the five goals and three additional planning strategies to help identify strong investment projects and programs.

Investment Criteria by Goal:

Increase the safety of the transportation system for all users

- The investment has the opportunity to reduce crashes or crash severity
- The investment can incorporate Proven Safety Countermeasures

Maintain a sustainable regional transportation system

- The investment extends the useful life of the existing infrastructure
- The infrastructure being replaced is nearing the end of its useful life
- The investment reduces greenhouse gas emissions in support of State Climate goals/targets
- The investment provides redundancy to the transportation network

Increase the mobility and reliability of the transportation system for all users

- The investment is located near high to medium density residential or commercial uses that generate a high number of daily trips
- The investment is for a high-use transportation facility
- The investment reduces travel time for system users

Maintain and develop a multi-modal transportation system that supports economic vitality

- The investment enhances multiple modes of transportation or underserved modes of travel
- The investment improves business accessibility

Provide an integrated transportation system

- The investment creates a more seamless transition between modes of transportation
- The investment pairs multiple modes of transportation

Investment Criteria by Planning Strategy:

Mutually Beneficial

- The investment accomplishes a “dig once” approach, incorporating improvements for utilities in the roadway or ensuring future betterments are not needed
- The investment accomplishes projects or actions contained within other Master Plan documents
- The investment is located on a transit route

Improves Access to Essential Services

- The investment improves access to community institutions, schools, grocery stores, hardware stores, major employment centers, or similar uses

Benefits the Most Vulnerable Users

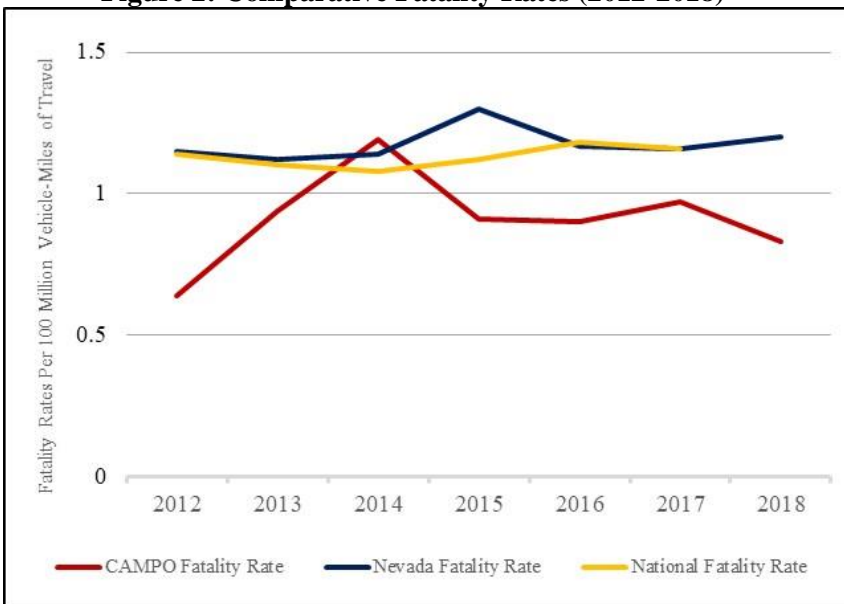
- The investment reduces ADA Barriers
- The investment improves safety around schools

Performance-Based Planning

Initiated with the previous Federal Transportation Bill, federal law requires Metropolitan Planning Organizations (MPO) to use performance-based planning to monitor and track the performance of federal investments in the transportation system. 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. Developing transportation projects and programs that aim to address these performance measures will help CAMPO’s member agencies be competitive when applying for state and federal discretionary grant funding. Notably, 71 percent of existing revenue within the CAMPO area is from a federal source.

Transportation safety is a top priority for CAMPO and its partner agencies. Since 2014, the rate of fatalities within CAMPO has declined. As of 2018, the rate of fatalities for CAMPO is below both the National and State rate of fatalities. Figure 2 compares the fatality rate, per 100 million vehicle-miles of travel, of the Nation, State of Nevada, and CAMPO. 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: Comparative Fatality Rates (2012-2018)



Source: [NDOT 2019 Facts and Figures](#)

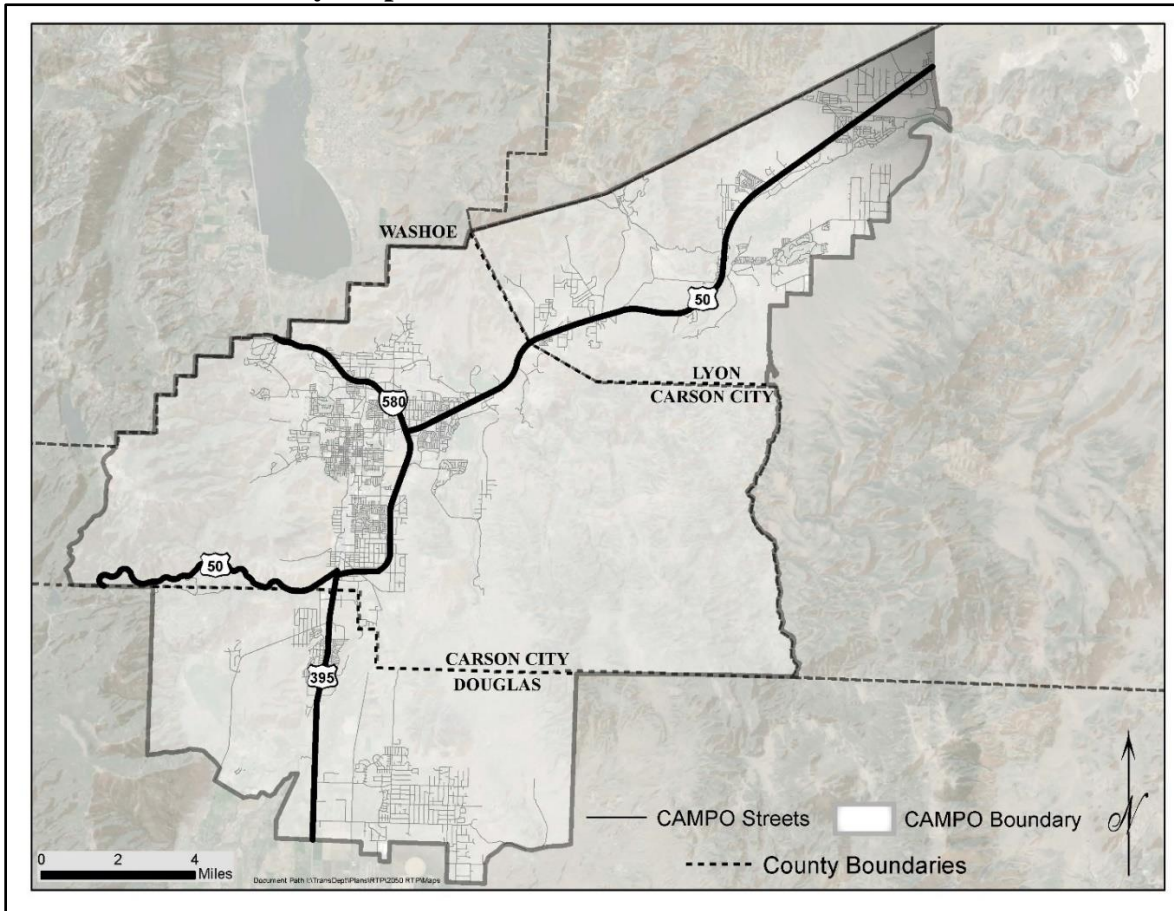
INTRODUCTION AND OVERVIEW

The purpose of this 30-year regional transportation plan is to identify current and future transportation needs, and to formulate a fiscally constrained and coordinated strategy to increase the quality of life through transportation programs and enhancements.

The Carson Area Metropolitan Planning Organization (CAMPO) is a federally recognized Metropolitan Planning Organization (MPO), formed on February 26, 2003, after the Carson City urbanized area exceeded a population of 50,000. CAMPO is governed by a seven (7) voting member board consisting of the five (5) members of the Carson City Regional Transportation Commission (RTC), one (1) member representing Douglas County, and one (1) member representing Lyon County. A representative from the Nevada Department of Transportation (NDOT) sits on the board serving as an ex officio, non-voting member.

The metropolitan planning area (MPA) boundary encompasses nearly all of Carson City (except for the area within the Tahoe Basin) and portions of northern Douglas County and western Lyon County, including the Dayton Valley area (see Figure 3). Approximately 85,000 people live in the Carson City Metropolitan Area. This estimate is projected to grow by less than one percent annually or 24% over 30-years, resulting in approximately 105,000 plus people by the year 2050.

Figure 3: CAMPO Boundary Map



Development of this plan was made possible through the following public outreach efforts:

- A 2020 online bilingual survey between April 28, 2020 and June 9, 2020 (136 surveys completed, includes one Spanish)
 - The full survey results are available online at the link below:
 - <https://www.carson.org/home/showdocument?id=72630>
- A Public Open House at the Carson City Community Center on June 29, 2020
- Two virtual meetings with the RTP Working Group and governmental stakeholders on July 14 and 15, 2020
- Informational presentations to the CAMPO Board in June, July, and August 2020

To better understand current needs, online survey participants were asked their level of satisfaction or dissatisfaction on 22 transportation characteristics, as provided in Table 1 (below). Based on the results, the following assumptions can be made:

- The contributing transportation characteristics which are diminishing our community’s quality of life include poor driver behavior, excessive neighborhood speeding, poor condition of infrastructure, and a lack of connectivity of pedestrian walkways.
- The contributing transportation characteristics which are raising our community’s quality of life include ease of travel by vehicle and the feeling of being safe on major roads when traveling by vehicle.

Table 1: Survey Question 4 (How satisfied are you with the following aspects of transportation?)

Transportation Characteristics	Satisfied	Neutral	Dissatisfied
Ease of Travel by Car on Highways/Interstates	88%	7%	5%
Flow of Traffic on Streets at Non-Peak Times	75%	16%	9%
Ease of Travel from Home to Destination Other Than Work	75%	18%	7%
Ease of Travel from Home to Work	63%	32%	4%
Ease of Travel by Car on Major Streets	74%	15%	12%
Traffic Safety on Major Streets	55%	23%	22%
Condition of “Off Street” Paths	44%	36%	20%
Traffic Signal Operations	51%	19%	29%
Availability of Parking Downtown	46%	29%	25%
Ease of Travel by Walking	41%	31%	28%
Neighborhood Traffic Safety	42%	28%	30%
Availability of "Off Street" Paths	41%	29%	28%
Flow of Traffic During Peak Times of Day	42%	24%	34%
Ease of Travel by Bicycle	28%	39%	33%
Availability of Public Transit	16%	62%	21%
Availability/Connectivity of Pedestrian Walkways	32%	29%	38%
Availability of "On Street" Bicycle Lanes on Major Streets	27%	41%	32%
Ease of Travel by Public Transportation	11%	65%	24%
Condition of Sidewalks	33%	26%	40%
Condition of Roadways	33%	22%	45%
Speeding Traffic on Neighborhood Streets	19%	27%	54%
Driver Behavior	18%	28%	54%

Goals

The five RTP goals have been developed to be compatible with federal and state transportation goals, and to be consistent with input from the CAMPO community.

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

CAMPO aims to support federal, state, regional, and local transportation partners and their initiatives. The following transportation partners were engaged during the development of this plan:

- [Federal Highway Administration \(FHWA\), Nevada Division Office](#)
- [Federal Transit Administration \(FTA\), Region 9, San Francisco Office](#)
- [Nevada Department of Transportation \(NDOT\)](#)
- [Carson City](#)
- [Douglas County](#)
- [Indian Hills General Improvement District](#)
- [Lyon County](#)
- [Tahoe Regional Planning Agency, Tahoe Metropolitan Planning Organization](#)
- [Tahoe Transportation District \(TTD\)](#)
- [Washoe Regional Transportation Commission](#)
- [Muscle Powered](#)

PERFORMANCE-BASED PLANNING

Federal law requires MPOs to establish goals, targets, and performance measures. This approach is built on national standards and guidance for performance management, commonly referred to as performance-based planning and programing. Below are performance measures which CAMPO tracks, in partnership with the Nevada Department of Transportation. Since the 2016 development of CAMPO's 2040 Regional Transportation Plan, the Federal Highway Administration (FHWA) has established a methodology for performance-based planning throughout the United States, including a defined set of performance measures and target-setting requirements.

This section of the RTP provides an overview of the federally-required performance measures. Performance measure data and targets are reported throughout the plan alongside related subject matter.

Additional information on the FHWA Final Rule-making is available at the links below:

- Safety Performance Measures
 - https://safety.fhwa.dot.gov/hsip/spm/docs/safety_pm_fs.pdf
- Infrastructure Performance Measures
 - Pavement - <https://www.fhwa.dot.gov/tpm/pubs/PM2PavementFactSheet.pdf>
 - Bridge - <https://www.fhwa.dot.gov/tpm/pubs/PM2BridgeFactSheet.pdf>
- System Reliability and Freight Movement Performance Measures
 - Freight - <https://www.fhwa.dot.gov/tpm/rule/pm3/freight.pdf>
 - Reliability - <https://www.fhwa.dot.gov/tpm/rule/pm3/reliability.pdf>

Safety Performance Measures

FHWA published the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Final Rules in the Federal Register on March 15, 2016, with an effective date of April 14, 2016.

The Safety Performance Measures Final Rule establishes five performance measures:

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

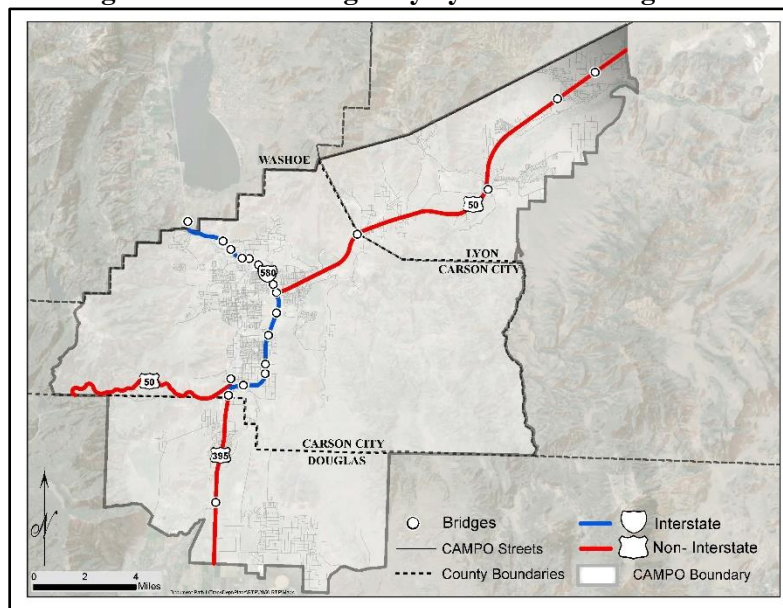
Data on the five performance measures are presented in the Safety section of this plan. The performance measures are applicable to all public roads regardless of ownership or functional classification. The Safety Performance Measures Final Rule establishes a common national definition for serious injuries. Metropolitan Planning Organizations are required to establish targets for each of the five performance measures annually. Targets must be data-driven, realistic, and attainable. CAMPO coordinates target-setting with NDOT. CAMPO can support NDOT's Statewide target or establish a target specific to the CAMPO Area. CAMPO's adopted targets and trends are available in the Safety section of this plan.

Infrastructure 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). Figure 5 depicts the portion of the NHS located in CAMPO.

The Final Rules require a performance report which include baseline conditions along with two- and four-year targets. MPOs can support NDOT’s targets or establish their own, quantifiable targets. CAMPO currently supports NDOT’s two- and four-year targets.

Figure 5: National Highway System and Bridges



Federally required performance measures for pavement conditions are:

- (1) Percentage of Interstate pavements in Good condition
- (2) Percentage of Interstate pavements in Poor condition
- (3) Percentage of non-Interstate NHS pavements in Good condition
- (4) Percentage of non-Interstate NHS pavements in Poor condition

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

As part of CAMPO’s Unified Planning Work Program, regional and local road pavement conditions are monitored and reported to local member agencies. These efforts are consistent with CAMPO’s goals to maintain a financially sustainable and reliable transportation system. Consistent with federal performance-based planning initiatives, CAMPO has established the following performance measures to track pavement conditions within the CAMPO area:

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

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

- (1) Percentage of NHS bridges by deck area in Good condition
- (2) Percentage of NHS bridges by deck area in Poor condition

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

System Reliability and Freight Movement Performance Measures

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. These measures are used to assess the performance of the interstate and non-interstate segments of the National Highway System as well as regional freight movement. Below are the required performance measures:

- 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

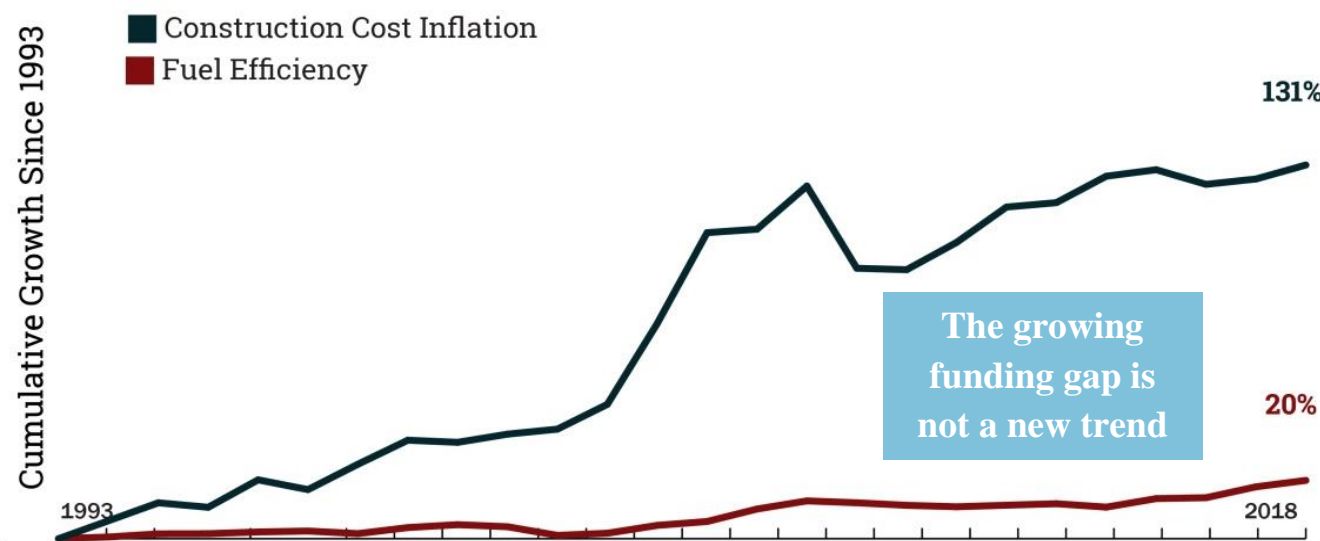
These performance measures are calculated, tracked, and reported by NDOT. CAMPO monitors these performance measures to advocate for resources as needed. The Final Rules require a performance report which include baseline conditions along with two- and four-year targets. MPOs can support NDOT's targets or establish their own, quantifiable targets. CAMPO currently supports NDOT's two- and four-year targets.

FINANCIAL PLAN

The CAMPO transportation network of roads, bike lanes, paved paths, sidewalks, signals, and signs provide safe and efficient mobility to its users, allowing for a high quality of life. A combination of local, regional, state, and federal funds maintains and enhances this network; however, the current level of funding requires local and regional decision-makers to prioritize investment into the transportation network. A careful balance between investing in maintenance projects and capital projects must be achieved to sustain an effective transportation network. Capital projects include the construction or reconstruction of roadways, capacity improvements, safety improvements, or design improvements. To support the continued need for responsible investment, a goal of this plan is to maintain a sustainable regional transportation system, understanding that funding for the transportation network is limited.

The current condition of the transportation system includes a backlog of deferred rehabilitation and maintenance projects due to insufficient revenue. The federal and local motor vehicle fuel tax that provides the majority of transportation funding for Carson City, Douglas County, Lyon County, and NDOT continues to lose purchasing power. Due to the rising costs of transportation improvements and the efficiency gains in vehicles, the purchasing power and the amount of tax collected per vehicle mile traveled has declined. Figure 6, Construction Cost and Fuel-Efficiency Growth illustrates the loss of purchasing power between 1993 and 2018.

Figure 6: Construction Cost and Fuel-Efficiency Growth



Source: Institute on Taxation and Economic Policy (ITEP) analysis of data from the Federal Highway Administration (FHWA), Energy Information Administration (EIA), and Congressional Budget Office (CBO). Fuel-efficiency data reflect the average on-road efficiency of all light duty vehicles in operation in a given year.

Fiscally Constrained System-Level Costs and Revenue

Required by federal law, the Regional Transportation Plan must include a system-level estimate of costs and available revenue to adequately operate and maintain the Federal-aid highway system. For the purpose of consistency, CAMPO, NDOT, and Nevada’s other three MPOs developed the following financial assumptions for future revenues and expenditures:

- Revenue projections assume a conservative 2% annual growth rate
- Expenditures used a 5-year average of the Washoe Area Producer Price Index (PPI) to develop a 3% inflation rate for construction costs.

System-Level Cost Analysis

Transportation infrastructure has a defined purpose, must meet certain engineering standards, and all have a limited life expectancy. The transportation system is comprised of roadways, traffic signs, traffic signals, sidewalk, public transportation, and paved paths. Below is a high-level inventory of transportation infrastructure in the CAMPO Area and approximately how much it will cost to maintain the infrastructure over the next 30-years. Traffic signals, and related equipment, and public transportation have been removed from the cost analysis. CAMPO in partnership with NDOT are in the process of developing the Transportation System Management Plan which among other things will identify the long-term costs associated with traffic control systems in the CAMPO Area and into rural western Nevada. Public transportation is covered later in this section.

It is estimated to cost \$1.1 billion to maintain CAMPO’s existing transportation infrastructure over the next 30-years. Table 2 presents the figures and assumptions used to forecast CAMPO’s 30-year system level cost.

Table 2: 30-Year System Level Cost Estimate for the CAMPO Area

Transportation Infrastructure	Quantity	Unit of Measurement	Replacement Cost	Asset Life Expectancy	30-Year Cost Factor	30-Year Cost*
Roads (all)	449	Centerline Miles	\$1,200,000	25	1.2	\$1,007,319,413
Federal-aid Highway (Regional Roads)	197	Centerline Miles	\$1,200,000	25	1.2	\$442,486,926
Paved Paths	5	Centerline Miles	\$315,000	25	1.2	\$2,826,776
Sidewalks	272	Linear Miles	\$448,800	50	0.6	\$114,112,015
MUTCD Traffic Signs	7,009	Each	\$400	15	2.0	\$8,735,835
Total System Level Cost Over 30-Years						\$1,132,994,039

*15 years of inflation at 3% was applied to all costs

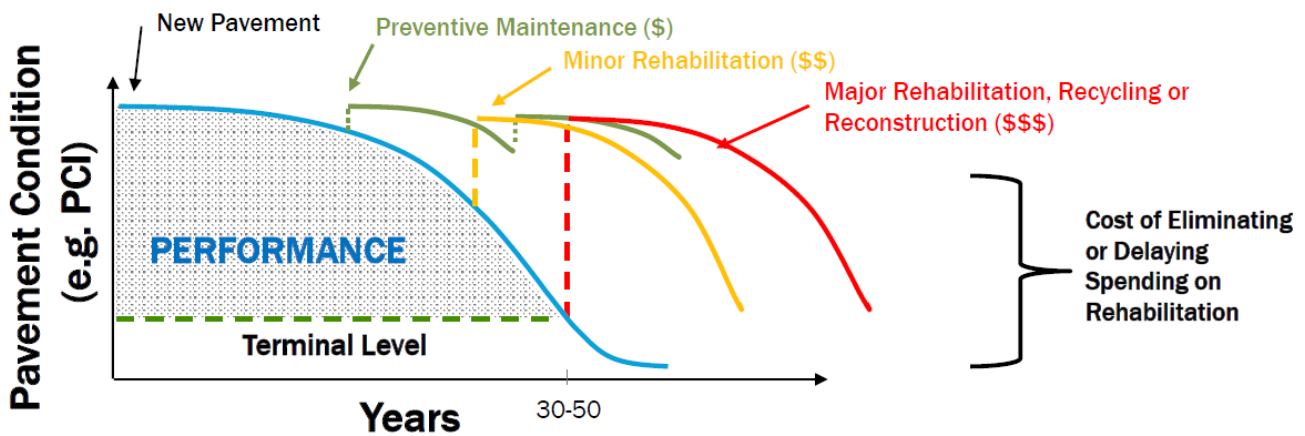
**System level cost estimate excludes public transportation and traffic signals

The 30-year System-Level Cost Estimate for the CAMPO Area, involves the following assumptions:

- Traffic signals and related equipment not included
- Public transportation not included
- No maintenance or preventive maintenance
- No pavement striping, markings, or symbol costs
- No traffic sign costs for Douglas
- 30-year costs include 15 years of inflation at 3% annually

Of the 30-year system total cost, approximately 89% is attributed to pavement. As such, it is a priority of CAMPO to assist local member agencies in establishing a pavement management system. A Pavement Management System (PMS) is a planning and operations tool used to help prioritize and time roadway investment, such as preventative maintenance and renovation to roadways. A PMS collects, stores, organizes, and analyzes pavement condition information. It is far less expensive to maintain a road in good condition than to allow a road to deteriorate before repairing it (see Figure 7). Pavement Management places priority on maintaining roads in good condition, which over the long-term will effectively provide a higher condition roadway at a lower cost. The longer maintenance and preventative maintenance are deferred, the more expensive transportation improvement projects become. Additionally, less maintenance typically results in faster deterioration rates. Consequently, system-level costs continue to increase.

Figure 7: Graphic Example of Pavement Management Strategy



System-Level Revenue Projections

Revenue for transportation projects comes from a variety of sources and funding levels are subject to change over time. Current levels of federal revenue within CAMPO’s Federal Fiscal Year 2018-2021 Transportation Improvement Program has been used to predict reasonably anticipated future revenues. Table 3, on the next page, shows revenue levels by partner agencies over the next 30-years.

Table 3: 30-Year Reasonably Anticipated Revenue

Revenue by Partner Agencies	Annual Revenue (2020 Dollars)	Revenue Years 2021-2030	Revenue Years 2031-2050	30-Year Total Revenue
Carson City				
Federal Funding Forecasted	\$5,960,093	\$65,261,361	\$176,528,183	\$241,789,544
Non-Federal Funding (State and Local)	\$5,775,191	\$39,496,935	\$49,616,408	\$89,113,343
Douglas County (within CAMPO)				
Federal Funding Forecasted	\$917,291	\$10,044,079	\$27,168,650	\$37,212,730
Non-Federal Funding (State and Local)	\$697,164	\$7,633,749	\$20,648,846	\$28,282,595
Lyon County (within CAMPO)				
Federal Funding Forecasted	\$1,186,597	\$12,992,905	\$35,145,051	\$48,137,956
Non-Federal Funding (State and Local)	\$415,548	\$4,550,139	\$12,307,863	\$16,858,002
Total Federal Revenue	\$8,063,981	\$88,298,345	\$238,841,885	\$327,140,230
Total Local Revenue	\$6,887,903	\$51,680,823	\$82,573,117	\$134,253,940
CAMPO Area Total Revenue	\$14,951,885	\$139,979,168	\$321,415,002	\$461,394,170

*Revenue levels projected to increase by 2% annually

*Federal revenue was based on federal funding programmed in CAMPO's 2018-2021 Transportation Improvement Program

Approximately 29% of the total revenue for the next 30-years is contributed to local funds. Local revenue streams differ between counties. Local member agencies rely on a combination of fuel tax, general funds transfers, and other self-taxing mechanism to support transportation infrastructure needs. The Nevada Department of Transportation also receives local state gas tax funding to support State maintained roadways. Local funding directly influences an agency’s ability to perform timely maintenance, preventive maintenance, and rehabilitation on critical transportation infrastructure. Local revenue influences how much federal funding a local agency can leverage. Federal grants require different levels of local match. Formula based federal funding typically requires a minimum of a 5% local match. Competitive federal grants on the other hand, typically have higher local match requirements and score grant applications higher when larger local matches are committed. Table 4 shows the distribution and components of fuel revenue for each gallon sold by CAMPO’s partner agencies.

Table 4: Fuel Revenue per Gallon Sold for CAMPO’s Partner Agencies by Jurisdiction

Partner Agencies	Gasoline	Diesel
FEDERAL	\$0.1840	\$0.2440
STATE	\$0.1879	\$0.2775
COUNTY JURISDICTION Option ¹	\$0.0902	\$0.0500 ³
COUNTY JURISDICTION – RTC ^{1,2}	\$0.0500	
TOTAL	\$0.5221 ⁴	\$0.5715 ⁵

1- 2% retained by State of Nevada for administration prior to distribution to County Jurisdictions.

2- Collected/Distributed in Carson City only.

3- Collected/Distributed in Carson City & Lyon County only.

4- \$0.4721 in Douglas and Lyon Counties as of September 2020.

5- \$0.5215 in Douglas County as of September 2020.

Approximately 71% of the total revenue for the next 30-years is from federal funding sources. This includes formula-based grants, which use population and roadway miles to distribute federal funds from the Federal Highway Trust Fund. Due to diminishing revenue, the Highway Trust Fund requires supplementation from the Federal General Fund Account. Federal revenue is comprised of competitive grant programs from the United State Department of Transportation, the Nevada Department of Transportation, and the Department of Housing and Urban Development.

In 2016, the Nevada Department of Transportation (NDOT) signed an agreement to provide Federal Surface Transportation Block Grant program (STBG) funds directly to CAMPO for the first time. The agreement agreed to allocate four years of STBG funding to CAMPO. CAMPO staff expects future STBG allocation once a new bill is passed or with the continuation of the existing transportation bill. The STBG program provides flexible funding that may be used to preserve or improve the conditions and performance on any Federal-aid highway, including bridge and tunnel projects, pedestrian and bicycle infrastructure, or transit capital projects. Common throughout the Country, State DOTs pass the STBG funds to MPOs who then allocate funding to local jurisdictions. STBG funding is a reliable source of funding for CAMPO’s member agencies to construct larger and more meaningful system improvements. STBG funds are highly flexible, in terms of what they can be used for, and are a primary source of funding for local agencies within an MPO.

System-Level Cost Versus Revenue Analysis

A 30-year cost and revenue analysis revealed that revenue does not support current or future system needs. Over 30-years, approximately \$672 million additional dollars are needed. Over the coming years, existing transportation infrastructure will degrade, while the demand for a safe and efficient transportation system will grow. Due to an inflation rate that outpaces revenue growth, CAMPO’s member agencies and the Nevada Department of Transportation will be forced to fund certain transportation improvements and not fund others. As available funding continues to tighten, a transparent process to help prioritize transportation funding will become increasingly more important. Table 5 illustrates the funding gap between available revenue and anticipated cost.

Table 5: Revenue and Cost Analysis

CAMPO Area	Annual Amount	30-Year Analysis
Revenue	15 Million	461 Million
Cost	24.2 Million	1.1 Billion
Difference	-9.2 Million	-672 Million

To maintain existing infrastructure conditions or to exceed current conditions, strategies to increase revenue and reduce costs will need to be a priority in the short- and long-term. Given the current rate of infrastructure deterioration and lack of funding, future generations will be burdened with costs of today. As infrastructure deteriorates, CAMPO residents may experience a diminished quality of life. Figure 8 shows the percentage of participations from the 2050 RTP survey who link transportation to their quality of life. Figure 9 shows the percentage of participations from the 2050 RTP survey who would support additional revenue for local road repairs.

Figure 8: 2020 Survey Question #3

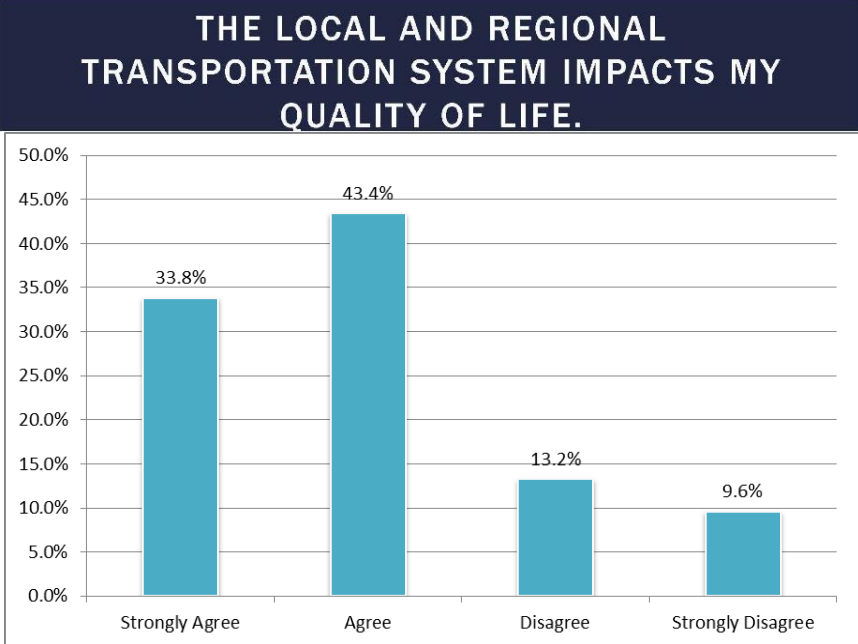
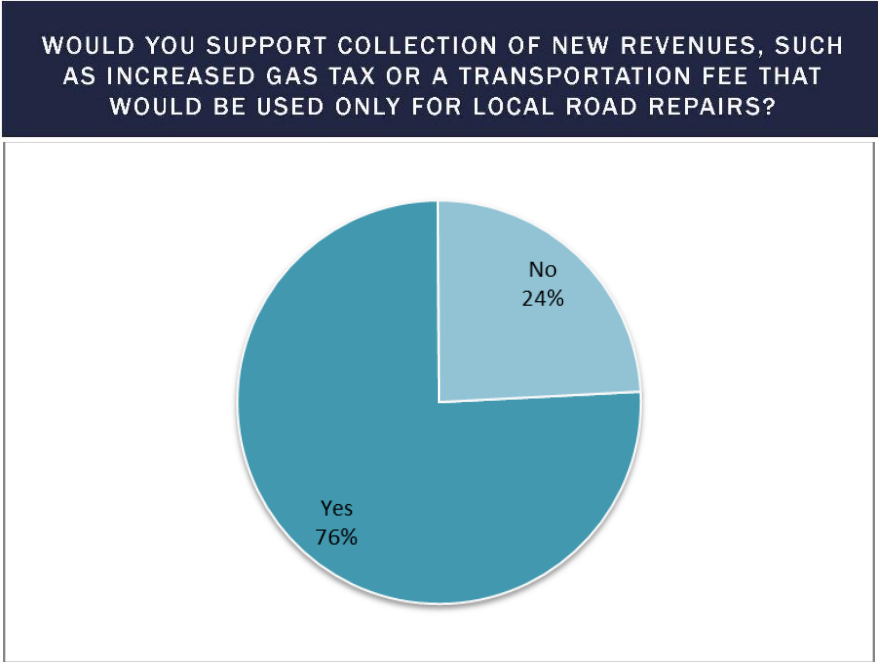


Figure 9: 2020 Survey Question #6



State and local agencies within the United States utilize different mechanisms to fund transportation infrastructure. Elected officials are typically the ones tasked with determining what is best for each locality. Table 6, below, is a list of possible strategies to increase revenue.

Table 6: Strategies to Increase Revenue

Revenue Strategies	Pros	Cons
Impact Fees for new construction/redevelopment	-Does not increase the cost of living for existing residents	-Improvements more likely in undeveloped or underdeveloped areas -Increases cost for development and disincentivizes investment in existing neighborhoods
Motor Fuel Tax Indexing	-Large tax base -Easy to administer -Imports revenue from visitors	-Does not tax non-motorized travel, ADA requirements and Complete Street improvements increase project costs -Increases cost of living for residents
Mileage-based User Fees	-Compensates for vehicles with high fuel efficiencies -Based on roadway usage	-Does not tax non-motorized travel, ADA requirements and Complete Street improvements increase project costs -Only applies to vehicles registered in Nevada, unless a federal program is developed -Increases cost of living for residents
Registration-based Fees	-Easy to collect -Will not decrease with advances in fuel economy	-Only applies to vehicles registered in Nevada -Mid-size tax base -Does not tax non-motorized users -Increases cost of living for residents
Higher development standards to increase life span of infrastructure	-New roads will last longer -Does not directly increase cost of living for residents	-Improvements more likely in undeveloped or underdeveloped areas -Increases cost for development, potentially limiting investments in the community -Dependent on a healthy economy
Sales tax on autos and auto parts	-Easy to Administer -Mid-sized tax base	-Mid-sized tax base -Limited to local economy -Disincentivizes vehicle sales in the locality, may result in decreased General Fund revenue -Increases cost of living for residents -Revenue will be cyclical -Increases cost of living for auto-dependent residents
Increase Fuel Tax Options	-Easy to administer -Large tax base	-Revenue constrained by advances in fuel economy -Increases cost of living for residents

Public Transportation System-Level Costs and Revenue

Public transportation is an important service in and around Carson City. Transit services provide mobility to residents, including access to important educational, medical, recreational, social and economic services. In addition to being important to residential quality of life, public transit services assist in supporting educational programs, public and private employers, and social service programs throughout the region.

The Regional Transportation Plan is required by federal regulation to include a system-level estimate of costs and available revenue to adequately operate and maintain public transportation. In September 2018, Jump Around Carson approved its first Transit Asset Management Plan (TAM). A TAM Plan is a federally required document that provides a framework to monitor and manage public transportation assets. The TAM plan also establishes performance measures and targets to monitor transit reliability and performance. The regulations are set forth in 49 C.F.R. 625 and apply to all transit providers that are recipients or subrecipients of federal financial assistance under 49 U.S.C. Chapter 53 and that own, operate, or manage transit capital assets used in the provision of public transportation. The purpose of the requirement is to help achieve and maintain a state of good repair (SGR) for the nation's public transportation assets.

Consistent with, and building upon, existing information developed as part of the 2018 TAM Plan, Jump Around Carson (JAC) developed a Transit Development and Coordinated Human Service Plan in 2019, in partnership with CAMPO and NDOT. The Plan included an in-depth analysis on Jump Around Carson's revenue, expenses, and operating performance, and is available on the Jump Around Carson website: <https://www.carson.org/residents/community-links/services/jac-jump-around-carson>.

As part of the development of this 2050 RTP, a detailed, 30-year cost and revenue analysis was completed. The analysis built upon the adopted JAC Transit Development and Coordinated Human Services Plan. The results of the fiscally constrained analysis are provided in Table 7, below. An annual three percent inflation rate was utilized, where appropriate, consistent with the adopted Transit Plan. Unfunded (unconstrained) elements are not included in the table below. The most significant unfunded cost is the downtown Transit Transfer Center. The location, year, and cost of that capital project are unknown at this time.

Table 7: Carson City JAC Cost and Revenue Analysis

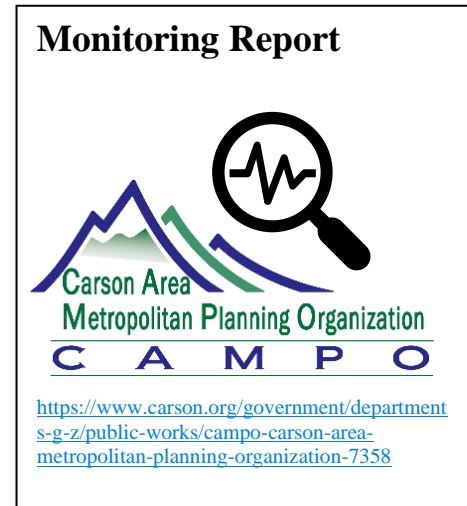
	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-2039	2040-2050	Total 2021-2050
Operating Plan												
<i>Base Case Costs</i>	\$1,680,300	\$1,730,800	\$1,782,700	\$1,836,200	\$1,878,387	\$1,921,590	\$1,965,786	\$2,010,999	\$2,057,252	\$23,363,045	\$32,644,693	\$72,871,752
<u>Financially Constrained Operating Plan Elements</u>	\$12,000	\$12,300	\$308,500	\$317,600	\$326,006	\$333,489	\$341,188	\$349,003	\$357,035	\$3,684,700	\$5,148,700	\$11,190,521
Total Operating Costs	\$1,692,300	\$1,743,100	\$2,091,200	\$2,153,800	\$2,204,393	\$2,255,079	\$2,306,974	\$2,360,002	\$2,414,287	\$27,047,745	\$37,793,393	\$84,062,273
<u>Operating Revenues</u>												\$0
Passenger Fares	\$97,800	\$98,500	\$114,600	\$122,200	\$123,300	\$124,100	\$124,800	\$125,500	\$126,200	\$1,306,100	\$1,530,400	\$3,893,500
Rents & Royalties	\$13,400	\$14,200	\$15,500	\$17,400	\$20,000	\$23,600	\$28,400	\$35,000	\$44,100	\$441,000	\$441,000	\$1,093,600
Interest Earnings	\$1,000	\$1,100	\$1,200	\$1,400	\$1,600	\$1,900	\$2,300	\$2,800	\$3,500	\$35,000	\$35,000	\$86,800
Div. of Health Care Financing & Policy	\$34,400	\$34,800	\$35,400	\$36,300	\$37,300	\$38,600	\$40,200	\$42,200	\$44,400	\$444,000	\$444,000	\$1,231,600
FTA (5307, 5310)	\$1,045,000	\$1,068,600	\$1,232,800	\$1,258,000	\$1,280,200	\$1,301,900	\$1,323,400	\$1,344,300	\$1,364,400	\$13,644,000	\$13,644,000	\$38,506,600
State Grants	\$51,500	\$53,000	\$54,600	\$56,300	\$57,600	\$58,900	\$60,200	\$61,600	\$63,100	\$631,000	\$631,000	\$1,778,800
City General Fund	\$449,200	\$472,900	\$637,100	\$662,200	\$684,393	\$706,079	\$727,674	\$748,602	\$768,587	\$10,546,645	\$21,067,993	\$37,471,373
Total Operating Revenues	\$1,692,300	\$1,743,100	\$2,091,200	\$2,153,800	\$2,204,393	\$2,255,079	\$2,306,974	\$2,360,002	\$2,414,287	\$27,047,745	\$37,793,393	\$84,062,273
Capital Plan												
Capital Costs	\$434,300	\$1,299,000	\$550,400	\$386,900	\$394,239	\$214,888	\$24,648	\$25,418	\$26,100	\$3,728,770	\$3,728,770	\$10,813,433
<u>Capital Revenues</u>												\$0.0
FTA (5307, 5339)	\$347,400	\$1,039,200	\$440,300	\$309,500	\$315,400	\$171,900	\$19,700	\$20,300	\$20,900	\$2,982,889	\$2,982,889	\$8,650,378
CAMPO Planning Funds	\$30,000	\$30,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,000
City Carry Forward Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
City General Fund	\$86,900	\$259,800	\$110,100	\$77,400	\$78,839	\$42,988	\$4,948	\$5,118	\$5,200	\$745,722	\$745,722	\$2,162,737
Total Capital Revenues	\$347,400	\$1,039,200	\$440,300	\$309,500	\$315,400	\$171,900	\$19,700	\$20,300	\$20,900	\$3,728,611	\$3,728,611	\$10,141,822
Total City Funds	\$536,100	\$732,700	\$747,200	\$739,600	\$763,232	\$749,067	\$732,622	\$753,721	\$773,787	\$11,292,367	\$21,813,715	\$39,634,110

DEMAND ON THE TRANSPORTATION SYSTEM

Monitoring Demand

CAMPO produces an annual report summarizing ongoing monitoring of existing conditions and forecasted trends that impact the transportation system. The 2019 Transportation Network Monitoring Report is federally funded through CAMPO’s Unified Planning Work Program.

The document presents information on who uses the transportation system (sociodemographic data), where they travel (trip origins, destinations), and how they travel (transit, walk, bike, drive). The data collected is processed, organized, and analyzed to present information about the overall performance of the transportation system. The information is presented to show regional trends and changes that influence the transportation system.



Population

Over the next 30-years, demand on the transportation system will grow and evolve. CAMPO’s population over the next 30-years is forecasted to have a low annual growth rate. An annual growth rate of less than 1% between Carson City, Douglas County, and Lyon County has been used to project demand on the transportation network. Higher growth rates, such as 8%-10% that were experienced in the mid 2000’s is not predicted but are possible. In total, between the years 2020 and 2050, CAMPO’s population is anticipated to grow by approximately 24%, to approximately 105,000 people.

Population estimates for 2020 through 2038 (Table 8) from the Nevada Department of Taxation anticipate a growing senior population (shown in yellow) that will necessitate investment in safety enhancements to address seniors with changing needs, related to diminishing eyesight, hearing, slower reaction times, and decision making. Investment in 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.

As depicted in Table 8, growth in young, family-age cohorts, including adults between 35-49 and children between the ages of 1 and 9 (shown in green), are also anticipated. Like seniors, young children have challenges with eyesight, reactions times, and decision making, that pose potential safety risks when interacting with the transportation network. At younger ages, children are developing their vision and depth perception and lack the ability to make good judgement when interacting with roadways and pedestrian walkways. Older children are challenged with having a sense of invulnerability and making poor judgement calls.

Given these similar characteristics, CAMPO’s 2050 RTP identifies the need to prioritize projects that benefit the most vulnerable users: children and seniors. Additional discussion on vulnerable users is included in the Safety Section.

Table 8: County Projections 2020 to 2038

Five-Year Cohorts	Carson City			Douglas County			Lyon County		
	Year 2020	Year 2038	Percent Change 2020-2038	Year 2020	Year 2038	Percent Change 2020-2038	Year 2020	Year 2038	Percent Change 2020-2038
0-4	2,809	3,314	18%	2,051	2,008	-2%	3,138	3,748	19%
5-9	2,718	3,241	19%	2,358	2,442	4%	3,326	3,869	16%
10-14	3,450	2,993	-13%	2,608	2,676	3%	3,426	3,903	14%
15-19	3,496	3,010	-14%	2,245	2,401	7%	3,744	4,080	9%
20-24	2,842	2,995	5%	2,134	1,745	-18%	3,404	3,835	13%
25-29	3,643	2,463	-32%	2,606	2,035	-22%	4,432	3,665	-17%
30-34	4,514	3,978	-12%	2,919	2,099	-28%	3,360	3,746	11%
35-39	2,213	3,778	71%	2,369	2,462	4%	2,430	4,087	68%
40-44	2,829	3,235	14%	2,504	3,376	35%	3,615	4,708	30%
45-49	3,995	4,406	10%	2,530	3,438	36%	3,480	6,104	75%
50-54	4,557	3,694	-19%	3,263	3,231	-1%	4,107	2,787	-32%
55-59	3,171	1,947	-39%	3,705	2,873	-22%	3,729	3,581	-4%
60-64	3,442	3,518	2%	4,448	3,510	-21%	3,881	4,332	12%
65-69	4,751	4,365	-8%	4,405	3,528	-20%	3,873	4,190	8%
70-74	2,880	4,320	50%	3,535	3,722	5%	3,136	3,939	26%
75-79	2,250	1,666	-26%	2,769	3,316	20%	2,240	3,013	35%
80-84	1,301	2,296	76%	1,732	2,655	53%	1,658	2,310	39%
85 over	1,685	2,256	34%	1,516	2,615	72%	1,008	2,031	101%
Total	56,546	57,475	2%	49,697	50,132	1%	57,987	67,928	17%

*Highlighted areas note age cohorts with growth rates above 14% and that are concentrated around seniors and young families

** Source: Nevada Department of Taxation:

<https://tax.nv.gov/uploadedFiles/taxnv.gov/Content/TaxLibrary/2019%20ASRHO%20Estimates%20and%20Projections%20Final.pdf>

Land Use

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

As member jurisdictions strive to increase transportation services with limited funds, the cost to maintain the transportation network, continues to grow. Land use patterns that are less dense typically result in lower revenue and higher costs per square mile, making it difficult for local governments to maintain and enhance the transportation network. This commonly results in general funds being used to maintain the transportation network. Low density land use patterns also make other modes of transportation such as transit, walking, and bicycling, more difficult and less appealing. However, dense land use patterns are not the answer to everything, nor would it appeal to everyone’s quality of life standard.

An investment strategy of this plan is to prioritize projects that improve access to essential services, such as community institutions, schools, grocery stores, hardware stores, or similar uses. This strategy was identified to improve the transportation system in higher density areas, where land use supports the development of a multi-modal system.

Travel Demand and Performance Forecast

The 2050 Regional Transportation Plan is required by federal regulation to identify current and future demand on the transportation system. CAMPO uses travel demand modeling software to forecast demand. The modeling takes into account future population, economic forecasts and other variables, including land use patterns and estimates of future activity from local governments. Since the last Regional Transportation Plan in 2016, the CAMPO model has been updated and validated with new, current traffic counts and socioeconomic data from the 2017 American Community Survey. Transportation Analysis Zones (TAZ) were updated with current data on housing structure type (single, multi, and mobile home), number of persons per household (1, 2, 3, 4+), number of workers per household (1, 2, 3+), vehicles per household (1, 2, 3, 4+), and household income (quartile categories).

Since 2016, Interstate 580 was extended approximately three miles from the termini at Fairview Drive to the intersection of U.S. Highway 50 West and U.S. Highway 395. This has significantly influenced travel patterns and performance in the CAMPO area. Additionally, outside of the CAMPO boundary, USA Parkway was completed in 2017, which has increased commute travel from areas in and around CAMPO to the Tahoe-Reno Industrial Park (TRIC), originally only accessed via Interstate 80. These roadway network changes have been incorporated into CAMPO's travel demand model.

A complete model documentation report is provided at the link below:

<https://www.carson.org/home/showpublisheddocument?id=73586>

The travel demand model predicts system demand and performance in model scenarios: a base year scenario of 2020, a near-term scenario of 2030, and a long-range scenario of 2050. The near-term and long-range 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. The LOS measure can be used to evaluate roadway sections based on a comparison of vehicle volume and roadway capacity. The travel time measure, also known as travel time reliability, measures the time it takes to travel from one location to another. Travel time reliability is significant to many transportation system users, whether they are vehicle drivers, transit riders, or freight shippers. Personal and business travelers value reliability because it allows them to make better use of their own time. Freight shippers and carriers' value predictable travel times to refine their logistics and to remain economically competitive.

Outputs from CAMPO’s travel demand model on travel time are contained in Table 9. Due to the I-580 extension, constructed in 2017, the travel times between the years 2015 and 2020 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.

Table 9: Travel Times in Minutes between Metropolitan Planning Area Gateways

Metropolitan Planning Area Gateways		Year 2015		Year 2020		Year 2030		Year 2050	
From	To	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	24.6	37.5	24.6	47.8
	U.S. Hwy 395 South (0.4 miles south of Johnson Lane)	23.1	30.4	16.0	24.5	16.0	25.6	16.0	27.9
	U.S. Hwy 50 West (2.7 miles west of U.S. Hwy 395)	16.8	18.7	11.7	13.0	11.7	13.2	11.7	13.7
U.S. Hwy 50 East (Near Chaves Road)	U.S. Hwy 395 North (Carson City and Washoe County Line near Hobart Road)	35	33.6	24.7	28.3	24.8	28.9	24.9	30.2
	U.S. Hwy 395 South (0.4 miles south of Johnson Lane)	48.2	53.6	32.2	43.2	32.3	44.6	32.4	47.8
	U.S. Hwy 50 West (2.7 miles west of U.S. Hwy 395)	41.9	41.9	27.9	31.7	28.0	32.3	28.1	33.5
U.S. Hwy 395 South (0.4 miles south of Johnson Lane)	U.S. Hwy 395 North (Carson City and Washoe County Line near Hobart Road)	26.4	26.4	16.1	19.3	16.1	19.8	16.2	20.9
	U.S. Hwy 50 East (Near Chaves Road)	46.6	55.2	31.9	43.3	31.9	47.1	31.9	57.8
	U.S. Hwy 50 West (2.7 miles west of U.S. Hwy 395)	16.1	15.3	10.4	12.5	10.4	12.8	10.5	13.5
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	11.7	13.3	11.7	13.7
	U.S. Hwy 50 East (Near Chaves Road)	37.5	47.3	27.5	37.0	27.5	40.5	27.5	50.7
	U.S. Hwy 395 South (0.4 miles south of Johnson Lane)	13.3	19.1	10.3	17.8	10.3	18.6	10.3	20.6

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

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

Outputs from CAMPO’s travel demand model on LOS are provided on the following pages. Only the near- and long-term scenarios which incorporate fiscally constrained projects are provided, all other scenarios are contained within the model documentation report. Level of service (LOS) is a measurement used to determine how well a transportation facility is operating from a traveler’s perspective. The travel demand model assigns a letter designation from A to F, with LOS A representing the best operating conditions, and LOS F the worst. The LOS is based on the average daily traffic, opposed to using a peak travel period. Figures 10-15 delineate the LOS for approximately 1,163 road segments in each of the three scenarios (base-year, near-term, and long-range). Between 2020 and 2050, the LOS will diminish primarily on U.S. Highway 50 East and U.S. Highway 395.

Figure 10: 2020 Base Year Conditions: Roadway Level of Service (LOS)

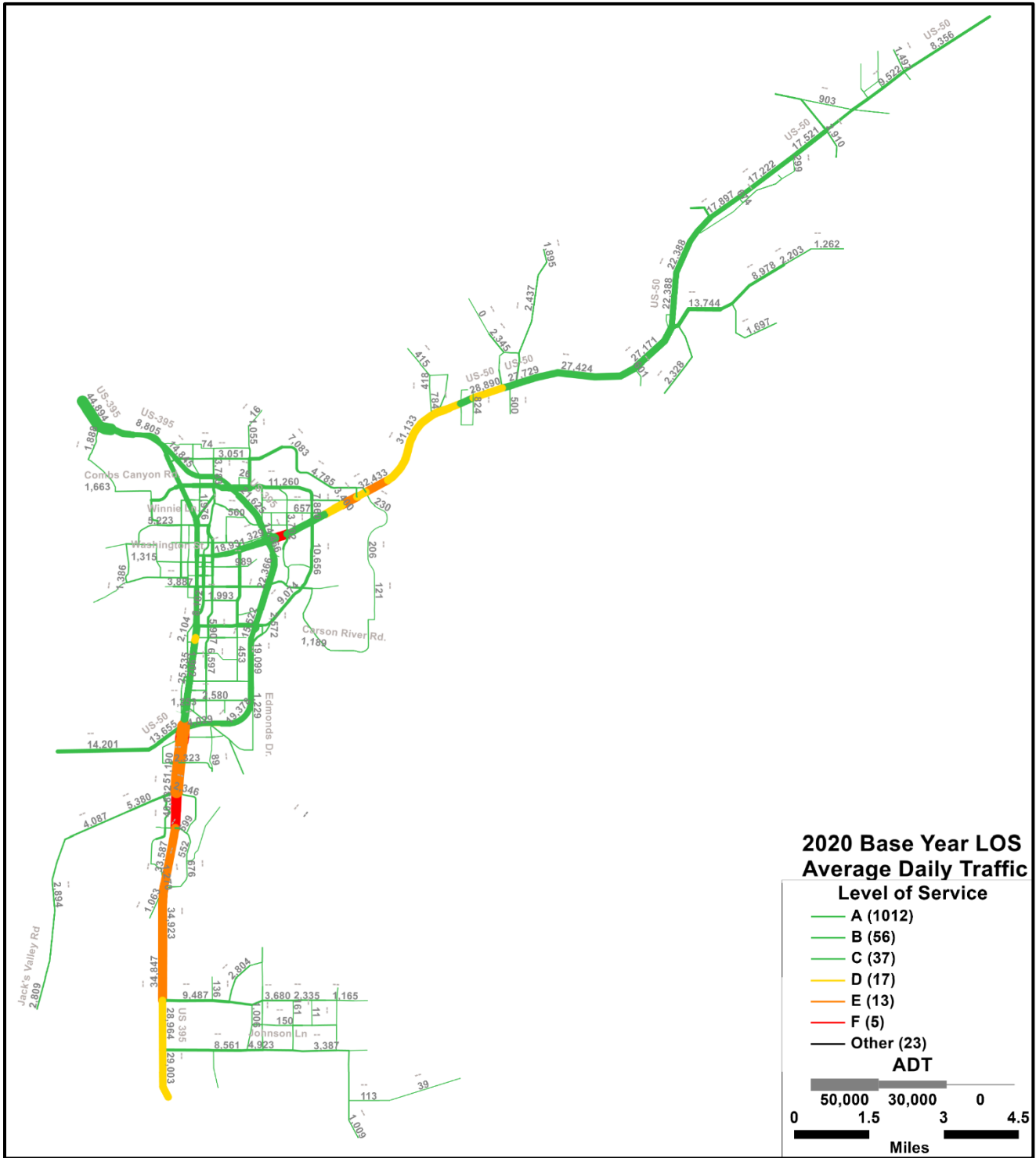


Figure 11: 2020 Base Year Conditions: Roadway Level of Service (LOS) Central Carson City

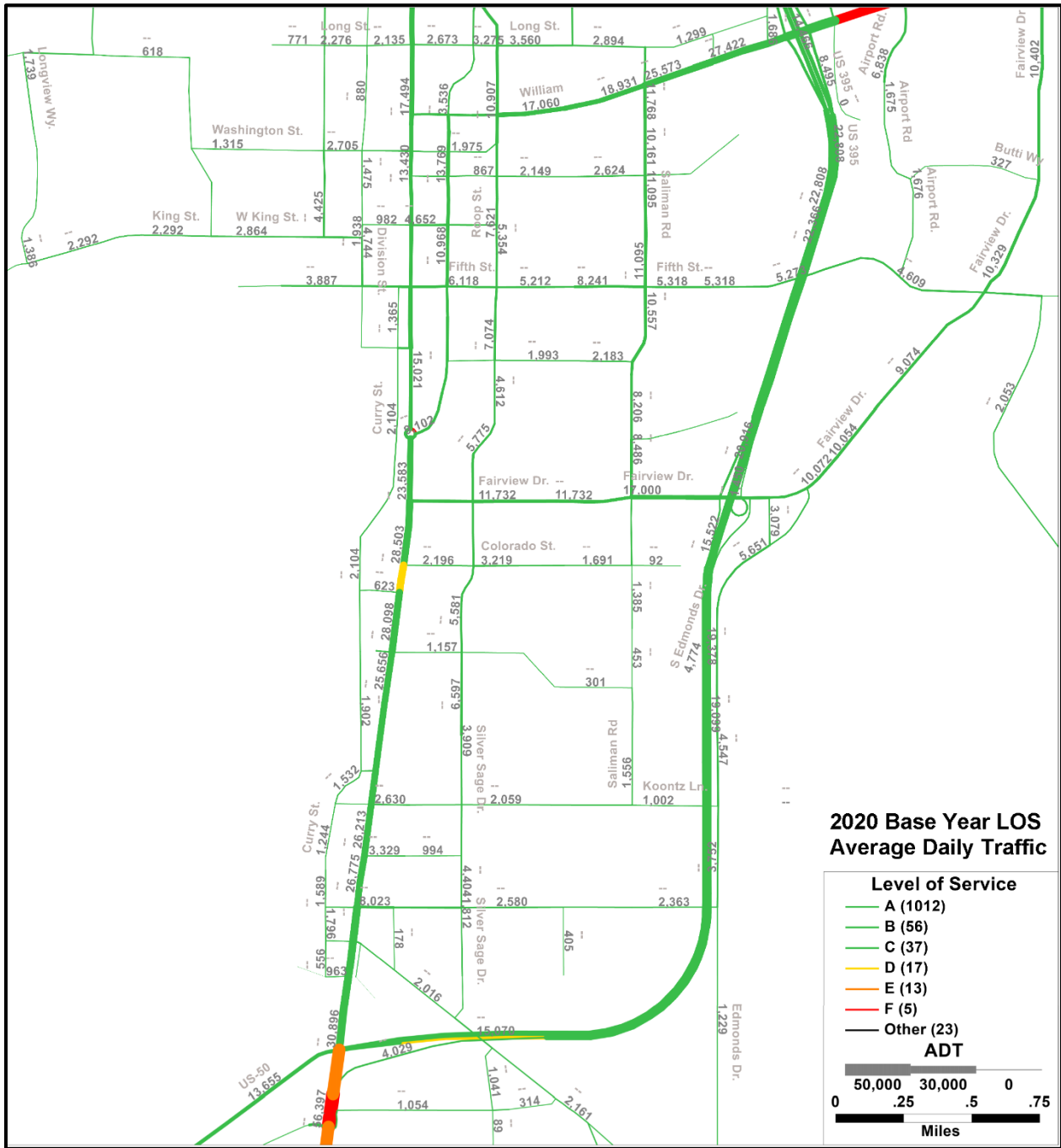


Figure 12: 2030 Near-Term Conditions: Roadway Level of Service

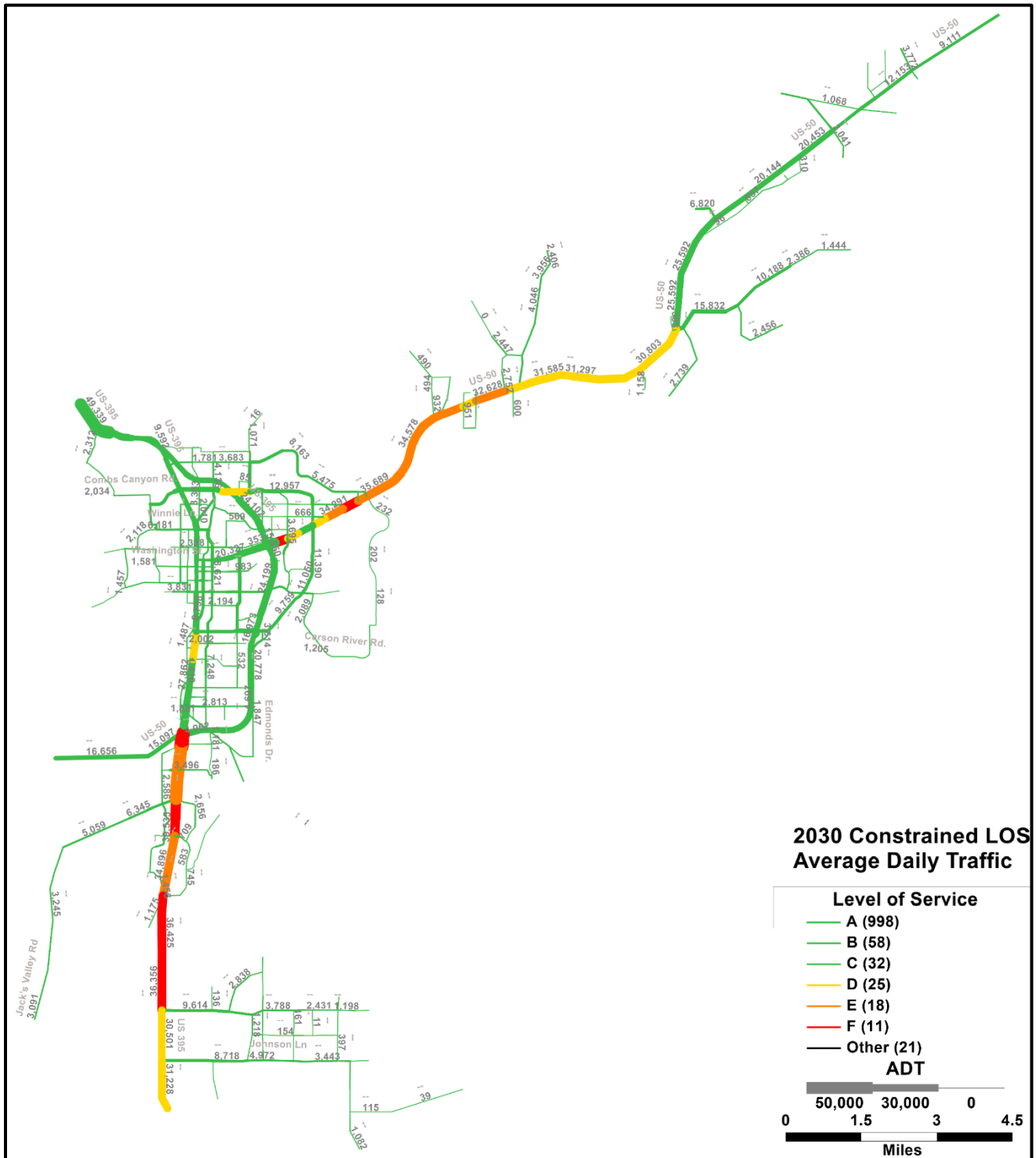


Figure 13: 2030 Near-Term Conditions: Roadway Level of Service Central Carson City

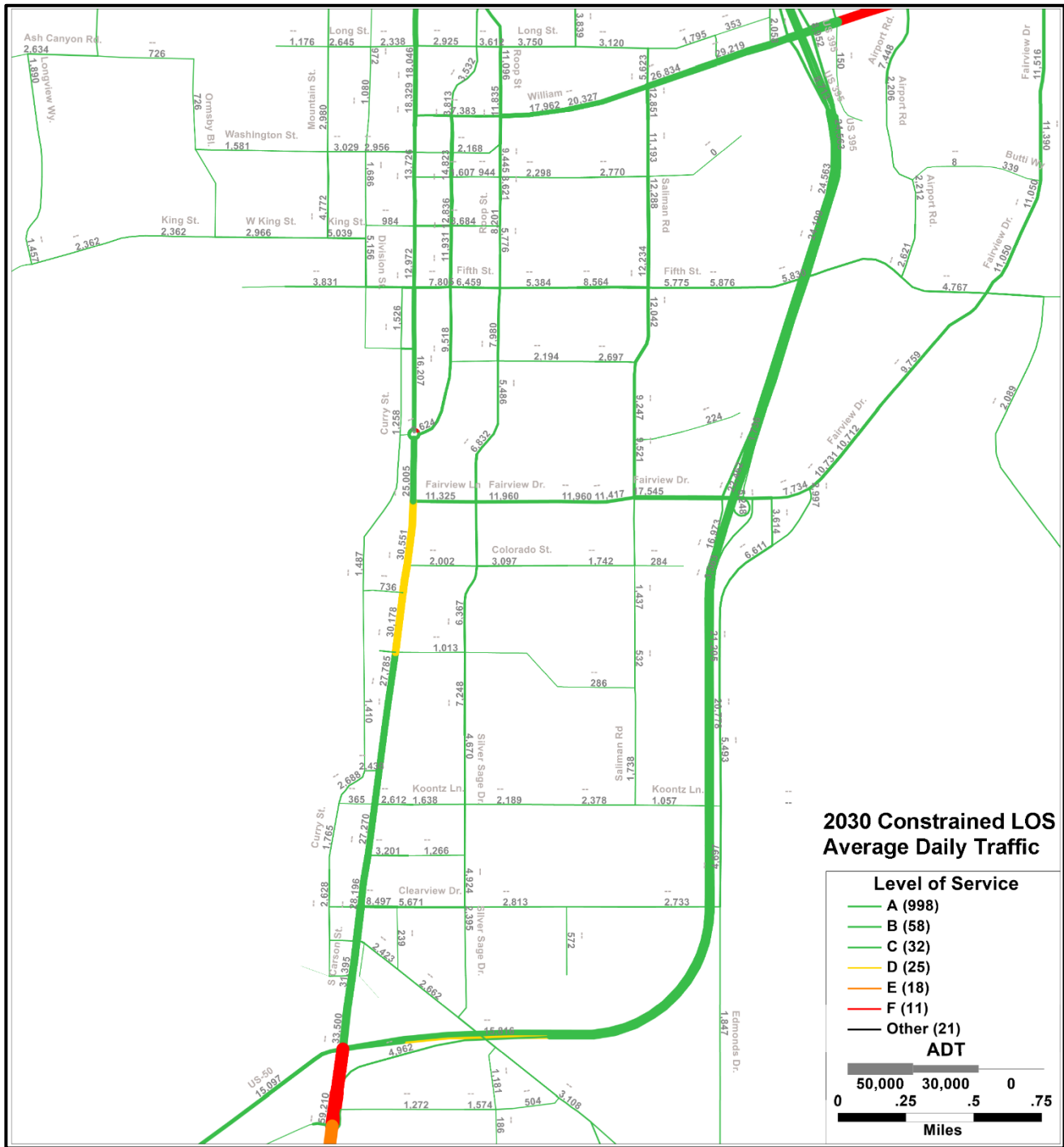


Figure 14: 2050 Long-Range Conditions: Roadway Level of Service

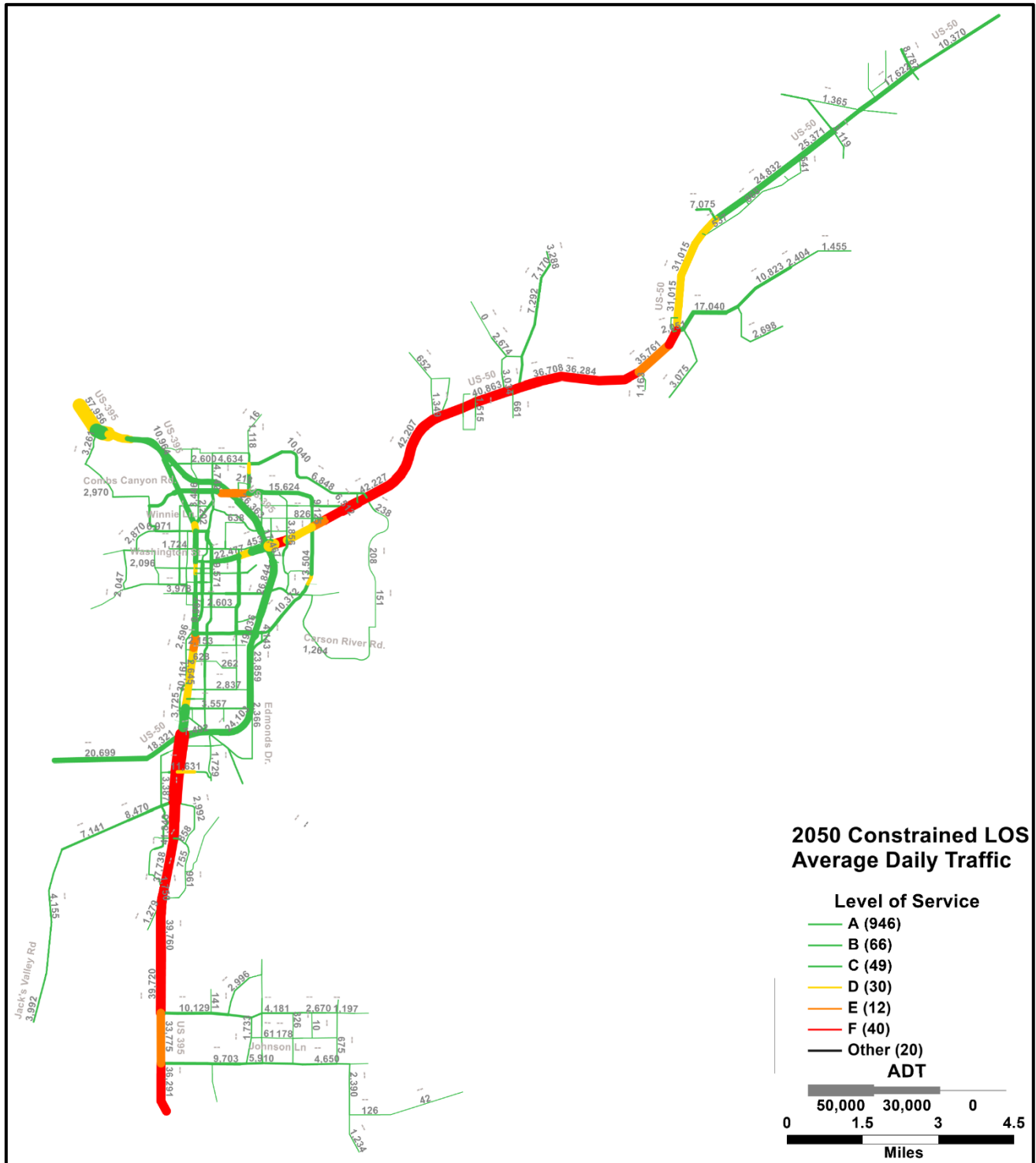
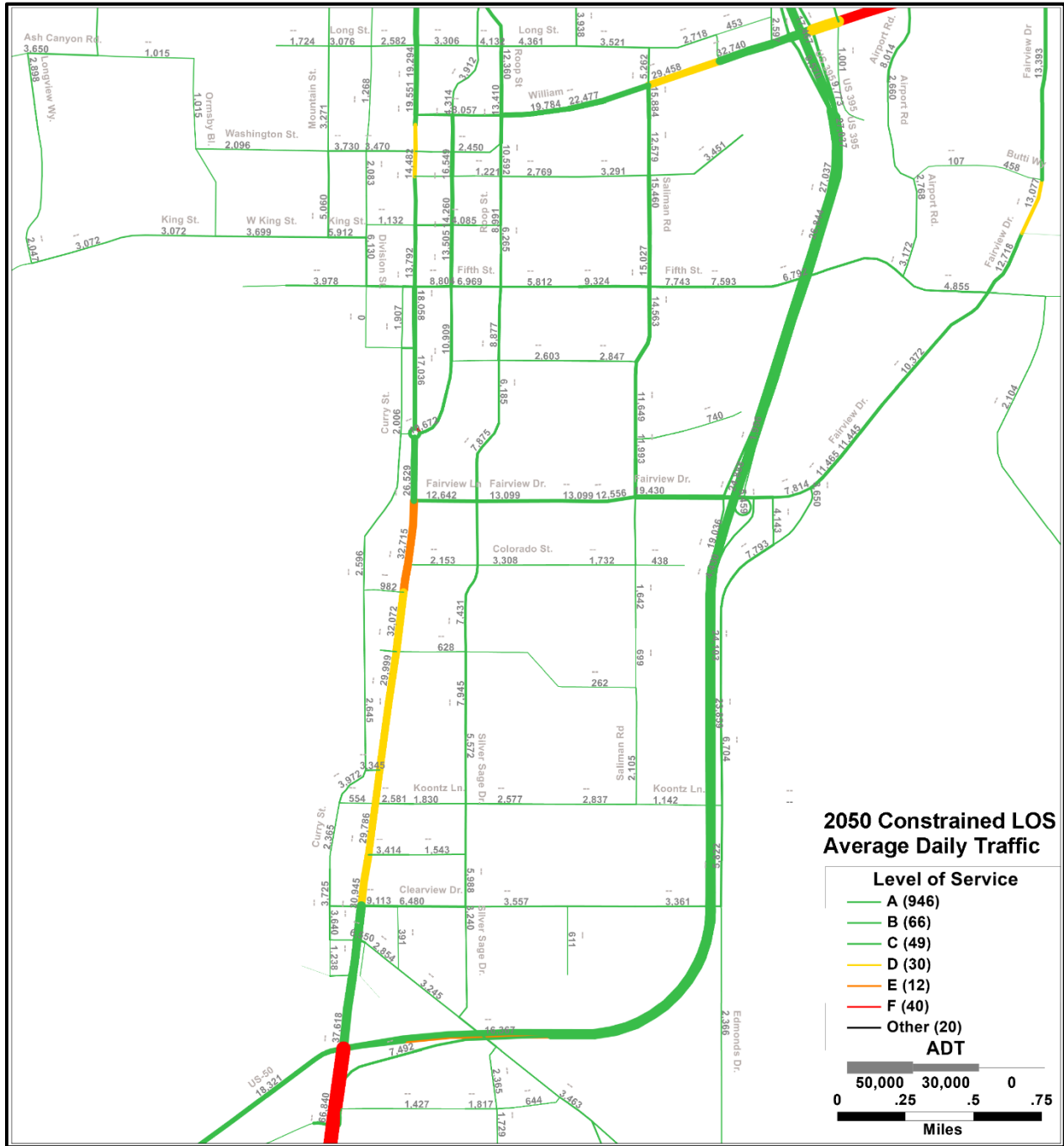


Figure 15: 2050 Long-Range Conditions: Roadway Level of Service Central Carson City



In addition to forecasted travel times produced by CAMPO’s travel demand model, actual travel times are calculated and reported by NDOT for Nevada’s National Highway System. FHWA has established a method to calculate present day travel times, consistently across the United States. These federally required performance measures use a Travel Time Reliability ratio (comparing normal travel times and longer travel times) to measure the extent of unexpected delay using a specific data source. The measures, reported in Table 10, are reported in the percentage of person-miles traveled on the National Highway System that were reliable. CAMPO monitors these performance measures to advocate for resources as needed.

A similar measure is used to evaluate the reliability of freight movement using truck specific data, this performance measure is called Freight Reliability Measure and uses a Truck Travel Time Reliability (TTTR) Index to measure the reliability of truck travel on the interstate. The TTTR is based on a scaled index specific to the defined area of Interstate. Table 10 reports the TTTR for the State of Nevada. CAMPO and NDOT are working together to report on CAMPO specific figures.

Table 10: System Reliability Performance Measures

Performance Measures	Baseline		2-Year Targets		4-Year Targets	
	Statewide	CAMPO	Statewide & CAMPO		Statewide & CAMPO	
Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the Interstate that are reliable	86.8	N/A	86.9	N/A	87	N/A
Non-Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the non-Interstate NHS that are reliable	N/A	N/A	N/A	N/A	87	N/A
Freight Reliability Measure: Truck Travel Time Reliability (TTTR) Index	1.28	N/A	1.28	N/A	1.26	N/A

*N/A - data not available at the time of draft release

FREIGHT

The Carson area transportation system is responsible for the movement of goods in and through the region. Due to the absence of other transportation modes, truck traffic carries all the freight in the Carson Metropolitan Area. An effective transportation system provides for the efficient, reliable, and safe movement of truck traffic. Truck traffic is responsible for a low portion of the overall traffic, reaching 5% on major highways.

Freight traffic supports the Carson area regional economy in two notable ways. First, it provides time sensitive and non-time sensitive goods to local business and individual consumers, allowing for businesses to operate and individuals to acquire goods and services. In a recent study by the U.S. Department of Transportation, freight volumes in the United States are anticipated to increase by 45 percent by 2045. The study noted increases in online shopping as a primary contributor for this anticipated increase:

https://www.transportation.gov/sites/dot.gov/files/docs/Draft_Beyond_Traffic_Framework.pdf

The second way freight traffic supports the Carson area regional economy is by providing services, products, and accommodations to freight carriers. This economic benefit is highlighted in a statewide freight plan sponsored by the Nevada Department of Transportation (NDOT). This freight plan was completed in 2017. Information on this plan is available online at the following web address:

<https://www.nevadadot.com/mobility/freight-planning/nevada-freight-plan>.

The NDOT Freight plan has identified three projects to improve freight reliability within CAMPO. Table 11 and Figure 16 provide additional information on these three projects. The U.S. Highway 395 and U.S. 50 East corridors are congested during peak hours. CAMPO's travel demand model forecasts that these corridors will become progressively worse into the year 2050. All three projects are noted in the State's freight plan as corridors with bottlenecks impacting freight traffic. CAMPO continues to recommend corridor studies in anticipation of congestion at these existing bottlenecks. CAMPO is supportive of NDOT's projects and encourages phased approaches to mitigate congestion.

The Douglas County Transportation Plan provides further details on capacity and operational improvements along U.S. Highway 395, which can be used to develop a phased approach to reducing congestion on U.S. Highway 395. These improvements have been added to CAMPO's model in small projects to allow CAMPO to advocate for a phased approach.

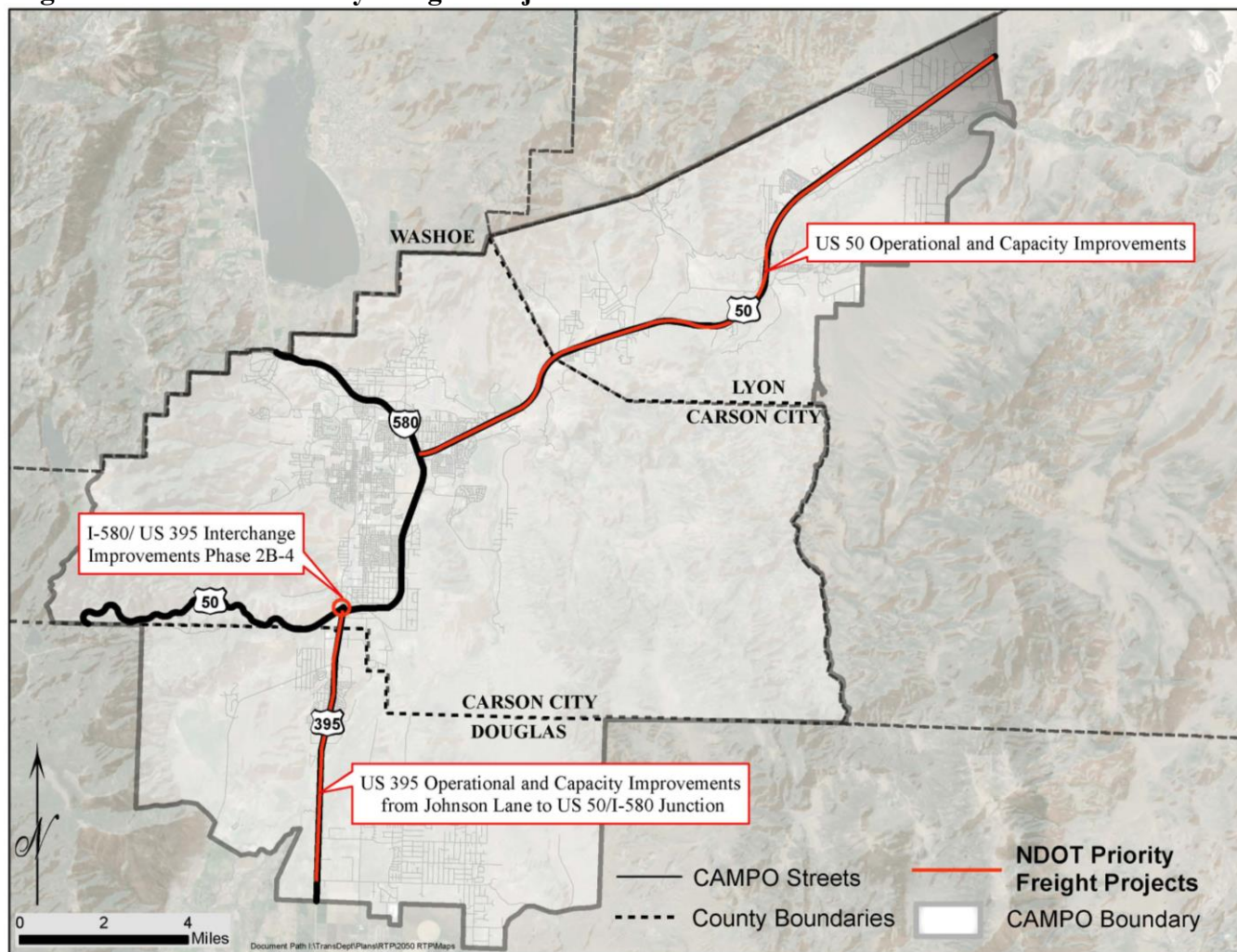
NDOT is in the process of developing the U.S. Highway 50 East, Operational Study which looks at U.S. Highway 50 East between Dayton and Stagecoach in Lyon County. The study has been spurred by current and anticipated development growth and the rising number of crashes along the corridor. The goals of the study are to solicit stakeholder and public input, improve safety, and improve operations through this corridor. The study is anticipated to conclude in Spring of 2021.

Table 11: NDOT Priority Freight Projects in CAMPO

NDOT Project #	Project Name	Project Description	Location
29	I-580/U.S. Highway 395 Interchange Improvements Phase 2B-4	Complete system-to-system interchange at I-580/U.S. Highway 395/U.S. Highway 50 West Junction	Carson City and Douglas County
28	US 395 Operational and Capacity Improvements from Johnson Lane to U.S. Highway 50/I-580 Junction	13 miles of new 6-lane interstate with 4 rural diamond interchanges with cross-roads, 1 system to-system interchange, and 20 miles of 2-lane frontage road	Carson City and Douglas County
30	U.S. Highway 50 East Operational and Capacity Improvements	Widen from 2 to 4 lanes from I-580 to USA Parkway and add traffic signals at 6 intersections	Carson City and Lyon County

Source: <https://www.nevadadot.com/home/showdocument?id=6434>

Figure 16: NDOT’s Priority Freight Projects in CAMPO



Source: Carson Area Metropolitan Planning Organization

ROADWAY INFRASTRUCTURE

CAMPO’s member agencies and NDOT are responsible for maintaining the region’s transportation infrastructure in a state of good repair. Annually, these agencies have maintenance, preventative maintenance, and rehabilitation needs that far exceed available revenues. It is estimated to cost \$1.1 billion, to maintain the existing transportation infrastructure within the CAMPO area over the next 30-years. A system-level cost analysis was performed, and the details are provided within the Financial Section of this plan.

CAMPO supports local agencies’ pavement management efforts through use of pavement management software and funding routine pavement surveys. These efforts support the reliability and performance of transportation infrastructure, which is consistent with the 2050 RTP goals to increase safety, maintain a sustainable regional transportation system, and increase the reliability of the transportation.

CAMPO and its member agencies track pavement condition through the use of the Pavement Condition Index (PCI). The PCI measures the condition of a road segment with a scale from 0 to 100. New pavement starts with a PCI of 100. The PCI helps to establish the extent of repairs required, can estimate repair costs, and is calculated based on the severity of pavement distresses, such as alligator cracking, block cracking, transverse cracking, patching, depressions, weathering, and raveling. CAMPO has established the following performance measures to track pavement conditions within the CAMPO area (see Table 12).

Table 12: Pavement Performance Measure

Performance Measure	Pavement Condition Index by Jurisdiction*			
	Carson City		Douglas County	
	2016 (2040 RTP)	2020 (2050 RTP)	2016 (2040 RTP)	2020 (2050 RTP)
Average Pavement Condition Index (PCI)** rating for collector and arterial roadways within the CAMPO boundary by jurisdiction	68	67	76	72
Percentage of all roadways with a PCI rating of 55 or below in the CAMPO boundary by jurisdiction	24%	44%	30%	45%

*CAMPO currently does not have any pavement condition data for Lyon County

**Pavement Condition Index (PCI) is a scale of 0 to 100, 100 being the best

In August of 2018, CAMPO, in partnership with Carson City Public Works developed a Pavement Management Plan which formalizes and establishes an efficient and effective strategy for preserving and maintaining roadways. The Plan established five performance districts within the City and a five-year rotating schedule to streamline work efforts. The Plan provides a predictable use of roadway funding while maintaining flexibility for unplanned City projects and “match” for grant funding opportunities, as needed. The plan improves transparency and targets cost-saving strategies. The Plan identifies current conditions and establishes performance measures to monitor pavement conditions over time. The Carson City Pavement Management Plan is available at:

<https://www.carson.org/home/showdocument?id=60334>

In addition to CAMPO’s performance measures, the Federal Highway Administration has established specific performance measures and target-setting methodology for pavement and bridges located on the National Highway System (NHS). The NHS is comprised of two categories, Interstate and non-Interstate (see Figure 17).

The FHWA Final Rules for pavement and bridge condition performance measures were established in the Federal Register on January 18, 2017 and became effective on May 20, 2017. The Final Rule requires the State Transportation Agency (NDOT),

to produce a performance report which includes baseline conditions along with two- and four-year targets for pavement and bridge conditions. The Final Rule allows CAMPO to either support NDOT’s targets or establish their own, quantifiable targets. CAMPO currently supports NDOT’s two- and four-year targets (see Table 13). CAMPO is in the process of acquiring pavement and bridge conditions of the NHS that are specific to CAMPO. This will allow for a statewide and nationwide comparison.

Figure 17: National Highway System and Bridges

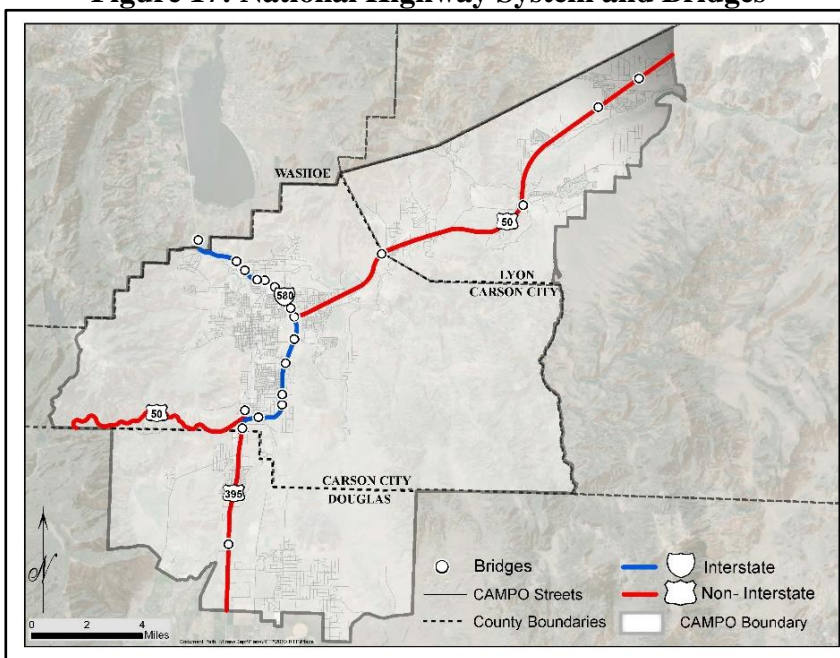


Table 13: Infrastructure Performance Measures

Performance Measures	Baseline		2-Year Targets	2020 Actual	4-Year Targets
	Statewide	CAMPO	Statewide & CAMPO	CAMPO	Statewide & CAMPO
Percentage of Interstate pavements in Good condition	N/A	N/A	N/A	N/A	74.7%
Percentage of Interstate pavements in Poor condition	N/A	N/A	N/A	N/A	1.4%
Percentage of non-Interstate NHS pavements in Good condition	79.4%	N/A	67.6%	N/A	55.8%
Percentage of non-Interstate NHS pavements in Poor condition	4.7%	N/A	5.7%	N/A	6.5%
Percentage of NHS bridges by deck area in Good condition	42.2%	N/A	35.0%	49.8%	35.0%
Percentage of NHS bridges by deck area in Poor condition	0.5%	N/A	7.0%	0	7.0%

Source: NDOT, 2018 State Biennial Performance Report

ACTIVE TRANSPORTATION FACILITIES

Introduction and Strategies

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

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

The use of active transportation is significantly influenced by safety and mobility needs. Active transportation users are extremely vulnerable when compared to vehicle users. A primary strategy of the 2050 RTP encourages the use of awareness programs and physical enhancements to the active transportation network in an effort to improve the safety of the system’s most vulnerable users. Investments that increase the safety for active transportation users are also known to improve safety for drivers.

Active transportation users are limited to how far one can travel in a period of time. According to the 2017 National Household Travel Survey (NHTS), Americans ages 5+ reported more than 42.5 billion non-motorized trips annually. These trips averaged one mile in length and 16 minutes in duration. Non-motorized trips include trips made for exercise or recreation as well as those made to access destinations such as workplaces, stores, etc. A strategy of this plan is to prioritize investments that improve access to essential services, which has the desired benefit of directing limited funding to areas of high use.

The introduction of electric powered bikes and scooters will influence the number of individuals using active transportation facilities and the distance to which they are able and willing to travel. Electric scooters currently on the market can travel between 6 to 75 miles with a single charge. As such, use of electric powered human-scaled devices is anticipated to grow and become viable modes of transportation for all users, especially lower income households and seniors who may have ample free time.

What is an electric bike?

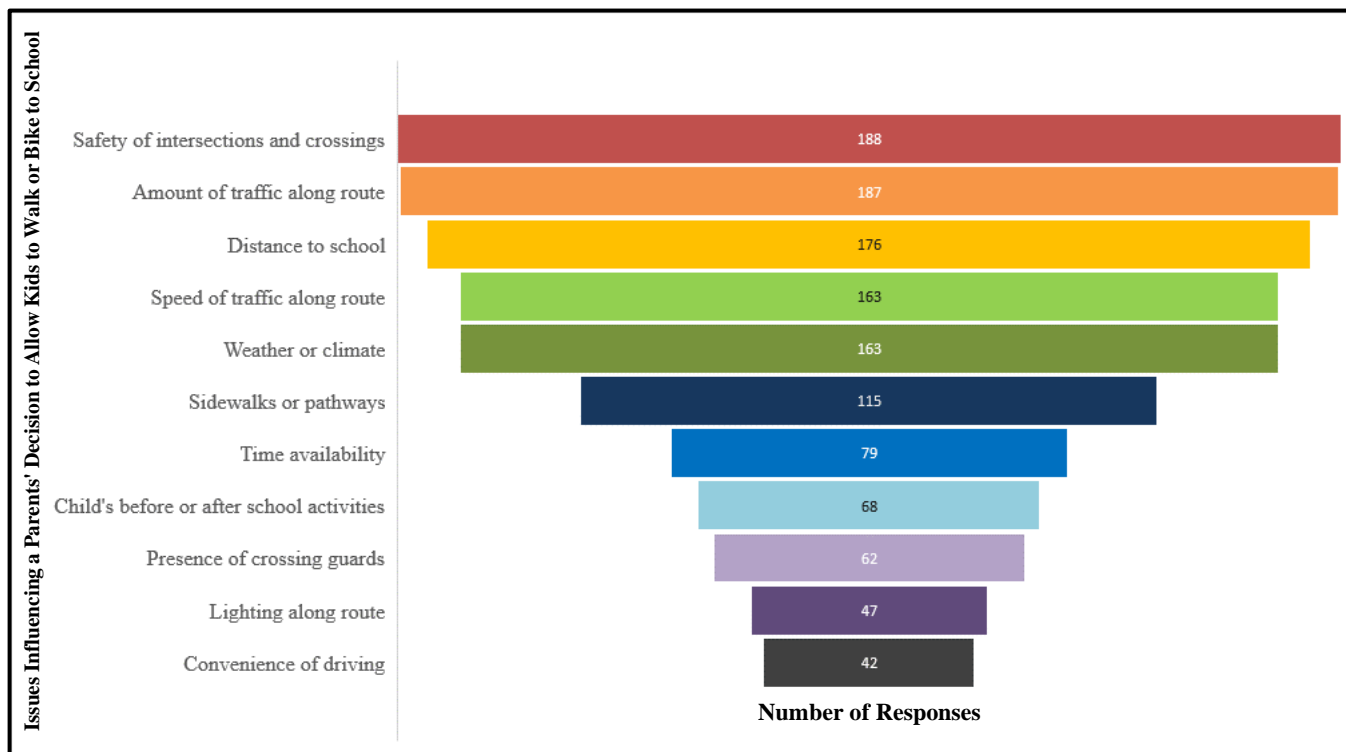


Safe Routes to School (SRTS)

The 2050 RTP incorporates by reference the [2020 Carson City Safe Routes to School Master Plan](#). Safe Routes to School (SRTS) is a national effort implemented locally to encourage students to safely walk and bike to school and to reduce the number of school related vehicle trips. The Carson City Safe Routes to School Master Plan provides recommendations to improve safety for students walking and biking to the six public elementary schools and two public middle schools in Carson City with a secondary goal of increasing bus ridership and safety to and from bus stops. The Plan lays out a clear vision for improving the safety of walking and biking to school for years to come while being adaptive to future school boundary changes. The Plan includes a prioritized list of infrastructure improvements and programmatic recommendations for the City and Carson City School District that can help improve the safety of school-aged children and their families as they travel to and from school. Nationally, walking and biking to school has significantly decreased since the 1980’s. In 2005, the Center for Disease Control and Prevention (CDC) cited distance and traffic-related danger as the biggest barriers for walking and biking to school. The 2020 Carson City SRTS Master Plan supports the Transportation Goals and Planning Strategies within this 2050 RTP by providing a plan that increases the safety of the transportation system, maintains and develops an effective multi-modal transportation system, helps to provide an integrated transportation system, and is mutually beneficial and benefits the most users.

The 2020 Carson City SRTS Master Plan conducted an online survey of Carson City parents and middle school students. Figure 18 presents survey responses from parents on what issues influence their decision to allow their kids to walk or bike to school.

Figure 18: Parent Survey-Issues Influencing their Decision to Allow Kids to Walk or Bike to School



The 2020 Carson City SRTS Master Plan developed a prioritized list of infrastructure improvements around schools aimed at addressing the focus areas mentioned above. The improvement projects are separated into three tiers.

Tier 1 – Quick Win Projects: This tier includes 25 projects with low costs which would have an immediate impact and can be implemented rapidly. Tier 1 projects are intended to be implemented as soon as possible with other City projects and programs. The total cost of all Tier 1 projects is estimated to be \$202,000. The following elements are included in Tier 1:

- 14 Bus stop improvements
- 6 Traffic operations / safety improvements
- 5 Crosswalk enhancements
- 1 Rectangular Rapid Flashing Beacon (RRFB)

Tier 2 – SRTS Core Projects: Tier 2 consists of 54 projects focused on improving walking and biking to school which will be implementable over the next 20 years. The total cost of all Tier 2 projects is estimated to be \$36.1 million. The following improvements are included in Tier 2:

- Intersection crossing enhancements at 52 intersections
- Sidewalk gap closures on 23 roadways
- Bicycle enhancements on 13 roadways
- 6 Rectangular Rapid Flashing Beacons (RRFBs)
- 6 New crosswalks

Tier 3 – Aspirational Projects: These 26 projects represent an ideal network of low-stress bicycle facilities across Carson City. Tier 3 projects represent an ideal conceptual bicycle network and do not have an associated timeline for implementation.



Crossing guards at the intersection of Stanton Drive and Monte Rosa Drive handle a major influx of pedestrians following the school day. This intersection is the busiest intersection for pedestrian activity across all eight studied schools.

Americans with Disabilities Act (ADA)

The 2050 RTP incorporates by reference the [2020 Americans with Disabilities Act \(ADA\) Transition Plan for Carson City's Pedestrian Facilities in the Public Right-of-Way](#). The ADA is a civil rights law that mandates equal opportunity for individuals with disabilities. The ADA prohibits discrimination in access to jobs, public accommodations, government services, public transportation, and telecommunications. ADA requires all Programs, Services and Activities (PSAs) of public entities to provide equal access for individuals with disabilities.

In 2020, CAMPO produced an updated Americans with Disabilities Act (ADA) Transition Plan for Carson City's Pedestrian Facilities in the Public Right-of-Way. Pedestrian facilities within the public right-of-way include sidewalks, curb ramps, pedestrian crossings, transit stops, paved shared use paths, and pedestrian activated signal systems. The plan created an inventory of sidewalks, existing curb ramps, and missing curb ramps.

Carson City's ADA Transition Plan relates to the 2050 RTP's Transportation Goals and Planning Strategies by increasing safety, improving mobility and reliability, maintaining the multi-modal transportation system, improving access, and benefiting the most vulnerable users. An objective of this plan is to increase the number of ADA-compliant transportation facilities. Efforts toward achieving this objective are measured by tracking the number of transportation facilities improved to ADA standards.

Over time, the inventory will continue to expand to include other barriers such as areas of narrow access less than 36" (utility poles and electrical cabinets located in the sidewalk), noncompliant curb ramps, non-compliant pedestrian push buttons and accessible pedestrian signals, discontinuities in the sidewalk (deteriorated, excessively cracked, or vertically offset sidewalks that impede accessibility), and missing walkways (connectivity gaps in the existing pedestrian network).

The City employs a three-pronged approach to upgrading pedestrian facilities.

1. Transportation Capital Improvement Projects – all capital projects constructed by City Departments are designed to meet the 2010 ADA Accessibility Guidelines (ADAAG).
2. Development Permits – all new private construction, existing development or inadequate infrastructure in the right-of-way is required to comply with currently adopted ADA Accessibility standards.
3. Street Maintenance – A multi-year schedule of maintenance and repairs based on safety, customer requests, and funding is utilized by Carson City's Street Maintenance Division.

The Carson City ADA Transition Plan is available at the internet address below:

<https://www.carson.org/government/departments-g-z/public-works/transportation/documents1>

Bicycle Friendly Community (BFC) Award

The League of American Bicyclists recognized Carson City with a Bronze Level Bicycle Friendly Community (BFC) award in 2014, joining more than 464 visionary communities from across the country. Carson City was re-designated a Bronze Level BFC in 2018. The BFC program evaluates communities for progress towards improving bicycle-friendliness. The Bronze level BFC award recognizes Carson City’s commitment to improving conditions for bicycling through education programs, infrastructure improvements, and local policies.

Provided with the BFC award is a one-page report card that rates Carson City on the 10 building blocks of a bicycle friendly community and outlines the steps needed to progress from a bronze to a silver award. The report card is viewable at the following website:

https://bikeleague.org/sites/default/files/bfareportcards/BFC_Fall_2018_ReportCard_Carson_City_NV.pdf

Figure 20 is an excerpt from the one-page report card that identifies the key steps needed to progress to a Silver Level Community.

Figure 20: Excerpt from Carson City’s 2018 Bicycle Friendly Community Report Card

KEY STEPS TO SILVER

- » Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide.
- » Develop community-wide Bicycle Parking Standards to ensure that APBP-compliant bicycle parking is available in areas near transit and urban activity centers. Conduct a bike parking study or audit to determine current conditions of bike parking, both in terms of quality and quantity.
- » Consider launching a bike share system that is open to the public.
- » Work with local bicycle groups and interested parents to expand and improve the Safe Routes to School program to all K-12 schools.
- » Expand bicycle education opportunities for adults.
- » Develop a community-wide trip reduction ordinance/program, incentive program, and/or a Guaranteed Ride Home program to encourage and support bike commuters in Carson City.
- » Encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program.
- » Provide education to law enforcement officers on bicycle safety and traffic laws as they apply to bicyclists and motorists and bicycling skills.
- » Develop a bike patrol unit to improve bicyclist/officer relations.
- » Work with law enforcement to ensure that enforcement activities are targeted at motorist infractions most likely to lead to crashes, injuries and fatalities among bicyclists. Traffic enforcement activities should be data-based and responsive to behaviors that have been observed to lead to crashes, injuries, and fatalities.
- » Adopt a comprehensive road safety plan or a Vision Zero policy to create engineering, education, and enforcement strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians.

Complete Streets

The term Complete Streets refers to how streets are designed and operate to enable safe and equitable access and comfortable accommodation for all users of all ages and abilities, including pedestrians, bicyclists, transit riders, and motorists of all types. Tools and strategies are available on the Smart Growth America, website: <https://smartgrowthamerica.org/resource-type/fact-sheet/> for reference.

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

The Complete Streets design seeks to develop an integrated and connected network of streets that are safe and accessible for all people. This design makes active transportation such as walking and bicycling more convenient; provides increased access to employment centers, commerce, and educational institutions; and allows more options in traveling so transportation is less of a financial burden. These noted benefits are found to improve the quality of life in communities.

Existing conditions and future plans should be taken into consideration when evaluating a roadway for Complete Streets treatments. There are varying types of treatments that can accommodate a community's need, and in some cases, a particular road treatment may not be necessary. For example, a wide shoulder may be more appropriate than a bike lane on a rural road, or, if there are no land uses that generate pedestrian traffic then a sidewalk may not be an appropriate treatment.

Bicycle Network Planning Maps

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

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

Figures 21 through 26 graphically depicts CAMPO's existing and proposed bicycle facilities through a series of maps. CAMPO staff works with its member agencies and a Bicycle and Pedestrian Advisory Group to advocate and plan for nonmotorized transportation options. A regional and efficient bicycle network allows for pairing of other non-motorized modes of transportation and public transportation options. The following maps have incorporated proposed facilities from existing planning documents that impact regional transportation.

Figure 21: Carson City Existing and Proposed Bicycle Facilities Map

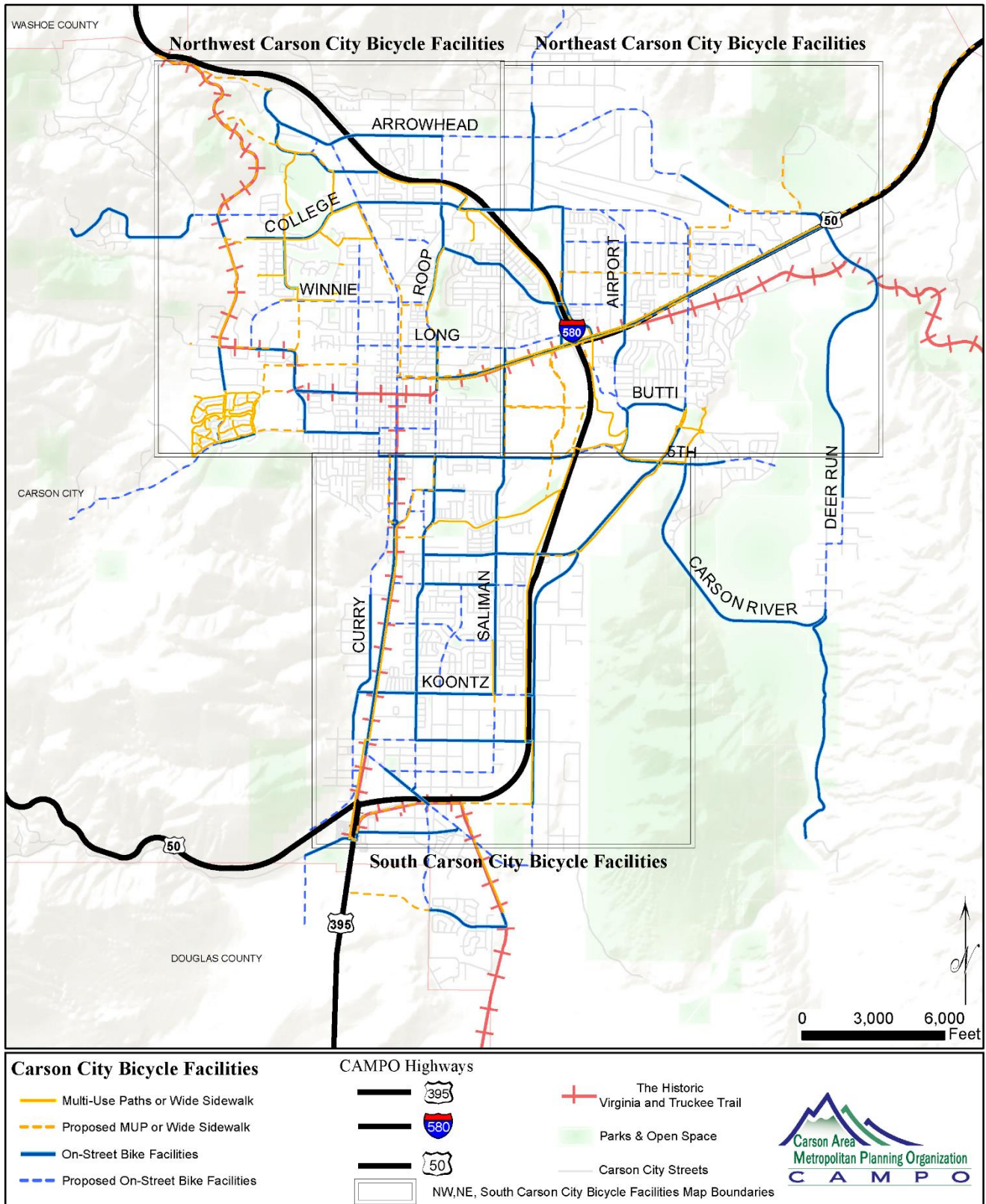


Figure 22: Northwest Carson City Existing and Proposed Bicycle Facilities Map

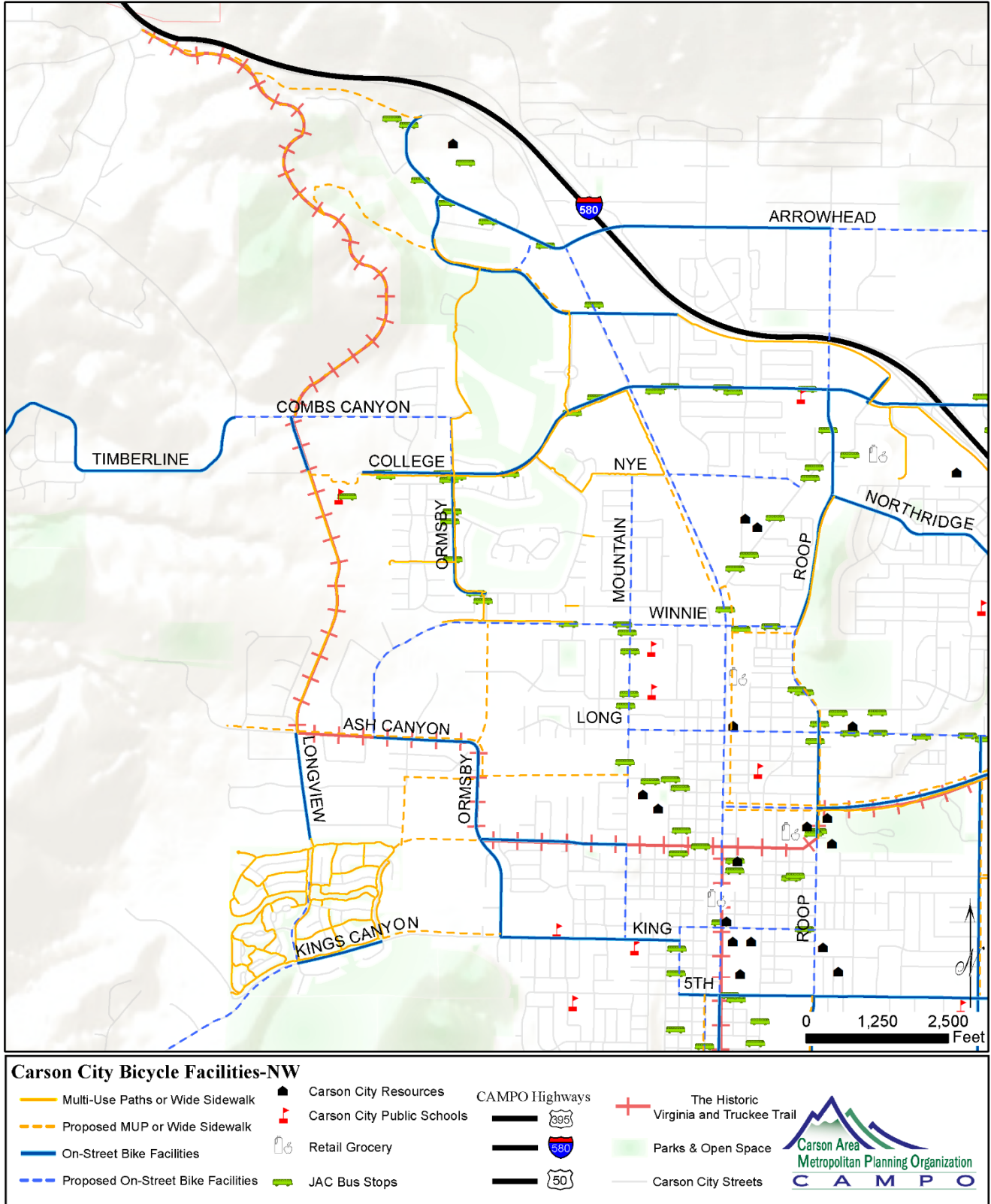


Figure 23: Northeast Carson City Existing and Proposed Bicycle Facilities Map

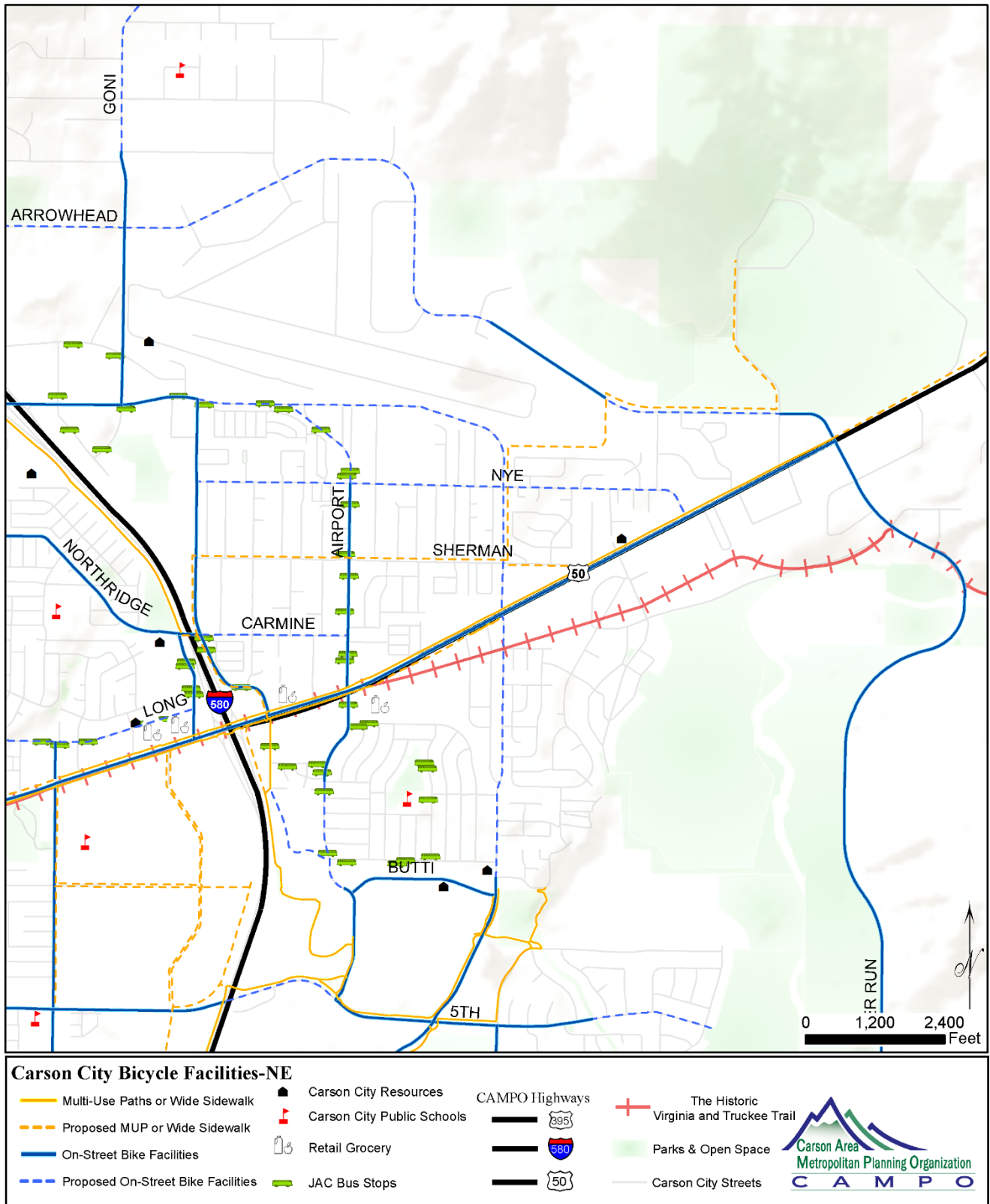


Figure 24: South Carson City Existing and Proposed Bicycle Facilities Map

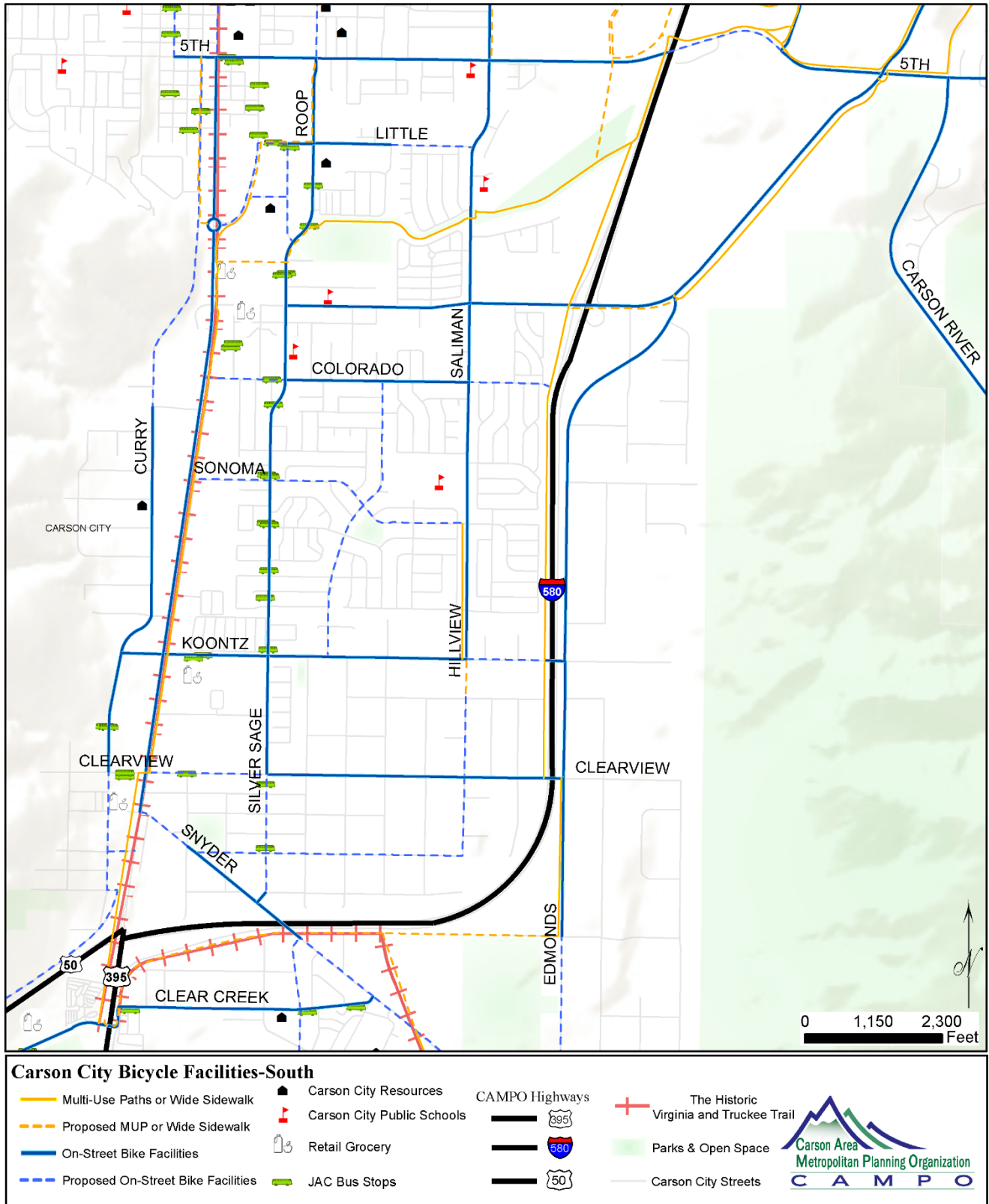


Figure 25: Douglas County Existing and Proposed Bicycle Facilities Map

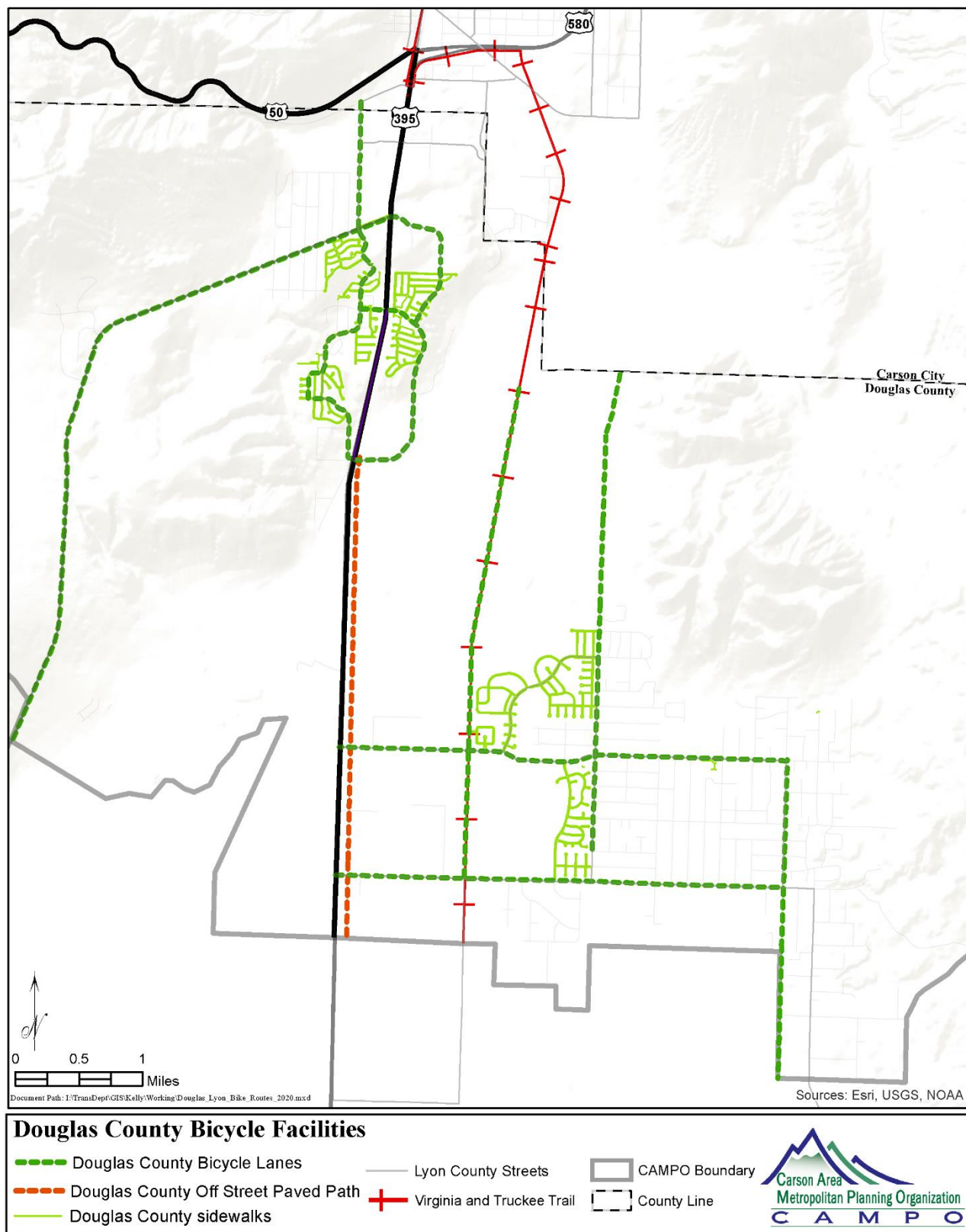
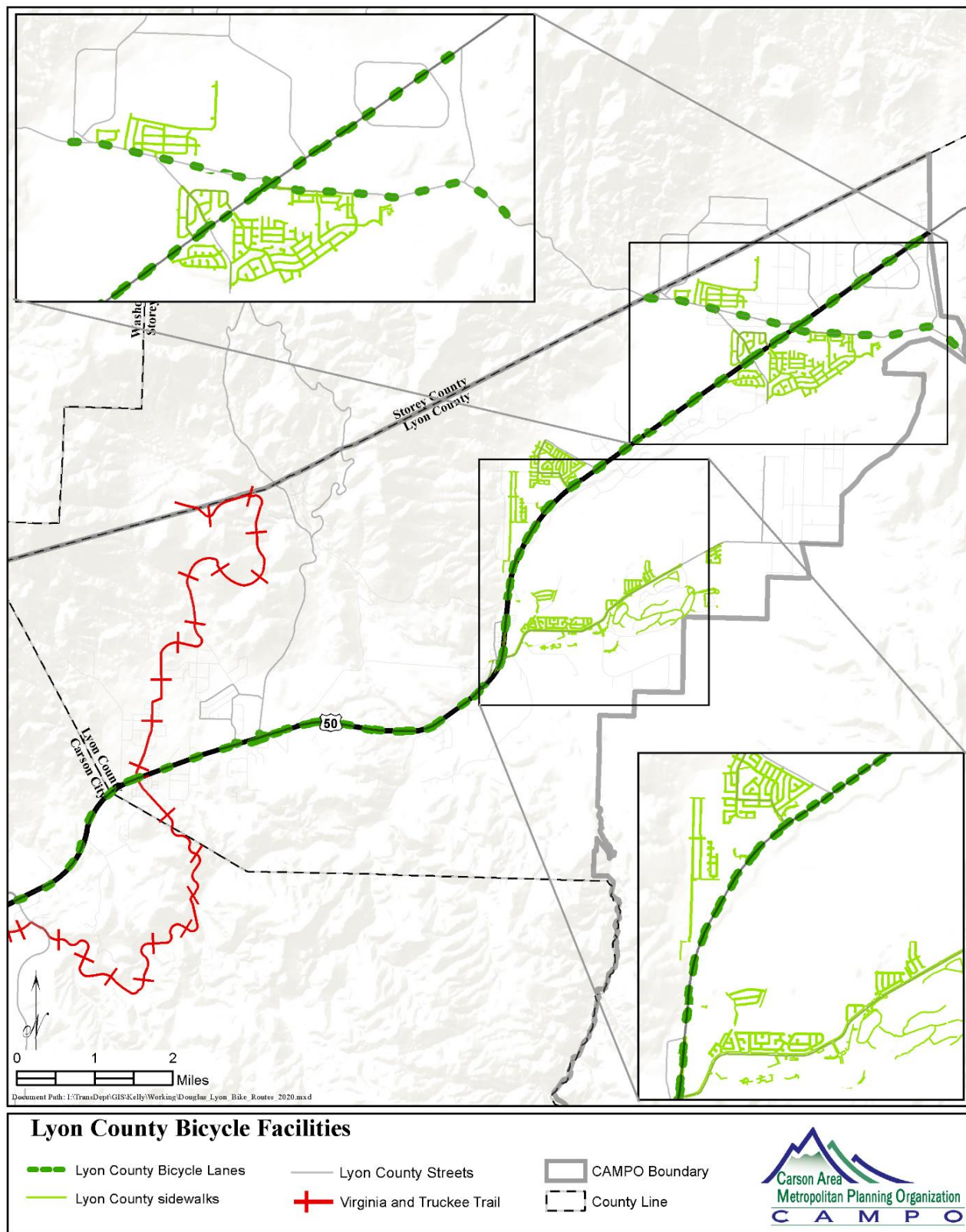


Figure 26: Lyon County Existing and Proposed Bicycle Facilities Map



PUBLIC TRANSPORTATION

Public transportation is defined as shared transportation available to the public for a fee, including bus services and ride hailing services. Public transportation provides mobility and access throughout the CAMPO Planning Area. Public transportation provides essential, safe, and reliable mobility for individuals who are not able to drive a personal vehicle or use other modes of travel, such as active transportation. These individuals are considered transit dependent. Due to the aging population in the CAMPO Planning Area, this demographic is anticipated to grow due to longer life spans and Nevada's attractive retirement atmosphere.

Public transportation supports multiple goals of this plan, which include increasing mobility, having an effective multi-modal transportation system, and providing an integrated transportation system. Due to the dispersed land use patterns in the CAMPO Planning Area, the region's mild traffic congestion, public transportation is not the preferred mode of travel. However, public transit provides a complementary mobility options to active transportation and ride sharing users, allowing those users to pair public transportation with other modes of travel. Public transportation provides access to jobs, community facilities, retail establishments, and healthcare facilities to individuals who cannot afford or are unable to drive a personal vehicle. A secondary benefit of public transportation includes the reduction of greenhouse gases, through reduced traffic congestion and transportation emissions.

In the Carson area, Jump Around Carson (JAC) is the primary public transportation provider in Carson City. JAC is operated by the Carson City Regional Transportation Commission and is funded primarily with formula-based funding from the Federal Transit Administration (FTA), which is passed through CAMPO.

Transit has been classified as an essential service during the COVID-19 pandemic. An essential service is a service which, if interrupted, would endanger the life, health, or personal safety of part or a whole population. This definition applies to both sides of the transit dependent population. The population who needs essential goods or services to survive (e.g., food, health care services and goods, toiletries) and who rely on transit to get to a job which supports the local, regional, and/or national supply chain (e.g., delivery, healthcare, and grocery store workers).

The Federal Transit Administration (FTA) has established Final Rules for transit operators and MPOs to develop performance measures and target setting methodology for two areas:

- Transit Asset Management – To help achieve and maintain a state of good repair (SGR) for the nation's public transportation assets. Transit asset management is a business model that uses transit asset condition to guide the optimal prioritization of funding.
- Public Transportation Agency Safety Plans – Required for operators of public transportation systems that are recipients or subrecipients of FTA grant funds and requires the implementation of processes and procedures of Safety Management Systems (SMS).

Jump Around Carson (JAC)

The Carson City Regional Transportation Commission (RTC) operates Jump Around Carson (JAC), a public bus service featuring four fixed routes and ADA paratransit service. The hours of operation are Monday through Friday, 6:30 a.m. to 7:30 p.m., and Saturday 8:30 a.m. to 4:30 p.m. JAC provides four fixed route buses that meet at a transfer station hourly. Each route operates on 60-minute headways from the Downtown Transfer Plaza, which facilitates transfers to the entire service area. Fares are \$1.00 for adults and \$0.50 for children ages 5-18, seniors 60 and over, and persons with disabilities. Children under age five ride free.



JAC Assist provides curb-to-curb transportation for eligible persons with disabilities who cannot use the fixed route bus service. JAC Assist operates during the same days and hours as the fixed route system. Fares are \$2.00 per one-way trip with an origin and destination within ¾ mile of any fixed route. As a matter of local policy, extended paratransit service is provided for an additional ¼-mile (total of 1 mile from any fixed route). Fare to/from the extended service area is \$4.00 per one-way trip. Additional information on Jump Around Carson is available here: <https://www.carson.org/residents/community-links/services/jac-jump-around-carson>. An interactive map which contains bus stop locations and schedules is available by visiting the [JAC Rider Portal](#).

Table 14 depicts the annual performance reporting of key metrics utilized to understand efficiency and effectiveness of JAC’s transit operation from 2016 through 2019.

Table 14: Carson City Jump Around Carson

Performance Measures	FY2016		FY2017		FY2018		FY2019	
	Fixed	Para	Fixed	Para	Fixed	Para	Fixed	Para
Number of Passengers per Revenue Hour	12.6	3	11.9	3.4	13	3.4	10.8	3.1
Number of Passengers per Revenue Mile	1	0.3	0.9	0.3	1.1	0.3	1.0	0.3
Number of Passengers per Revenue Day	626.9	81	583.5	89.3	637.8	92.1	545.4	88.1
Operating Expenses per Vehicle Hour	\$56.56	\$48.41	\$55.35	\$53.98	\$57.21	\$55.19	\$53.09	\$53.68
Operating Expenses per Vehicle Mile	\$4.38	\$5.00	\$4.36	\$5.40	\$4.80	\$5.15	\$4.58	\$5.50
Operating Expenses per Vehicle Trip	\$4.50	\$16.33	\$4.65	\$15.74	\$4.39	\$16.10	\$4.70	\$16.67
Monthly Ridership	15,985	2,067	14,880	2,278	16,263	2,349	14,089	2,248
Farebox Recovery Rate	7.4%	6.8%	8.5%	6.0%	9.0%	5.6%	6.4%	4.2%
Annual Unlinked trips	191,825	24,798	178,558	27,338	195,160	28,188	169,067	26,973

TAM Plan

A Transit Asset Management (TAM) Plan is a federally required document that provides a system for monitoring and managing public transportation assets in the delivery of service to improve safety and increase reliability and performance, and to establish performance measures. The JAC Transit System completed their initial plan in October 2018 and has updated the plan in October of 2020. The TAM Plan identifies whether transit assets are in a State of Good Repair, and identifies renewal strategies by specifying asset inventories, condition assessments, decision support tools, and investment prioritization. In doing so, the TAM Plan improves transparency and accountability in terms of safety, maintenance, asset use, and funding investment.

Public Transportation Agency Safety Plan

On July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). The plan must include safety performance targets. Additional guidance on planning and target setting is available on FTA's Performance-Based Planning pages. Transit operators also must certify they have a safety plan in place meeting the requirements of the rule by December 31, 2020. The plan must be updated and certified by the transit agency annually. Jump Around Carson (JAC) is currently coordinating with NDOT to develop its first Agency Safety Plan. Once developed, it will be incorporated into this 2050 RTP by reference.

RTP Transit Projects

The short- and long-range plan for Jump Around Carson transit operations is evaluated in the 2019 JAC Transit Development and Coordinated Human Services Plan. The document evaluates the existing system, potential improvements to the system, and provides options to expand the system while maximizing benefits to riders and the community. Future expansion options would require additional local resources to leverage additional, available federal funds. The 2019 JAC Transit Development and Coordinated Human Services Plan is incorporated into this 2050 RTP by reference and is available here: <https://www.carson.org/residents/community-links/services/jac-jump-around-carson/about-jac>.

Short-Term Fiscally Constrained Transit Projects

In the short-term JAC transit will be focused on maintaining current operational levels while continuing to identify options for further system optimization and ways to best provide optimum customer service with limited resources. Capital purchases are anticipated to primarily consist of replacement of rolling stock that has met or exceeded their federally-defined useful lives. A moderate amount of bus stop improvements are planned, including signage, concrete pads, benches, shelters, and trash cans. Two new bus routes are also proposed and are dependent on continued available funding.

Transit Ambassador Program

In the short- to medium-term, JAC staff will work with social service agencies to develop a Transit Ambassador program, wherein volunteers are trained to conduct presentations and work with individuals to educate residents on their mobility options. This type of program, which has proven successful in similar communities, encourages new potential riders to use transit services, encourages use of the more cost-effective fixed route services and ensures that riders understand the rules of paratransit services to minimize the cost of the service. Overall, the Transit Ambassador program would expand mobility among area residents while increasing the cost-effectiveness of the overall JAC program.

**Long-Range Fiscally Constrained Transit Projects**

JAC's long-range plan builds upon the short-range plan to define transit strategies. The financially constrained (funding that is reasonably anticipated to be available has been identified) project list, includes:

- Expanding to a 6-Route Service Plan
- Elimination of the 6:30PM Route 2A Run
- Expansion of JAC Assist Service Areas to fully cover Carson City

Fiscally Unconstrained Transit Projects

As discussed in detail in the JAC Transit Development and Coordinated Human Service Plan, there are additional operational and capital projects that are planned but rely on yet-to-be identified additional funding in order to progress. These include:

- Design/Purchase/Construction of a new, Downtown Transfer Center
- Addition of a Downtown Shuttle Service
- Expansion of Saturday Service: 7:30 AM – 5:30 PM
- Addition of the Arrowhead Drive Route (Peak Periods Only)
- New Lyon/Storey County Lifeline Service
- Development and Deployment of a Contactless Payment System
- Onboard Wi-Fi service
- Half-hour fixed-route weekday service frequency, implemented as warranted by growth in demand
- Potential ultimate conversion to Battery Electric Bus technologies, if cost reduction and improvements in range and dependability makes this appropriate for JAC.

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

Washoe Regional Transportation Commission (RTC) – Regional Connector, Carson Line

In partnership, the Carson City RTC and the RTC of Washoe County provide intercity bus service between Carson City and Reno, Monday through Friday, excluding major holidays. The service offers reclining seats, individual climate control, storage space for small personal items, and free Wi-Fi.



Passengers are able to transfer between JAC, Tahoe Transportation District, and Ride (Washoe County’s bus system), and Amtrak. Total annual ridership is estimated at 23,368. Additional information is available here:

<https://www.rtcwashoe.com/routes/rtc-intercity/>.

Tahoe Transportation District (TTD) – Valley Express

Operated by the Tahoe Transportation District, Valley Express is a commuter bus service between South Lake Tahoe, Carson City and the Carson Valley. The Lake & Valley Express operates daily. Passengers are able to transfer between JAC buses and Douglas Area Rural Transit (DART) buses. TTD also operates a fixed route service that serves the greater South Lake Tahoe area. Additional information is available here:



<https://www.tahoetransportation.org/>.

DART

Operated by Douglas County, Douglas Area Rural Transit (DART) provides a dial-a-ride curb-to-curb bus service for senior and disabled riders as well as a fixed route service. The dial-a-ride service area



includes the Johnson Lane and Indian Hills residential areas, which are both located within the CAMPO boundary. While transfer agreements are not in place, DART riders are able to transfer onto other regional bus services to reach their destination. DART operates a fixed route service called DART Express within the Minden/Gardnerville area

(outside of the CAMPO boundary). DART Express bus stops are planned around existing TTD stops, which provide access to Carson City and South Lake Tahoe. Additional information is available here:

https://communityservices.douglascountynv.gov/senior_services/transportation.

Eastern Sierra Transit Authority (ESTA)

The Eastern Sierra Transit Authority was established in November of 2006 as a Joint Powers Authority between the Counties of Inyo and Mono, the City of Bishop and the Town of Mammoth Lakes. ESTA offers a variety of bus services, including; deviated fixed routes, local in-town dial-a-ride services, multiple town-to-town services throughout the U.S. Highway 395 and U.S. Highway 6 corridors, extending from Reno, Nevada to Lancaster, California. Additional information is available here: <https://www.estransit.com/>.



Ride Hailing Services

In addition to the bus service providers, the CAMPO area includes ride hailing services that include Capital Cabs Company, Uber, and LYFT.

SAFETY TRENDS

A top priority of this plan is to increase the safety of the transportation system for all its users. This section includes federal, state, and regional initiatives that help to create a safer transportation network. As part of CAMPO’s federal requirements, there are five safety performance measures that are monitored by CAMPO staff. The performance measures create a consistent method to count and gauge the safety of CAMPO’s Transportation Network. The Federal Highway Administration published regulations on the Safety Performance Measures on March 15, 2016, with an effective date of April 14, 2016. The performance measures are applicable to all public roads regardless of ownership or functional classification.

Table 15 presents data on the five safety related performance measures. CAMPO is required to establish targets for each of the five performance measures. Targets must be data-driven, realistic, and attainable. CAMPO adopts targets by February 28th of each year. This plan does not adopt any new targets. A 0.5% reduction was selected for 2018 and 2019 targets for each of the five required performance measures. The 2018 target is based on data from 2012 through 2016. The 2019 target is based on data from 2013 through 2017. In review of the 2018 Targets, CAMPO met four of the five targets, which are highlighted in green below.

Table 15: Federal Safety Targets and Performance Measures

Year	Fatalities			Serious Injuries			Fatalities and Serious Injuries Non-Motorized			Rate of Fatalities		Rate of Serious Injuries		Vehicles Miles Traveled (VMT)
	Target	#	Rolling Average	Target	#	Rolling Average	Target	#	Rolling Average	Target	Rate	Target	Rate	
2008	-	1	-	-	12	-	-	6	-	-	-	-	-	-
2009	-	2	-	-	7	-	-	2	-	-	-	-	-	-
2010	-	6	-	-	8	-	-	1	-	-	-	-	-	-
2011	-	5	-	-	8	-	-	0	-	-	-	-	-	458,370,939
2012	-	1	3.00	-	7	8.40	-	5	2.80	-	0.64	-	1.79	470,558,752
2013	-	9	4.60	-	11	8.20	-	7	3.00	-	0.94	-	1.68	487,520,736
2014	-	8	5.80	-	12	9.20	-	12	5.00	-	1.19	-	1.89	487,200,339
2015	-	3	5.20	-	8	9.20	-	5	5.80	-	0.91	-	1.61	571,234,641
2016	-	7	5.60	-	10	9.60	-	8	7.40	-	0.90	-	1.55	619,768,739
2017	-	6	6.60	-	2	8.60	-	6	7.60	-	0.97	-	1.27	677,473,469
2018	5.57	5	5.80	9.55	11	8.60	7.36	4	7.00	0.90	0.83	1.54	1.24	696,272,881
2019	6.57	-	-	8.56	-	-	7.56	-	-	0.97	-	1.26	-	-

*Targets for all Performance Measures are stated as a five-year rolling average

**Rolling Averages consist of a five-year rolling average which includes the reporting year

***Serious Injuries are when an injured person is unable to leave the accident scene without assistance

****Rate of Fatalities and Serious Injuries are per 100 Million Vehicle Miles Traveled (VMT) and use the five-year rolling average

*****Green shading denotes met target; red shading denotes target not met

From 2012 to 2018, CAMPO experienced a 93% increase in the number (five-year rolling average) of fatalities. This is in large part due to the increase in traveling. When evaluating the number of fatalities as a ratio of vehicle miles traveled, CAMPO experienced a 30% increase in the rate of fatalities. Notably, the rate of serious injuries has experienced a 33% reduction. It is difficult to pinpoint the exact reason why fatalities and serious injuries are fluctuating, however, in a comparison of crash data before and after the I-580 extension was completed, it appears that the freeway extension may be an influencing factor. A comparison of 2014 and 2018 crash data reveals fatal crashes decreased by 50% and serious crashes increased by 30%, while the overall vehicle miles traveled increased by 43%. Figure 27 (side) illustrates the trend of vehicles miles traveled (VMT) within the CAMPO area from 2012 to 2018. During this time the vehicle miles traveled increased by approximately 52%.

Figure 27: CAMPO’s Annual Vehicle Miles Traveled

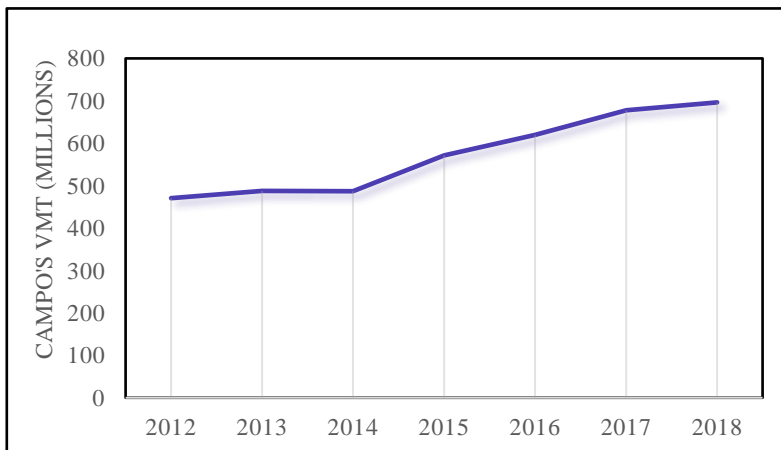
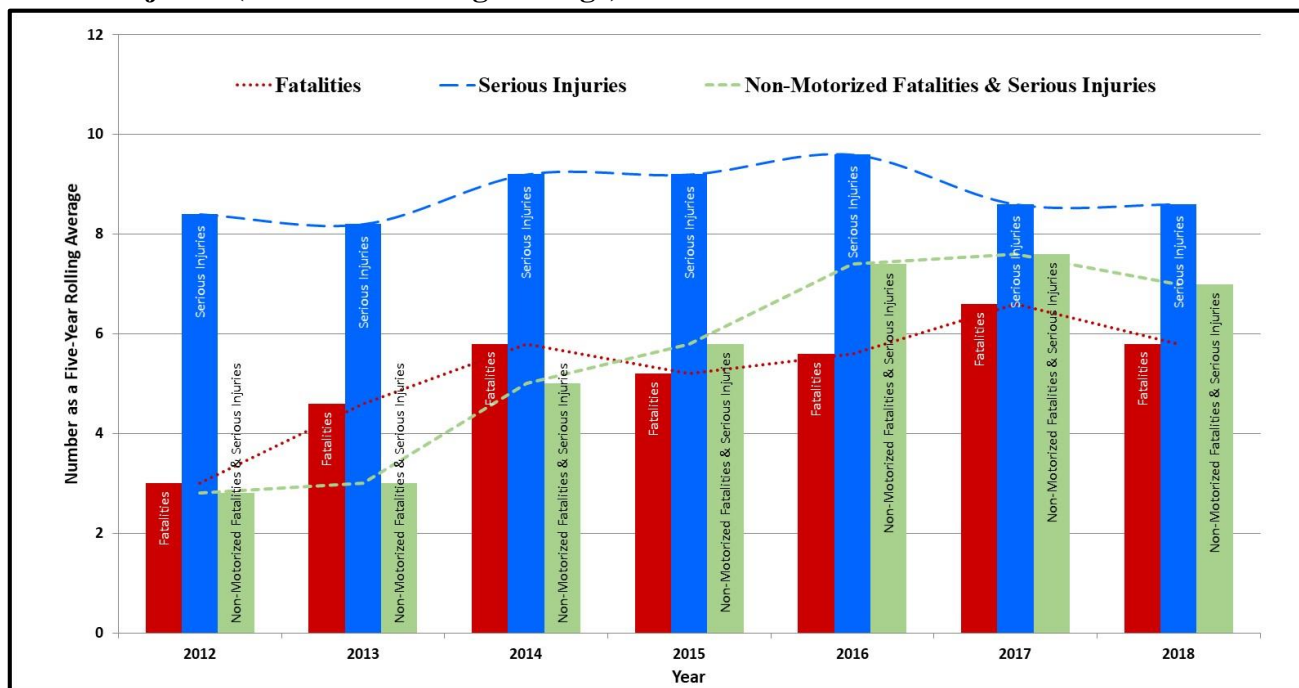


Figure 28 (below) illustrates the trend of fatalities, serious injuries, and non-motorized fatalities and injuries between 2012 and 2018, as a five-year rolling average. The decline in crashes despite increases in VMT is encouraging.

Figure 28: 2012-2018 CAMPO Fatalities, Serious Injuries, and Non-motorized Fatalities and Serious Injuries (Five-Year Rolling Average)



Federal Proven Countermeasures

In 2008, the Federal Highway Administration began promoting certain infrastructure-oriented safety treatments and strategies, chosen based on proven effectiveness and benefits, to encourage widespread implementation by state, tribal, and local transportation agencies to reduce serious injuries and fatalities on American highways. This became known as the Proven Safety Countermeasures initiative. The list of countermeasures was updated in 2012 and again in 2017.

The list of Proven Safety Countermeasures includes 20 treatments and strategies that practitioners can implement to successfully address roadway departure, intersection, and pedestrian and bicycle crashes. Among the 20 Proven Safety Countermeasures are several crosscutting strategies that address multiple safety focus areas.

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

Additional information is available online, including a [two-page flyer](#) that gives an overview of the initiative, or the [24-page booklet](#) (see Figure 29) that has comprehensive information on all of the countermeasures.

Figure 29: FHWA Proven Safety Countermeasures

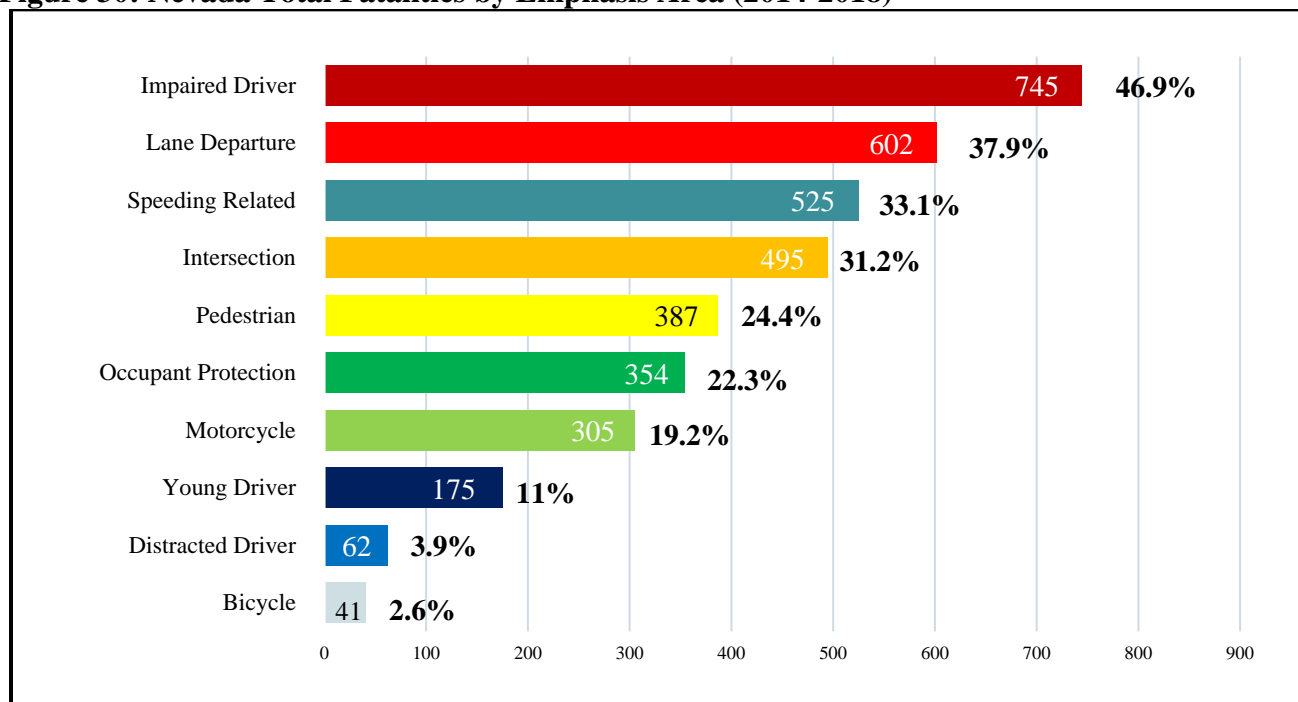


Nevada Strategic Highway Safety Plan (SHSP)

In 2004, the Nevada Department of Transportation and Department of Public Safety formed a Technical Working Group to develop a statewide safety plan. Nevada’s Strategic Highway Safety Plan (SHSP) is a comprehensive 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 4 E’s of traffic safety: Engineering, Education, Enforcement, and Emergency Medical Services/Emergency Response/Incident Management. 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. For more information, please visit 2016-2020 Nevada Strategic Highway Safety Plan: <https://zerofatalitiesnv.com/safety-plan-what-is-the-shsp/>. Additional figures on traffic safety are available online here: <https://zerofatalitiesnv.com/app/uploads/2020/06/Nevada-Traffic-Safety-Crash-Facts.pdf>.

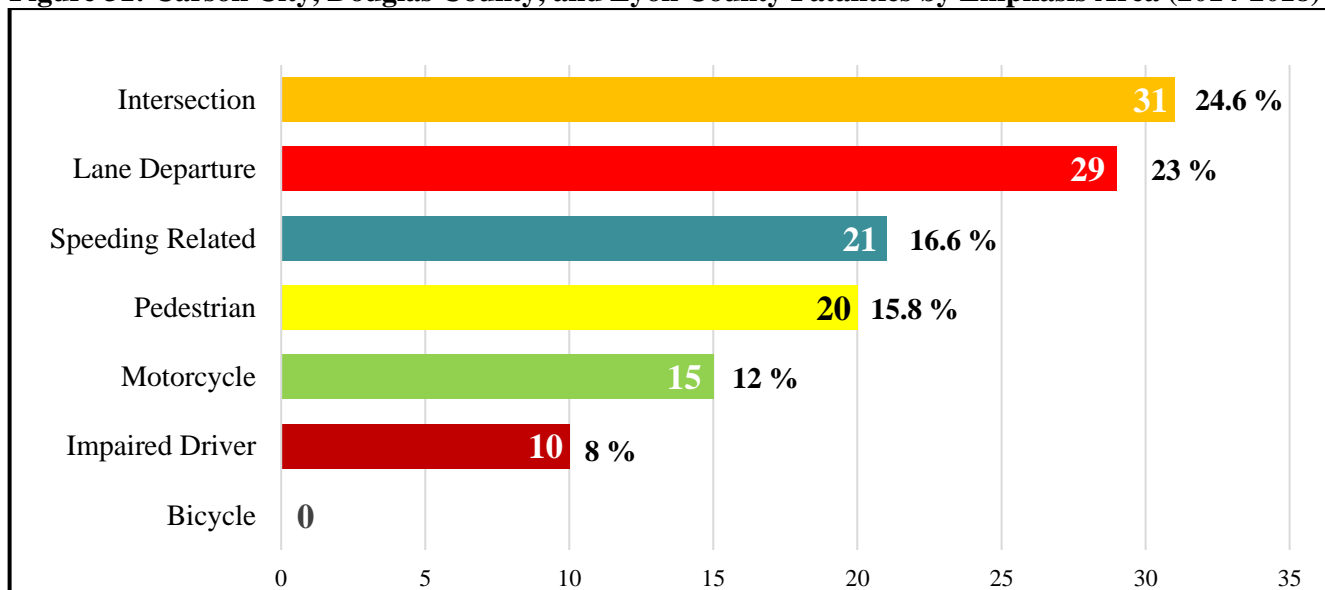
Figure 30 identifies the number of fatalities for the State of Nevada categorized by critical emphasis area. Figure 31, on the next page, identifies the combined number of fatalities for Carson City, Douglas County, and Lyon County by critical emphasis area.

Figure 30: Nevada Total Fatalities by Emphasis Area (2014-2018)



Source: Nevada Department of Public Safety

Figure 31: Carson City, Douglas County, and Lyon County Fatalities by Emphasis Area (2014-2018)

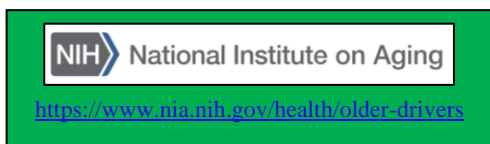


Source: Nevada Department of Public Safety

CAMPO’s Vulnerable Users

As discussed in the Population Section of this plan, over the coming years, CAMPO is anticipated to experience a higher than average growth in seniors, with an average growth rate of 41% for senior 70 years of age older, and young families, with an average growth rate of 38% for adults between the ages of 35 and 49. The higher growth in numbers of young families is anticipated to result in a higher number of children, which is also supported by population projections.

Children and seniors share common challenges with interacting with the transportation system. Seniors, for example are dealing with deteriorating characteristics, such as slower reaction time and reflexes, trouble hearing, dementia, and trouble seeing. Additional information is available from the National Institute on Aging, who publishes a website for senior drivers, about safe driving. Similarly, children are challenged with undeveloped characteristics including poor peripheral vision and depth perception, poor judgement skills, and a sense of invulnerability (see Figure 32, additional information is available in the [Carson City Safe Routes to School Plan](#)).



Furthermore, both age groups aim to maintain or acquire independent mobility. These growing age groups will necessitate changes to the transportation system. To assist these age groups in maintaining safe and independent mobility, CAMPO’s 2050 RTP has identified a planning strategy to prioritize resources for vulnerable users.

Figure 32: Characteristics by Age

Age	Characteristics
0-4	Learning to walk Requires constant adult supervision Developing peripheral vision and depth perception
5-8	Increasing independence, but still requires supervision Poor depth perception
9-13	Susceptible to “darting out” in roadways Insufficient judgment Sense of invulnerability
14-18	Improved awareness of traffic environment Insufficient judgment
19-40	Active, aware of traffic environment
41-65	Slowing of reflexes
65+	Difficulty crossing street Vision loss Difficulty hearing vehicles approaching from behind

ENVIRONMENTAL MITIGATION

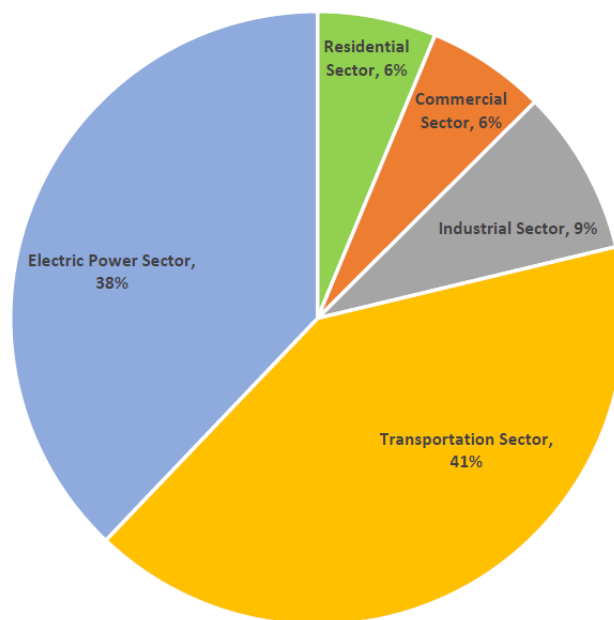
Federal law requires CAMPO to consider environmental mitigation activities in the development of its long-range transportation plan. The environmental impact of transportation is significant. The transportation system is a major user of energy (see Figure 33), which creates air pollution, including nitrous oxides and particulates, and is a contributor to global warming through the emission of carbon dioxide.

Sustainable transportation consists of the efficient use of existing resources to increase mobility, support the economy, raise the quality of life, and preserve the natural environment. CAMPO’s 2050 RTP incorporates goals and planning strategies to conserve resources and mitigate impacts to the environment. These goals and strategies aim to reduce congestion, encourage safe and appealing non-motorized transportation, coordinate public transit options, promote an integrated transportation system to allow for multi-modal transport, and create a reliable transportation system that encourages network redundancy to mitigate against natural disasters.

To successfully mitigate the adverse impacts from transportation on the environment, a multi-prong approach is required. CAMPO’s Unified Planning Work Program continues to provide support to member agencies in their efforts to mitigate the impact of transportation on the environment:

- **Pavement Management** – CAMPO promotes the full utilization of existing pavement, as well as the need for timely preservation treatments, which lengthen the life cycle of pavement and reduce the consumption of financial and construction resources.
- **Multi-Modal Planning** – CAMPO staff supports local member agencies in their efforts to plan and maintain their network of sidewalks and paths in effort to build a robust and integrated multi-modal transportation system, ultimately reducing dependency on carbon-emitting vehicles. This involves designing the built environment to be usable to the greatest extent possible by all people, regardless of special needs or age. Walkable communities are places where people can easily and safely walk to access goods, services and local amenities. They are places with a variety of transportation options and where pedestrian activity is encouraged.
- **Transit Planning** – CAMPO staff works closely with Jump Around Carson, Carson City’s bus service, to increase mobility for all users, allowing for independent mobility and expanding mobility options beyond single occupancy vehicles. Additionally, CAMPO facilitates and advocates for regional transit options between Reno, Douglas County, Lyon County, and the Tahoe Basin.

Figure 33: 2016 Nevada Total CO₂ Emissions by Sector



Source: EIA – Nevada Carbon Dioxide Emissions from Fossil Fuel Consumption (1980-2016).

PLANNED TRANSPORTATION PROJECTS

As part of CAMPO's Regional Transportation Plan, a list of transportation projects has been developed in consultation with CAMPO's member agencies and with the Nevada Department of Transportation. The list of projects does not officially program funding but serves as a list of short- and long-term needs that promote a multi-modal transportation system. The projects have been identified through public outreach efforts, CAMPO's travel demand modeling projections, incorporation of existing planning documents, and the ability for the project to influence the federally-required performance measures.

Federal regulations require that transportation projects that are anticipated to utilize federal funds or that are regionally significant must be identified in CAMPO's 2050 RTP, and if anticipated in the near-term to be included in CAMPO's four-year Transportation Improvement Program (TIP). The list of projects within the RTP allow for and encourage opportunities for stakeholder and public to participate and comment on transportation projects. A regional-significant project cannot move into CAMPO's TIP or receive any federal funds unless it is included in the RTP and the TIP.

CAMPO's member agencies continually strive to maximize the benefit of each dollar invested into the transportation system. Selecting and prioritizing transportation projects is a collaborative and coordinated process that involves public input and consultation with local and regional governments. It is based on data, an analysis of needs, and the identification of projects which are timely and have multiple benefits. As part of CAMPO's regional transportation planning efforts, Federal Planning Funds are used to develop planning documents and to collect and share data on CAMPO's regional transportation network for its member agencies. These tools are used to identify and support regional transportation projects.

CAMPO staff has developed a project selection and scoring process to help identify, prioritize, and allocate limited transportation funding. The Transportation Investment Goals and Strategies Matrix, Table 16 below, illustrates how the 2050 RTP five transportation goals and three additional planning strategies are used to prioritize projects. Carson City with support from CAMPO staff began to utilize elements of this process in 2018 with the adoption of their Pavement Management Plan. The scoring process allows Carson City to advance a list of prioritized projects which can be reduced or expanded depending on available revenue and construction costs.

As noted in the Financial Plan Section, CAMPO may begin to use the Goals and Strategies Matrix to allocate Federal Surface Transportation Block Grant funding, which is set-aside by NDOT for CAMPO and its member agencies.

Table 16: Transportation Investment Goals and Strategies Matrix

Transportation Goals (Step 1)	Criteria
Increase the safety of the transportation system for all users	<ul style="list-style-type: none"> •The investment has the opportunity to reduce crashes or crash severity •The investment can incorporate Proven Safety Counter Measures
Maintain a sustainable regional transportation system	<ul style="list-style-type: none"> •The investment extends the useful life of the existing infrastructure •The infrastructure being replaced is nearing the end of its useful life •The investment reduces greenhouse gas emissions •The investment provides redundancy to the transportation network
Increase the mobility and reliability of the transportation system for all users	<ul style="list-style-type: none"> •The investment is located near high to medium density residential or commercial uses that generate a high number of trips •The investment is for a high use transportation facility •The investment improves travel time for system users
Maintain and develop a multi-modal transportation system that supports economic vitality	<ul style="list-style-type: none"> •The investment enhances multiple modes of transportation or underserved modes of travel •The investment improves business accessibility
Provide an integrated transportation system	<ul style="list-style-type: none"> •The investment creates a more seamless transition between modes of transportation •The investment pairs multiple modes of transportation
Planning Strategies (Step 2)	Investments are prioritized when more strategies are accomplished
Mutually Beneficial	<ul style="list-style-type: none"> •The investment accomplishes a dig once approach, incorporating improvements for utilities in the roadway or ensuring future betterments are not needed •The investment accomplishes projects or actions contained within other Master Plan documents •The investment is located on a transit route
Improves Access to Essential Services	<ul style="list-style-type: none"> •The investment improves access to community institutions, schools, grocery stores, hardware stores, or similar uses
Benefits the most Vulnerable Users	<ul style="list-style-type: none"> •The investment reduces ADA Barriers •The investment improves safety around schools

Carson City

Projects within Carson City largely stem from the City's approved planning documents and tools, listed below. As mentioned earlier, Carson City in partnership with CAMPO has begun using the Transportation Goals and Strategies Matrix to identify and prioritize projects. This investment tool allows for projects to be evaluated consistently for compatibility with transportation investment goals, performance measures, and regional strategies.

- [Carson City Pavement Management Plan](#)
- [Carson City Safe Routes to School Master Plan](#)
- [Jump Around Carson Transit Development and Coordinated Human Service Plan](#)
- [Carson City ADA Transition Plan](#)
- [Carson City Freeway Corridor Multi-Use Path Alignment Study](#)
- [CAMPO's Updated Travel Demand Model](#)
- [Carson City Master Plan](#)
- [Carson City's Unified Master Pathway Plan](#)

Douglas County

Projects within Douglas County largely stem from their adopted Transportation Plan. The [Douglas County Transportation Plan](#) is a short- and long-range planning document with a horizon to 2040. The plan evaluated areas of growth and commute patterns. Most pertinent to CAMPO, the plan identifies near-term improvements to mitigate diminishing levels of service on U.S. Highway 395. These projects have been incorporated into CAMPO's 2050 RTP to encourage coordination and collaboration between CAMPO's member agencies and the Nevada Department of Transportation. The [Douglas County Bike Master Plan](#) and [General Plan](#) have also been reviewed for consistency.

Lyon County

Projects within Lyon County have been developed through consultation with Lyon County's Road Division and Community Development Department. Lyon County staff has identified sidewalk improvements located in the Dayton Area aimed at addressing ADA non-complaint infrastructure. Lyon County is experience steady growth and has identify the Carson River bridge project to create redundancy in the network. Lyon County, in partnership with the Nevada Department of Transportation, are in development of a U.S. Highway 50 East, Operational Study. The study is scheduled to conclude in the Spring of 2021 and will identify future transportation needs. The [Lyon County Master Plan](#) and [Bike Master Plan](#) have been reviewed for consistency. Lyon County is in the process of developing a Transportation Plan, which CAMPO has been monitoring.

Nevada Department of Transportation (NDOT)

CAMPO's 2050 RTP identifies three projects located within NDOT's right-of-way. These projects have been identified by NDOT's 2017 Freight Study and by CAMPO's travel demand model which is identifying existing low levels of service and forecasting further diminishing levels of service on both U.S. Highway 395 and U.S. Highway 50 East. Despite congestion concerns on these roadways, NDOT's four-year State Transportation Improvement Program has not programmed any funding for roads within CAMPO.

Transportation Project List

Transportation projects have been grouped into near-term projects (years 2020 to 2030) and long-range projects (years 2031 to 2050). The project list is further grouped by whether not projects are anticipated to be funded (fiscally constrained) with existing revenue or if projects do not have an identified funding source (Unfunded/Unconstrained). Project costs have been adjusted for an inflation rate of 3%. Cost estimates for projects planned for the near-term have been adjusted to include five years of inflation, which is the mid-point between 2020 and 2030. Projects presently programed in CAMPO’s Transportation Improvement Program did not receive a cost adjustment. Cost estimates for projects planned for the long-range have been adjusted to include 20 years of inflation, which is the mid-point between 2031-2050 when starting from the base year of 2020. The four project categories are listed below:

- Fiscally Constrained Near-Term Transportation Projects Anticipated 2020-2030 (Table 18)
- Fiscally Constrained Long-Range Transportation Projects 2031-2050 (Table 19)
- Unfunded/Unconstrained Near-Term Transportation Projects 2020-2030 (Table 20)
- Unfunded/Unconstrained Long-Range Transportation Projects 2031-2050 (Table 21)
- Map of Transportation Projects for CAMPO (Figure 34)
- Map of Transportation Projects for Carson City (Figure 35)

Table 17, below, illustrates there is sufficient anticipated revenue to cover the cost of the near-term and long-term fiscally constrained projects. Approximately 71% of the total revenue in CAMPO for the next 30-years is from federal funding sources, as noted in the Financial Section. This includes formula-based and competitive grants and programs from the United State Department of Transportation, the Nevada Department of Transportation, and the Department of Housing and Urban Development. Over the coming years, as federal programs are implemented, CAMPO’s member agencies are anticipated to be awarded federal funding for transportation projects. As this happens, transportation projects will be incorporated by amendment into CAMPO’s programming documents and increasing the cost of near-term and long-range projects.

Table 17: Available Revenue and Cost of Fiscally Constrained Projects

Member Agency	Fiscally Constrained Near-Term Projects 2020-2030		Fiscally Constrained Long-Range Projects 2031-2050	
	Revenue	Cost	Revenue	Cost
Carson City	\$104,758,296	\$65,591,788	\$226,144,592	\$76,037,283
Jump Around Carson Transit	\$37,307,331	\$12,875,000	\$90,837,417	\$43,346,670
Douglas County	\$17,677,828	\$3,477,822	\$47,817,497	N/A
Lyon County	\$17,543,044	\$1,483,871	\$47,452,914	N/A

Table 18: Fiscally Constrained Transportation Projects Anticipated 2020-2030

Projects	Cost Estimate	Project Number
Project Name: District 3, Fifth Street Jurisdiction(s): Carson City Description: Rehabilitation and safety improvements to rehabilitate pavement and incorporate Complete Street Elements between Fairview Drive and the eastern extent. *Project is planned for Federal Fiscal Year 2021, therefor the cost has not been adjusted for inflation.	\$1,880,000	CC.1
Project Name: District 3, Center Drive Jurisdiction(s): Carson City Description: Rehabilitate pavement and incorporate Complete Street Elements between Snyder Avenue and Carson City's southern boundary.	\$450,000	CC.2
Project Name: District 4, Colorado Street Jurisdiction(s): Carson City Description: Rehabilitate pavement and incorporate Complete Street elements between Carson Street to Saliman Road. *Project is planned for Federal Fiscal Year 2021, there for the cost has not been adjusted for inflation.	\$1,600,000	CC.3
Project Name: Carson City Pavement Management Plan Implementation (2020-2030) Jurisdiction(s): Carson City Description: 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.	\$9,332,156	CC.4
Project Name: Dayton Valley Road ADA Improvements Jurisdiction(s): Lyon County Description: Safety and ADA improvements between Quail Ridge and the Carson River.	\$1,483,871	LC.1
Project Name: District 1, College Parkway Jurisdiction(s): Carson City Description: Rehabilitate pavement and incorporate Complete Street elements between I-580 and U.S. Hwy 50 East.	\$3,164,818	CC.5
Project Name: District 1, Nye Lane Jurisdiction(s): Carson City Description: Rehabilitate pavement and incorporate Complete Street elements between Carson Street and Hot Springs Road.	\$904,234	CC.6
Project Name: District 2, Fifth Street Jurisdiction(s): Carson City Description: Rehabilitate pavement and incorporate Complete Street elements between Carson Street and Saliman Road.	\$3,570,564	CC.7
Project Name: District 2, Roop Street Jurisdiction(s): Carson City Description: Rehabilitate pavement and incorporate Complete Street elements between Fifth Street and Colorado Street.	\$2,793,851	CC.8
Project Name: District 2, William Street Jurisdiction(s): Carson City Description: The corridor level project will preserve the roadway, improve business access, incorporate Complete Street elements, and enhance the beautification of William Street between Carson Street and I-580.	\$10,839,213	CC.9
Project Name: District 4, Curry Street Circulation and Safety Improvements Jurisdiction(s): Carson City Description: Rehabilitate pavement and enhance rural road section, between Rhodes Street and Fifth Street, to improve circulation and safety for all modes.	\$3,188,004	CC.10

Table 18: Continued - Fiscally Constrained Transportation Projects Anticipated 2020-2030

Projects	Cost Estimate	Project Number
Project Name: District 5, Mountain Street Jurisdiction(s): Carson City Description: Rehabilitate pavement and incorporate Complete Street elements between Winnie Lane and Fleishmann Way.	\$1,912,802	CC.11
Project Name: District 5, North Carson Street Jurisdiction(s): Carson City Description: Rehabilitate pavement, improve business access, incorporate Complete Street elements, and beautify the corridor between William Street and Medical Parkway.	\$17,273,184	CC.12
Project Name: District 5, Winnie Lane Jurisdiction(s): Carson City Description: Rehabilitate pavement and incorporate Complete Street elements between Ormsby Blvd. and Mountain Street.	\$1,680,947	CC.13
Project Name: Safe Routes to School Master Plan Implementation (2020-2030) Jurisdiction(s): Carson City Description: 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.	\$2,318,548	CC.14
Project Name: Saliman Road Capacity Improvements Jurisdiction(s): Carson City Description: Expand to a four-lane roadway between Fairview Drive and Colorado Street.	\$1,530,242	CC.15
Project Name: Stewart Street Extension Jurisdiction(s): Carson City Description: Construct new road connecting South Carson Street and Curry Street.	\$1,425,907	CC.16
Project Name: Sutro Elementary School Jurisdiction(s): Lyon County Description: Area ADA improvements on Fortune Drive, Sheep Camp Drive, Dayton Village Parkway, & Sugarloaf Drive around the elementary school.	\$1,727,318	LC.2
Project Name: Vista Grande Boulevard Connector Jurisdiction(s): Douglas County Description: Construct new road to improve north/south travel between Topsy Lane and Jacks Valley Road.	\$3,477,822	DC.1
Project Name: JAC Operations 2020-2030 Jurisdiction(s): Carson City/Jump Around Carson Description: Funding to operate the Jump Around Carson Bus Service for 10 Years.	\$12,360,000	JAC.1
Project Name: JAC Ambassador Program Jurisdiction(s): Carson City/Jump Around Carson Description: Funding to develop and administer a transit ambassador program to educate and inform potential and existing riders.	\$515,000	JAC.2
Total Cost/Number of Projects	\$83,428,481	21

Table 19: Unfunded/Unconstrained Transportation Projects 2020-2030

Projects	Cost Estimates	Project Number
Project Name: District 5, Ash Canyon Road Jurisdiction(s): Carson City Description: Rehabilitate pavement and incorporate Complete Street elements from Ormsby Blvd. to Open Space Property.	\$14,490,926	CC.17
Project Name: U.S. Highway 395 Corridor Improvements Jurisdiction(s): Carson City/Douglas County/NDOT Description: Congestion Mitigation Improvements between I-580 and Johnson Lane, consistent with the 2017 Douglas County Transportation Plan (near term projects).	\$2,608,367	Multi.1
Project Name: Fifth Street Capacity Improvements Jurisdiction(s): Carson City Description: Expand to a four-lane roadway and incorporate intersection improvements between Saliman Road and Lompa Ranch Road.	Not Developed	CC.18
Project Name: Jump Around Carson North and Southwest Expansion Jurisdiction(s): Carson City/Jump Around Carson Description: Expand northern and southwestern routes to expand service for Jump Around Carson's Service Area.	Not Developed	JAC.3
Project Name: Jump Around Carson Transfer Station Jurisdiction(s): Carson City/Jump Around Carson Description: Relocate and construct Downtown transfer station with amenities in central Carson City.	Not Developed	JAC.4
Project Name: Lompa Lane Extension Jurisdiction(s): Carson City Description: Construct new collector with improved roadway alignment between Modoc Road and Airport Road.	Not Developed	CC.19
Project Name: Appion Way Connector Jurisdiction(s): Carson City Description: Construct controlled intersection to improve east-west access across South Carson Street between Cochise Street and Snyder Avenue.	\$3,459,207	CC.20
Project Name: Lompa Ranch Road Connector Jurisdiction(s): Carson City Description: Construct new roadway between William Street and Fifth Street.	Not Developed	CC.21
Project Name: Robinson Street Extension Jurisdiction(s): Carson City Description: Construct new road connecting Saliman Road to future Lompa Ranch Road.	Not Developed	CC.22
Project Name: U.S. 50 East Highway Corridor Improvements Jurisdiction(s): NDOT/Lyon County/Carson City Description: Congestion mitigation improvements between I-580 and the Town of Dayton.	Not Developed	Multi.2
Project Name: Traffic Control South Carson Street Jurisdiction(s): Carson City Description: Traffic control device at the intersection of South Carson Street and Rhodes Street.	Not Developed	CC.23
Project Name: Heybourne Road Connector Jurisdiction(s): Douglas County Description: Construct new road to improve north/south travel between Stephanie Way and Johnson Lane.	\$6,955,644	DC.2
Project Name: Chaves Road Bridge Jurisdiction(s): Lyon County Description: Construct bridge over Carson River connecting Chaves Road to Dayton Valley Road.	Not Developed	LC.3
Total Cost/Number of Projects	\$27,514,144	13

Table 20: Fiscally Constrained Transportation Projects Anticipated 2031-2050

Projects	Cost Estimates	Project Number
Project Name: District Pavement Preservation Projects (2031-2050) Jurisdiction(s): Carson City Description: Pavement Preservation Projects Prioritized Annually – Citywide. Individual projects will be broken out for placement in the TIP where regionally-significant and/or federally funded.	\$18,061,112	CC.24
Project Name: Safe Routes to School Safety Plan Improvements (2031-2050) Jurisdiction(s): Carson City Description: 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.	\$3,612,222	CC.25
Project Name: JAC Operations 2031-2050 Jurisdiction(s): Carson City/Jump Around Carson Description: Funding to operate the Jump Around Carson Bus Service for 20 Years.	\$43,346,670	JAC.5
Total Cost/Number of Projects	\$119,383,953	3

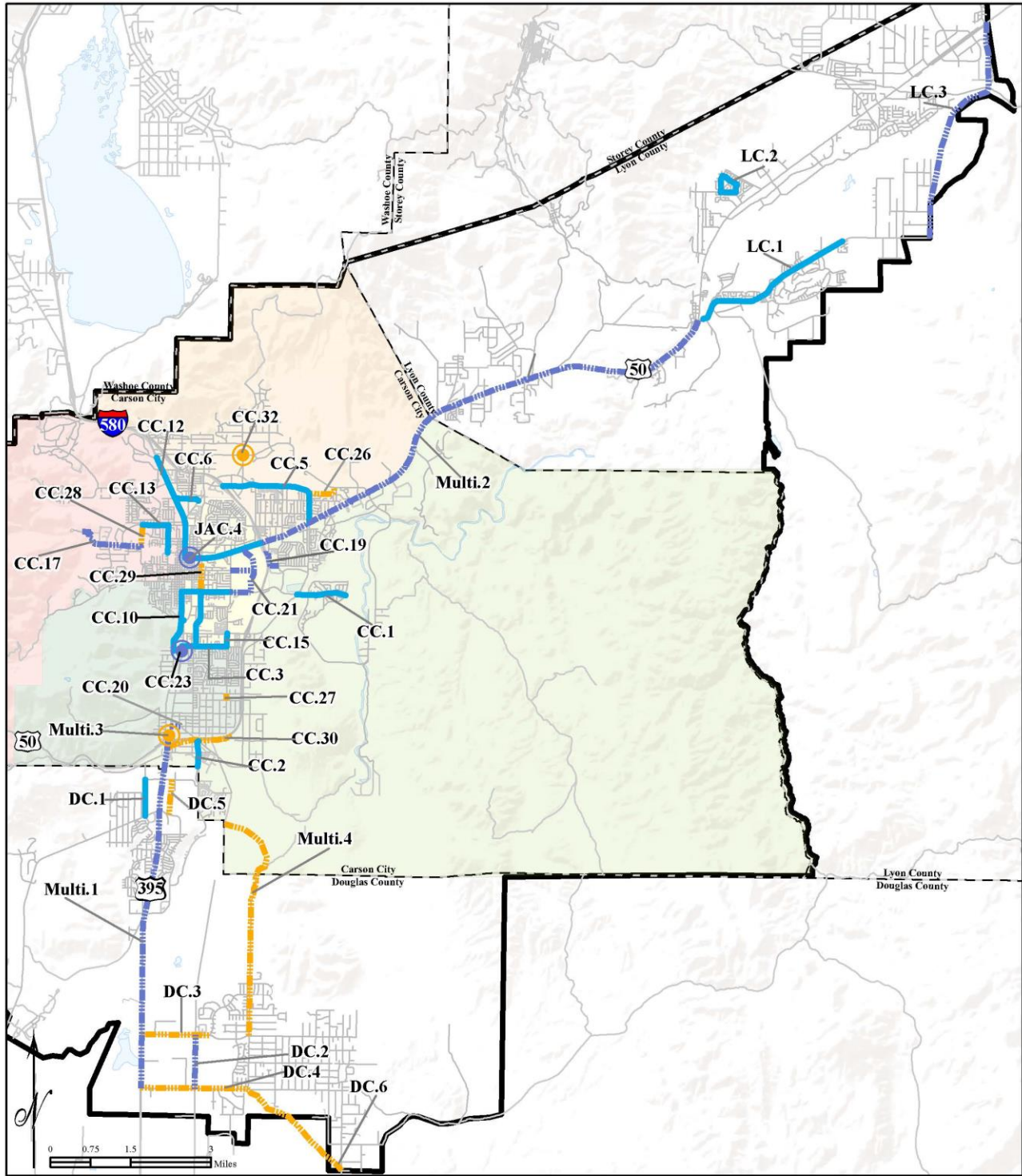
Table 21: Unfunded/Unconstrained Transportation Projects 2031-2050

Projects	Cost Estimates	Project Number
Project Name: College Parkway Connector Jurisdiction(s): Carson City Description: Construct new road to improve east-west circulation and access between College Parkway and Arrowhead Drive.	Not Developed	CC.26
Project Name: Full interchange I 580/U.S. 50/U.S. 395 Jurisdiction(s): Carson City/NDOT Description: Construct full interchange at the southern termini of I-580 to transition between U.S. Highway 50 West, U.S. Highway 395, and I-580.	\$54,183,337	Multi.3
Project Name: Hillview Drive Connector Jurisdiction(s): Carson City Description: Construct new road to improve north-south travel between Koontz Lane and Valley View Drive.	Not Developed	CC.27
Project Name: Ormsby Boulevard Connector Jurisdiction(s): Carson City Description: Construct new road to improve north-south circulation and access between Ash Canyon Road and Winnie Lane.	\$1,154,340	CC.28
Project Name: Roop Street Capacity Improvements Jurisdiction(s): Carson City Description: Expand to four-lane roadway between Washington Street and Fifth Street.	Not Developed	CC.29
Project Name: South Carson Multi-use Path Connector Jurisdiction(s): Carson City Description: Design and construct a multi-use path connecting Edmonds Sports Complex to the South Carson Street Multi-use path.	Not Developed	CC.30
Project Name: Stephanie Lane Capacity Improvements Jurisdiction(s): Douglas County Description: Expand to four-lane roadway between U.S. Highway 395 and Santa Barbara Drive.	Not Developed	DC.3
Project Name: Johnson Lane Capacity Improvements Jurisdiction(s): Douglas County Description: Expand to four-lane roadway between U.S. Highway 395 and Vicky Lane.	\$29,510,286	DC.4


Table 21: Continued Unfunded/Unconstrained Transportation Projects 2031-2050

Projects	Cost Estimates	Project Number
Project Name: North Valley Road Capacity Improvements Jurisdiction(s): Douglas County Description: Construct new roadway between Topsy Lane and North Sunridge to improve north/south travel.	Not Developed	DC.5
Project Name: East Valley Road Realignment Jurisdiction(s): Douglas County Description: Construct new road to improve north south circulation and access between Vicky Lane and the northern rural section of East Valley Road.	\$28,717,169	DC.6
Project Name: Vicky Lane Regional Connector Jurisdiction(s): Carson City/Douglas County Description: Construct new road to improve north-south circulation and access between Carson City and Douglas County between Stephanie Way and Bigelow Drive. Includes a 12-foot path to accommodate the Historic V&T Trail over the river and possibly in other areas as appropriate and approved by the local jurisdictions.	Not Developed	Multi.4
Project Name: Traffic Control at Goni Road and Arrowhead Drive Jurisdiction(s): Carson City Description: Construct traffic control device at the intersection of Goni Road and Arrowhead Drive.	Not Developed	CC.32
Project Name: U.S. Highway 50 West Park and Ride Lot Jurisdiction(s): Carson City/NDOT/TRPA Description: Identify site, design, and construct park and ride lot to replace the existing park and ride lot located on U.S. Highway 50 West near the intersection of I-580, U.S. Highway 395, and U.S. 50 West, to improve safety on U.S. Highway 50 West and to provide a mobility hubs for those in need of transit, car-pooling, ride sharing, or using other travel demand management options into the Tahoe Basin.	Not Developed	Multi.5
Project Name: Carson Tahoe Inter-Regional Bus Service Jurisdiction(s): NDOT/TRPA/Carson City Description: Bus service on U.S. Highway 50 West between Carson City and the Tahoe Basin to provide alternative transportation for workers and visitors.	Not Developed	Multi.6
Total/Number of Projects	\$111,256,452	14

Figure 34: Map of Transportation Projects for CAMPO



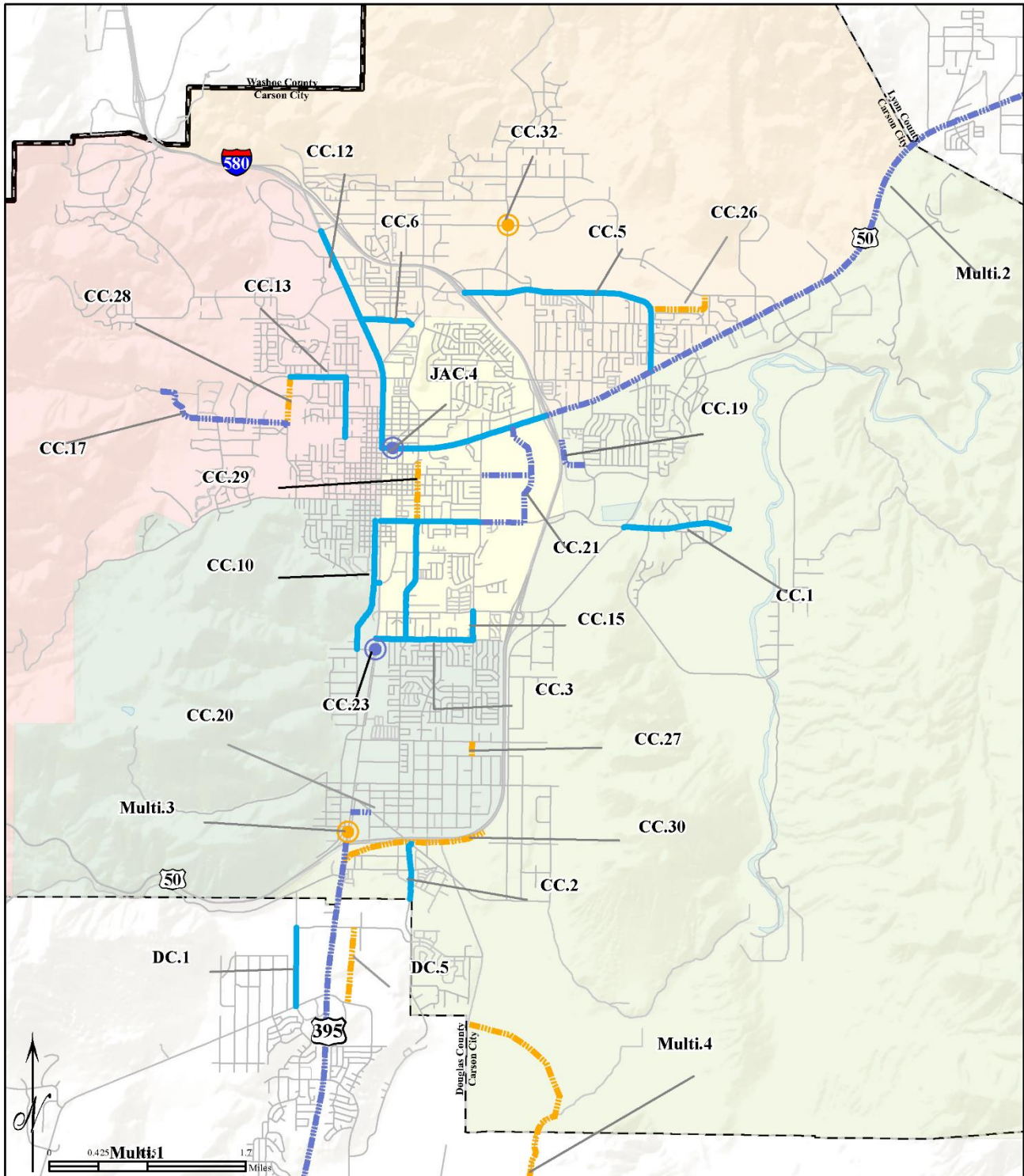
2050 RTP Proposed Project List		Performance Districts	
	RTP 2030 Fiscally Unconstrained		1
	RTP 2050 Fiscally Unconstrained		3
	RTP 2030 Fiscally Unconstrained		2
	RTP 2030 Fiscally Constrained		4
			5


 Carson Area Metropolitan Planning Organization
C A M P O

THIS MAP IS FOR ILLUSTRATIVE PURPOSES ONLY, IT DOES NOT REPRESENT A SURVEY. NO LIABILITY IS ASSUMED AS TO THE SUFFICIENCY OR ACCURACY OF THE DATA DELINEATED HEREON.

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Figure 35: Map of Transportation Projects for Carson City



2050 RTP Proposed Project List		Performance Districts		
<ul style="list-style-type: none"> ● RTP 2030 Fiscally Unconstrained ● RTP 2050 Fiscally Unconstrained ▬ RTP 2030 Fiscally Unconstrained ▬ RTP 2050 Fiscally Unconstrained ▬ RTP 2030 Fiscally Constrained 	<ul style="list-style-type: none"> 1 2 3 4 5 	<p>THIS MAP IS FOR ILLUSTRATIVE PURPOSES ONLY. IT DOES NOT REPRESENT A SURVEY. NO LIABILITY IS ASSUMED AS TO THE SUFFICIENCY OR ACCURACY OF THE DATA DELINEATED HEREON.</p>		

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TRANSPORTATION TECHNOLOGIES

Emerging technologies in transportation will have long-term effects on the safety, the climate, the movement of goods, the productivity of human capital, and one's quality of life. Intelligent technology systems, smart-cars, autonomous vehicles, unmanned aerial vehicles, and the Hyperloop system are emerging technologies that will in some way impact the Carson area over the next 30-years. CAMPO appropriately monitors and plans for these technologies and the influence they will have to our region.

Intelligent Technology Systems (ITS)

ITS includes a variety of technological engineering. Examples of ITS include timing of traffic signals to reduce congestion during peak travel times, remote metering to identify traffic volumes, remote or automated system controls so the transportation system can react to changing conditions, and system communication to improve emergency response times or to inform drivers of approaching conditions.

The primary benefits of ITS include creating a safer transportation system and reducing congestion. If autonomous vehicles continue to emerge, the infrastructure and software used in ITS may be mutually beneficial to the autonomous vehicle industry. More information is located here:

- <http://www.its.dot.gov/strategicplan/>
- <http://www.govtech.com/transportation/How-Transportation-Technologies-Will-Change-Everything-.html>

Smart-cars

Smart-cars are commonly considered small compact cars; however, the term smart-car is evolving. While being efficient is typically one aspect, new technology is being incorporated for safety. Smart-car technology can include crash avoidance, night-vision enhancements, and automated communication technology, to communicate with the transportation network to inform the driver or notify emergency services. Manufacturers are already offering some of these technologies, while others are still in development. More information is located here:

<http://www.foxnews.com/tech/2013/11/27/five-future-transportation-technologies-that-will-actually-happen.html>.

Autonomous Vehicles

The autonomous vehicle is not a new concept; however, there continues to be investment from the private sector and the public sector. The State of Nevada has created a public policy allowing the testing of autonomous vehicles on public roadways. The implications of autonomous vehicles to the transportation system, our economy, and our quality of life may be significant. The key findings from a publication on autonomous vehicles are provided below:

Benefits of Autonomous Vehicles

- Without driver error, fewer vehicle crashes are anticipated
- The mobility of the young, the elderly, and the disabled will be increased
- Traffic flow could be more efficient, and congestion decreased
- Vehicle occupants could spend travel time engaged in other activities, so the costs of travel time and congestion are reduced
- Fuel efficiency can be increased, and alternative energy sources facilitated
- The need for urban parking may be reduced

Possible Drawbacks to Autonomous Vehicles

- Congestion might increase, rather than decrease
- Occupations and economies based on public transit, crash repair, and automobile insurance might suffer as the technology makes certain aspects of these occupations obsolete

More information is located here:

- http://www.rand.org/pubs/research_reports/RR443-2.html
- <https://www.nhtsa.gov/technology-innovation/automated-vehicles-safety>

Unmanned Aerial Vehicles (UAV)

The technology of UAVs is being embraced by the State of Nevada. The use of UAVs in emergency response, infrastructure inspections, and product delivery is currently emerging. As this industry develops, transportation professionals will need to be mindful of this technology and its impact to the transportation system. More information is located here:

- <http://www.nevadabusiness.com/2015/10/unmanned-aerial-vehicles-cultivating-a-new-industry-in-nevada/>
- <https://nias-uas.com/about/>

Hyperloop

The Hyperloop system is a high-speed mode of travel, which could potentially reach a top speed of 760 miles per hour. The Hyperloop system involves building a full-length tube between destinations within which a transport pod carrying passengers or cargo is levitated by magnets and accelerated through a controlled environment. The system is intended to be carbon-free and powered by renewable energy. There are several companies looking to bring the Hyperloop into reality. One company has chosen the Apex Industrial Park in the City of North Las Vegas, Nevada, as the location for initial testing.

As these technologies emerge, transportation professionals will need to be mindful of how the transportation system will evolve. Appropriately planning for these technologies may help to maximize investment benefits by providing solutions for today and preparing for the future. As these technologies develop, there may be improvements to our transportation system that could accommodate or amplify the benefits of new technology. More information is located here:

- <https://www.theblm.com/video/construction-of-hyperloop-s-nevada-test-track-revealed>

Autonomous vehicles and the Hyperloop system both have the potential to shape a region’s population, land use pattern, and traffic pattern. Being mindful of the success and timing of these transportation trends will help the Carson Area Metropolitan Planning Organization and its three member agencies successfully plan for the year 2050. Further development of transportation technologies will greatly benefit the Carson area. Through technology advancements, our transportation network will become more sustainable, efficient, and connected.

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2050 RTP Public Comments/Edits After Draft Release			
#	Comments/Edits	Source	Action
1	Project list, EastValley Extension, has wrong jurisdiction - corrected jurisdiction and re-numbered	Staff	Corrected
2	Page numbering error and duplicate figure numbers, corrected and updated	Staff	Corrected
3	Project list, moved Chaves Road Bridge project to 2030 unconstrained (for model) and where nessecary in plan. Updated LOS maps	Lyon Cty	Corrected
4	Change project map legend so 2050 fiscally unconstrained projects are dashed like 2030	Staff	Corrected
5	Received material from Lyon County, incorporated the # of Lyon County MUTCD signs 170, for System Cost	Lyon Cty	Corrected
6	Update Tables 2 and 5 with MUTCD sign cost from \$200 to \$400 to match and correct math error	Staff	Corrected
7	Add dollar signs to system cost totals	Staff	Corrected
8	On Figure 2, update the title to say: Comparative Fatality Rates (2012-2018)	Staff	Corrected
9	Curry Street Project (CC.10) sooner than Rhodes and 5th. He's concerned about N/S capacity and folks trying to avoid S Carson	Stan Jones	No action needed, information retained for implementation of Pavement Management Plan
10	Confirm color shading in Table 15 matches text, red shading showed up as blue. Corrected data error in Figure 28 to match table	Staff	Color and text match, selected another shade of coloring.
11	Revised Figure 25 so it can stand alone. Provide additional information about what the bars mean, years of data within the figure, and/or what the geographic area is	Staff	Corrected
12	Revised Figure 24 to add geographic area so figure can stand alone. Relocate figure title outside of figure	Staff	Corrected
13	Relocated all titles outside of figures/tables for consistency with other figures	Staff	Corrected
14	Re-do Figure 15 to make consistent with look and feel of Figure 27	Staff	Corrected
15	Correct text associated with Table 8 regarding source of data	Staff	Corrected
16	Figure 8 and Figure 9 are blurry	Staff	Corrected
17	Textural edits on pages i, 13,14,19,31,32,34,53,57	Staff	Corrected
18	Figures 11,13,15 added zoomed in LOS Maps	Staff	Corrected

#	Comments/Edits	Source	Action
19	Pages 36 & 38 The Historic Virginia & Truckee Trail will, because of private property and development, not be able to follow it's original route but will follow Highway 50 to Deer Run Road and the Deer Run Road south the Brunswick Rd where it will then return to its original route.	Donna Inversin	Adjusted
20	Page 32 Table 11: NDOT Priority Freight Projects in CAMPO - Numbers 28 & 29 - solving the problems of increasing congestion with the standard solutions of increasing road lanes. I am sure that I am still one of the few that feels that a better solution would, instead, be to consider public transportation to reduce the number of cars on the road. I would really like to see offering an opportunity to use public transportation with education and incentive efforts to encourage to use of public transportation before investing in laying down more blacktop.	Donna Inversin	Noted, no change to document
21	Page 35 last paragraph, It would be nice if we actually had a Bicycle and Pedestrian Advisory Group meetings.	Donna Inversin	Noted, staff plans to get some virtual meetings setup in the near future.
22	Pages 36 - 41 Bicycles Facilities Maps The official name is the Historic Virginia and Truckee Trail, not the just the Virginia and Truckee Trail	Donna Inversin	Corrected
23	Table 21: Unfunded/Unconstrained Transportation Projects 2031-2050: Project Name: Vicky Lane Regional Connector Jurisdiction(s): Carson City/Douglas County Description: Construct new road to improve north-south circulation and access between Carson City and Douglas County between Stephanie Way and Bigelow Drive. Not Developed Multi.4 If you could please include a 12' Multi-Use non-motorized path along with the road for the Historic Virginia and Truckee Trail. We may still pursue the original Railroad route across the river but would like to keep our options open to work with Campo.	Donna Inversin	Added



2050 Regional Transportation Plan (RTP)



Carson Area Metropolitan Planning Organization
January 13, 2021

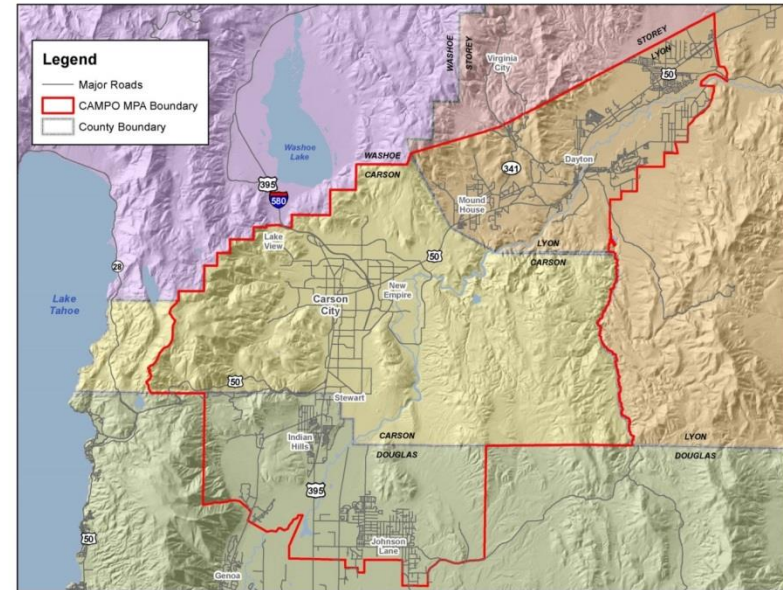
Purpose & Goals

This Regional Transportation Plan (RTP) is a long-range planning document, intended to analyze the regional transportation network and to identify current and future needs to maintain a safe, efficient, and sustainable transportation system.

The Carson Area Metropolitan Planning Organization (CAMPO), who represents Carson City, northern Douglas County, and western Lyon County, has developed this plan.

The strategies and projects within this plan support the following five goals:

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



Public Outreach

- Public Outreach
 - 2020 online bilingual survey between April 28, 2020 and June 9, 2020 (136 surveys completed)
 - Public Open House at the Carson City Community Center on June 29, 2020
- Two virtual meetings with the RTP Working Group and governmental stakeholders on July 14 and 15, 2020
- Informational presentations to the CAMPO Board in June, July, and August 2020

Survey Question 4

(How satisfied are you with the following aspects of transportation?)

Transportation Characteristics	Satisfied	Neutral	Dissatisfied
Ease of Travel by Car on Highways/Interstates	88%	7%	5%
Flow of Traffic on Streets at Non-Peak Times	75%	16%	9%
Ease of Travel from Home to Destination Other Than Work	75%	18%	7%
Ease of Travel from Home to Work	63%	32%	4%
Ease of Travel by Car on Major Streets	74%	15%	12%
Traffic Safety on Major Streets	55%	23%	22%
Condition of "Off Street" Paths	44%	36%	20%
Traffic Signal Operations	51%	19%	29%
Availability of Parking Downtown	46%	29%	25%
Ease of Travel by Walking	41%	31%	28%
Neighborhood Traffic Safety	42%	28%	30%
Availability of "Off Street" Paths	41%	29%	28%
Flow of Traffic During Peak Times of Day	42%	24%	34%
Ease of Travel by Bicycle	28%	39%	33%
Availability of Public Transit	16%	62%	21%
Availability/Connectivity of Pedestrian Walkways	32%	29%	38%
Availability of "On Street" Bicycle Lanes on Major Streets	27%	41%	32%
Ease of Travel by Public Transportation	11%	65%	24%
Condition of Sidewalks	33%	26%	40%
Condition of Roadways	33%	22%	45%
Speeding Traffic on Neighborhood Streets	19%	27%	54%
Driver Behavior	18%	28%	54%

Population

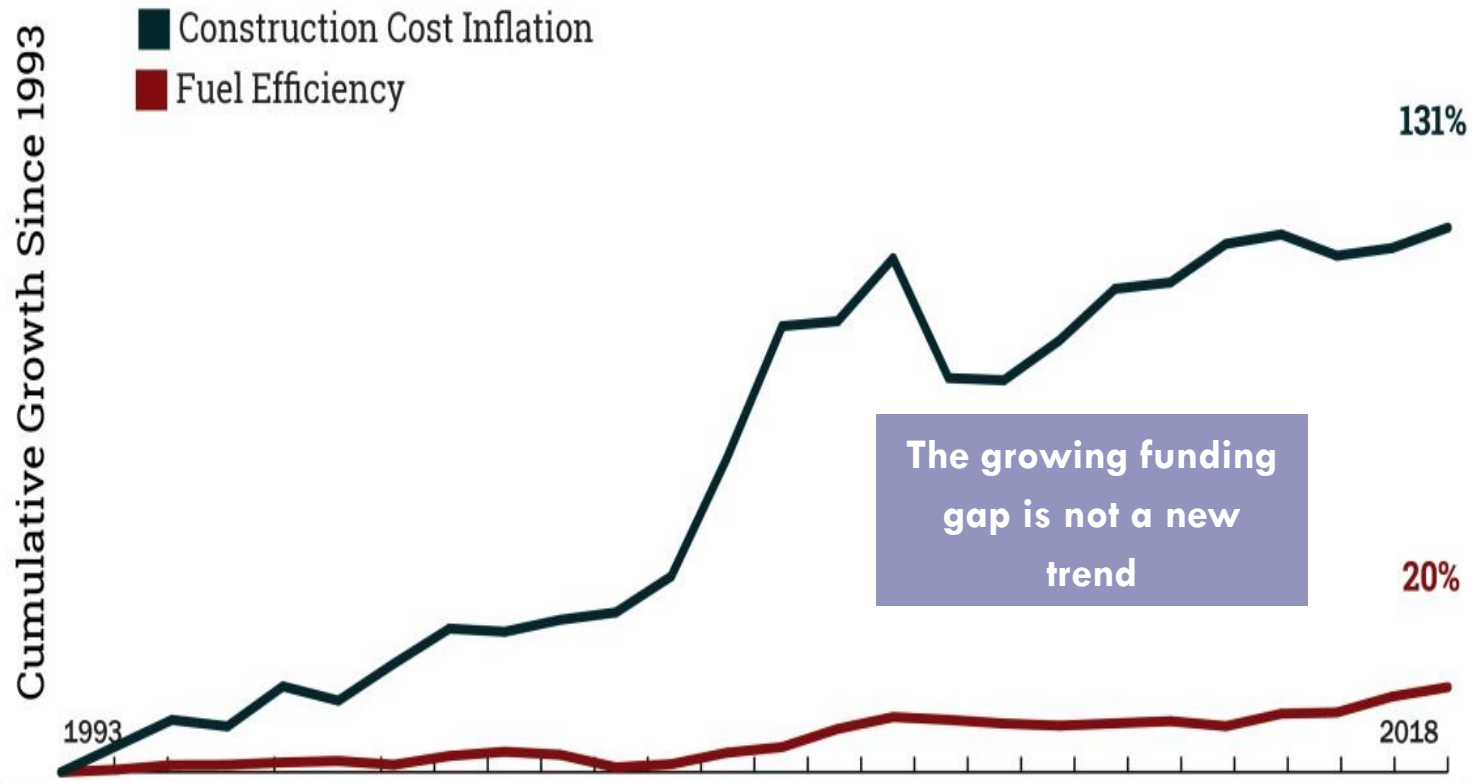
- Over the next 30-Years, demand on the transportation system will grow and evolve.
- The Carson Area is forecasted to have an annual growth rate of less than 1%.
- By 2050, CAMPO's population is anticipated to grow by ~24%, to ~105,000 people.
- A growing senior population will necessitate investment in safety enhancements to address:
 - ▣ Seniors with diminishing eyesight, hearing, reaction times, and decision-making abilities.
- Population projections show a growth in young family age cohorts, which include adults between 35-49 and children between the ages of 1 and 9.
 - ▣ Young children have challenges with eyesight, reactions times, and decision making, that pose safety risks when interacting with the transportation network.
- CAMPO's 2050 RTP identifies the need to prioritize projects that benefit the most **vulnerable users**: children and seniors.

Infrastructure and Funding

- The transportation system includes a backlog of deferred rehabilitation and maintenance projects due to insufficient annual revenue.
- The existing revenue streams continue to lose purchasing power.
- 30-Year Cost Analysis

CAMPO Area	Annual Amount	30-Year Analysis
Revenue	15 Million	461 Million
Cost	24.2 Million	1.1 Billion
Difference	-9.2 Million	-672 Million

Loss of Purchasing Power



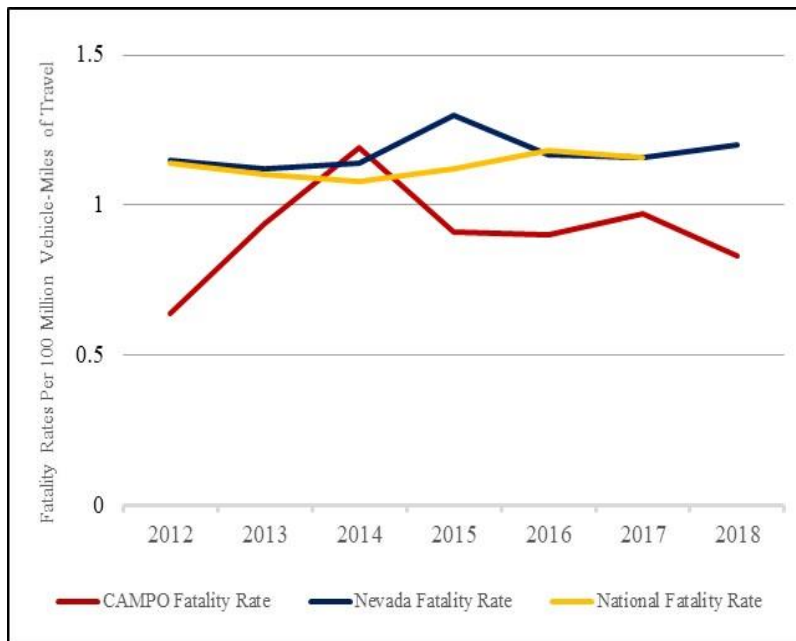
Source: Institute on Taxation and Economic Policy (ITEP) analysis of data from the Federal Highway Administration (FHWA), Energy Information Administration (EIA), and Congressional Budget Office (CBO). Fuel-efficiency data reflect the average on-road efficiency of all light duty vehicles in operation in a given year.

Performance-Based Planning

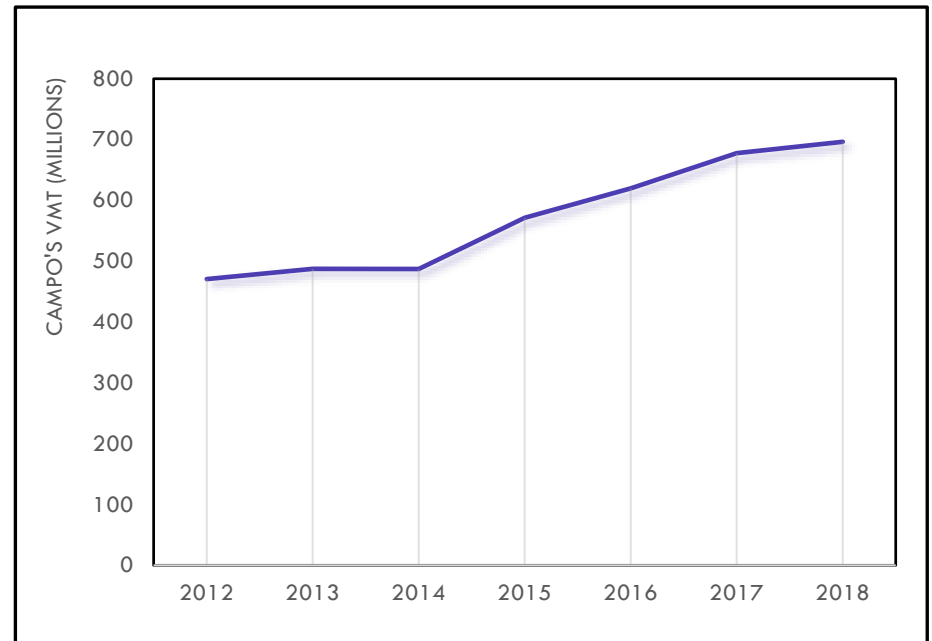
- Federal law requires MPOs to use performance-based planning – includes setting quantifiable targets and tracking progress with specific performance measures.
- The Federal Highway Administration has set standards for performance-based planning in the areas of safety, infrastructure condition, and system performance.

Performance-Based Planning

Comparative Fatality Rates (2012-2018)



CAMPO's Annual Vehicle Miles Traveled



Planned Transportation Projects

- As part of the RTP, a list of transportation projects has been developed in consultation with CAMPO's member agencies and NDOT.
- The list of projects does not program funding but serves as a list of needs that promote a multi-modal transportation system.

Table 18: Fiscally Constrained Transportation Projects Anticipated 2020-2030

Projects	Cost Estimate	Project Number
Project Name: District 3, Fifth Street Jurisdiction(s): Carson City Description: Rehabilitation and safety improvements to rehabilitate pavement and incorporate Complete Street Elements between Fairview Drive and the eastern extent. *Project is planned for Federal Fiscal Year 2021, therefor the cost has not been adjusted for inflation.	\$1,880,000	CC.1
Project Name: District 3, Center Drive Jurisdiction(s): Carson City Description: Rehabilitate pavement and incorporate Complete Street Elements between Snyder Avenue and Carson City's southern boundary.	\$450,000	CC.2
Project Name: District 4, Colorado Street Jurisdiction(s): Carson City Description: Rehabilitate pavement and incorporate Complete Street elements between Carson Street to Saliman Road. *Project is planned for Federal Fiscal Year 2021, there for the cost has not been adjusted for inflation.	\$1,600,000	CC.3
Project Name: Carson City Pavement Management Plan Implementation (2020-2030) Jurisdiction(s): Carson City Description: 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.	\$9,332,156	CC.4
Project Name: Dayton Valley Road ADA Improvements Jurisdiction(s): Lyon County Description: Safety and ADA improvements between Quail Ridge and the Carson River.	\$1,483,871	LC.1
Project Name: District 1, College Parkway Jurisdiction(s): Carson City Description: Rehabilitate pavement and incorporate Complete Street elements between I-580 and U.S. Hwy 50 East.	\$3,164,818	CC.5
Project Name: District 1, Nye Lane Jurisdiction(s): Carson City Description: Rehabilitate pavement and incorporate Complete Street elements between Carson Street and Hot Springs Road.	\$904,234	CC.6
Project Name: District 2, Fifth Street Jurisdiction(s): Carson City Description: Rehabilitate pavement and incorporate Complete Street elements between Carson Street and Saliman Road.	\$3,570,564	CC.7
Project Name: District 2, Roop Street Jurisdiction(s): Carson City Description: Rehabilitate pavement and incorporate Complete Street elements between Fifth Street and Colorado Street.	\$2,793,851	CC.8
Project Name: District 2, William Street Jurisdiction(s): Carson City Description: The corridor level project will preserve the roadway, improve business access, incorporate Complete Street elements, and enhance the beautification of William Street between Carson Street and I-580.	\$10,839,213	CC.9
Project Name: District 4, Curry Street Circulation and Safety Improvements Jurisdiction(s): Carson City Description: Rehabilitate pavement and enhance rural road section, between Rhodes Street and Fifth Street, to improve circulation and safety for all modes.	\$3,188,004	CC.10

Table 18: Continued - Fiscally Constrained Transportation Projects Anticipated 2020-2030

Projects	Cost Estimate	Project Number
Project Name: District 5, Mountain Street Jurisdiction(s): Carson City Description: Rehabilitate pavement and incorporate Complete Street elements between Winnie Lane and Fleishmann Way.	\$1,912,802	CC.11
Project Name: District 5, North Carson Street Jurisdiction(s): Carson City Description: Rehabilitate pavement, improve business access, incorporate Complete Street elements, and beatify the corridor between William Street and Medical Parkway.	\$17,273,184	CC.12
Project Name: District 5, Winnie Lane Jurisdiction(s): Carson City Description: Rehabilitate pavement and incorporate Complete Street elements between Ormsby Blvd. and Mountain Street.	\$1,680,947	CC.13
Project Name: Safe Routes to School Master Plan Implementation (2020-2030) Jurisdiction(s): Carson City Description: 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.	\$2,318,548	CC.14
Project Name: Saliman Road Capacity Improvements Jurisdiction(s): Carson City Description: Expand to a four-lane roadway between Fairview Drive and Colorado Street.	\$1,530,242	CC.15
Project Name: Stewart Street Extension Jurisdiction(s): Carson City Description: Construct new road connecting South Carson Street and Curry Street.	\$1,425,907	CC.16
Project Name: Sutro Elementary School Jurisdiction(s): Lyon County Description: Area ADA improvements on Fortune Drive, Sheep Camp Drive, Dayton Village Parkway, & Sugarloaf Drive around the elementary school.	\$1,727,318	LC.2
Project Name: Vista Grande Boulevard Connector Jurisdiction(s): Douglas County Description: Construct new road to improve north/south travel between Topsy Lane and Jacks Valley Road.	\$3,477,822	DC.1
Project Name: JAC Operations 2020-2030 Jurisdiction(s): Carson City/Jump Around Carson Description: Funding to operate the Jump Around Carson Bus Service for 10 Years.	\$12,360,000	JAC.1
Project Name: JAC Ambassador Program Jurisdiction(s): Carson City/Jump Around Carson Description: Funding to develop and administer a transit ambassador program to educate and inform potential and existing riders.	\$515,000	JAC.2
Total Cost/Number of Projects	\$85,428,481	21

Table 19: Unfunded/Unconstrained Transportation Projects 2020-2030

Projects	Cost Estimates	Project Number
Project Name: District 5, Ash Canyon Road Jurisdiction(s): Carson City Description: Rehabilitate pavement and incorporate Complete Street elements from Ormsby Blvd. to Open Space Property.	\$14,490,926	CC.17
Project Name: U.S. Highway 395 Corridor Improvements Jurisdiction(s): Carson City/Douglas County/NDOT Description: Congestion Mitigation Improvements between I-580 and Johnson Lane, consistent with the 2017 Douglas County Transportation Plan (near term projects).	\$2,608,367	Multi.1
Project Name: Fifth Street Capacity Improvements Jurisdiction(s): Carson City Description: Expand to a four-lane roadway and incorporate intersection improvements between Saliman Road and Lompa Ranch Road.	Not Developed	CC.18
Project Name: Jump Around Carson North and Southwest Expansion Jurisdiction(s): Carson City/Jump Around Carson Description: Expand northern and southwestern routes to expand service for Jump Around Carson's Service Area.	Not Developed	JAC.3
Project Name: Jump Around Carson Transfer Station Jurisdiction(s): Carson City/Jump Around Carson Description: Relocate and construct Downtown transfer station with amenities in central Carson City.	Not Developed	JAC.4
Project Name: Lompa Lane Extension Jurisdiction(s): Carson City Description: Construct new collector with improved roadway alignment between Modoc Road and Airport Road.	Not Developed	CC.19
Project Name: Appion Way Connector Jurisdiction(s): Carson City Description: Construct controlled intersection to improve east-west access across South Carson Street between Cochise Street and Snyder Avenue.	\$3,459,207	CC.20
Project Name: Lompa Ranch Road Connector Jurisdiction(s): Carson City Description: Construct new roadway between William Street and Fifth Street.	Not Developed	CC.21
Project Name: Robinson Street Extension Jurisdiction(s): Carson City Description: Construct new road connecting Saliman Road to future Lompa Ranch Road.	Not Developed	CC.22
Project Name: U.S. 50 East Highway Corridor Improvements Jurisdiction(s): NDOT/Lyon County/Carson City Description: Congestion mitigation improvements between I-580 and the Town of Dayton.	Not Developed	Multi.2
Project Name: Traffic Control South Carson Street Jurisdiction(s): Carson City Description: Traffic control device at the intersection of South Carson Street and Rhodes Street.	Not Developed	CC.23
Project Name: Heybourne Road Connector Jurisdiction(s): Douglas County Description: Construct new road to improve north/south travel between Stephanie Way and Johnson Lane.	\$6,955,644	DC.2
Project Name: Chaves Road Bridge Jurisdiction(s): Lyon County Description: Construct bridge over Carson River connecting Chaves Road to Dayton Valley Road.	Not Developed	LC.3
Total Cost/Number of Projects	\$27,511,744	13

Table 20: Fiscally Constrained Transportation Projects Anticipated 2031-2050

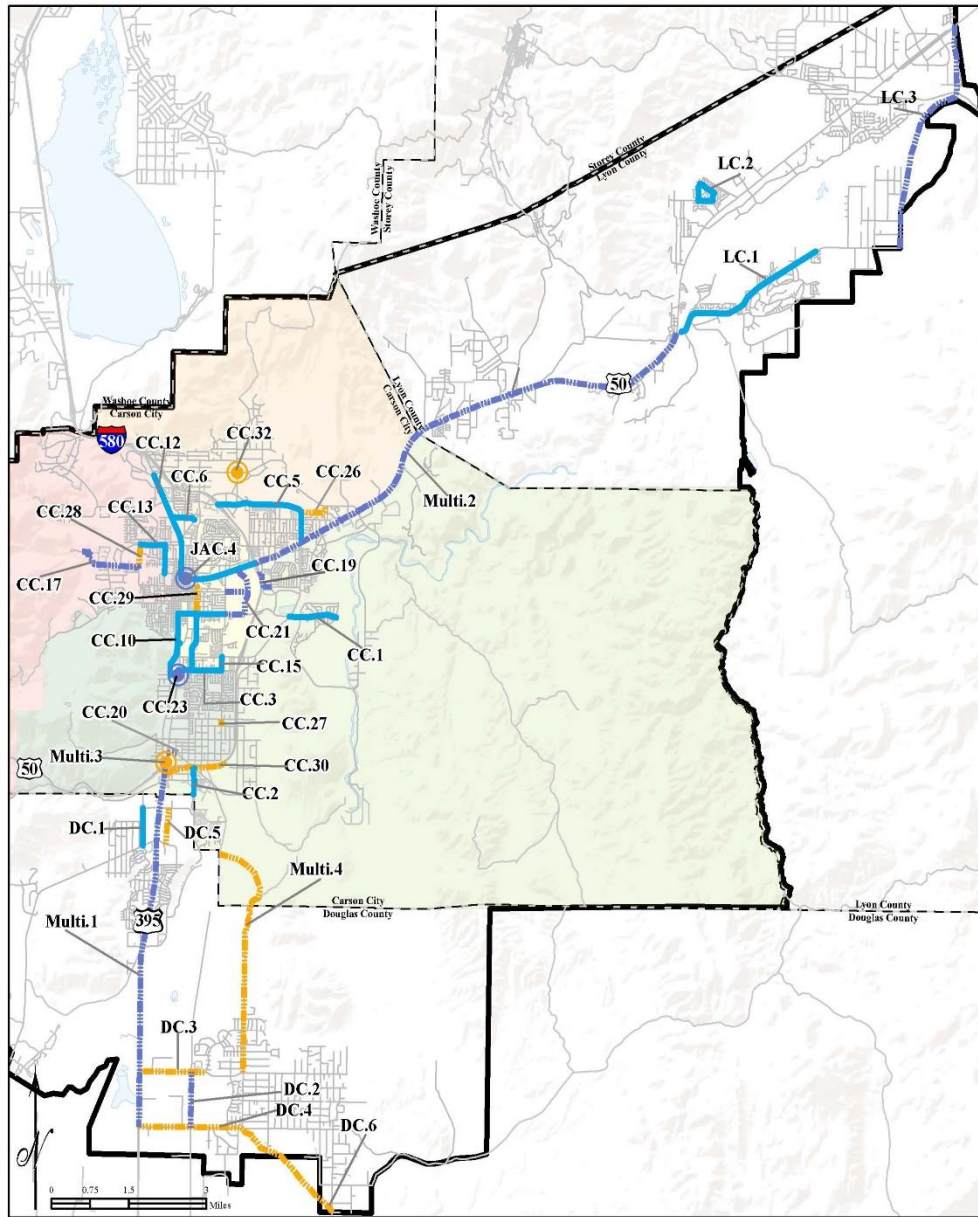
Projects	Cost Estimates	Project Number
Project Name: District Pavement Preservation Projects (2031-2050) Jurisdiction(s): Carson City Description: Pavement Preservation Projects Prioritized Annually – Citywide. Individual projects will be broken out for placement in the TIP where regionally-significant and/or federally funded.	\$18,061,112	CC.24
Project Name: Safe Routes to School Safety Plan Improvements (2031-2050) Jurisdiction(s): Carson City Description: 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.	\$3,612,222	CC.25
Project Name: JAC Operations 2031-2050 Jurisdiction(s): Carson City/Jump Around Carson Description: Funding to operate the Jump Around Carson Bus Service for 20 Years.	\$43,346,670	JAC.5
Total Cost/Number of Projects	\$119,383,953	3

Table 21: Unfunded/Unconstrained Transportation Projects 2031-2050

Projects	Cost Estimates	Project Number
Project Name: College Parkway Connector Jurisdiction(s): Carson City Description: Construct new road to improve east-west circulation and access between College Parkway and Arrowhead Drive.	Not Developed	CC.26
Project Name: Full interchange I 580/U.S. 50/U.S. 395 Jurisdiction(s): Carson City/NDOT Description: Construct full interchange at the southern termini of I-580 to transition between U.S. Highway 50 West, U.S. Highway 395, and I-580.	\$54,183,337	Multi.3
Project Name: Hillview Drive Connector Jurisdiction(s): Carson City Description: Construct new road to improve north-south travel between Koontz Lane and Valley View Drive.	Not Developed	CC.27
Project Name: Ormsby Boulevard Connector Jurisdiction(s): Carson City Description: Construct new road to improve north-south circulation and access between Ash Canyon Road and Winnie Lane.	\$1,154,340	CC.28
Project Name: Roop Street Capacity Improvements Jurisdiction(s): Carson City Description: Expand to four-lane roadway between Washington Street and Fifth Street.	Not Developed	CC.29
Project Name: South Carson Multi-use Path Connector Jurisdiction(s): Carson City Description: Design and construct a multi-use path connecting Edmonds Sports Complex to the South Carson Street Multi-use path.	Not Developed	CC.30
Project Name: Stephanie Lane Capacity Improvements Jurisdiction(s): Douglas County Description: Expand to four-lane roadway between U.S. Highway 395 and Santa Barbara Drive.	Not Developed	DC.3
Project Name: Johnson Lane Capacity Improvements Jurisdiction(s): Douglas County Description: Expand to four-lane roadway between U.S. Highway 395 and Vicky Lane.	\$29,510,286	DC.4

Table 21: Continued Unfunded/Unconstrained Transportation Projects 2031-2050

Projects	Cost Estimates	Project Number
Project Name: North Valley Road Capacity Improvements Jurisdiction(s): Douglas County Description: Construct new roadway between Topsy Lane and North Sunridge to improve north/south travel.	Not Developed	DC.5
Project Name: East Valley Road Realignment Jurisdiction(s): Douglas County Description: Construct new road to improve north south circulation and access between Vicky Lane and the northern rural section of East Valley Road.	\$28,717,169	DC.6
Project Name: Vicky Lane Regional Connector Jurisdiction(s): Carson City/Douglas County Description: Construct new road to improve north-south circulation and access between Carson City and Douglas County between Stephanie Way and Bigelow Drive.	Not Developed	Multi.4
Project Name: Traffic Control at Goni Road and Arrowhead Drive Jurisdiction(s): Carson City Description: Construct traffic control device at the intersection of Goni Road and Arrowhead Drive.	Not Developed	CC.32
Project Name: U.S. Highway 50 West Park and Ride Lot Jurisdiction(s): Carson City/NDOT/TRPA Description: Identify site, design, and construct park and ride lot to replace the existing park and ride lot located on U.S. Highway 50 West near the intersection of I-580, U.S. Highway 395, and U.S. 50 West, to improve safety on U.S. Highway 50 West and to provide a mobility hubs for those in need of transit, car-pooling, ride sharing, or using other travel demand management options into the Tahoe Basin.	Not Developed	Multi.5
Project Name: Carson Tahoe Inter-Regional Bus Service Jurisdiction(s): NDOT/TRPA/Carson City Description: Bus service on U.S. Highway 50 West between Carson City and the Tahoe Basin to provide alternative transportation for workers and visitors.	Not Developed	Multi.6
Total/Number of Projects	\$111,256,452	14



2050 RTP Proposed Project List

- RTP 2030 Fiscally Unconstrained
- RTP 2050 Fiscally Unconstrained
- RTP 2030 Fiscally Constrained
- RTP 2050 Fiscally Constrained
- RTP 2030 Fiscally Constrained

Performance Districts

- 1
- 2
- 3
- 4
- 5



THIS MAP IS FOR ILLUSTRATIVE PURPOSES ONLY. IT DOES NOT REPRESENT A SURVEY. NO LIABILITY IS ASSUMED AS TO THE SUFFICIENCY OR ACCURACY OF THE DATA DELIVERED HEREON.

The attached Cost/Funding Summary Table is an excerpt from:

The Carson Area Metropolitan Planning Organization's

2021/2022 Unified Planning Work Program

Full document available here: <https://www.carson.org/home/showdocument?id=71952>

Table 5.1 CAMPO FY 2021 and FY 2022 UPWP Cost/Funding Summary, Adopted May 13, 2020

Work Element	Activity				Funding Breakdown, Overall FY 21 & FY 22		
	#	Description	Milestones (Excludes Ongoing/Recurring Milestones)	Estimated Completion Date	CPG	Local Match	Total Cost
1.0 MPO Administration	1.1	MPO Administration and Work Program Oversight	Adoption of the FY 2023-2024 UPWP	May 2022	\$275,500	\$14,500	\$290,000
			Annual Monetary Agreement	May 2021; May 2022			
	1.2	Transportation Improvement Program (TIP) Administration	Adopted FFY 2020-2023 TIP	September 2020			
			Annual Federal Obligations Report	December 30, 2020; December 30, 2021			
1.3	Professional Development						
2.0 Outreach and Engagement	2.1	MPO Representation			\$104,500	\$5,500	\$110,000
	2.2	Public Participation					
	2.3	Regional Transit Coordination and Engagement	Transit Rider Survey	June 2021			
			Transit Non-Rider Survey	June 2022			
			Establishment of a CAMPO Coordination Coalition	January 2021			
2.4	Regional Consistency Review	Establishment of a Transit Ambassador Pilot Program	September 2021				
3.0 Multimodal Planning	3.1	2040/2050 Regional Transportation Plan (RTP)	Final, Adopted 2050 RTP	September 2020	\$219,040	\$11,528	\$230,568
	3.2	Transit Planning	JAC ADA Paratransit Eligibility Process	March 2021			
			JAC Fixed-Route Policy	July 2021			
	3.3	ITS Planning*	Carson Area Transportation System Management Plan	October 2021			
	3.4	Active Transportation Planning	Review of local ordinances related to e-scooter/e-bicycles	January 2021			
	3.5	Updates to Supporting Regional Planning Documents and Policies*	Local Road Safety Plan for Carson City	August 2021			
US 50 E/William Street Corridor Study			November 2021				
4.0 Transportation Performance Management	4.1	MAP-21/FAST Act Implementation and Performance Measures	Safety Performance Measure Targets	February 2021; February 2022	\$237,500	\$12,500	\$250,000
			Public Transit Agency Safety Targets	February 2021; February 2022			
			Transit Asset Management Targets	October 2020; October 2021			
			Supporting NDOT's CMAQ Targets	October 2020; October 2021			
	4.2	Maintain Travel Demand Model*					
	4.3	Data Management, Collection, and Performance Measurement	Annual CAMPO Monitoring Report	September 2020; September 2021			
	4.4	Maintain Pavement Management System*	Completed pavement survey for Carson City	June 2021			
			Annual performance reporting of pavement condition within the CAMPO planning area	July 2020; July 2021			
	4.5	Non-Motorized Asset Management	Expanded ADA inventory of narrowness barriers	June 2022			
	4.6	Transit Asset Management					
Total Funding					\$836,540	\$44,028	\$880,568

**Consultant involvement is expected*