

The background of the image is a high-angle aerial photograph of a city. In the distance, a range of mountains is visible under a clear blue sky. The city below is a mix of green trees, various buildings, and a network of roads and parking lots.

CAMPO REGIONAL TRANSPORTATION PLAN

2050



Disclaimers

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

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Common Acronyms

3C – Continuing, Comprehensive, Cooperative	LPA – Local Public Agency	Senior Volunteer Program
AI – Artificial Intelligence	LOS – Level of Service	SR – State Route
ADA – Americans with Disabilities Act	MAP-21 – Moving Ahead for Progress in the 21st Century	SRTS – Safe Routes to School
CAMPO – Carson Area Metropolitan Planning Organization	MPA – Metropolitan Planning Area	STBG
CFR – Code of Federal Regulations	MPO – Metropolitan Planning Organization	STIP – State Transportation Improvement Program
CHSP – Coordinated Human Services Plan	NDOT – Nevada Department of Transportation	TAM – Transit Asset Management
CRP – Carson Reduction Program	NHPP – National Highway Performance Program	TAP – Transportation Alternatives Program
DART – Douglas Area Rural Transit	NHS – National Highway System	TAMP – Transportation Asset Management Program
ESTA – Eastern Sierra Transit Authority	NVACTS – Nevada Advisory Committee on Traffic Safety	TAZ – Transportation Analysis Zone
FAST Act – Fixing America's Surface Transportation Act	PCI – Pavement Condition Index	TDM – Travel Demand Model
FHWA – Federal Highway Administration	PMS – Pavement Management System	TIP – Transportation Improvement Program
FLAP – Federal Lands Access Program	PROTECT – Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program	TRPA – Tahoe Regional Planning Agency
FTA – Federal Transit Administration	PTI – Planning Time Index	TTD – Tahoe Transportation District
HSIP – Highway Safety Improvement Program	RTC – Regional Transportation Commission	TTI – Travel Time Index
IIJA – Infrastructure, Investment, and Jobs Act	RTP – Regional Transportation Plan	USC – United States Code of Federal Regulations
ITS – Intelligent Transportation Systems	RSVP Nevada Rural Counties Retired and	USDOT – United States Department of Transportation
JAC – Jump Around Carson		V&T – Virginia & Truckee
LED – Light Emitting Diode		



Executive Summary

The Carson Area Metropolitan Planning Organization's (CAMPO) 2050 Regional Transportation Plan (RTP) serves as a comprehensive 25-year blueprint for transportation improvements in Carson City, northern Douglas County, and western Lyon County. Developed through a Continuing, Cooperative, and Comprehensive (3C) process, the CAMPO 2050 RTP aligns with federal regulations and with state transportation guidance from the Nevada Department of Transportation. It outlines short- and long-term fiscally constrained strategies to improve safety, mobility, preservation, and adaptability while supporting the region's economic vitality and quality of life.

Vision and Goals



CAMPO's vision is to create a balanced, safe, reliable, and convenient transportation system for all members of the community. The plan's six goals, consistent with local, state, and federal priorities, are shown:

Public Engagement and Collaboration

CAMPO's 2050 RTP was shaped through extensive public outreach, including bilingual surveys, interviews, stakeholder meetings, and public meetings. CAMPO gathered feedback from nearly 300 participants and multiple agencies,

ensuring the plan reflects and aligns with regional priorities. This feedback directly influenced project selection, emphasizing safety, connectivity, and preservation of existing infrastructure.

Current and Future Conditions

By 2050, the CAMPO region's population is expected to grow modestly to approximately 97,000 residents, with notable increases in the senior population. The growth in population and employment is primarily centered in Lyon County, resulting in increased traffic along U.S. 50, underscoring the need for proven safety measures and corridor investment. Land use patterns are closely tied to transportation planning, with the RTP prioritizing higher-density land uses and connected communities to support sustainable mobility and reduce long-term maintenance costs.

Without additional funding, infrastructure, particularly pavement, will deteriorate. CAMPO supports local agencies in pavement management strategies and will continue to collect and monitor pavement condition in the region, prioritizing projects that emphasize preservation.

Additional needs include completing long-planned projects, such as the U.S. 395/I-580 interchange. Newer needs include reviewing regional freight movements with consideration for truck parking in industrial areas. Additionally, over the next 25 years, the effects of advancing transportation technologies, such as connected and autonomous vehicles and artificial intelligence, will be important to CAMPO in improving transportation safety, mobility, and efficiency.

Public transportation provides essential, safe, and reliable mobility for many individuals who do not or cannot drive a personal vehicle. Improved service and regional connectivity, universal access and infrastructure enhancements, and language access are three identified transit needs for the region. Transit funding, however, is challenged. CAMPO and the region are eligible for additional federal funding, but without additional local resources to meet the required match, the funds cannot be appropriated, potentially requiring service trade-offs or reductions in the mid- and long-term.

Financial Plan

The RTP's financial plan demonstrates fiscal constraint and feasibility under federal law. It identifies how transportation investments can be implemented using projected revenues and available resources. Between 2026 and 2050, CAMPO is reasonably expected to have \$878 million for transportation infrastructure and transit projects.

Investment Strategy and Prioritization

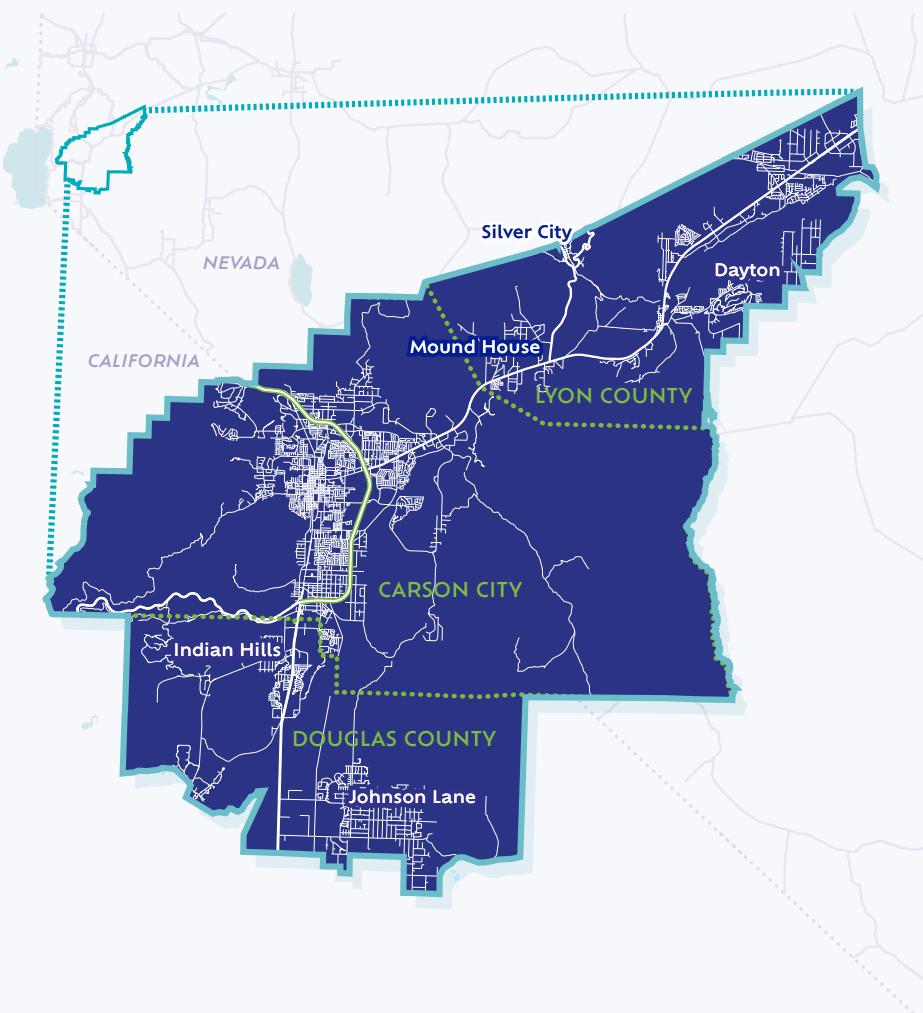
Projects incorporated into the fiscally constrained RTP were prioritized using a data-driven, performance-based framework considering metrics associated with each of the six goal areas. Projects were categorized into either:

- Fiscally Constrained (Funded) projects: implementable with anticipated revenue.
- Unfunded projects: ready for future consideration if additional funding arises.

Higher priority projects received funding first with the type of project (roadway, multimodal, transit) being considered based on the funding use. The total year-of-expenditure estimated cost of the fiscally constrained projects is approximately \$800 million. This is below the expected revenue of \$878 million, indicating the CAMPO 2050 RTP is fiscally constrained.

Looking Forward

The CAMPO 2050 RTP establishes a framework for continuous improvement. The plan reaffirms CAMPO's commitment to building a safe, reliable, and convenient transportation network that connects people, supports economic opportunity, and enhances quality of life across the region.



1

INTRODUCTION TO CAMPO





1.1 About CAMPO

The Carson Area Metropolitan Planning Organization (CAMPO) is the federally recognized Metropolitan Planning Organization (MPO) responsible for transportation planning in the Carson Area region. To meet that responsibility, CAMPO has developed the 2050 Regional Transportation Plan (RTP) to serve as the blueprint for achieving regional transportation goals through transportation programs and projects.

CAMPO was formed on February 26, 2003, after the Carson City urbanized area exceeded a population of 50,000. CAMPO is governed by a seven-member board consisting of five members of the Carson City Regional Transportation Commission (RTC), one member representing Douglas County, and one 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 Carson City RTC oversees the administration of the Jump Around Carson (JAC) transit service, and as such, the five members also serve as transit representatives on the CAMPO Board.

CAMPO is housed within the Carson City Public Works Department, whose employees provide the staffing for the CAMPO operations. CAMPO is staffed by one Transportation Manager, one Senior Transportation Planner, two Transportation Planner/Analysts, one Transit Coordinator, one Transportation Engineer, and one Grant Analyst.

The Transportation Manager is the principal staff person and agency director responsible for administering all CAMPO activities. The transportation planners primarily prepare federally required CAMPO planning documents and are responsible for completing CAMPO's Unified Planning Work Program. The Transit Coordinator is responsible for applying and administering Federal Transit Administration (FTA) funds and is the primary contact person for duties related to CAMPO's role as the FTA Designated Recipient and Grantee. The Grant Analyst oversees grant-related invoicing and assists with grant performance reporting, among other fiscal-related functions.

1.2 Planning Area

The metropolitan planning area (MPA) boundary encompasses nearly all of Carson City (except for the area within the Tahoe Basin, which is included in the Tahoe MPA) and portions of northern Douglas County, including Indian Hills and Johnson Lane, and western Lyon County, including Mound House, Silver City, and Dayton (see Figure 1).



* Linear population projection based on the 20-year population growth by Nevada Demographer

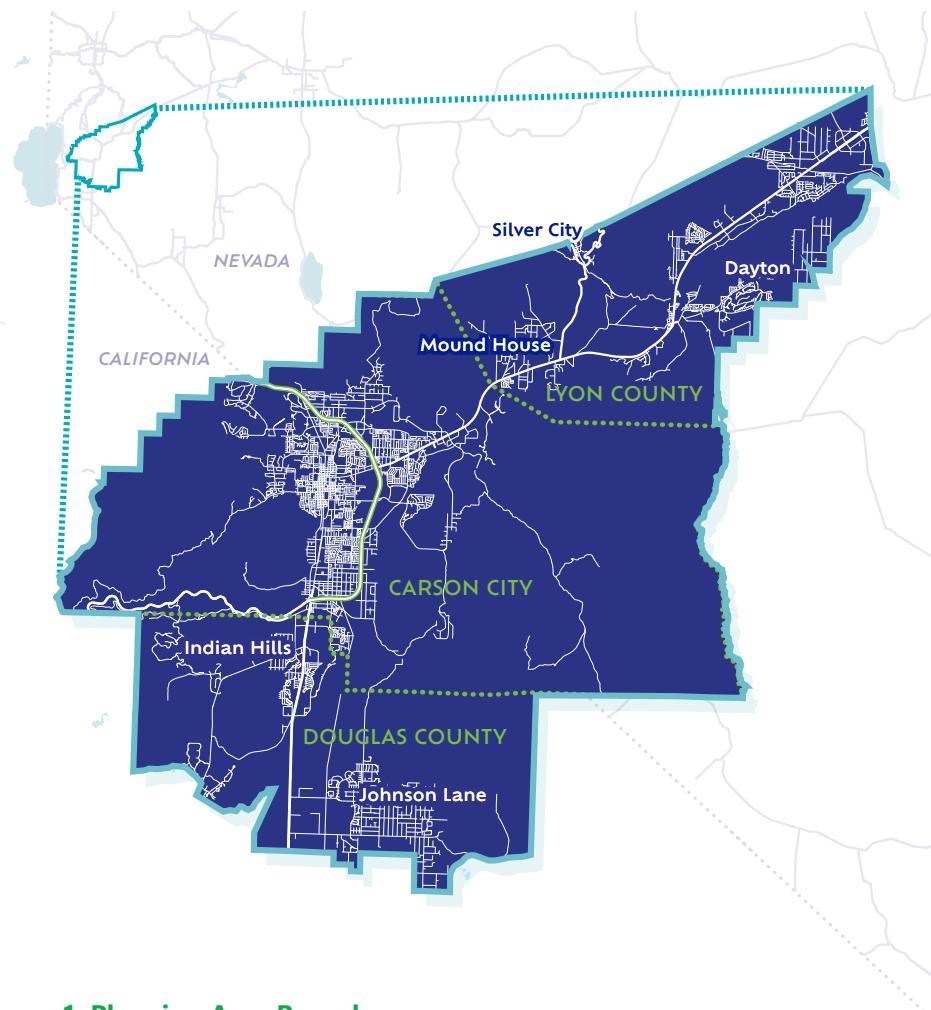


Figure 1. Planning Area Boundary

1.3 CAMPO Planning Partners

Critical to a cooperative planning approach are the relationships CAMPO has with local, regional, and federal agencies. Several of the key partner agencies are listed below.

Carson City



Tahoe Regional Planning Agency



TAHOE
REGIONAL
PLANNING
AGENCY

Washoe Tribe of Nevada & California



Bureau of Land Management



Lyon County



Tahoe Transportation District



Federal Highway Administration, Nevada Division



Central Federal Lands



Douglas County



Regional Transportation Commission - Washoe County



MUSCLE POWERED
WALK BIKE BUILD
Carson City

Federal Transit Administration, Region 9, San Francisco



US Forest Service



Indian Hills GID



Muscle Powered



Nevada State Parks



CAMPO Regional Transportation Stakeholder Coalition



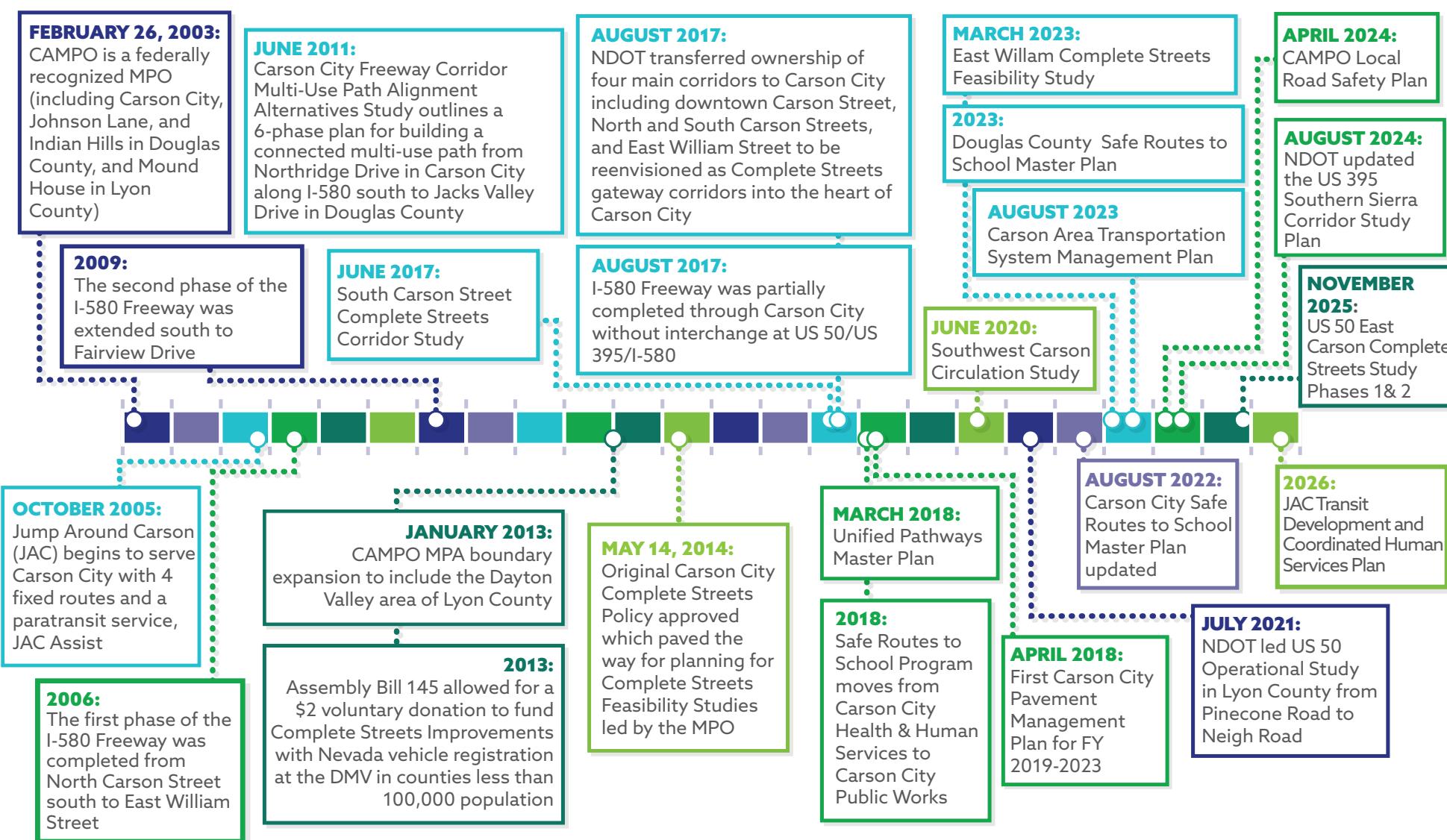
Nevada Department of Transportation



Nevada Division of Outdoor Recreation



1.4 Key Milestones



2

RTP PLANNING PROCESS



2.1 Federal Requirements for Regional Transportation Plans

Every designated MPO is required to prepare a Metropolitan Transportation Plan (also known as the Regional Transportation Plan) in accordance with 23 USC § 134(c) and 49 USC § 5303(i) to accomplish the objectives outlined by the MPO, the state, and the public transportation providers. RTPs identify how the metropolitan planning area will manage and operate a multi-modal transportation system (for motorized and non-motorized users) to meet the region's needs for development of a safe, reliable, and accessible transportation system that supports the local, regional, and national economy for a minimum 20-year planning horizon. In addition, the CAMPO 2050 RTP prioritizes fiscally constrained (reasonable expectation of funding) and unconstrained (unfunded) projects within the CAMPO region.

The RTP for CAMPO, a smaller MPO between 50,000 to 200,000 people, is required to be updated at least once every five years. The 2050 RTP was last approved by CAMPO in January 2021, with one amendment approved in August 2024.

According to the [Model Long Range Transportation Plans Guide](#), published by the United States Department of Transportation (USDOT), there are seven elements of a long-term transportation plan:

1. Background, Context
2. Goals, Objectives
3. Performance Measures & Targets
4. System Performance Report
5. Identification of Needs
6. Strategies, Investments, Financial Plans
7. Connection to Programming

For each of these elements, staff must consider three things essential to the transportation planning process: the continuing, cooperative, and comprehensive (3C) process (described below), a Performance Based Approach, and Public Outreach.

The 3C Process:

- Continuing: means that transportation planning is an ongoing process, not a one-time event.
- Comprehensive: means that staff consider the needs of all people, and the impacts of the plan.
- Cooperative: means that staff collaborate with stakeholders, the public, the board, and both neighboring and partner agencies.

Using a Performance-Based Approach means using a data-driven process through Performance Measures to support and prioritize projects based on the needs of the public and report how those projects are achieving established goals of the MPO.

Public Outreach is integral to the planning process. CAMPO welcomed suggestions from the public throughout the development of the RTP, providing multiple opportunities to elicit feedback, including receiving comments during RTP updates at CAMPO Board meetings, through the public survey, and from in-person and online public and agency partner meetings.

2.2 CAMPO 2050 RTP Development Process

As described in the 3C Process, a critical component of the 2050 RTP development included several opportunities to engage with the community, agency partners, and the CAMPO Board during key milestones. The feedback received ensured that the stated vision, goals, and priorities of the RTP reflect those of the region. Figure 2 below depicts these events over the course of the RTP development.

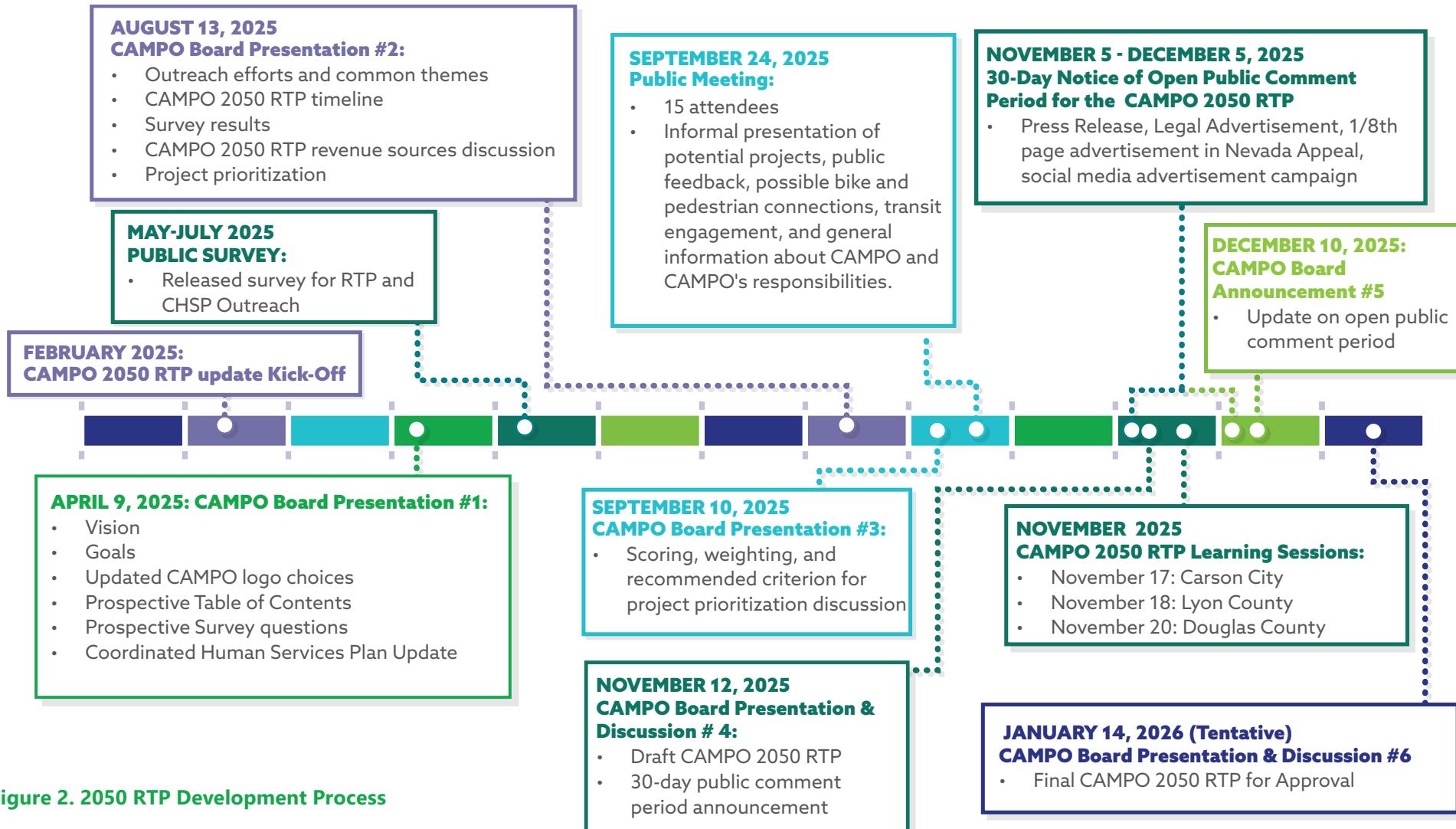


Figure 2. 2050 RTP Development Process

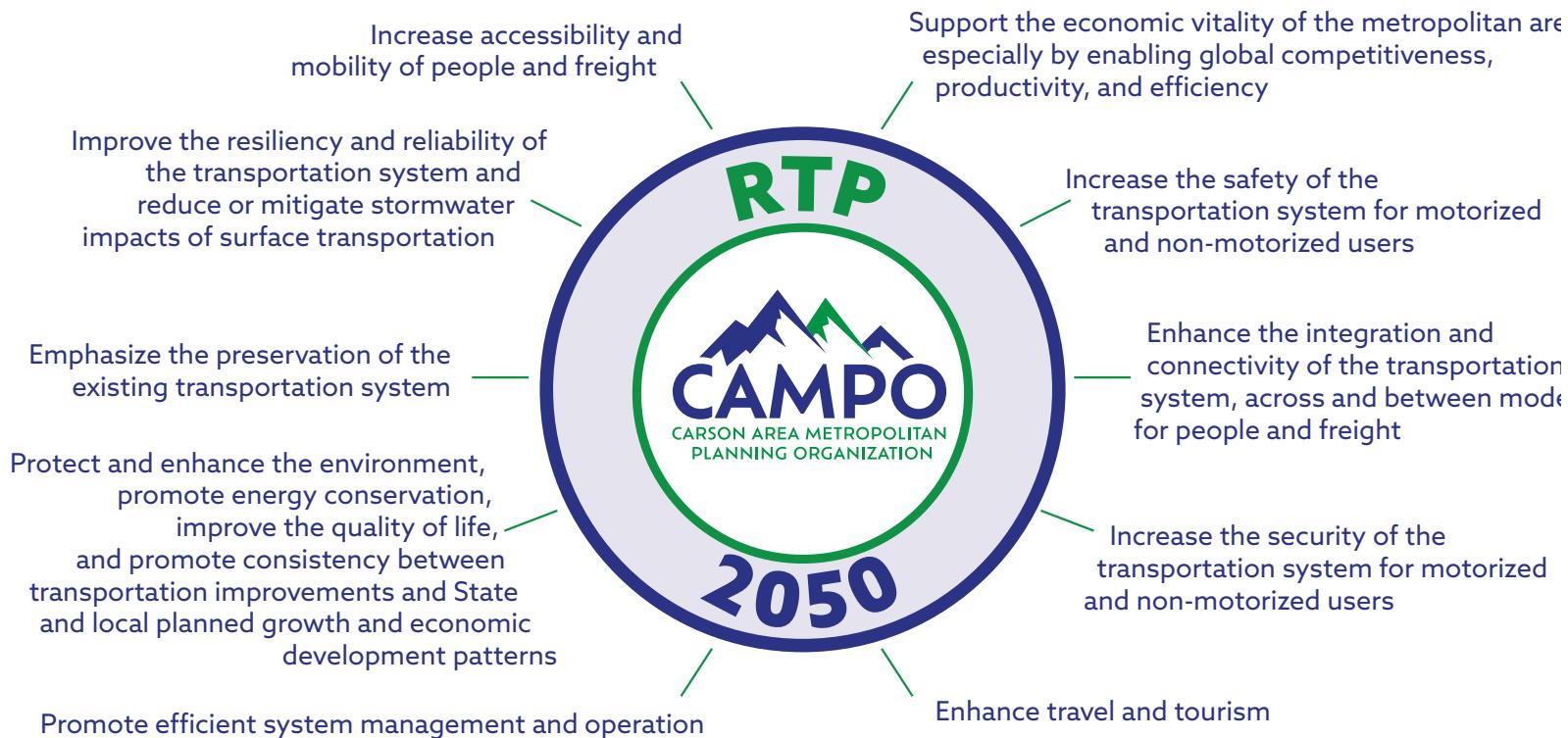
2.3 State & Federal Requirements

Each MPO, in cooperation with state and local agencies, must prepare a long-term, 20+ year, transportation plan, in accordance with 23 USC § 134 and 49 USC § 5303.

In November 2021, the Infrastructure Investment and Jobs Act (IIJA) was signed into law. This legislation carries forward and expands the policies, programs, and initiatives established by prior legislation, including the Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America's Surface Transportation Act (FAST Act), by introducing policies

and programs that address new and emerging issues that face the nation's transportation system.

The metropolitan transportation planning process specified by the IIJA and the implementing regulations contained in 23 CFR 450 requires CAMPO to maintain a continuous, cooperative, and comprehensive framework for making transportation investment decisions in the metropolitan area. These factors must be considered in the regional transportation planning process: Infographic on factors from 23CFR 450.306(b) below.



2.4 Performance Monitoring

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 programming. As a matter of best practice, Transportation Performance Management (TPM) should guide investment decisions by providing a feedback loop that measures the level of impact resulting improvements have in furthering national, state, and regional goals. This process is transparent and data-driven and informs decision-makers and the public when selecting and prioritizing projects that meet the greatest needs. CAMPO's annual report summarizing each of the required performance measures ensures we are using the most current and relevant data when making transportation-related investment decisions.

Below are performance measures which CAMPO tracks, in partnership with NDOT. MPOs can support NDOT's targets or establish their own quantifiable targets. Performance metrics and established targets for each of the performance measures used for this RTP are provided in Appendix B. NDOT submits all Performance Measures to the Federal Highway Administration (FHWA) biennially, as required.

2.4.1 Safety

The FHWA 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)

CAMPO supports NDOT's Safety targets and provides safety updates within the CAMPO region as described in Section 4.2 of this document.

2.4.2 Infrastructure Condition

FHWA has established specific performance measures and target-setting methodology for pavement and bridges located on the National Highway System (NHS). The NHS comprises two categories: Interstate and non-Interstate. The Pavement and Bridge Condition Performance Measures Final Rule requires a performance report that includes baseline conditions along with two- and four-year targets. CAMPO currently supports NDOT's two- and four-year targets.

2.4.3 Pavement

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

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 preserve and maintain our region's existing transportation infrastructure.

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

2.4.4 Bridges

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 to local agencies by NDOT. CAMPO monitors these performance measures to advocate for resources as needed.

2.4.5 System Reliability, Freight Movement

The National Highway System and Freight Performance Measures Final Rules 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:

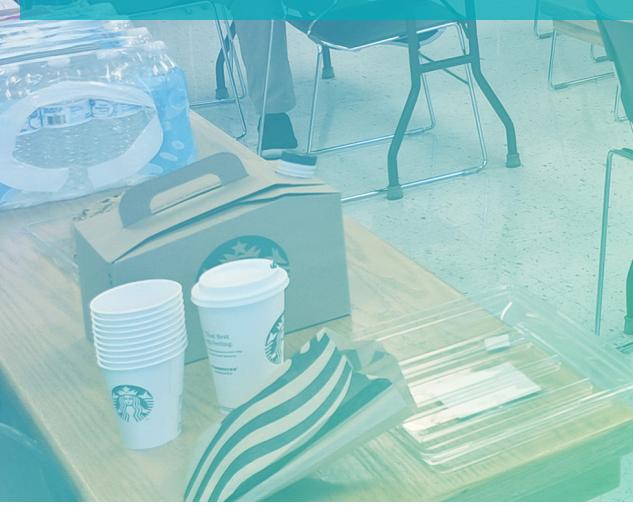
1. Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the Interstate that are reliable
2. Non-Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the non-Interstate NHS that are reliable
3. Freight Reliability Measure: Truck Travel Time Reliability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

Like other measures, these are calculated, tracked, and reported to CAMPO by NDOT. CAMPO monitors the performance measures to advocate for resources as needed, consistent with CAMPO's goal of ensuring mobility for people and goods.



3

VISION, GOALS, AND PUBLIC ENGAGEMENT



3.1 Vision

CAMPO strives to develop and maintain a transportation system that provides balanced, safe, reliable, and convenient transportation options for all members of our community.

The vision described above was developed in careful consideration of current mobility needs within the region and as a representation for how the community would like to grow and adapt, recognizing that no two residents have the same needs or ideals for how they choose, or are able, to interact with the transportation network. Transportation is innately personal – we all experience the transportation network through our own unique lens of our daily activities. Each of us has responsibilities, social activities, medical appointments, and day-to-day errands that create demand for traveling.

The mobility needs for CAMPO's diverse and evolving population vary. As a result, enhancements to the transportation network must be balanced and forward-thinking. The area's transportation network of roadways, paved paths, sidewalks, signals, signs, and other transportation facilities aim to provide safe and efficient mobility to its users. Limited revenue from local, state, and federal funding sources is allocated to a growing need for maintenance and network enhancement improvements. This plan presents a performance-based planning approach that identifies programs and projects that have a significant benefit to the quality of life for everyone who uses the transportation system.

3.2 Goals

Six RTP goals have been developed to be compatible with federal and state transportation goals and are consistent with input from the CAMPO community as shown in Figure 3.



Figure 3. RTP goals

While each goal is important in its own right, a balanced transportation system requires the strategic investment and implementation of all these elements. This approach considers inherent trade-offs and prioritizes solutions that support all goals. Each of the projects identified in this plan has been evaluated for its ability to further these collective goals, ensuring that investments are in direct support of achieving the regional vision. The CAMPO goals provide a foundation for prioritizing projects, with the scoring criteria and weighting percentages for each of the six goal areas determining the overall project score and prioritization. Additional details on project prioritization are provided in Chapter 6.

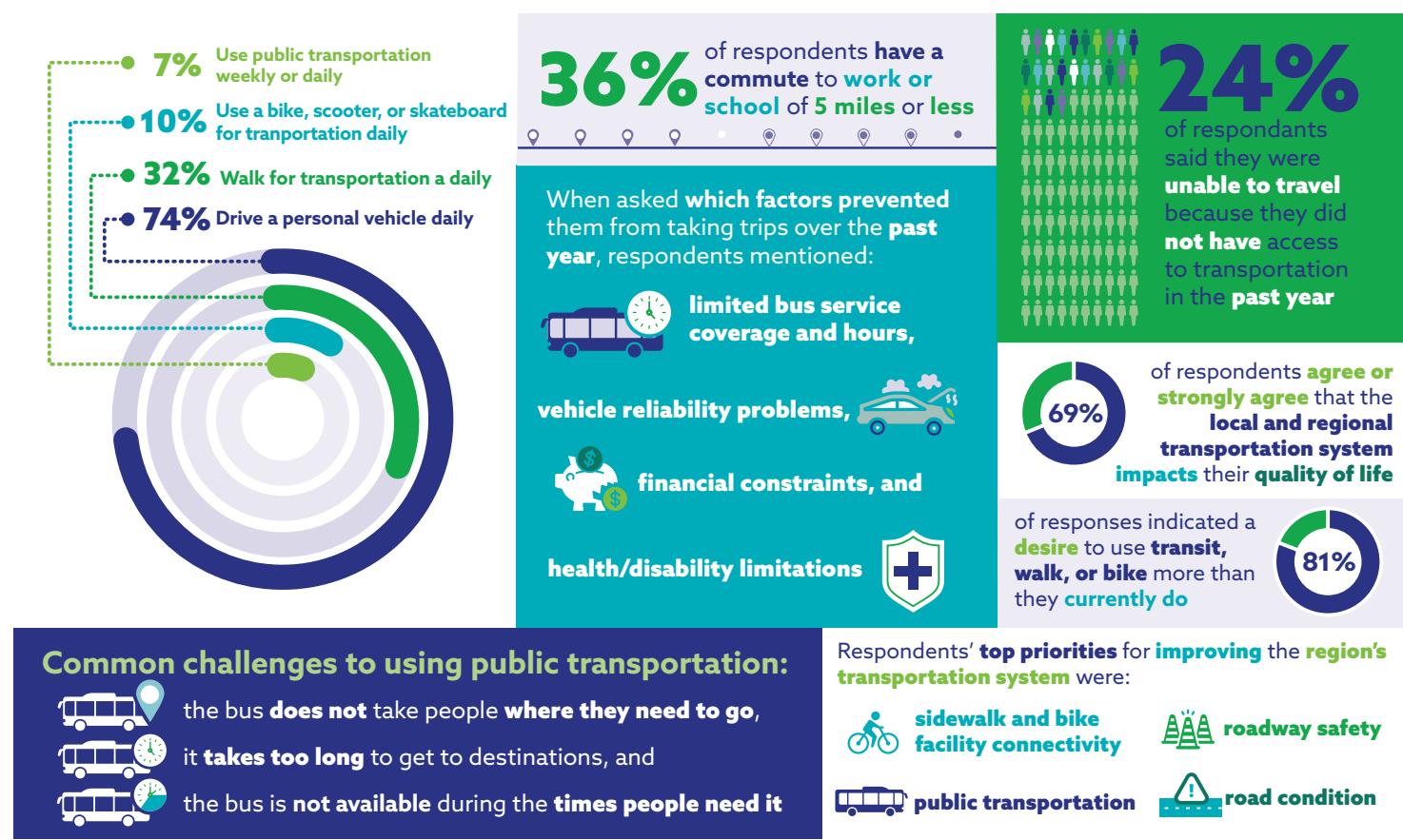


Figure 4. Survey results

3.3 Stakeholder and Community Engagement

CAMPO Staff hosted multiple engagement sessions through the summer of 2025 with local, state, and federal departments and agencies to communicate CAMPO's vision and goals, identify common goal areas, establish a regional vision, identify transportation needs and constraints, prioritize projects, and commit to continued collaboration.

A bilingual public survey was released in May 2025 with 267 participants. A public meeting was held on September 24, 2025. Staff gave updates to the CAMPO Board, which are always open to the public in April, August, September, November, December 2025, and January 2026. Staff spoke with KNVC Community Radio 95.1 FM on August 28th to inform the public about CAMPO and the RTP process.

A 30-day public comment period from November 5 through December 5 was advertised in a Press Release and announced at the CAMPO Board. During this public comment period, staff held three CAMPO 2050 RTP learning sessions in Carson City, Lyon County, and Douglas County to share the RTP with the public, walk through the document, and answer questions. Appendix C includes a summary of outreach activities and comments.



4

CURRENT & FUTURE CONDITIONS / REGIONAL TRANSPORTATION NEEDS

4.1 Population, Employment, & Land Use

CAMPO produces an annual report summarizing ongoing monitoring of existing conditions and forecasted trends that impact current and future demand of the transportation system. The annual CAMPO 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, walking, biking, driving). 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. The latest Annual CAMPO Transportation Network Monitoring Report can be found on the [CAMPO website](#).

4.1.1 Current/ Future Population

Over the next 25 years, demand for the transportation system will grow and evolve. CAMPO's population over the next 25 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% which were experienced in the mid-2000s, are not expected under existing assumptions. In total, between the years 2025 and 2050, CAMPO's population is anticipated to be about 97,000 people.

Population estimates for 2024 through 2043 (Table 1) from the Nevada Department of Taxation anticipate a growing senior population (shown in gray) that will necessitate investment in safety enhancements to address the changing mobility needs of seniors. Investment in accessible public transportation, pedestrian, and bicycle facilities will be important for providing an aging population with mobility options and independence, along with improved integration and mobility for all system users.



Table 1: 2024-2043 Nevada State Demographer Population Projections

Five Year Cohorts	Carson City			Douglas County			Lyon County		
	Year	Year	Percent Change	Year	Year	Percent Change	Year	Year	Percent Change
	2024	2043	2024-2043	2024	2043	2024-2043	2024	2043	2024-2043
Ages 0-4	2,652	3,396	28%	1,893	1,769	-7%	3,554	3,851	8%
Ages 5-9	2,425	4,015	66%	2,735	2,334	-15%	3,987	4,204	5%
Ages 10-14	2,726	3,753	38%	2,810	2,630	-6%	3,841	4,284	12%
Ages 15-19	4,307	3,112	-28%	2,169	2,408	11%	3,570	4,253	19%
Ages 20-24	3,567	2,159	-39%	1,254	1,731	38%	2,937	4,303	47%
Ages 25-29	2,390	3,663	53%	3,265	2,328	-29%	4,248	4,339	2%
Ages 30-34	3,956	2,925	-26%	3,150	2,486	-21%	5,736	4,065	-29%
Ages 35-39	4,796	5,343	11%	3,310	2,452	-26%	3,048	3,688	21%
Ages 40-44	2,284	3,757	64%	2,630	2,929	11%	3,005	4,538	51%
Ages 45-49	2,581	2,311	-10%	2,977	4,225	42%	4,158	5,292	27%
Ages 50-54	5,520	4,116	-25%	3,274	3,852	18%	4,284	6,485	51%
Ages 55-59	4,621	3,862	-16%	4,124	3,991	-3%	4,475	3,268	-27%
Ages 60-64	3,510	2,401	-32%	4,948	3,472	-30%	4,227	3,800	-10%
Ages 65-69	4,139	3,389	-18%	5,260	4,239	-19%	4,232	4,506	6%
Ages 70-74	4,244	5,165	22%	3,794	3,869	2%	3,518	4,155	18%
Ages 75-79	2,772	4,590	66%	3,021	3,829	27%	2,499	3,470	39%
Ages 80-84	1,572	1,926	23%	2,021	2,991	48%	1,627	2,389	47%
Ages 85 over	1,499	3,006	101%	1,966	3,032	54%	1,339	2,391	79%
Total	59,562	62,887	6%	54,600	54,567	0%	64,287	73,280	14%

*Highlighted areas note age cohorts with growth rates at or above 14%

** Source: Nevada Department of Taxation: <https://tax.nv.gov/wp-content/uploads/2024/05/2023-ASRHO-Estimates-and-Projections-Summary-2000-to-2042.pdf>

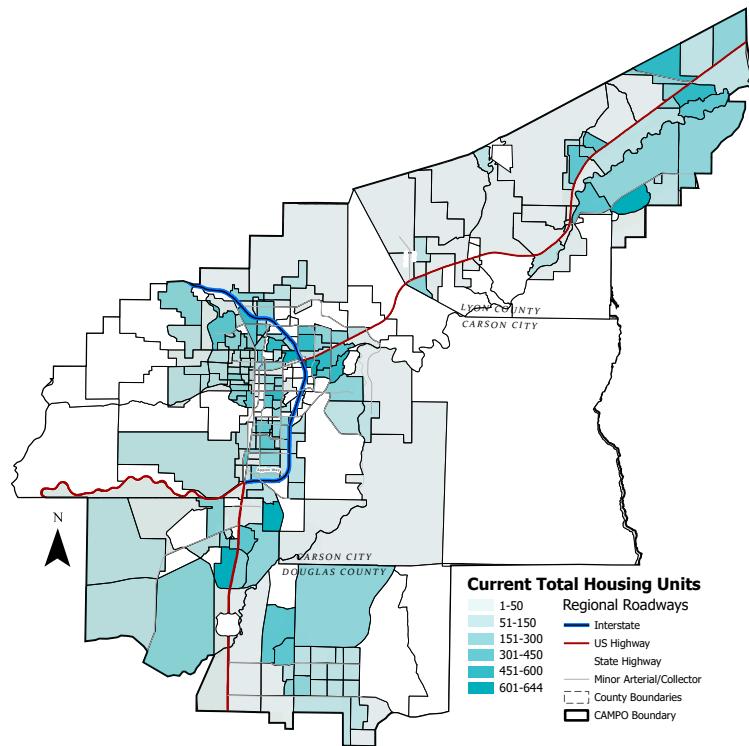


Figure 4. 2022 Housing Units Map

Transportation Analysis Zones (TAZs) incorporate roadway features, socioeconomic data, and land use used to model within the Travel Demand Model current and future trips based on where people live, work, recreate, shop, and where land uses are projected to change. Figure 4 shows 2022 Housing Unit densities within CAMPO. Figure 5 shows Housing Unit density projected into 2050, demonstrating where housing is predicted to grow.

As depicted in Table 1 from the Nevada Demographer, growth in young, family-age cohorts, including adults between 35-49 and children between the ages of 1 and 14 (shown in gray), are also anticipated. Given these population trends CAMPO's 2050 RTP identifies the need to prioritize projects that benefit the most vulnerable users, children as they walk and

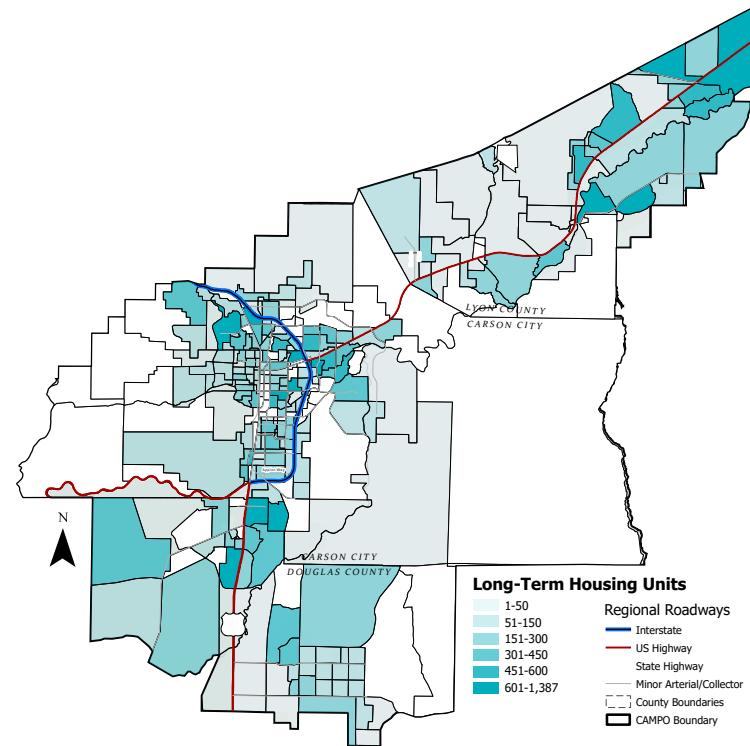


Figure 5. 2050 Housing Units Map

bike to school, older adults to accommodate accessibility issues as well as those with disabilities, and safety concerns of older drivers. Additional discussion on vulnerable users is included in the Safety Section. Using a linear population projection based on the 20-year population growth by the Nevada demographer, the CAMPO region is expected to grow to about 97,000 residents by 2050.

4.1.2 Current/Future Employment

TAZs can also highlight where people work. Figure 6 shows CAMPO's 2022 employment densities within TAZs. Figure 7 shows where employment densities are predicted to grow into 2050.

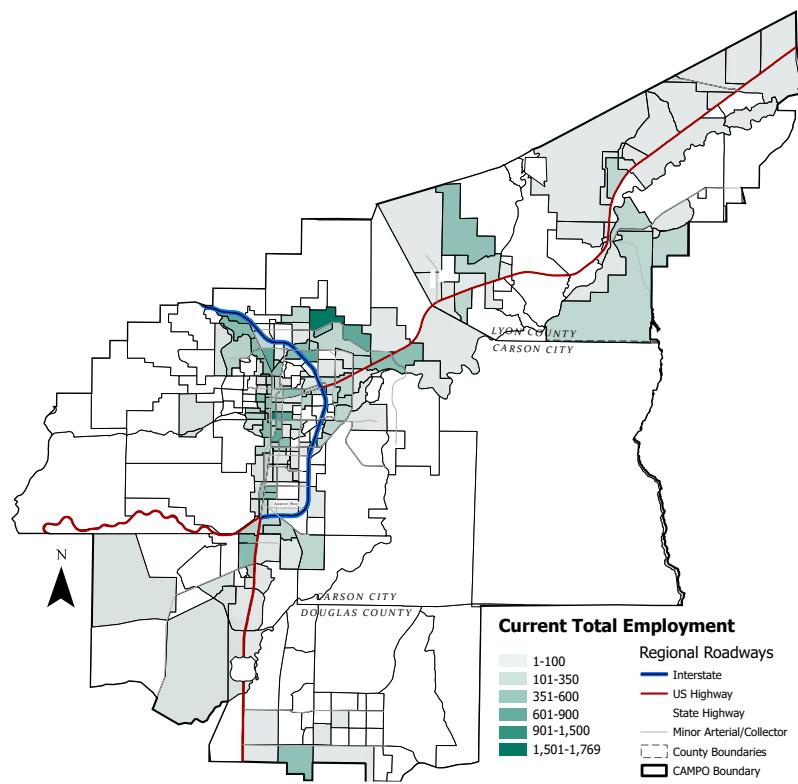


Figure 6. Employment TAZ map 2022

4.1.3 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 in turn influence where people and businesses choose to locate. 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 residents.

As member jurisdictions strive to increase transportation services with limited funds, the cost to maintain the transportation network continues

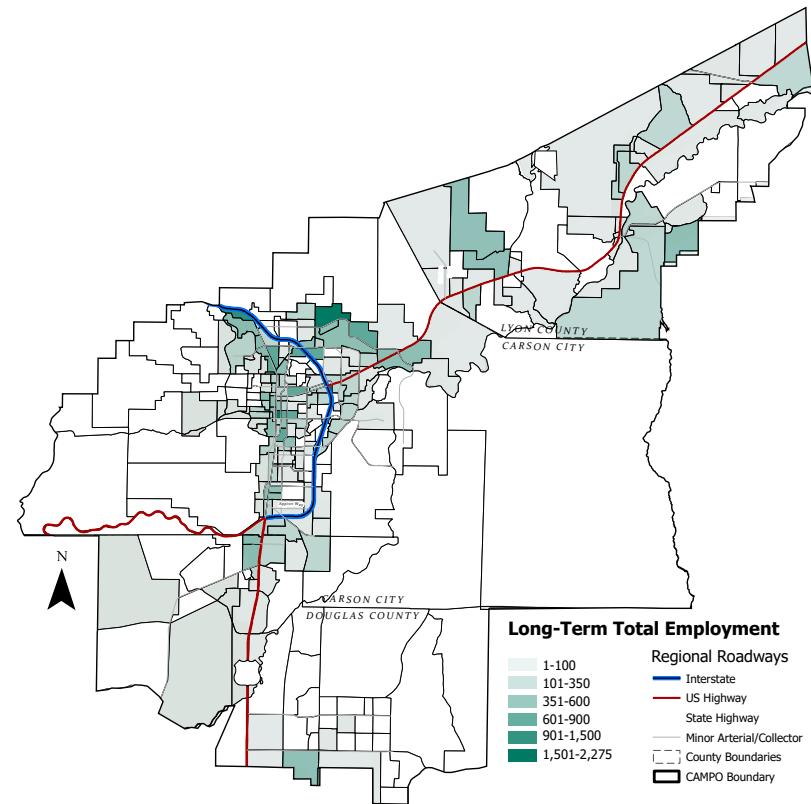


Figure 7. Commercial Employment TAZ map 2050

to grow. Land use development patterns that have lower density typically result in lower revenue and higher infrastructure costs, meaning local governments cannot maintain the transportation network using traditional user pay models, such as fuel tax. This commonly results in general fund transfers to subsidize the maintenance of the transportation network. The CAMPO 2050 RTP prioritized projects in higher-density land uses to promote redevelopment, economic prosperity, and access to essential services, such as community institutions, schools, grocery stores, hospitals, hardware stores, or similar uses. This strategy also prioritizes projects where land use supports the development of a multi-modal system.

Low-density land use patterns also make other modes of transportation, such as transit, walking, and bicycling, more difficult and less appealing. Connecting residential neighborhoods and employment centers with multimodal transportation options, including transit-supportive developments, is a priority for CAMPO as it improves non-automobile access and enables creative connectivity solutions.

Carson City

The current [Carson City Master Plan](#) was approved in 2025. It provides a roadmap on where and how the community will grow in the next 20 years. Carson City has had a Growth Management Program since 1978 to manage infrastructure capacity, service levels, and overall growth. Carson City has established an urban services boundary to reflect the public's desire to maintain a compact urban footprint centered around downtown Carson City. The guiding principles of the Carson City Master Plan include Well-Managed Growth, Access to Open Lands & Recreational Opportunities, Economic Vitality, Livable Neighborhoods, Unique History & Culture, and A Connected Community.

“Carson City will maintain a safe transportation system that facilitates efficient travel both within and through the community using a variety of motorized and non-motorized modes.”

Carson City transportation goals include providing a safe and efficient multimodal transportation system for all users, where land use is connected to transportation decisions, supports all modes of transportation, and connects bike lanes, multi-use paths, and sidewalks within the city.

Lyon County

The [Lyon County Master Plan](#) was approved in 2020. The Lyon County Plan highlights past sprawl patterns, but aims to allow for more compact development, focusing on and balancing residential, employment, and

retail land uses and with limited growth in rural areas. There are three communities within Lyon County's portion of CAMPO: Mound House, Silver City, and Dayton.

Mound House is an unincorporated Lyon County community bisected by U.S. 50 with the highest industrial use in Lyon County and residential neighborhoods adjacent. There is limited water and sewer infrastructure, so residential growth is limited in this area. Although new commercial and industrial uses are encouraged in this area, new industrial uses are only approved in areas that do not adversely affect residences.

Silver City, a National Landmark Historic District, is the smallest in Lyon County, with fewer than 200 people. This community has residences, commercial, and industrial areas, but is unlikely to grow, as it lacks a sewer system.

Dayton has had the highest growth of the unincorporated areas of Lyon County. There are commercial and residential land uses, with residential development in suburban areas encouraged adjacent to other residential neighborhoods, with a vision of livable communities, connected streets, gathering places, parks, and schools. U.S. 50 commuters experience continually congested traffic patterns, particularly travelling east in the evening.

Three important transportation planning directions seem apparent:

- The connectivity and capacity of arterials and collectors will be a key element for the growth of the County and should be carefully conserved. Strategies to achieve this connectivity should include strict access control and development of residential and nonresidential design standards that emphasize internalization of circulation systems.
- Within communities, pre-planned expansion of highway and roadway systems is required to ensure that the function and viability of the development centers do not negatively impact the rural quality of life.

- Increasingly, the private sector will have to be part of the solution of transportation issues, including financing and other transportation systems modifications.”

Douglas County

There are two Douglas County communities within CAMPO: Indian Hills/Jacks Valley, and Johnson Lane. **Indian Hills** has a commercial center, near the Carson City/Douglas County line, but is primarily residential. Douglas County outlines zoning and residential preferences to connected infrastructure, limited access to U.S. 395, and specific plans for Clear Creek and North Douglas Planned Developments within their [2020 Douglas County Master Plan](#). In 2002, Douglas County voters approved of the Sustainable Growth Initiative, which limits the number of new dwelling units to 280 per year to manage growth. **Johnson Lane** area is primarily single-family estates and rural residential community. The Douglas County Master Plan references the Transportation Master Plan, adopted in 2019 which mentions safety concerns along U.S. 395 and failures in Level of Service, attributed to increased traffic from Douglas County and Carson City.

4.2 Travel Demand & Monitoring

The CAMPO 2050 RTP is required by federal regulations to identify current and future demand on the transportation system. CAMPO maintains a travel demand model (TDM) to forecast demand. The TDM utilizes future land-use from adopted Master Plans, data from the State Demographer, and historical trends to estimate population. The TDM predicts system demand and performance in model scenarios: a base year scenario of 2022, a near-term scenario of 2035, and a long-term scenario of 2050. The near-term and long-term scenarios are further analyzed by adding transportation projects, which are categorized by projects that are either fiscally constrained (funded) or that do not have funding identified. The TDM was updated in 2024, and again in 2025. An Open GIS Interface Tool

was created so that CAMPO and developers can easily access key TDM inputs and outputs without specific modeling software. A complete model documentation report is provided at the link: [Carson City Transportation Documents | Carson City](#) and additional details for the RTP update are included in Appendix D. Periodic updates to the TDM are recommended as funding allows to review how changes in land-use and future development patterns affect transportation needs.

4.2.1 Level of Traffic Stress (LOS) and Travel Times

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 estimates measure the time it takes to travel between two points and can be used to evaluate month-to-month or year-to-year changes between future year TDM scenarios.

Outputs from the base year of CAMPO's travel demand model on LOS are provided on the following pages. 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. Figures 8 and 9 delineate the LOS for approximately 1,163 road segments for the base-year (2022) and future 2050 scenarios, assuming no changes to the roadway network. Near- and long-term scenarios that incorporate fiscally constrained projects are included in Chapter 6; all other scenarios are contained within the model documentation report in Appendix D.

Between 2022 and 2050, LOS will diminish primarily on U.S. 50 East and U.S. 395. This is not only important from a commuter's perspective but is also important from an emergency response perspective. The U.S 50 and U.S. 395/I-580 corridors serve as the primary corridors into and out of the CAMPO region and carry nearly all traffic entering and exiting CAMPO. Terrain, the number of driveways and other access points, and traffic

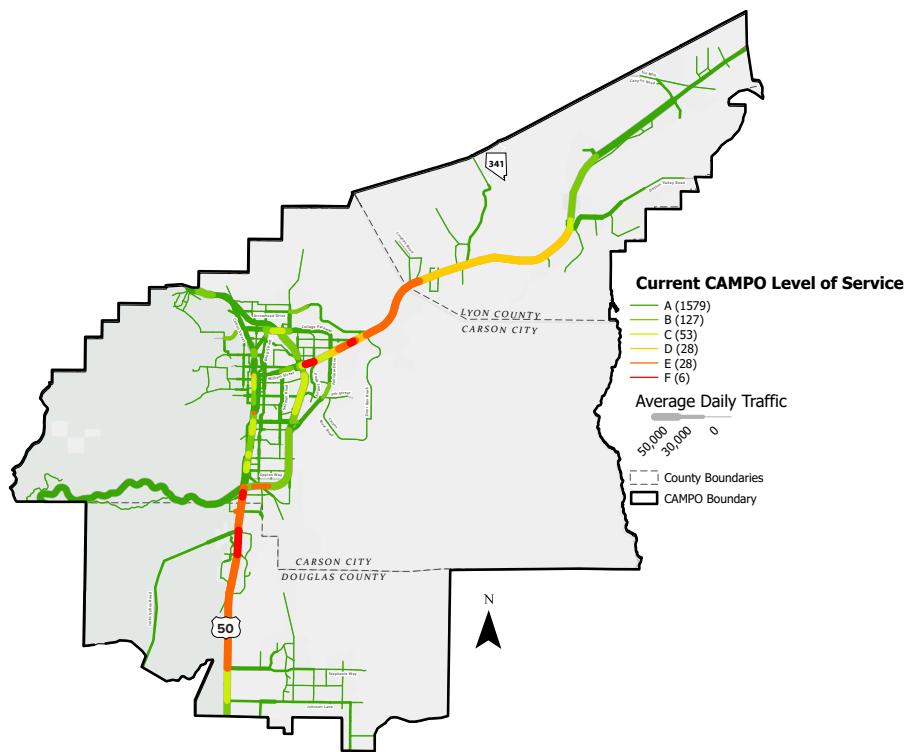


Figure 8. 2022 LOS Map

signal coordination are examples of how a road's design can affect the flow of traffic, including emergency response or evacuation. Establishing consistent design concepts and identifying potential access management and operational efficiencies must be factored into the evaluation of projects and project prioritization.

Travel Time Index/Planning Time Index

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

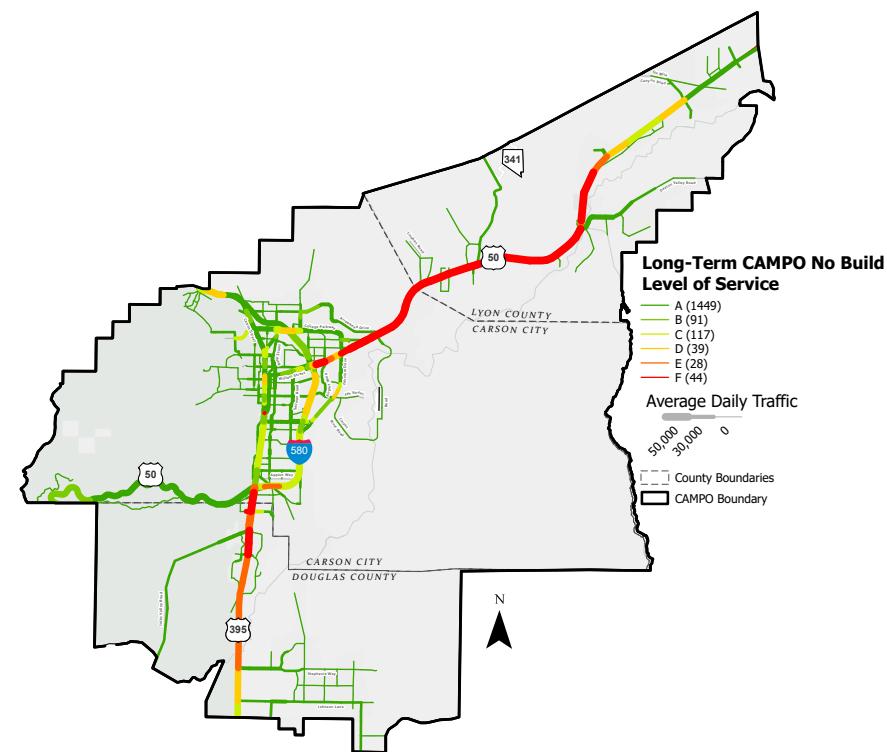


Figure 9. 2050 No-Build Map

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.

Travel Time Index (TTI) and Planning Time Index (PTI) are calculated using the Regional Integrated Transportation Information System (RITIS) utilizing data from mobile phones, vehicles, and portable navigation devices to track CAMPO transportation performance and prioritize future investments. CAMPO reports annual TTI and PTI changes in the [CAMPO Annual Network Monitoring Report](#).

Transportation System Management

The [Carson Area Transportation System Management Plan \(CATSMP\)](#) was initiated as a planning effort for CAMPO to establish commonly held operations and management objectives and as an asset management plan to support improved transportation system performance for the CAMPO region. The CATSMP reviewed CAMPO's current transportation system and identified needs related to operations and management to inform future investments to ensure a safe and reliable transportation system for the region. This plan included stakeholder engagement, collection of physical and logistical elements, a needs assessment, life cycle costing to inform future system improvement strategies, and the development of technology-based data-driven performance measures and benchmarks.

Recommendations from the CATSMP include:

- **Maintain an accurate and up-to-date inventory of assets for the physical elements collected as part of this plan.** Integration of transportation assets into Carson City's asset management strategy will help ensure program elements are maintained.
- **Adopt formal Incident and Special Event Management Procedures.** The Incident and Special Event Management Procedures should, at a minimum, identify the event originator, reviewing department, approver, implementation process, and timeline when the signals are to return to standard operations.
- **Implement consistent language and terms among all signal systems covered under the existing agreements.** It is recommended that all county and NDOT agreements be updated to have consistent agreement terms. The Douglas County agreement should be used as a starting point to update all county agreements, as this is the most recent agreement that was negotiated.
- **Coordinate with District Attorney regarding interlocal agencies and Nevada Revised Statute 277A.** CAMPO has recently experienced

challenges with interlocal agencies and Nevada Revised Statute 277A, specifically with respect to NDOT purchasing signal equipment for Carson City to install in Lyon and Douglas Counties. CAMPO should work with their District Attorney to determine how to accomplish this efficiently.

- **Provide instructions on how to read the signal timing plans to consultants when signal timing requests are made.** Instructions explaining how to read CAMPO's signal timing plans should increase the consultants' understanding of the plans.

It is recommended that Carson City, NDOT, and partner agencies provide a dedicated annual budget for the routine replacement of transportation equipment (traffic signal systems and detection and other intelligent transportation systems [ITS] equipment).

CAMPO should also consider implementing Automated Traffic Signal Performance Measures (ATSPM) or a similar signal performance monitoring system to enhance the granularity and diversity of the data available for assessing and adapting signal operations. These approaches would allow CAMPO to collect information such as the percentage of vehicles arriving on a green light, split failures, and the prevalence of phase maxouts or gap-outs. Technology such as connected vehicle data can be utilized for current studies; however, it is recommended that this be limited to periodic data purchases for well-defined studies rather than an annual subscription model due to cost.

Table 2: Travel Times in Minutes between Metropolitan Planning Area Gateways

Travel Times in Minutes between Metropolitan Planning Area Gateways		2015		2020		2022		2030		2050	
From	To	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	27.6	41.5	27.6	49.3	27.6	68.8
	U.S. Hwy 395 South (2000 feet south of Johnson Lane)	23.1	30.4	16	24.5	16.1	21.2	16.1	21.1	16.2	19.4
	U.S. Hwy 50 West (2.7 miles west of U.S. Hwy 395)	16.8	18.7	11.7	13	12.9	14	12.9	14.2	13	14.2
U.S. Hwy 50 East (Near Chaves Road)w	U.S. Hwy 395 North (Carson City and Washoe County Line near Hobart Road)	35	33.6	24.7	28.3	27.8	31.5	27.9	32.4	28.1	34.5
	U.S. Hwy 395 South (2000 feet south of Johnson Lane)	48.2	53.6	32.2	43.2	34.7	42.5	34.8	43.2	35	43.5
	U.S. Hwy 50 West (2.7 miles west of U.S. Hwy 395)	41.9	41.9	27.9	31.7	31.5	35.4	31.6	36.3	31.7	38.3
U.S. Hwy 395 South (2000 feet south of Johnson Lane)	U.S. Hwy 395 North (Carson City and Washoe County Line near Hobart Road)	26.4	26.4	16.1	19.3	16.2	20	16.2	20.6	16.1	23.6
	U.S. Hwy 50 East (Near Chaves Road)	46.6	55.2	31.9	43.3	34.2	51	34.2	59.2	34.1	81.6
	U.S. Hwy 50 West (2.7 miles west of U.S. Hwy 395)	16.1	15.3	10.4	12.5	11	13.4	10.9	13.9	10.9	16.3
U.S. Hwy 50 West (2.7 miles west of U.S. Hwy 395)	U.S. Hwy 395 North (Carson City and Washoe County Line near Hobart Road)	17.3	18.5	11.7	13	13	15.1	13	15.5	13	16.1
	U.S. Hwy 50 East (Near Chaves Road)	37.5	47.3	27.5	37	31	46.1	31	54	31	74.1
	U.S. Hwy 395 South (2000 feet south of Johnson Lane)	13.3	19.1	10.3	17.8	10.9	15.7	10.9	15.6	11	14.1

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

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

4.3 Safety

A top priority of the CAMPO 2050 RTP 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.

In addition to the safety Performance Measures described in section 2.4, CAMPO completed the [CAMPO Local Road Safety Plan](#) in April 2024, identifying ten priority locations to focus safety projects within the CAMPO region. These locations are shown in Table 3, and a number of these projects are underway or have been programmed as part of the fiscally constrained project list. This includes the North Carson Complete Streets Corridor Study, which will identify needed safety, utility, rehabilitation, landscaping, and multimodal considerations along a 2.3-mile former U.S. 395 leading into the heart of Carson City and the U.S. 50 East Carson Complete Streets Corridor Plan that identified safety and access management recommendations for U.S. 50 between I-580 in Carson City to State Route 341 in Mound House, Lyon County.

4.3.1 Proven Safety Countermeasures

In 2008, FHWA 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 initiative became known as Proven Safety Countermeasures.

The list of Proven Safety Countermeasures includes 28 treatments and strategies that practitioners can implement to successfully address roadway departure, intersection, and pedestrian and bicycle crashes. Among the

Table 3: CAMPO Local Road Safety Plan Priority Locations

Priority Intersections
US-395 & Topsy Lane (Signalized)
Airport Road & US 50 (Signalized)
N. Carson Street & W. Nye Lane (Unsignalized)
Goni Road & Old Hot Springs Road (Unsignalized)
Highlands Drive & US 50 (Unsignalized)
Priority Segments
S. Carson Street from US 50 to Stewart Street (2.27 mi.)
E. College Parkway from I-580 to US 50 (2.21 mi.)
N. Carson Street from Long Street to I-580 (2.07 mi.)
S. Curry Street from Lake Glen Drive to Curry Circle (1.02 mi.)
Saliman Road from Long Street to Fairview Drive (1.7 mi.)



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. [Proven Safety Countermeasures | FHWA \(dot.gov\)](https://www.fhwa.dot.gov/safety/countermeasures/)

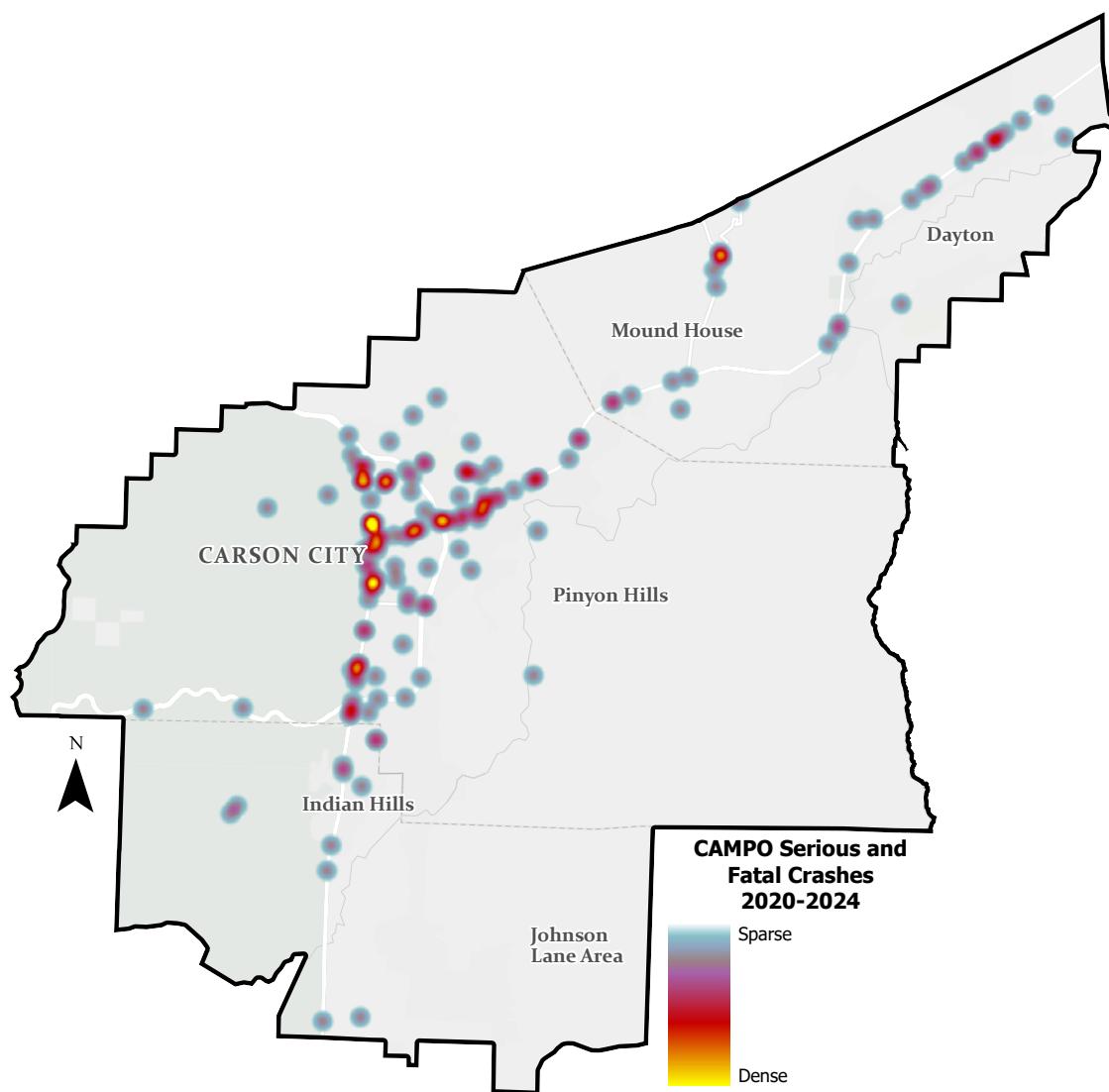


Figure 10. Serious and Fatal Injuries

Figure 11: FHWA Proven Safety Countermeasures

SPEED MANAGEMENT

Appropriate Speed Limits for All Road Users



Speed Safety Cameras



Variable Speed Limits

PEDESTRIAN/ BICYCLIST

Bicycle Lanes



Crosswalk Visibility Enhancements



Leading Pedestrian Interval



Medians and Pedestrian Refuge Islands in Urban and Suburban Areas



Pedestrian Hybrid Beacons



Rectangular Rapid Flashing Beacons (RRFB)



Road Diets (Roadway Reconfiguration)



Walkways

ROADWAY DEPARTURE

Enhanced Delineation for Horizontal Curves



Longitudinal Rumble Strips and Stripes on Two-Lane Roads



Median Barriers



Roadside Design Improvements at Curves

SafetyEdgeSM

Wider Edge Lines

INTERSECTIONS

Backplates with Retroreflective Borders



Corridor Access Management



Dedicated Left- and Right-Turn Lanes at Intersections



Reduced Left-Turn Conflict Intersections



Roundabouts



Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections



Yellow Change Intervals

CROSSCUTTING

Lighting



Local Road Safety Plans



Pavement Friction Management



Road Safety Audit



Figure 12: SHSP graphic

4.3.2 Nevada Strategic Highway Safety Plan (SHSP)¹

In 2004, NDOT and the Nevada Department of Public Safety formed a Technical Working Group to develop a statewide safety plan, the Nevada Strategic Highway Safety Plan (SHSP), with the latest update of the 2026-2030 SHSP to be approved by FHWA in December 2025. The SHSP is a comprehensive data-driven statewide safety plan that identifies the highest causes of fatalities and serious injuries on Nevada's roadways and provides a coordinated framework for reducing the crashes that cause fatalities and serious injuries. The SHSP establishes statewide goals and critical emphasis areas focusing on the 6 E's of traffic safety: Equity, Engineering, Education, Enforcement, Emergency Medical Services/Emergency Response/Incident

Management, and Everyone. The purpose of the SHSP is to eliminate traffic-related fatalities and serious injuries by combining and sharing resources across disciplines and strategically targeting efforts to the areas of greatest need. The SHSP is aligned with other statewide planning efforts and provides guidance for statewide traffic safety plans and local plans, and guides the investment of funds for three federally-funded programs: the Highway Safety Improvement Program (HSIP) managed by NDOT, Highway Safety Plan (HSP) managed by the Office of Traffic Safety (OTS), and the Commercial Vehicle Safety Plan managed by the Nevada State Police and Highway Patrol. In 2021, the Nevada Advisory Committee on Traffic Safety (NVACTS) was voted into statute and replaced the Nevada Executive Committee on Traffic Safety. CAMPO is an active and voting member of NVACTS.

4.4 Active Transportation

No transportation system is complete without Active Transportation. Active Transportation includes any human-powered or human-scale 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, people with disabilities, and low-income families for whom the cost of owning and operating a car, or multiple cars, may be prohibitive.

The use of active transportation is significantly influenced by safety and mobility needs. Active transportation users are significantly more vulnerable than vehicle users. A primary strategy of the CAMPO 2050 RTP encourages the use of awareness programs and physical enhancements to the active transportation network to improve the safety of the system's most vulnerable users. Investments that increase safety for active transportation users are also known to improve safety for drivers.

A goal of this plan is to prioritize investments that improve mobility and access to essential services, thereby directing limited funding to areas of high use. Active Transportation also supports the region's quality of life and improves prosperity for families living near active transportation systems. An example of this is the introduction of electric-powered bikes and scooters, as greater use of these devices will influence the number of individuals using active transportation, allowing them to travel greater distances without needing access to a vehicle. 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.

4.4.1 Americans with Disabilities Act (ADA)

The CAMPO 2050 RTP incorporates by reference the [2024 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 2024, CAMPO, in coordination with the Carson City RTC produced an updated ADA Transition Plan for Carson City's Pedestrian Facilities in

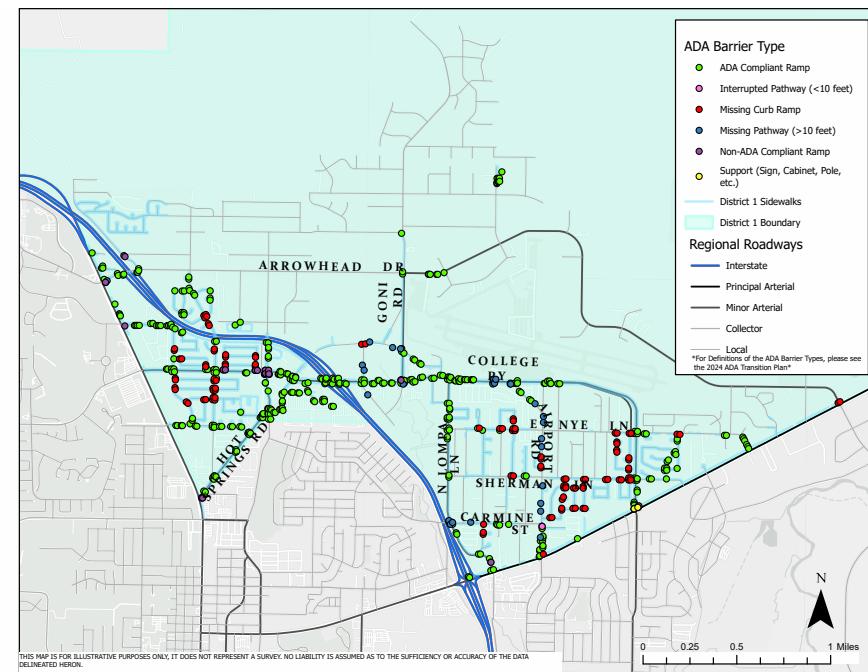


Figure 13: Performance District 1 - 2024 Inventory of Pedestrian Facilities

the Public Right-of-Way. Pedestrian facilities within the public right-of-way include sidewalks, curb ramps, pedestrian crossings, transit stops, paved multiuse paths, and pedestrian-activated signal systems.

Carson City's ADA Transition Plan relates to the CAMPO 2050 RTP's Transportation Goals and Planning Strategies by



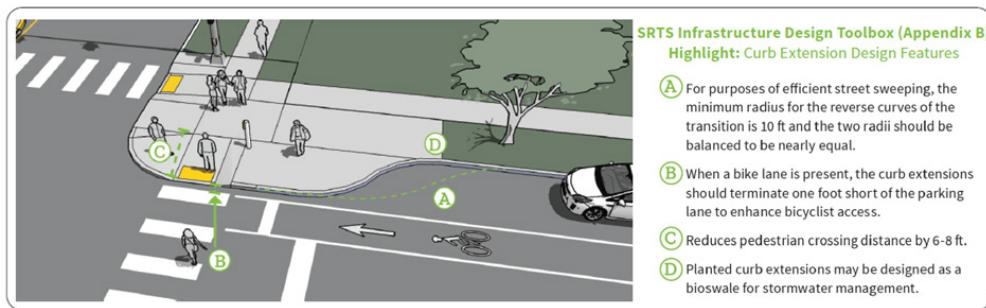
increasing safety, improving mobility and reliability, maintaining the multi-modal transportation system, improving access, and benefiting the most vulnerable users. An objective of this plan is to increase the number of ADA-compliant transportation facilities. Efforts toward achieving this objective are measured by tracking the number of transportation facilities that have been improved to ADA standards.

4.4.2 Safe Routes to School

Safe Routes to School (SRTS) is a national initiative implemented locally to encourage students to walk and bike safely to school and reduce the number of school-related vehicle trips. The SRTS approach promotes walking and bicycling to school through infrastructure improvements, enforcement, safety education, and various types of incentives. This approach is often described as the "6 Es of Safe Routes to School." The 6 Es are engagement, equity, engineering, encouragement, education, and evaluation.

The CAMPO 2050 RTP incorporates by reference the [2020 Carson City Safe Routes to School Master Plan](#), and subsequent updates, and the [Douglas County SRTS Action Plan](#). Both SRTS plans provide recommendations to improve safety for students walking and biking to schools in Carson City and Douglas County, with a secondary goal of enhancing safety at and around school bus stops. The two SRTS plans outline a clear vision for improving the safety of walking and biking to school for years to come, while being adaptable to future changes in school boundaries. The SRTS plans include a prioritized list of infrastructure improvements and programmatic recommendations for stakeholders that can help improve the safety of students and their families as they travel to and from school. Both SRTS plans support the Transportation Goals and Planning Strategies within this RTP by providing a plan that increases the safety of the transportation system, promotes preservation of existing infrastructure, develops an effective multi-modal transportation system for different users, helps to provide an integrated transportation system, and is mutually beneficial for the quality of life and health of students.

Included in each SRTS plan is a Design Toolbox document. This Design Toolbox was developed to complement and assist in the selection and design of facilities. The designs featured in the Design Toolbox work to promote pedestrian and bicycle comfort, particularly among students. It presents current engineering design resources and approaches to implement bicycle and pedestrian enhancements. All walkway and bikeway design guidelines in this document meet or exceed the minimums set by the ADA.



4.4.3 Complete Streets

The term Complete Streets refers to how streets are designed and operated so that they enable safe, comfortable, and universal access for all users, regardless of age or ability, including pedestrians, bicyclists, transit riders,

and motorists of all types. Tools and strategies are available on the [Smart Growth America](#) website.

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

The Complete Streets design, as noted in the [Carson City Complete Streets Policy](#), seeks to develop an integrated and connected network of streets that are safe and easy to access for all people. This design makes active transportation, such as walking and bicycling, more convenient; provides greater access to employment centers, commerce, and educational institutions; and allows freedom of transportation choice when traveling, so transportation is less of a financial burden. These noted benefits improve the quality of life in communities and help ensure an adaptable transportation system.

Incorporating complete street elements into all projects is a priority for CAMPO; however, not all projects have the same need or the ability to implement all available elements. Existing conditions and feasibility plans should be considered when evaluating roadways for Complete Streets treatments. There are various types of complete street treatments that can accommodate a community's needs. In some cases, enhancing parallel routes might better serve multimodal users, while in other cases, a particular feature may not be necessary. For example, a wide traffic lane may be more appropriate than a dedicated 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. Agencies must also consider emergency access and evacuation planning when considering complete street improvements near

the wildlife-urban interface and communities where only one-way in and out exist.

4.4.4 Bicycle Network Planning Maps

The CAMPO 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](#)

Figure 14 graphically depicts CAMPO's existing and proposed bicycle and Multi-Use Path facilities. Regional and efficient bicycle and pedestrian networks allow for the pairing of other non-motorized modes of transportation and public transportation options. CAMPO staff works with its member agencies and a Bicycle and Pedestrian Advisory Group to advocate for and plan nonmotorized transportation options. Local agencies are encouraged to require proposed bicycle facilities to ensure capital projects and private development projects each contribute to piecing together a cohesive bicycle network. These types of facilities result in a connected, multimodal network that promotes mobility and prosperity for future residents and families living in the region. The following map incorporates proposed facilities from existing planning documents that impact regional transportation.

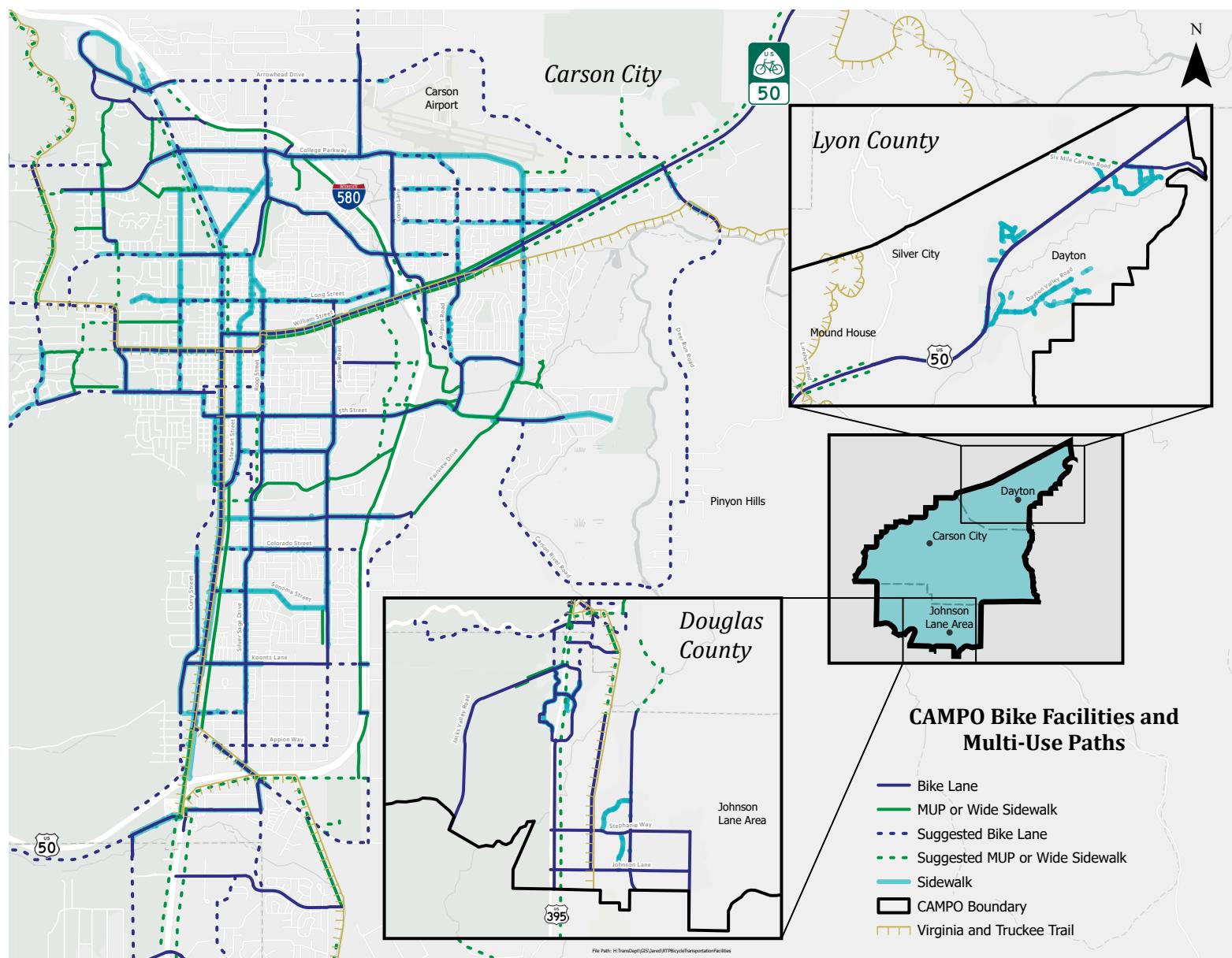


Figure 14: CAMPO Bike Facilities and Multi-Use Paths.

4.4.5 Bicycle Friendly Community (BFC) Award

Carson City, NV



Award: Bronze | Fall 2022

Award History:

Bronze since 2014, previously Honorable Mention in 2011.

Carson City was awarded a Bronze Level [Bicycle Friendly Community Award](#) in 2014, 2018, 2020, and 2022, recognizing its efforts to create a more bike-friendly environment.

These awards signify the city's commitment to improving infrastructure, promoting cycling as a viable transportation option, and enhancing the overall cycling experience for residents and visitors. Achieving this recognition multiple times demonstrates Carson City's sustained efforts to prioritize cycling and highlights its progress in becoming a more bike-friendly community. These awards are not only a source of pride but also serve as motivation to continue investing in cycling infrastructure and programs, ultimately leading to a healthier, more sustainable, and more connected community.

Provided with each BFC award is a one-page report card that rates Carson City on the 10 building blocks of bicycle friendly communities. The report card is viewable at the following website: <https://bikeleague.org>

4.5 Transit and Service Transportation

Public transportation is defined by the FTA as regular, continuing shared-ride surface transportation services available to the public. Shared-use mobility is a newer umbrella term that can represent on-demand ride-hailing, ridesharing, bike sharing, and car sharing services in addition to public transit. Public transportation provides essential, safe, and reliable mobility for many individuals who do not or cannot drive a personal vehicle. While

public transportation is known for being most efficient in high population, high density areas, technological improvements and other forms of public transportation have helped smaller cities and lower density regions provide options for improved mobility in ways that weren't previously possible. Shared-use mobility modes can increase transit ridership by covering a larger area and can also be used to replace transit as modes when service is infrequent.

Public transportation supports all the goals of this plan. It improves safety by offering an alternative to driving for people who are unable to safely operate a vehicle. Additionally, professional bus drivers are statistically less likely to be involved in collisions. Public Transportation supports preservation by reducing the number of vehicle trips, causing wear on area roadways. It also increases mobility and quality of life by offering access to jobs, schools, community and government services, retail, healthcare, and recreation. Transit was classified as an essential service during the COVID-19 pandemic, and the lack of transit was identified as a barrier to accessing medical appointments in the [2022 Quad County Regional Health Needs Assessment](#). An essential service is one that, if interrupted, would endanger the life, health, or personal safety of part or a whole population. This definition applies to the transit-dependent population who need access to essential goods or services to survive (e.g., food, health care services and goods, toiletries, etc.), and those 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). Public transit supports prosperity by offering the community a mode to access services and businesses and provides access to jobs. Lastly, it promotes adaptability by providing transportation options for an aging population.

Due to the dispersed land use patterns in the CAMPO Planning Area and the region's minimal traffic congestion, it would take an unrealistic amount of funding to provide a level of transit service that would meaningfully shift mode share away from personal vehicles. However, strategic investment in

transit and transportation services that intersect with other investments, such as multi-family developments, provides an opportunity to shift some users toward bus trips.

Jump Around Carson



The Carson City RTC operates JAC, a public bus service featuring four fixed routes and ADA paratransit service. JAC Assist, the ADA paratransit service, provides curb-to-curb transportation

for eligible people with disabilities who cannot use the fixed route bus service. JAC Assist operates during the same days and hours as the fixed route system, with an origin and destination within $\frac{3}{4}$ mile of any fixed route. As a matter of local policy, extended paratransit service is provided for an additional $\frac{1}{4}$ -mile (total of 1 mile from any fixed route). Additional information on Jump Around Carson is available here: [JAC - Jump Around Carson | Carson City](#). An interactive map that contains bus stop locations and schedules is available by visiting the [JAC Rider Portal](#). The Annual JAC Monitoring Report reflects the annual performance monitoring of key metrics utilized to understand the efficiency and effectiveness of JAC Transit operations.

The FTA has established requirements 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.

TAM Plan

A Transit Asset Management (TAM) Plan is a federally required document for agencies that use federal funding to own, operate, or manage capital assets used to provide public transportation. The goal of the plan is to guide prioritization of funding using the condition of assets as a guide, to keep transit networks in a state of good repair. TAM Plans are required to be updated every four years. All TAM Plans must include an inventory of capital assets (including those not federally funded), condition assessment, decision support tools, and investment prioritization.

For each of the four asset categories, transit providers must report key performance measures of their assets. Categories of (1) equipment and non-revenue service vehicles, and (2) rolling stock, are measured by age. Category (3) Facilities, is measured by condition based on a scale designated by FTA. The fourth (4), rail fixed guideway infrastructure, is not relevant for JAC. Each transit provider sets performance targets for each applicable asset class for the coming fiscal year. The TAM Plan determines whether transit assets are in a State of Good Repair and identifies renewal strategies by specifying asset inventories, conducting condition assessments, utilizing decision support tools, and prioritizing investments. The current TAM Plan and current fiscal year performance targets can be found on the [CAMPO website](#).

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. JAC reviews the PTASP and sets safety targets on an annual basis. [JAC - Jump Around Carson | Carson City](#)

JAC Transit Development and Coordinated Human Services Plan

The JAC Transit Development and Coordinated Human Services Plan incorporates CAMPO's Coordinated Human Services Plan. The document evaluated the existing system, provided suggestions for potential improvements, and presented alternatives for future system growth to maximize benefits to existing riders and the community.

The JAC Transit Development and Coordinated Human Services Plan also serves as JAC's short-term transit plan, enabling JAC to be eligible for FTA Section 5307 Urbanized Area Formula Grants. This critical federal program

provides funding for transit capital and operating assistance. The Transit Development plan also identifies short- and long-term projects for the transit system.

4.5.1 Coordinated Human Services Plan (CHSP)

The FTA funding program known as Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities, is formula-based, and is apportioned to CAMPO through NDOT, who may allocate the funds through formula-based, competitive, or discretionary methods. Federal law requires that there be a state or program management plan, like the CHSP, for the funding. The 5310 program aims to remove barriers to transportation services and expand options for older adults, people with disabilities, and individuals with low incomes.

CHSP's should be "developed and approved through a process that includes participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public" who utilize transportation services. Coordinated plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation.

The current 2019 CHSP outlines several recommendations to increase service and extend services hours. It also highlighted the need to form a coalition to advocate for public transit, identify opportunities to coordinate services, and train staff and the public on available transit services.

As of the development of the CAMPO 2050 RTP, an update to the CHSP is currently underway. CAMPO staff leveraged public and stakeholder outreach efforts for the RTP, such as a public survey, public meeting, and community and agency partner interviews, as an opportunity to receive participation and input on area public transportation and transit services to inform all elements of the CHSP update. In addition, a separate human

services provider workshop was conducted to engage with organizations that provide services aligned with the FTA Section 5310 Program which was instrumental in the development of strategies and goals of the CHSP. Common themes from earlier community partner discussions served as the basis for developing draft goals and supporting strategies. The main themes for the CHSP are listed below.

- Improved Service and Regional Connectivity for Target Populations
- Universal Access and Infrastructure Enhancements
- Flexible and Specialized Transportation Services
- Affordability, Equal Access, and Language Access
- Service Quality and Workforce Sustainability

The new CHSP will replace the 2019 CHSP upon approval in 2026.

4.5.2 RTP Transit Projects

RTP transit projects pull from the TAM Plan, the Public Transportation Agency Safety Plan, and the Coordinated Human Services Short-Term Transit Plans. Although CAMPO and the region are eligible for additional federal funding, without additional local resources to meet the required match, the funds cannot be appropriated. System expansion options are not possible without fully leveraging available federal funds (i.e., local match), and service reductions are likely in the mid- and long-term (2036-2050).

Preliminary recommendations identified through the development of the short-term transit plan are provided in the following sections. These include immediate, cost-neutral strategies that can achieve operational efficiencies and boost ridership without requiring significant service changes. Mid-term recommendations include implementing service changes likely to improve ridership under existing budget constraints, while long-term recommendations would potentially require service tradeoffs and reductions without additional funding, but are anticipated to enhance service for transit-dependent riders. The mid- and long-term concepts will

be fully vetted with the CAMPO Board and public prior to implementation, and it is expected that recommendations would be incrementally phased over time. The implementation of long-term improvements will be based on the performance of short- and mid-term improvements as this data will be used to inform and confirm the feasibility of the long-term vision.

4.5.3 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 the best customer service with limited resources. Capital purchases are expected to primarily consist of replacement of rolling stock that has met or exceeded their federally defined useful lives. Incremental bus stop improvements are planned, including enhanced signage, ADA-compliant concrete pads, and installation of amenities such as benches, shelters, and trash cans. These capital improvements will enhance the comfort and safety of riders, which will eliminate some of the existing deterrents potentially impacting ridership.

Other immediate improvement opportunities include:

- Improvements to the Downtown Transfer Center including signing, lighting, and ADA improvements.
- Improvements to the online system map and service schedule for a more user-friendly and intuitive experience. This includes directional arrows where routes only operate in one direction.
- Regular updates the JAC webpage to ensure information is current (remove outdated documents and information).
- Development of service standards to inform future planning efforts.
- Updating key performance indicators (KPIs), data collection tracking methodologies and reporting.
- Enhanced data collection and analysis for operational efficiency to

improve scheduled route timepoints and prioritization of high ridership stops. This would support improved reliability.

- Strategic relocation of bus stops on existing routes to improve rider connectivity and comfort. Prioritization should be given to existing non-ADA-compliant stops, and for adding stops on both sides of the road, for two-way travel, as it is safe to do so.
- Coordination with Carson City capital improvement projects to facilitate safer, connected, and accessible first mile/last mile rider experiences. This may include accommodation for electric mobility devices.
- Coordinate with services closer to downtown Carson City, such as the Senior Center, to set up temporary or limited ongoing paratransit certification at a location on an existing JAC line.
- Enhanced marketing, public awareness, and rider information, particularly for seniors, students, and Spanish-speaking populations.
- Improved coordination with regional transit providers, including evaluation of transfer points between services for cost-savings and efficiencies.
- Minor route adjustment for increasing ridership, such as focusing on transit-supportive development types and placing routes along major corridors.
- Update some time points to make the schedule and map easier to understand.
- Engage with could-be riders at community events to help people understand how to ride the bus and answer questions.

The pending Transit Development and CHSP update contains more detailed information on specific action items for each of the opportunities listed above.

4.5.4 Long-Term Fiscally Constrained Transit Projects

Long-term transit projects are not possible without additional funding, and continuation of existing services will also be challenged unless changes are made. While reductions are not anticipated until after 2036, without additional local funding, tradeoffs may include adjusting the service area, reducing service days or hours, or other measures to increase operating efficiency. Final decisions are subject to future Board actions; however, adjustments to the service are assumed to ensure fiscal constraint.

4.5.5 Fiscally Unconstrained Transit Projects

The pending Transit Development and CHSP update contains other mid- and long-term concepts that are planned but rely on additional yet-to-be-identified funding to progress. These include an analysis of potential route modifications with consideration of impacts to bus frequency, span of service, trip duration, and network connectivity, as well as supplemental services. Other potential opportunities include modest investment in technology and tools to support transit planning and operations. Examples of some additional unfunded projects are listed below.

- Expansion of service between Carson City and Lake Tahoe along U.S. 50 in partnership with the Tahoe Transportation District.
- Expansion of service between Carson City and Lyon County.
- Expansion of the JAC Assist service area to fully cover the bulk of the Carson City population.
- Development of a contactless, on-board payment system.
- Construction of a Downtown Transfer Center restroom or similar vendor facility.

4.5.6 Other Providers

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 is provided below:

[Regional Transportation Commission of Washoe County – Regional Connector – Carson Express](#)



The Carson City RTC and the Regional Transportation Commission of Washoe County (RTC Washoe) partner to provide intercity bus service between Carson City and Reno, Monday through Friday, excluding major holidays. Passengers can transfer between JAC, Tahoe Transportation District, RTC Ride (Washoe County's bus system), and Amtrak.

[Tahoe Transportation District \(TTD\) – Valley Express, South Shore Service & Lake Express](#)



Operated by the Tahoe Transportation District (TTD), Valley Express (19X) and South Shore Service & Lake Express (22) operate daily commuter bus service between South Lake Tahoe, Carson Valley and Carson City. Passengers can transfer between

JAC buses and Douglas Area Rural Transit (DART) buses at specific stops along these routes.

[Douglas Area Rural Transit \(DART\)](#)



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 (DART Express). 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 Express, which operates within the Minden/Gardnerville area (outside of the CAMPO boundary), use existing TTD stops, which provide access to Carson City and South Lake Tahoe.

[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. 395 and U.S. 6 corridors, extending from Reno, Nevada, to Lancaster, California.

4.5.7 Private and Non-profit Options

The CAMPO region also includes other non-profit transportation options, such as the [Nevada Rural Counties Retired & Senior Volunteer Program \(RSVP\)](#) <https://nvrsvp.org/>, which provides safe, escorted, door-to-door transportation for seniors and adults with disabilities. Services of the RSVP Program include rides to medical appointments, prescription pick-ups, and nutrition needs such as grocery shopping. In addition, the CAMPO area includes ride-hailing services that include Capital Cabs Company, Uber, and LYFT. CAMPO does not currently have contractual relationships with any of these services, but may consider partnerships to supplement JAC Assist paratransit services in the future.

4.6 Environmental Considerations

Federal law requires CAMPO to consider environmental mitigation activities in the development of its RTP. The transportation system is a major user of energy, which creates air pollution, including carbon dioxide, nitrous oxides, and particulates. The Nevada Department of Environmental Protection's [Nevada Statewide Greenhouse Gas Emissions Inventory and Projections, 1990-2044](#) indicates that through 2044, "*emissions from the transportation sector will continue to be the largest emitting sector and will remain static over time.*"

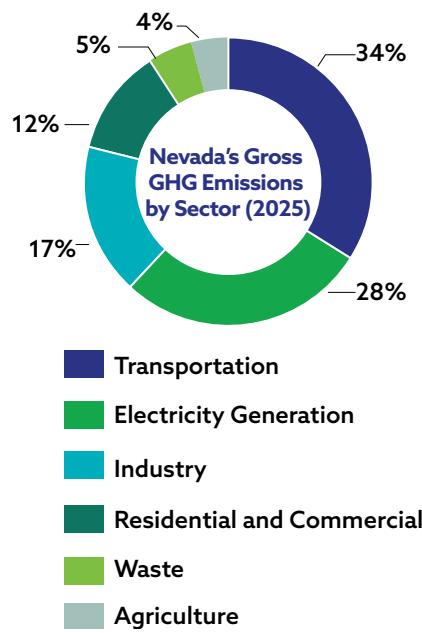


Figure 15: Nevada's Gross GHG Emissions by Sector (2025)

- CAMPO's Unified Planning Work Program continues to provide support to NDOT and member agencies in their efforts to mitigate the impact of transportation on the environment through the following techniques.

To reduce transportation emissions, specifically those generated on roads and highways, CAMPO's 2050 RTP incorporates goals and planning strategies to conserve resources and mitigate the effects of harmful emissions. These goals and strategies aim to preserve existing infrastructure, encourage safe and appealing non-motorized transportation, coordinate public transit options, promote multi-modal transport, and create a reliable transportation system that can adapt to changing weather patterns and redundancy to mitigate against natural disasters. To successfully do this, a multi-prong approach is required.

- Pavement Management – CAMPO promotes pavement management activities, including 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 collect data, plan, and maintain their network of sidewalks and paths to build a robust and integrated multi-modal transportation system, ultimately reducing dependency on carbon-emitting vehicles. Connected communities are places where people can easily and safely walk, bike, or roll to access goods, services, and local amenities without the use of a car.
- Transit Planning – CAMPO staff works closely with JAC to increase mobility for all users, enabling 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.
- Support for statewide Congestion Mitigation and Air Quality (CMAQ) Targets – While CAMPO is not in a National Ambient Air Quality Standards non-attainment area, CAMPO annually supports statewide CMAQ targets, demonstrating a commitment to partnership and collaboration.

4.7 Roadway Network

Preservation of infrastructure, including the condition of the roadway pavement, is one of the top three goal areas for CAMPO and one of the more consistent public comments. All roadway users benefit when roadways are well-maintained. The goals of pavement preservation are to keep roadways in good condition and to minimize long-term repair costs. While CAMPO's member agencies and NDOT are ultimately responsible for maintaining the region's transportation infrastructure in a state of good repair, CAMPO supports local agencies in their pavement condition data collection, enabling them to make data-driven, cost-effective decisions about project investments. CAMPO has collected pavement data for both

Carson City and Douglas County and looks forward to expanding the data collection effort in Lyon County in the coming years.

CAMPO and its member agencies track pavement condition using the Pavement Condition Index (PCI). The PCI measures the condition of a roadway pavement on 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 distress.

4.7.1 Current

In May 2023, Carson City Public Works, in partnership with CAMPO, approved the [FY 2024-2028 Carson City 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.

NDOT performs pavement preservation on state roads and on the National Highway System. NDOT's pavement preservation program's goals and strategies are included in the NDOT Transportation Asset Management Plan (TAMP), and NDOT reports pavement performance measures consistent with the FHWA reporting requirements. NDOT's goal for highway maintenance is to ensure that NDOT-maintained roads are maintained to as high a level as possible, consistent with work plans, policies, program objectives, budget, and available resources. NDOT divides its program into three areas of Routine Maintenance, Capital Improvement, and Emergency Activities. These strategies allow NDOT to make informed and cost-effective decisions about prioritizing pavement preservation activities. The current pavement condition in Carson City and Douglas County is shown in Figure 16.

Costs associated with pavement condition are the single greatest transportation cost over the next 25 years, as described in Chapter 5 – Financial Plan. Without increased investment in roadway pavement, the condition of roads will continue to deteriorate. Table 4 depict the projected pavement condition in Carson City based on the current levels of funding.

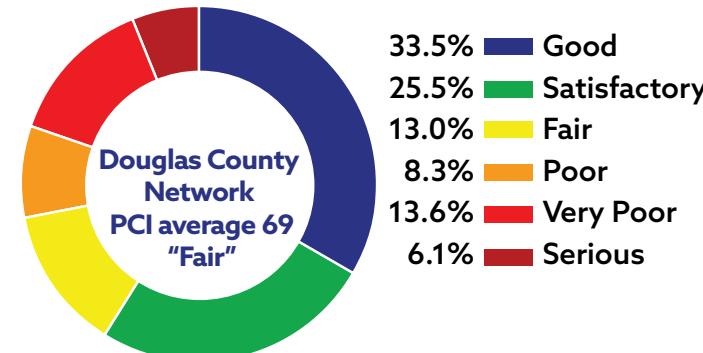
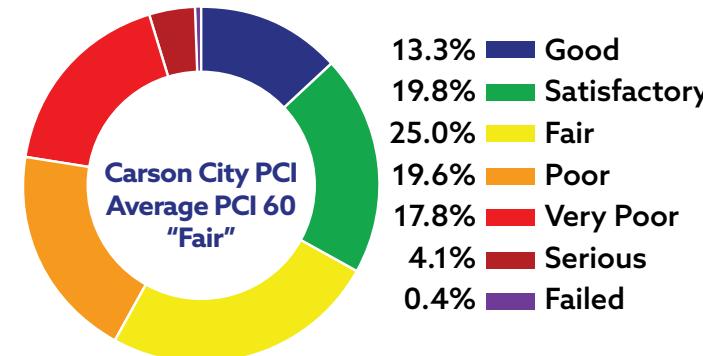


Figure 16: Current Pavement Conditions by Percentage



Figure 17: Example of a "Fair" pavement condition

Table 4: Projected Pavement Conditions for Carson City

Pavement Condition Index (PCI) - Annual Report Card												
Facility Type		Inspected PCI	Estimated PCI									Percent Change 2024 to 2050
			2024	2026	2029	2032	2035	2038	2041	2044	2047	
City-wide	Regional Roads	69	63	54	46	39	35	32	29	27	24	-65%
	Local Roads	55	50	42	36	33	30	28	26	23	20	-64%
	All Roads	60	54	46	40	35	32	29	27	24	21	-64%
Performance District 1	Regional Roads	59	54	45	39	34	31	29	27	24	21	-65%
	Local Roads	54	49	41	36	33	31	29	27	24	21	-61%
	All Roads	56	51	42	37	33	31	29	27	24	21	-63%
Performance District 2	Regional Roads	73	66	55	45	39	35	33	31	28	25	-66%
	Local Roads	54	49	41	36	33	30	28	26	23	19	-64%
	All Roads	60	55	46	39	35	32	30	27	24	21	-65%
Performance District 3	Regional Roads	74	67	56	47	40	36	33	31	29	26	-64%
	Local Roads	55	50	42	36	32	28	26	23	20	17	-69%
	All Roads	61	56	47	40	34	31	28	26	23	20	-64%
Performance District 4	Regional Roads	79	73	65	56	46	38	33	30	29	26	-67%
	Local Roads	52	47	40	35	32	30	28	25	22	19	-64%
	All Roads	61	56	49	43	37	33	29	27	24	21	-65%
Performance District 5	Regional Roads	62	56	48	42	37	33	31	29	26	23	-63%
	Local Roads	60	54	46	39	35	33	31	28	26	23	-62%
	All Roads	60	55	46	40	36	33	31	28	26	23	-63%

4.8 Freight

An effective transportation system provides for the efficient, reliable, and safe movement of all types of vehicles, including freight traffic. Freight traffic delivers goods to local businesses and individual consumers, enabling businesses to operate and individuals to acquire the supplies they need.

Truck traffic carries almost all of the freight in CAMPO. While truck traffic accounts for only a small share of overall traffic, currently 5% on major highways, according to a study by the USDOT and the Bureau of Transportation Statistics Freight Analysis Framework, freight volumes in the United States are anticipated to increase by 50% by 2050. The study noted an increase in online shopping as a primary contributor to this anticipated rise.

The [Nevada Freight Plan](#) was last updated in September 2023. FHWA approved the Nevada Freight Plan Update of Critical Urban and Rural Freight Corridors, listing two critical rural freight corridors within the CAMPO region; SR 430 (USA Parkway) to SR 341, and U.S. 395 corridor in Lyon County at the intersection of U.S. 50/U.S. 395/U.S. 50 to the CA/NV border in southern Carson City. The updated plan also lists one critical urban freight corridor along U.S. 50 between I-580 and SR 341 through Carson City and Lyon County.

In 2021, NDOT completed a [U.S. Highway 50 Dayton Operational Study](#) focused on U.S. 50 between Pinecone and Neigh Roads in Lyon County. In 2023, NDOT managed the [U.S. 395 Southern Sierra Corridor Study](#), evaluating the long-term vision, needs, and priorities for the U.S. 395 Corridor between the I-580/U.S. 395 interchange south to the California state line. In 2025, CAMPO completed U.S. 50 E. Carson Complete Street Study. These planning studies identified enhancements to the freight network, including:

- Truck Climbing lanes along U.S. 50 and U.S. 395
- Construction of a roundabout at the intersection of U.S. 50 and SR 341

The identified enhancements directly contribute to addressing CAMPO's goals of mobility and prosperity by improving freight movement in the CAMPO region and along two of the region's busiest corridors.

As freight distribution in Lyon County grows, additional planning activities and projects in the CAMPO region may be necessary, including an analysis of truck parking. CAMPO and its member agencies may seek opportunities to develop or enhance truck stops and existing facilities, and to integrate truck parking sites and technology when considering new industrial developments. Funding from local diesel taxes may be available to support the implementation of truck parking facilities. Adaptability to changes in freight movement is critical to the region's economic prosperity.

4.9 Transportation Technology and Innovation

Emerging transportation technologies will have long-term effects and benefits on safety, the economy, and the quality of life for families. CAMPO will need to adapt to their impact on our region. ITS, connected and autonomous vehicles, and artificial intelligence (AI) will, in some way, impact CAMPO over the next 25 years, each able to improve transportation safety, mobility, and efficiency.

4.9.1 Intelligent Technology Systems (ITS)

ITS includes a variety of technology-based systems that improve the transportation system by optimizing traffic flow, adapting to real-time traffic conditions, and enhancing safety by notifying drivers of road hazards. CAMPO's CATSMP identified several ITS recommendations that could be implemented in the CAMPO region. Examples include increased data collection on vehicle arrivals and vehicle volumes to enable more adaptive signal control; timing or retiming of traffic signals to reduce congestion during peak travel times; and enhanced system communication

to improve operations and emergency response times or to inform drivers of approaching conditions.

Public transportation may also benefit from innovative ITS solutions. Advanced notice to transit operators about crashes or congestion ahead, along with the implementation of signal preemption, can increase on-time performance and reduce delays along a particular route. These features result in a more reliable transit service, encouraging increased usage and reducing vehicle congestion and emissions.

The primary benefits of ITS include creating a safer transportation system that can adapt to changing conditions, thereby improving mobility and quality of life. It is recommended that CAMPO actively monitor the marketplace for emerging and evolving ITS infrastructure and coordinate with other regional agencies on best practices.

4.9.2 Connected and Autonomous Vehicles

Partially or fully autonomous vehicles are becoming a more near-term possibility each year. Nevada has been an innovator in the growth of this technology by becoming one of the first states in the nation to pass regulations regarding safety requirements and licensing for autonomous vehicles. Autonomous vehicles can improve safety and mobility, two of CAMPO's goals, by equipping drivers with additional control and enabling seniors who may no longer be able to drive to access critical health care services. Traffic signal communication upgrades, reflective signing, and consistent repainting of striping are three components that can benefit this technology. While connected infrastructure for communicating with autonomous vehicles has not been implemented in the CAMPO region, CAMPO will need to coordinate with NDOT to advance regional implementation.

4.9.3 Artificial Intelligence (AI)

The capabilities of AI currently seem limitless. Significant advances are made in this technology's capabilities nearly daily. CAMPO's use of AI is currently limited to assistance with grammar and searching past board activities, but many agencies are continuing to expand its use. The possibilities of AI are too great to list in this RTP, but one potential innovative benefit for CAMPO is advancing the region's data collection and analysis capabilities, thereby improving the process for making data-driven decisions. Some examples of AI data collection for CAMPO are listed below.

- Collection and analysis of crash information to better understand issues and plan safety solutions
- Analysis of pavement condition, rate of deterioration, and recommended treatments
- Collection and reporting of vehicle, pedestrian, and bicycle volumes
- Presence and condition of sidewalks, curb ramps, signing, striping, etc.

Regardless of how CAMPO chooses to use AI, it is recommended that CAMPO, in coordination with Carson City and the State of Nevada, develop an AI policy to ensure the ethical and appropriate use of AI technology by CAMPO staff and contractors. From data collection to editing the text of this RTP, AI will continue to be an ever-changing technology with lasting impacts on transportation in the CAMPO region.

5

FINANCIAL PLAN



5.1 System Level Needs & Cost Analysis

The CAMPO transportation network comprises of roads, multimodal pathways, pedestrian facilities, signals, and transit systems designed to provide a safe and efficient transportation system. Federal, state, and local investments are needed to plan, design, construct, and implement projects as part of this transportation system. Federal transportation legislation, including the IIJA, requires that the CAMPO 2050 RTP include a financial plan that demonstrates how prioritized projects can be paid for and implemented. All transportation project types must be considered as part of the financial plan, including roadway projects (new roadways (capacity), maintenance and preservation, ITS, and traffic operations), multimodal projects (bicycle and pedestrian facilities), and transit projects (operations and maintenance). This chapter outlines the system-wide cost needs across the CAMPO region, federal, state, and local revenue projections, and other potential funding sources and strategies to deliver projects.

The financial plan must:

- Demonstrate how the RTP can be implemented/funded.
- Identify resources from public and private sources that are reasonably expected to be made available to carry out the plan.
- Recommend any additional financing strategies for needed projects and programs.

The current condition of the transportation system includes a backlog of deferred rehabilitation and maintenance projects resulting from insufficient revenue. The federal and local motor vehicle fuel tax, which provides the majority of transportation funding, continues to lose purchasing power. Due to the rising costs of transportation improvements and efficiency gains in vehicles, the purchasing power and the amount of tax collected per vehicle mile traveled have declined. Figure 18, Construction Cost and Fuel-Efficiency Growth, illustrates the loss of purchasing power between 2000 and 2023.

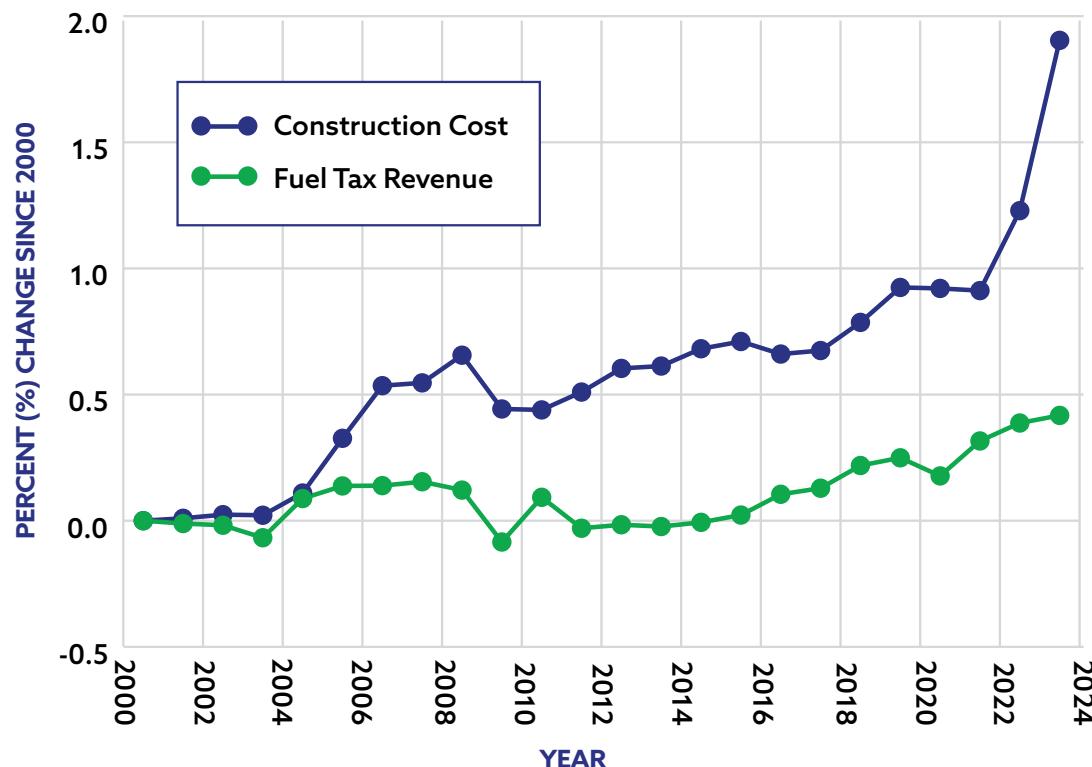


Figure 18: Construction Cost versus Fuel-Revenue Growth

As required by federal law, the RTP must include a system-wide estimate of costs and available revenue to adequately operate and maintain the Federal-aid highway system and maintain a public transportation system. For consistency, CAMPO coordinated with NDOT and Nevada's other three MPOs to align the assumptions used for future revenues and expenditures:

- Federal revenue projections assume a conservative 2% annual growth rate, consistent with current IIJA annual increases.
- Local fuel taxes and other miscellaneous local revenues assume a 0.34% annual growth rate, consistent with average regional population growth in Carson City, Lyon County, and Douglas County. Transit fares also assume a 0.34% growth rate.
- State revenues, which include registration fees and other state funding from NDOT, and local sales tax revenues, assume a 2% annual growth rate.

- Local transit funding revenues assume a growth rate of 3% per year.
- Expenditures used a 13-year average (2012-2024) of the Washoe Area Producer Price Index (PPI) to develop a 3.3% inflation rate for construction costs.
- This financial plan covers costs in year-of-expenditure dollars. Converting all costs and revenues to year-of-expenditure assumes a more accurate depiction of all costs, revenues and deficits with long-term transportation plans.

CAMPO's existing transportation system is comprised of several elements that require annual funding and have a limited life expectancy. Table 5 shows the inventory of transportation infrastructure within the CAMPO Area and approximately how much it will cost to maintain the infrastructure through 2050. Table 6 shows the transit operating and capital needs through 2050.

Table 5: System Level Cost Estimate for Transportation Infrastructure

Transportation Infrastructure	Quantity	Unit of Measurement	Replacement Cost	Asset Life Expectancy	Cost Factor to 2050	Total Cost
Roads (Local)	439	Centerline Miles	\$2,000,000	25	1	1,367,895,392
Federal-aid Highway (Regional Roads)	176	Centerline Miles	\$2,000,000	25	1	548,404,531
Non-NHS System Bridges	85,600	Square Foot	\$383	75	0.3	16,855,625
Paved Paths	5	Centerline Miles	\$315,000	25	1	2,355,647
Sidewalks	272	Linear Miles	\$448,800	50	0.6	114,112,015
MUTCD Traffic Signs	7,009	Each	\$400	15	2	8,735,835
CAMPO Traffic Signals & Related Systems Equipment	73	Signal Systems	\$8,200,000	30	0.8	246,000,000
Total System Level Costs						2,304,359,043

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

**System-level cost estimate excludes public transportation

***Traffic Signal replacement infrastructure was estimated within CATSMP and includes cabinets, controllers, detection systems, poles, LEDs and buttons, communication and electrical equipment, etc.

Table 6: System Level Cost Estimate for Transit

Project Type	2026-2035 Project Costs	2036-2050 Project Costs	Total Cost*
Operating Costs	\$26,974,271	\$57,759,658	\$84,733,930
Vechicle Replacement Costs	\$4,380,000	\$7,500,000	\$11,880,000
Transit Capital Costs	\$4,703,348	\$9,114,842	\$13,818,190
TOTAL	\$36,057,619	\$74,374,500	\$110,432,120

*Inflation at 3.3% was applied to operations and facilities costs

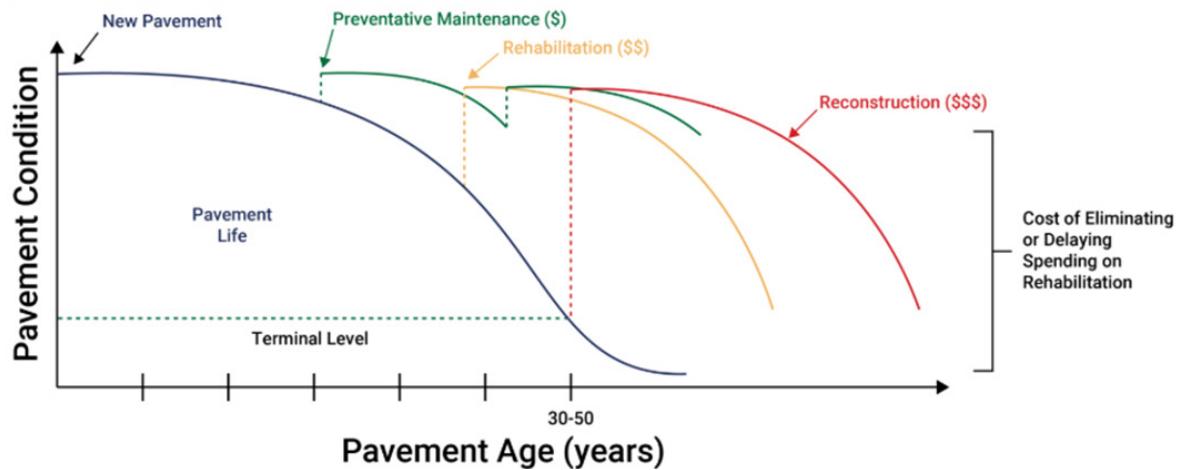
**Vehicle purchases are based on TAM replacement schedule

The System-Level Cost Estimate for CAMPO involves the following assumptions:

- No stopgap maintenance or preventive maintenance (ex. potholes and crack sealing)
- No pavement striping, markings, or symbol costs
- No traffic sign costs for Lyon or Douglas County locally owned roads.
- Current level of transit operation and service area

It is estimated to cost \$2.3 billion to maintain CAMPO's existing transportation infrastructure and \$116 million to operate the existing transit system through 2050.

Approximately 83% of the transportation infrastructure cost is attributed to pavement. As such, CAMPO assists local member agencies in establishing a pavement management system. A Pavement Management System (PMS) is used to help prioritize and time roadway investments, such as preventative maintenance, so that they will be most cost-effective. It is less expensive to keep a road in good condition than to allow it to deteriorate before repairing it (see Figure 19). The longer preventative maintenance is delayed, the more expensive transportation improvement projects become. As such, CAMPO prioritizes funding toward investments that maintain existing infrastructure and operations, and towards projects that reduce cost growth over the long term.

**Figure 19: Graphic Example of Pavement Management Strategy**

5.2 Funding Sources and Revenue Projections

Revenue for transportation projects comes from a variety of sources, and funding levels are subject to change over time. CAMPO is using the best available data as part of the RTP. In developing the financial plan projections, CAMPO utilized current revenue sources, historical growth trends, and the assumptions above, specific to our region, to ensure projects prioritized as part of this RTP do not exceed reasonable expected revenues, making this RTP fiscally constrained, as required. Current revenue sources include the federal government, state government, and local governments. Table 7 lists the types of funding sources available and the allowable uses under each source: roadways, multimodal, or transit. Some funding sources have limitations on their use; for example, fuel taxes cannot be used to fund transit operations. Additionally, some federal funds are restricted to specific types of infrastructure improvements, such as Transportation Alternative Program, which is to be used for multiuse pathways and similar multimodal projects. Details on fiscally constrained and unconstrained projects are included in Appendix F.

5.2.1 Federal Funding Sources and Projections

Federal funding within the CAMPO region is based on allocations made annually to NDOT through a series of formula allocations that use population and roadway miles to distribute federal funds from the Federal Highway Trust Fund. Federal funding is currently governed by the IIJA and provides approximately \$350 billion for Federal highway programs over a five-year period (fiscal years 2022 through 2026). Since the passage of the IIJA, federal funding has increased over prior legislation for both highway/ roadway construction and transit operations, and it has generally increased by 2-3% each year. In total, approximately 68% of revenue comes from federal funding sources. These funds generally require a state or local match of between 5 and 20%.

Table 7: Revenue Source and Primary Uses

Revenue Fund	Primary Uses
National Highway Performance Program (NHPP)	State/NHS Roads
Surface Transportation Block Grant (STBG)	State/NHS/ Regional Roads
Highway Safety Improvement Program (HSIP)	Road Safety
Transportation Alternatives Program (TAP)	Multimodal
Carbon Reduction Program (CRP)	Regional Roads, Multimodal
National Highway Freight Program (NHFP)	State/NHS Roads
Promoting Resilient Operations for Transformative, Efficient, and Cost- saving Transportation (PROTECT)	Regional Roads
Federal Lands Access Program (FLAP)	Regional Roads
Community Development Block Grant (CDBG)	Multimodal
Local Sales and Fuel Taxes	All Roads, Road Safety, Multimodal
State Driver's License, Vehicle Registration, and Motor Carrier Fees	State/NHS Roads
State Fuel Taxes	State/NHS Roads
FTA Section 5339 Funding (Bus and Bus Facility Grants)	Transit
FTA Section 5307 Funding (Urbanized Area Formula Grants)	Transit
FTA Section 5310 Funding (Elderly Persons and Persons with Disabilities)	Transit
Local Transit funding	Transit
Local Transit fares	Transit

Federal funding available to the CAMPO region includes:

- **Surface Transportation Block Grants (STBG)** – Flexible funding that may be used for a variety of project types, including on federal, state, and regional roads, bridges, planning, non-motorized transportation, and transit facilities.
- **National Highway Performance Program (NHPP)** – Funds primarily support the condition and performance of roads on the National Highway System (NHS).
- **Transportation Alternatives Program (TAP)** – Funds are for a variety of alternative transportation projects such as transportation safety, bicycle or pedestrian improvements, and Safe Routes to Schools programs.
- **Highway Safety Improvement Program (HSIP)** – Funds are to improve highway safety on all public roads through a systematic and strategic approach.
- **Carbon Reduction Program (CRP)** – Funds projects on roads or other forms of alternative transportation that reduce transportation emissions.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT)** – Funds roads and other surface transportation resilience to natural hazards, including flooding, extreme weather events, evacuation routes, and other natural disasters.
- **Federal Lands Access Program (FLAP)** – Funds used on road and alternative transportation projects that enhance or provide access to federal lands.
- **FTA Urbanized Area Formula (Section 5307)** – Funds to support public transportation operations and capital facilities.
- **FTA Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310)** – Funds are to provide improved mobility for seniors and people with disabilities.
- **FTA Bus and Bus Facilities (Section 5339)** – Funds are to replace, rehabilitate, and purchase buses and related equipment. Funds can also be used to build bus facilities.

CAMPO falls within the 50,000 to 200,000 population cohort for federal formula funding. Funding in this population cohort is typically allocated to NDOT and programmed to regional projects in coordination with CAMPO, unless other agreements are in place. One such agreement exists for STBG funds. An agreement between NDOT and CAMPO makes 100% of the annual STBG allocation available to CAMPO for the selection of projects. 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.

5.2.2 State Funding Sources and Projections

NDOT uses state funding to match federal formula or grant funding in support of projects on state-owned roadways. State funding sources include fuel taxes, vehicle registration fees, motor carrier fees, and driver's license fees. Most of the state funding is applicable to road and highway projects. Currently, no state funding is available for transit. CAMPO and member agencies do not receive formula-based state funding; however, NDOT does provide state funding to match CAMPO or member agency projects from time to time.

5.2.3 Regional/Local Funding Sources & Projections

Local member agencies rely on a combination of fuel tax, general funds transfers, sales tax, and other self-taxing mechanisms and fees to support transportation infrastructure needs. Table 8 shows the distribution and components of fuel revenue for each gallon sold by CAMPO's partner agencies.

Table 8: Fuel Revenue per Gallon Sold for CAMPO's Partner Agencies by Jurisdiction

Partner Agencies	Gasoline ¹	Diesel ¹
FEDERAL	\$0.18	\$0.24
STATE	\$0.24	\$0.28
CARSON CITY Options ²	\$0.15	\$0.05
LYON COUNTY Options ²	\$0.15	\$0.05
DOUGLAS COUNTY Options ²	\$0.15	\$0.00

¹ As of July 2025

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

Like the federal and state governments, many local member agencies have funding sources with requirements and limitations on the activities and projects to which the funds can be applied. Each agency, in accordance with state law, outlines where funding is spent. Carson City, for example, directs a portion of the gasoline taxes to roads classified as collectors and arterials. Additionally, Carson City uses general funds as well as other available state grants to match the federal funding available for public transit operations. Figure 20 provides a summary of Carson City's transportation funding sources. Local funding has a direct impact on an agency's ability to perform timely preventive maintenance and rehabilitation on critical transportation infrastructure. Local revenue influences how much federal funding a local agency can leverage since federal grants often require different levels of local match. Approximately 33% of the total revenue is available in CAMPO is from local funds.

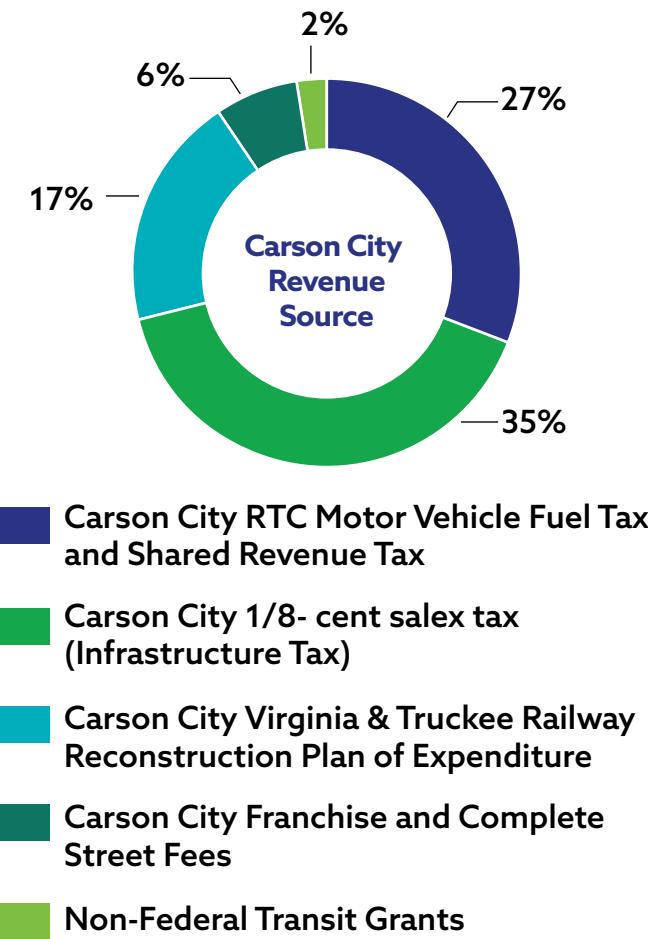


Figure 20: Carson City's local Transportation Infrastructure Funding

5.2.4 Revenue Funding Summary

The total anticipated revenue available for CAMPO area infrastructure and transit operations is shown in Table 9.

Table 9: Reasonably Anticipated Revenue through 2050

Revenue by Source	Annual Revenue (2025 Dollars)	2026-2035 Funding Period	2036-2050 Funding Period	Total Revenue
Roadway and Multimodal Funding				
Federal Funding Forecasted	\$12,225,178	\$247,649,708	\$260,722,372	\$508,372,080
Non-Federal Funding (State and Local)	\$7,108,751	\$91,461,371	\$153,462,664	\$244,924,035
TOTAL	\$19,333,929	\$339,111,079	\$414,185,036	\$753,296,115
Carson City (Jump Around Carson) Transit Funding				
Federal Funding Forecasted	\$2,746,579	\$30,675,759	\$59,057,464	\$89,733,224
Non-Federal Funding (State and Local)	\$1,058,637	\$11,808,980	\$23,920,289	\$35,729,269
TOTAL	\$3,805,216	\$42,484,740	\$82,977,753	\$125,462,493
TOTAL Estimated Revenue				
CAMPO Area Total Revenue	\$23,139,145	\$381,595,819	\$497,162,789	\$878,758,608

A detailed revenue analysis was completed for transportation infrastructure and transit operations and is included in Appendix F.

5.3 Revenue Analysis & Potential Revenue Sources

A comparison of cost and revenue reveals that revenue does not support current or future transportation system needs. Approximately \$1.5 billion more is needed through 2050. Over the coming years, existing transportation infrastructure will degrade, while the demand for a safe and efficient transportation system will grow. Inflation is outpacing revenue growth, and CAMPO's member agencies and NDOT will be forced to prioritize funding certain transportation improvements over others. Table 9 illustrates the funding gap between available revenue and anticipated cost.

Table 10: Revenue and Cost Analysis

CAMPO Area	Annualized Amount	25-Year Analysis
Revenue	\$35 Million	\$878 Million
Cost	\$93 Million	\$2.4 Billion
Difference	-\$58 Million	-\$1.5 Billion

Different mechanisms to fund transportation are being considered across the United States. Elected officials at the state and local levels are typically responsible for determining what is best for the agency. Nevada has similarly been reviewing options for sustainable transportation funding. Table 11, below, is a list of possible strategies to increase revenue.

Table 11: Strategies to Increase Revenue

Revenue Strategies	Pros	Cons
Impact Fees for new construction/ redevelopment	Does not increase the cost of living for existing residents	Increases cost for development and disincentivizes investment in existing neighborhoods
		Increases cost for development and disincentivizes investment in existing neighborhoods
Increase Fuel Tax Options	Easy to administer	Revenue constrained by advances in fuel economy
	Large tax base	Increases cost of living for residents
Motor Fuel Tax Indexing	Large tax base	Does not tax non-motorized travel, ADA requirements and Complete Street improvements increase project costs
	Easy to administer	Increases cost of living for residents
	Imports revenue from visitors	
Vehicle Fuel Type Fees (ex. EV charges)	Collects revenue from vehicles not paying gasoline or diesel taxes	Currently a small tax base.
		No standardized collection or distribution method established
Mileage-based User Fees	Compensates for vehicles with high fuel efficiencies	No standardized collection or distribution method established
	Based on roadway usage	Only applies to vehicles registered in Nevada, unless a federal program is developed
		Increases cost of living for residents

Revenue Strategies	Pros	Cons
Registration-based Fees	Easy to collect	Only applies to vehicles registered in Nevada
	Will not decrease with advances in fuel economy	Midsize tax base Does not tax nonmotorized users Increases cost of living for residents
	New roads will last longer	Improvements more likely in undeveloped or underdeveloped areas
	Does not directly increase cost of living for residents	Increases cost for development, potentially limiting investments in the community Dependent on a healthy economy
Higher development standards to increase life span of infrastructure	Easy to Administer	Midsized 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 autodependent residents
	Midsized tax base	
	Flexible funding source for a variety of elements	Additional government board oversight
	Can generate funding for roads and transit	Increases cost of living for some residents
	Can be sized based on needs and location	
	Fixed revenue	

Without increased funding across all governments and agencies, the transportation system will degrade. 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 higher transportation costs, greater travel delays, and a diminished quality of life.

6

INVESTMENT STRATEGY



6.1 Project Development

The projects and activities identified in the CAMPO 2050 RTP reflect the region's existing conditions and needs and represent the strategy for implementing the identified vision and goals. A preliminary list of transportation projects has been developed in consultation with CAMPO's member agencies, with NDOT, and with community organizations. Many of the projects in the CAMPO 2050 RTP have been identified through approved planning documents and tools, the majority of which are listed in this section. Additional projects are identified through information provided by project input forms from agencies, from public outreach efforts, and from CAMPO's travel demand modeling projections.

Federal regulations require that transportation projects that are anticipated to utilize federal funds or that are regionally significant must be identified in an RTP, and if anticipated in the short term, to be included in CAMPO's four-year [Transportation Improvement Program \(TIP\)](#), which is a prioritized listing of transportation improvement projects where specific funding has been identified. A project considered regionally significant must be included in both the RTP and the TIP to receive federal funding for implementation.

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. While the RTP supports the development, prioritization, and funding of regionally significant projects, CAMPO and each member agency have additional sources and methods for developing projects.

CAMPO - As the metropolitan planning organization, CAMPO completes various plans and studies with project recommendations that have been carried forward into the RTP.

Carson City - Projects within Carson City largely stem from the City's approved planning documents. Carson City has an established Pavement

Management Plan and a separate project prioritization process for pavement-related projects. Projects identified in the Pavement Management Plan may or may not be included in the TIP, depending on the funding source. City staff work in partnership with CAMPO to identify and prioritize projects for inclusion in the CAMPO 2050 RTP.

Lyon County - Projects within Lyon County have been developed through consultation with Lyon County's Road Division and Community Development Department. Sidewalk improvements located in the Dayton Area are aimed at addressing ADA non-compliant infrastructure. Additionally, Lyon County is experiencing steady growth and has identified a new bridge across the Carson River to create network redundancy. While these needs are considered regionally significant, Lyon County may continue to complete projects outside of the RTP using local funding.

Douglas County - Projects within Douglas County largely stem from their adopted Transportation Plan. The [Douglas County Transportation Plan](#) is a short- and long-term planning document with a horizon to 2040. Like Carson City and Lyon County, Douglas County completes other transportation projects outside of the CAMPO RTP using local funding sources. Most pertinent to CAMPO, the plan identifies short-term improvements to mitigate declining levels of service on U.S. 395. These projects have been incorporated into CAMPO's 2050 RTP to encourage coordination and collaboration between CAMPO's member agencies and NDOT.

NDOT - CCAMPO's travel demand model identifies existing low levels of service and forecasts further diminishing levels of service on both U.S. 395 and U.S. 50 East. Since these are NDOT-owned and maintained facilities, input from NDOT is critical. Several NDOT- and CAMPO-led planning studies have been completed in recent years to identify projects to address known issues along these corridors. Advancement of projects such as completion of the I-580/U.S. 395/U.S. 50 Interchange and corridor enhancements along

U.S. 50 East are critical to addressing transportation needs in the region. Maintenance projects using state funding are not included in the RTP.

A list of approved planning documents and tools from which projects are drawn is below; each has been incorporated into CAMPO's 2050 RTP by reference.

- Carson City Master Plan
- CAMPO Local Road Safety Plan
- Carson City Pavement Management Plan
- Carson City Safe Routes to School Action Plan
- Douglas County Safe Routes to School Action Plan
- Carson City ADA Transition Plan
- Carson City Freeway Corridor Multi-Use Path Alignment Study
- Carson City Unified Pathways Master Plan
- Southwest Carson Circulation Study
- JAC Transit Development and Coordinated Human Services Plan
- Lyon County Master Plan and Transportation Plan
- Lyon County Bike Master Plan
- Douglas County Transportation Plan
- Douglas County Bike Master Plan
- U.S. 50 East Carson Complete Street Study
- Carson Area Transportation System Management Plan
- U.S. 395 Southern Sierra Corridor Study
- U.S. 50 Dayton Operational Analysis

6.2 Evaluation Process

CAMPO's member agencies continually strive to maximize the benefit of each dollar invested in the transportation system by selecting and prioritizing transportation projects through a collaborative and coordinated process. As part of the development of CAMPO's 2050 RTP, CAMPO developed a project prioritization framework that utilizes a data-driven approach to select and program regional projects. The project scoring criteria align with RTP goals to ensure that transportation investments advance progress toward the collective vision of the region.

ROADS



roadway elements such as pavement, curb, gutter, sidewalk, landscaping, drainage, lighting, signals, etc.

MULTIMODAL



for facilities not intended for vehicle use, including sidewalks and pathways

TRANSIT



fixed route bus, paratransit (ADA accessible) services, and transit facilities

Using the six goal areas, CAMPO developed a set of weighted scoring criteria for project prioritization. The criteria have been developed based on several factors, including alignment with CAMPO's established goals; alignment with the goal areas of the NDOT One Nevada Plan; and a performance-based planning approach that considers performance targets such as safety, infrastructure condition, mobility, and others. Weighting each of the six goal areas is based on consideration of the priorities indicated in the results of a public survey, as well as those of the CAMPO Board. Additional details on the creation and weighting of the criteria are available in Appendix E. The scoring aims to fairly consider different project types (roadway, multimodal, transit, etc.) with emphasis on transportation safety (supported by the USDOT commitment to safety), mobility throughout the region, and preservation of existing infrastructure.

A summary of the scoring criteria and weighting is shown in Figure 21.

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

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

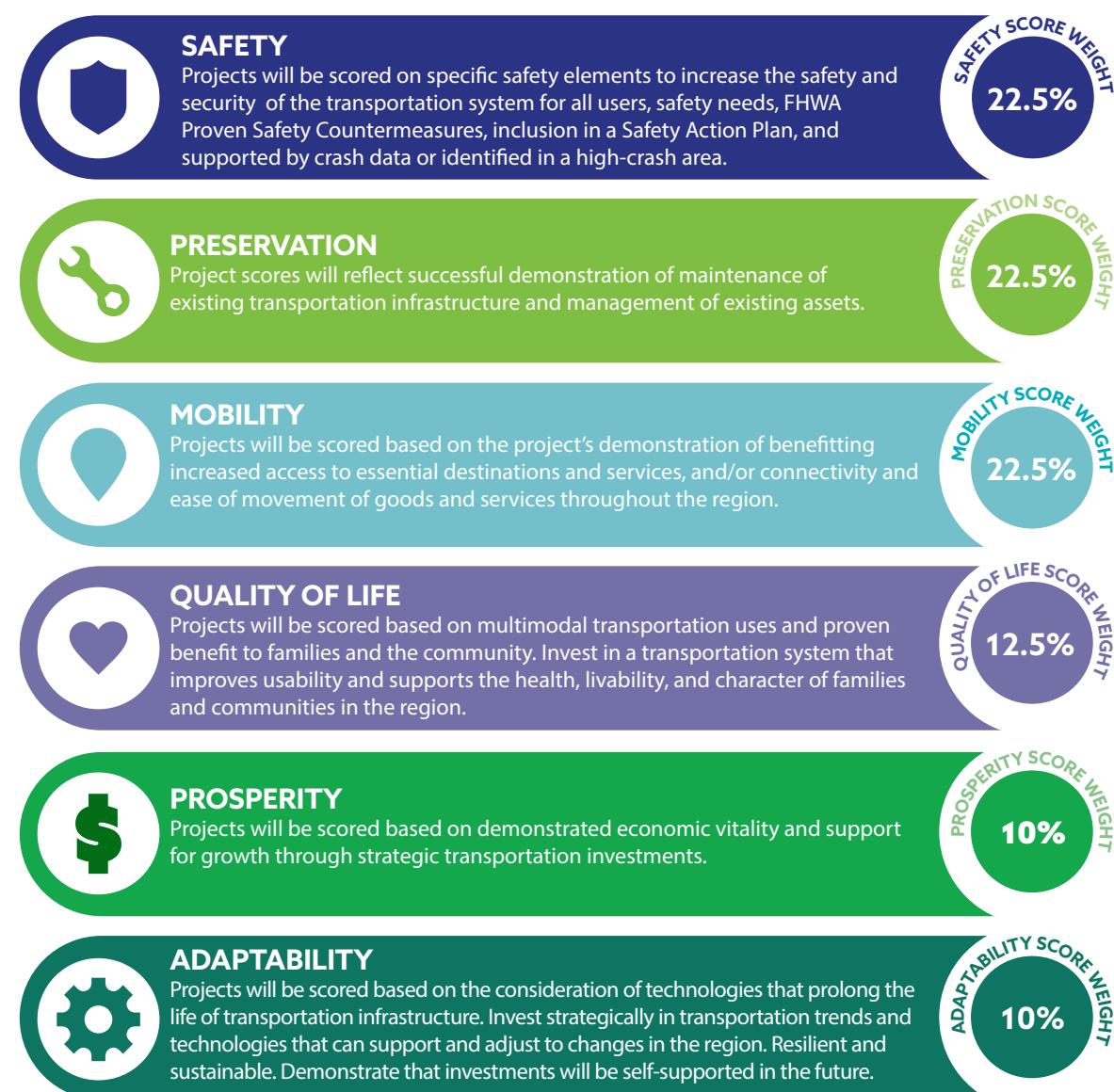


Figure 21: Scoring Criteria and Weighting

All projects received, regardless of source or type, were evaluated and prioritized using the outlined process. Projects prioritized higher on the list were selected for funding first, with funding distributed by project type. The scoring methodology allows CAMPO to advance a list of prioritized projects, which can be reduced or expanded depending on available revenue and project costs.

6.3 Planned Investments

Projects in the RTP are split into two categories: fiscally constrained (funded) and unfunded. The number of projects that ultimately get funded is determined by the available revenue and each project's ability to use it, depending on the project type (roadway, multimodal, transit). Higher priority projects will receive funding first. Fiscally constrained projects have been further grouped into short-term (years 2026 to 2035) and long-term (years 2036 to 2050) projects.

Planning-level cost estimates have been developed. Project costs have been adjusted for an annual inflation rate of 3.3% and represent the year-of-expenditure dollar amounts. Cost estimates for the short-term projects have been adjusted to reflect five years of inflation, the midpoint between 2026 and 2035. Projects presently programmed in CAMPO's Transportation Improvement Program did not receive a cost adjustment. Cost estimates for long-term projects have been adjusted to reflect 18 years of inflation, the midpoint between 2036 and 2050, starting from the base year of 2025.

A listing of fiscally constrained and unfunded projects is included in Appendix A. Table 12 below shows that there is sufficient anticipated revenue to cover the costs of the short- and long-term, fiscally constrained projects. Approximately 67% of the total revenue in CAMPO for the next 25 years is from federal funding sources, as noted in Chapter 5. 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 TIP.

The unfunded list includes projects for which no funding is available. These are projects that would be included in the RTP if additional funding resources were available. Including the unfunded project listing provides an opportunity to identify additional projects for future consideration if additional funding becomes available, either through local sources, federal formula funding, or grants. The RTP is updated at least every five years, and unfunded projects will again be prioritized based on a review of needs and priorities. The total unfunded projects are estimated to be approximately \$436 million.

6.3.1 Scenario Analysis

Chapter 4 discusses the Travel Demand Model (TDM) and highlights corridors where the level of service is expected to decline over time, assuming no changes (no projects) to the existing roadway network. To address these mobility challenges and assess the effectiveness of the projects, two scenarios were developed. The first scenario considered building the fiscally constrained projects, and the second scenario considered building all projects, both fiscally constrained and unfunded. Figures 22 and 23 present two scenarios through 2050.

As shown in the figures, implementing the prioritized, fiscally constrained projects will improve the mobility of the region's transportation network, but more is needed.

Table 12: Funded Project Costs

Revenue Source	Fiscally Constrained Projects 2025-2035 Revenue		Fiscally Constrained Projects 2036-2050	
	Revenue	Cost	Revenue	Cost
Transportation Infrastructure				
Federal Funding	\$247,649,708	\$241,437,082	\$260,722,372	\$237,383,001
State and Local Funding	\$91,461,371	\$70,121,161	\$153,462,664	\$141,345,382
TOTAL	\$339,111,079	\$311,558,243	\$414,185,036	\$378,728,383
Transit (Jump Around Carson)				
Federal Transit Funding	\$30,675,759	\$25,149,785	\$59,057,464	\$49,682,840
Local Transit	\$11,808,980	\$11,523,832	\$23,920,289	\$23,380,160
TOTAL	\$42,484,740	\$36,673,617	\$82,977,753	\$73,063,000
TOTALS				
	\$381,595,819	\$348,231,860	\$497,162,789	\$451,791,383

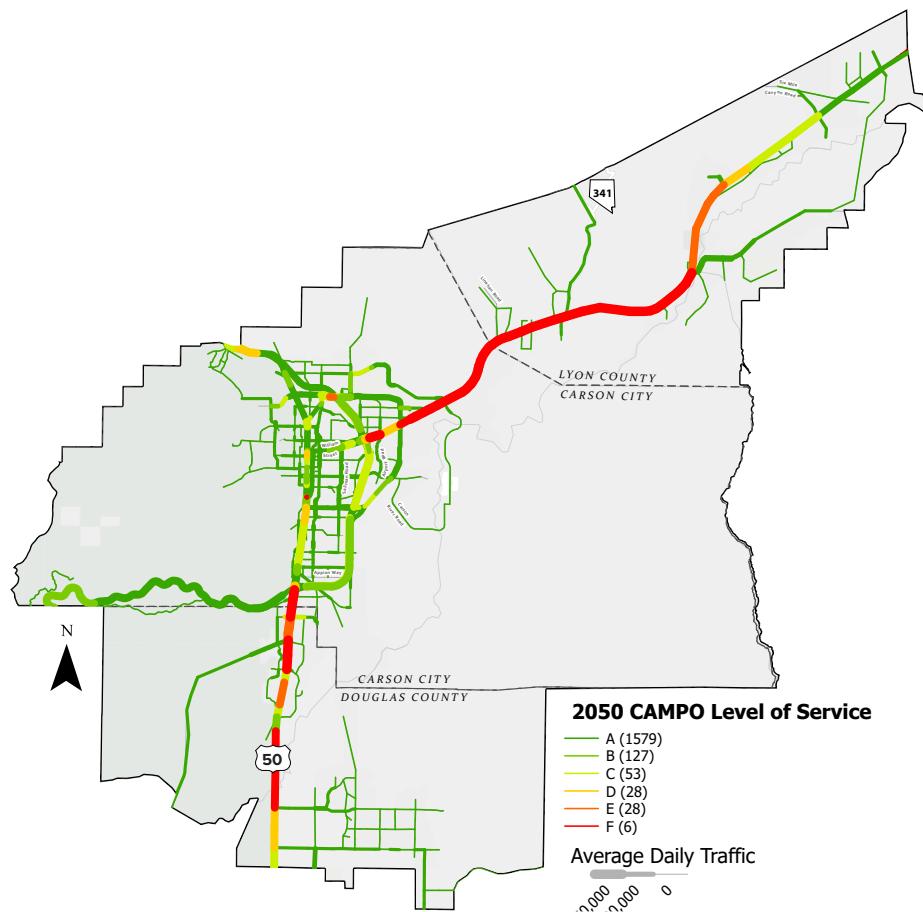


Figure 22: 2050 LOS with Fiscally Constrained Projects

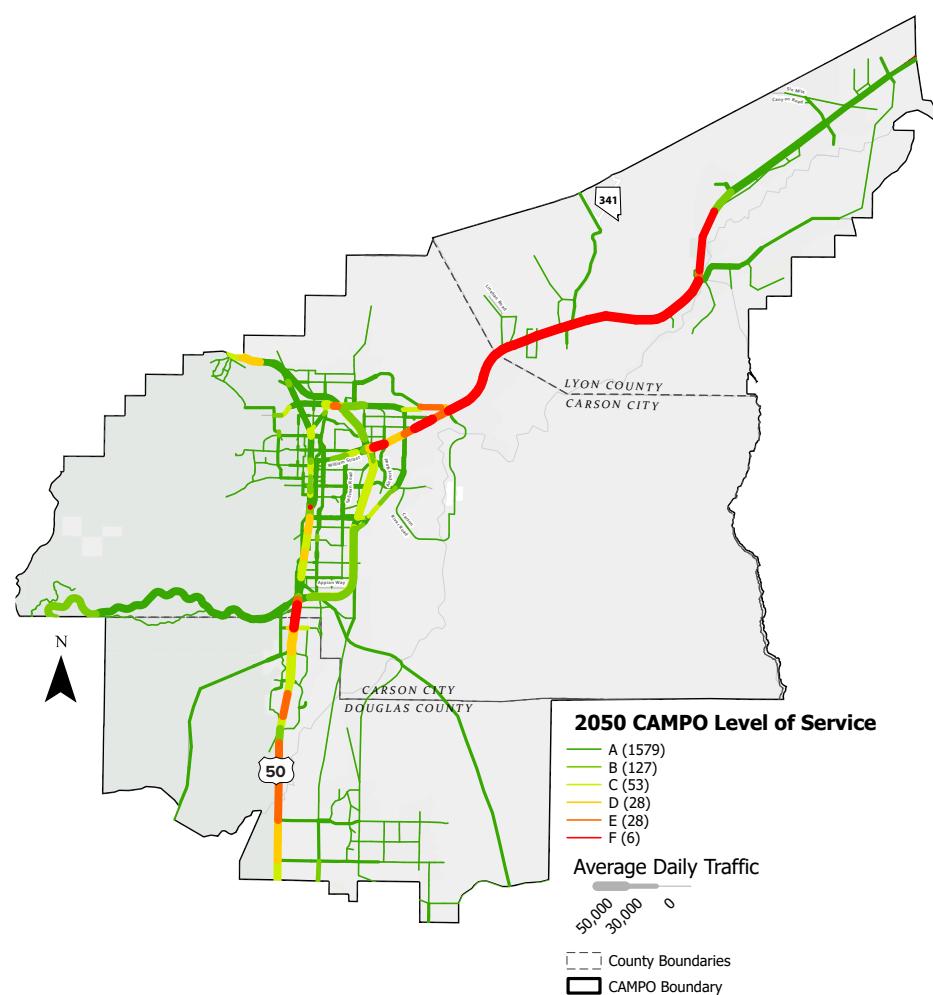


Figure 23: 2050 LOS All Projects

7

LOOK AHEAD



7.1 Future Programming

The fiscally constrained list of projects is designed to advance the goals of the RTP; however, programming additional planning activities can support their implementation and establish a framework for future projects in the next RTP. CAMPO will focus on following several initiatives over the next five years, in addition to the projects listed in Appendix A.

Safety

CAMPO's Local Road Safety Plan and county-specific Safe Routes to School Plans elevated safety in the region and made specific and system-wide recommendations to help achieve the goal of zero fatalities. CAMPO should continue prioritizing safety through periodic updates to the Local Road Safety Plan and through targeted investments in programs and activities that promote the safety of all users, especially vulnerable users such as seniors, children, and people with limited mobility. CAMPO should also continue to participate in state-wide safety initiatives.

Pavement Preservation

More is needed to preserve the existing pavement infrastructure. CAMPO plans to continue working with member agencies on pavement condition data and will consider innovative, cost-effective ways to collect, report, and maintain pavement condition data for member agencies, enabling them to make data-driven decisions on project selection.

Regional Mobility and Connectivity

The TDM highlights increases in traffic volume and decreases in the level of service along many regional roadways in CAMPO. Additionally, several recent planning studies and master plans highlight the need for greater regional roadway, multimodal, and transit connectivity not only for capacity, but also to improve access management and ensure resiliency in times of need. CAMPO should further evaluate projects for the incorporation of

complete street elements to ensure choice across different transportation modes. CAMPO must also consider internal network connections among member agencies and external connections to neighboring counties to account for anticipated growth.

Economic Prosperity

Ensuring the movement of goods and services is vital to a region's economy. Investing in major transportation corridors like U.S. 395 and U.S. 50 can spur economic development, and CAMPO should continue to support collaboration with NDOT, member agencies, and the development community to ensure safety and access for all users. The growth in deliveries, as well as Northern Nevada's expansion in manufacturing and warehouse distribution, means CAMPO should continue to collaborate with NDOT and regional partners on freight planning and accommodate the movement and parking of trucks.

Adapt to Technology

CAMPO appropriately monitors and plans for new, innovative technologies. Advances in AI data collection, signal performance and connectivity, ITS, and other advanced technologies can support regional goals and improve efficiency. CAMPO will continue to collaborate with member agencies through various agreements and studies, and should work toward implementing regional policies to improve transportation network performance and reliability. CAMPO must also adapt to new modes of transportation, including the growth of electric mobility devices, by promoting multi-modal projects.

Quality of Life

Investing in a transportation system that accommodates all users improves the region's health, livability, and character. Complete streets elements, connected pedestrian and bicycle facilities, and integration with the natural environment each enhance the transportation experience for families and recreational users. CAMPO and its member agencies should continue to develop corridor-specific plans and identify potential projects, including Complete Street corridors and multimodal connections, that consider the user experience, improve safety, and accommodate new development alongside typical engineering requirements.

7.2 Looking Forward

Projects and activities included in CAMPO's 2050 RTP serve as the blueprint for how the CAMPO region will work toward achieving the stated goals of safety, mobility, preservation, adaptability, prosperity, and supporting quality of life over the next five years. The RTP serves as a snapshot in time, building on the past efforts and establishing a continuous, cooperative, and comprehensive framework for future RTPs. CAMPO will continue to plan for the transportation system that provides balanced, safe, reliable, and convenient transportation options for all members of our community.



8

APPENDICES

- A. Project Lists**
- B. Detailed Performance Measures & Targets for CAMPO & Nevada**
- C. Public Outreach, Survey, and Comments**
- D. Travel Demand Model Documentation**
- E. Project Prioritization Methodology Framework**
- F. Detailed Revenue and Fiscal Constraint Analysis**
- G. Approving Action**



APPENDIX A

Project Lists



Table 1: Fiscally Constrained Projects (2026-2035)

Fiscally Constrained Project List Anticipated for the Short-Term 2026-2035					
Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
CC.5	Carson City	North Carson Street Complete Street Project	Rehabilitate pavement, improve business access, incorporate Complete Street elements, and beautify the corridor between William Street and Medical Parkway.	Roads - Regional	\$ 24,399,064
CC.30	Carson City	U.S. Highway 50 Corridor Improvements - Carson City	Pavement preservation and select traffic operational improvements, including turn lane modifications along U.S. Highway 50 between I-580 and Deer Run Road.	Roads - State	\$ 48,349,976
CC.4	Carson City	District 4, Curry Street Complete Streets Project	Rehabilitate pavement and enhance the rural road section, between Rhodes Street and Tenth Street, to improve circulation and safety for all modes.	Roads - Regional	\$ 5,300,000
LY.9	Lyon County	U.S. Highway 50 at Highlands Drive Intersection Improvements	Construct highway safety, intersection, and pedestrian improvements at the intersection of U.S. Highway 50 and Highlands Drive, consistent with recommendations in the U.S. 50 E. Carson Complete Street Study.	Roads - State	\$ 1,411,506
LY.6	Lyon County	U.S. Highway 50 Corridor Improvements - Lyon County	Pavement preservation and select traffic operational improvements along U.S. Highway 50 between Fortune Drive and Six Mile Canyon Road.	Roads - State	\$ 40,122,070

Table 1: Cont.

Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
CC.1	Carson City	District 3, Fifth Street - Roundabout	Rehabilitation and safety improvements to rehabilitate pavement as well as operational and capacity enhancements to the Fifth Street/Fairview Drive roundabout.	Roads - Regional	\$ 4,740,000
CC.9	Carson City	Local Road Safety Plan Implementation	Construct safety improvements following the adopted CAMPO plan at identified signalized intersections, unsignalized intersections, and road segments in Carson City, and consider implementation of Systemic Countermeasures where appropriate. Individual projects not already included in the RTP will be added to the TIP where they are regionally significant and/or federally funded.	Roads - Safety	\$ 16,706,355
DO.2	Douglas County	Local Road Safety Plan Implementation	Construct safety improvements following the adopted CAMPO plan at identified signalized intersections, unsignalized intersections, and road segments in Douglas County, and consider implementation of Systemic Countermeasures where appropriate. Individual projects will be added to the TIP where they are regionally significant and/or federally funded.	Roads - Safety	\$ 2,658,337

Table 1: Cont.

Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
LY.3	Lyon County	Local Road Safety Plan Implementation	Construct safety improvements following the adopted CAMPO plan at identified signalized intersections, unsignalized intersections, and road segments in Lyon County, and consider implementation of Systemic Countermeasures where appropriate. Individual projects will be added to the TIP where they are regionally significant and/or federally funded.	Roads - Safety	\$ 6,117,469
DO.5	Douglas County	Topsy Lane Intersection Improvements	Construct additional turn lanes, implement safety recommendations, modify median island geometry and complete signing and striping upgrades to the at the intersection of U.S. Highway 395 and Topsy Lane.	Roads - State	\$ 17,643,830
CC.3	Carson City	Carson City Pavement Management Plan Implementation (2026-2035)	Apply 3.5 centerline miles of pavement preservation treatments prioritized Annually - Citywide. Individual projects will be broken out for placement in the TIP where regionally-significant and/or federally funded.	Roads - Regional	\$ 37,234,363
CC.23	Carson City	Traffic Control at Goni Road and Arrowhead Drive	Construct traffic control device (roundabout) at the intersection of Goni Road and Arrowhead Drive.	Roads - Regional	\$ 3,764,017
CC.10	Carson City	Clearview Drive Intersection Safety Improvements	Provide additional intersection safety enhancements at the intersection of S. Carson Street and Clearview Drive including protected turn movements, multi-use path bollards, and additional signing and striping.	Roads - Safety	\$ 696,226

Table 1: Cont.

Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
DO.12	Douglas County	Stephanie Way Multi-Modal Improvements	Install a sidewalk or paved shoulder along the south side of Stephanie Way between Gordon Avenue and Fuller Avenue, along the frontage of Pinion Hills Elementary School.	Multimodal	\$ 1,293,881
LY.2	Lyon County	Sutro Elementary School	Area ADA improvements on Fortune Drive, Sheep Camp Drive, Dayton Village Parkway, & Sugarloaf Drive around the elementary school.	Roads - Regional	\$ 2,140,785
DO.11	Douglas County	Jacks Valley Road/Arcadia Drive Intersection Improvements	Improve intersection safety, including restriping crosswalks and installing RRFB across Jacks Valley Road. Install accessible walkway or curb ramps on the northeast and southeast corners of the intersection. Install advanced warning signs in both directions of crossing.	Multimodal	\$ 588,128
CC.6	Carson City	Safe Routes to School Master Plan Implementation (2026-2035)	Construct safety improvements per the adopted Plan citywide. Individual projects not already included in the RTP will be broken out for placement in the TIP where regionally-significant and/or federally funded.	Multimodal	\$ 3,768,722
DO.1	Douglas County	Vista Grande Boulevard Connector	Construct new road to improve north/south travel between Topsy Lane and Jacks Valley Road.	Roads - Regional	\$ 3,528,766
LY.1	Lyon County	Dayton Valley Road ADA Improvement	Safety and ADA improvements between Quail Ridge and the Carson River.	Roads - Regional	\$ 1,976,109

Table 1: Cont.

Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
CC.13	Carson City	Green Belt Multi-Use Path	Construct a new multi-use path between S. Carson Street and Roop Street to complete east-west connectivity.	Multimodal	\$ 905,717
CC.11	Carson City	District 5, Ash Canyon Road	Rehabilitate pavement and incorporate Complete Street elements from Longview Drive to the open space property.	Roads - Regional	\$ 10,000,000
DO.6	Douglas County	U.S. Highway 395 Auxiliary Lanes	Construct additional turn lanes, construction of new acceleration lanes, and extension of existing lanes at various intersections along U.S. Highway 395 between Jacks Valley Road/Sunridge Ridge Drive and South Sunridge Drive/Plymouth Drive.	Roads - State	\$ 17,643,830
JAC.1	Carson City	Jump Around Carson Transfer Station	Reconstruct the Downtown transfer station with amenities in central Carson City.	Transit	\$ 1,764,383
DO.4	Douglas County	Johnson Lane Pavement and Drainage Repair	Full pavement reconstruction of Johnson Lane from Heybourne Road to Vicky Lane, including construction of stormwater improvements to mitigate suture flooding in the area and provide roadway resiliency.	Roads - Regional	\$ 3,875,000
CC.18	Carson City	U.S. Highway 50 - Carson City Multi-Use Path	Construct new multi-use path along the south side of U.S. Highway 50 between Fairview Drive and Drako Way.	Multimodal	\$ 6,859,921

Table 1: Cont.

Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
CC.29	Carson City	Fairview Drive Right-Turn Lanes	Construct a new right-turn lane from northbound Fairview Drive to eastbound U.S. Highway 50.	Roads - State	\$ 2,234,885
LY.8	Lyon County	SR 341 Intersection Improvements	Construct a roundabout, or other traffic control device, at the intersection of U.S. Highway 50 and SR 341.	Roads - State	\$ 17,643,830
LY.5	Lyon County	Mound House Road Network Improvements	Provide new local and regional road network connections in Mound House north and south of U.S. Highway 50 as recommended by the U.S. Highway 50 East Carson Study.	Roads - Regional	\$ 13,762,187
CC.12	Carson City	U.S. Highway 50 Lighting	Install roadway lighting near and in advance of the intersections of Airport Road and Arrowhead Drive/Deer Run Road.	Roads - State	\$ 4,352,145
CC.20	Carson City	Ormsby Boulevard Connector	Construct new road to improve north-south circulation and access between Ash Canyon Road and Winnie Lane.	Roads - Regional	\$ 5,136,472
CC.27	Carson City	U.S. Highway 50 Truck Climbing Lane	Construct a truck climbing lane between Drako Way and Lyon County Line.	Roads - State	\$ 6,704,655
JAC.3	Carson City	JAC Operations 2026-2035	Funding to operate the Jump Around Carson Bus Service for 10 Years.	Transit	\$ 34,909,234
TOTAL ESTIMATED PROJECT COST (32 Projects)					\$ 348,231,860

Table 2: Fiscally Constrained Projects (2036-2050)

Fiscally Constrained Project List Anticipated for the Long-Term 2036-2050					
Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
CC.22	Carson City	U.S. Highway 50 - East Carson City Corridor Improvements	Implement congestion mitigation improvements in the form of intersection modifications, access management, and traffic signal and ITS upgrades through a phased approach along U.S. Highway 50 between I-580 and Drako Way as recommended by the U.S. 50 E. Carson Complete Street Study.	Roads - State	\$ 30,869,968
LY.10	Lyon County	U.S. Highway 50 - Mound House Corridor Improvements	Implement congestion mitigation improvements in the form of intersection modifications, street lighting, and access management through a phased approach along U.S. Highway 50 between Linehan Road and SR 341, consistent with the recommendations in the U.S. 50 E. Carson Complete Street Study.	Roads - State	\$ 36,811,469
CC.15	Carson City	Carson City Pavement Management Plan Implementation (2036-2050)	Pavement Preservation Projects Prioritized Annually - Citywide. Individual projects will be broken out for placement in the TIP where regionally-significant and/or federally funded.	Roads - Regional	\$ 102,575,731
CC.2	Carson City	I 580/U.S. Highway 50/U.S. Highway 395 Interchange	Construct a grade-separated interchange at the southern terminus of I-580 to transition to U.S. Highway 395 to the south. Separate local and regional trips through series of grade separated interchanges and frontage roads.	Roads - State	\$ 98,666,217

Table 2: Cont.

Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
CC.16	Carson City	Safe Routes to School Safety Plan Improvements (2036-2050)	Construct safety improvements per adopted Plan – Citywide. Individual projects will be broken out for placement in the TIP where regionally-significant and/or federally funded.	Multimodal	\$ 6,757,479
CC.7	Carson City	College Pkwy Widening Project	Construct an additional west-bound lane between Goni Road and I-580 to facilitate the movement of people and goods.	Roads - Regional	\$ 13,221,094
DO.9	Douglas County	North Valley Road Capacity Improvements	Construct new roadway between Topsy Lane and North Sunridge to improve north/south travel.	Roads - Regional	\$ 5,561,187
CC.21	Carson City	South Carson Multi-Use Path Connector	Design and construct a multi-use path connecting Edmonds Sports Complex to the South Carson Street Multi-use path.	Multimodal	\$ 6,879,547
DO.3	Douglas County	Heybourne Road Connector	Construct new road to improve north/south travel between Stephanie Way and Johnson Lane.	Roads - Regional	\$ 10,763,587
LY.4	Lyon County	East Dayton Bridge	Construct a bridge over the Carson River and the associated roadway network to connect U.S. Highway 50 to Dayton Valley Road.	Roads - Regional	\$ 53,817,937
CC.8	Carson City	Fairview Widening Project	Widen Fairview Drive to 4-lanes to improve capacity and reduce delay between Butti Way and 5th Street.	Roads - Regional	\$ 9,074,063

Table 2: Cont.

Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
Multi.1	Carson City / Douglas County	South Carson/North Douglas Multi-Use Path Connection - Old Clear Creek to Jacks Valley Road	Construct a new multi-use path between Old Clear Creek Road and Jacks Valley Road to provide new multi-modal connectivity between communities.	Multimodal	\$ 3,730,105
JAC.4	Carson City	JAC Operations 2036-2050	Funding to operate the Jump Around Carson Bus Service for 15 Years.	Transit	\$ 73,063,000
TOTAL ESTIMATED PROJECT COST (12 Projects)					\$ 451,791,383

Figure 1: Fiscally Constrained Project Map

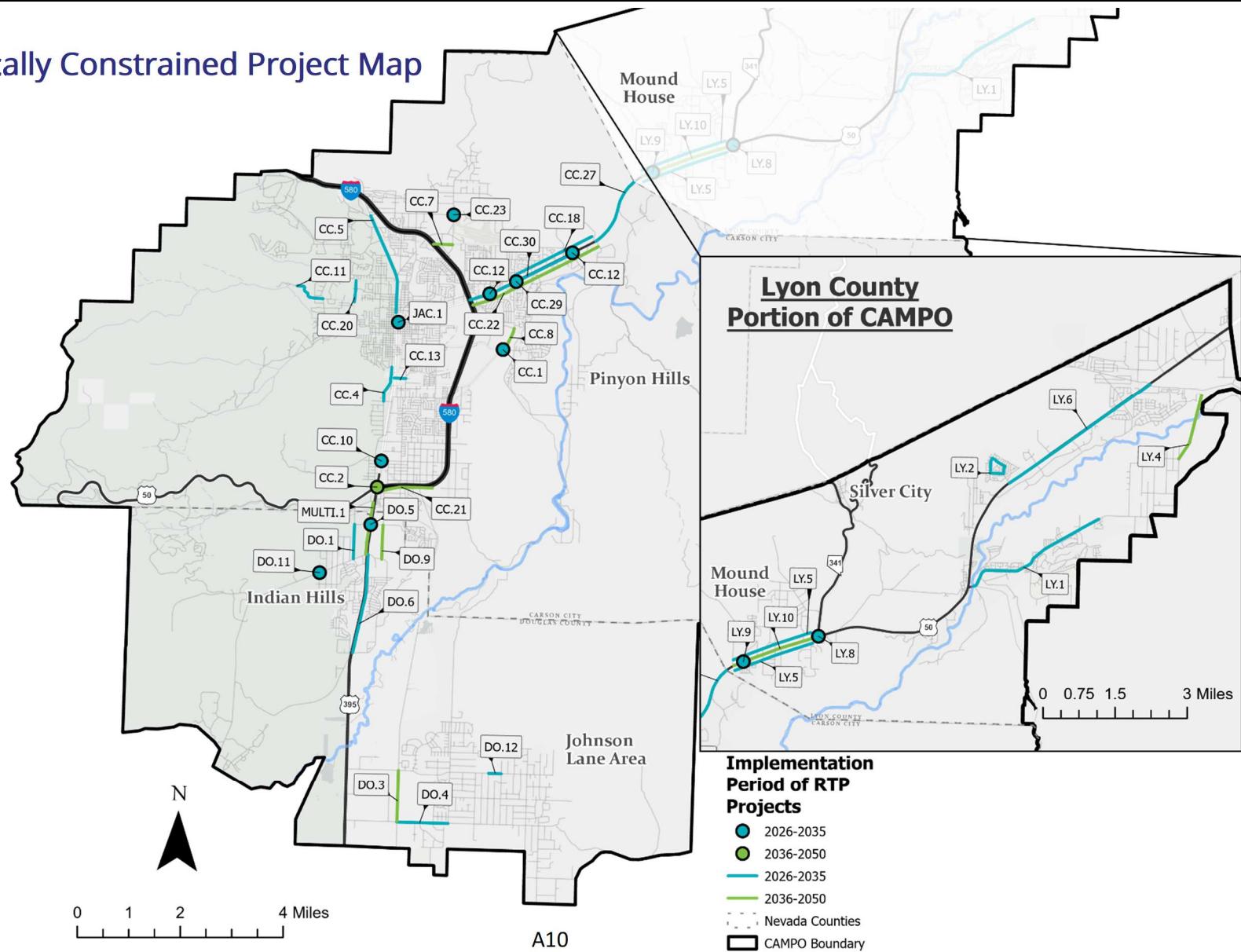


Table 3: Unfunded Projects

Unfunded Project List					
Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
LY.14	Lyon County	U.S. Highway 50; Mound House Multi-Use Pathways	Construct new multi-use pathways along the north and south sides of U.S. Highway 50 through Mound House.	Multimodal	\$ 3,411,140
Multi.3	Carson City / Douglas County	Carson City/Douglas County V&T Trail Multi-Use Path	Construct a multi-use path, including a bridge across the Carson River, along the former alignment of the V&T Railroad between Bigelow Drive and Haybourne Road.	Multimodal	Unfunded
CC.38	Carson City	W. Long Street Extension	Construct a new collector roadway to improve east-west connectivity between the existing Long Street dead-end, and a new Ormsby Boulevard. Project to include a regional review of traffic patterns based on connection location.	Roads - Regional	Unfunded
CC.19	Carson City	Hillview Drive Connector	Construct new road to improve north-south travel between Koontz Lane and Valley View Drive.	Roads - Regional	\$ 2,001,848
CC.37	Carson City	W. Washington Connector	Construct a new local road connection to improve east-west circulation and access between Longview Way and Ormsby Boulevard. Connect to existing W. Washington Street dead-end.	Roads - Regional	\$ 8,471,481
DO.10	Douglas County	East Valley Road Realignment	Construct new road to improve north south circulation and access between Vicky Lane and the northern rural section of East Valley Road.	Roads - Regional	\$ 51,516,626

Table 3: Cont.

Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
DO.7	Douglas County	Stephanie Lane Capacity Improvements	Expand to four-lane roadway between U.S. Highway 395 and Santa Barbara Drive.	Roads - Regional	Unfunded
LY.12	Lyon County	West Dayton Connector Road	Construct a new road west and north of Dayton between SR 341 in Mound House and Bryce Street in east Dayton.	Roads - Regional	Unfunded
CC.35	Carson City	Appion Way Connector	Construct eastern leg of Appion Way across South Carson Street to Snyder Avenue for improved east-west connectivity and access.	Roads - Regional	\$ 1,910,474
CC.32	Carson City	South Carson Street/Rhodes Traffic Control	Traffic control device at the intersection of South Carson Street and Rhodes Street.	Roads - Regional	\$ 2,354,863
CC.33	Carson City	Saliman Road Capacity Improvements	Expand to a four-lane roadway between Fairview Drive and Colorado Street.	Roads - Regional	\$ 1,402,567
CC.34	Carson City	Saliman Road / Robinson Street Traffic Control	Construct traffic control device in the form of a traffic signal at the intersection of Saliman Road and Robinson Street.	Roads - Regional	\$ 1,977,873
CC.17	Carson City	College Parkway Connector	Construct new road to improve east-west circulation and access between College Parkway and Arrowhead Drive.	Roads - Regional	\$ 20,723,852
CC.25	Carson City	Vista Grande Blvd Southern Extension	Construct an underpass to connect Old Clear Creek Road to Cochise Street.	Roads - Regional	\$ 41,667,282
DO.8	Douglas County	Johnson Lane Capacity Improvements	Expand to four-lane roadway between U.S. Highway 395 and Vicky Lane.	Roads - Regional	\$ 52,939,423

Table 3: Cont.

Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
Multi.2	Carson City / Douglas County	Vicky Lane Regional Connector	Construct a new road extension of Vicky Lane along the eastern edge of Carson Valley from S. Santa Barbara Drive north into southern Carson City to improve north-south circulation and access between Carson City and Douglas County. Includes a 12-foot multi-use path to accommodate the Historic V&T Trail over the river and possibly in other areas as appropriate and approved by the local jurisdictions.	Roads - Regional	\$ 102,894,513
CC.26	Carson City	Stewart Street Extension	Construct new road connecting South Carson Street and Curry Street.	Roads - Regional	\$ 1,749,445
CC.31	Carson City	Lompa Lane Extension	Construct new collector with improved roadway alignment between Modoc Road and Airport Road.	Roads - Regional	\$ 6,024,427
CC.28	Carson City	Fifth Street Capacity Improvements	Expand to a four-lane roadway and incorporate intersection improvements between Saliman Road and Lompa Ranch Road.	Roads - Regional	\$ 1,987,401
LY.7	Lyon County	U.S. Highway 50 Corridor Improvements - Mound House to Dayton	Pavement preservation and select traffic operational improvements along U.S. Highway 50 between State Route 341 and Fortune Drive.	Roads - State	Unfunded
DO.19	Douglas County	U.S. Highway 395 Multi-Use Path	Construction new multi-use path along U.S. Highway 395 from SR 88 (south of the CAMPO boundary) to Old Clear Creek Road in Carson City	Roads - State	Unfunded
DO.18	Douglas County	Hobo Hot Spring Wildlife Crossing	Construction new wildlife crossing under U.S. Highway 395 between the Carson River and Stephanie Way.	Roads - State	Unfunded

Table 3: Cont.

Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
DO.14	Douglas County	Johnson Lane Interchange	Construct grade separated interchange.	Roads - State	Unfunded
DO.17	Douglas County	Stephanie Way Interchange and frontage roads	Construct new interchange and Stephanie Way and add frontage roads along U.S. Highway 395 between Stephanie Way and Airport Road (south of CAMPO boundary)	Roads - State	Unfunded
DO.15	Douglas County	U.S. Highway 395 Truck Climbing Lane	Construct truck climbing lane along northbound U.S. Highway 395 between Mica Drive and Sunridge Drive.	Roads - State	Unfunded
DO.16	Douglas County	U.S. Highway 395 Corridor Widening	Congestion mitigation, including the construction of an additional lane in each direction along U.S. Highway 395 between Mica Drive and Sunridge Drive.	Roads - State	Unfunded
CC.14	Carson City	U.S. Highway 50 / Flint Drive Intersection Improvements	Construct a signalized High-T Intersection at the intersection.	Roads - State	\$ 4,664,221
DO.13	Douglas County	S. Sunridge Dr / Plymouth Drive Intersection Improvements	Construct new traffic signal, or similar, at the U.S. Highway 395 and South Sunridge Drive / Plymouth Drive intersection when signal warrants are met.	Roads - State	\$ 12,557,519
LY.11	Lyon County	U.S. Highway 50 at Highlands Drive Intersection Improvements	Construct new intersection improvements, including re-aligning Red Rock Road to create a four-leg intersection with Red Rock Road, consistent with recommendations in the U.S. 50 E. Carson Complete Street Study.	Roads - State	\$ 12,378,125

Table 3: Cont.

Project Number	Project Location	Project Name	Project Description	Funding Primary Use	YOE Cost Estimate
LY.13	Lyon County	U.S. Highway 50 - Dayton Operational Improvements	Construct "Parkway Alternative" which includes the widening of U.S. Highway 50, implementing access management standards through a combination of traffic signals and restricted T-intersections, and median islands consistent with the U.S. 50 Dayton Operational Study.	Roads - State	\$ 98,845,610
JAC.2	Carson City / Douglas County	Carson Tahoe Inter-Regional Bus Service	Bus service on U.S. Highway 50 West between Carson City and the Tahoe Basin to provide alternative transportation for workers and visitors.	Transit	Unfunded
CC.24	Carson City	U.S. Highway 50 West Park and Ride Lot	Identify site, design, and construct park and ride lot to replace the existing park and ride lot located on 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.	Transit	\$ 6,544,799
TOTAL ESTIMATED PROJECT COST (32 Projects)					\$ 436,023,490

APPENDIX B

Detailed Performance Measures & Targets for CAMPO & Nevada



Introduction

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 programming. As a matter of best practice, Transportation Performance Management (TPM) should guide investment decisions by providing a feedback loop that measures the level of impact resulting improvements have in furthering national, state, and regional goals. This process is transparent and data-driven and informs decision-makers and the public when selecting and prioritizing projects that meet the greatest needs. CAMPO's Annual Network Monitoring Report summarizing each of the required performance measures ensures we are using the most current and relevant data when making transportation-related investment decisions.

Below are performance measures which CAMPO tracks, in partnership with NDOT. MPOs can support NDOT's targets or establish their own quantifiable targets. NDOT submits all Performance Measures to the Federal Highway Administration (FHWA) biennially, as required.

Safety

The FHWA Safety Performance Measures Final Rule establishes five performance measures:

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

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

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Detailed Performance Measures & Targets for CAMPO & Nevada

The Safety PM Final Rule establishes the process for State Departments of Transportation (DOTs) and MPOs to adopt and report safety targets along with a set of performance measures to assess progress toward targets. MPOs shall establish their performance targets for each of the five measures no later than 180 days after the State submits annual targets. NDOT's statewide targets are reported in their Highway Safety Improvement Program Annual Report. CAMPO chooses to support the State's targets for the five performance measures noted above. Performance targets must be set annually by the MPO Board.

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

CAMPO supports NDOT's Safety targets but does monitor data specific to the CAMPO region. In a review of the 2024 Targets, CAMPO's rate of fatalities and the serious injury rate is slightly lower than the target. Table 1 shows the latest 2022 Nevada State safety performance measure targets while Table 2 shows information on the five safety performance measures, including the five-year baseline data and CAMPO's relative 2018-2024 targets, respectively.

Table 1: Nevada State Performance Measures for Safety

Performance Measures	Targets	Actuals
Number of Fatalities	347.8	365.4
Number of Serious Injuries	1021.3	1069.8
Fatality Rate	1.279	1.347
Serious Injury Rate	3.755	3.940
Non-Motorized Fatalities and Serious Injuries	262.6	301.0

Source: NDOT 2024 Highway Safety Improvement Program Annual Report: https://highways.dot.gov/sites/fhwa.dot.gov/files/2025-03/HSIP_Report_NEVADA_2024_508.pdf

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Detailed Performance Measures & Targets for CAMPO & Nevada

Table 2: CAMPO Performance Measures for Safety

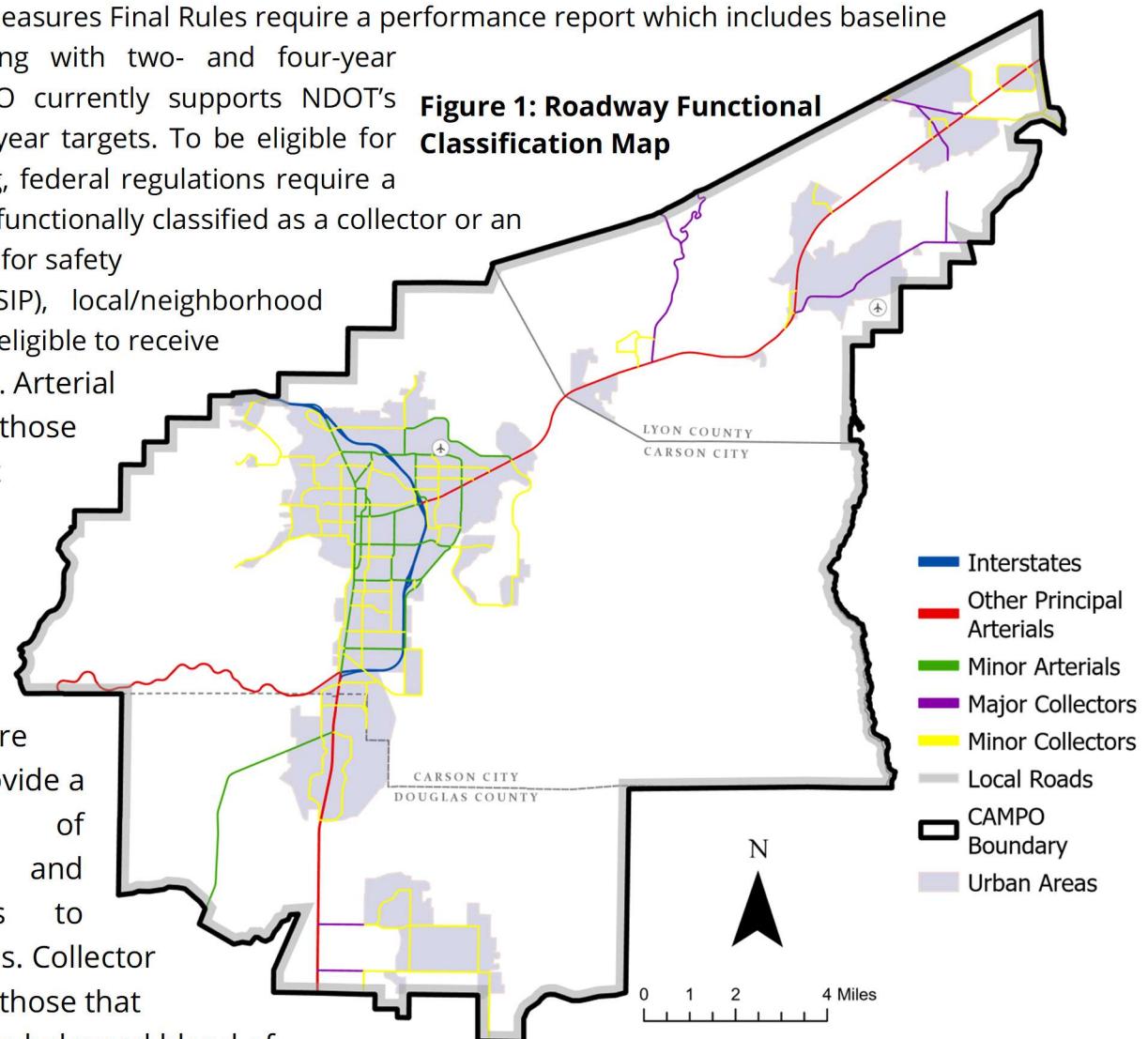
	Fatalities			Serious Injuries			Fatalities and Serious Injuries Non-Motorized			Rate of Fatalities		Rate of Serious Injuries		Vehicles Miles Traveled
	Target	#	Rolling Average	Target	#	Rolling Average	Target	#	Rolling Average	Target	Rate	Target	Rate	(VMT)
2018	5.57	5	5.8	8.25	11	8.6	7.25	4	7	0.80	0.72	1.18	1.58	696,272,881
2019	5.6	7	5.6	8.25	14	9	6.75	4	5.4	0.84	1.05	1.24	2.10	665,777,895
2020	5.4	8	6.6	8.5	31	13.6	5.3	6	5.6	0.87	1.30	1.38	5.02	617,009,797
2021	6.3	10	7.2	13.1	46	20.8	5.2	20	8.0	0.94	1.49	1.95	6.84	673,191,017
2022	6.8	9	7.8	20	35	27.4	7.8	12	9.2	1.04	1.38	3.06	5.36	653,641,290
2023	7.5	5	7.8	26.5	47	34.6	8.8	16	11.6	1.12	0.75	3.94	7.00	671,439,516
2024	7.5	6	7.6	34.1	32	38.2	11.4	8	12.4	1.11	0.89	5.06	4.75	674,147,950

1. Targets for Fatalities, Serious Injuries, and Non-Motorized Fatalities & Injuries are calculated based on 5-year rolling averages with future years interpolated based on Zero Fatalities in 2050.
2. Rolling averages consist of a five-year rolling average, which includes the reporting year
3. Serious Injuries are when an injured person is unable to leave the crash scene without assistance
4. Rate of Fatalities and Serious Injuries are per 100 million Vehicle Miles Traveled (VMT)- Example: 2021 Target Rate of Fatalities =Target Fatalities*CAMPO VMT/100 million=6.3/6.73=0.94
5. Green shading denotes target was met; red shading denotes target was not met.
6. Since February 2021, CAMPO has supported the State's safety targets in lieu of using CAMPO-specific targets, however, CAMPO continues to track all crashes, fatalities, and serious injuries within the CAMPO area.

Infrastructure Condition

FHWA has established specific performance measures and a target-setting methodology for pavement and bridges located on the National Highway System (NHS). The NHS comprises two categories: Interstate and non-Interstate. The Pavement Condition and Bridge Condition Performance Measures Final Rules require a performance report which includes baseline conditions along with two- and four-year targets. CAMPO currently supports NDOT's two- and four-year targets. To be eligible for federal funding, federal regulations require a roadway to be functionally classified as a collector or an arterial. Except for safety funds (e.g. HSIP), local/neighborhood streets are not eligible to receive federal funding. Arterial roadways are those roadways that provide a high level of regional mobility; local roadways are those that provide a high level of accessibility and local access to neighborhoods. Collector roadways are those that provide a more balanced blend of mobility and accessibility. Figure 1 displays the functional classification of roadways within CAMPO. The classification of roadways is a joint effort between local, regional, state, and federal agencies.

Figure 1: Roadway Functional Classification Map



Pavement

Federally required performance measures for pavement conditions are listed below.

- 1. Percentage of Interstate Pavements in Good Condition**
- 2. Percentage of Interstate Pavements in Poor Condition**
- 3. Percentage of Non-Interstate National Highway System (NHS) Pavements in Good Condition**
- 4. Percentage of Non-Interstate NHS Pavements in Poor Condition**

Table 3: Nevada State Performance Measures for Pavement

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

Source: NDOT 2024 Performance Management Report;

<https://www.fhwa.dot.gov/tpm/reporting/state/state.cfm?state=Nevada>

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Detailed Performance Measures & Targets for CAMPO & Nevada

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 preserve and maintain our region's existing transportation infrastructure. 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**

The roadway network provides vehicle mobility and is by far one of the most significant investments made by local agencies. Preservation of the roadway network has been identified as a high priority by federal, state, regional, and local agencies. To assist local agencies with monitoring the condition of pavement, CAMPO collects PCI data for Carson City and Douglas County and looks forward to eventually supporting pavement management planning for Western Lyon County as well.

Table 4 presents the CAMPO and Douglas County Area PCI by jurisdiction from the 2024 Pavement Survey.

Table 4: CAMPO and Douglas County Area PCI by Jurisdiction

Area	Functional Classification	Area (ft ²)	Percentage of Network	Area Weighted PCI
CAMPO	Regional	3,561,229	13%	81
	Local	7,293,707	26%	58
CAMPO Total		10,854,936	39%	66
Douglas County	Regional	6,349,689	23%	84
	Local	10,949,844	39%	61
Douglas County Total		17,299,533	61%	69

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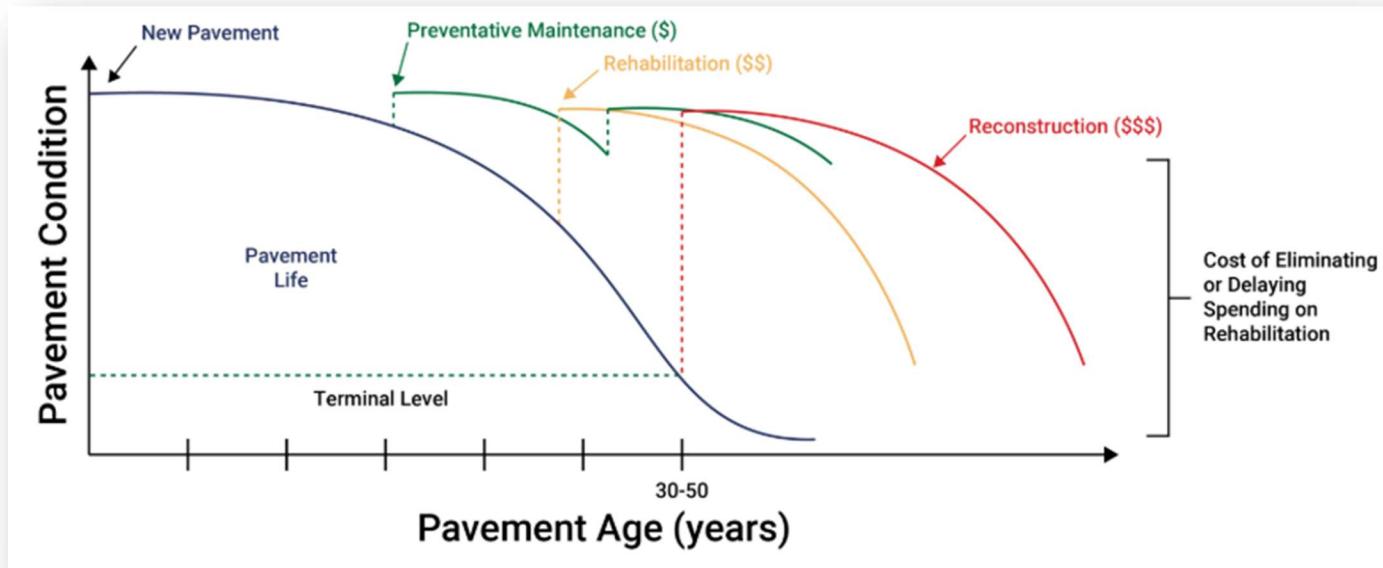
Detailed Performance Measures & Targets for CAMPO & Nevada

Annual reporting of Carson City pavement conditions assists decision makers in priority-based budgeting. Carson City has established targets for pavement conditions within the Carson City Pavement Management Plan using PCI information. Target setting helps staff and decision makers evaluate and allocate limited funding resources toward maintaining pavement infrastructure.

1. **PCI Rating Target for Regional Roads – 75 and above**
2. **PCI Rating Target for Local Roads – 70 and above**

Standard PCI Rating Table	
100	Good
85	Satisfactory
70	Fair
55	Poor
40	Very Poor
25	Serious
10	Failed
0	

Figure 2: Pavement Deterioration Rates



Appendix B

Detailed Performance Measures & Targets for CAMPO & Nevada

Table 5 presents the PCI for roadways within Carson City and across the five Pavement Performance Districts established under Carson City's Pavement Management Plan. The data reflects increases in regional road PCI in the Performance Districts where projects, such as the South Carson Complete Streets Project has been completed. Overall, Carson City roadway conditions have decreased nine percent since 2017, with local road conditions deteriorating by fourteen percent.

Table 5: Carson City Pavement Condition Index - Annual Report Card

Facility Type		Inspected PCI			Est. PCI	Percent Change 2017 to 2025
		2017	2022	2024		
City-wide	Regional Roads	67	74	69	67	0%
	Local Roads	61	56	55	53	-14%
	All Roads	63	62	60	58	-9%
Performance District 1	Regional Roads	67	69	59	57	-15%
	Local Roads	62	57	54	52	-16%
	All Roads	64	61	56	54	-16%
Performance District 2	Regional Roads	73	80	73	70	-5%
	Local Roads	64	53	54	52	-19%
	All Roads	67	63	60	58	-14%
Performance District 3	Regional Roads	72	77	74	73	0%
	Local Roads	57	58	55	54	-7%
	All Roads	62	64	61	60	-3%
Performance District 4	Regional Roads	61	79	79	76	25%
	Local Roads	58	51	52	50	-14%
	All Roads	59	61	61	59	0%
Performance District 5	Regional Roads	64	65	62	59	-7%
	Local Roads	66	60	60	58	-13%
	All Roads	65	62	60	58	-11%

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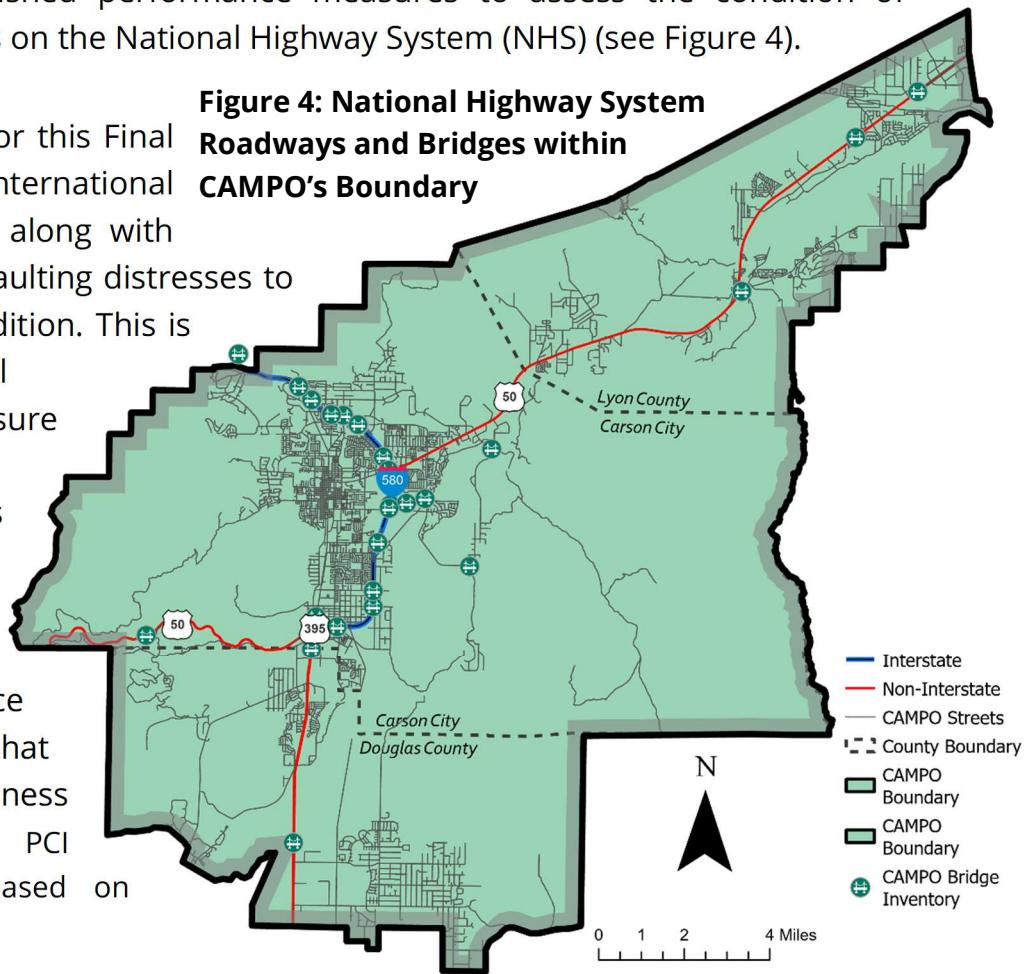
Detailed Performance Measures & Targets for CAMPO & Nevada

Pavement preservation treatments are the most efficient use of funding because the treatments are typically low cost and preserve past investment in infrastructure. It is important to note that the PCI values are beginning to decline at a faster rate (see Table 5). This is because the bulk of the City's roads are approaching the performance curve that has the sharpest decline, which is approximately between 69 PCI and 25 PCI (Figure 2). For reference, the average PCI for local roads is 53, which is near the middle of the mentioned range.

FHWA published the Pavement Condition and Bridge Condition Performance Measures Final Rules in the Federal Register on January 18, 2017, with an effective date of May 20, 2017. The rule established performance measures to assess the condition of pavements and bridges on the National Highway System (NHS) (see Figure 4).

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 distress.

**Figure 4: National Highway System
Roadways and Bridges within
CAMPO's Boundary**



Bridges

Federally required performance measures for bridges, which include all bridges on the NHS, as well as bridges that function as highway 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.

Table 6: Nevada State Performance Measures for Bridges

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

Source: NDOT 2024 Performance Management Report;

<https://www.fhwa.dot.gov/tpm/reporting/state/state.cfm?state=Nevada>

System Reliability and Freight Movement

The National Highway System and Freight Performance Measures Final Rules are used to assess the performance of the interstate and non-interstate segments of the National Highway System as well as regional freight movement. These Performance Measures are developed 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:

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

Like other measures, these are calculated, tracked, and reported to CAMPO by NDOT. CAMPO monitors the performance measures to advocate for resources as needed, consistent with CAMPO's goal of ensuring mobility for people and goods.

The Final Rules for Pavement Condition, Bridges, and System Reliability performance measures require a performance report which includes baseline conditions along with two- and four-year targets. CAMPO currently supports NDOT's two- and four-year targets for Pavement Condition, Bridge Condition, and System Performance measures. CAMPO staff has requested that NDOT provide all NHS data for these performance measures that are specific to CAMPO's Metropolitan Planning Area. Acquisition of this data will allow for a statewide and nationwide comparison. Table 7 contains the latest data for system reliability and truck travel time on the National Highway System.

Appendix B

Detailed Performance Measures & Targets for CAMPO & Nevada

Table 7: Nevada State Performance Measures for System Reliability and Freight Movement

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

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

APPENDIX C

Public Outreach, Survey, and Comments



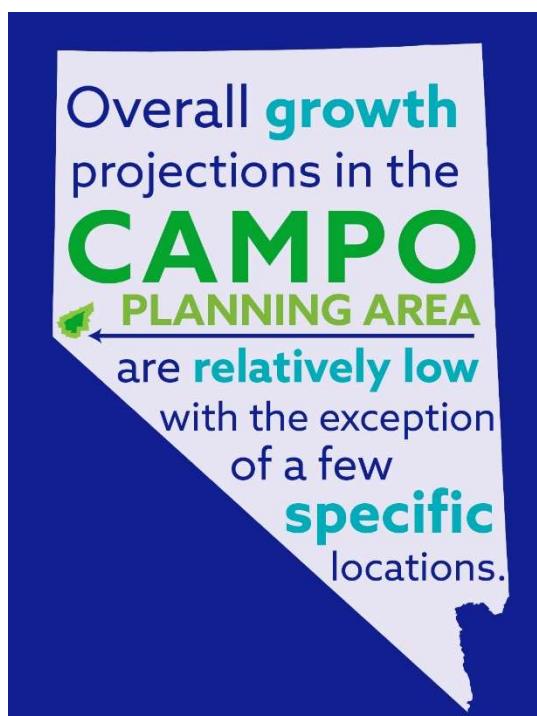
Public Outreach

Public Outreach is integral to the planning process. CAMPO welcomed suggestions from the public throughout the development of the RTP, providing multiple opportunities to elicit feedback, including receiving comments during RTP updates at CAMPO Board meetings, through the public survey, and from in-person and online public and agency partner meetings. CAMPO follows the approved [CAMPO Public Participation Plan](#) (PPP) for required public outreach during the CAMPO 2050 RTP update effort.

CAMPO Planning Partner Engagement Sessions

As part of the engagement process, CAMPO staff reached out to planning partners, as consistent with CAMPO's PPP, listed in Section 1.3, including many departments within each agency. Each listening session was moderated with a welcome and introductions, review of CAMPO's renewed vision and goals, and a review of each agency's vision and goals, an introduction to new CAMPO branding, a review of transportation needs, as each agency defines it, a review of agency priorities, identification of issues, challenges, and possible solutions, a draft list of planned projects within

each region, a review of transit services, a discussion on how to prioritize projects, addressing how constraints impact outcomes, and finally ending with an acknowledgement of continued collaboration between CAMPO and each agency. Below and on the next pages are a summary of overall themes, and results heard from both CAMPO's planning partners and from the public.



Respondents' **top priorities** for improving the **region's transportation system** were:



sidewalk and bike facility connectivity



roadway safety



public transportation



road condition

		General active transportation connectivity is needed, especially to essential services, schools, transit, and trailheads.
		



There is a need for **alternative routes into** and **out of** Carson City as **US 50 and US 395 are the only realistic** means currently.



There is a **backlog** of pavement maintenance needs **throughout** the region **across all agencies** and funding is **limited**.



Enhanced resources for signal optimization **could help** with some some congestion/reliability issues.



There are several **agency plans** and **programs** that reference **project needs** within the region.

Meetings Open to the Public

Public Meeting

CAMPO staff held a public meeting, as consistent with CAMPO's PPP, on September 24, 2025, with 15 public attendees. A Press Release notice for the public meeting was released on September 9, 2025. Flyers in English and Spanish were posted in 28 locations around CAMPO metropolitan planning area (MPA), including the JAC Transit Center, and posted on all buses. An email was sent to all planning partners, Nevada Department of Transportation (NDOT), local public agencies (LPAs), and counties. There were posts on Facebook, and Carson Now before and on the date of the event to encourage engagement.

Staff welcomed attendees with informative large-format display boards explaining what the RTP is, a summary of the survey results, a map of potential projects, the bicycle & pedestrian comment map, and a Coordinated Human Services Plan (CHSP) board asking the public to prioritize investments with existing funding constraints for JAC. There were numerous handouts provided at the meeting such as CAMPO Comment Cards, a funding summary, including an explanation of the project prioritization process and methodology, CAMPO postcards explaining the main tasks and responsibilities of an MPO, and a CAMPO fact sheet. A Spanish translator attended to facilitate Spanish speakers. All information including the boards, and the handouts were posted online at CarsonAreaMPO.com for the public to view at their convenience.



CAMPO Board Meetings

The CAMPO 2050 RTP development was discussed, in public, on record, at six CAMPO Board Meetings over the course of 2025 and into 2026, each with time for public comments.

CAMPO Board Presentations	Topics Discussed
CAMPO Board Presentation #1: April 9, 2025	CAMPO 2050 RTP & CHSP Vision, Goals, Logo, Table of Contents, Survey Questions, Timeline.
CAMPO Board Presentation #2: August 13, 2025	RTP & CHSP Outreach Timeline, Stakeholders & Partners, Common themes from Outreach, Survey Results, Regional Revenue Sources, Revenue Estimates, Project Prioritization.
CAMPO Board Presentation #3: September 10, 2025	CAMPO 2050 RTP Project Prioritization Scoring & Criteria.
CAMPO Board Presentation #4: November 12, 2025	<i>Planned:</i> Draft CAMPO 2050 RTP, 30-Day Public Comment Period.
CAMPO Board Presentation #5: December 10, 2025	<i>Planned:</i> Update on Draft CAMPO 2050 RTP 30-Day Public Comment Period in the CAMPO Manager's Report.
CAMPO Board Presentation #6: January 14, 2026, for approval	<i>Planned:</i> Final Draft of CAMPO 2050 RTP, Public Comments & Responses.



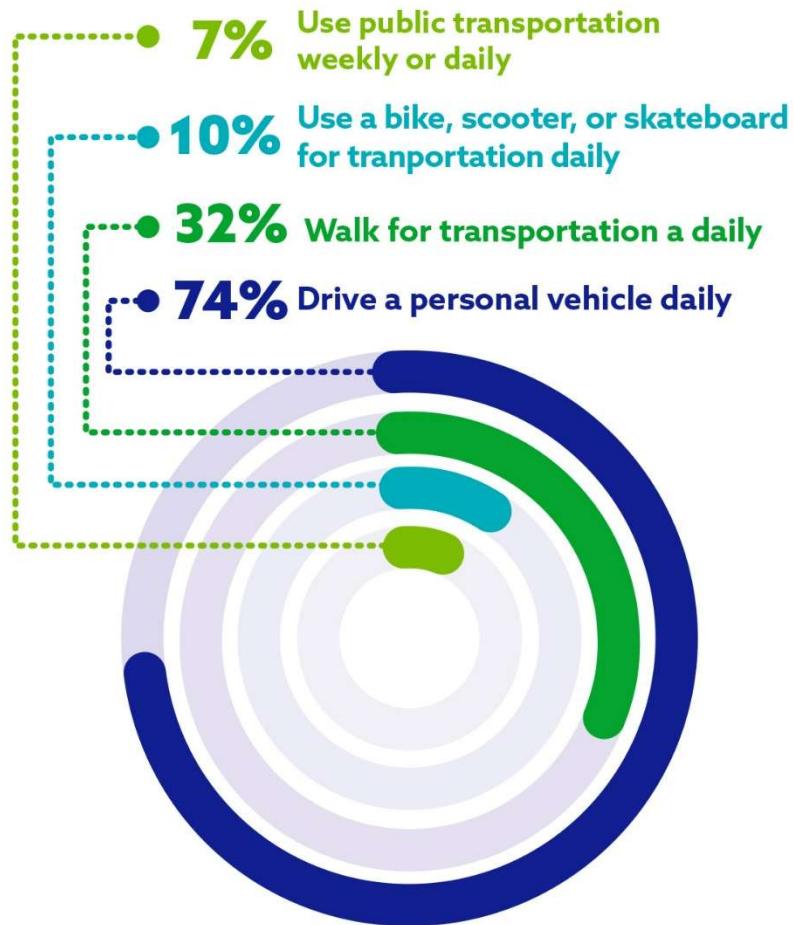
Public Feedback

Public Survey

The CAMPO 2050 RTP Survey (offered in English and Spanish) was open from May through July. A Press Release was issued in May, with continual reminders posted on Carson Now throughout the open survey period. To increase participation, CAMPO staff used new methods cited within CAMPO's PPP, to advertise and expand survey public participation. CAMPO staff offered a chance to win two \$50 gift cards for participants. Staff posted survey flyers in English and Spanish; with 30 flyers posted on JAC busses; at 19 locations in Carson City including flyers in the downtown JAC transfer center, three locations in Douglas County, and six locations in Lyon County. Staff contacted 51 churches within the CAMPO area to inform them of the open survey; 41 by email, 10 by phone, and one pamphlet mailed. CAMPO staff issued numerous advertisements on YouTube and Instagram throughout the open survey period.

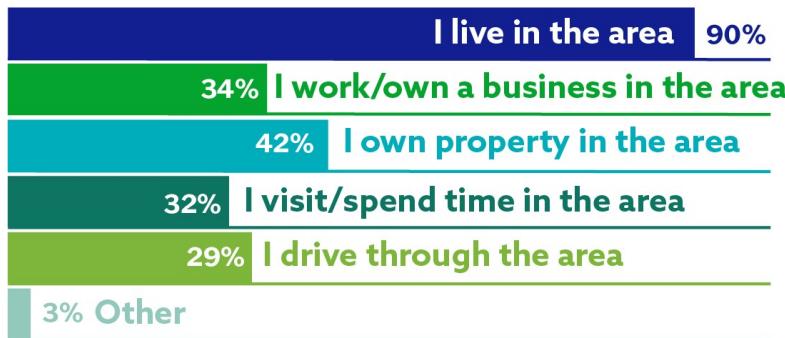
Public Survey Results

There were 267 CAMPO 2050 RTP survey participants. The survey results of all questions (1-15) are shown on the next pages. A summary of Question 2 is seen to the right.



Question 1

What is your relationship to the Carson Area MPO?



Those that answered,

“Other” cited:

- My clients live in the area
- I take the JAC bus that should run on Sunday but it doesn't.
- I am homeless
- Chair of the Dayton Regional Citizen's Advisory Board

Question 2

How often do you use the following types of transportation?

DRIVE/PERSONAL VEHICLE



How often do you use the following types of transportation?

DRIVEN BY FAMILY OR FRIENDS



How often do you use the following types of transportation?

CARPOOL



How often do you use the following types of transportation?

TAXI/RIDEShare/UBER/LYFT



Question 2 (continued)

How often do you use the following types of transportation?

WALK



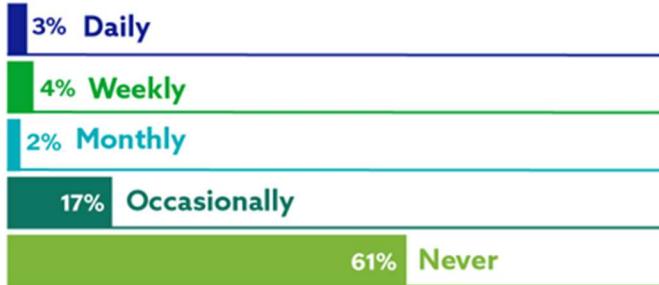
How often do you use the following types of transportation?

BIKE/SCOOTER/SKATEBOARD (OR SIMILAR)



How often do you use the following types of transportation?

PUBLIC TRANSPORTATION/TRANSIT



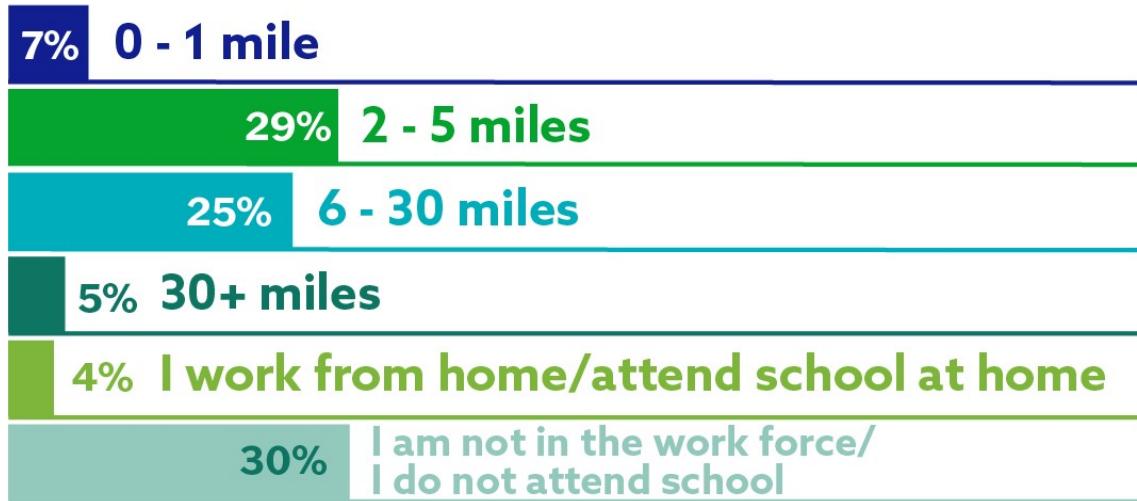
How often do you use the following types of transportation?

PRIVATE/ASSISTED LIVING FACILITY/SENIOR COMMUNITY



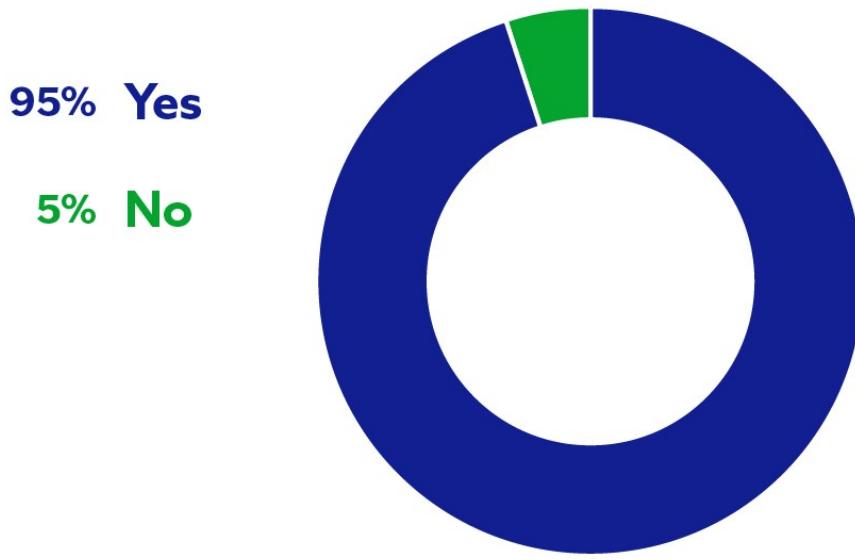
Question 3

How far do you typically commute to get to work or attend school?



Question 4

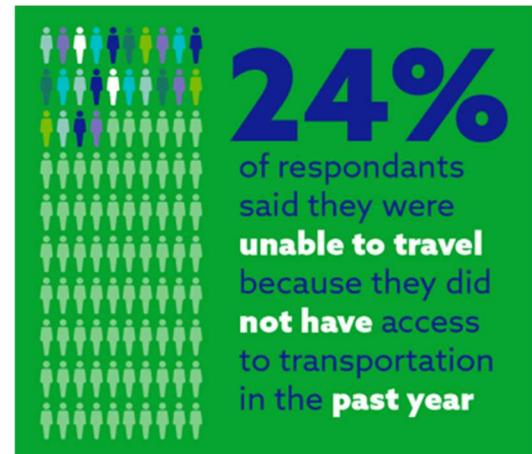
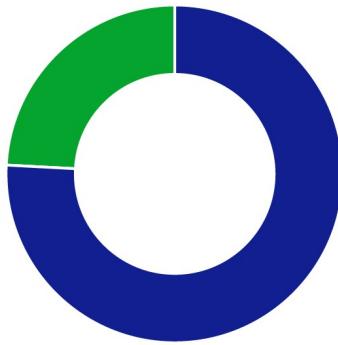
Are you physically able to drive?



Question 5

During the past year, were you **UNABLE** to travel because you did **NOT** have access to transportation?

76% Yes
24% No



Question 6

Those that answered, "Other" cited:

- I prefer not to drive in inclement weather, such as snow and ice.
- I prefer not to drive when I drink alcohol.
- I prefer to cycle when feasible.
- My license is suspended.
- I don't drive.
- I would prefer to carpool.
- I prefer not to drive in rush hour, traffic jams.
- I prefer not to drive when parking is difficult.
- I prefer not to drive to the Reno Airport.
- I prefer not to drive during holidays, when people tend to drink more.

If you drive, are there any circumstances in which you would prefer not to drive?



Question 7

Which of the following factors prevented you from taking trips this past year?

6% I can't drive

8% I do not have a car

10% I can't pay for gas, parking, and/or insurance

10% I don't have anyone to take me

18% I don't have bus services in my area

3% I can't afford bus fare

19% I'm not familiar with transportation options

13% I don't feel safe or comfortable

47% Other

Those that answered, "Other" cited:

- No issues
- Inconvenience
- I am night-blind.
- Car repairs.
- There needs to be more routes and increased frequency for her to get to work.
- I must walk nearly a mile to catch the bus. I would use it more if the bus stop was closer.
- Gas prices.
- Social anxiety laziness/overworked.

When asked **which factors** prevented them from taking trips over the **past year**, respondents mentioned:



limited bus service coverage and hours,



vehicle reliability problems,



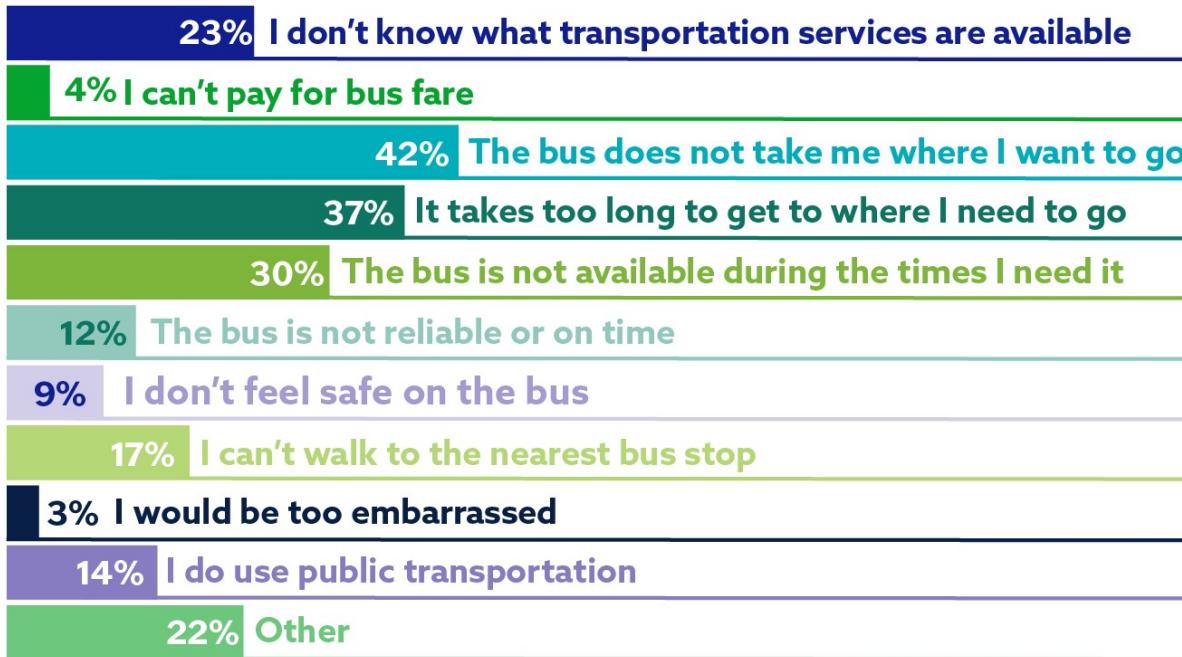
financial constraints, and



health/disability limitations

Question 8

What are the reasons why you do not choose (or cannot use) public transportation?

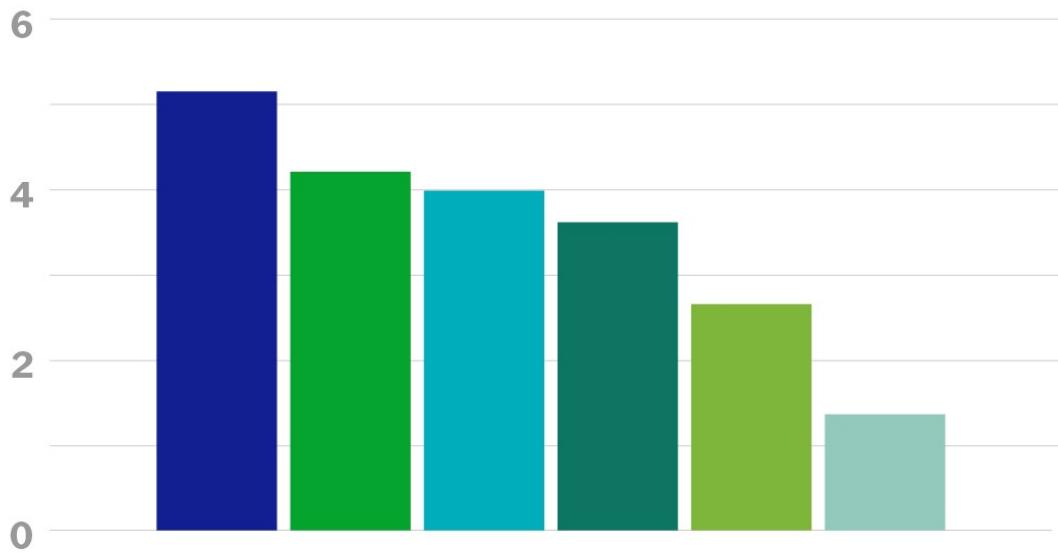


Those that answered, "Other" cited:

- I am disabled
- No bus close to home, no buses available
- Does not come to Douglas County
- I prefer my car
- I can walk where I need to go
- Dayton does not have a bus to Carson, and I wouldn't take the bus unless I had to.
- Bus stops need shade and rain/ snow covers
- There is no bus stop on Highway 50 past College Parkway
- There are a lack of covered bus stops and difficulty figuring out routes and times when buses arrive at bus stops.
- Bus stops are very far away. Last time I looked at the schedule I couldn't figure it out
- I don't go to many places. I have dogs. Bus stops are unprotected from weather.
- I don't use public transportation.

Question 9

What do you think would get more people to use public transportation?



- **Availability & frequency of scheduled services**
- **Connectivity throughout the City, or to specific locations**
- **On Demand Transit Services (Flexible shared service that provides scheduled rides on demand)**
- **Ease of navigating and understanding the service**
- **Affordability of a Rider's Fare**
- **Other**

Question 9 (continued)

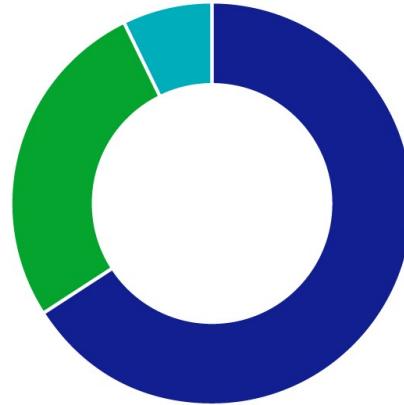
Those that answered, "Other" cited:

- Expanded bus routes throughout Carson and expanded connections at Walmart Topsy Lane into Douglas County and to work facilities in Dayton. We really need services 7 days a week.
- Increased frequency of buses. Increased locations of bus stops. A bus stop at Brown & Gordon would be fantastic resource for the domestic violence shelter clients, please!
- A route to Tahoe would get me to ride if I could take my bike.
- More routes; evening routes for commuting; more public transportation; increase accessibility and comfort of ride.
- JAC bus needs to go to Brian Building, NDOT, DMV. Making a transfer at Washington Street doesn't work well. Can't the bus go front North Carson to the state capitol complex as part of the loop??
- The CAMPO area as it exists today & for the foreseeable future is not dense or populated enough to make public transport a cost-effective option for day-to-day use without subsidies that almost certainly will not be forthcoming.
- Later nights, 7 days a week and go further past Costco to Target area, in Indian Hills.
- More bus stops in a wider area i.e. all the way down East College instead of Airport.
- I can't go to church, do laundry mats or shop BECAUSE THERE IS NO SUNDAY BUS.
- Nonstandard vehicles, such as SUVs or micro transit vehicles situated like airport shuttles so our demographics feel more like they are using Uber or a Shuttle rather than a "bus".
- Buses often go on different streets when inbound than when outbound. Also, they stop running too early and not at all Sundays.
- Having something like a "free test ride" day to show people how easy it is and to reduce the stigma associated with riding the bus.
- Discounted fares on special events or discounted fares combined with purchases for events (the bus service provides rides to and from events at specific locations in the city for a minimal fee).
- I have seen a lot of Seniors take the bus in addition to low income and homeless. I do think there needs to be more ways for this population to have free access to the bus.
- I think other options like some sort of light rail or subway would be beneficial as a lot of businesses are localized to Carson Street and the state route, some sort of option here would ease the heavy congestion the region faces during rush hour which is heavier and more dangerous than other regions of the city and a possible connection to Reno that is more frequent.

Question 10

Over the next 5 years, do you anticipate your mode of transportation to change because you may not be able to drive yourself?

- 66% No**
- 27% Yes**
- 7% N/A - I currently don't drive**



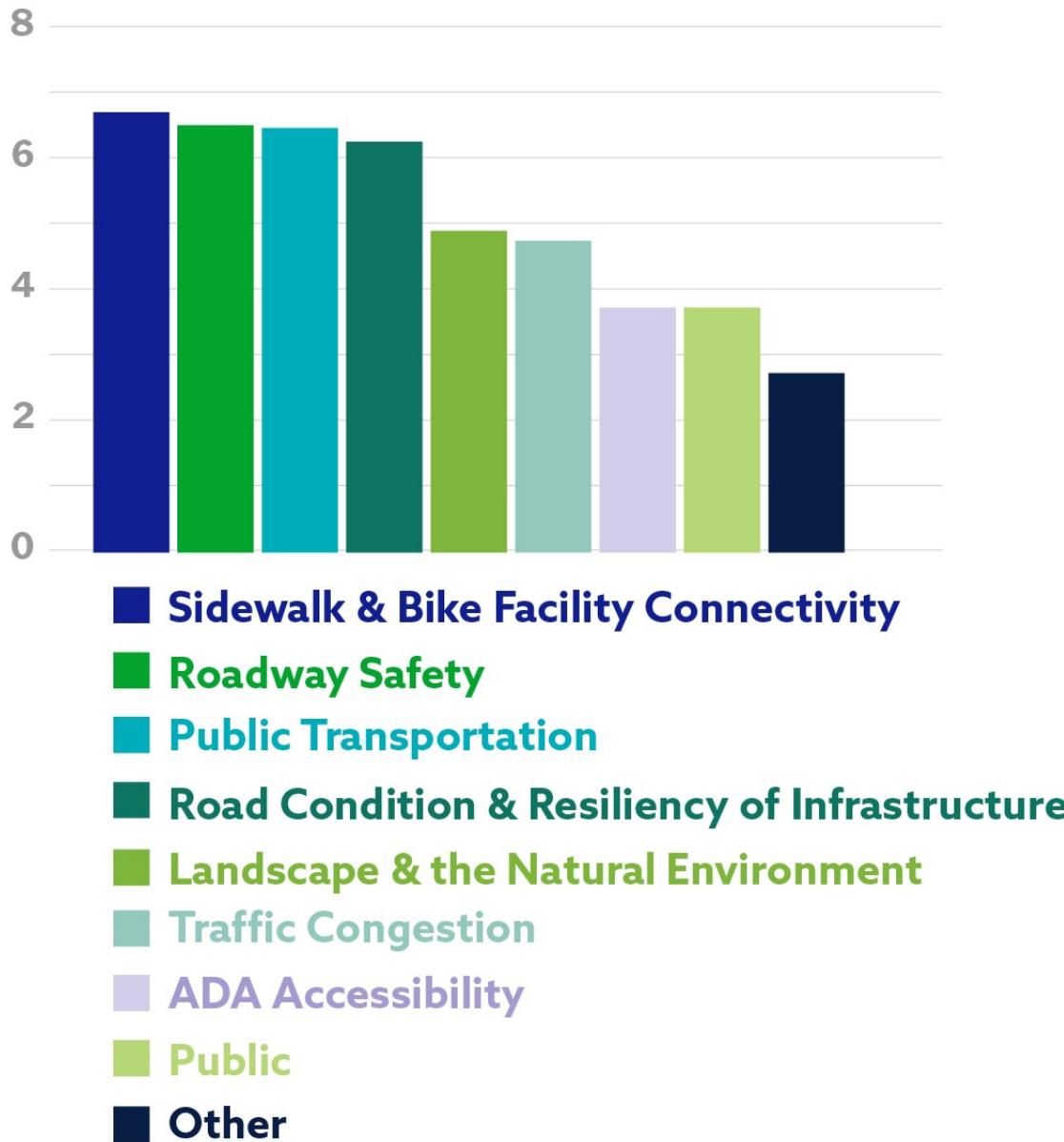
Question 11

Which of the following words would you use to describe the needs and vision of our region's transportation system?



Question 12

Rank the following potential priorities for the region's transportation system over the next 25 years.



Question 12a

If “Other” is ranked above the prewritten options, please describe a potential priority for the region’s transportation system over the next 25 years.

Those that answered, “Other” cited:

- I'm disabled and I was waiting for the bus, and they didn't have room for me, I'm not the only one that it happened to, I talked to other disabled and Seniors that had the same experience.
- Both work and medical transport are needed for those reliant on services for support - especially through the Highway 50 corridor into Silver Springs where no services exist.
- We should have a commuter train from Reno to Carson. I lived in Carson for 20 years and for 10 of them I had no car. The bus system there (Reno) is good.
- Something needs to change through the Mound House corridor of Hwy 50. The speeding, congestion, lack of crosswalks and lack of lighting contribute to many accidents including fatalities. With more homes being built east of Dayton, these issues will only get worse.
- The network needs better connectivity and better redundancy for bike paths
- Sunday bus a must, more hours on the weekend
- Connectivity to other communities.
- I think a light rail again would be beneficial and would stand out as Nevada's capital it would also be a sign of connectivity and movement forward towards modern development and ease traffic and help more people get around this amazing town.
- I would like to see more green powered public transportation
- I really believe all of these are equally important.
- Technical issues with the ordering of priorities within the survey

Question 13



of respondents **agree or strongly agree** that the **local and regional transportation system impacts** their **quality of life**

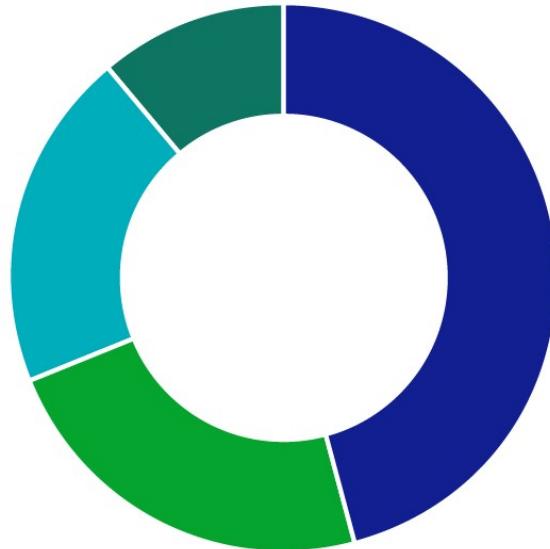
The local and regional transportation system impacts my quality of life.

46% Agree

23% Strongly Agree

20% Disagree

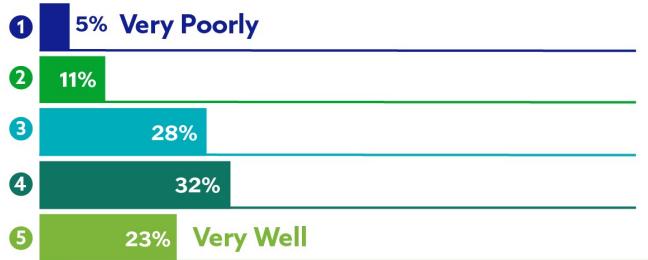
11% Strongly Disagree



Question 14

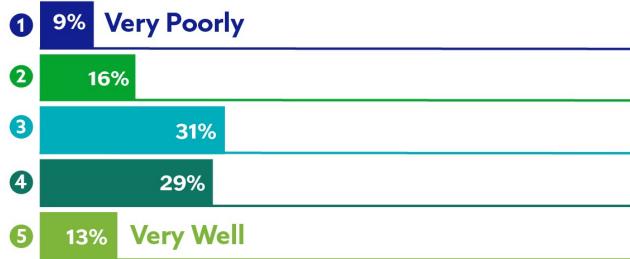
Rate how well you think the following areas are performing in the CAMPO region (1-5).

EASE OF VEHICLE TRAVEL ON HIGHWAYS/INTERSTATES



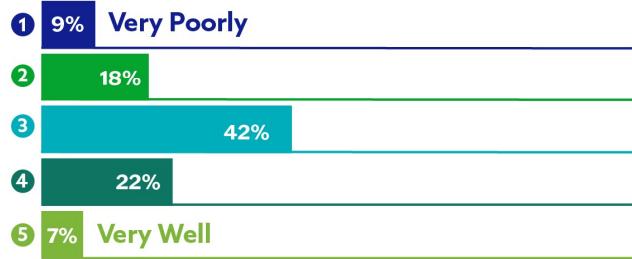
Rate how well you think the following areas are performing in the CAMPO region (1-5).

TRAFFIC SIGNAL OPERATIONS



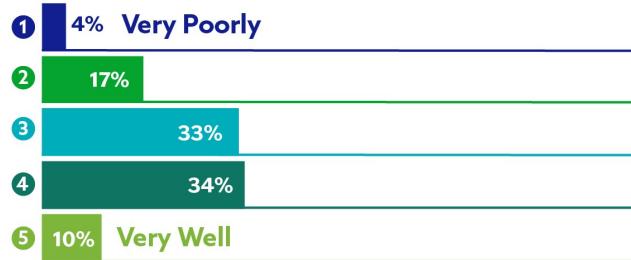
Rate how well you think the following areas are performing in the CAMPO region (1-5).

VEHICLE TRAFFIC SAFETY



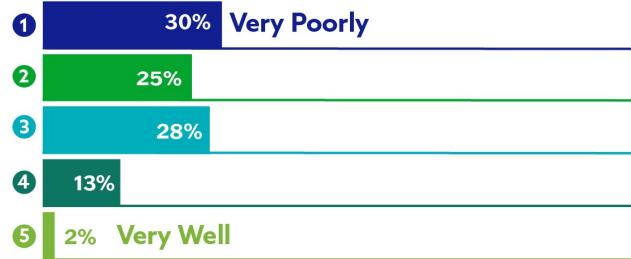
Rate how well you think the following areas are performing in the CAMPO region (1-5).

EASE OF VEHICLE TRAVEL ON ALL OTHER STREETS



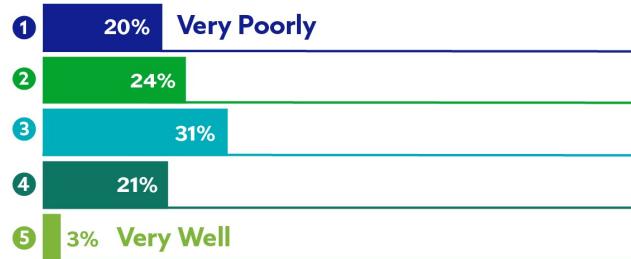
Rate how well you think the following areas are performing in the CAMPO region (1-5).

PAVEMENT CONDITION OF ROADWAYS



Rate how well you think the following areas are performing in the CAMPO region (1-5).

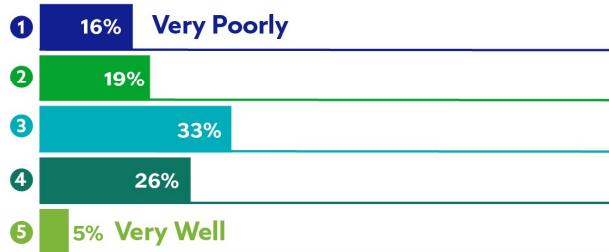
PEDESTRIAN (WALK/BIKE/ROLL) TRAFFIC SAFETY



Question 14 (continued)

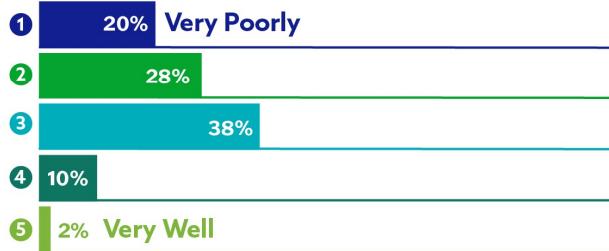
Rate how well you think the following areas are performing in the CAMPO region (1-5).

CONDITION OF SIDEWALKS & MULTI-USE PATHS



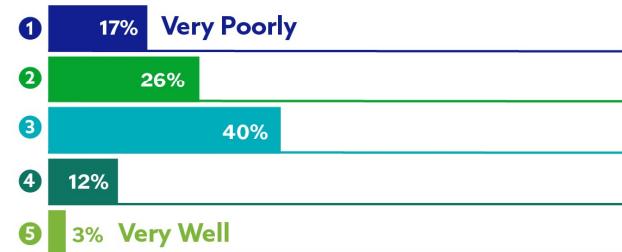
Rate how well you think the following areas are performing in the CAMPO region (1-5).

EASE & FREQUENCY OF PUBLIC TRANSPORTATION



Rate how well you think the following areas are performing in the CAMPO region (1-5).

ACCESS TO PUBLIC TRANSPORTATION



Question 15

When I travel in my community, I would like to _____ more than I currently do:

30% Use Transit

26% Walk

25% Bike

16% Drive

3% Other

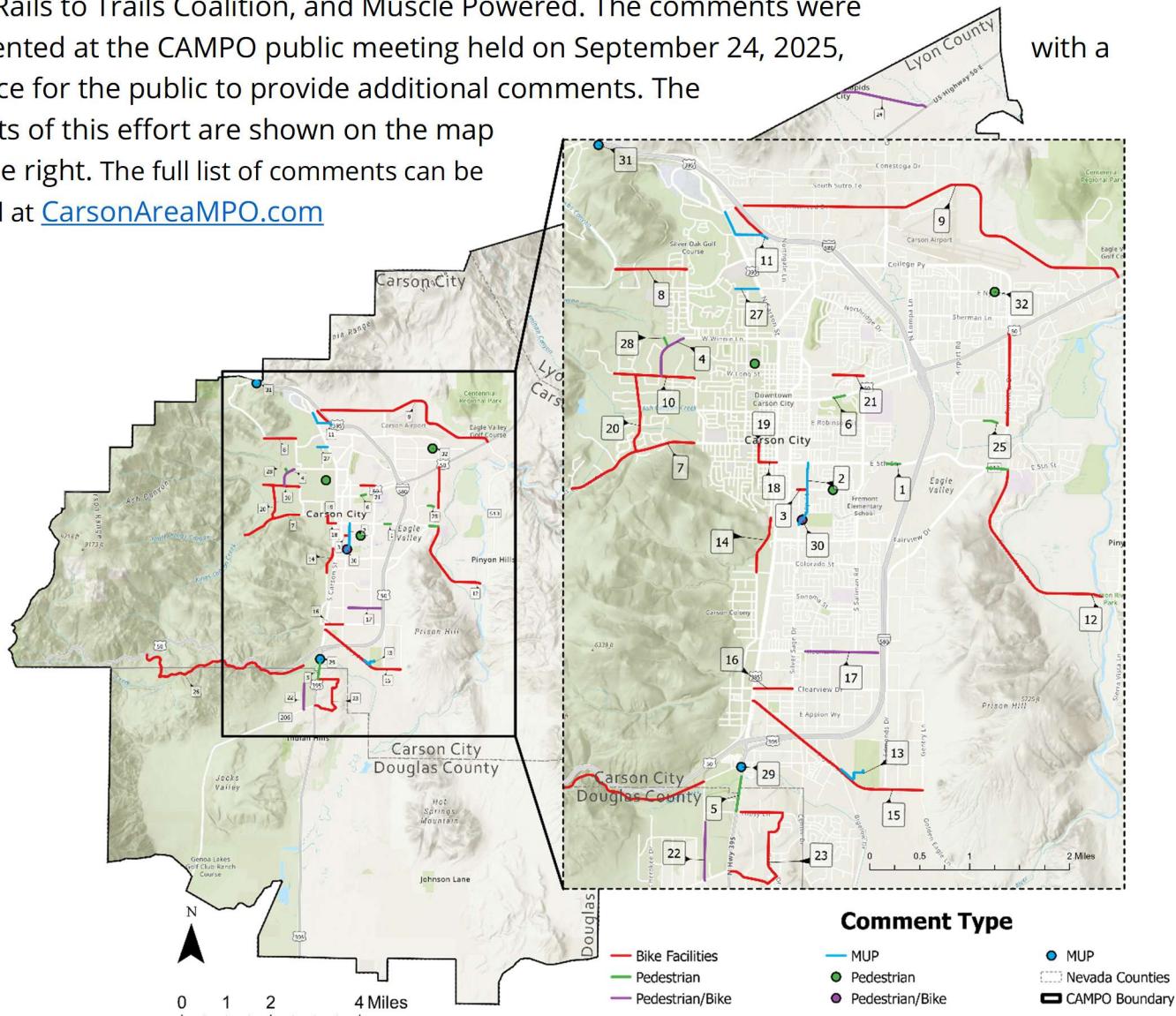


of responses indicated a **desire** to use **transit, walk, or bike** more than they **currently** do



Bicycle Facilities & Pedestrian Comment Map

The Bicycle Facilities and Pedestrian Comment Map was introduced to multimodal CAMPO stakeholders to provide comments on where bicycle and pedestrian connectivity is needed within CAMPO. This is an ongoing process. CAMPO staff reached out to the CAMPO Regional Transportation Stakeholder Coalition, the Nevada Bicycle and Pedestrian Advisory Board, the Nevada Strategic Highway Safety Plan Vulnerable User Task Force, the V&T Rails to Trails Coalition, and Muscle Powered. The comments were presented at the CAMPO public meeting held on September 24, 2025, with a chance for the public to provide additional comments. The results of this effort are shown on the map on the right. The full list of comments can be found at CarsonAreaMPO.com.



Other Outreach

KNVC 95.1FM

In addition to the methods stated previously, CAMPO staff was invited to speak about the CAMPO 2050 RTP effort on a local radio station, KNVC 95.1FM in Carson City in August 2025. The segment was broadcast live and recorded.



Coordinated Human Services Plan Outreach (CHSP)

The Coordinated Human Services Plan update overlapped with the CAMPO 2050 RTP update. The outreach associated with the CHSP included transit partner outreach, with CAMPO staff, including Carson Tahoe Health, Western Nevada College, Carson City Senior Center, Neighbor Network of Northern Nevada, FISH, RSVP, Night Off the Streets and RCIL, among others and a CAMPO Steering Committee Workshop on October 9, 2025, on short- and long-term themes, needs, and possible solutions.

Carson City Planning Commission Meeting

CAMPO staff was invited to the Carson City Planning Commission on October 29, 2025. Staff made a short presentation and discussed Carson City planning, land-use, and transportation considerations from the Planning Commission, and the Carson City Master Plan and plan to continue to work together in the future.

CAMPO 2050 RTP Comments & Responses

30-Day Public Comment Period

A 30-day public comment period was open to the public on November 5 through December 5, 2025. A Press Release was announced prior to November 5th. An advertisement was placed in the Nevada Appeal that ran on two Saturdays within the 30-day public comment period, November 8 and November 22. An announcement was also made at the November 12th CAMPO Board meeting.

Appendix C Public Outreach, Survey, and Comments

CAMPO received ___ number of comments. Comments and responses were presented to the CAMPO Board and are shown below. *(Comments and Responses will be included in the final draft)*

APPENDIX D

Travel Demand Model Documentation



Travel Demand Model Documentation

This Appendix is being finalized and will be posted as soon as it is completed.

APPENDIX E

Project Prioritization Methodology Framework



Introduction

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

CAMPO RTP Goal Areas

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

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

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

Preservation: Maintain our region's existing transportation infrastructure.

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

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

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

Project Input Form

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

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

Project Scoring Criteria

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

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

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

Appendix E

CAMPO RTP Project Prioritization Methodology Framework

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

- ✓ Safety Score Weight = 22.5%

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

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

✓ **Mobility Score Weight = 22.5%**

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

Appendix E

CAMPO RTP Project Prioritization Methodology Framework

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

✓ **Preservation Score Weight = 22.5%**

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

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

✓ **Quality of Life Score Weight = 12.5%**

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

Housing & Transportation Cost as % of income, potential environmental or ROW impacts	H+T Map H+T Index	5 = H+T > 65%; 3 = H+T 45%-65%; 1 = H+T < 45%
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Adaptability Score: Projects will be scored based on the consideration of technologies that prolong the life of transportation infrastructure. Invest strategically in transportation trends and technologies that can support and adjust to changes in the region. Resilient and sustainable. Demonstrate that investments will be self-supported in the future.

✓ **Adaptability Score Weight = 10%**

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

Appendix E

CAMPO RTP Project Prioritization Methodology Framework

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

- ✓ Prosperity Score Weight = 10%

Criteria / Measure	Source	Score
Support economic vitality and growth through strategic investments in transportation.		
Is this project located in/near an investment/redevelopment area?	Input Form	Yes = 3, No = 0
Does this project provide a connection to an investment/redevelopment area?		
Is this project in the current RTP?		

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

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

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

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

APPENDIX F

Detailed Revenue and Fiscal Constraint Analysis



Introduction

Federal transportation legislation (23 CFR Part 450) requires that the CAMPO 2050 RTP include a financial plan that demonstrates how prioritized projects can be funded and implemented. The financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways and public transportation systems. All transportation project types must be considered as part of the financial plan, including roadway projects (new roadways (capacity), maintenance and preservation, ITS, and traffic operations), multimodal projects (bicycle and pedestrian facilities), and transit projects (operations, capital, and maintenance). This appendix provides details on the revenue reasonably expected to be available during the RTP period. This appendix also provides a summary of the total estimated cost of the fiscally constrained projects, expressed in year-of-expenditure dollars, to demonstrate fiscal constraint for initial adoption of the CAMPO 2050 RTP.

Revenue

Current revenue sources include the federal government, state government, and local government agencies. Not all revenue sources can be used for all types of projects. As an example, local fuel taxes cannot be used to fund transit operations. Additionally, some federal funds are restricted to specific types of infrastructure improvements, such as the Transportation Alternative Program, which is to be used for multiuse pathways and similar multimodal projects. To get a more accurate picture of the revenue and its potential use for projects, revenue has been categorized into three main use types, listed below.

- **Roadways** = includes roadway elements such as pavement, curb, gutter, sidewalk, landscaping, drainage, lighting, signals, safety, etc. There are subcategories, including:
 - **State/National Highway System (NHS) Roads** = For projects that construct roadway elements on NDOT-owned and maintained roads
 - **Regional Roads** = For projects that construct roadway elements on all federal-aid eligible roads, including collectors, arterials, and roads owned by local agencies
 - **Roadway Safety Projects** = For projects that are specific to roadway safety elements
- **Multimodal / ADA** = For projects on facilities not intended for vehicle use, including sidewalks and multiuse paths
- **Transit** = For public transportation systems like fixed route bus, paratransit (ADA accessible) services, transit operations, vehicles, and transit facilities

Current Revenue

Federal funding within the CAMPO region is based on allocations made annually to NDOT through a series of formula allocations that use population and roadway miles to distribute federal funds from the Federal Highway Trust Fund. Identification of revenue sources was conducted in coordination with local governments and NDOT. Table 1 lists the funding sources available to CAMPO and their allowable uses for each source: roadways, multimodal, or transit.

Table 1: Revenue Source and Primary Uses

Revenue Fund	Primary Uses	Revenue Fund	Primary Uses
National Highway Performance Program (NHPP)	State/NHS Roads	Local Sales and Fuel Taxes	All Roads, Road Safety, Multimodal
Surface Transportation Block Grant (STBG)	State/NHS/ Regional Roads	State Driver's License, Vehicle Registration, and Motor Carrier Fees	State/NHS Roads
Highway Safety Improvement Program (HSIP)	Road Safety	State Fuel Taxes	State/NHS Roads
Transportation Alternatives Program (TAP)	Multimodal	FTA Section 5339 Funding (Bus and Bus Facility Grants)	Transit
Carbon Reduction Program (CRP)	Regional Roads, Multimodal	FTA Section 5307 Funding (Urbanized Area Formula Grants)	Transit
National Highway Freight Program (NHFP)	State/NHS Roads	FTA Section 5310 Funding (Elderly Persons and Persons with Disabilities)	Transit
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)	Regional Roads	Local Transit funding	Transit
Federal Lands Access Program (FLAP)	Regional Roads	Local Transit fares	Transit
Community Development Block Grant (CDBG)	Multimodal		

Current revenue from federal fiscal year (FFY) 2025 serves as the starting point for estimating revenue projections. CAMPO gathered existing revenue from FFY 2025 FHWA and FTA

apportionment tables and requested local sales tax, fuel tax, and other revenue data from NDOT, Carson City, Lyon County, and Douglas County.

Anticipated Revenue

CAMPO coordinated with NDOT and Nevada's other three MPOs to align the assumptions used for forecasting future revenues and expenditures. While funding programs at all levels are subject to change over time, CAMPO is using the best available data in the RTP. In developing the projections, CAMPO utilized federal laws, the current TIP, historical growth trends, and other growth assumptions specific to our region to ensure that projects prioritized as part of the CAMPO 2050 RTP do not exceed reasonable expected revenues. The assumptions used for the anticipated revenue are listed below.

- Federal revenue projections assume a conservative 2% annual growth rate, consistent with current IIJA annual increases.
- Local fuel taxes and other miscellaneous local revenues assume a 0.34% annual growth rate, consistent with average regional population growth in Carson City, Lyon County, and Douglas County. Transit fares also assume a 0.34% growth rate.
- State revenues, which include registration fees and other state funding from NDOT, and local sales tax revenues, assume a 2% annual growth rate.
- Local transit funding revenues assume a growth rate of 3% per year.
- The financial plan provides costs in year-of-expenditure dollars. Converting all costs and revenues to year-of-expenditure assumes a more accurate depiction of costs, revenues, and deficits for long-term transportation plans.
- For statewide formula funding programs, the percentage available to CAMPO was determined based on a combination of population and road miles in CAMPO as compared to the state of Nevada.
- CAMPO falls within the 50,000 to 200,000 population cohort for federal formula funding. Formula funding to Nevada in this population cohort has been programmed entirely to CAMPO.
- Funding for FTA Section 5339 and Section 5310 is awarded entirely to JAC.
- The RTP groups fiscally constrained projects into short-term (years 2026 to 2035) and long-term (years 2036 to 2050) periods. Revenue estimates have been similarly aligned to these periods.

Appendix F

Detailed Revenue and Fiscal Constraint Analysis

The total anticipated revenue available by source for CAMPO area transportation infrastructure and transit operations is shown in Table 2.

Table 2: CAMPO Total Anticipated Revenue by Source through 2050

Funding Source	Funding Source	2025 Revenue	Total 2026-2035	Total 2036-2050	25-Year Total
Transportation Infrastructure					
National Highway Performance Funding (NHPP)	Federal	\$5,080,971	146,397,119	109,252,004	\$255,649,123
Surface Transportation Block Grant Funding (STBG)	Federal	\$2,797,459	39,247,339	60,151,498	\$99,398,838
Highway Safety Improvement Funding (HSIP)	Federal	\$790,993	21,051,435	17,008,100	\$38,059,535
Transportation Alternatives Funding (TAP)	Federal	\$726,287	8,111,697	15,616,770	\$23,728,467
Carbon Reduction Program Funding (CRP)	Federal	\$524,238	5,855,069	11,272,273	\$17,127,342
Freight Formula Funding	Federal	\$264,680	2,956,131	5,691,190	\$8,647,320
Promoting Resilient Operations for Transformative, Efficient, and Cost-savings (PROTECT)	Federal	\$359,199	5,638,075	7,723,552	\$13,361,627
Federal Lands Access Program (FLAP)	Federal	\$1,351,350	15,092,844	29,056,985	\$44,149,828
Community Development Block Grant Funding (CDBG)	Federal	\$330,000	3,300,000	4,950,000	\$8,250,000
Total Federal Funding Forecasted		\$12,225,178	247,649,708	260,722,372	\$508,372,080
State Highway Funding	State	\$520,520	11,427,089	10,546,773	\$21,973,862
Carson City RTC Motor Vehicle Gasoline and Diesel Fuel Tax	Local	\$1,578,536	16,083,578	25,172,491	\$41,256,068
Carson City 1/8-cent Sales Tax (Infrastructure Tax)	Local	\$2,016,000	22,516,130	43,348,416	\$65,864,546
Carson City Virginia & Truckee Railway Reconstruction Plan of Expenditure	Local	\$1,004,000	21,161,730	42,665,851	\$63,827,581
Carson City Complete Street Fees and Misc. Revenues	Local	\$228,000	2,323,074	3,635,855	\$5,958,929
Douglas County RTC Motor Vehicle Fuel Tax and Shared Revenue Tax	Local	\$895,000	9,119,084	14,272,325	\$23,391,409
Lyon County RTC Motor Vehicle Fuel Tax and Shared Revenue Tax	Local	\$866,695	8,830,686	13,820,953	\$22,651,639
Total Local Funding (State and Local)		\$7,108,751	91,461,371	153,462,664	\$244,924,035
Total Funding		\$19,333,929	339,111,079	414,185,036	\$753,296,115
Transit (Jump Around Carson)					
FTA Section 5307 Funding (Urbanized Area Formula Grants)	Federal	\$2,424,144	27,074,574	52,124,406	\$79,198,980
FTA Section 5310 Funding (Elderly Persons and Persons with Disabilities)	Federal	\$200,155	2,235,474	4,303,771	\$6,539,245
FTA Section 5339 Funding (Bus and Bus Facility Grants)	Federal	\$122,280	1,365,711	2,629,288	\$3,994,998
Total Federal Funding Forecasted		\$2,746,579	30,675,759	59,057,464	\$89,733,224
Non-Federal Transit Grants	Local	\$98,000	1,094,534	2,107,215	\$3,201,749
Passenger Fares	Local	\$110,000	1,120,781	1,754,141	\$2,874,922
Local Transit Funding - General Fund, Grants, Advertising, Redevelopment, Misc.	Local	\$850,637	9,593,665	20,058,934	\$29,652,599
Total Local Transit Funding (State and Local)		\$1,058,637	11,808,980	23,920,289	\$35,729,269
Total for Transit		\$3,805,216	42,484,740	82,977,753	\$125,462,493
Total Revenue for the CAMPO Area		\$23,139,145	\$381,595,819	\$497,162,789	\$878,758,608
Total Local Revenue for the CAMPO Area		\$8,167,388	\$103,270,351	\$177,382,953	\$280,653,304
Total Federal Revenue for the CAMPO Area		\$14,971,757	\$278,325,467	\$319,779,836	\$598,105,303

Appendix F

Detailed Revenue and Fiscal Constraint Analysis

Figure 1 shows the percentage of federal funding to local funding.

Figure 1: Percentage of Federal and State / Local Revenue

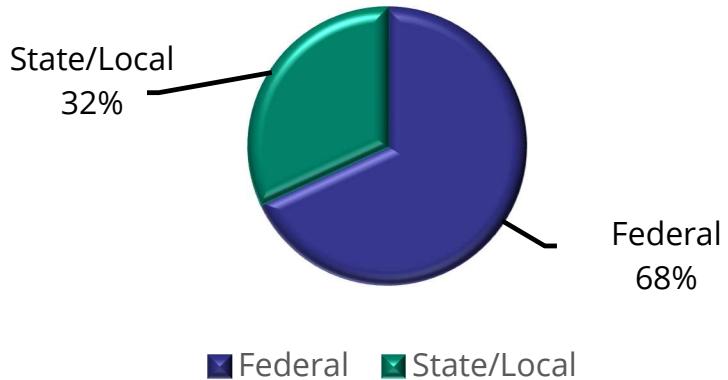
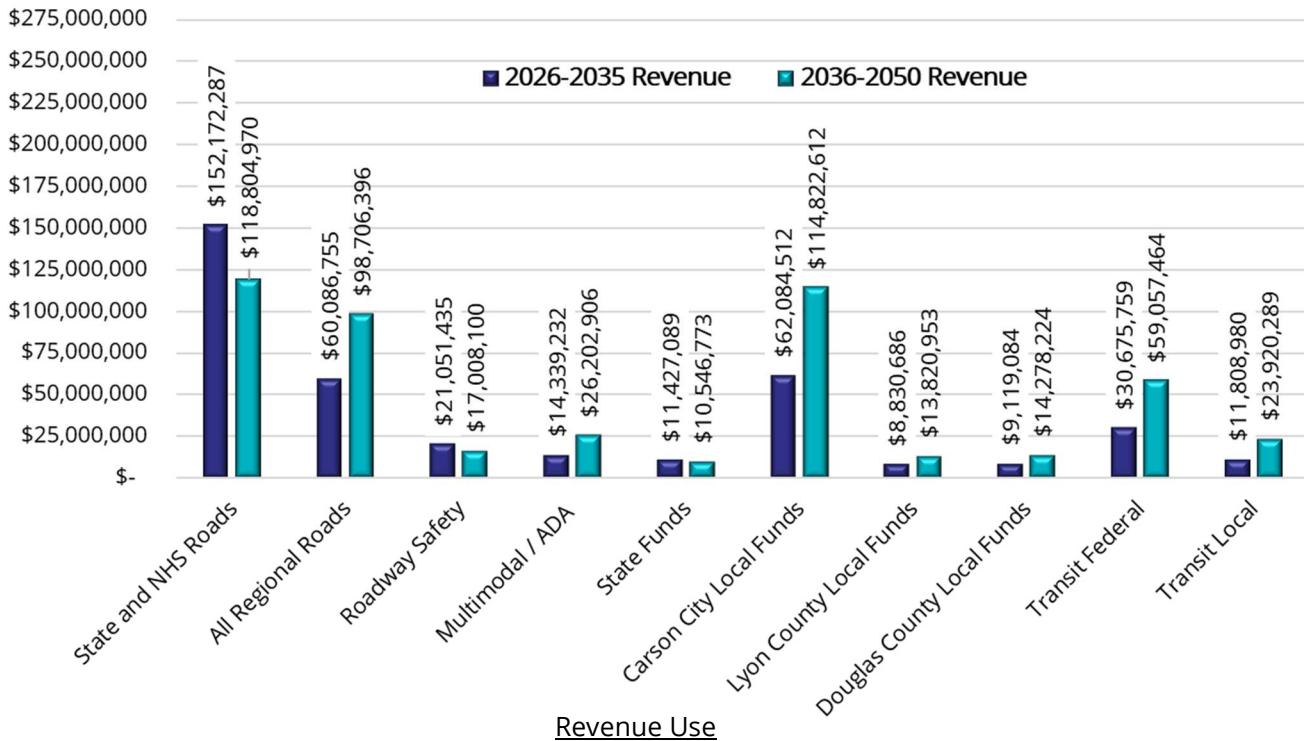


Figure 2 shows the revenue sources grouped by primary use type for the short-term and long-term periods.

Figure 2: Grouping of Revenue Source by Primary Use



Project Costs

Projects in the CAMPO 250 RTP are split into two categories: fiscally constrained (funded) and unfunded. The number of projects that ultimately get funded is determined by the available revenue and each project's ability to use it, depending on the project type (roadway, multimodal, transit). Planning-level cost estimates were developed for nearly every project considered in the RTP. Project costs were adjusted using a 13-year average (2012-2024) of the Washoe Area Producer Price Index (PPI) to develop a 3.3% inflation rate for construction costs to represent the year-of-expenditure dollar amounts. Cost estimates for the short-term projects have been adjusted to reflect 5 years of inflation, the midpoint between 2026 and 2035. Projects presently programmed in CAMPO's Transportation Improvement Program did not receive a cost adjustment. Cost estimates for long-term projects have been adjusted to reflect 18 years of inflation, the midpoint between 2036 and 2050, starting from the base year of 2025.

When applying the anticipated revenue to projects, the following assumptions and simplifications were made:

- Projects were categorized by project type (roadway, multimodal, transit).
- Higher priority projects received funding first.
- Federal funding requires a local match. Local match rates of 50% to 95% were applied based on the funding source and project type.
- State funding was applied only to State and NHS projects
- Local funding sources were combined for each agency: Carson City, Lyon County, and Douglas County (excluding local transit funding).
- Local funding was only applied to projects within the source county, i.e., funding for a project in Lyon County was only applied to projects in Lyon County.

The fiscally constrained project list is included in Appendix A. Details on project prioritization are included in Appendix E. The total cost of fiscally constrained projects by project type is shown in Table 3.

Table 3: Total Cost of Fiscally Constrained Projects by Project Type

Project Type	2026-2035 Project Costs	2036-2050 Project Costs
Roads - State/NHS	\$ 156,106,727	\$ 136,853,492
Roads - Regional	\$ 115,856,763	\$ 206,604,497
Roads - Safety	\$ 26,178,385	\$ 17,903,264
Multimodal	\$ 13,416,368	\$ 17,367,130
TOTAL	\$ 311,558,243	\$ 378,728,383

Transit Operation Costs

A cost analysis for transit operations was completed for Jump Around Carson (JAC) as part of the development of this 2050 RTP. The analysis assumes that existing transit operations will remain unchanged in the short term, i.e., JAC will continue to operate four fixed routes and paratransit at approximately the same level of service. The analysis also assumes that minor capital improvements, such as those listed in Chapter 4.5 as short-term fiscally constrained projects, like increased monitoring, additional education/outreach, and minor technological upgrades, are included in the standard operating cost and do not substantially increase the cost of operations beyond typical escalation. The following were used to complete the cost analysis.

- Transit Operation Costs include operations (drivers, fuel, staff), capital (maintenance, stop amenities), and vehicle replacement.
- Operating and capital expenses between 2026 and 2035 are based on data provided by Carson City transit staff.
- Operating expenses between 2036 and 2050 assume a 3.3% growth rate, like the annual inflation rate used for project year-of-expenditure estimates.
- Vehicle replacement schedule and costs are based on the TAM Plan.
- The average federal/local match rate for JAC is 68% / 32%.

The results of the analysis are provided in Table 4, below.

Table 4: Transit Operation Costs

Project Type	2026-2035 Project Costs	2036-2050 Project Costs
Operating Costs	\$ 25,782,173	\$ 61,041,660
Vehicle Replacement Costs	\$ 4,566,000	\$ 7,900,000
Transit Capital Costs	\$ 4,561,061	\$ 9,620,848
TOTAL	\$ 34,909,234	\$ 78,562,508
Federal (68%)	\$ 23,738,279	\$ 53,422,505
Local (32%)	\$ 11,170,955	\$ 25,140,002

Costs for transit infrastructure, including the Downtown Transfer Center, are not included in the operation costs but are captured in the project lists and added separately as part of the fiscal constraint analysis. Unfunded elements are not included in the analysis.

Over the long term, limited local funding to leverage federal FTA funds may require service adjustments or reductions. The available local match between 2026 and 2050 is \$23,920,289. This is less than the estimated cost. To ensure fiscal constraint of transit operations through 2050, either a slight increase in local match or a service adjustment must be implemented during this period. Since revenue is not reasonably expected to increase at this time, the CAMPO 250 RTP assumes that service adjustments will be made. Applying one recommended service adjustment, such as the shortening of service hours, is expected to save approximately \$5.5M between 2036 and 2050. This decreases the 2036-2050 total project cost to \$73,063,000 and the local match to \$23,380,160.

Fiscal Constraint

The total fiscally constrained cost of all activities between 2026 and 2050 is \$800,023,243. This compares to a total anticipated revenue of \$878,658,608 over this same period. Table 5 shows the total anticipated revenue compared to the total estimated cost. Figure 3 and Figure 4 compare anticipated revenues with fiscally constrained project costs by primary funding use and project type. The available revenue for each use exceeds the total cost for all the projects, confirming that the CAMPO 2050 RTP is a fiscally constrained plan.

Appendix F

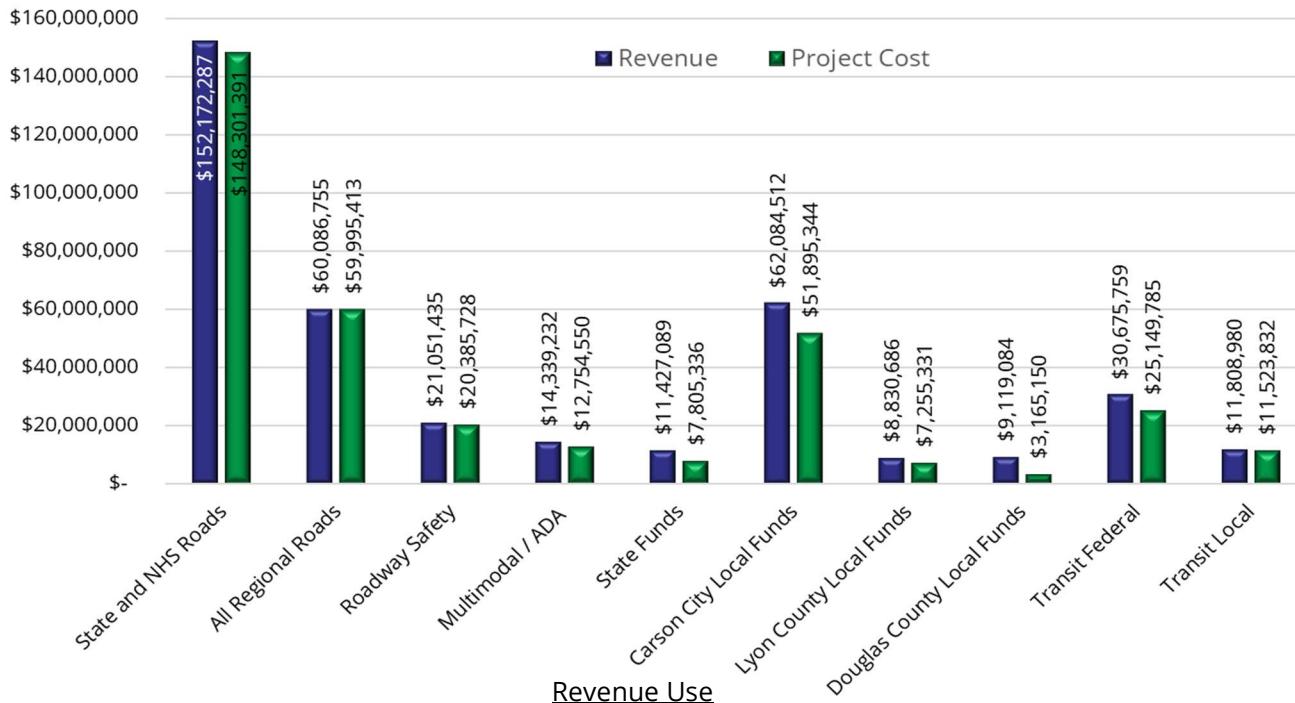
Detailed Revenue and Fiscal Constraint Analysis

Table 5: Available Revenue and Cost of Fiscally Constrained Projects by Type

Revenue Source	Fiscally Constrained Projects 2025-2035		Fiscally Constrained Projects 2036-2050	
	Revenue	Project Cost	Revenue	Project Cost
Transportation Infrastructure				
Federal Funding	\$247,649,708	\$241,437,082	\$260,722,372	\$237,383,001
State and Local Funding	\$91,461,371	\$70,121,161	\$153,462,664	\$141,345,382
TOTAL	\$339,111,079	\$311,558,243	\$414,185,036	\$378,728,383
Transit (Jump Around Carson)				
Federal Transit Funding	\$30,675,759	\$25,149,785	\$59,057,464	\$49,682,840
Local Transit	\$11,808,980	\$11,523,832	\$23,920,289	\$23,380,160
TOTAL	\$42,484,740	\$36,673,617*	\$82,977,753	\$73,063,000
TOTALS				
	\$381,595,819	\$348,231,860	\$497,162,789	\$451,791,383

* Include the Other Transit Projects.

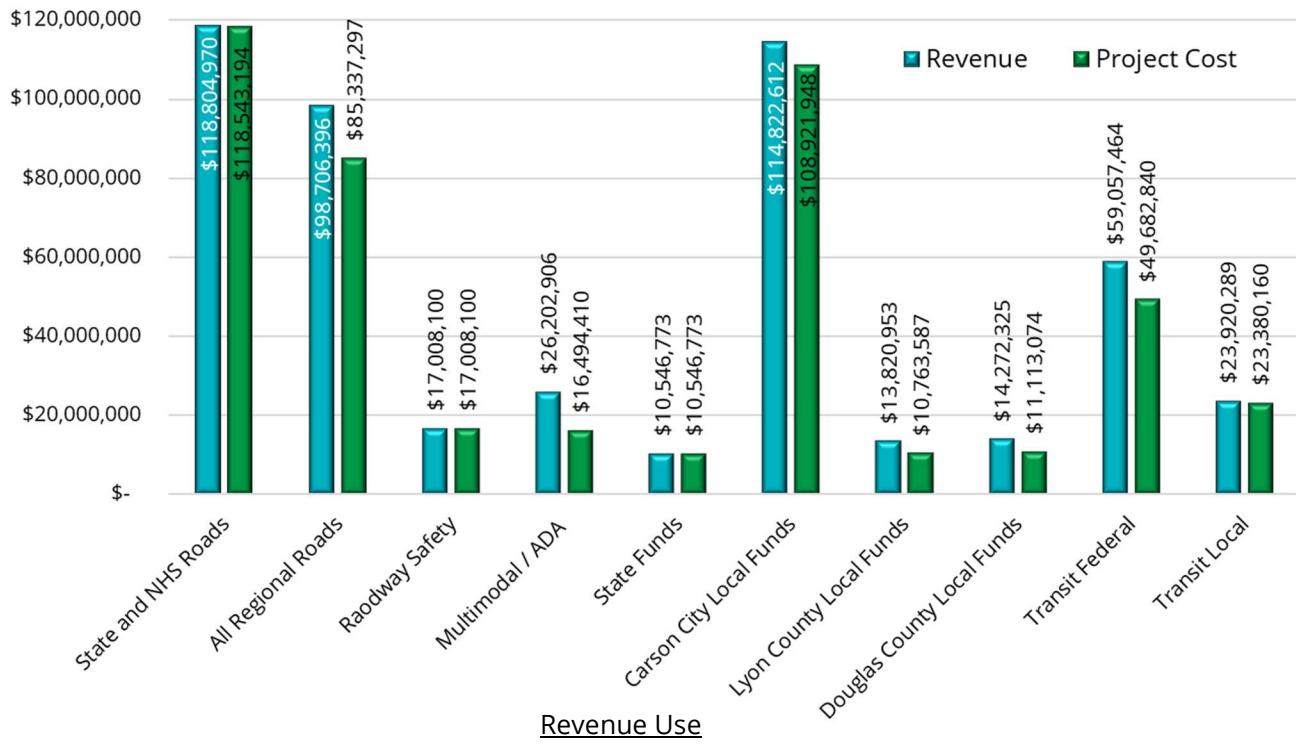
Figure 3: Comparison of Anticipated Revenue to Total Costs of Projects for 2026-2035



Appendix F

Detailed Revenue and Fiscal Constraint Analysis

Figure 4: Comparison of Anticipated Revenue to Total Costs of Projects for 2036-2050



APPENDIX G

Approving Action

