

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>

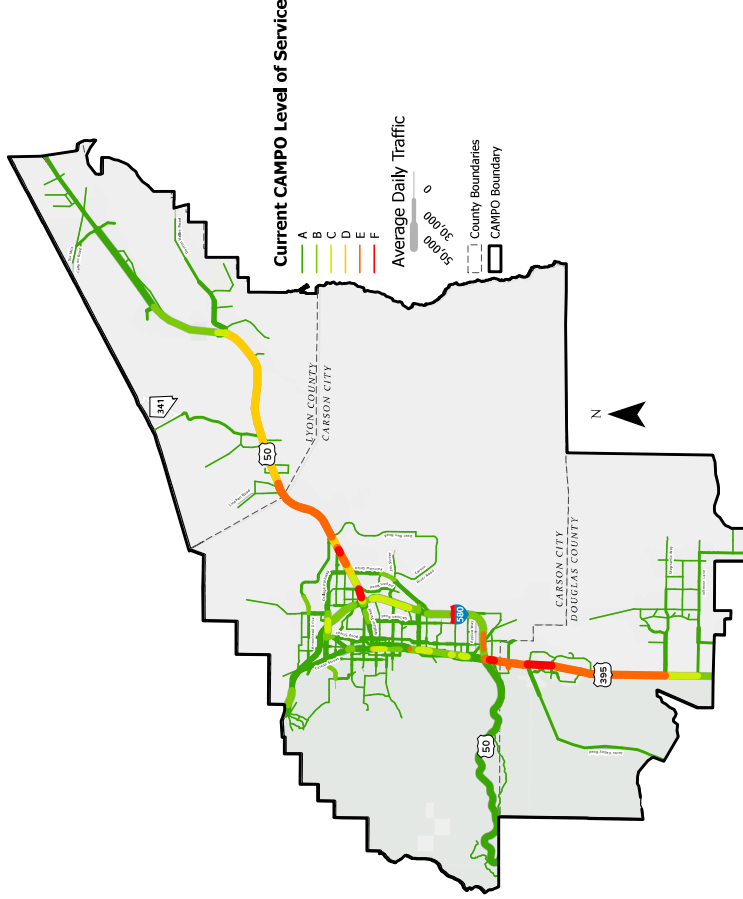


Figure 9. 2022 LOS Map

allows to review how changes in land-use and future development patterns affect transportation needs.

4.2.1 Level of Service (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.

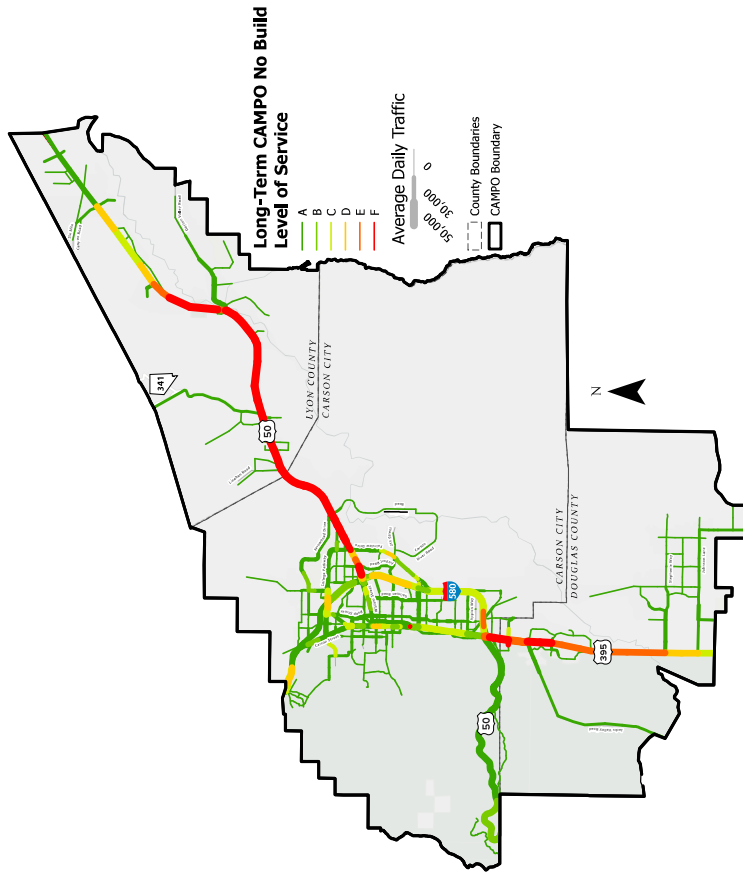


Figure 10. 2050 No-Build Map

Outputs from CAMPO’s travel demand model on LOS are provided on the in the CAMPO 2050 RTP. 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 9 and 10 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.

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 10 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

A summary of the scoring criteria and weighting is shown in Figure 24.

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.

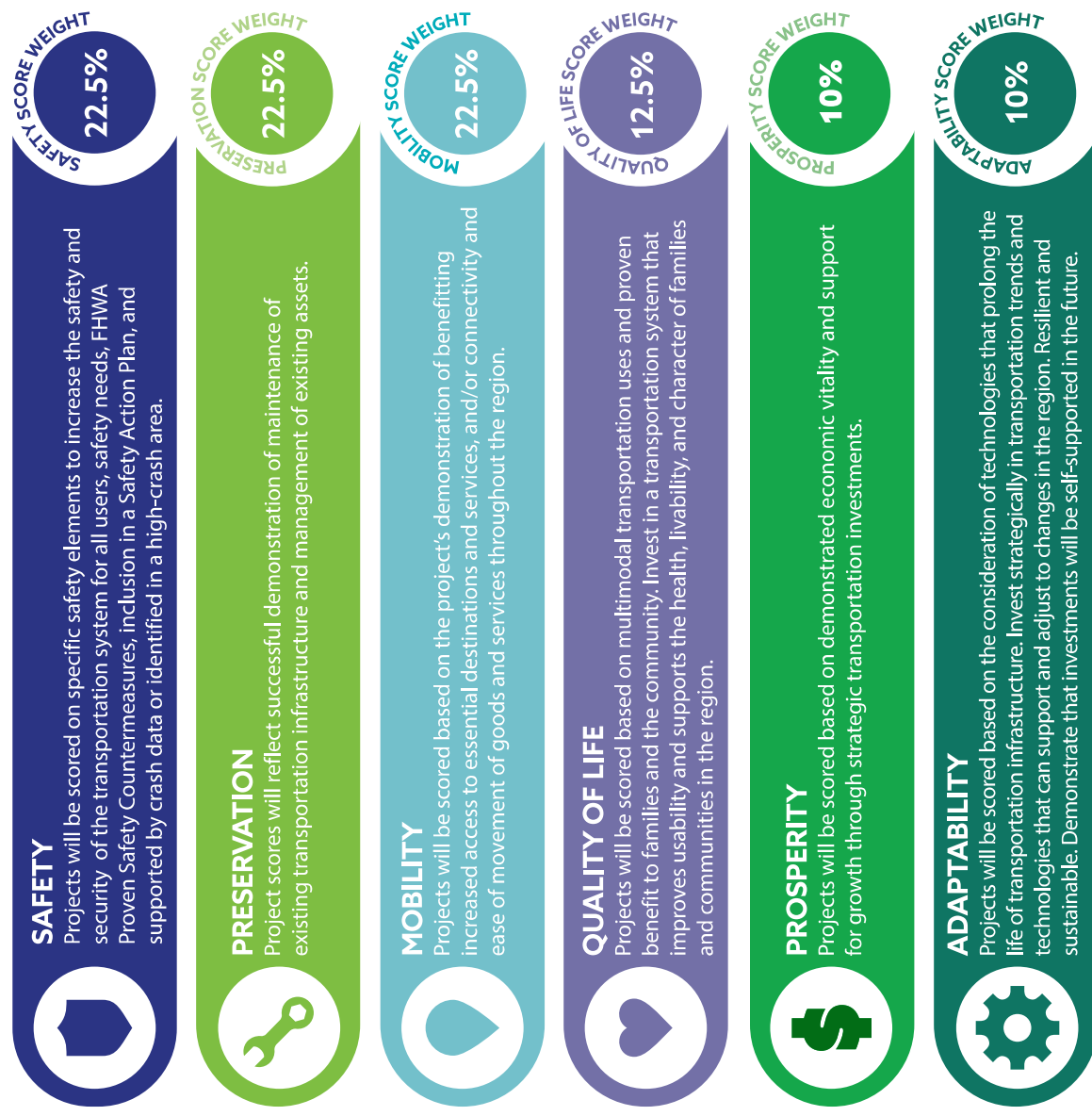


Figure 24: Scoring Criteria and Weighting

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, have 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	2025	
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%

Appendix C Public Outreach, Survey, and Comments

CAMPO received 44 comments. Comments and responses were presented to the CAMPO Board and are shown below.

2050 RTP Draft - Public Comments/Edits Received					
#	Comments/Edits	Source	Contact	Response	RTP Edits
1	My comment is that Carson City is doing a good job of building dedicated bike paths and multi purpose trails. My suggestion is to continue to push the biking infrastructure outwards. For example if you had a complete multi purpose trail loop around prison hills that bike riders could use you would find an increase in visits to Carson City to ride the awesome trail system. People who ride bikes have money to spend at local businesses. This would be another destination reason to visit Carson City.	Public	Franco DiCarlo	Thank you for the comment. The RTP includes a map of proposed multimodal connections that will be referenced for any new project or new funding opportunity that arises, including for areas outside of Carson City. We can share the comment with the Carson City Parks, Recreation & Open Space Department regarding Prison Hill, as they manage the recreational trail system.	None
2	May I suggest that the Nevada Offroad Association be included in the planning partners for this 2050 plan. I see increasing OHV use of our city streets. I believe it is time to consider the establishment of designated OHV routes within Carson City. Matthew Giltner, President of NVORA, has agreed to work with RTC to establish this concept in the draft 2050 plan.	Public	Maurice White	Staff met with NVORA and discussed concepts and needs for off-highway vehicle use in the CAMPO area. The primary focus was on preserving access to high-use HV areas and providing adequate parking for staging OHV equipment. Additional language has been added in Chapter 4.1.3 in the Land Use section discussing the importance of transportation access to public and federal lands.	Additional language added to Chapter 4.
3	Page 4. I do believe that the Historic Virginia & Truckee Trail should also be considered as a Partner	Public	Donna Inversin	CAMPO will add the logo to CAMPO partner agencies.	Logo added to page 4.
4	Page 32 There is a link to the 4.4.4 Bicycle Network Planning Maps the Douglas County Bicycle Plan that was linked to was the old outdated 2014 plan. Perhaps it would have been better to link to the Douglas County Comprehensive Trails Plan https://cdnsm5-hosted.civiclive.com/UserFiles/Servers/Server_12493019/File/2023%20Tails%20Plan/Douglas_County_Trails_Plan_Adopted_01182024.pdf This was approved January 18, 2024 and includes the bike lanes. This is similar the Carson City's UPMP.	Public	Donna Inversin	CAMPO staff reviewed the pertinent bicycle plans in Douglas County. Staff will include the link with the list of Bicycle Plans within CAMPO.	Added link of trails plan to page 32.
5	Page 33 We would like to work with you on correcting some perceived errors on the route for the Historic Virginia & Truckee Trail.	Public	Donna Inversin	CAMPO staff followed up on specifics.	The map was updated and replaced on page 34.
6	Pag A8 DO.3. Heybourne Road Connector Construct new road to improve north/south travel between Stephanie Way and Johnson Lane. Suggestion: Include with this a Multi-use Path alongside the road. This path is a part of the Douglas County Comprehensive Trails Plan	Public	Donna Inversin	CAMPO staff reviewed the Douglas County Comprehensive Trails Plan and incorporated planned MUP, bike lanes, and sidewalks, as referenced.	The map was updated and replaced on page 34.
7	Page A11 CC.37 W. Washington Connector Construct a new local road connection to improve eastwest circulation and access between Longview Way and Ormsby Boulevard. Connect to existing W. Washington Street dead-end. Suggestion: Include a multi-use path (wide sidewalks) to connect the Historic Virginia & Truckee Trail (HVTT) to Longview and bypass Ormsby (unless there are better plans for making the connection between Washington and the multi-use path at the end of Longview on Ash Canyon.	Public	Donna Inversin	Multi-use pathways and bicycle lanes are shown in Figure 16 on page 34, connecting both Washington Street and the multi-use pathway along Anderson Ranch to Longview and the V&T Trail. These future connections would allow the V&T Trail to utilize a route closer to the original V&T Railroad alignment.	None



Appendix C Public Outreach, Survey, and Comments

2050 RTP Draft - Public Comments/Edits Received					
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16	It is sad that funding is so short to accomplish the wonderful projects in the regional transportation plan. I am not sure what the answer is. People seem to only want a free ride and not pay for the services that are needed. My only suggestion is more outreach and education.	Public	Stanley Lawhead	Thank you for the comment.	None
17	5.1 Section, page 48: A 25-year \$1.5B shortfall is mentioned. The 25-year projected revenue is only \$878M. In other words, we only have a little over one third of the revenue needed to service our transportation needs. While I will comment, on other RTP sections and programs, this problem is the over-riding concern and is a crisis for CAMPO.	Public	Mark Costa	Thank you for the comment.	None
18	What are the consequences of this \$1.5B shortfall? There are charts showing deficits but the consequences of the \$1.5B need to be clearly shown. A straight forward listing of important, uncompleted projects needs to be present. The Board of Supervisors and the RTC need to clearly see how CAMPO will be affected. Does this shortfall include staff expenses or are the staff expenses already included in the projected expenditures?	Public	Mark Costa	The consequences will likely result in more frequent occurrences of breakdowns, potholes, and equipment failures, resulting in higher maintenance costs. Additional language related to consequences has been added to Chapter 5.1. The cost of the projects includes design and administrative costs.	Additional language added to Chapter 5.
19	It is understood staff are limited in what solutions they can propose to correct the funding shortfall. I feel that re-allocation of some of the General Fund reserve should be allocated to road projects. Other capital purchases should be curtailed to make funds available for road preservation. New technology to make roads more durable and easier to repair is in use elsewhere and should be considered in CAMPO. Some of these new technologies have been described during public comment at the CAMPO/RTC meetings and should be explored.	Public	Mark Costa	Agreed. A new section has been added to Chapter 4.9 related to pavement technologies.	Additional language added to Chapter 4.
20	A-3, project CC-3 and A-7, project CC-15: Pavement preservation projects are listed on the Appendix A pages. According to the PCI projection chart, the condition of the roads is expected to deteriorate by about 65% over the next 25 years. What is included in these projects and what impact will they have on alleviating the continued decline of the roads? The one district out of five priority system per year is referenced. Can this once every five-year system for preserving the roads be revisited or at least a suggestion be made in the RTP? The prioritization should be based on PCI coupled with frequency of travel?	Public	Mark Costa	CAMPO prioritized projects in the RTP based on those submitted by local agencies, such as Carson City. CAMPO staff gave a detailed explanation of all factors used to prioritize projects in September of 2025. The Carson City Pavement Management Plan is the process that Carson City uses to select annual pavement projects. Input of the Pavement Management Plan should be referred to the Carson City RTC.	None
21	6.3.1 Section, pages 59-61: The LOS (Level of Service) is discussed and illustrated. I understand the TDM determines the LOS. But there needs to be a discussion of what LOS A through F means. What features or characteristics are present in each of levels? This discussion would help the reader to understand what is exactly at stake.	Public	Mark Costa	Agreed. A new graphic that describes LOS has been added to Chapter 4.2.	Addition graphic added to Chapter 4.



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 preservation of infrastructure as the top two goal areas.

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

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1	My comment is that Carson City is doing a good job of building dedicated bike paths and multi purpose trails. My suggestion is to continue to push the biking infrastructure outwards. For example if you had a complete multi purpose trail loop around prison hills that bike riders could use you would find an increase in visits to Carson City to ride the awesome trail system. People who ride bikes have money to spend at local businesses. This would be another destination reason to visit Carson City.	Public	Franco DiCarlo	Thank you for the comment. The RTP includes a map of proposed multimodal connections that will be referenced for any new project or new funding opportunity that arises, including for areas outside of Carson City. We can share the comment with the Carson City Parks, Recreation & Open Space Department regarding Prison Hill, as they manage the recreational trail system.	None
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3	Page 4. I do believe that the Historic Virginia & Truckee Trail should also be considered as a Partner	Public	Donna Inversin	CAMPO will add the logo to CAMPO partner agencies.	Logo added to page 4.
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8	Page A13 Multi.2 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. The Douglas County Comprehensive Trails Plan has the HVTT along the Heybourne Ditch Road, where the original Virginia and Truckee Railroad went.	Public	Donna Inversin	Noted. Thank you for the comment.	None
9	In none of the projects listed did I see, fiscally constrained or unfunded, is there a project to connect the section of the Carson City Freeway multi-use path from where it currently ends at the south end of N. Lompa Lane to Northridge Drive. Does this not fall under CAMPO? And is instead an issue for Carson City Public Works?	Public	Donna Inversin	Multi-use path connections are shown on page 33 which includes a multi-use path along N. Lompa Lane. Not all pathways and sidewalk projects are identified as stand-alone projects. Inclusion as a separate project or not does not lessen a project's chances of obtaining grant funding or the ability of staff to request development accommodation for the improvement.	None
10	Also, In none of the projects listed did I see, fiscally constrained or unfunded, is there a project to connect the Carson City Freeway multi-use path north from Silver Oak to Arrowhead. This is a connection that I have advocated for years as it would provide a safe route to the hospital and many medical offices in that area.	Public	Donna Inversin	Multi-use path connections are shown on page 33, including a connection between Silver Oak Drive and Arrowhead Drive. Not all pathways and sidewalk projects are identified as stand-alone projects. Inclusion as a separate project or not does not lessen a project's chances of obtaining grant funding or the ability of staff to request development accommodation for the improvement.	None
11	I wonder why the CAMPO boundary in Douglas County does not extend south to Genoa Lane?	Public	Stanley Lawhead	The CAMPO metropolitan planning area (MPA) is based on the U.S. Census defined Carson City Urbanized Area (UZA). The planning area considers an area beyond the UZA that is anticipated to urbanize within a 20-year horizon. The MPA boundaries will be re-evaluated following the next (2030) decennial census.	None
12	There really needs to be acceleration lanes both north and south bound on hwy 395 form east bound Genoa Lane. The speed limit is 65 on 395 and extremely difficult to merge safely onto hwy 395. The traffic congestion on 395 south of 580 is terrible and only going to get worse.	Public	Stanley Lawhead	Thank you for the comment. This intersection is outside of the CAMPO boundary, but CAMPO will share your comment with NDOT, as they own US 395. Please also refer to the US 395 Southern Sierra Corridor Study.	None
13	The development of parallel routs should be better developed. How about developing a freeway from 580 south on the east side of Carson Valley to 395 south of Gardnerville. The connection over the Carson River to Vicky lane is a start but not enough to accommodate today's traffic needs.	Public	Stanley Lawhead	Alternative routes were considered as part of NDOT's US 395 Southern Sierra Corridor Study. There are no connections proposed at this time.	None
14	The grandiose multiuse road (path) along south Carson St. should be eliminated and South Carson St. returned to 3 lanes both north and south. The new multi use road (path) is rarely used and a side walk is available.	Public	Stanley Lawhead	Thank you for the comment. Forecast traffic operations analysis justified the reduction in lanes and reduced future maintenance costs. CAMPO reports bicycle and pedestrian use as part of the annual Network Monitoring Report.	None
15	Why isn't there a crosswalk on South Carson St. at Sanoma Lane. Sanoma is a significant access to the neighborhood east of South Carson St. Jay walking is a common occurrence at this location because there is not an available crosswalk within a reasonable distance to Sanoma St.	Public	Stanley Lawhead	There are existing crosswalks with flashing beacons across Carson Street near Moses Street and Rhodes Street. Those locations were identified in 2017 as part of the S. Carson Street feasibility study.	None

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18	What are the consequences of this \$1.5B shortfall? There are charts showing deficits but the consequences of the \$1.5B need to be clearly shown. A straight forward listing of important, uncompleted projects needs to be present. The Board of Supervisors and the RTC need to clearly see how CAMPO will be affected. Does this shortfall include staff expenses or are the staff expenses already included in the projected expenditures?	Public	Mark Costa	The consequences will likely result in more frequent occurrences of breakdowns, potholes, and equipment failures, resulting in higher maintenance costs. Additional language related to consequences has been added to Chapter 5.1. The cost of the projects includes design and administrative costs.	Additional language added to Chapter 5.
19	It is understood staff are limited in what solutions they can propose to correct the funding shortfall. I feel that re-allocation of some of the General Fund reserve should be allocated to road projects. Other capital purchases should be curtailed to make funds available for road preservation. New technology to make roads more durable and easier to repair is in use elsewhere and should be considered in CAMPO. Some of these new technologies have been described during public comment at the CAMPO/RTC meetings and should be explored.	Public	Mark Costa	Agreed. A new section has been added to Chapter 4.9 related to pavement technologies.	Additional language added to Chapter 4.
20	A-3, project CC-3 and A-7, project CC-15: Pavement preservation projects are listed on the Appendix A pages. According to the PCI projection chart, the condition of the roads is expected to deteriorate by about 65% over the next 25 years. What is included in these projects and what impact will they have on alleviating the continued decline of the roads? The one district out of five priority system per year is referenced. Can this once every five-year system for preserving the roads be revisited or at least a suggestion be made in the RTP? The prioritization should be based on PCI coupled with frequency of travel?	Public	Mark Costa	CAMPO prioritized projects in the RTP based on those submitted by local agencies, such as Carson City. CAMPO staff gave a detailed explanation of all factors used to prioritize projects in September of 2025. The Carson City Pavement Management Plan is the process that Carson City uses to select annual pavement projects. Input of the Pavement Management Plan should be referred to the Carson City RTC.	None
21	6.3.1 Section, pages 59-61: The LOS (Level of Service) is discussed and illustrated. I understand the TDM determines the LOS. But there needs to be a discussion of what LOS A through F means. What features or characteristics are present in each of levels? This discussion would help the reader to understand what is exactly at stake.	Public	Mark Costa	Agreed. A new graphic that describes LOS has been added to Chapter 4.2.	Addition graphic added to Chapter 4.

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#	Comments/Edits	Source	Contact	Response	RTP Edits
22	<p>7.1 section, Page 63: Future Programming. The Legislature needs to be lobbied for improved transportation funding methods. It has been both known and shown for years the gasoline tax cannot keep pace with maintenance costs due to improved vehicle mileage efficiency and electric vehicles reducing its revenue. The gasoline tax needs to be gradually replaced with a mileage payment method. The DMV has been collecting mileage information on individual vehicle registrations for several years. A new mileage-based revenue program should be approved by the Legislature. The information provided in this RFP should be a good incentive to do so.</p>	Public	Mark Costa	Thank you for the comment. Table 11 includes a mileage-based option.	None
23	<p>Specific technologies to aid in transportation repairs and maintenance should be listed in this section. Drone repair of potholes and road cracks is one available example. Membrane pavements, often made of fabric laminated with rubberized asphalt, serve as a waterproof and stress-relieving barrier to slow down cracks from developing. These examples and other technologies need to be explored now as a way to alleviate pavement deterioration.</p>	Public	Mark Costa	Please see comment 19.	Additional language added to Chapter 4.
24	<p>4.4.4. Section, Page 32: Bicycle Network Planning Maps. There is a great deal of discussion about active transportation and Bike/Ped both in this plan and at RTC/CAMPO meetings. Related projects are listed. Personally, I don't see many bicyclists. I have been told by staff that bicycle headcounts exist. It would be beneficial to show these headcount numbers and where the bicyclists are going to objectively assess the need for new projects and how well the completed projects are being utilized. I am referring to actual counts of riders here and not modeled numbers.</p>	Public	Mark Costa	Bicycles and pedestrians are counted by Carson City on all four major Complete Street Corridors; S. Carson, N. Carson, Downtown Carson, and East William, every season. CAMPO only reports the counts each local agency completes. Counts are compiled and reported annually in the Network Monitoring Report.	None
25	<p>4.4.2 Section, Page 31: Safe Routes to School Headcounts of children in this program and their means of transportation should also be included in the RFP. How many children ride bicycles to school? Linking the children, who ride bicycles to school, should be linked to proposed and existing bicycle routes. If many children ride bicycles to school, the vehicle traffic should be reduced and the exercise would be of benefit to them.</p>	Public	Mark Costa	Thank you for the comment. CAMPO will share your comment with the SRTS Coordinator. The SRTS Coordinator reviews student counts annually in the spring in accordance with grant requirements. Staff will consider adding this information to future Network Monitoring Reports	None

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26	<p>4.5 Section, Page 34: Transit and Service Transportation</p> <p>A short narrative on the highlights of the actual Transit headcount should be shown. Who is riding transit and where are they going? The fees from the riders are a source of match for the federal grants and should also be highlighted in this RTP. This information would also demonstrate what investment the public is making in Transit. There are anecdotes of Transit buses being largely empty and having only several passengers in them. The headcount information would help to answer this concern. Last month over \$1.2M was approved to expend on purchasing two buses. Different types of Transit vehicles exist and are smaller than the buses currently in use. A reduced ridership on a particular route may warrant a smaller and maybe less expensive vehicle. New transit strategies should be explored to reduce costs and provide the better service to important destinations as requested on the public surveys. Perhaps, some Transit could be used to transport children, who do not have access to a school bus, to school.</p>	Public	Mark Costa	<p>Transit data is included annually in both the Network Monitoring Report and the JAC Monitoring Report. General JAC ridership data was added to Chapter 4.5. Fares are not a source of matching funds, but they do reduce both local match and federal costs. JAC operates smaller vehicles as well as larger vehicles, and does not anticipate needing only large vehicles for service. Transit strategies are described in Chapter 4 of the RTP.</p>	Ridership data added to Chapter 4.
27	<p>4.7 Section, Page 40: Roadway Network</p> <p>The Johnson Lane area in Douglas County needs a special note. The Painted Rock Mine recently began trucking operations to transport gravel and rocks using Johnson Lane. I don't have the latest vehicle or trailer count but dozens of trucks per day are expected. Some trucks are hauling multiple trailers, adding to the load. Johnson Lane is not built for this heavy traffic and road repairs will have to be accelerated due to this usage. Johnson Lane is an important road for residences and schools which generate their own traffic. Road safety will also be a concern. This situation and possible mitigations should be addressed in the RTP.</p>	Public	Mark Costa	<p>Please refer to Project DO.4 on page A5 of Appendix A for the Johnson Lane Pavement & Drainage Repair from Heybourne Road to Vicky Lane. This project was provided by Douglas County. These concerns about Johnson Lane will be provided to Douglas County.</p>	None
28	<p>Page 4 Please add the Historic Virginia & Truckee Trail as a partner. Our trail project was previously adopted by Campo</p>	Public	Juan Guzman	<p>CAMPO addressed this concern in Comment 3. The V&T will be listed as CAMPO partners on page 4.</p>	Please see comment 3.
29	<p>Page 5 the Douglas County Comprehensive Trails Plan was adopted in 2023 please add to Key Milestones.</p>	Public	Juan Guzman	<p>CAMPO will add this plan to the Bicycle Plans within the RTP.</p>	Staff to add link of trails plan to page 32
30	<p>Add the above Douglas County Comprehensive Trails Plan to page 32 Section 4.4.4 Bicycle Network Planning Maps.</p>	Public	Juan Guzman	<p>CAMPO will add this plan to the Bicycle Plans within the RTP.</p>	Staff to add link of trails plan to page 32
31	<p>Was there any data exploration on regional travel patterns, either remaining as they are today or with future growth elsewhere, how these will change beyond the Lyon County area? TRPA, through its affordable housing work, is collecting data on where people live and work and how affordable housing has affected these choices. While we begin gathering this data, we have heard anecdotally that residents of Tahoe have moved to Carson for affordable housing while they continue to work here. I found only one public comment in your outreach that mentions this, so maybe it is not as strong a move as we think. I have also heard this about Carson residents commuting to Reno.</p>	TRPA	Michelle Glickert	<p>With the updated of the TDM, a thorough examination of travel patterns from many different gateways. In addition, CAMPO looks at commute patterns within the Census On the Map tool and reports annual updates within the annual Network Monitoring Report. CAMPO staff will look at ways to explore how to include the influence of affordable housing on commute patterns in the future, perhaps through an examination of a jobs-housing balance for LC, DC, CC, and CAMPO to compare.</p>	None. CAMPO to continue to explore within the Network Monitoring Report

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32	Along those regional lines, it would be beneficial to see more narrative around the value of park and ride. Park and ride projects are represented in the unconstrained project list; however, these could be justified more within the transit narrative, other than on page 40, where it is mentioned in the environmental considerations.	TRPA	Michelle Glickert	Agreed. Additional detail has been added to Chapter 4.6 and Chapter 7.1.	Additional language added to Chapter 4 and Chapter 7.
33	General comment on pg. 56. There is a summary of the county and city projects; however, there is no mention of active transportation projects. This may be accurate, where they are focused on roadway maintenance, LOS, etc. This caught my attention because there are non-roadway plans such as SRTS, ADA Transition, etc. on pg. 57.	TRPA	Michelle Glickert	Agreed. Additional detail was added to Chapter 6.1 for Carson City to clarify the use of other modal plans like SRTS and the ADA Transition Plan.	Additional language added to Chapter 6.
34	Please add the extension of the multi-use path that currently ends at Edmonds Field (Pete L. complex) along the S. side of the freeway to the frontage road that ties into the signal at Old Clear Creek Rd. to the Fiscally constrained Projects - or at least to the unfunded project list.	Public	Chas Macquarie	Please refer to Project CC.21 on page A8 in Appendix A. This project, the South Carson Multi-Use Path Connector, is in the Fiscally Constrained Project List.	None
35	There needs to be more benches and shelters at Jac bus stops. At the very least, they should be connected to a sidewalk. The stop on Ormsby Blvd, just south of College Pkwy is in the middle of the landscape rocks. There is no flat place to stand. The one across the street (N. bound Ormsby) is separated from the sidewalk by the landscape strip. I'm sure there are other examples. This project should be added to the Fiscally Constrained Projects list in Appendix A.	Public	Chas Macquarie	CAMPO will share your comments with the Transit Coordinator who also has a desire to improve the comfort of all transit riders, and can prioritize these improvements, as funding allows.	None
36	I applaud you for creating and funding JAC. It's an important need for people with fewer resources. Please continue to meet their needs.	Public	Midge Breeden	Thank you for the comment.	None
37	Focus on the design speeds on Hwy 50 E. (slow down) Address pedestrian and bike safety through access standards.	Public	anonymous	Thank you for the comment. Staff will continue to refer to the Carson City Master Plan, and work with Carson City on an update to Carson City Access Management Standards.	None
38	Modify buses to allow for groceries (shelve in front w/ bins?)	Public	anonymous	Thank you for the comment. The idea will be shared with the Transit Coordinator.	None
39	Add evacuation routes - Additional money source?	Public	anonymous	The Federal PROTECT program (Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation) is a federal formula funding program available to NDOT for activities such as evacuation planning and the construction of resilient infrastructure. There is also a competitive grant program. NDOT receives the formula funding, and it has been added to the available funding for the CAMPO region. CAMPO may seek PROTECT grant funds for specific projects. Additional language was added to Chapter 4.7 related to evacuation routes and network resiliency.	Additional language added to Chapter 4.
40	Confirm propose state buildings are on employment slide	Public	anonymous	Confirmed. The current Travel Demand Model (TDM) does include increased State office presence in downtown Carson City. As State office development plans come into focus, additional revisions will be included in any future TDM updates.	None
41	Are traffic improvement being designed for the peak or for the 80%? Should it be the 80%?	Public	anonymous	No. Traffic is not designed for the highest 80%. Traffic Operations follow guidance issued in the Highway Capacity Manual which in general means that design is conducted for the highest 15 minutes of the 30th highest hour of the year, generally closer to 90% of the peak. This is a less conservative design as compared to highest 80% indicated by the comment.	None

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42	Is the street pavement standard adequate?	Public	anonymous	Pavement standards are determined by local agencies and NDOT. Additional information related to pavement technologies has been added to Chapter 4.9.	Additional language added to Chapter 4.
43	Hwy 50 need to be integrated into CC (Carson City) and not an appendage. This means a design that recognizes residential uses in this area and accommodates safe pedestrian movement.	Public	anonymous	Thank you for comment. This was the goal of the US 50 East Carson Complete Streets Study. CAMPO will continue to incorporate recommendations from the US 50 East Carson Complete Streets Study as part of future project requirements. This commitment is outlined in Chapter 7.	None
44	Is there an opportunity for HS (High School) students to receive JAC bus passes and use public transit instead of school buses?	Public	anonymous	Thank you for your comment. CAMPO will refer this comment to the SRTS Coordinator, who may have more knowledge of how to coordinate transit ridership and school-aged children.	None