

UNIFIED PLANNING WORK PROGRAM

**Fiscal Years 2027 / 2028
July 1, 2026 – June 30, 2028**

Approved: TBD



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Carson Area Metropolitan Planning Organization

FY 2027 - FY 2028

CAMPO Unified Planning Work Program

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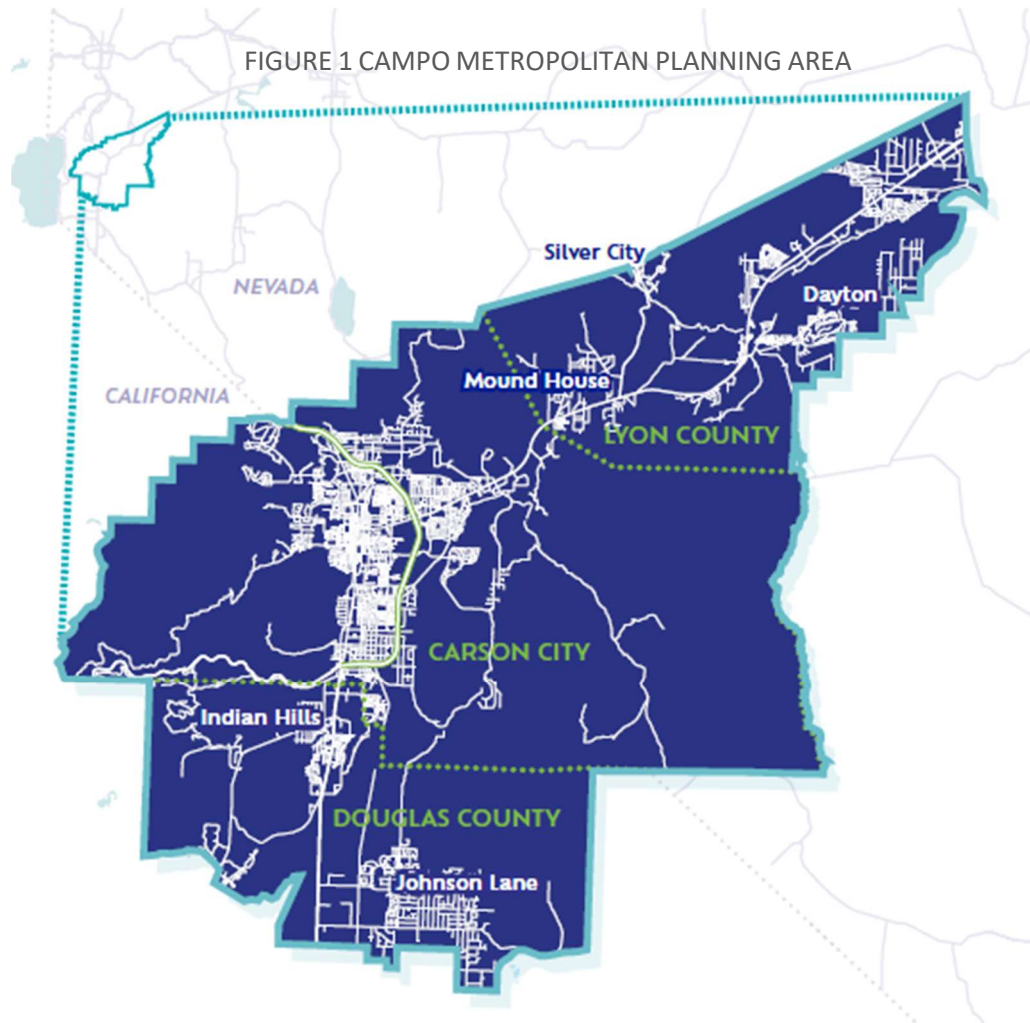
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INTRODUCTION

The Unified Planning Work Program (UPWP) defines the continuing, comprehensive, and cooperative regional transportation planning process for the Carson Area Metropolitan Planning Organization (CAMPO) planning area. It establishes regional planning objectives for Fiscal Years 2027/2028 covering the period of July 1, 2026 through June 30, 2028 and includes a corresponding budget to complete the work. This strategic management tool is organized by Work Elements that identify activities and products to be accomplished during the two-year period. These activities include core metropolitan planning functions, mandated metropolitan planning requirements, and other regional planning activities. As detailed in the Code of Federal Regulations (CFR) 23 CFR 450.308, each activity listed in the UPWP must indicate who will do the work, the schedule for completing the work, the resulting product, the proposed funding, and a summary of total amounts and sources of Federal and matching funds. Funding for metropolitan planning activities is made possible through the U.S. Department of Transportation – both the Federal Highway Administration and the Federal Transit Administration – and through the three local entities – Carson City, Douglas County, and Lyon County. Figure 1 depicts the CAMPO Metropolitan Planning Area.





ORGANIZATION OVERVIEW

A Metropolitan Planning Organization (MPO) is an organization of local governments in areas with a collective population of 50,000 or more, termed an Urbanized Area. As a condition for receiving federal transportation dollars, MPOs must have a continuing, cooperative, and comprehensive transportation planning process in cooperation with the State. The MPOs are to cooperate with the State in developing transportation plans and programs for urbanized areas. This transportation planning process results in plans and programs consistent with the area's locally adopted comprehensive plans. On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) was signed into law. This is a five-year transportation bill which continues core provisions in the two previous transportation bills (the Fixing America's Surface Transportation (FAST) Act and Moving Ahead for Progress in the 21st Century Act (MAP- 21)) with an updated emphasis on safety and research, reconnecting communities, and the link between housing and transportation.

WHAT IS THE CARSON AREA METROPOLITAN PLANNING ORGANIZATION?

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

CAMPO carries out transportation planning activities within the Metropolitan Planning Area (MPA), shown on Figure 1. The MPA encompasses the urbanized area and a larger area that is likely to continue to urbanize within the next 20 years. There are two urban clusters, as defined by the US Census Bureau, within the MPA. They are the Johnson Lane area in Douglas County and Dayton in Lyon County.

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

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





CAMPO POLICY BOARD AND STAFF

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

TABLE 1 CAMPO POLICY BOARD

Member	Governmental Body Represented
Mr. Gregory Novak, Chairperson	Carson City
Ms. Lucia Maloney, Vice Chairperson	Carson City
Ms. Lori Bagwell	Carson City
Mr. John Cassinelli	Lyon County
Mr. Josh Nordloh	Douglas County
Ms. Lisa Schuette	Carson City
Mr. Mark Costa	Carson City
NDOT Assistant Director of Planning*	Nevada Department of Transportation

**Non-Voting ex-officio member*

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

TABLE 2 CAMPO SUPPORT STAFF

Staff Member	Title
Mr. Christopher Martinovich, PE	Transportation Manager
Ms. Kelly Norman, AICP	Senior Transportation Planner
Mr. Casey Sylvester, PE	Transportation/Traffic Engineer
Ms. Rebecca Bustos	Grant Analyst
Ms. Erica Roselius	Transportation Planner/Analyst
Mr. Jared Cragun	Transportation Planner/ Analyst
Mr. Marcus Myers	Transit Coordinator





RESPONSIBILITIES AND PRIORITIES

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

-  **SAFETY**
Increase the safety of the transportation system for all users.
-  **QUALITY OF LIFE**
Invest in a transportation system that supports the health, livability, and character of the region.
-  **MOBILITY**
Ensure efficient and reliable movement of people and goods across modes by providing access to essential destinations and services.
-  **PROSPERITY**
Support economic vitality and growth through strategic transportation investments.
-  **ADAPTABILITY**
Invest strategically in transportation trends and technologies that support the needs of the region.
-  **PRESERVATION**
Maintain our region's existing transportation infrastructure.





ORGANIZATIONAL PROCEDURES & DOCUMENTS

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

- CAMPO Policies & Procedures
- CAMPO Public Participation Plan
- CAMPO FFY 2025-2028 Transportation Improvement Program
- CAMPO Unified Planning Work Programs
- CAMPO Fare & Service Change Policy
- CAMPO Disadvantaged Business Enterprise (DBE) Program and established DBE goals
- CAMPO Complete Streets Performance Monitoring Program
- CAMPO Travel Demand Model Validation Report 2015, 2020, 2024, 2025
- CAMPO Bicycle Friendly Community Report Card 2014, 2018, 2022
- CAMPO 2050 Regional Transportation Plan, Amendments, and updates
- CAMPO Local Road Safety Plan
- Carson Area Transportation System Management Plan
- Annual Transportation Network Monitoring Reports
- Annual Obligation Reports
- Carson City's 2024 ADA Transition Plan for Pedestrian Facilities in the Public Right-of-Way
- Carson City Freeway Corridor Multi-Use Path Alignment Studies
- Notice of Protection Under Title VI





PUBLIC INVOLVEMENT

CAMPO is committed to promoting meaningful community engagement in the regional transportation planning process. Robust public and stakeholder involvement from planning through implementation will result in investments that meet the needs of the traveling public. CAMPO's Public Participation Plan (PPP) identifies the goals, strategies, and tools to be used to encourage participation.

CAMPO is seeking opportunities to increase meaningful public participation in the transportation planning process. The USDOT defines meaningful public outreach as a process that proactively seeks full community representation, considers public comments and feedback, and incorporates that feedback into a project, program, or plan when possible. This includes outreach that begins early in the planning process and continues through design and construction, providing opportunities for input that will shape project outcomes, and tailoring outreach methods to the unique needs of each undertaking.

Robust community engagement results in transportation plans and strategies that address the concerns of area residents and businesses and facilitate successful project implementation. The outreach process places a priority on innovative approaches, outreach to underrepresented communities, and strengthening partnerships with other regional agencies. Specific policies and procedures for public involvement have been developed and are contained within CAMPO's Public Participation Plan (PPP) available on the www.CarsonAreaMPO.com website.

- 
- 1 Increase public engagement throughout the transportation planning and project development process
 - 2 Consider the concerns and priorities of residents in the selection of transportation investments
 - 3 Implement a fair and inclusive engagement process that bridges language, cultural, and economic differences
 - 4 Strengthen community partnerships throughout the region
 - 5 Provide reasonable accommodation to people with disabilities, so that all residents can easily participate in the regional planning process



SUMMARY OF FY 2025 & FY 2026 ACCOMPLISHMENTS AND WORK EFFORTS

CAMPO developed a two-year UPWP for the first time for Fiscal Year FY 2017 and FY 2018 and has continued to update it in partnership with the U.S. Department of Transportation (U.S. DOT) and Nevada Department of Transportation (NDOT). A two-year UPWP, updated annually, allows greater flexibility for CAMPO and its planning partners to complete more significant activities within a reasonable timeframe, and to better coordinate activities with the funding cycle. A two-year work program does not mean that two years' worth of funding is available in the first year. CAMPO negotiates monetary agreements with the NDOT to fund UPWP activities.

The following are the primary accomplishments and activities that were undertaken during the previous FY 2025 and FY 2026:

- **FFY2026-2028 CAMPO DBE GOAL-** CAMPO Disadvantaged Business Enterprise (DBE) Program and oversight, and 3-year Goal for Federal Transit Administration Funds update covering FFY 2026-2028.
- **TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ACTIVITIES –** The TIP includes a four-year list of projects and is consistent with all federal planning regulations. All federally funded projects must be included in the TIP. CAMPO adopted the FFY 2025-2028 TIP December 2024. Regular maintenance of the document is required through formal and administrative amendments.
- **2024 & 2025 ANNUAL NETWORK MONITORING REPORTS –** Staff collects data, analyzes, and produces an annual Monitoring Report for multimodal usage indicators, performance measures, and performance targets, as applicable within the CAMPO planning area. CAMPO presents the Annual Network Monitoring Reports in October.
- **PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP) –** Staff updates the PTASP annually in December for safety performance measures as required by 49 CFR 673.
- **2023-2025 TITLE VI PROGRAM FOR JUMP AROUND CARSON (JAC) –** Staff prepared an update to the Title VI program to ensure CAMPO's programs, policies, and activities continue to comply with (U.S. DOT) Title VI regulations, affirming that "no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."
- **ONGOING MPO ACTIVITIES –** These activities included general administration, MPO representation, public participation efforts, regional consistency review, training, UPWP development, and administration of the Surface Transportation Block Grant (STBG) program with partner jurisdictions.
- **COLLECTION, ANALYSIS, AND REPORTING OF BICYCLE AND PEDESTRIAN MONITORING DATA –** CAMPO continued collecting bicycle and pedestrian monitoring data to evaluate and

monitor the performance of Complete Streets measures, such as usage of CAMPO's bicycle and pedestrian network.

- **CAMPO/ DOUGLAS COUNTY TRAVEL DEMAND MODEL UPDATE** – Using a consultant, update travel demand model and associated forecasting software and tools as necessary. The consultant also updated the interim model year from 2030 to 2035 for the CAMPO 2050 RTP update. Documentation of this update can be found within Appendix D of the CAMPO 2050 RTP at CarsonAreaMPO.com.
- **CAMPO US 50 EAST CARSON COMPLETE STREETS CORRIDOR STUDY_CS** – Using a consultant, The US50 East Carson Complete Streets Study (Study) identified, evaluated, and recommended potential safety and multimodal (vehicular, transit, pedestrian, and bicycle) transportation improvements along US Highway 50 in east Carson City between Interstate 580 and SR 341, to improve safety for all users of the corridor. The results of this Study will be used to identify and inform the design and construction of future corridor projects. The second and final phase of the Study was approved by the CAMPO Board in November 2025 and is available online at CarsonAreaMPO.com.
- **CAMPO 2050 RTP UPDATE** – CAMPO staff updated the Regional Transportation Plan (RTP) in accordance with 23 USC § 134(c), 49 USC § 5303(i), and 23CFR 450.306(b). The CAMPO 2050 RTP identifies how the metropolitan planning area will manage and operate a multi-modal transportation system (for motorized and non-motorized users) to meet the region's needs for development of a safe, reliable, and accessible transportation system that supports the local, regional, and national economy for a minimum 20-year planning horizon. In addition, the CAMPO 2050 RTP prioritizes fiscally constrained (with a reasonable expectation of funding) and unconstrained (unfunded) projects within the CAMPO region. The updated CAMPO 2050 RTP was adopted in January 2026 and is available at CarsonAreaMPO.com.
- **COORDINATED HUMAN SERVICES PLAN AND JAC TRANSIT SHORT-TERM TRANSIT PLAN** – CAMPO staff assisted in completing the Coordinated Human Services Plan and the JAC Transit Short-Term Transit Plan (CHSP & STTP). The CHSP aims to make transportation more seamless for older adults, individuals with disabilities, and other people facing mobility challenges in the CAMPO region. Formerly known as the JAC Transit Development and Coordinated Human Services Plan, these plans have a specific legal context at the federal, state, and regional levels, and must be updated every five years.
- **CARSON CITY AND DOUGLAS COUNTY PAVEMENT SURVEY** - Roadways within the Carson City and Douglas County portions of the CAMPO area were inventoried, using a consultant, to reassess pavement conditions. This practice is done to maintain a strong database and establish historical benchmarks, thereby providing a more robust analysis of pavement maintenance needs. This process ensures the most informed and efficient decisions are being made to address pavement health.



FEDERAL TRANSPORTATION LEGISLATION/ PLANNING FACTORS

In November 2021, the Infrastructure Investment and Jobs Act (IIJA) was signed into law. This legislation carries forward and expands the policies, programs, and initiatives established by preceding legislation (including the FAST Act and MAP-21) by introducing new policies and programs that address new and emerging issues that face the nation's transportation system. These issues include mitigating impacts to existing infrastructure due to extreme weather events, developing and maintaining system resiliency, ensuring fairness for different types of needs, researching and deploying new technologies, connecting housing and transportation, and improving safety for all users.

The metropolitan transportation planning process specified by the IIJA and the implementing regulations contained in 23 CFR 450 requires CAMPO to maintain a cooperative, continuous, and comprehensive framework for making transportation investment decisions in the metropolitan area. CAMPO has incorporated IIJA-related elements into the UPWP, including an IIJA Implementation Program to proactively address rulemaking and guidance from the enactment of the IIJA.

The IIJA requires each MPO to use at least 2.5% of its PL funds (and each State to use 2.5% of its State Planning and Research funding under 23 U.S.C. 505) on specified planning activities to increase safety and provide options for multiple travel modes for people of all ages and abilities. [§ 11206(b)]

- A State or MPO may opt out of the requirement, with the approval of the Secretary, if the State or MPO has Complete Streets standards and policies in place and has developed an up-to-date Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or access to a street. [§ 11206(c) and (e)]
- For this requirement, the term "Complete Streets standards or policies" means standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. [§ 11206(a)]
- In April 2023, FHWA released a memorandum providing program guidance to clarify eligibility requirements for the use of SPR and PL funds on Complete Streets activities under the IIJA. Found here: [Increasing Safe and Accessible Transportation Options Implementation Guidance](#)
- More information can be found here: [Bipartisan Infrastructure Law - Metropolitan Planning Program \(MPP\) Fact Sheet | Federal Highway Administration \(dot.gov\)](#)





FEDERAL PLANNING FACTORS

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

Transportation legislation lists ten factors (Table 3) that must be considered as part of the transportation planning process for all metropolitan areas. The most recent update with the IJA includes housing in the fifth planning factor. The factors listed in Table 3 shall be explicitly considered, analyzed as appropriate, and reflected in the planning process products (23 USC 134 (h)). Table 3 outlines FY 2027 & FY 2028 two-year UPWP Work Elements that address and support each IJA Planning Consideration, as updated with the Infrastructure Investment and Jobs Act of 2021.

TABLE 3 FY 2027/FY 2028 TWO-YEAR UPWP WORK ELEMENTS AND PLANNING CONSIDERATIONS

	Work Elements				
	1	2	3	4	5
INFRASTRUCTURE INVESTMENT AND JOBS ACT (IJA) IMPLEMENTATION PROGRAM	X	X	X	X	X

FEDERAL PLANNING FACTORS

SUPPORT THE ECONOMIC VITALITY OF THE METROPOLITAN AREA, ESPECIALLY BY ENABLING GLOBAL COMPETITIVENESS, PRODUCTIVITY, AND EFFICIENCY		X	X	X	X
INCREASE THE SAFETY OF THE TRANSPORTATION SYSTEM FOR MOTORIZED AND NON- MOTORIZED USERS			X	X	X
INCREASE THE SECURITY OF THE TRANSPORTATION SYSTEM FOR MOTORIZED AND NON- MOTORIZED USERS			X	X	X
INCREASE THE MOBILITY OF PEOPLE AND FREIGHT		X	X	X	X
PROTECT AND ENHANCE THE ENVIRONMENT, PROMOTE ENERGY CONSERVATION, IMPROVE THE QUALITY OF LIFE, AND PROMOTE CONSISTENCY BETWEEN TRANSPORTATION IMPROVEMENTS AND STATE AND LOCAL PLANNED GROWTH, HOUSING, AND ECONOMIC DEVELOPMENT PATTERNS	X	X	X	X	X
ENHANCE THE INTEGRATION AND CONNECTIVITY OF THE TRANSPORTATION SYSTEM, ACROSS AND BETWEEN MODES THROUGHOUT THE STATE, FOR PEOPLE AND FREIGHT		X	X	X	X
PROMOTE EFFICIENT SYSTEM MANAGEMENT AND OPERATION	X	X	X	X	X
EMPHASIZE THE PRESERVATION OF THE EXISTING TRANSPORTATION SYSTEM			X	X	X
IMPROVE THE RESILIENCY AND RELIABILITY OF THE TRANSPORTATION SYSTEM AND REDUCE OR MITIGATE STORMWATER IMPACTS OF SURFACE TRANSPORTATION			X	X	X
ENHANCE TRAVEL AND TOURISM		X	X		X



OVERVIEW OF FY 2027 AND FY 2028 WORK EFFORTS

CAMPO is continuing to implement its UPWP in a two-year cycle to allow for flexibility in programming, planning, and funding of projects. A two-year work program does not mean that two years' worth of funding is available in the first year. CAMPO executes a separate monetary agreement with NDOT. The following are the primary activities to be undertaken during FY 2027 and FY 2028:

- Staff will be implementing recommendations from the Local Road Safety Plan to continue to promote transportation safety.
- Staff will collect data, perform analyses, and produce an annual Network Monitoring Report for multimodal usage indicators, performance measures, and performance targets, as applicable within the CAMPO planning area.
- Working with local, regional, and statewide planning partners, staff will continue to regularly meet and consult with the Regional Transportation Stakeholder Coalition to advise staff on inter- and intra-regional transportation and transit challenges/needs. Information about the Regional Transportation Stakeholder Coalition can be found on CAMPO's website.
- The ADA barriers inventory will be expanded incrementally in the future.
- Resiliency will be incorporated into CAMPO's Asset Management, Multi-modal Planning, ITS, the Carson Area Transportation System Management Plan (CATSMP), and Infrastructure Sustainability. Resiliency is defined as the ability of a City, MPO, or other entity to prepare for and recover quickly from unexpected interruptions, hazards, or emergencies.
- Staff will administer a survey of transit riders who ride the Jump Around Carson (JAC transit system) to identify needs and opportunities to improve regional transit planning and operations. This effort will also be supported through a refresh of the Coordinated Human Services Plan.
- Coordination and development of the North Carson Complete Streets Feasibility Study.
- Staff will work towards the adoption of the CAMPO 2027-2030 TIP.
- Review of the Travel Demand Model based on the State Office Complex.
- Corridor Studies including an interchange feasibility study and an alternative US 50 study.
- Update to federal legislation, planning emphasis area, and planning factors with any updated transportation legislation for FFY 2027 or beyond.



FY 2027 & FY 2028 UNIFIED PLANNING WORK PROGRAM

CAMPO’s major planning activities are divided into five Work Elements. Funding sources for CAMPO planning activities include a combination of federal transit and highway programs, as well as local funding used as the “match” for federal consolidated planning grant (CPG) funding. The Nevada Department of Transportation converts FTA Section 5303 funding to FHWA funding and combines it with Metropolitan Planning Funds to create the CPG funding for all activities in the UPWP.

Table 4 lists the five Work Elements and the total estimated cost for each. The following pages contain a detailed description of each of the Work Elements for the FY 2027 & FY 2028 two-year UPWP, including activities, milestones, estimated completion dates, and estimated total costs. A detailed summary table containing estimated Work Element cost and funding sources for all Work Elements combined with all scheduled milestones by fiscal year is attached at the end of this document. Except where noted below for each activity, work will be completed by CAMPO staff.

TABLE 4 TOTAL BUDGETED AMOUNT BY WORK ELEMENT AND FISCAL YEAR

Work Element	Description	Total Work Element	FY 2027	FY 2028
1.0	MPO Administration	\$222,967	\$107,577	\$115,390
2.0	Outreach, Engagement & Representation	\$91,273	\$44,222	\$47,051
3.0	Multimodal Planning	\$70,693	\$40,395	\$30,298
4.0	Transportation Performance and Asset Management	\$277,770	\$51,862	\$225,908
5.0	Corridor Planning	\$331,597	\$108,576	\$223,021
Total UPWP CPG/Local		\$994,300	\$352,632	\$641,668
Total Other Federal/Local Funding*		\$230,000	\$230,000	\$0
Total 2-Year UPWP		\$1,224,300	\$582,632	\$641,668

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





WORK ELEMENT 1.0 – MPO ADMINISTRATION

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

Work Element and Description		1.0 MPO Administration
FY 2027	CPG	\$102,198
	Local Match	\$ 5,379
	Total Cost	\$ 107,577
FY 2028	CPG	\$109,621
	Local Match	\$5,769
	Total Cost	\$115,390
Total Work Element Cost FY 2027 & FY 2028	CPG	\$211,819
	Local Match	\$11,148
	Total Cost	\$222,967





ACTIVITIES

1.1 MPO ADMINISTRATION AND WORK PROGRAM OVERSIGHT

DESCRIPTION: This activity includes general administrative functions concerning the regional transportation planning program, including preparation of administrative reports, analyses, budgets, goals and objectives, correspondence, documents, memos, etc.

ELEMENTS:

- Preparation of required MPO reports and memoranda supporting the activities of CAMPO.
- Management and oversight of transportation and planning grants.
- Preparation of monthly, quarterly, and end-of-year summaries and reports.
- Preparation of billings and reimbursement requests for projects and grant-related funding activities for federally funded projects by CAMPO.
- Ongoing participation in Nevada’s Planning Executive Group (PEG) initiatives related to MPO coordination and programming.
- MPO Board Support, including providing special reports, researching MPO issues, preparation of board/public meeting materials, and attendance at MPO regular and special meetings.

MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion Date
Prepare meeting materials for CAMPO board and other public meetings, as needed	CAMPO	Monthly, Ongoing
Miscellaneous reports, analyses, correspondence, task summaries, memoranda, and funding management, as needed	CAMPO	Ongoing
Preparation of monthly, quarterly, and end-of-year summaries	CAMPO	Monthly, Ongoing
Nevada’s Planning Executive Group (PEG) and initiatives related to MPO coordination and programming	CAMPO	Ongoing





1.2 UNIFIED PLANNING WORK PROGRAM OVERSIGHT AND DEVELOPMENT

DESCRIPTION: This activity includes preparation and administration of the Unified Planning Work Program (UPWP), quarterly activity summaries, reporting, invoicing UPWP amendments as needed, and annual monetary agreements.

ELEMENTS:

- Development, coordination, management, collaboration, and adoption of the FY 2029-2030 UPWP, including updated member agency population splits.
- Update to federal legislation, planning emphasis area, and planning factors with the updated transportation legislation
- FY 2027-2028 UPWP management and administration of budgets and agreements.
- Preparation of quarterly and end-of-year action/activity invoices, summaries, and reports.
- Application and management of Consolidated Planning Grant (CPG) funds for CAMPO operations.

MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion Date
FY 2027/2028 UPWP Administration and Amendments, as needed	CAMPO	Ongoing
UPWP Quarterly Reporting and Invoicing	CAMPO	30 th of each month following the close of each Fiscal Year Quarter
UPWP Monetary Agreements	CAMPO	June 2027; June 2028
Adoption of the FY 2029-2030 UPWP (Draft / Final)	CAMPO	March 2028; April 2028





1.3 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ADMINISTRATION

DESCRIPTION: This activity supports the selection, funding, and implementation of transportation projects that meet State and federal regulations. Activities under this task include administration and maintenance of the current FFY 2025-2028 TIP, including the processing of modifications and amendments as needed, and development of the FFY 2027-2030 TIP in cooperation with other local, regional, and statewide agencies. The TIP includes a current four-year listing of projects and will be consistent with all federal planning regulations, including supporting access and transportation needs of Federal Land Management Agencies (FLMA's) before projects are programmed in the TIP. The TIP format will be consistent with NDOT's eSTIP platform. This activity includes project tracking and financial tracking that is performance-based and consistent with the goals and objectives of the IJJA, MAP-21, and the FAST Act.

ELEMENTS:

- Determine those sufficient federal, State, and local revenue sources are available to fund projects programmed in the TIP.
- Coordinate administration and maintenance of the TIP within the Statewide TIP (STIP).
- Provide a reasonable opportunity for public comment in accordance with the Public Participation Plan and federal regulations.
- Incorporate opportunities for vulnerable individuals of differing needs and ADA considerations, as appropriate.
- Consider best available performance information, including performance measures and targets, in prioritization of transportation improvement projects that are expected to support achievement of adopted targets and the IJJA/MAP-21/FAST Act performance measures.
- Prepare modifications and amendments to the TIP, as needed.
- Coordinate modifications and amendments of the TIP program with the STIP to ensure changes are incorporated into the STIP.
- Develop and prepare the FFY 2027-2030 TIP for adoption.
- Coordination with FHWA NV Division office, FTA, NDOT, and CAMPO partner agencies on project development and funding.
- Maintain and report an annual list of obligated projects.
- Perform and document continuing, coordinated, and comprehensive processes that include traditionally underrepresented populations and their community leaders (e.g., elderly, disabled, low income, and minorities).





MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion Date
FFY 2025-2028 TIP administrative modifications and formal amendments, as needed	CAMPO	Ongoing to November 2026
Consider the best available performance information, including performance measures and targets, in prioritization of transportation improvement projects that are expected to support the achievement of adopted targets and the IJJA, MAP-21, and FAST Act performance measures	CAMPO	Ongoing
Adopted FFY 2027-2030 TIP	CAMPO	November 2026
FFY 2027-2030 TIP administrative modifications and formal amendments, as needed	CAMPO	Ongoing, November 2026-June 2028
Annual Federal Obligations Report	CAMPO	December 2026; December 2027





1.4 PROFESSIONAL DEVELOPMENT

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

ELEMENTS:

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

MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion Date
Enhanced staff capabilities	CAMPO	Ongoing





WORK ELEMENT 2.0 – OUTREACH, ENGAGEMENT, AND REPRESENTATION

Activities within this work element include MPO representation, early, effective, and continuous public participation, regional coordination, and engagement activities necessary to carry out continuing, comprehensive, and cooperative regional transportation planning activities. Activities are ongoing or recurring meaningful activities designed to continue public participation and engagement efforts, including incorporating VPI opportunities to reach greater numbers of people. Activities include planning for all modes with all stakeholders and meeting the requirements set forth in CAMPO's Public Participation Plan.

Work Element and Description		2.0 Outreach, Engagement & Representation
FY 2027	CPG	\$ 42,011
	Local Match	\$ 2,211
	Total Cost	\$ 44,222
FY 2028	CPG	\$ 44,699
	Local Match	\$ 2,352
	Total Cost	\$ 47,051
Total Work Element Cost FY 2027 & FY 2028	CPG	\$ 86,710
	Local Match	\$ 4,563
	Total Cost	\$ 91,273





ACTIVITIES

2.1 MPO REPRESENTATION

DESCRIPTION: Staff will represent the MPO at events and committee meetings not related to specific UPWP activities. This activity includes coordination with other regional MPOs, NDOT, and other state agencies, Carson City, Douglas County, Lyon County, and other organizations to ensure the development of transportation-related projects that serve the best interests of the region. CAMPO staff regularly communicate with the Washoe Tribe of Nevada and California to consider tribal needs in the transportation and transit planning and programming process. This task includes participation in the statewide planning process, including attendance and participation in the Nevada Advisory Committee on Traffic Safety (NVACTS), the Transportation Planning Advisory Committee (TPAC), the development and coordination of the Statewide Transportation Improvement Program (STIP), project selection, and participation in other advisory and legislative committees, as appropriate.

ELEMENTS:

- Preparation and attendance at events and meetings not related to specific other UPWP activities.
- Ongoing coordination with other regional MPOs, NDOT, and other state agencies, Carson City, Douglas County, Lyon County, and/or other agencies/organizations, as needed.
- Participation in statewide planning activities and corridor studies, as needed.
- Participation and support for NDOT corridor planning document and project designs for roads within CAMPO.
- Continuing management of The Regional Transportation Stakeholder Coalition (RTSC).

MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion Date
A well-represented MPO with ongoing inter- and intra- regional coordination	CAMPO	Ongoing
Coordinate CAMPO documents with state planning processes and documents	CAMPO	Ongoing
Participation and support for NDOT corridor planning documents and design projects	CAMPO	Ongoing
Ongoing Meetings with the Regional Transportation Stakeholder Coalition	CAMPO	Triannual meetings





2.2 PUBLIC PARTICIPATION

DESCRIPTION: Early, effective, continuous, and meaningful public participation efforts will be conducted throughout the program period related to numerous work-study activities; development of corridor/specific studies; preparation of updates to regional planning documents and policies; development of the UPWP for the next fiscal years; public information campaigns to promote planning initiatives and programs; coordination with Tahoe MPO (TMPO) and Washoe County Regional Transportation Commission (Washoe RTC); and other related activities. This task includes integrating Virtual Public Involvement (VPI) to increase access and meaningful participation in transportation planning activities. This task also includes the publication of notices and maintenance of the CAMPO website, as the website is a useful tool for informing constituents of CAMPO’s purpose and activities.

ELEMENTS:

- Activities necessary to host/coordinate public participation activities for projects listed in the TIP, including VPI and language assistance.
- Outreach resulting from the development of corridor/specific studies or local development projects.
- Development of public information campaigns that promote safety and planning initiatives and programs.
- Continuous maintenance of the CAMPO website.

MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion Date
Hosted/coordinated public participation activities, including VPI and language assistance	CAMPO / CONSULTANT	Ongoing
Operational website for distribution of current, accurate, and transparent public information	CAMPO	Ongoing





2.3 REGIONAL TRANSIT COORDINATION AND ENGAGEMENT

DESCRIPTION: There are five transit services operating within the CAMPO planning area (Eastern Sierra Transit Authority, Tahoe Transportation District (TTD), Jump Around Carson (JAC), Douglas Area Rural Transit (DART), and RTC Intercity that are subsidized by member counties. This activity includes regional coordination of transit services by CAMPO staff, development and implementation of transit surveys, ongoing stakeholder engagement related to availability and support of transit services especially for low-income, seniors, and other vulnerable communities in accordance with the JAC Transit Development and Coordinated Human Services Plan.

ELEMENTS:

- Development, preparation, and outreach for rider survey materials, including outreach to low-income and vulnerable communities.
- Outreach related to JAC transit route planning and adjustments as outlined within the JAC Transit Development and Coordinated Human Services Plan
- Coordinated community, stakeholder, and agency discussions regarding transit route planning.
- Participation in local and regional planning processes for public transportation projects in which the Carson area has a vested interest.

MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion Date
Coordination and communication among transit operators	CAMPO	Ongoing
Outreach related to JAC transit route planning and adjustments	CAMPO	June 2027
Transit Rider Survey	CAMPO / CONSULTANT	June 2028





WORK ELEMENT 3.0 – MULTIMODAL PLANNING

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

This Work Element includes short- and long-range transportation planning activities within CAMPO that may be conducted by Staff and/or Consultants to understand safety conditions, travel behavior, land use including housing and occupational locations, multi-modal needs such as transit, necessary safety and operational improvements, preliminary environmental linkages including transportation-stormwater effects, and alternatives analyses for various corridors within the planning area. Periodic reports related to analyses and findings will be produced.

Work Element and Description		3.0 Multimodal Planning
FY 2027	CPG	\$ 38,375
	Local Match	\$ 2,020
	Total Cost	\$ 40,395
FY 2028	CPG	\$ 28,783
	Local Match	\$ 1,515
	Total Cost	\$ 30,298
Total Work Element Cost FY 2027 & FY 2028	CPG	\$ 67,158
	Local Match	\$ 3,535
	Total Cost	\$ 70,693





ACTIVITIES

3.1 TRANSIT PLANNING

DESCRIPTION: This activity incorporates responsibilities required of CAMPO as the designated recipient of FTA Section 5307 funds. CAMPO must apply for and manage these funds, including compliance activities and participation in regular federal reviews and audits. This activity also includes development of short- and long-range plans as well as maintenance and administration of transit policies and procedures that support implementation of regional transit planning documents, including maintenance of a JAC Fixed-Route Policy and a JAC ADA Paratransit Eligibility process. The task also includes coordination with local Native American tribal communities to seek ways to broaden transportation to poorly served areas. The public outreach and coordination activities within this task specifically relate to transit planning and do not duplicate public outreach and coordination that is conducted under other activities within this UPWP.

ELEMENTS:

- Early, effective, continuous, and meaningful public outreach and promotion of JAC availability and transit routes.
- Update the JAC Transit Asset Management Plan for FFY 2027-2029.
- Participation in public and interagency meetings to support transit planning activities.
- Maintenance of a JAC ADA Paratransit Eligibility Process and the JAC Fixed-Route Policy.
- Collection and analysis of transit ridership data and development of the JAC Annual Monitoring Report.
- FFY 2027 FTA Triennial Review
- Transit responsibilities as a designated recipient – CAMPO, in coordination with NDOT works with transit operators in the region to identify projects and distribute FTA funds among eligible operators and projects. Efforts under this subtask include training, project identification, allocation of funding, and coordination with FTA, NDOT, and transit operators.





MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion Date
Project identification and allocation of funds among regional transit operators to allow for implementation of FTA transit programs	CAMPO	Ongoing
Outreach and promotion of JAC Transit Services and routes through targeted outreach and advertising	CAMPO	Ongoing
FY 2026 & 2027 JAC Monitoring Report	CAMPO	October 2026; October 2027
CAMPO 5339 / 5310 Call for Grant Projects	CAMPO	June 2027; June 2028
FFY 2027-2029 Transit Asset Management Plan	CAMPO	September 2026





3.2 TECHNOLOGY & ECONOMIC STRATEGY

DESCRIPTION: This activity included two main elements. The first element is identifying and planning for long-term strategies for implementing Coordinated Traffic Signal Systems within the CAMPO planning area. The second element of this task includes planning long-term strategies and coordinating with partner agencies and the private sector on emerging transportation technologies, including connected and autonomous vehicles, and considering alternative fuels with an eye toward reducing transportation emissions.

ELEMENTS:

- Staff time to implement components of the Carson Area Transportation System Management Plan.
- Coordination with NDOT and other CAMPO agencies related to implementation of ITS concepts, priorities for signal system upgrades, traffic management, operations, and other related programs.
- Coordination with NDOT, partner agencies, and private sector businesses related to alternative fuels policy, funding, programs, and infrastructure.
- Agency coordination with partner jurisdictions, transit agencies, utility providers, and other related planning activities for Artificial Intelligence (AI), autonomous vehicles, and the deployment of associated infrastructure for personal or agency-owned fleets.

MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion Date
Staff coordination with partner jurisdictions, utility companies, and NDOT	CAMPO	Ongoing





3.3 ACTIVE TRANSPORTATION PLANNING

DESCRIPTION: This activity involves participation and management of regional bicycle, pedestrian, and other multi-modal activities, including coordination with organizations such as the Western Nevada Safe Routes to Schools program and non-profit organizations (e.g. Muscle Powered, Historic V&T Trails Association) to identify and plan for active transportation infrastructure challenges and needs throughout the Metropolitan Planning Area.

ELEMENTS:

- Community outreach and coordination with partner agencies, Western Nevada Safe Routes to Schools program, and regional non-profit organizations.
- Participation in local planning processes for active transportation projects in which the Metropolitan Planning Area has a vested interest.
- Interagency coordination with state, FLMA, and local agency partners (NDOT, FHWA, CFL, BLM, Carson City, Douglas County, Lyon County, Washoe Tribe of Nevada and California), regarding multi-modal access to public lands.
- E-bike and E-scooter safety analysis within CAMPO

MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion Date
Community outreach and agency coordination	CAMPO	Ongoing
Annual reporting on bike and pedestrian counts, including an analysis of the prevalence of e-bikes and e-scooters in crashes within CAMPO	CAMPO	October 2026; October 2027





3.4 REGIONAL CONSISTENCY REVIEW AND PLANNING UPDATES

DESCRIPTION: Development of capital improvement projects within the CAMPO boundaries is critical to ensuring consistency with the RTP and TIP. Staff routinely review and examine the effectiveness of proposed projects as they relate to the ability to relieve/prevent congestion, to minimize transportation stormwater impacts, consider the likely impacts of transportation policy on housing, land use and development decisions, support access to and transportation needs of FLMA, preservation and efficient utilization of transportation facilities, and other matters as required by federal or State regulation. These activities do not duplicate routine reviews of proposed developments that are conducted by constituent units of government.

This task also includes support and periodic updates, if required, to the existing planning documents based on changes resulting from local, state, or federal policies or regulations; as well as includes the development, maintenance, and administration of transportation policies that support the implementation of regional transportation planning documents.

ELEMENTS:

- Provide input on proposed developments of regional significance regarding the RTP and TIP.
- Assist local agencies with the development and administration of regionally significant projects in the CAMPO region.
- Annual growth management reviews.
- Incorporate Transportation Hazard and Resiliency Planning in identifying assets, needs, and vulnerabilities within the transportation network.
- Development, maintenance, and administration of transportation policies and documents, as required.

MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion
Periodic review/reports on planning documents and policies	CAMPO / CONSULTANT	Ongoing
Participating with local agencies in the development and review of various projects and plans, including hazard mitigation planning	CAMPO / CONSULTANT	Ongoing





WORK ELEMENT 4.0 – TRANSPORTATION PERFORMANCE AND ASSET MANAGEMENT

The activities in this work element support and implement federal and State requirements for performance-based planning to inform decision-making, including transportation data collection, management, needs identification and data sharing; travel demand modeling and forecasting; development of performance measures and targets; and various other information gathering, analyses, monitoring and reporting, as needed. This work element also supports multi-modal asset management throughout the CAMPO planning area using ongoing data collection, analyses, sharing and reporting to inform decision-making that promotes efficient system management and operation; improves the resiliency and reliability of the transportation system; and emphasizes preservation of the existing transportation system. Resiliency is defined as the ability of a City, MPO, or other entity to recover quickly from unexpected interruptions, hazards, or emergencies.

Work Element and Description		4.0 Transportation Performance and Asset Management
FY 2027	CPG	\$ 49,269
	Local Match	\$ 2,593
	Total Cost	\$ 51,862
FY 2028	CPG	\$ 214,612
	Local Match	\$ 11,296
	Total Cost	\$ 225,908
Total Work Element Cost FY 2027 & FY 2028	CPG	\$ 263,881
	Local Match	\$ 13,889
	Total Cost	\$ 277,770





ACTIVITIES

4.1 PERFORMANCE MEASURE IMPLEMENTATION AND MANAGEMENT

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

ELEMENTS:

- Coordination and advancement of data collection and sharing across CAMPO partner jurisdictions, transit operators, NDOT and FHWA in response to established performance measure target-setting requirements.
- Technical analyses and model outputs that support development and implementation of IJA/MAP-21/Fast Act performance-based planning requirements.
- Preparation and development of documentation as required.
- Maintain the inventory and projection of transit assets, life expectancies, replacement costs, and maintenance activities and costs.
- Ongoing monitoring of TAM performance targets.
- Adopted performance measures targets, including Safety Performance Measure Targets; Public Transit Agency Safety Targets; Transit Asset Management Targets; and supporting NDOT’s other performance measures including Congestion Management Air Quality (CMAQ), Infrastructure, and System Performance Targets for the CAMPO Metropolitan Planning Area, as applicable.
- Referencing 23 U.S.C. 175, the IJA established the Carbon Reduction Program (CRP), providing funds for projects to reduce transportation emissions (CO₂) from on-road highway sources. CAMPO staff will monitor and follow program guidelines for using CRP funding as well as participate in Statewide emission reduction planning.

MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion Date
Safety Performance Measure Targets	CAMPO	February 2027; February 2028
Public Transit Agency Safety Targets	CAMPO	December 2026; December 2027
FTA Transit Asset Management Targets	CAMPO	October 2026; October 2027
Supporting Nevada’s CMAQ, Infrastructure, and System Performance Targets	CAMPO	October 2026; October 2027





4.2 MAINTAIN TRAVEL DEMAND MODEL

DESCRIPTION: Staff will work with a consultant to maintain the travel demand model to meet ongoing forecasting needs. Staff will coordinate as needed on network planning and connectivity to ensure strategic connections to the national highway system for defense department facilities are preserved. The model will be maintained using the most recent traffic volume counts available (segments/intersections), as well as population and land-use assumptions. There are periodic needs to provide information to other agencies, both within and outside the CAMPO planning area, that is derived from, or is an input to, the modeling process. Staff will continue to monitor inter- and intra-regional growth, updating the model as needed.

ELEMENTS:

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

MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion
Requested model outputs for alternatives analysis, planning studies, or other regional activities as needed/requested	CAMPO / CONSULTANT	Ongoing
Coordination and development of a travel demand analysis, regarding the effect of state workers consolidating within the proposed State Office Complex in Downtown Carson City.	CAMPO / CONSULTANT	December 2027



4.3 DATA MANAGEMENT, COLLECTION, AND PERFORMANCE MEASUREMENT

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

Staff will continue to monitor and evaluate the existing bicycle and pedestrian network, work with member agencies and local advocates, and pursue grant opportunities to improve access to community destinations and the system's connectivity, ensuring safety and connectedness for all road users. This will include incremental improvements to the ADA Transition Plan through collection and analysis of bicycle and pedestrian asset data, including ADA access barriers by zones; school zones, the Redevelopment Authority, Redevelopment Areas, Bus Routes, and "Last quarter mile" of bus stop analysis.

Staff plan on incorporating continual safety recommendations, based on data-driven decisions and contributing crash factors in areas where fatalities occur. Staff will reference steps from the routine monitoring of safety on local roads from the Local Road Safety Plan.

ELEMENTS:

- Ongoing data collection and installation of devices related to safety, regional bicycle and pedestrian counts, vehicular movements, and other transportation infrastructure data as needed.
- Analyses of collected data on auto, transit, truck, bicycle, and pedestrian use.
- Annual preparation and dissemination of CAMPO's Monitoring Report.
- Coordinate the dissemination and consideration of transportation-related performance data.
- Maintain and continue to refine GIS network files related to transportation assets within the CAMPO region such as socioeconomic data, housing data, crash data, land use changes, and environmental data as well as ITS infrastructure, traffic analysis zones, and other GIS files necessary to support a variety of CAMPO planning needs.
- Periodic recommendations and/or reports.
- Coordinate the dissemination and consideration of transportation-related performance data.
- Conduct mapping activities that support integration of inventory data with CAMPO's web-based mapping platform.



MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion Date
Annual CAMPO Monitoring Report	CAMPO	October 2026; October 2027
Ongoing performance monitoring and multimodal data collection	CAMPO	Ongoing
Bicycle, pedestrian, truck, and automobile counts	CAMPO	Ongoing
Improved access to and connectivity of the bicycle and pedestrian network	CAMPO	Ongoing
Continuous updates to non-motorized assets, including sidewalks, ramps, and bicycle facilities, are integrated into CAMPO's web-based mapping platform, including map production	CAMPO	Ongoing





4.4 MAINTAIN PAVEMENT MANAGEMENT SYSTEM

DESCRIPTION: This activity involves regular updates and maintenance of the Pavement Management System following improvements or changes to the street network or land uses. A consultant will be hired to collect data on the CAMPO roadway network, building upon the previous pavement surveys. Staff will report on performance measures annually as they relate to pavement maintenance needs and project identification. Staff will continue to implement Carson City's pavement management plan.

ELEMENTS:

- Conduct regular updates and maintenance of the Pavement Management Plan and system.
- Using a contractor, collect pavement survey data for Carson City, Lyon County, and/or Douglas County roadways; funding and agency participation permitting.
- Annual performance reporting of pavement condition within the CAMPO planning area.

MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion Date
Up-to-date pavement management system	CAMPO/ CONSULTANT	Ongoing
Complete pavement survey for participating agencies	CAMPO/ CONSULTANT	March 2028
Annual performance reporting of pavement condition within the CAMPO planning area to support the development of pavement maintenance projects by partner agencies	CAMPO	October 2026; October 2027
Implementation and maintenance of Carson City's Pavement Management Plan	CAMPO	Ongoing





WORK ELEMENT 5.0 – CORRIDOR PLANNING

The goal of Corridor Planning is to invest in Complete Streets with goals to provide a safe and approachable transportation network to allow freedom of transportation choice for travelers of all ages and abilities, including those from marginalized communities, and increased economic development for businesses. Corridor projects identified in CAMPO’s 2050 Regional Transportation Plan will be considered for study within this task in coordination with local partners and NDOT.

Work Element and Description		5.0 Corridor Planning
FY 2027	CPG	\$103,147
	Local Match	\$ 5,429
	Total Cost	\$ 108,576
FY 2028	CPG	\$ 211,870
	Local Match	\$ 11,151
	Total Cost	\$ 223,021
Total Work Element Cost FY 2027 & FY 2028	CPG	\$ 315,017
	Local Match	\$ 16,580
	Total Cost	\$ 331,597





ACTIVITIES

5.1 CORRIDOR STUDIES

DESCRIPTION: This task includes short- and long-range transportation planning activities within the CAMPO Metropolitan Planning Area that may be conducted by Staff and/or Consultants to understand travel behavior, land use including housing and occupational locations, multi-modal needs, necessary safety and operational improvements, preliminary environmental linkages including transportation-stormwater effects, and alternatives analyses for various corridors within the planning area. Periodic reports related to analyses and findings will be produced. The goal of Complete Streets planning is to provide a safe and approachable transportation network for travelers of all ages and abilities, including those from low-income communities and vulnerable communities with different transportation needs who have faced challenges accessing transportation. Corridor projects identified in CAMPO’s 2050 Regional Transportation Plan will be considered for study within this task in coordination with local partners and NDOT.

ELEMENTS:

- Coordination and development for the implementation of the US 50 East Carson Complete Streets Study.
- Coordination and development of the North Carson Complete Streets Feasibility Study.
- Consider Planning and Environmental Linkage (PEL) concepts and practices in corridor study planning reviews where appropriate.
- Consider inter- and intra- regional plans to improve connections between Carson City and Douglas County, and between Carson City and Lyon County.

MILESTONES & BENCHMARKS:

Milestone	Responsible Party	Est. Completion Date
N. Carson Complete Streets Feasibility Study	CAMPO / CONSULTANT	February 2027
Regional Connections / Alternative Access to Lyon County Study	CAMPO / CONSULTANT	June 2028
I-580 / US 395 / US 50 Interchange Feasibility Study	CAMPO / CONSULTANT	December 2028





FY 2027 & FY 2028 UPWP BUDGET & COMBINED SCHEDULED MILESTONES

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





TABLE CAMPO FY 2027 and FY 2028 UPWP COST & FUNDING SUMMARY

CAMPO ACTIVITIES			FY 2027		FY 2028	
			2026 July - December	2027 January - June	2027 July - December	2028 January - June
1.0 MPO Administration	1.1	MPO Administration and Work Program Oversight	MPO Administration and Work Program Oversight			
	1.2	Unified Planning Work Program Oversight and Development		FY 2026 Monetary Agreements		FY 2027 Monetary Agreements
				FY 2027-2028 UPWP (Draft/ Final)		FY 2029-2030 UPWP (Draft/ Final)
	1.3	Transportation Improvement Program (TIP) Administration	Annual Federal Obligations Report; Adopted FFY 2027-2030 TIP		Annual Federal Obligations Report	
1.4	Professional Development	Enhance Staff Capabilities				
1.0 Work Element Cost		\$222,967	\$107,577		\$115,390	
2.0 Outreach, Engagement, and Representation	2.1	MPO Representation	MPO Representation			
	2.2	Public Participation	Public Participation			
	2.3	Regional Transit Coordination & Engagement	Outreach related to JAC transit route planning & adjustments			Transit Rider Survey June
2.0 Work Element Cost		\$91,273	\$44,222		\$47,051	
3.0 Multimodal Planning	3.1	Transit Planning	Alternative Route Planning			
			FY 2027 JAC Monitoring Report; FFY 2027-2029 TAM Plan	CAMPO 5339/ 5310 Call for Grant Projects	FY 2028 JAC Monitoring Report	
	3.2	Technology & Economic Strategy	Staff coordination with partner jurisdictions, utility companies, and NDOT			
	3.3	Active Transportation Planning	Community Outreach & Agency Coordination			
3.4	Regional Consistency Review & Planning Updates	Periodic review/reports on planning documents and policies				
3.0 Work Element Cost		\$70,693	\$40,395		\$30,298	
4.0 Transportation Performance & Asset Management	4.1	Performance Measure Implementation & Management		Safety Performance Measure Targets		Safety Performance Measure Targets
			Public Transit Agency Safety Targets February		Public Transit Agency Safety Targets February	
			FTA Transit Asset Management Targets October		FTA Transit Asset Management Targets October	
			Supporting Nevada's CMAQ Targets October		Supporting Nevada's CMAQ Targets October	
	4.2	Maintain Travel Demand Model	Maintain Travel Demand Model		Coordination and development of a travel demand analysis	
4.3	Data Management, Collection, and Performance Measurement	Bicycle, pedestrian, truck, automobile counts				
		Annual CAMPO Monitoring Report		Annual CAMPO Monitoring Report		
4.4	Maintain Pavement Management System	Annual performance reporting of pavement condition		Annual performance reporting of pavement condition		
4.0 Work Element Cost		\$277,770	\$51,862		\$225,908	
5.0 Corridor Planning	5.1	North Carson Complete Streets Study	North Carson Complete Streets Study			
	5.2	I-580/US 395/ US 50 Interchange			Interchange Study & Design	
	5.3	Alternative Corridors			Alternative Access Study	
5.0 Work Element Cost		\$331,597	\$108,576		\$223,021	
TOTAL COST			FY 2027		FY 2028	
TOTAL UPWP CPG/ LOCAL		\$994,300	\$352,632		\$641,668	
TOTAL OTHER FEDERAL/ LOCAL*		\$230,000	\$230,000		\$0	
TOTAL TWO-YEAR UPWP		\$1,224,300	\$582,632		\$641,668	

* OTHER FUNDING SOURCES (NORTH CARSON COMPLETE STREETS)