



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

Day: Wednesday
Date: October 8, 2025
Time: Beginning at 4:30 pm
Location: Community Center, Robert 'Bob' Crowell Board Room
851 East William Street
Carson City, Nevada

AGENDA

NOTICE TO THE PUBLIC:

Members of the public who wish to view the meeting may watch the livestream of the Carson Area Metropolitan Planning Organization meeting at www.carson.org/granicus and by clicking on “In progress” next to the meeting date, or by tuning in to cable channel 191. Livestream of the meeting is provided solely as a courtesy and convenience to the public. Carson City does not give any assurance or guarantee that the livestream or cable channel access will be reliable. Although all reasonable efforts will be made to provide livestream, unanticipated technical difficulties beyond the control of City staff may delay, interrupt, or render unavailable continuous livestream capability.

The public may provide public comment in advance of a meeting by written submission to the following email address: cmartinovich@carson.org. For inclusion or reference in the minutes of the meeting, your public comment must include your full name and be submitted via email by not later than 3:00 p.m. the day before the meeting. Public comment during a meeting is limited to three minutes for each speaker.

1. Call to Order - Carson Area Metropolitan Planning Organization (CAMPO)

2. Roll Call

3. Public Comment:**

The public is invited at this time to provide comment on any topic that relates to a matter over which this public body has supervision, control, jurisdiction or advisory power, including any such matter that is not specifically included on the agenda as an action item. No action may be taken on a matter raised during this period for public comment.

4. For Possible Action: Approval of Minutes - September 10, 2025

4.A Minutes for September 10, 2025
[Click Here for Staff Report](#)

5. Public Meeting Item(s):

5.A For Possible Action – Discussion and possible action regarding a proposed Amendment 25-05 (“Amendment”) to the Carson Area Metropolitan Planning Organization’s (“CAMPO”) Federal Fiscal Year (“FFY”) 2025-2028 Transportation Improvement Program (“TIP”), with the Amendment making changes to multiple projects listed in Appendix 3, including changes in funding amounts, schedules and project descriptions, and updating the program funding listed in Appendix 1. (Jared Cragun, Transportation Planner)
[Click Here for Staff Report](#)

5.B For Possible Action – Discussion and possible action regarding proposed performance targets for Federal Fiscal Year (“FFY”) 2026 for capital assets funded by the Carson Area Metropolitan Planning Organization (“CAMPO”) and used to provide public transit services, as required by the Federal Transit Administration (“FTA”) Transit Asset Management (“TAM”) Final Rule which requires agencies responsible for funding transit operations to set performance targets on an annual basis based on quantifiable levels of performance or condition for capital assets used in the provision of transit services which includes buses and facilities used by Jump Around Carson (“JAC”) and funded by CAMPO. (Marcus Myers, Transit Coordinator)

[Click Here for Staff Report](#)

6. Non-Action Items

6.A Transportation Manager’s Report (Chris Martinovich, Transportation Manager)
[Click Here for Staff Report](#)

6.B Nevada Department of Transportation Report (Rebecca Kapuler, Assistant Director of Planning, NDOT)
[Click Here for Staff Report](#)

6.C Other comments and reports, which may include future agenda items, status review of additional projects, internal communications and administrative matters, correspondence to CAMPO, project status reports, and comments or other reports from the CAMPO members or staff. (Chris Martinovich, Transportation Manager)
[Click Here for Staff Report](#)

7. Public Comment:**

The public is invited at this time to provide comment on any topic that relates to a matter over which this public body has supervision, control, jurisdiction or advisory power, including any such matter that is not specifically included on the agenda as an action item. No action may be taken on a matter raised during this period for public comment.

8. For Possible Action: To Adjourn

PUBLIC COMMENT LIMITATIONS - The CAMPO will provide at least two public comment periods in compliance with the minimum requirements of the Open Meeting Law prior to adjournment. No action may be taken on a matter raised under public comment unless the item has been specifically included on the agenda as an item upon which action may be taken. **Public comment will be limited to three minutes per speaker to facilitate the efficient conduct of a meeting and to provide reasonable opportunity for comment from all members of the public who wish to speak.

Testimony from a person who is directly involved with an item, such as City staff, an applicant or a party to an administrative hearing or appeal, is not considered public comment and would not be subject to a three-minute time limitation.

Agenda Management Notice - Items on the agenda may be taken out of order; the public body may combine two or more agenda items for consideration; and the public body may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.

Titles of agenda items are intended to identify specific matters. If you desire detailed information concerning any subject matter itemized within this agenda, including copies of the supporting material regarding any of the items listed on the agenda, please contact Christopher Martinovich, Transportation Manager, in writing at 3505 Butti Way, Carson City, Nevada, 89701 or at cmartinovich@carson.org, or by phone at (775) 887-2355. You are encouraged to attend this meeting and participate by commenting on any agendized item.

Notice to persons with disabilities: Members of the public who are disabled and require special assistance or accommodations at the meeting are requested to notify CAMPO staff in writing at 3505 Butti Way, Carson City, Nevada, 89701 or at cmartinovich@carson.org, or by calling Christopher Martinovich at (775) 887-2355 at least 24 hours in advance of the meeting.

This agenda and backup information are available on the City's website at www.carson.org/agendas and at the office for Carson City Public Works - 3505 Butti Way, Carson City, Nevada, 89701 (775) 887-2355.

This notice has been posted at the following locations:

Carson City Public Works, 3505 Butti Way
Community Center, 851 East William Street
City Hall, 201 North Carson Street
Carson City Library, 900 North Roop Street
Community Development Permit Center, 108 East Proctor Street
Douglas County Executive Offices, 1594 Esmeralda Avenue, Minden
Lyon County Manager's Office, 27 South Main Street, Yerington
Lyon County Utilities, 34 Lakes Blvd, Dayton
Nevada Department of Transportation, 1263 S. Stewart Street, Carson City
www.carson.org/agendas
notice.nv.gov



STAFF REPORT

Report To:

Meeting Date: October 8, 2025

Staff Contact:

Agenda Title: Minutes for September 10, 2025

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

Proposed Motion

I move to approve the minutes, as presented.

Board's Strategic Goal

Previous Action

Background/Issues & Analysis

Applicable Statute, Code, Policy, Rule or Regulation

Financial Information

Is there a fiscal impact? No

If yes, account name/number:

Is it currently budgeted? No

Explanation of Fiscal Impact:

Alternatives

Attachment(s):

09-10-25 Minutes (CAMPO).pdf

Motion: _____

1) _____
2) _____

Aye/Nay

(Vote Recorded By)

CARSON AREA METROPOLITAN PLANNING ORGANIZATION

Minutes of the September 10, 2025 Meeting

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A regular meeting of the Carson Area Metropolitan Planning Organization (CAMPO) was scheduled for 4:30 p.m. on Wednesday, September 10, 2025, in the Community Center, Robert “Bob” Crowell Boardroom, 851 East William Street, Carson City, Nevada.

PRESENT: Chairperson Gregory Novak
Vice Chairperson Lucia Maloney
Member Lori Bagwell
Member John Cassinelli
Member Robert “Jim” Dodson
Member Jon Erb
Member Lisa Schuette
Ex-Officio Member Rebecca Kapuler

STAFF: Darren Schulz, Public Works Director
Chris Martinovich, Transportation Manager
Lucas Burr, Deputy District Attorney
Kelly Norman, Senior Transportation Planner/Analyst
Casey Sylvester, Transportation/Traffic Engineer
Jared Cragun, Transportation Planner/Analyst
Rebecca Bustos, Grant Analyst
Marcus Myers, Transit Coordinator
Tamar Warren, Senior Deputy Clerk

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

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

(4:30:08) – Chairperson Novak called the meeting to order at 4:30 p.m.

2. ROLL CALL

(4:30:33) – Roll was called, and a quorum was present.

3. PUBLIC COMMENT

(4:31:05) – Chairperson Novak entertained public comments. Mark Costa noted that the Project Prioritization Criteria and Methodology discussion (item 5.B) was straightforward and that “there’s a tie-in between the summary and goal areas.” He inquired, “How are the weights determined ... and what input was used to get that?” Mr. Costa also wished to see “separate summaries for the different types of

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funding with the amount [shown] for each funding type.” He inquired whether the criteria would be discussed during a scheduled public meeting.

4. FOR POSSIBLE ACTION: APPROVAL OF MINUTES

4.A MINUTES FOR AUGUST 13, 2025

(4:34:22) – Chairperson Novak introduced the item and entertained corrections and/or a motion.

(4:34:28) – Vice Chair Maloney moved to approve the minutes of the CAMPO August 13, 2025, meeting as presented. The motion was seconded by Member Bagwell and carried 7-0-0.

5. PUBLIC MEETING ITEM(S):

5-A FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION REGARDING APPROVAL OF THE FEDERAL FISCAL YEAR (“FFY”) 2026 – 2028 TITLE VI PROGRAM (“PROGRAM”) FOR THE CARSON AREA METROPOLITAN PLANNING ORGANIZATION (“CAMPO”) AND THE JUMP AROUND CARSON (“JAC”) TRANSIT SYSTEM.

(4:34:56) – Chairperson Novak introduced the item. Mr. Myers gave background and reviewed the updated Title VI Program for Jump Around Carson (JAC), adding that no comments were received during the 15-day public comment period. He also noted that Chair Novak’s title and a few grammatical corrections would be made prior to submission. Chair Novak reminded everyone that the Federal Fiscal Year would end on September 30, 2025, “and we don’t know what’s going to happen between now and then or after.” Member Schuette requested creating a brochure of frequently asked questions for those “struggling with English proficiency.” She was also informed that the typical wait time for those changing buses is “no more than 10-15 minutes.” Vice Chair Maloney noted that according to the transit operator, two bus drivers were bilingual. There were no public comments; therefore, Chair Novak entertained a motion.

(4:41:00) – Member Schuette moved to approve the FFY 2026 - 2028 Title VI Program as amended. The motion was seconded by Member Bagwell and carried 7-0-0.

5.B FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION REGARDING APPROVAL OF USING A PROJECT PRIORITIZATION CRITERIA AND METHODOLOGY SUMMARY (“SUMMARY”) FOR PRIORITIZING PROJECTS AS PART OF THE CARSON AREA METROPOLITAN PLANNING ORGANIZATION (“CAMPO”) 2050 REGIONAL TRANSPORTATION PLAN (“RTP”) INCLUDING DISCUSSION ON RECOMMENDED CRITERION, SCORING, WEIGHTING, AND OTHER TOPICS TO BE USED FOR PRIORITIZING PROJECTS IN THE RTP.

(4:41:30) – Chair Novak introduced the item. Member Schuette read into the record a prepared disclosure statement, advised of no disqualifying conflict of interest, and stated that she would participate in

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discussion and action. Mr. Martinovich reviewed the goals, which he said are compatible with federal and state transportation goals and are consistent with input received from the CAMPO community. Those goals are Safety, Mobility, Preservation, Quality of Life, Adaptability, and Prosperity. He noted that the criteria and methodology were developed using several factors, such as alignment with CAMPO's established goals; alignment with the goal areas of the Nevada Department of Transportation's One Nevada Plan; and a performance-based planning approach that considers performance targets such as Safety, Infrastructure Condition, Mobility, and others. He stated that the factors noted above had incorporated input from a recent public survey to ensure a fair scoring across different project types.

(4:49:05) – Mr. Martinovich responded to an earlier public comment, noting that a public meeting was scheduled on September 24, 2025. He also reviewed the North Carson Street Complete Streets Projects as an example of how a project is scored. Member Bagwell received clarification that the public comments were for the projects and not for the scoring criteria. Discussion ensued regarding the priorities. Member Bagwell highlighted the importance of safety (and reducing fatalities) and believed the Quality of Life at 15 percent was high. Vice Chair Maloney prioritized road preservation, which she believed was a major concern of the residents. Member Schuette cautioned against having high housing and transportation costs that outweigh personal income. Member Dodson believed that not all projects would be ranked the same way, as funding might influence the criteria. Discussion ensued, and Member Bagwell noted that “the preservation criteria and measures need help.” Mr. Martinovich explained that a “pure preservation project” would receive a total of 11 points. Member Bagwell wished to go through several different scenarios to better understand the scoring. Member Cassinelli inquired about the weight of the public input. Chair Novak entertained public comments.

(5:15:01) – Mr. Costa believed that the published criteria would show the public how goals interact and how the different criteria are evaluated. He agreed with Member Dodson about not all projects being ranked in the same way; however, he believed that cost would be a major factor in choosing a project because a higher-ranked project may not have the funds to proceed. Mr. Martinovich noted that the public input would weigh in, even though it is not a scoring factor. He also recommended the following:

- Eliminate from the Preservation criteria: *Does this project enhance existing roadway, multi-use path, sidewalk, transit capital, etc.?*
 - Assign the eliminated criterion points to: *Maintain our region's existing transportation infrastructure.*
- Reduce Quality of Life criteria by 2.5 points and assign it to Preservation.

(5:24:52) – Mr. Martinovich informed Member Erb that the document would not remain static and amendments would be based on documented changes and not on perceived changes. He also recommended having the project list as an appendix to implement changes more easily. There were no additional comments; therefore, Chair Novak entertained a motion.

(5:26:29) – Member Bagwell moved to approve the use of the Project Prioritization Criteria and Methodology for use in prioritizing projects in the RTP, with the changes to: Preservation to 22.5 percent, Quality of Life to 12.5 percent, and the changes in the criteria and measures as outlined above. The motion was seconded by Member Dodson and carried 7-0-0.

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5.C FOR DISCUSSION ONLY – DISCUSSION AND PRESENTATION REGARDING THE CARSON AREA METROPOLITAN PLANNING ORGANIZATION’S (“CAMPO”) ACTIVITIES DURING FISCAL YEAR (“FY”) 2025 WHICH MAY INCLUDE DISCUSSION OF UNIFIED PLANNING WORK PROGRAM (“UPWP”) BUDGETARY PERFORMANCE AND ACCOMPLISHMENT OF SCHEDULED MILESTONES.

(5:27:58) – Chairperson Novak introduced the item. Mr. Martinovich reviewed the Annual Summary incorporated into the record as an attachment to the Staff Report and responded to clarifying questions. He also noted that Staff were following the changes, especially in funding, at the federal and State level. Chair Novak thanked Staff for researching all possible funding sources. Vice Chair Maloney was pleased to see that the JAC monitoring report will be presented in October. This item was not agendized for action.

6. NON-ACTION ITEMS

6.A TRANSPORTATION MANAGER’S REPORT

(5:31:28) – Mr. Martinovich announced that the RTP meeting for public projects would take place in the Bonanza Room, on September 24, 2025, at 6-8 p.m. He also invited the CAMPO Board to listen to a podcast featuring Ms. Norman’s interview with KNBC regarding the Regional Transportation Plan. Mr. Martinovich noted that the CAMPO had responded to the Transportation Secretary’s letter and had provided information on priority safety projects. He also updated the Board on the activities surrounding the Surface Transportation Bill. Mr. Martinovich informed the Board that the US Hwy 50 Corridor Study would be presented to the Board soon as it nears completion. He announced that they had received approval from the Nevada Department of Transportation to update their policies.

6.B NEVADA DEPARTMENT OF TRANSPORTATION REPORT

(5:25:30) – Ms. Kapuler announced that the FFY 2026 Annual Work Program had been accepted by the Transportation Board, and it would be sent to the Federal Highway Administration (FHWA) for approval. She also announced that the list of NDOT projects was posted on their website. Ms. Kapuler reminded everyone that they would work with event organizers to ensure they provided safety information to those traveling to events such as the Candy Dance, Street Vibrations, etc. She also asked everyone to be mindful of the students who are walking to and from school, adding that the highway maintenance staff were preparing for the winter events already. Ms. Kapuler announced the State Route 28 Transit Hub, a construction project for 250 parking spaces and a watercraft safety inspection area, adding that the six-mile US Hwy 50 resurfacing in Dayton would occur in 2026. She also informed Chair Novak that the August Redistribution adjustments were underway, but the projects had not yet been identified. Ms. Kapuler updated the Board on the cyberattacks, adding that the internal systems were working; however, they had not been connected to the State yet. Mr. Martinovich announced that Carson City had been awarded two of the three Highway Safety Improvement Program (HSIP) project funds for which they had applied. Ms. Kapuler praised Staff for their efforts in securing the funding.

6.C OTHER COMMENTS AND REPORTS

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(5:42:23) – None.

7. PUBLIC COMMENT

(5:42:40) – Chairperson Novak entertained final public comments; however, none were forthcoming.

8. FOR POSSIBLE ACTION: TO ADJOURN

(5:42:55) – Chairperson Novak adjourned the meeting at 5:42 p.m.

The Minutes of the September 10, 2025, Carson Area Metropolitan Planning Organization meeting are so approved on this 8th day of October 2025.



STAFF REPORT

| | | | |
|-----------------------|--|------------------------|-----------------|
| Report To: | Carson Area Metropolitan Planning Organization | Meeting Date: | October 8, 2025 |
| Staff Contact: | Darren Schulz, Public Works Director | | |
| Agenda Title: | For Possible Action – Discussion and possible action regarding a proposed Amendment 25-05 (“Amendment”) to the Carson Area Metropolitan Planning Organization’s (“CAMPO”) Federal Fiscal Year (“FFY”) 2025-2028 Transportation Improvement Program (“TIP”), with the Amendment making changes to multiple projects listed in Appendix 3, including changes in funding amounts, schedules and project descriptions, and updating the program funding listed in Appendix 1. (Jared Cragun, Transportation Planner) | | |
| Agenda Action: | Formal Action / Motion | Time Requested: | 5 minutes |

Proposed Motion

I move to approve the Amendment, as presented.

Board's Strategic Goal

N/A

Previous Action

March 12, 2025 (Item 5.A) – CAMPO approved amendment 25-02 of the FFY 2025-2028 TIP.

January 8, 2025 (Item 5.B) – CAMPO approved amendment 25-01 of the FFY 2025-2028 TIP.

Background/Issues & Analysis

CAMPO is responsible for carrying out transportation planning activities within the Carson Metropolitan Planning Area. The TIP document is developed in collaboration with Carson City, Douglas County, Lyon County, and the Nevada Department of Transportation (“NDOT”). The projects within the TIP are consistent with CAMPO’s adopted goals and are anticipated to contribute to meeting CAMPO’s performance targets. The adopted goals and performance targets are contained within CAMPO’s 2050 Regional Transportation Plan (“RTP”), available at www.CarsonAreaMPO.com. All projects programmed within the TIP are financially constrained, meaning funding is reasonably anticipated to be available, as documented within the 2050 RTP.

Two administrative amendments, Amendment 25-03 and 25-04, were completed between March 2025 and this proposed formal amendment. Amendment 25-03 updated funding amounts for CC20230004 - Curry Street Complete Streets Improvement Project, LY20240007 – East Dayton Bridge, CC20230006 - District 3, Fifth Street Roundabout, and LY20220002 - US 50, East of Dayton, Fortune Drive to Six

Mile Canyon Road – Preservation. Amendment 25-04 updated funding for LY20220002 - US 50, East of Dayton, Fortune Drive to Six Mile Canyon Road – Preservation and revised the project name for LY20240007 from the Chaves Road Bridge to East Dayton Bridge.

The proposed Amendment will:

- Updated funding as requested by NDOT for CC20220004 - US 50, Carson City, from FRCC11 to East Deer Run Road;
- Updated funding for CC20220009 - District 5 Ash Canyon Road;
- Moved Preliminary Engineering to Fiscal Year (“FY”) 2026 for CC20220012 - Carson City Jump Around Carson (JAC) Transit Center;
- Updated funding and project description for CC20230003 - FTA 5339 Bus/Facility Grant Awards;
- Removed Highway Safety Improvement Program (“HSIP”) funding for CC20230004 - Curry Street Complete Streets Improvement Project;
- Updated funding and moved Construction to FY 2026 for CC20230005 - Carmine Street CDBG Project;
- Moved Preliminary Engineering to FY 2026 for CC20250001 - Saliman Road School Routes Improvement Project;
- Updated funding and project description for CC20250002 - FTA 5310 Mobility of Seniors and Individuals w/ Disabilities;
- Changed funding category from Preliminary Engineering to Other for LY20240007 - East Dayton Bridge; and
- Replaced HSIP funds with Surface Transportation Block Grant funds as requested by NDOT for XS20230002 - US 395 Carson Valley Phase 1.

The proposed Amendment also updates Table 1 in Appendix 1 to reflect the changes made to projects in Appendix 3. All proposed revisions are incorporated into the attached Exhibit 1.

Formal TIP amendments require a 14-day comment period as described in CAMPO’s Public Participation Plan. The public comment period for this action opened on September 17, 2025, and ended on October 1, 2025. No public comments were received.

Applicable Statute, Code, Policy, Rule or Regulation

23 CFR 450.328

Financial Information

Is there a fiscal impact? No

If yes, account name/number: Project # G302825001, CAMPO Fund, CAMPO Grants / 2453028-501210

Is it currently budgeted? Yes

Explanation of Fiscal Impact: The TIP is a federally required document that programs funding for projects that are of regional significance and/or are funded with federal transportation funding. This document does not commit CAMPO's or a local jurisdiction's funding. Future agreements between NDOT and local jurisdictions will commit funding and resources. CAMPO has demonstrated that funding is reasonably expected to be available through the 2050 RTP, consistent with federal regulations.

The fiscal impact associated with this item is for staff time to administer the TIP. Unified Planning Work Program ("UPWP") tasks are reimbursable with federal planning funds at a rate of 95%. The 5% local match has been budgeted within CAMPO's approved Fiscal Years 2025 & 2026 UPWP, Work Element 1.0, MPO Administration.

Alternatives

Do not approve the Amendment and provide alternative directions to staff.

Attachment(s):

[5A_CAMPO_Exhibit 1 TIP FFY25-FFY28 Amendment 25-05.pdf](#)

[5A_CAMPO_Exhibit 2 - UPWP Cost Funding Summary Table.pdf](#)

Motion: _____

1) _____

Aye/Nay

2) _____

(Vote Recorded By)



**TRANSPORTATION IMPROVEMENT PROGRAM
For
Federal Fiscal Year 2025 through 2028**

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

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CAMPO TIP FFY 2025-2028 Document Revision History

| Version | CAMPO Adoption Date | TIP Action | Summary of Changes |
|---------|---------------------|-----------------------------|--|
| 25-00 | 12/11/2024 | Formal Adoption | Document revision & update; Consultation with Carson City, Lyon County, Douglas County, Washoe Tribe of Nevada & California, and NDOT stakeholders; |
| 25-01 | 1/8/2025 | Formal Amendment | Updated funding for District 3 Fifth Street Roundabout Project; Updated funding for Curry Street Complete Streets Improvement Project; Add District 2, Little Lane Project; Add FTA 5307 Small Urban Apportionment; Delete project CC20240004 and combine funding into FTA 5339 Bus/Facility Grant Awards |
| 25-02 | 3/12/2025 | Formal Amendment | Updated project limits for US 50, Carson City, from FRCC11 to East Deer Run Road; US 50, Douglas County/Carson City, Spooner Summit-Preservation moved back; Updated funding for Chaves Road Bridge; Updated funding for Curry Street Complete Streets Improvement Project; Updated funding for College and Fairview Pedestrian Safety Improvement Project; Add FTA 5310 Mobility of Seniors and Individuals w/ Disabilities; Add Saliman Road School Routes Improvement Project |
| 25-03 | 4/15/2025 | Administrative Modification | Update funding for Curry Street Complete Streets Improvement Project; Update funding amount for Chaves Road Bridge; Change funding amount for District 3, Fifth Street Roundabout; Removed AC on STBG and NHPP to match NDOT initiated changes for US 50, East of Dayton, Fortune Drive to Six Mile Canyon Road - Preservation; Moved Construction to FFY27, increase NHPP, added HSIP and protect funds to match NDOT initiated changes for US 395 Carson Valley Phase 1 |
| | | | (Continued on next page) |

| | | | |
|-------|-----------|-----------------------------|--|
| 25-04 | 7/29/2025 | Administrative Modification | (Continued from previous page) Update funding for US 50, East of Dayton, Fortune Drive to Six Mile Canyon Road – Preservation; Change project name of Chaves Road Bridge to East Dayton Road Bridge |
| 25-05 | 10/8/2025 | Formal Amendment | Updated funding for US 50, Carson City, from FRCC11 to East Deer Run Road Updated funding for District 5 Ash Canyon Road Moved Preliminary Engineering to FY 2026 for Carson City Jump Around Carson (JAC) Transit Center Updated funding and project description for FTA 5339 Bus/Facility Grant Awards Removed HSIP funding for Curry Street Complete Streets Improvement Project Updated funding and moved Construction to FY 2026 for Carmine Street CDBG Project Moved Preliminary Engineering to FY 2026 for Saliman Road School Routes Improvement Project Updated funding and project description for FTA 5310 Mobility of Seniors and Individuals w/ Disabilities Moved Preliminary Engineering cost to Other for East Dayton Bridge Replaced HSIP funds with STBG to match Masterworks for US 395 Carson Valley Phase 1 |

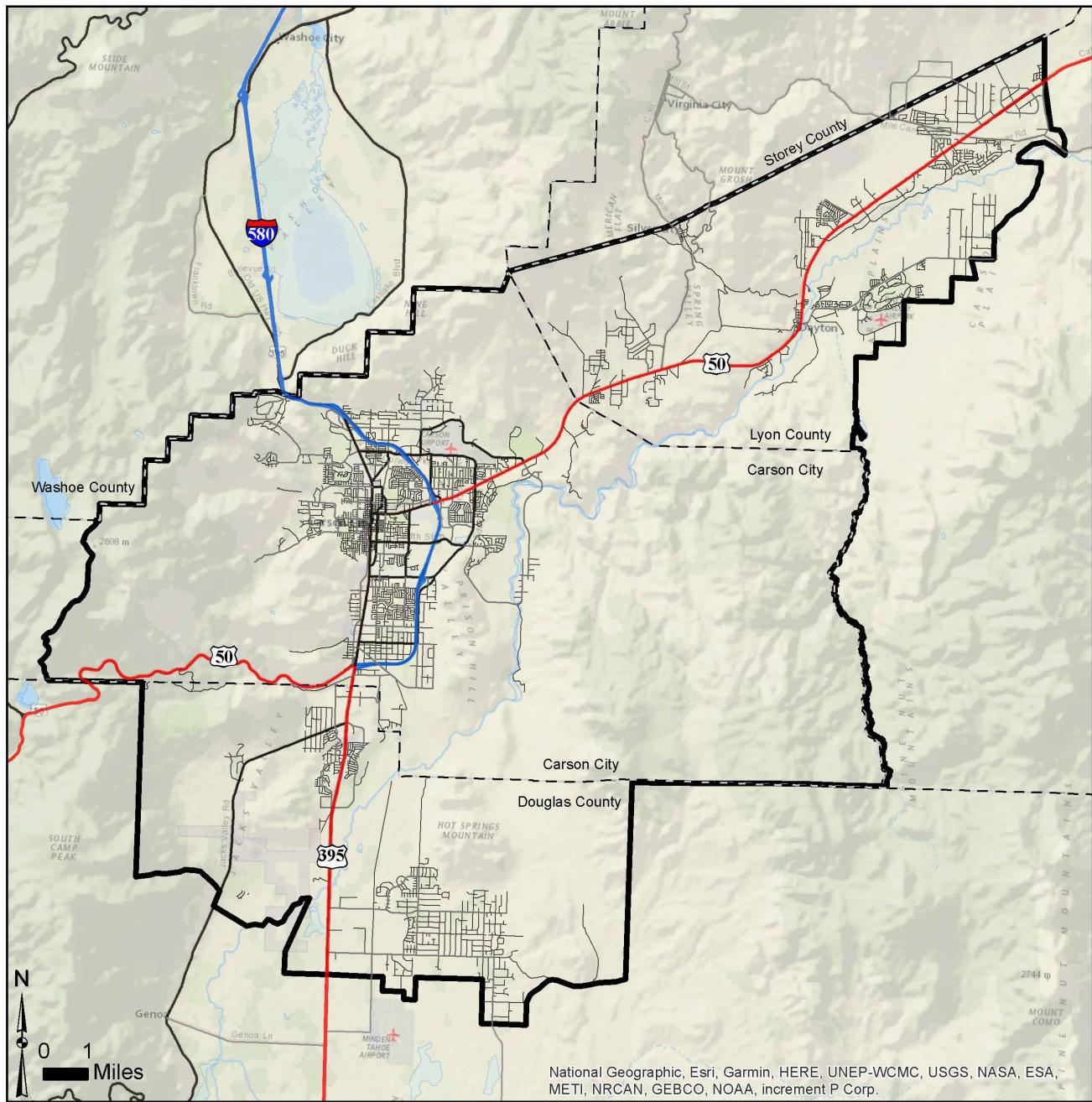
Introduction/ Purpose

The Transportation Improvement Program (TIP) is a prioritized listing of transportation improvement projects covering a four-year period that is developed and formally adopted by the Carson Area Metropolitan Planning Organization (CAMPO). The Nevada Governor, in accordance with Federal regulations, designated the CAMPO in 2003. CAMPO is responsible for carrying out transportation planning activities within the Metropolitan Planning Area (MPA), shown in Figure 1. The MPA encompasses the urbanized areas, as defined by the US Census Bureau, and a larger geographical area that is likely to urbanize within the next 20 years. The central contiguous urbanized area includes most of the City of Carson City, a portion of northern Douglas County, and a portion of western Lyon County. Additionally, there are two urban clusters within the MPA, which are the Johnson Lane area in Douglas County and the Dayton area in Lyon County.

The TIP must be consistent with the Statewide Transportation Improvement Program (STIP) and must be updated at a minimum of every four years and is based on the federal fiscal year (FFY) (October – September). The TIP must be consistent with CAMPO's long-range Regional Transportation Plan (RTP), available at www.CarsonAreaMPO.com. The TIP contains a listing of all federally funded transportation projects and projects of regional significance, regardless of the funding source. The TIP must identify funding from public and private sources that are reasonably expected to be made available to implement a project. Per federal guidelines, the TIP must include a financially constrained project list. See page 11 for TIP requirements.

The projects that have remained or added to the FFY 2025 - FFY 2028 CAMPO TIP have been prioritized through a performance-driven, outcome-based approach based on the consideration of the goals, objectives, performance measures, and targets within Federal Legislation, Federal Planning Emphasis Areas, Federal Planning Factors, the Nevada Department of Transportation (NDOT) Strategic Highway Safety Plan (SHSP), NDOT State project prioritization process (One Nevada Transportation Plan), regional priorities outlined in the 2050 CAMPO RTP, CAMPO's Annual Monitoring Report Performance Targets, and the Jump Around Carson (JAC) Transit Asset Management Plan. CAMPO has coordinated with partner agencies including Lyon County, Douglas County, Carson City, NDOT, Washoe Tribe of Nevada and California, and Jump Around Carson (JAC).

**Figure 1: CAMPO MPA
Boundary**



Federal Transportation Legislation

The Moving America Ahead for Progress in the 21st Century (MAP-21) Act was signed into law in 2012. MAP-21 focused on implementing performance measures and performance-based planning. Under MAP-21, the United States Department of Transportation (DOT) established a requirement for State DOTs and MPOs to set performance targets. Per MAP-21, MPOs must incorporate these targets and associated performance measures into their TIP and RTP.

MAP-21 requires that transportation improvement programs developed by MPOs include a description of the anticipated effort of the program on achieving regional performance targets identified in the RTP. This requirement is designed to directly link investments to performance targets. The TIP is used to program and track the progress of projects in meeting these performance measures. MAP-21 establishes national performance goals for the Federal-aid highway program in seven areas:

- safety;
- infrastructure condition;
- congestion reduction;
- system reliability;
- freight movement and economic vitality;
- environmental sustainability, and
- reduced project delivery delays.

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

On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) was signed into law. This five- year transportation bill continues core provisions from the two previous transportation bills (FAST Act and MAP-21) with an updated emphasis on safety, research, and the link between housing and transportation.

The Federal Highway Administration (FHWA) has established defined performance measures and target- setting methodology for MPOs and state transportation agencies to monitor and report. The performance measures are aimed at tracking safety, infrastructure condition, and system performance. CAMPO reports on these targets through its annual Transportation Network Monitoring Report.

Using this Transportation Network Monitoring Report, CAMPO can prioritize projects and programs that aim to achieve these performance measures and help CAMPO's member agencies be competitive when applying for State and Federal discretionary grant funding. The DOT FHWA Safety Performance Measure (PM) Final Rule establishes requirements to assess fatalities and serious injuries on public roads. The five established safety performance measures, based on a five-year rolling average, are:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million Vehicle Miles Traveled
- Number of Non-motorized Fatalities and Serious Injuries

Federal Planning Emphasis Areas

In December 2021, the FHWA and the Federal Transit Administration (FTA) jointly developed Planning Emphasis Areas (PEAs) to promote policy, procedural, and technical topics that are to be considered by metropolitan planning organizations. The PEAs address a mix of planning issues and priority topics identified as requiring additional focus by MPOs. Highlights of the PEAs include:

- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Federal Planning Factors

Transportation legislation lists ten factors that must be considered as part of the transportation planning process for all metropolitan areas. The most recent update with the IIJA includes housing in the fifth planning factor. The following factors shall be explicitly considered, analyzed as appropriate, and reflected in the planning process products (23 USC 134 (h)):

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
- Emphasize the preservation of the existing transportation system;
- Promote efficient system management and operation;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

Nevada Strategic Highway Safety Plan (SHSP)

NDOT and the Department of Public Safety formed a Technical Working Group to develop a statewide safety plan in 2004, with a recent update in 2021 for the years 2021-2025. Nevada's Strategic Highway Safety Plan (SHSP) is a comprehensive data-driven statewide safety plan that identifies the highest causes of fatalities and serious injuries on Nevada's roadways and provides a coordinated framework for reducing the crashes that cause fatalities and serious injuries. The SHSP establishes statewide goals and critical emphasis areas focusing on the 6 E's of traffic safety: Equity,

Engineering, Education, Enforcement, Emergency Medical Services/Emergency Response/Incident Management, and Everyone. Goals and strategies are developed in consultation with federal, tribal, state, local, and private-sector safety stakeholders. The purpose of the SHSP is to eliminate traffic-related fatalities and serious injuries by combining and sharing resources across disciplines and strategically targeting efforts to the areas of greatest need. Nevada has enlisted state, local, tribal, and federal agencies; institutions; private-sector firms; and concerned citizens to help solve this problem.

One Nevada Transportation Plan

One Nevada Transportation Plan (One Nevada) is Nevada's long-range transportation plan detailing a data-driven, transparent approach to identifying priority projects. CAMPO strives to remain consistent with One Nevada's six goal areas that include data-driven needs identification and validation, consistency with the NDOT priorities, and projects ranked on project readiness, performance targets, and geographic distribution. One Nevada's six critical goal areas are shown below.



CAMPO 2050 RTP

Per federal guidelines, the TIP continues to build upon the goals and objectives articulated in CAMPO's 2050 RTP. By incorporating these goals into short-range programming activities, projects are linked to the region's vision and long-term investment strategy. The five CAMPO goals and performance measures are listed below.

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

Transit Asset Management

MAP-21 required a system to monitor and manage public transportation assets to improve safety, increase reliability and performance, and established performance measures. MAP-21 grouped transit providers into two categories: Tier 1 and Tier 2 based in part on the number of vehicles and the number of fixed routes operated. CAMPO is under the Tier 2 category.

Tier 2 agencies are responsible for four elements of Transit Asset Management (TAM)

- **An inventory of assets:** A register of capital assets and information about those assets.
- **A condition assessment of inventoried assets:** A rating of the assets' physical state; to be completed for assets an agency has direct capital responsibility for; should be at a level of detail sufficient to monitor and predict the performance of inventoried assets.
- **Description of a decision support tool:** An analytic process or tool that (1) assists in capital asset investment prioritization and/or (2) estimates capital needs over time.
- **A prioritized list of investments:** A prioritized list of projects or programs to manage or improve the state of good repair (SGR) of capital assets.

Transit asset management is measured by asset class. The following table provides a description of each asset class and the performance measure used for each. CAMPO only reports on equipment, rolling stock, and facilities since it does not own any assets that would qualify under the infrastructure category.

Table 1: Transit Agency Tiers

| Asset Class | Description | Performance Measure |
|----------------------|--|--|
| Equipment | Non-revenue support service and maintenance vehicles | Percentage of vehicles met or exceeded Useful Life Benchmark* |
| Rolling Stock | Revenue vehicles by mode | Percentage of vehicles met or exceeded Useful Life Benchmark |
| Facilities | Maintenance and administrative facilities; and passenger stations (buildings) and parking facilities | Percentage of assets with condition rating below 3.0 on FTA TERM Scale |

*Useful Life Benchmark is used by transit agencies to track the performance of revenue vehicles and service vehicles

Financially Constrained Project Listing

Per federal regulation, projects included in the STIPs and CAMPO's TIP shall be prioritized and financially constrained by year and based on funding reasonably expected to be available. CAMPO is committed to developing a transparent programming process that allocates funding effectively to maintain an efficient multi-modal transportation system. National performance goals, Nevada State Transportation Planning goals, Regional Transportation goals, and Transit Asset Management are considered during project evaluation and selection. These multi-tiered and coincident goals help plan, prioritize, and program CAMPO transportation investments.

eSTIP

The eSTIP (Electronic State Transportation Improvement Program) is a searchable database that can be filtered based on project criteria. This online platform was developed by the Nevada Department of Transportation, in coordination with Nevada's four Metropolitan Planning Organizations.

Changes to the projects are in real-time so users can find the most up-to-date information. Project details and customized reports are available to view and download on the eSTIP website, at <https://estip.nevadadot.com>.

The eSTIP categorizes transportation projects into five general categories: roadway, transit, bicycle and pedestrian, environmental, or other. Additionally, project funding and schedule are broken into four potential phases: preliminary engineering (PE), right-of-way (ROW), construction, and others.

Information from the eSTIP website on funding sources and projects are incorporated into this formal document as follows:

- A list and description of all federal funding sources present in CAMPO's FFY 2025 - 2028 Transportation Improvement Program
- A table showing programmed funds by funding source and year for CAMPO's FFY 2025 - 2028 Transportation Improvement Program
- A detailed project listing for all projects in CAMPO's FFY 2025 - 2028 Transportation Improvement Program (see Appendix A)

Administrative Modifications and Formal Amendments

Administrative modifications, as defined in 23 CFR 450.104, are minor revisions to the TIP, as defined by the Public Participation Plan, as small increases to project costs (less than \$5 Million or less than 20% of the total project cost), changes to non-federal funding sources previously included in the TIP, changes to a project phase initiation date or other changes to contact information, description, maps, etc. An administrative modification does not require public review and comment period or a redemonstration of fiscal constraint. All other changes require Formal Amendments. Formal Amendments may include only appendices and a shortened list of projects for efficiency purposes.

TIP Funding Sources

Federal Highway Administration (FHWA)

| | |
|-----------------|--|
| Carbon 50K-200K | Carbon Reduction Program Funding – areas with population over 50,000 to 200,000 |
| CDS | Congressionally Designated Funding |
| FLAP | Federal Lands Access Program- The FLAP improves transportation facilities that provide access to, are adjacent to, or are located within Federal Lands. |
| HIP | Highway Infrastructure Program (HIP) – Made up of two apportionments: FHWA N4510.826 & FHWA N4510.835; distributed to States, suballocated within States. Projects MUST be on the Federal Aid System, with few exceptions. |
| HSIP | Highway Safety Improvement Program |
| NHPP | National Highway Performance Program |
| PROTECT Program | Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Discretionary Grant Program |
| RAISE | Rebuilding American Infrastructure with Sustainability and Equity - DOT competitive discretionary grant |
| SRTS | Safe Routes to School |
| STBG 5K-200K | Surface Transportation Block Grant Program (canceled) – areas with population over 5,000 to 200,000 |
| STBG 50K-200K | Surface Transportation Block Grant Program – areas with population over 50,000 to 200,000 |
| STBG Statewide | Surface Transportation Block Grant Program – Statewide |
| TAP 5K-200K | Transportation Alternatives Program (canceled) – areas with a population over 5,000 to 200,000 |
| TAP 50K-200K | Transportation Alternatives Program – areas with a population over 50,000 to 200,000 |
| TAP Flex | Transportation Alternatives Program (canceled) – funds flexed by the State DOT to small urban and rural areas |
| TAP Flex STBG | Transportation Alternatives Set-Aside Program – funds for various smaller-scale transportation projects across the state |
| TIGER | Transportation Investment Generating Economic Recovery – DOT competitive discretionary grant |

Department of Housing and Urban Development (HUD)

| | |
|------|-----------------------------------|
| CDBG | Community Development Block Grant |
|------|-----------------------------------|

Federal Transit Administration (FTA)

| | |
|----------------|--|
| 5307 | Urbanized Area Formula Grants – Section 5307 for small urban areas with a population between 50,000 and 200,000 |
| 5310 | Enhanced Mobility of Seniors & Individuals with Disabilities – Section 5310 for small urban areas with a population between 50,000 and 200,000 |
| 5339 | Bus and Bus Facilities – Section 5339 for small urban areas with a population between 50,000 and 200,000 |
| 5339(b) or (c) | Bus and Bus Facilities Discretionary Program – competitive program open to all urban and rural recipients eligible under Section 5307, as well as States and Indian Tribes |

Appendix 1: Table 1

Programmed Funds by Funding Source and Year for CAMPO's FFY 2025-2028 Transportation Improvement Program

| FUNDING SOURCE | PRIOR | 2025 | 2026 | 2027 | 2028 | 2029 | TOTAL YEAR (FFY 2025- 2028) |
|--|--------------------|---------------------|---------------------|---------------------|---------------------|---------------------|-----------------------------------|
| Carbon Reduction Program 50K-200K (Carson City) | \$0 | \$0 | \$0 | \$310,212 | \$0 | \$0 | \$310,212 |
| Congressionally Directed Spending | \$108,342 | \$4,491,658 | \$0 | \$5,600,000 | \$0 | \$0 | \$10,091,658 |
| FHWA FLAP | \$0 | \$0 | \$1,003,000 | \$8,587,000 | \$0 | \$0 | \$9,590,000 |
| FTA 5307 Sm Urb Operating | \$0 | \$1,875,404 | \$2,034,587 | \$125,337 | \$0 | \$0 | \$4,035,328 |
| FTA 5310 Elderly/Disabled Sm Urb Capital | \$0 | \$0 | \$200,155 | \$222,967 | \$0 | \$0 | \$423,122 |
| FTA 5339 Bus/Fac Sm Urb Capital | \$0 | \$347,928 | \$0 | \$0 | \$0 | \$0 | \$347,928 |
| HSIP | \$0 | \$0 | \$906,342 | \$4,189,034 | \$0 | \$0 | \$5,095,376 |
| NHPP | \$0 | \$0 | \$29,301,250 | \$43,276,989 | \$32,917,500 | \$0 | \$105,495,739 |
| PROTECT PROGRAM | \$0 | \$0 | \$0 | \$2,000,000 | \$0 | \$0 | \$2,000,000 |
| RAISE Grant | \$0 | \$9,300,000 | \$0 | \$0 | \$0 | \$0 | \$9,300,000 |
| STBG 50K-200K | \$0 | \$1,971,250 | \$500,000 | \$2,483,611 | \$2,600,000 | \$0 | \$7,554,861 |
| STBG FLEX | \$0 | \$0 | \$3,093,750 | \$9,542,498 | \$10,972,500 | \$0 | \$23,608,748 |
| TAP 5K-200K STBG | \$0 | \$0 | \$119,209 | \$0 | \$0 | \$0 | \$119,209 |
| TAP FLEX STBG | \$1,648,723 | \$0 | \$725,087 | \$0 | \$0 | \$0 | \$725,087 |
| FEDERAL SUBTOTAL | \$1,757,065 | \$17,986,240 | \$37,883,380 | \$76,337,648 | \$46,490,000 | \$0 | \$178,697,268 |
| Carson City Local - CAMPO | \$779,185 | \$1,585,112 | \$8,603,977 | \$1,193,061 | \$0 | \$20,743,000 | \$11,382,150 |
| Douglas County Local- CAMPO | \$0 | \$0 | \$0 | \$0 | \$200,000 | \$0 | \$200,000 |
| Local Fund | \$361,927 | \$15,887,973 | \$100,000 | \$0 | \$0 | \$0 | \$15,987,973 |
| Lyon County Local - CAMPO | \$0 | \$66,000 | \$0 | \$0 | \$0 | \$0 | \$66,000 |
| NV Com Dev Block Grant | \$0 | \$0 | \$450,000 | \$0 | \$0 | \$0 | \$450,000 |
| LOCAL SUBTOTAL | \$1,141,112 | \$17,539,085 | \$9,153,977 | \$1,193,061 | \$200,000 | \$20,743,000 | \$28,086,123 |
| State Highway Fund | \$510,000 | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$10,000 |
| State Match - NV | \$0 | \$0 | \$1,705,000 | \$3,480,513 | \$2,310,000 | \$0 | \$7,495,513 |
| STATE SUBTOTAL | \$510,000 | \$10,000 | \$1,705,000 | \$3,480,513 | \$2,310,000 | \$0 | \$7,505,513 |
| TOTAL | \$3,408,177 | \$35,535,325 | \$48,742,357 | \$81,011,222 | \$49,000,000 | \$20,743,000 | \$214,288,904 |

Appendix 2: FFY 2025-2028 TIP Signature Page

The Carson Area Metropolitan Planning Organization (CAMPO) certifies that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 49 U.S.C. 5303, Transportation Planning;
2. 23 U.S.C. 134, Federal-Aid Highways;
3. 23 CFR Part 450, Planning Assistance & Standards;
4. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-l) and 49 CFR part 21;
5. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, religion, national origin, sex, disability, or age in employment or business opportunity;
6. Fixing America's Surface Transportation Act (FAST Act, P.L. 114-357) regarding the involvement of disadvantaged business enterprises in the FHWA and the PTA-funded projects (see also 49 CFR Part 26);
7. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
8. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
9. The Older Americans Act, as amended (42 U.S.C. 6101), prohibits discrimination on the basis of age in programs or activities receiving Federal financial assistance;
10. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
11. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
12. Public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the POP requirements of the Section 5307 Program.
13. 23 CFR part 450 section 218, a TIP shall include, to the maximum extent practicable, a discussion of the anticipated effect of the TIP toward achieving performance targets, linking investment priorities to those performance targets.
14. 49 CFR 625 (under the authority of Sec. 20019 of Pub. L. 112-141, 126 Stat. 707, 49 U.S.C. 5326; Sec. 20025(a) of Pub. L. 112-141, 126 Stat., 718, 49 CFR 1.91.) regarding transit asset management (TAM).

Signature of CAMPO Chairperson

Date

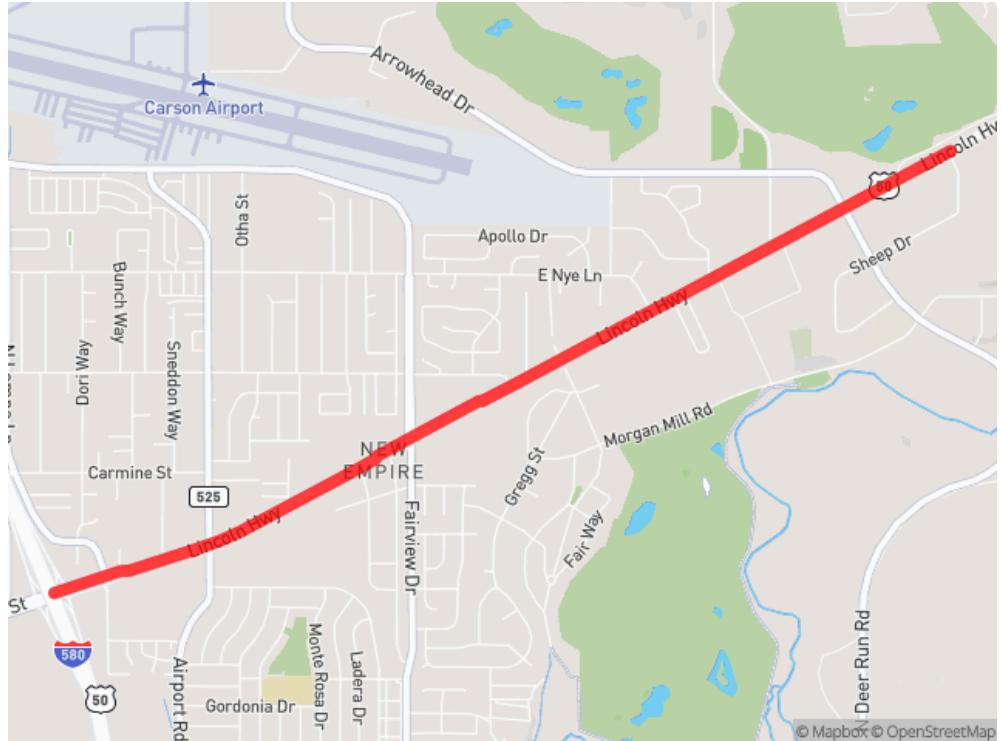
Print Name

Appendix 3: FFY 2025-2028 TIP Project List Version 25-05

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

Mill and Overlay with ADA and Multimodal Improvements

| | |
|---------------------|---------------------|
| MPO: | CAMPO |
| TIP: | 25-05 |
| Local ID: | - |
| Total Cost: | \$7,305,212 |
| Lead Agency: | Nevada DOT |
| Contact: | Dennis Faulkner |
| NDOT District: | District 2 |
| County: | Carson City |
| Project Type: | Preservation |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | 2027 |
| From: | 0, CC MP 11.682 |
| To: | 0.123, CC MP 14.153 |



| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|-------------------------------|-----------------------------------|-----------|--------|--------|-------------|--------|--------|-------------|
| Preliminary Engineering | STATE HIGHWAY FUND | \$160,000 | - | - | - | - | - | \$160,000 |
| Total Preliminary Engineering | | \$160,000 | - | - | - | - | - | \$160,000 |
| Right of Way | STATE HIGHWAY FUND | \$35,000 | - | - | - | - | - | \$35,000 |
| Total Right of Way | | \$35,000 | - | - | - | - | - | \$35,000 |
| Construction | CARBON REDUCTION PROGRAM 50K-200K | - | - | - | \$310,212 | - | - | \$310,212 |
| Construction | HSIP | - | - | - | \$3,500,000 | - | - | \$3,500,000 |
| Construction | NHPP | - | - | - | \$1,944,489 | - | - | \$1,944,489 |
| Construction | STATE MATCH - NV | - | - | - | \$355,511 | - | - | \$355,511 |
| Construction | STBG FLEX | - | - | - | \$1,000,000 | - | - | \$1,000,000 |
| Total Construction | | - | - | - | \$7,110,212 | - | - | \$7,110,212 |
| Total Prior Costs | | \$195,000 | - | - | - | - | - | \$195,000 |
| Total Programmed | | \$195,000 | - | - | \$7,110,212 | - | - | \$7,305,212 |

CC20220009 - District 5 Ash Canyon Road

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

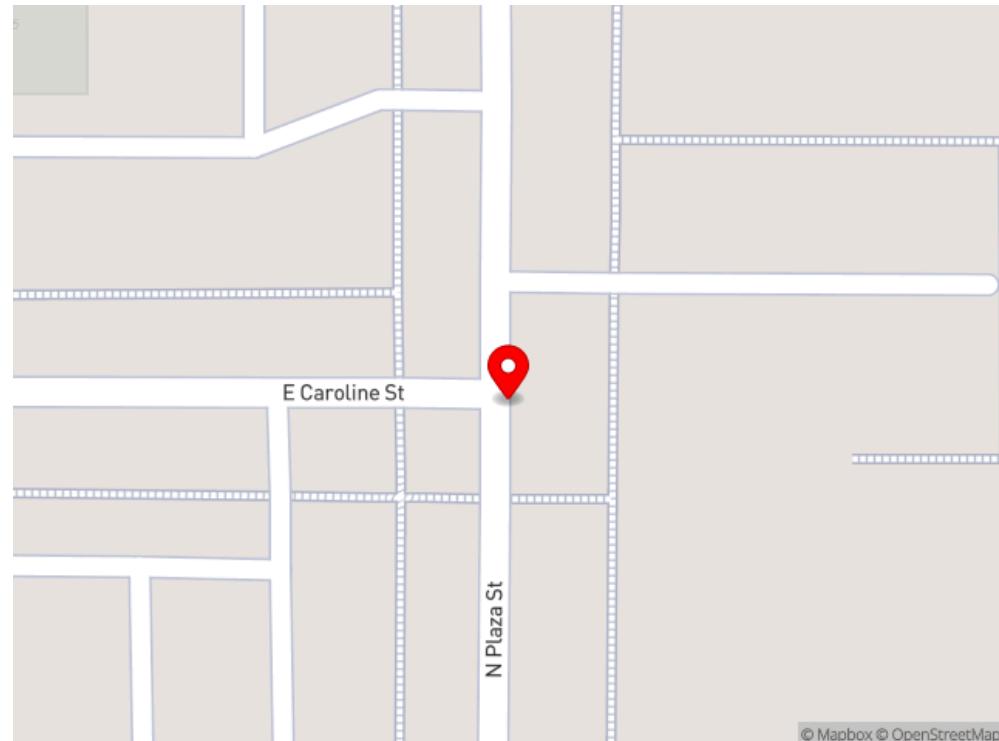
| | |
|---------------------|---------------------|
| MPO: | CAMPO |
| TIP: | 25-05 |
| Local ID: | - |
| Total Cost: | \$10,000,000 |
| Lead Agency: | Carson City |
| Contact: | Kelly Norman |
| NDOT District: | District 2 |
| County: | Carson City |
| Project Type: | Preservation |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | 2027 |
| From: | Wellington West |
| To: | Open Space Property |

| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|-------------------------------|---------------------------|-------|--------|-------------|-------------|--------|--------|--------------|
| Preliminary Engineering | FHWA FLAP | - | - | \$1,003,000 | - | - | - | \$1,003,000 |
| Total Preliminary Engineering | | - | - | \$1,003,000 | - | - | - | \$1,003,000 |
| Construction | CARSON CITY LOCAL - CAMPO | - | - | - | \$410,000 | - | - | \$410,000 |
| Construction | FHWA FLAP | - | - | - | \$8,587,000 | - | - | \$8,587,000 |
| Total Construction | | - | - | - | \$8,997,000 | - | - | \$8,997,000 |
| Total Programmed | | - | - | \$1,003,000 | \$8,997,000 | - | - | \$10,000,000 |

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

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

| | |
|---------------------|-----------------|
| MPO: | CAMPO |
| TIP: | 25-05 |
| Local ID: | - |
| Total Cost: | \$100,000 |
| Lead Agency: | CAMPO |
| Contact: | Kelly Norman |
| NDOT District: | District 2 |
| County: | Carson City |
| Project Type: | Transit - Other |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | - |
| From: | Robinson/Plaza |
| To: | - |



© Mapbox © OpenStreetMap

| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|-------------------------------|-------------|-------|--------|-----------|--------|--------|--------|-----------|
| Preliminary Engineering | LOCAL FUND | - | - | \$100,000 | - | - | - | \$100,000 |
| Total Preliminary Engineering | | - | - | \$100,000 | - | - | - | \$100,000 |
| Total Programmed | | - | - | \$100,000 | - | - | - | \$100,000 |

CC20230003 - FTA 5339 Bus/Facility Grant Awards

Grant funding for Buses and Bus Facilities. Includes funding apportioned between FFY 2022 and FFY 2026.

| | |
|---------------------|-----------------|
| MPO: | CAMPO |
| TIP: | 25-05 |
| Local ID: | - |
| Total Cost: | \$744,433 |
| Lead Agency: | CAMPO |
| Contact: | Kelly Norman |
| NDOT District: | District 2 |
| County: | Carson City |
| Project Type: | Transit - Other |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | - |
| From: | - |
| To: | - |

| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|------------------|---------------------------------|-------|-----------|-----------|-----------|--------|--------|-----------|
| Other | CARSON CITY LOCAL - CAMPO | - | \$86,983 | \$30,570 | \$31,335 | - | - | \$148,888 |
| Other | FTA 5339 BUS/FAC SM URB CAPITAL | - | \$347,928 | \$122,280 | \$125,337 | - | - | \$595,545 |
| Total Other | | - | \$434,911 | \$152,850 | \$156,672 | - | - | \$744,433 |
| Total Programmed | | - | \$434,911 | \$152,850 | \$156,672 | - | - | \$744,433 |

CC20230004 - Curry Street Complete Streets Improvement Project

The proposed multi-modal Project will provide improved traffic and pedestrian circulation, safety improvements, enhanced access to businesses in south Carson City, and a more resilient storm drainage system.

| | |
|---------------------|----------------------------------|
| MPO: | CAMPO |
| TIP: | 25-05 |
| Local ID: | - |
| Total Cost: | \$4,991,442 |
| Lead Agency: | Carson City |
| Contact: | Kelly Norman |
| NDOT District: | District 2 |
| County: | Carson City |
| Project Type: | Active Transportation (Bike/Ped) |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | 2027 |
| From: | Rhodes St. |
| To: | Lake Glen Dr. |

| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|-------------------------------|-----------------------------------|-------|-----------|----------|-------------|--------|--------|-------------|
| Preliminary Engineering | CARSON CITY LOCAL - CAMPO | - | \$67,750 | - | - | - | - | \$67,750 |
| Preliminary Engineering | STBG 50K-200K | - | \$717,250 | - | - | - | - | \$717,250 |
| Total Preliminary Engineering | | - | \$785,000 | - | - | - | - | \$785,000 |
| Right of Way | CARSON CITY LOCAL - CAMPO | - | - | \$85,000 | - | - | - | \$85,000 |
| Total Right of Way | | - | - | \$85,000 | - | - | - | \$85,000 |
| Construction | CARSON CITY LOCAL - CAMPO | - | - | - | \$260,051 | - | - | \$260,051 |
| Construction | CONGRESSIONALLY DIRECTED SPENDING | - | - | - | \$2,600,000 | - | - | \$2,600,000 |
| Construction | STBG 50K-200K | - | - | - | \$1,261,391 | - | - | \$1,261,391 |
| Total Construction | | - | - | - | \$4,121,442 | - | - | \$4,121,442 |
| Total Programmed | | - | \$785,000 | \$85,000 | \$4,121,442 | - | - | \$4,991,442 |

CC20230005 - Carmine Street CDBG Project

Reconstruction of curb, gutter, sidewalk along portions of Carmine Street including enhanced pedestrian connectivity with new and updated sidewalks, bicycle network, and utility improvements.

| | |
|---------------------|--------------|
| MPO: | CAMPO |
| TIP: | 25-05 |
| Local ID: | - |
| Total Cost: | \$992,300 |
| Lead Agency: | Carson City |
| Contact: | Kelly Norman |
| NDOT District: | District 2 |
| County: | Carson City |
| Project Type: | Maintenance |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | 2026 |
| From: | Russell Way |
| To: | Airport Road |

| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|-------------------------------|---------------------------|-----------|--------|-----------|--------|--------|--------|-----------|
| Preliminary Engineering | CARSON CITY LOCAL - CAMPO | \$198,700 | - | - | - | - | - | \$198,700 |
| Total Preliminary Engineering | | \$198,700 | - | - | - | - | - | \$198,700 |
| Construction | CARSON CITY LOCAL - CAMPO | - | - | \$343,600 | - | - | - | \$343,600 |
| Construction | NV COM DEV BLOCK GRANT | - | - | \$450,000 | - | - | - | \$450,000 |
| Total Construction | | - | - | \$793,600 | - | - | - | \$793,600 |
| Total Prior Costs | | \$198,700 | - | - | - | - | - | \$198,700 |
| Total Programmed | | \$198,700 | - | \$793,600 | - | - | - | \$992,300 |

CC20250001 - Saliman Road School Routes Improvement Project

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

| | |
|---------------------|----------------------------------|
| MPO: | CAMPO |
| TIP: | 25-05 |
| Local ID: | - |
| Total Cost: | \$830,400 |
| Lead Agency: | Carson City |
| Contact: | Chris Martinovich |
| NDOT District: | District 2 |
| County: | Carson City |
| Project Type: | Active Transportation (Bike/Ped) |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | 2027 |
| From: | Sonoma Street |
| To: | William Street |

| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|-------------------------------|---------------------------|-------|--------|----------|-----------|--------|--------|-----------|
| Preliminary Engineering | CARSON CITY LOCAL - CAMPO | - | - | \$97,100 | - | - | - | \$97,100 |
| Total Preliminary Engineering | | - | - | \$97,100 | - | - | - | \$97,100 |
| Construction | CARSON CITY LOCAL - CAMPO | - | - | - | \$44,266 | - | - | \$44,266 |
| Construction | HSIP | - | - | - | \$689,034 | - | - | \$689,034 |
| Total Construction | | - | - | - | \$733,300 | - | - | \$733,300 |
| Total Programmed | | - | - | \$97,100 | \$733,300 | - | - | \$830,400 |

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

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

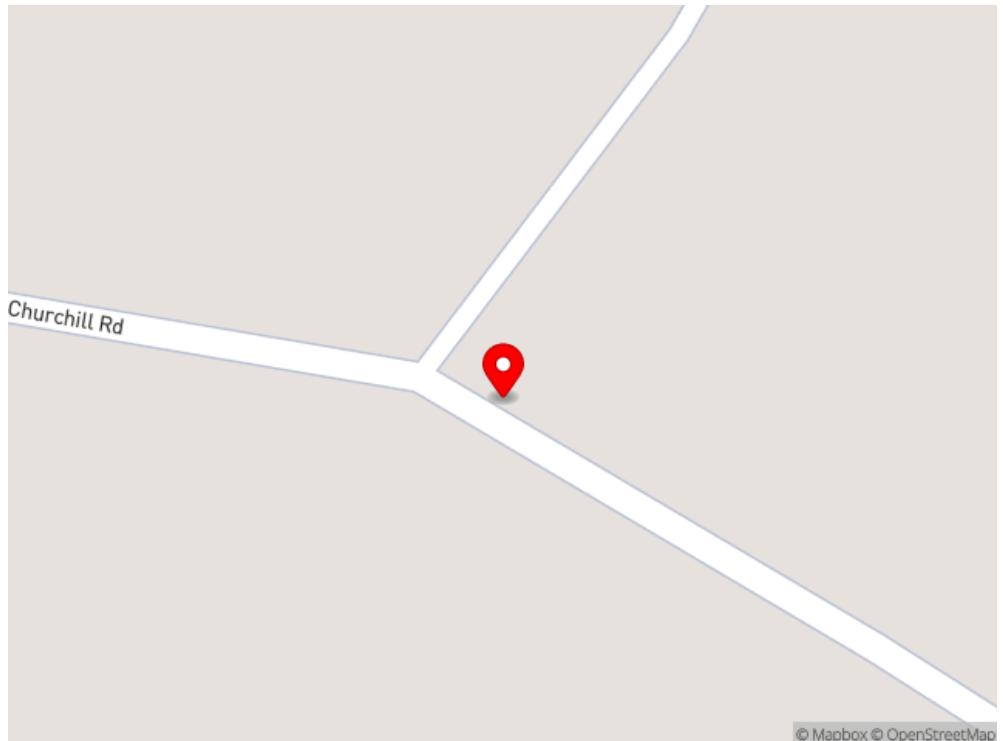
| | |
|---------------------|-------------------|
| MPO: | CAMPO |
| TIP: | 25-05 |
| Local ID: | - |
| Total Cost: | \$528,903 |
| Lead Agency: | CAMPO |
| Contact: | Chris Martinovich |
| NDOT District: | District 2 |
| County: | Carson City |
| Project Type: | Transit - Other |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | - |
| From: | - |
| To: | - |

| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|------------------|--|-------|--------|-----------|-----------|--------|--------|-----------|
| Other | CARSON CITY LOCAL - CAMPO | - | - | \$50,039 | \$55,742 | - | - | \$105,781 |
| Other | FTA 5310 ELDERLY/DISABLED SM URB CAPITAL | - | - | \$200,155 | \$222,967 | - | - | \$423,122 |
| Total Other | | - | - | \$250,194 | \$278,709 | - | - | \$528,903 |
| Total Programmed | | - | - | \$250,194 | \$278,709 | - | - | \$528,903 |

LY20240007 - East Dayton Bridge

Planning and preliminary engineering for the construction of a new bridge over the Carson River between Dayton Valley Road and the southern end of Chaves Road, along with roadway network connections.

| | |
|---------------------|-------------------|
| MPO: | CAMPO |
| TIP: | 25-05 |
| Local ID: | PRJ-2848 |
| Total Cost: | \$1,320,000 |
| Lead Agency: | CAMPO |
| Contact: | Dustin Homan |
| NDOT District: | District 2 |
| County: | Lyon |
| Project Type: | Bridge/Structures |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | - |
| From: | - |
| To: | - |

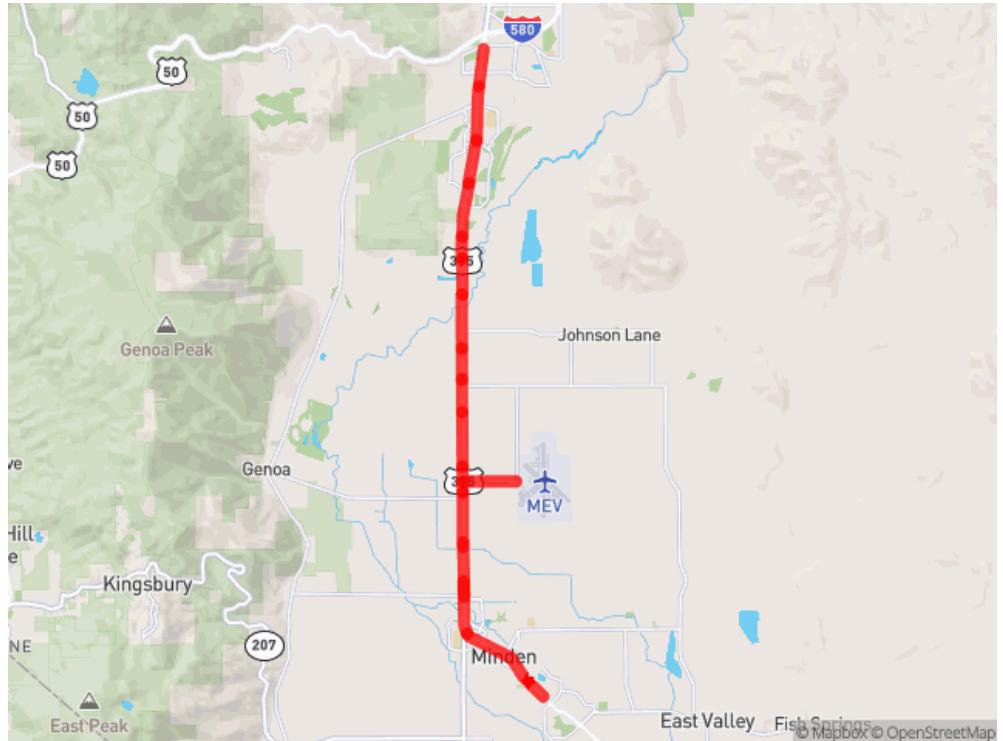


| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|------------------|---------------------------|-------|-------------|--------|--------|--------|--------|-------------|
| Other | LYON COUNTY LOCAL - CAMPO | - | \$66,000 | - | - | - | - | \$66,000 |
| Other | STBG 50K-200K | - | \$1,254,000 | - | - | - | - | \$1,254,000 |
| Total Other | | - | \$1,320,000 | - | - | - | - | \$1,320,000 |
| Total Programmed | | - | \$1,320,000 | - | - | - | - | \$1,320,000 |

XS20230002 - US 395 Carson Valley Phase 1

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

| | |
|---------------------|--|
| MPO: | CAMPO |
| TIP: | 25-05 |
| Local ID: | - |
| Total Cost: | \$55,315,000 |
| Lead Agency: | Nevada DOT |
| Contact: | Shawn Paterson |
| NDOT District: | District 2 |
| County: | Carson City, Douglas |
| Project Type: | Preservation |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | 2027 |
| From: | DO/CC COUNTY LINE, IRONWOOD DR, MP DO 0.00 |
| To: | DO/CC COUNTY LINE, I 580, MP DO 1.00 |

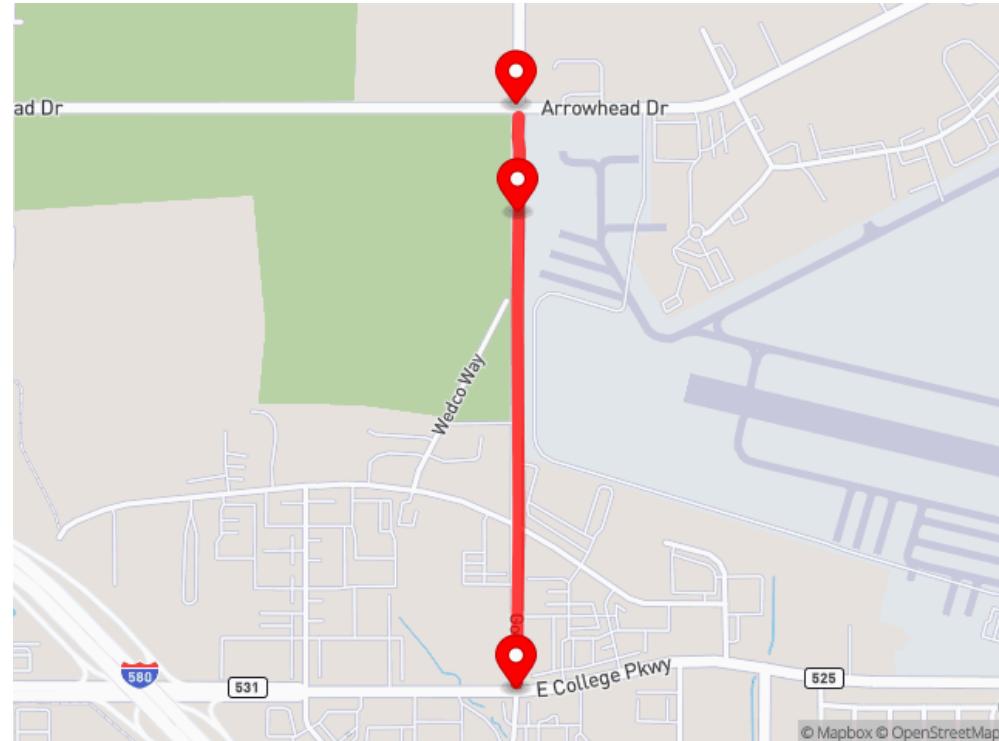


| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|-------------------------------|--------------------|-----------|--------|--------|--------------|--------|--------|--------------|
| Preliminary Engineering | STATE HIGHWAY FUND | \$290,000 | - | - | - | - | - | \$290,000 |
| Total Preliminary Engineering | | \$290,000 | - | - | - | - | - | \$290,000 |
| Right of Way | STATE HIGHWAY FUND | \$25,000 | - | - | - | - | - | \$25,000 |
| Total Right of Way | | \$25,000 | - | - | - | - | - | \$25,000 |
| Construction | NHPP | - | - | - | \$41,332,500 | - | - | \$41,332,500 |
| Construction | PROTECT PROGRAM | - | - | - | \$2,000,000 | - | - | \$2,000,000 |
| Construction | STATE MATCH - NV | - | - | - | \$3,125,002 | - | - | \$3,125,002 |
| Construction | STBG FLEX | - | - | - | \$8,542,498 | - | - | \$8,542,498 |
| Total Construction | | - | - | - | \$55,000,000 | - | - | \$55,000,000 |
| Total Prior Costs | | \$315,000 | - | - | - | - | - | \$315,000 |
| Total Programmed | | \$315,000 | - | - | \$55,000,000 | - | - | \$55,315,000 |

CC20240003 - Goni Road Rehabilitation

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

| | |
|---------------------|-------------------|
| MPO: | CAMPO |
| TIP: | 25-00 |
| Local ID: | - |
| Total Cost: | \$3,389,200 |
| Lead Agency: | CAMPO |
| Contact: | Chris Martinovich |
| NDOT District: | District 2 |
| County: | Carson City |
| Project Type: | Road Improvement |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | 2026 |
| From: | College Parkway |
| To: | Arrowhead Drive |



| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|-------------------------------|---------------------------|-----------|----------|-------------|--------|--------|--------|-------------|
| Preliminary Engineering | CARSON CITY LOCAL - CAMPO | \$195,000 | - | - | - | - | - | \$195,000 |
| Total Preliminary Engineering | | \$195,000 | - | - | - | - | - | \$195,000 |
| Right of Way | CARSON CITY LOCAL - CAMPO | - | \$50,000 | - | - | - | - | \$50,000 |
| Total Right of Way | | - | \$50,000 | - | - | - | - | \$50,000 |
| Construction | CARSON CITY LOCAL - CAMPO | - | - | \$3,144,200 | - | - | - | \$3,144,200 |
| Total Construction | | - | - | \$3,144,200 | - | - | - | \$3,144,200 |
| Total Prior Costs | | \$195,000 | - | - | - | - | - | \$195,000 |
| Total Programmed | | \$195,000 | \$50,000 | \$3,144,200 | - | - | - | \$3,389,200 |

CC20240008 - FTA 5307 Small Urban Apportionment

Grant Funding for Transit Operation, Grant Maintenance, and Capital. Includes funding apportioned to CAMPO in FFY 2022 and FFY 2023.

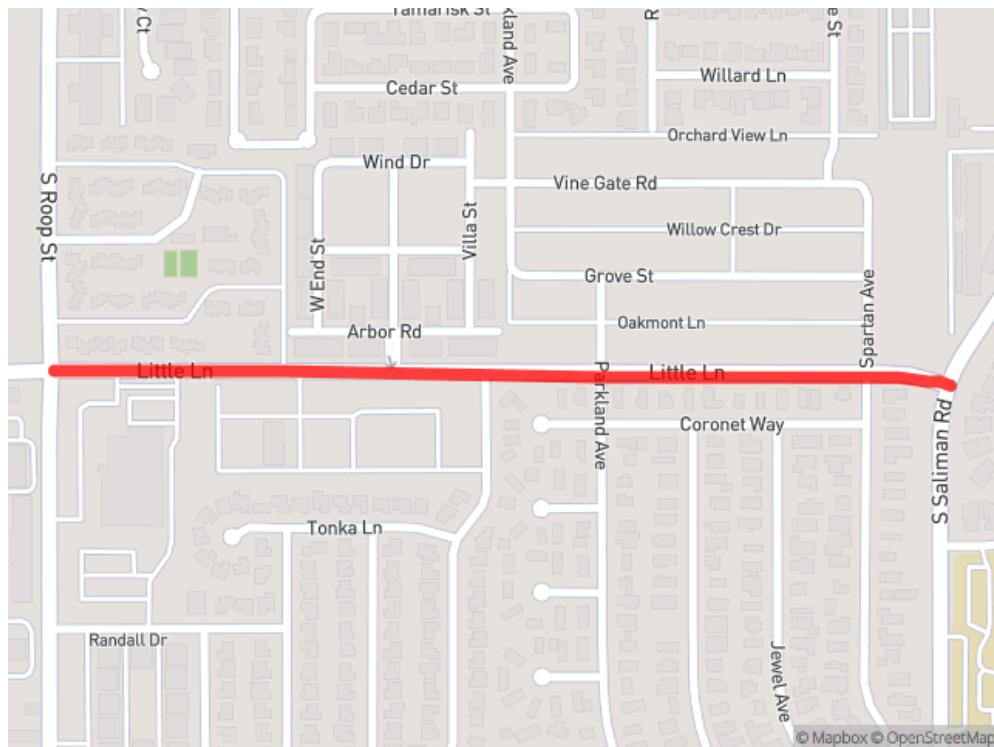
| | |
|---------------------|-----------------|
| MPO: | CAMPO |
| TIP: | 25-01 |
| Local ID: | - |
| Total Cost: | \$5,806,710 |
| Lead Agency: | CAMPO |
| Contact: | Kelly Norman |
| NDOT District: | District 2 |
| County: | Carson City |
| Project Type: | Transit - Other |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | - |
| From: | - |
| To: | - |

| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|------------------|---------------------------|-------|-------------|-------------|--------|--------|--------|-------------|
| Other | CARSON CITY LOCAL - CAMPO | - | \$984,672 | \$1,034,327 | - | - | - | \$2,018,999 |
| Other | FTA 5307 SM URB OPERATING | - | \$1,875,404 | \$1,912,307 | - | - | - | \$3,787,711 |
| Total Other | | - | \$2,860,076 | \$2,946,634 | - | - | - | \$5,806,710 |
| Total Programmed | | - | \$2,860,076 | \$2,946,634 | - | - | - | \$5,806,710 |

CC20240009 - District 2, Little Lane Rehabilitation Project

Pavement rehabilitation between Roop Street and Saliman Road along w/ADA upgrades and curb, gutter, and sidewalk replacement, and improvements to the traffic signal.

| | |
|---------------------|---------------------------|
| MPO: | CAMPO |
| TIP: | 25-01 |
| Local ID: | - |
| Total Cost: | \$1,627,707 |
| Lead Agency: | CAMPO |
| Contact: | Kelly Norman |
| NDOT District: | District 2 |
| County: | Carson City |
| Project Type: | Preservation |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | 2026 |
| From: | Roop Street, Saliman Road |
| To: | Little Lane, Saliman Road |



| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|-------------------------------|---------------------------|-------|-----------|-------------|--------|--------|--------|-------------|
| Preliminary Engineering | CARSON CITY LOCAL - CAMPO | - | \$208,707 | - | - | - | - | \$208,707 |
| Total Preliminary Engineering | | - | \$208,707 | - | - | - | - | \$208,707 |
| Construction | CARSON CITY LOCAL - CAMPO | - | - | \$919,000 | - | - | - | \$919,000 |
| Construction | STBG 50K-200K | - | - | \$500,000 | - | - | - | \$500,000 |
| Total Construction | | - | - | \$1,419,000 | - | - | - | \$1,419,000 |
| Total Programmed | | - | \$208,707 | \$1,419,000 | - | - | - | \$1,627,707 |

XS20210011 - Western Nevada Safe Routes to Schools Program (TAP)

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

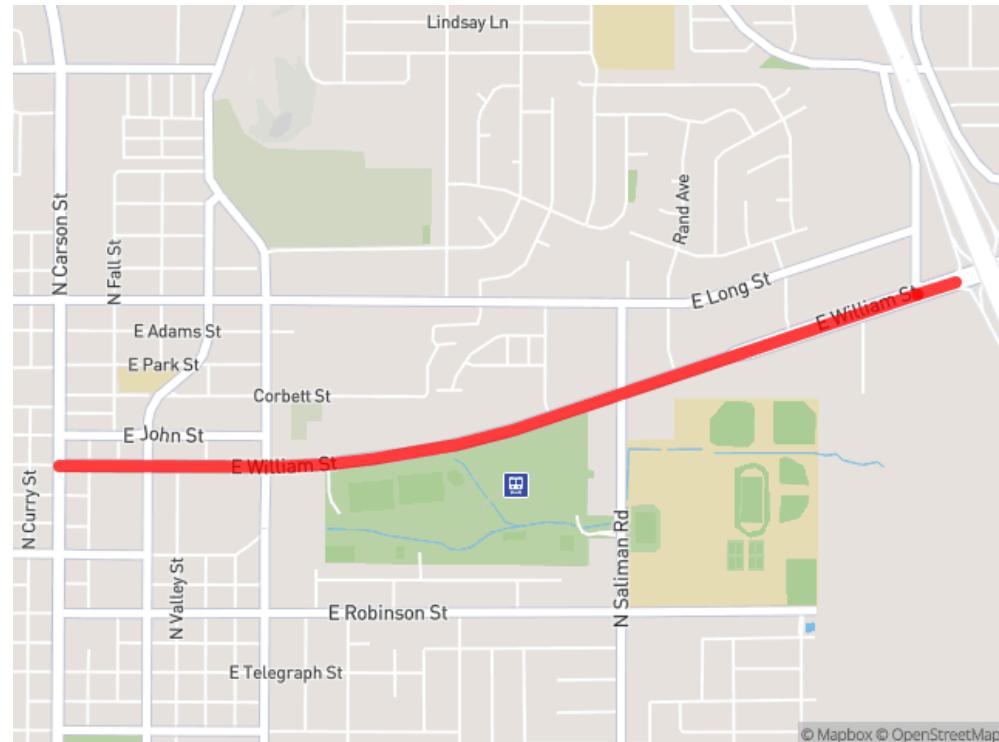
| | |
|----------------------------|----------------------------|
| MPO: | CAMPO |
| TIP: | 25-00 |
| Local ID: | - |
| Total Cost: | \$1,817,917 |
| Lead Agency: | CAMPO |
| Contact: | Mathew Morris |
| NDOT District: | District 2 |
| County: | Carson City, Douglas, Lyon |
| Project Type: | LPA |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | - |
| From: | - |
| To: | - |

| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|-------------------|---------------------------|-------------|--------|-----------|--------|--------|--------|-------------|
| Other | CARSON CITY LOCAL - CAMPO | \$45,398 | - | \$6,275 | - | - | - | \$51,673 |
| Other | LOCAL FUND | \$39,225 | - | - | - | - | - | \$39,225 |
| Other | TAP 50K-200K STBG | - | - | \$119,209 | - | - | - | \$119,209 |
| Other | TAP FLEX STBG | \$1,607,810 | - | - | - | - | - | \$1,607,810 |
| Total Other | | \$1,692,433 | - | \$125,484 | - | - | - | \$1,817,917 |
| Total Prior Costs | | \$1,692,433 | - | - | - | - | - | \$1,692,433 |
| Total Programmed | | \$1,692,433 | - | \$125,484 | - | - | - | \$1,817,917 |

CC20210005 - East William Street Complete Street Project

The corridor level project will preserve the roadway, improve business access, incorporate Complete Streets elements, improve traffic signals, upgrade water, sewer, and storm drain utilities, and enhance the beautification of William Street between Carson Street and I-580.

| | |
|---------------------|---------------|
| MPO: | CAMPO |
| TIP: | 25-00 |
| Local ID: | - |
| Total Cost: | \$24,154,359 |
| Lead Agency: | Carson City |
| Contact: | Kelly Norman |
| NDOT District: | District 2 |
| County: | Carson City |
| Project Type: | Preservation |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | 2025 |
| From: | Carson Street |
| To: | I 580 |

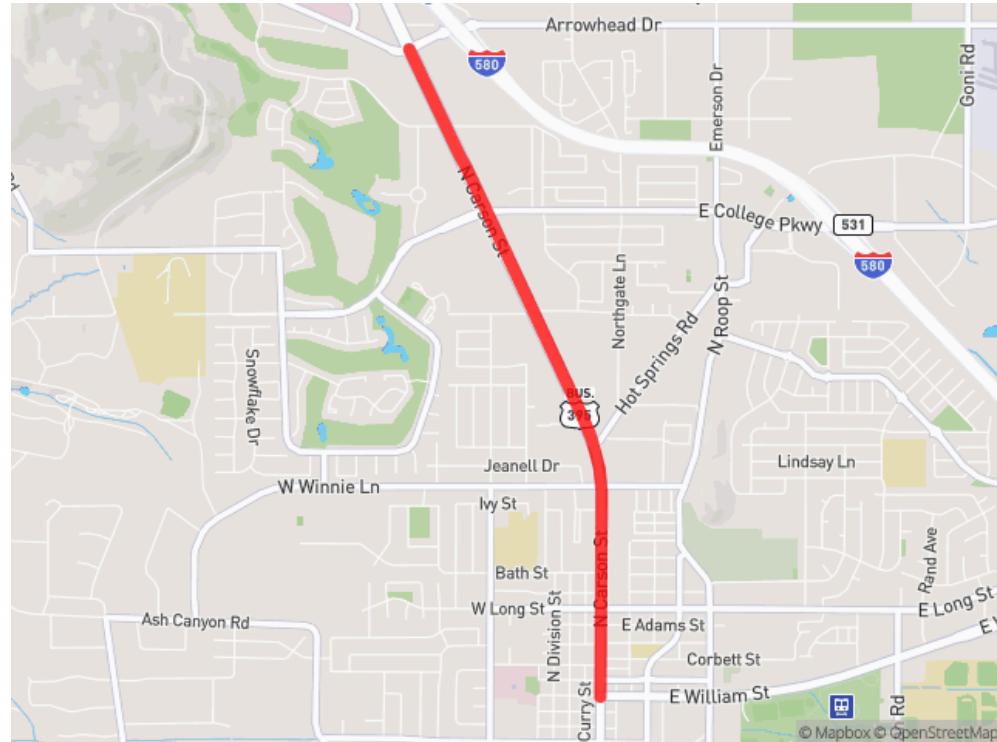


| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|--------------------|-------------|-------|--------------|--------|--------|--------|--------|--------------|
| Construction | LOCAL FUND | - | \$14,854,359 | - | - | - | - | \$14,854,359 |
| Construction | RAISE GRANT | - | \$9,300,000 | - | - | - | - | \$9,300,000 |
| Total Construction | | - | \$24,154,359 | - | - | - | - | \$24,154,359 |
| Total Programmed | | - | \$24,154,359 | - | - | - | - | \$24,154,359 |

CC20210007 - District 5, North Carson Street

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

| | |
|---------------------|-----------------|
| MPO: | CAMPO |
| TIP: | 25-00 |
| Local ID: | - |
| Total Cost: | \$20,743,000 |
| Lead Agency: | Carson City |
| Contact: | Kelly Norman |
| NDOT District: | District 2 |
| County: | Carson City |
| Project Type: | Preservation |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | 2029 |
| From: | William Street |
| To: | Medical Parkway |

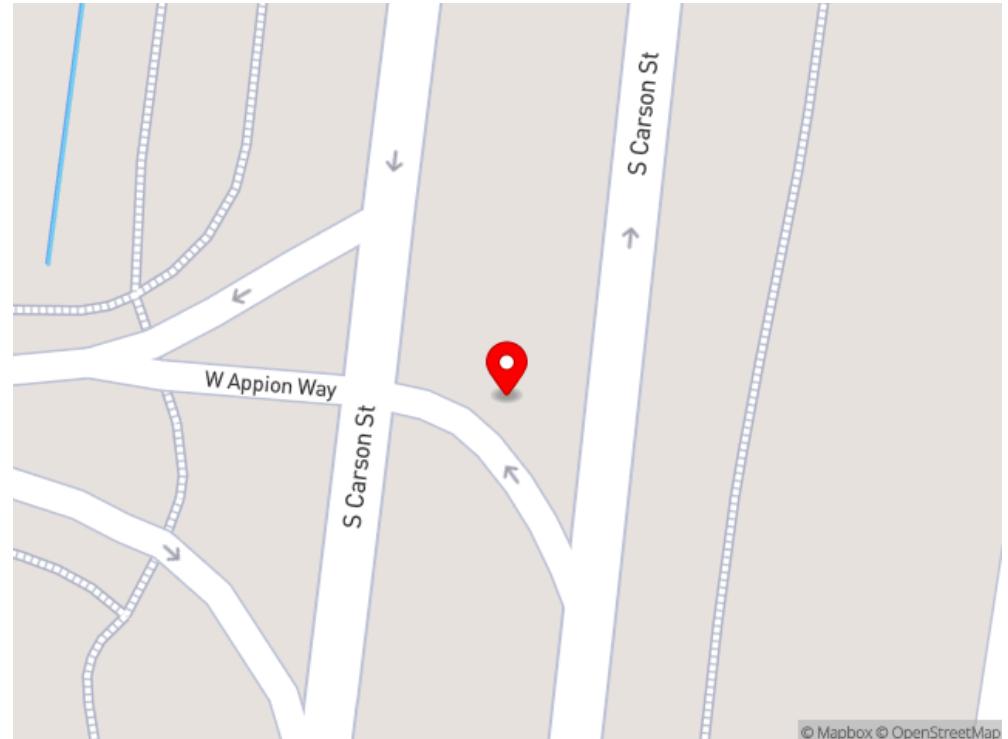


| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|-------------------------------|---------------------------|-------|--------|--------|--------|--------|--------------|--------------|
| Preliminary Engineering | CARSON CITY LOCAL - CAMPO | - | - | - | - | - | \$4,230,000 | \$4,230,000 |
| Total Preliminary Engineering | | - | - | - | - | - | \$4,230,000 | \$4,230,000 |
| Construction | CARSON CITY LOCAL - CAMPO | - | - | - | - | - | \$16,513,000 | \$16,513,000 |
| Total Construction | | - | - | - | - | - | \$16,513,000 | \$16,513,000 |
| Total Future Costs | | - | - | - | - | - | \$20,743,000 | \$20,743,000 |
| Total Programmed | | - | - | - | - | - | \$20,743,000 | \$20,743,000 |

CC20220001 - Appion Way Traffic Signal and Intersection Improvement Project

Construction of a new traffic signal and intersection improvements at the intersection of S. Carson Street and Appion Way in Carson City.

| | |
|---------------------|--------------------|
| MPO: | CAMPO |
| TIP: | 25-00 |
| Local ID: | - |
| Total Cost: | \$1,680,000 |
| Lead Agency: | Carson City |
| Contact: | Kelly Norman |
| NDOT District: | District 2 |
| County: | Carson City |
| Project Type: | Signals & Lighting |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | 2025 |
| From: | Carson Street |
| To: | Appion Way |

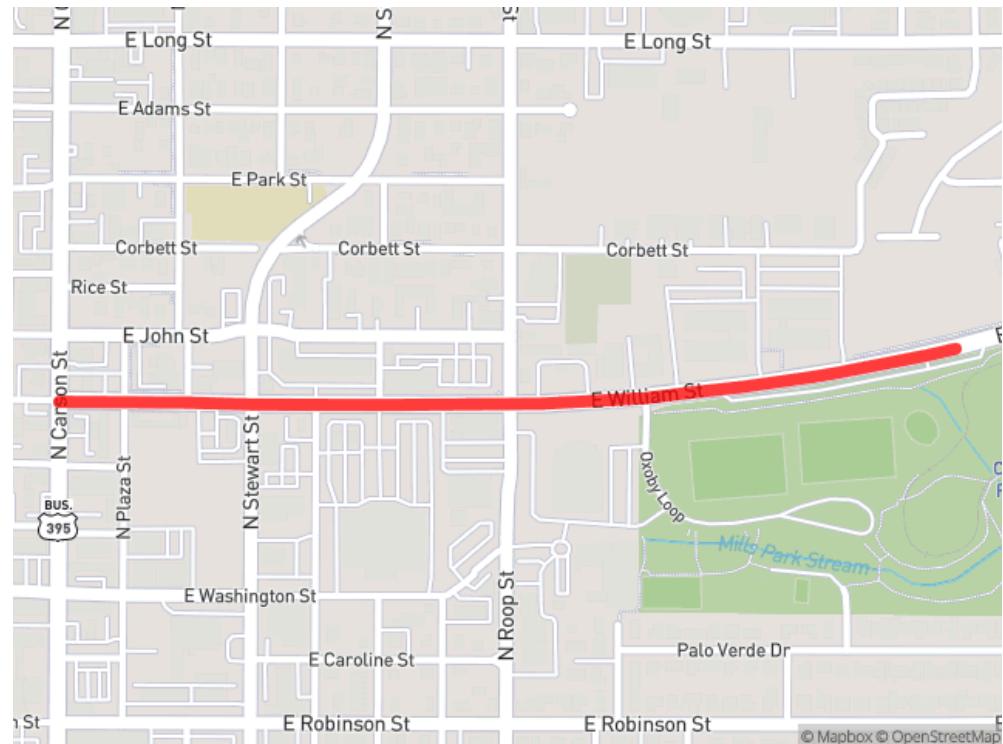


| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|-------------------------------|-----------------------------------|-----------|-------------|--------|--------|--------|--------|-------------|
| Preliminary Engineering | LOCAL FUND | \$317,000 | - | - | - | - | - | \$317,000 |
| Total Preliminary Engineering | | \$317,000 | - | - | - | - | - | \$317,000 |
| Construction | CONGRESSIONALLY DIRECTED SPENDING | - | \$1,100,000 | - | - | - | - | \$1,100,000 |
| Construction | LOCAL FUND | - | \$263,000 | - | - | - | - | \$263,000 |
| Total Construction | | - | \$1,363,000 | - | - | - | - | \$1,363,000 |
| Total Prior Costs | | \$317,000 | - | - | - | - | - | \$317,000 |
| Total Programmed | | \$317,000 | \$1,363,000 | - | - | - | - | \$1,680,000 |

CC20220005 - East William Street Overhead Utility Undergrounding Project

Project is using federal funds to underground overhead utility lines along the East William Street corridor between Carson Street and Saliman Road. This project is happening in conjunction with the East William Street Complete Streets Project.

| | |
|---------------------|------------------------|
| MPO: | CAMPO |
| TIP: | 25-00 |
| Local ID: | - |
| Total Cost: | \$2,500,000 |
| Lead Agency: | Carson City |
| Contact: | Kelly Norman |
| NDOT District: | District 2 |
| County: | Carson City |
| Project Type: | Landscape & Aesthetics |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | 2025 |
| From: | I-580 |
| To: | North Carson Street |

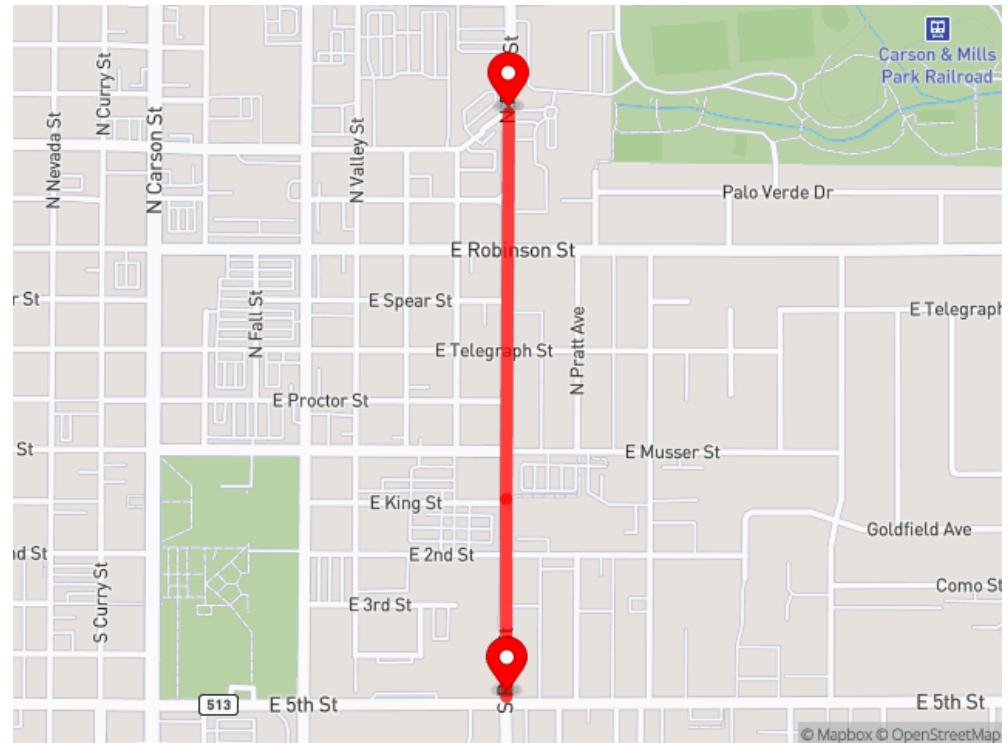


| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|--------------------|-----------------------------------|-------|-------------|--------|--------|--------|--------|-------------|
| Construction | CONGRESSIONALLY DIRECTED SPENDING | - | \$2,000,000 | - | - | - | - | \$2,000,000 |
| Construction | LOCAL FUND | - | \$500,000 | - | - | - | - | \$500,000 |
| Total Construction | | - | \$2,500,000 | - | - | - | - | \$2,500,000 |
| Total Programmed | | - | \$2,500,000 | - | - | - | - | \$2,500,000 |

CC20220008 - Roop Street Capacity Improvements

Expand to three-lane roadway with bike lanes and sidewalks between Washington Street and 5th Street with an update to roadway utilities.

| | |
|---------------------|-------------------|
| MPO: | CAMPO |
| TIP: | 25-00 |
| Local ID: | - |
| Total Cost: | \$2,961,000 |
| Lead Agency: | Carson City |
| Contact: | Kelly Norman |
| NDOT District: | District 2 |
| County: | Carson City |
| Project Type: | Capacity |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | 2026 |
| From: | Washington Street |
| To: | 5th Street |

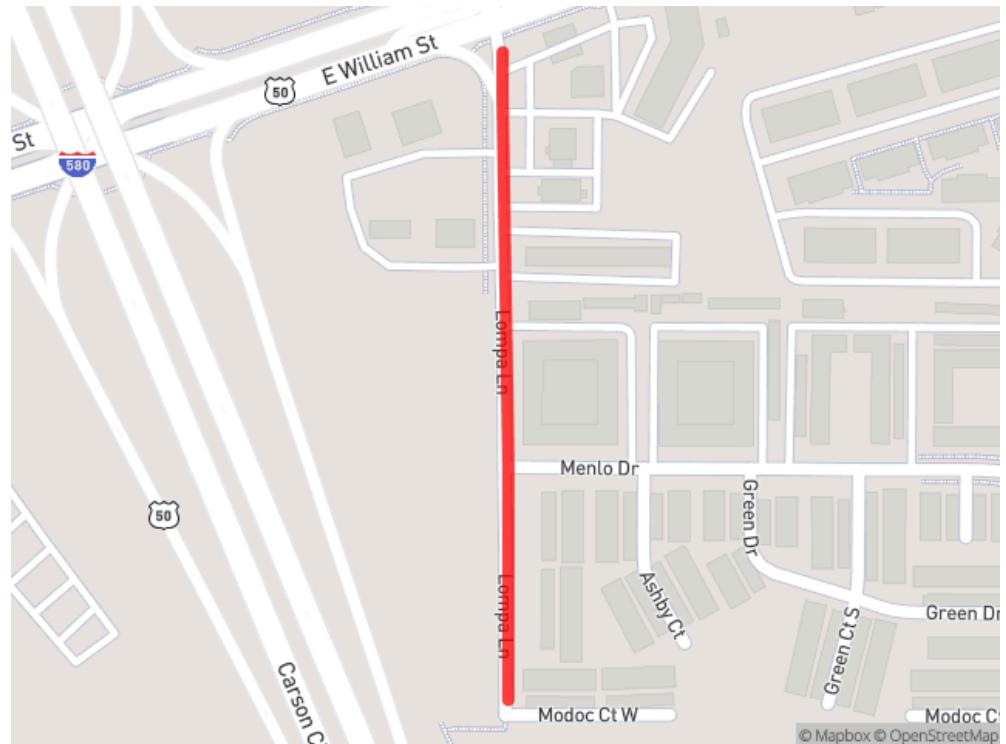


| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|-------------------------------|---------------------------|-----------|--------|-------------|--------|--------|--------|-------------|
| Preliminary Engineering | CARSON CITY LOCAL - CAMPO | \$273,000 | - | - | - | - | - | \$273,000 |
| Total Preliminary Engineering | | \$273,000 | - | - | - | - | - | \$273,000 |
| Construction | CARSON CITY LOCAL - CAMPO | - | - | \$2,688,000 | - | - | - | \$2,688,000 |
| Total Construction | | - | - | \$2,688,000 | - | - | - | \$2,688,000 |
| Total Prior Costs | | \$273,000 | - | - | - | - | - | \$273,000 |
| Total Programmed | | \$273,000 | - | \$2,688,000 | - | - | - | \$2,961,000 |

CC20220011 - North Lompa Multi Use Path

Design and construct a multi-use path adjacent to I-580 from Modoc Ct to Hwy 50.

| | |
|---------------------|----------------------------------|
| MPO: | CAMPO |
| TIP: | 25-00 |
| Local ID: | - |
| Total Cost: | \$871,250 |
| Lead Agency: | Carson City |
| Contact: | Kelly Norman |
| NDOT District: | District 2 |
| County: | Carson City |
| Project Type: | Active Transportation (Bike/Ped) |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | 2026 |
| From: | Modoc Court |
| To: | US 50 |

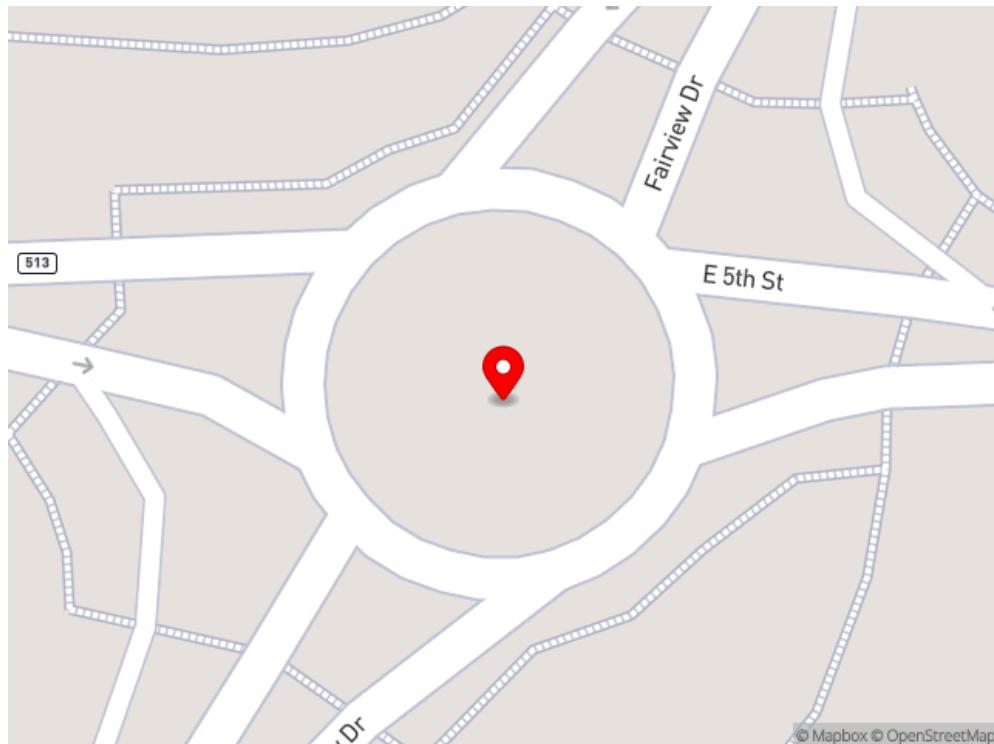


| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|-------------------------------|---------------------------|-----------|--------|-----------|--------|--------|--------|-----------|
| Preliminary Engineering | CARSON CITY LOCAL - CAMPO | \$67,087 | - | - | - | - | - | \$67,087 |
| Preliminary Engineering | TAP FLEX STBG | \$40,913 | - | - | - | - | - | \$40,913 |
| Total Preliminary Engineering | | \$108,000 | - | - | - | - | - | \$108,000 |
| Construction | CARSON CITY LOCAL - CAMPO | - | - | \$38,163 | - | - | - | \$38,163 |
| Construction | TAP FLEX STBG | - | - | \$725,087 | - | - | - | \$725,087 |
| Total Construction | | - | - | \$763,250 | - | - | - | \$763,250 |
| Total Prior Costs | | \$108,000 | - | - | - | - | - | \$108,000 |
| Total Programmed | | \$108,000 | - | \$763,250 | - | - | - | \$871,250 |

CC20230006 - District 3, Fifth Street Roundabout

Pavement improvements between Fairview Drive and Carson River Road, including operational and capacity enhancements to the Fifth Street/Fairview Drive roundabout.

| | |
|---------------------|-------------------|
| MPO: | CAMPO |
| TIP: | 25-03 |
| Local ID: | - |
| Total Cost: | \$4,733,887 |
| Lead Agency: | Carson City |
| Contact: | Kelly Norman |
| NDOT District: | District 2 |
| County: | Carson City |
| Project Type: | Road Improvement |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | 2027 |
| From: | Fairview Drive |
| To: | Carson River Road |

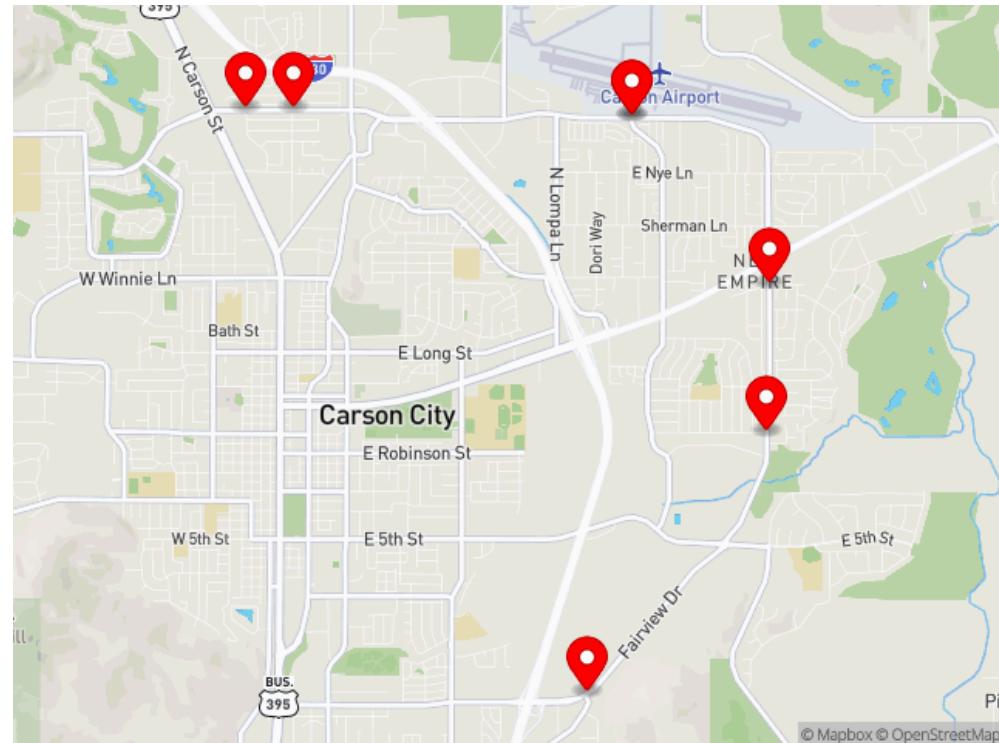


| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|-------------------------------|-----------------------------------|-------|--------|-----------|-------------|--------|--------|-------------|
| Preliminary Engineering | CARSON CITY LOCAL - CAMPO | - | - | \$120,000 | - | - | - | \$120,000 |
| Total Preliminary Engineering | | - | - | \$120,000 | - | - | - | \$120,000 |
| Construction | CARSON CITY LOCAL - CAMPO | - | - | - | \$391,667 | - | - | \$391,667 |
| Construction | CONGRESSIONALLY DIRECTED SPENDING | - | - | - | \$3,000,000 | - | - | \$3,000,000 |
| Construction | STBG 50K-200K | - | - | - | \$1,222,220 | - | - | \$1,222,220 |
| Total Construction | | - | - | - | \$4,613,887 | - | - | \$4,613,887 |
| Total Programmed | | - | - | \$120,000 | \$4,613,887 | - | - | \$4,733,887 |

CC20240007 - College and Fairview Pedestrian Safety Improvement Project

Pedestrian Safety Improvements to improve pedestrian crossing, reduce vehicle speeds, and enhance driver awareness at high risk crossings.

| | |
|---------------------|--|
| MPO: | CAMPO |
| TIP: | 25-02 |
| Local ID: | - |
| Total Cost: | \$1,141,045 |
| Lead Agency: | Carson City |
| Contact: | Kelly Norman |
| NDOT District: | District 2 |
| County: | Carson City |
| Project Type: | Road Improvement |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | 2026 |
| From: | College Parkway, Fairview Drive |
| To: | Airport Road, Desatoya Drive, Edmonds Drive, Gordon Street, Imperial Way, Northgate Lane |

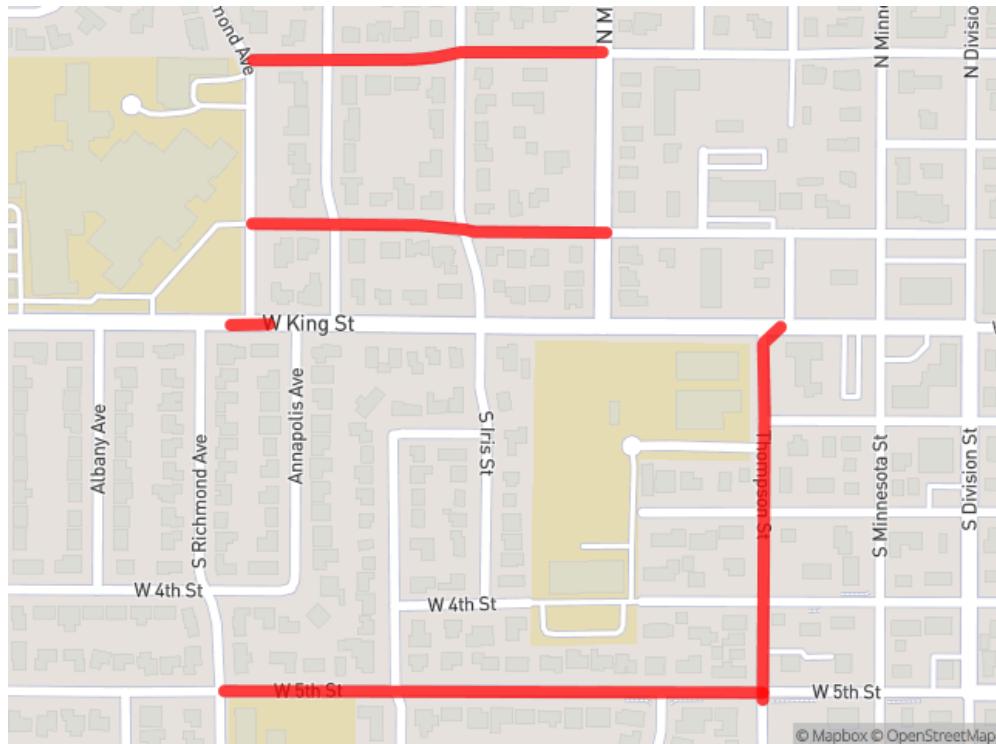


| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|-------------------------------|---------------------------|-------|-----------|-----------|--------|--------|--------|-------------|
| Preliminary Engineering | CARSON CITY LOCAL - CAMPO | - | \$187,000 | - | - | - | - | \$187,000 |
| Total Preliminary Engineering | | - | \$187,000 | - | - | - | - | \$187,000 |
| Construction | CARSON CITY LOCAL - CAMPO | - | - | \$47,703 | - | - | - | \$47,703 |
| Construction | HSIP | - | - | \$906,342 | - | - | - | \$906,342 |
| Total Construction | | - | - | \$954,045 | - | - | - | \$954,045 |
| Total Programmed | | - | \$187,000 | \$954,045 | - | - | - | \$1,141,045 |

XS20220006 - Carson Vulnerable User Pedestrian Project

Improvements of sidewalk gap closures, bicycle enhancements, ADA compliant infrastructure, and intersection enhancements near school zones in West Carson City.

| | |
|---------------------|---|
| MPO: | CAMPO |
| TIP: | 25-00 |
| Local ID: | - |
| Total Cost: | \$1,776,316 |
| Lead Agency: | Carson City |
| Contact: | Kelly Norman |
| NDOT District: | District 2 |
| County: | Carson City |
| Project Type: | Active Transportation (Bike/Ped) |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | 2025 |
| From: | King St, King St & Richmond Ave, Richmond Ave |
| To: | 5th St, Mountain St, Thompson St |

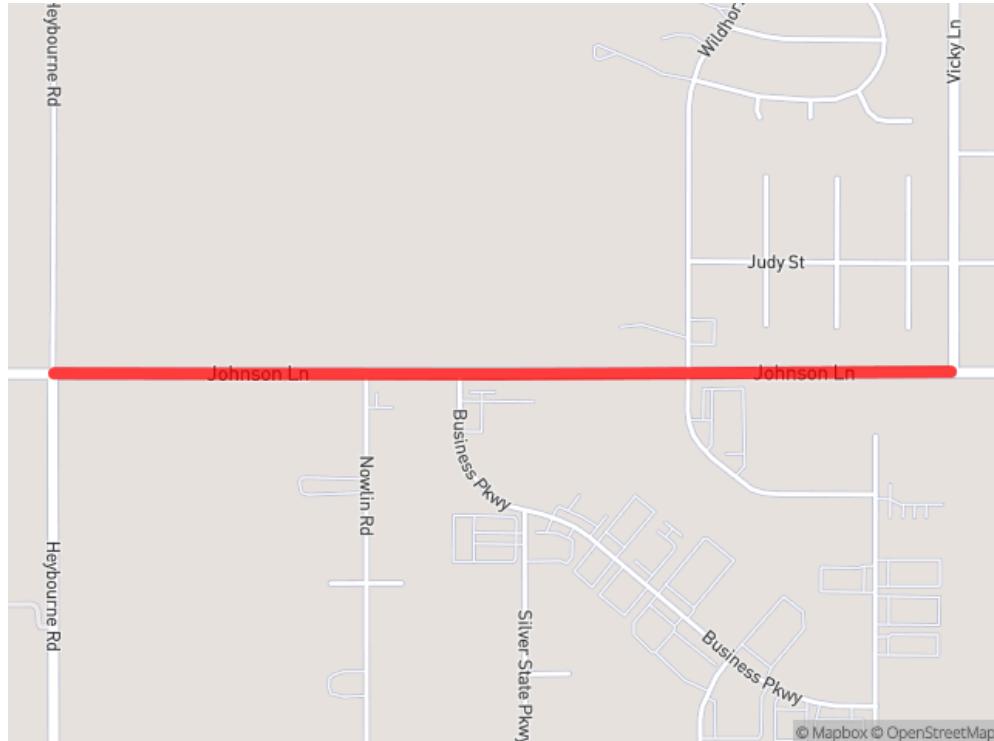


| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|-------------------------------|-----------------------------------|-----------|-------------|--------|--------|--------|--------|-------------|
| Preliminary Engineering | CONGRESSIONALLY DIRECTED SPENDING | \$108,342 | - | - | - | - | - | \$108,342 |
| Preliminary Engineering | LOCAL FUND | \$5,702 | - | - | - | - | - | \$5,702 |
| Total Preliminary Engineering | | \$114,044 | - | - | - | - | - | \$114,044 |
| Construction | CONGRESSIONALLY DIRECTED SPENDING | - | \$1,391,658 | - | - | - | - | \$1,391,658 |
| Construction | LOCAL FUND | - | \$270,614 | - | - | - | - | \$270,614 |
| Total Construction | | - | \$1,662,272 | - | - | - | - | \$1,662,272 |
| Total Prior Costs | | \$114,044 | - | - | - | - | - | \$114,044 |
| Total Programmed | | \$114,044 | \$1,662,272 | - | - | - | - | \$1,776,316 |

DO20220007 - Johnson Lane Reconstruction Project

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

| | |
|---------------------|------------------|
| MPO: | CAMPO |
| TIP: | 25-00 |
| Local ID: | - |
| Total Cost: | \$2,800,000 |
| Lead Agency: | Douglas County |
| Contact: | Jon Erb |
| NDOT District: | District 2 |
| County: | Douglas |
| Project Type: | Road Improvement |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | 2028 |
| From: | Heybourne Road |
| To: | Vicky Lane |

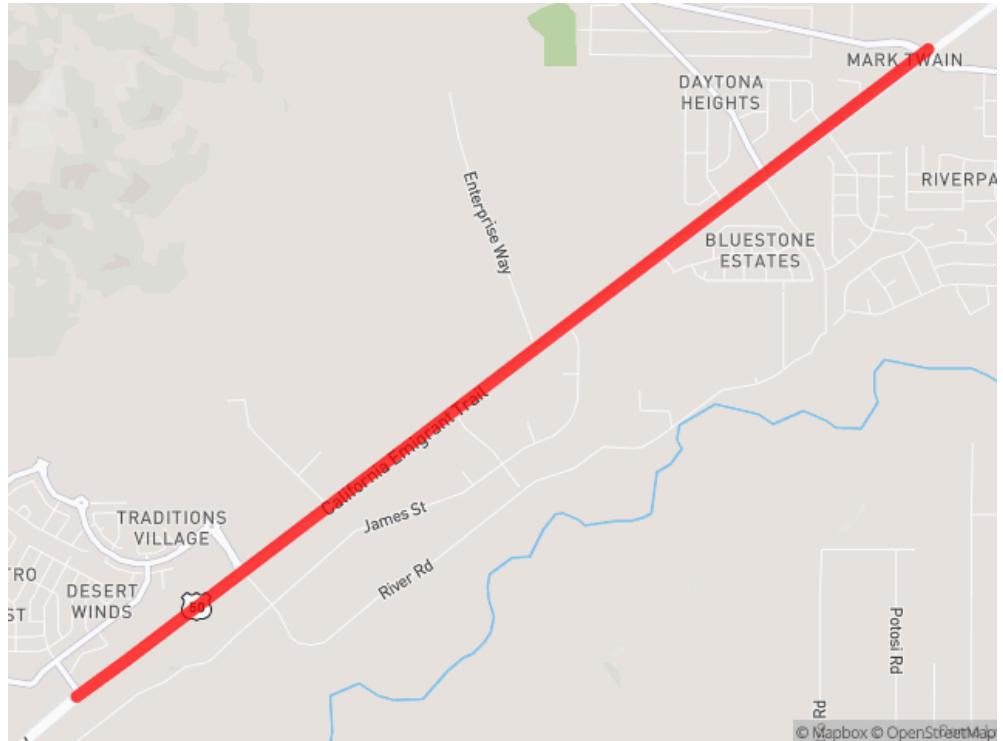


| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|--------------------|------------------|-------|--------|--------|--------|-------------|--------|-------------|
| Construction | DO LOCAL - CAMPO | - | - | - | - | \$200,000 | - | \$200,000 |
| Construction | STBG 50K-200K | - | - | - | - | \$2,600,000 | - | \$2,600,000 |
| Total Construction | | - | - | - | - | \$2,800,000 | - | \$2,800,000 |
| Total Programmed | | - | - | - | - | \$2,800,000 | - | \$2,800,000 |

LY20220002 - US 50, East of Dayton, Fortune Drive to Six Mile Canyon Road - Preservation

Pavement preservation, signage and striping, access control, signal installation, lighting, ITS, and drainage improvements.

| | |
|---------------------|--------------|
| MPO: | CAMPO |
| TIP: | 25-04 |
| Local ID: | - |
| Total Cost: | \$34,110,000 |
| Lead Agency: | Nevada DOT |
| Contact: | Eric Scheetz |
| NDOT District: | District 2 |
| County: | Lyon |
| Project Type: | Preservation |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | 2026 |
| From: | LY MP 8.0 |
| To: | LY MP 13.8 |

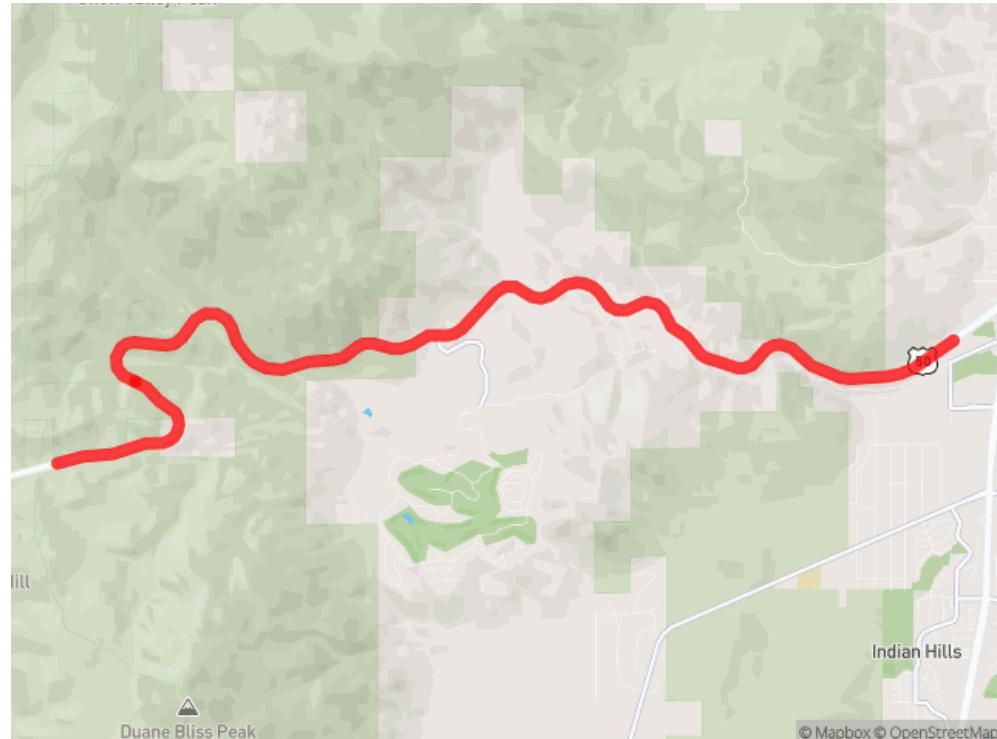


| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|--------------------|--------------------|-------|----------|--------------|--------|--------|--------|--------------|
| Right of Way | STATE HIGHWAY FUND | - | \$10,000 | - | - | - | - | \$10,000 |
| Total Right of Way | | - | \$10,000 | - | - | - | - | \$10,000 |
| Construction | NHPP | - | | \$29,301,250 | - | - | - | \$29,301,250 |
| Construction | STATE MATCH - NV | - | | \$1,705,000 | - | - | - | \$1,705,000 |
| Construction | STBG FLEX | - | | \$3,093,750 | - | - | - | \$3,093,750 |
| Total Construction | | - | | \$34,100,000 | - | - | - | \$34,100,000 |
| Total Programmed | | - | \$10,000 | \$34,100,000 | - | - | - | \$34,110,000 |

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

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

| | |
|---------------------|-----------------------|
| MPO: | CAMPO |
| TIP: | 25-02 |
| Local ID: | - |
| Total Cost: | \$46,200,000 |
| Lead Agency: | Nevada DOT |
| Contact: | Shawn Paterson |
| NDOT District: | District 2 |
| County: | Carson City, Douglas |
| Project Type: | Preservation |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | 2028 |
| From: | CC MP 0.0, DO MP 13.3 |
| To: | CC MP 7.6, DO MP 14.6 |



| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|--------------------|------------------|-------|--------|--------|--------|--------------|--------|--------------|
| Construction | NIHPP | - | - | - | - | \$32,917,500 | - | \$32,917,500 |
| Construction | STATE MATCH - NV | - | - | - | - | \$2,310,000 | - | \$2,310,000 |
| Construction | STBG FLEX | - | - | - | - | \$10,972,500 | - | \$10,972,500 |
| Total Construction | | - | - | - | - | \$46,200,000 | - | \$46,200,000 |
| Total Programmed | | - | - | - | - | \$46,200,000 | - | \$46,200,000 |

Table 5.1 CAMPO FY 2025 and FY 2026 UPWP Cost/Funding Summary

| Activity | | | | | Funding Breakdown, Overall FY 25 & FY 26 | | | | | |
|---|-----|--|---|-----------------------------------|--|-----------|-------------------------|-------------|--|--|
| Work Element | # | Description | Milestones (Excludes Ongoing/Recurring Milestones) | Estimated Completion Date | FY 2025 | FY 2026 | Total Work Element Cost | | | |
| 1.0 MPO Administration | 1.1 | MPO Administration and Work Program Oversight | | | \$125,491 | \$131,590 | \$257,081 | | | |
| | 1.2 | Unified Planning Work Program Oversight and Development | FY 2026 / FY 2027 Monetary Agreements FY 2027-2028 UPWP (Draft/ Final) | June 2025; May 2026 April 2026 | | | | | | |
| | 1.3 | Transportation Improvement Program (TIP) Administration | FFY 2025-2028 TIP | December 2024 | | | | | | |
| | | | Annual Federal Obligations Report | December 2024; December 2025 | | | | | | |
| | 1.4 | Professional Development | | | | | | | | |
| 2.0 RTP | 2.1 | Regional Transportation Plan (RTP)* | 2050 RTP Update and Adoption* | January 2026 | \$77,546 | \$152,778 | \$230,324 | | | |
| 3.0 Outreach, Engagement, and Representation | 3.1 | MPO Representation | | | \$37,699 | \$74,355 | \$112,054 | | | |
| | 3.2 | Public Participation | | | | | | | | |
| | 3.3 | Regional Transit Coordination & Engagement | Transit Rider Survey | June 2026 | | | | | | |
| 4.0 Multimodal Planning | 4.1 | Transit Planning | Update to JAC Transit Coordinated Human Services Plan | January 2026 | \$55,078 | \$63,365 | \$118,443 | | | |
| | | | JAC Title VI Program Update | September 2025 | | | | | | |
| | | | CAMPO DBE Program Goal Update | September 2025 | | | | | | |
| | | | FY 2024 & 2025 JAC Monitoring Report | July 2025; February 2026 | | | | | | |
| | 4.2 | ITS and Alternative Fuels Planning | | | | | | | | |
| | 4.3 | Active Transportation Planning | Updated CAMPO Bicycle Map | February 2026 | | | | | | |
| | 4.4 | Regional Consistency Review & Planning Updates | | | | | | | | |
| 5.0 Transportation Performance & Asset Management | 5.1 | Performance Measure Implementation & Management | Safety Performance Measure Targets | February 2025; February 2026 | \$208,151 | \$139,150 | \$347,301 | | | |
| | | | Public Transit Agency Safety Targets | December 2024; December 2025 | | | | | | |
| | | | FTA Transit Asset Management Targets | October 2024; October 2025 | | | | | | |
| | | | Supporting Nevada's CMAQ Targets | October 2024; October 2025 | | | | | | |
| | 5.2 | Maintain Travel Demand Model | | | | | | | | |
| | 5.3 | Data Management, Collection, and Performance Measurement | Annual CAMPO Monitoring Report | September 2024; September 2025 | | | | | | |
| | | | CAMP Crash Dashboard | June 2025 | | | | | | |
| | 5.4 | Maintain Pavement Management System | Complete pavement survey for participating agencies | March 2025 | | | | | | |
| | | | Annual performance reporting of pavement condition within the CAMPO planning area to support development of pavement maintenance projects by partner agencies | September 2024; December 2025 | | | | | | |
| | | | | | | | | | | |
| 6.0 Complete Streets_CS | 6.1 | Complete Streets Design Guide & Toolbox_CS | Complete Streets Design Guide and Toolbox_CS | June 2026 | \$50,816 | \$226,789 | \$277,605 | | | |
| | 6.2 | Complete Streets Corridor Studies_CS | US 50 East Carson Complete Streets Study_CS | September 2025 | | | | | | |
| | | | N. Carson Complete Streets Feasibility Study_CS | December 2026 | | | | | | |
| | | | | | Total UPWP CPG/Local | \$554,781 | \$788,028 | \$1,342,809 | | |
| | | | | | Total Other Federal/Local* | \$180,000 | \$125,000 | \$305,000 | | |
| | | | | | Total 2-Year UPWP | \$734,781 | \$913,028 | \$1,647,809 | | |

*Other Funding Sources (US 50 E. Carson Complete Streets Study, TAP; N. Carson Street Study, Carson City local)



STAFF REPORT

| | | | |
|-----------------------|--|------------------------|-----------------|
| Report To: | Carson Area Metropolitan Planning Organization | Meeting Date: | October 8, 2025 |
| Staff Contact: | Darren Schulz, Public Works Director | | |
| Agenda Title: | For Possible Action – Discussion and possible action regarding proposed performance targets for Federal Fiscal Year (“FFY”) 2026 for capital assets funded by the Carson Area Metropolitan Planning Organization (“CAMPO”) and used to provide public transit services, as required by the Federal Transit Administration (“FTA”) Transit Asset Management (“TAM”) Final Rule which requires agencies responsible for funding transit operations to set performance targets on an annual basis based on quantifiable levels of performance or condition for capital assets used in the provision of transit services which includes buses and facilities used by Jump Around Carson (“JAC”) and funded by CAMPO. (Marcus Myers, Transit Coordinator) | | |
| Agenda Action: | Formal Action / Motion | Time Requested: | 5 minutes |

Proposed Motion

I move to approve the Federal Fiscal Year 2026 performance targets as presented.

Board's Strategic Goal

N/A

Previous Action

October 9, 2024 (Item 5.C) – CAMPO approved the FFY 2025 TAM Performance Targets.

Background/Issues & Analysis

The Moving Ahead for Progress in the 21st Century Act and Fixing America’s Surface Transportation Act required the United States Department of Transportation and FTA to develop rules to establish a system to monitor and manage public transportation assets to improve safety, reliability, and performance and to establish performance measures.

CAMPO funds support 17 revenue-generating vehicles, referred to as “Rolling Stock”, and one non-revenue-generating vehicle, referred to as “Equipment”. CAMPO sets TAM performance targets for these vehicles based on the FTA’s Useful Life Benchmark (“ULB”) and other performance measures outlined in the JAC TAM Plan adopted in 2022 and revised in November 2024 for FFYs 2023-2026. The FTA defines the ULB as the expected lifecycle of a capital asset for a particular operating environment or the acceptable age of a vehicle. CAMPO utilizes the default ULB for all CAMPO

vehicles, including the JAC fleet, while also considering other performance measures, such as the FTA Minimum Useful Life, condition assessments, and maintenance costs of the vehicle, as outlined in the TAM Plan.

The FTA also measures the performance of CAMPO-supported transit assets that are not vehicles, referred to as “Facilities”. For Facilities, performance is not measured using the ULB, and instead uses the FTA’s Transit Economic Requirement Model (“TERM”) on the one to five scale with one being poor and five being excellent. CAMPO’s facilities are composed of (1) the JAC administrative facility, and (2) the City’s Fleet Maintenance facility. The TERM condition rating table is shown in Exhibit 1.

Based on the ULB, TERM, and other performance measures, the following performance targets are proposed to apply to CAMPO-funded capital assets for FFY 2026.

- Rolling Stock Target = 35%: CAMPO’s Rolling Stock is composed of 17 revenue vehicles. Four of those vehicles, totaling 24% of CAMPO’s Rolling Stock, will have exceeded their ULB in FFY 2025. Two additional vehicles, totaling 12% of CAMPO’s Rolling Stock, have exceeded their Minimum Useful Life but have not exceeded their ULB. Staff expects to replace the four vehicles that have exceeded their ULB as well as the two that have exceeded their Minimum Useful Life but not their ULB; therefore, FFY 2026 performance target is to replace 35% of CAMPO’s Rolling Stock. The plan to achieve this performance target is listed below.
- Equipment Target = 0%: CAMPO’s Equipment is composed of one non-revenue vehicle. No Equipment requires replacement and the target for FFY 2026 is set at 0%. No action is necessary to achieve this target.
- Facilities Target = 0%: All of CAMPO’s Facilities have a TERM condition rating at or above 3.0 (Adequate), meaning no Facilities require attention. Therefore, the FFY 2026 performance target is to improve 0% of CAMPO’s Facilities. No action is necessary to achieve this target.

Plan to Achieve 35% Target for Rolling Stock:

Currently, JAC has three types of revenue vehicles in the Rolling Stock asset class: Bus (“BU”), with a total of five vehicles; Cutaway Bus (“CU”), with a total of 11 vehicles; and Minivan (“MV”), with one vehicle.

The results of the condition assessment completed by staff show that four CU asset class vehicles (vehicles 4238, 4239, 4241, and 4242) have already met or exceeded their ULB. The proposed performance target of 35% for FFY 2026 calls for the replacement of four of those CU asset class vehicles. Two of these vehicles have been purchased and are pending delivery. Staff is developing a solicitation to replace the other two vehicles.

Additionally, staff propose replacing two BU asset class vehicles (4243 and 4244) during FFY 2026, as these vehicles have exceeded their Minimum Useful Life. Although these two BU asset class vehicles have not yet exceeded the ULB, FTA funds are available for replacement because they have passed the FTA’s Minimum Useful Life measure. Staff propose replacing these two vehicles because they have exceeded their Minimum Useful Life, are in a poor state of repair, and have a high cost of maintenance. Replacement of these vehicles was included in past budgets, and quotes will be reviewed by the Carson City Regional Transportation Commission (“RTC”) at their November meeting. The proposed performance target of 35% includes the replacement of these two BU class vehicles.

The MV asset will not reach or exceed its ULB in FFY 2026.

CAMPO executed a subrecipient agreement with Douglas County, allowing Douglas Area Rural Transit (“DART”) to purchase a paratransit vehicle using funding provided by CAMPO. CAMPO staff will evaluate how to incorporate or report TAM targets once this vehicle is purchased by DART.

Applicable Statute, Code, Policy, Rule or Regulation

49 U.S.C. 5326(b)(1), (c); 49 C.F.R. Part 625; 49 C.F.R. Part 630

Financial Information

Is there a fiscal impact? No

If yes, account name/number:

Is it currently budgeted? No

Explanation of Fiscal Impact:

Alternatives

Do not approve the Federal Fiscal Year 2026 performance targets and provide an alternative direction to staff.

Attachment(s):

[5B_CAMPO_Exhibit 1 - FY 26 TAM Targets.pdf](#)

[5B_CAMPO_Exhibit 2 - TAM Condition Assessment.pdf](#)

Motion: _____

1) _____

Aye/Nay

2) _____

(Vote Recorded By)

CAMPO Transit Asset Management

Targets FFY 2026

| Proposed CAMPO Performance Targets for FFY 2026 | | | | | | | |
|---|----------------------------|-------------------------|----------------------|--------------------------------|---------------------------------|------------------------------------|--------------------|
| | Asset (ULB Classification) | ULB/TERM Default Rating | # of Assets in Class | # of Assets Exceeding ULB/TERM | # of Assets Exceeding Min. Life | # of Assets target for replacement | Performance Target |
| Rolling Stock | BU - Bus | ULB = 14 | 5 | 0 | 3 | 2 | 40% |
| | CU - Cutaway | ULB = 10 | 11 | 4 | 4 | 4 | 36% |
| | MV - Minivan | ULB = 8 | 1 | 0 | 0 | 0 | 0% |
| Equipment | SV - Sport Utility Vehicle | ULB = 8 | 1 | 0 | 0 | 0 | 0% |
| Facilities | Maintenance | TERM = 3.0 | 1 | 0 | N/A | 0 | 0% |
| | Administration | TERM = 3.0 | 1 | 0 | N/A | 0 | 0% |

FTA Guidance: Table extracts from FTA Guidance on setting Transit Asset Management Performance Targets and Measures

| Sample Asset Hierarchy -- Example of Asset Categories, Asset Classes, and Asset Types | | |
|---|------------------------------|---------------|
| Asset Category | Asset Class | Asset Type |
| Rolling Stock | Buses | 40 foot Bus |
| | | 60 foot Bus |
| | Paratransit Vehicles | Cutaway |
| | | Van |
| Equipment | Maintenance Vehicles | Vehicle |
| | | Snow plow |
| | Non-Revenue Service Vehicles | Tow truck |
| Facilities | Maintenance | Smith Garage |
| | Administration | Main Building |

| FTA Performance Measures for Small Provider Asset Categories | | |
|---|---------------------|---|
| Asset Class | Performance Measure | Definition |
| Rolling Stock All revenue vehicles | Age | % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) |
| Equipment Maintenance equipment or non-revenue vehicles | Age | % of vehicles that have met or exceeded their ULB |
| Facilities All buildings or structures | Condition | % of facilities with a condition rating below 3.0 on FTA's Transit Economic Requirements Model (TERM) Scale |

The FTA Transit Economic Requirement Model (TERM) asset condition rating scale is based on how close a rolling stock or equipment asset or component is to replacement or major overhaul. The table below shows the FTA TERM rating scale used by Carson City Fleet Maintenance staff in their scoring of JAC's facility and vehicle assets.

| FTA TERM Rating Scale | | |
|-----------------------|------------|--|
| Condition | Rating | Description |
| Excellent | 5.0 to 4.8 | New asset; no visible defects. |
| Good | 4.7 to 4.0 | Asset showing minimal signs of wear; some (slightly) defective or deteriorated component(s) |
| Adequate | 3.9 to 3.0 | Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s). |
| Marginal | 2.9 to 2.0 | Asset just reaching or just past the end of its useful life; increasing number of defective or deteriorated component(s) and increasing maintenance needs. |
| Poor | 1.9 to 1.0 | Asset is past its useful life and is in need of immediate repair or replacement; may have critically damaged component(s). |

5B_CAMPO_Exhibit 2 - Current TAM Condition Assessment

Inspection year = Calendar Year 2025 for FFY 2026

| Status | ID Number | Asset Category | Asset Class | Asset Description | Make | Model | Acquisition Year | Age | Current Vehicle Mileage | Est. Replacement Cost/Value | FTA Default ULB | Exceeds ULB? | FTA Minimum Useful Life (Years) | FTA Minimum Useful Life (Miles) | Exceeds Min. Useful Life? | Condition Assessment Final Score | Final Investment Ranking | Notes |
|--------|--------------------|----------------|------------------|--------------------------------------|--------------------------|---------------------------------|------------------|-----|-------------------------|-----------------------------|-----------------|--------------|---------------------------------|---------------------------------|---------------------------|----------------------------------|--------------------------|---|
| Active | 4238 | Rolling Stock | CU - Cutaway Bus | 21-ft Chevy G3500 | Arboc | Spirit of Mobility | 2012 | 13 | 227,270 | \$200,000 | 10 | Yes | 4 | 100,000 | Yes | 2.57 | 17 | Pending delivery |
| Active | 4239 | Rolling Stock | CU - Cutaway Bus | 21-ft Chevy G3500 | Arboc | Spirit of Mobility | 2012 | 13 | 235,237 | \$200,000 | 10 | Yes | 4 | 100,000 | Yes | 2.78 | 13 | Pending delivery |
| Active | 4241 | Rolling Stock | CU - Cutaway Bus | 24-ft Chevy G3500 | Arboc | Spirit of Mobility | 2015 | 10 | 109,716 | \$200,000 | 10 | No | 4 | 100,000 | Yes | 2.64 | 14 | Medium priority replacement after 4243 and 4244. Developing solicitation. |
| Active | 4242 | Rolling Stock | CU - Cutaway Bus | 24-ft Chevy G3500 | Arboc | Spirit of Mobility | 2015 | 10 | 127,631 | \$200,000 | 10 | No | 4 | 100,000 | Yes | 2.63 | 15 | Medium priority replacement after 4243 and 4244. Developing solicitation. |
| Active | 4243 | Rolling Stock | BU - Bus | 35-ft GMC C5500 | Arboc | Spirit of Liberty Low Floor | 2016 | 9 | 175,260 | \$500,000 | 14 | No | 7 | 200,000 | Yes | 2.80 | 12 | High priority replacement after 4238 and 4239. Pending purchase approval from RTC |
| Active | 4244 | Rolling Stock | BU - Bus | 35-ft GMC C5500 | Arboc | Spirit of Liberty Low Floor | 2016 | 9 | 213,638 | \$500,000 | 14 | No | 7 | 200,000 | Yes | 2.53 | 18 | High priority replacement after 4238 and 4239. Pending purchase approval from RTC |
| Active | 4245 | Rolling Stock | BU - Bus | 35-ft GMC C5500 | Arboc | Spirit of Liberty Low Floor | 2017 | 8 | 191,438 | \$500,000 | 14 | No | 7 | 200,000 | Yes | 2.60 | 16 | Medium Priority replacement after 4241 and 4242. Solicitation expected in 2027. |
| Active | 4249 | Rolling Stock | BU - Bus | 34-ft Freightliner | Arboc | SOL34 | 2019 | 6 | 136,786 | \$500,000 | 14 | No | 7 | 200,000 | No | 2.80 | 11 | |
| Active | 4250 | Rolling Stock | BU - Bus | 34-ft Freightliner | Arboc | SOL34 | 2019 | 6 | 134,165 | \$500,000 | 14 | No | 7 | 200,000 | No | 3.01 | 10 | |
| Active | 4251 | Rolling Stock | CU - Cutaway Bus | 24-ft Chevy Express 4500 | Arboc | Spirit of Mobility | 2020 | 5 | 71,288 | \$200,000 | 10 | No | 4 | 100,000 | Yes | 3.04 | 9 | |
| Active | 4252 | Rolling Stock | CU - Cutaway Bus | 24-ft Chevy Express 4500 | Arboc | Spirit of Mobility | 2020 | 5 | 51,758 | \$200,000 | 10 | No | 4 | 100,000 | Yes | 3.54 | 4 | |
| Active | 4253 | Rolling Stock | MV - Minivan | 19-ft Minivan | Ram | Promaster 3500 | 2022 | 3 | 37,926 | \$120,000 | 8 | No | 4 | 100,000 | No | 3.88 | 2 | |
| Active | 4254 | Rolling Stock | CU - Cutaway Bus | 28-ft Chevy Express 4500 | Arboc | Spirit of Mobility | 2022 | 3 | 74,215 | \$200,000 | 10 | No | 4 | 100,000 | No | 3.49 | 6 | |
| Active | 4255 | Rolling Stock | CU - Cutaway Bus | 28-ft Chevy Express 4500 | Arboc | Spirit of Mobility | 2022 | 3 | 67,473 | \$200,000 | 10 | No | 4 | 100,000 | No | 3.45 | 7 | |
| Active | 4256 | Rolling Stock | CU - Cutaway Bus | 28-ft Chevy Express 4500 | Arboc | Spirit of Mobility | 2022 | 3 | 77,972 | \$200,000 | 10 | No | 4 | 100,000 | No | 3.20 | 8 | |
| Active | 4257 | Rolling Stock | CU - Cutaway Bus | 28-ft Chevy Express 4500 | Arboc | Spirit of Mobility | 2022 | 3 | 68,827 | \$200,000 | 10 | No | 4 | 100,000 | No | 3.53 | 5 | |
| Active | 4258 | Rolling Stock | CU - Cutaway Bus | 28-ft Chevy Express 4500 | Arboc | Spirit of Mobility | 2022 | 3 | 50,178 | \$200,000 | 10 | No | 4 | 100,000 | No | 3.88 | 3 | |
| Active | 5354 | Equipment | AO - Automobile | Truck 1500 Double Cab | Chevy | 1500 | 2023 | 2 | 7,777 | \$45,000 | 8 | No | 4 | 100,000 | No | 4.09 | 1 | Placed into service May 2023 |
| Active | 3770 Butti Way | Facilities | Maintenance | Admin, Ops, and Bus Yard | Carson City Public Works | Building Repurpose/Site Grading | 2018 | 7 | N/A | \$500,000 | | | | | | 4.64 | N/A | |
| Active | Contract# 1415-019 | Facilities | Maintenance | Expansion: Maintenance and Wash Bays | Carson City Public Works | Construction | 2015 | 10 | N/A | \$2,000,000 | | | | | | 5.00 | N/A | |



STAFF REPORT

Report To:

Meeting Date: October 8, 2025

Staff Contact:

Agenda Title: Transportation Manager's Report (Chris Martinovich, Transportation Manager)

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

Proposed Motion

N/A

Board's Strategic Goal

Previous Action

Background/Issues & Analysis

Applicable Statute, Code, Policy, Rule or Regulation

Financial Information

Is there a fiscal impact? No

If yes, account name/number:

Is it currently budgeted? No

Explanation of Fiscal Impact:

Alternatives

Motion: _____

1) _____

Aye/Nay

2) _____

(Vote Recorded By)



STAFF REPORT

Report To:

Meeting Date: October 8, 2025

Staff Contact:

Agenda Title: Nevada Department of Transportation Report (Rebecca Kapuler, Assistant Director of Planning, NDOT)

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

Proposed Motion

N/A

Board's Strategic Goal

Previous Action

Background/Issues & Analysis

Applicable Statute, Code, Policy, Rule or Regulation

Financial Information

Is there a fiscal impact? No

If yes, account name/number:

Is it currently budgeted? No

Explanation of Fiscal Impact:

Alternatives

Motion: _____

1) _____
2) _____

Aye/Nay

(Vote Recorded By)



STAFF REPORT

Report To:

Meeting Date: October 8, 2025

Staff Contact:

Agenda Title: Other comments and reports, which may include future agenda items, status review of additional projects, internal communications and administrative matters, correspondence to CAMPO, project status reports, and comments or other reports from the CAMPO members or staff. (Chris Martinovich, Transportation Manager)

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

Proposed Motion

N/A

Board's Strategic Goal

Previous Action

Background/Issues & Analysis

Applicable Statute, Code, Policy, Rule or Regulation

Financial Information

Is there a fiscal impact? No

If yes, account name/number:

Is it currently budgeted? No

Explanation of Fiscal Impact:

Alternatives

Motion: _____

1) _____

Aye/Nay

2) _____

(Vote Recorded By)