

**CARSON CITY CONSOLIDATED MUNICIPALITY**  
**NOTICE OF THE MEETING OF THE**  
**REGIONAL TRANSPORTATION COMMISSION**

**Day:** Wednesday  
**Date:** June 11, 2025  
**Time:** Beginning immediately after the adjournment of the Carson Area Metropolitan Planning Organization meeting that begins 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 Regional Transportation Commission meeting at [www.carson.org/granicus](http://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](mailto: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 - Regional Transportation Commission**
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 - May 14, 2025**
  - 4.A Minutes for May 14, 2025  
[Click Here for Staff Report](#)

5. **Public Meeting Item(s):**
  - 5.A For Possible Action – Discussion and possible action regarding a proposed resolution authorizing the submission of a Federal Transit Administration (“FTA”) Section 5310 grant application to the Carson Area Metropolitan Planning Organization (“CAMPO”)

for \$200,155 subject to a 20 percent local match estimated to be \$50,039, to fund capitalized operating expenses for Jump Around Carson's ("JAC") paratransit service, JAC Assist.

[Click Here for Staff Report](#)

- 5.B For Possible Action – Discussion and possible action regarding (1) a proposed resolution authorizing the submission of a Federal Transit Administration ("FTA") Section 5339(a) program grant application to the Carson Area Metropolitan Planning Organization ("CAMPO") for the purchase of a transit vehicle for a total amount of \$143,859 including a required 15 percent local match estimated to be \$21,579 to partially fund the purchase of a transit vehicle, and (2) a request for CAMPO to submit a competitive Section 5339(b) Buses and Bus Facilities Program grant application to the FTA for a total amount of \$111,141, with the Regional Transportation Commission ("RTC") providing the required 20 percent local match of \$22,228 to fund the remaining cost of the transit vehicle, which has an estimated total cost of \$255,000.

[Click Here for Staff Report](#)

- 5.C For Discussion Only – Discussion and presentation regarding the 2025 Carson City Pavement Performance Model Update Technical Memorandum ("Report") which analyzed the current and future pavement condition of roads in Carson City following a recently completed Pavement Management Survey ("Survey") conducted by the Carson Area Metropolitan Planning Organization ("CAMPO").

[Click Here for Staff Report](#)

- 5.D For Possible Action – Discussion and possible action regarding potential Fiscal Year ("FY") 2026 transportation infrastructure projects for Performance District 3, as funding permits.

[Click Here for Staff Report](#)

## **6. Non-Action Items:**

- 6.A Transportation Manager's Report  
[Click Here for Staff Report](#)

- 6.B April Street Operations and Control Systems Reports  
[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 the RTC, project status reports, and comments or other reports from the RTC members or staff.  
[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**

**AGENDA NOTES/ MANAGEMENT NOTICES/ DISCLOSURES:**

**\*\*PUBLIC COMMENT LIMITATIONS** – The RTC 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 Regional Transportation Commission 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](mailto:cmartinovich@carson.org), or by phone at (775) 887-2355 at least 24 hours in advance.

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 RTC staff in writing at 3505 Butti Way, Carson City, Nevada, 89701 or at [cmartinovich@carson.org](mailto: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](http://www.carson.org/agendas) and at the office for Carson City Public Works - 3505 Butti Way, Carson City, Nevada, 89701 (775) 887-2355.

This agenda has been posted at the following locations:

Carson City Public Works, 3505 Butti Way

Community Center, 851 East William Street

[www.carson.org/agendas](http://www.carson.org/agendas)

<https://notice.nv.gov>



## STAFF REPORT

**Report To:**

**Meeting Date:** June 11, 2025

**Staff Contact:**

**Agenda Title:** Minutes for May 14, 2025

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

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**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):**

[05-14-2025 Minutes \(RTC\).pdf](#)

Motion: \_\_\_\_\_

1) \_\_\_\_\_

Aye/Nay

2) \_\_\_\_\_

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(Vote Recorded By)

# CARSON CITY REGIONAL TRANSPORTATION COMMISSION

## Minutes of the May 14, 2025 Meeting

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**DRAFT**

A regular meeting of the Carson City Regional Transportation Commission (RTC) was scheduled to begin following the adjournment of the Carson Area Metropolitan Planning Organization (CAMPO) meeting (starting at 4:30 p.m.), on May 14, 2025, in the Community Center Robert “Bob” Crowell Boardroom, 851 East William Street, Carson City, Nevada.

**PRESENT:** Chairperson Lori Bagwell  
Vice Chair Lisa Schuette  
Commissioner Robert “Jim” Dodson  
Commissioner Lucia Maloney  
Commissioner Gregory Novak

**STAFF:** Chris Martinovich, Transportation Manager  
Adam Tully, Deputy District Attorney  
Kelly Norman, Senior Transportation Planner/Analyst  
Casey Sylvester, Transportation/Traffic Engineer  
Jared Cragun, Transportation Planner/Analyst  
Rebecca Bustos, Grant Analyst  
Scott Bohemier, Western Nevada Safe Routes to School Coordinator  
Marcus Myers, Transit Coordinator  
Tamar Warren, Senior Deputy Clerk

**NOTE:** A recording of these proceedings, the commission’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 meeting minutes are available at <https://www.carson.org/government/city-meetings>.

### **1. CALL TO ORDER – REGIONAL TRANSPORTATION COMMISSION (RTC)**

(5:26:40) – Chairperson Bagwell called the meeting to order at 5:26 p.m.

### **2. ROLL CALL**

(5:26:55) – Roll was called, and a quorum was present.

### **3. PUBLIC COMMENT**

(5:27:02) – Chairperson Bagwell entertained public comments. Mark Costa inquired about whether Curry Street would be considered a “federal street or not,” because of the funding it was receiving. Additionally, he wished to understand how the district prioritization would work.

### **4. FOR POSSIBLE ACTION: APPROVAL OF MINUTES – APRIL 9, 2025**

(5:31:04) – Chairperson Bagwell introduced the item and entertained corrections or a motion.

**CARSON CITY REGIONAL TRANSPORTATION COMMISSION**

**Minutes of the May 14, 2025 Meeting**

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**DRAFT**

**(5:31:14) – Commissioner Dodson moved to approve the minutes of the April 9, 2025, RTC meeting as presented. The motion was seconded by Vice Chair Schuette and carried 5-0-0.**

**5. PUBLIC MEETING ITEM(S):**

**5-A FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION REGARDING THE DISTRICT 1 CARMINE STREET REHABILITATION PROJECT (“PROJECT”), INCLUDING THE EVALUATION OF STORMWATER AND ROADWAY DESIGN ALTERNATIVES AND AMERICAN WITH DISABILITIES ACT (“ADA”) CURB RAMP AND SIDEWALK IMPROVEMENTS AT SELECTED LOCATIONS ALONG CARMINE STREET BETWEEN N. LOMPA LANE AND AIRPORT ROAD.**

(5:31:30) – Chairperson Bagwell introduced the item. Mr. Sylvester reviewed a PowerPoint presentation titled *Carmine Street Drainage and Roadway Alternatives*, incorporated into the record, and responded to clarifying questions. He also reviewed the project timeline, noting that the goal was to have the 60 percent design review in July 2025 and the 100 percent design review in August 2025. Mr. Sylvester believed that the project construction could begin in the winter or spring of 2026. Chair Bagwell reminded the Commission of the late material that was posted as part of the Staff Report. Commissioner Maloney noted that this project was a reminder of why roads were so expensive and thanked Staff for the “right of way acquisition and cleanup,” adding that taxpayer dollars should not be spent on private property. Mr. Sylvester clarified that no acquisitions were part of this project; however, should full funding be available, that might be an option. Mr. Martinovich confirmed that Staff were in discussions with the property owner regarding a right of entry as well, adding that no work will be done unless the property is City-owned. Commissioner Novak was informed that Staff were in discussions with the Nevada Department of Transportation (NDOT) regarding the hydraulics, adding that they had received their approval. There were no public comments.

**(5:52:08) – Commissioner Maloney moved to approve the recommended stormwater and roadway design alternatives and to direct staff to proceed with the design and construction of the recommended ADA curb ramp and sidewalk improvements for the Project [based on the late material received]. The motion was seconded by Commissioner Novak and carried 5-0-0.**

**5.B FOR POSSIBLE ACTION - DISCUSSION AND POSSIBLE ACTION REGARDING (1) HIGHWAY AGREEMENT NO. PR211-25-063 ( “AGREEMENT ” ) FOR THE NEVADA DEPARTMENT OF TRANSPORTATION ( “NDOT ” ) TO PARTIALLY FUND THE CONSTRUCTION OF THE CURRY STREET COMPLETE STREET PROJECT ( “PROJECT ” ) THROUGH \$1,978,641 IN SURFACE TRANSPORTATION BLOCK GRANT ( “STBG ” ) FUNDS, PLUS A 5 PERCENT LOCAL MATCH OF \$104,139, AND \$2,908,662 IN ADDITIONAL FUNDING OUTSIDE OF THE AGREEMENT, FOR A TOTAL PROJECT COST**

**CARSON CITY REGIONAL TRANSPORTATION COMMISSION**

**Minutes of the May 14, 2025 Meeting**

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**OF \$4,991,442; AND (2) AUTHORIZATION FOR THE TRANSPORTATION MANAGER TO EXECUTE THE AGREEMENT AS WELL AS ANY FUTURE AMENDMENTS TO THE AGREEMENT REGARDING EXTENSIONS OF TIME OR CHANGES IN FUNDING THAT DO NOT INCREASE THE TOTAL AMOUNT BY MORE THAN 10 PERCENT.**

(5:52:29) – Chair Bagwell introduced the item and requested additional information from Staff regarding “why Curry Street?” Mr. Martinovich gave background and noted that it was at first chosen because of a parallel route assessment funded through the Redevelopment Authority. Chair Bagwell explained the complexity of the project and stated that they were moving in the right direction, even though this project was an old one and involved multiple governmental entities. There were no public comments.

(5:59:22) – Vice Chair Schuette moved to approve the Agreement as presented and to authorize the Transportation Manager to execute the Agreement as well as any future amendments to the Agreement regarding extensions of time or changes in funding that do not increase the total amount by more than 10 percent. The motion was seconded by Commissioner Dodson and carried 5-0-0.

**5.C FOR POSSIBLE ACTION - DISCUSSION AND POSSIBLE ACTION REGARDING CONTRACT 25300308 ( “CONTRACT” ) FOR LUMOS & ASSOCIATES, INC. ( “LUMOS” ) TO PROVIDE DESIGN AND CONSTRUCTION SUPPORT SERVICES FOR THE CURRY STREET COMPLETE STREETS IMPROVEMENT PROJECT ( “PROJECT” ) LOCATED ALONG CURRY STREET BETWEEN RHODES STREET AND THE NORTHERN END OF THE UNITED STATES FOREST SERVICE PARCEL (APN 003-06-309), FOR A TOTAL NOT TO EXCEED AMOUNT OF \$681,890.**

(6:00:00) – Chair Bagwell introduced the item. Mr. Sylvester noted that this item was for the design services for the Currey Street project discussed in item 5.B. He also informed the Chair that the design would be completed in the fall of 2026. Dan Stucky, Director of Engineering at Lumos & Associates, called the project “complicated,” as it involved “a significant amount of environmental work.” He also stated that they were working with the City on “some alternative planning,” and confirmed for Commissioner Novak that a wall design was also part of the project. Mr. Martinovich informed Chair Bagwell that he was not certain there was a time limit on the obligated dollars. Chair Bagwell advised Staff to “grab those optional [dollars] and spend them first.” There were no public comments.

(6:05:30) – Commissioner Novak moved to approve the Contract as presented. The motion was seconded by Commissioner Dodson and carried 5-0-0.

**5.D FOR POSSIBLE ACTION - DISCUSSION AND POSSIBLE ACTION REGARDING (1) HIGHWAY AGREEMENT NO. PR210-25-063 ( “AGREEMENT**

# CARSON CITY REGIONAL TRANSPORTATION COMMISSION

## Minutes of the May 14, 2025 Meeting

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” ) FOR THE NEVADA DEPARTMENT OF TRANSPORTATION ( “NDOT” ) TO PARTIALLY FUND THE CONSTRUCTION OF THE DISTRICT 2 - LITTLE LANE REHABILITATION PROJECT ( “PROJECT” ) THROUGH \$500,000 IN SURFACE TRANSPORTATION BLOCK GRANT ( “STBG” ) FUNDS, PLUS A 5 PERCENT LOCAL MATCH OF \$26,316 AND \$892,684 IN ADDITIONAL LOCAL FUNDING OUTSIDE OF THE AGREEMENT, FOR A TOTAL PROJECT CONSTRUCTION COST OF \$1,419,000; AND (2) AUTHORIZATION FOR THE TRANSPORTATION MANAGER TO EXECUTE THE AGREEMENT AS WELL AS ANY FUTURE AMENDMENTS TO THE AGREEMENT REGARDING EXTENSIONS OF TIME OR CHANGES IN FUNDING THAT DO NOT INCREASE THE TOTAL AMOUNT BY MORE THAN 10 PERCENT.

(6:05:51) – Chairperson Bagwell introduced the item. Mr. Sylvester provided background and presented the Staff Report and the Agreement, both of which are incorporated into the record, and responded to clarifying questions. Chair Bagwell inquired whether this project was the City’s portion of the half-street improvements associated with the new developments on Little Lane. Mr. Sylvester explained that the project was the result of the Pavement Prioritization Process, even after the completion of the half-street improvements. He identified resurfacing as one of the needs on the road. Mr. Martinovich explained that the Area near Saliman Road had been widened and reconstructed already; therefore, it was only in need of a slurry seal. However, he noted that the area near Roop Street needed rehabilitation, since there had been no new construction there. Mr. Martinovich explained that the design had not been eligible for federal funding. Mr. Sylvester clarified that limited signal work would also take place. Chair Bagwell entertained public comments, and when none were forthcoming, a motion.

**(6:12:19) – Commissioner Novak moved to approve the Agreement as presented and to authorize the Transportation Manager to execute the Agreement as well as any future amendments to the Agreement regarding extensions of time or changes in funding that do not increase the total amount by more than 10 percent. The motion was seconded by Commissioner Dodson and carried 5-0-0.**

## 6. NON-ACTION ITEMS

### 6-A TRANSPORTATION MANAGER’S REPORT

(6:12:57) – Chairperson Bagwell introduced the item. Mr. Martinovich announced the receipt of the Federal Highway Administration’s (FHA) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant approval for the William Street Project. He also noted that the project prioritization efforts for District 3 discussion would be agendized for the June 2025 meeting. Mr. Martinovich stated that an update on the pavement deterioration projections would also be discussed in the next meeting.

# **CARSON CITY REGIONAL TRANSPORTATION COMMISSION**

## **Minutes of the May 14, 2025 Meeting**

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**DRAFT**

### **6-B STREET OPERATIONS REPORT**

(6:14:45) – Chairperson Bagwell introduced the item and entertained Commissioner comments on the report that is incorporated into the record; however, none were forthcoming. Mr. Martinovich highlighted several items in the Traffic Controls Systems Report, incorporated into the record, and responded to clarifying questions. Chair Bagwell pointed out many of the activities that did not involve pothole repairs and reminded everyone that there are other necessary repairs, such as providing working signal lights, that must be tended to.

### **6-C OTHER COMMENTS AND REPORTS**

(6:18:24) – Commissioner Maloney noted several references throughout the meeting regarding complex projects, increasing costs, and extending time. She attributed the complexity of the projects to honoring the investments that the developers have made to roads, such as Little Lane; however, she believed that they were making the City's projects more complex and more expensive, even though that is hard to measure. She suggested revisiting the developer contributions and possibly pooling them for use as local matches for federal grants. Chair Bagwell referenced the Fuel Tax Revenue worksheet and highlighted the Basic City/County Relief Tax section, noting that they were below projections, and hoped that there would be an adjustment once the process is resolved. She also invited members of the public to review the developer contributions, which are incorporated in the agenda packet.

## **7. PUBLIC COMMENT**

(6:23:16) – Chair Bagwell entertained final public comments; however, none were forthcoming.

## **8. FOR POSSIBLE ACTION: TO ADJOURN**

(6:23:30) – Chairperson Bagwell adjourned the meeting at 6:23 p.m.

The Minutes of the May 14, 2025, Carson City Regional Transportation Commission meeting are so approved on this 11<sup>th</sup> day of June 2025.



## STAFF REPORT

<b>Report To:</b>	Regional Transportation Commission	<b>Meeting Date:</b>	June 11, 2025
<b>Staff Contact:</b>	Marcus Myers, Transit Coordinator		
<b>Agenda Title:</b>	For Possible Action – Discussion and possible action regarding a proposed resolution authorizing the submission of a Federal Transit Administration (“FTA”) Section 5310 grant application to the Carson Area Metropolitan Planning Organization (“CAMPO”) for \$200,155 subject to a 20 percent local match estimated to be \$50,039, to fund capitalized operating expenses for Jump Around Carson’s (“JAC”) paratransit service, JAC Assist.		
<b>Agenda Action:</b>	Formal Action / Motion	<b>Time Requested:</b>	5 minutes

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### Proposed Motion

I move to approve Resolution Number 2025-RTC-R-1

### Board's Strategic Goal

N/A

### Previous Action

N/A

### Background/Issues & Analysis

CAMPO released an FTA Section 5310 Call for Projects on May 15, 2025. CAMPO, as the recipient of 5310 funds, is responsible for overseeing the funds and monitoring subrecipients of these funds. CAMPO is considered a small, urbanized area because its population is under 200,000. A determination of funding allocation and award by CAMPO is estimated to take place at the August 13, 2025, CAMPO meeting. The grant application has been developed by staff in response to CAMPO’s notice of funding availability. Available funding for operations is typically provided at 50% federal share, but funding for capital, including capitalized operating expenses, is provided at 80% federal share.

FTA Section 5310 grants provide funding to enhance the mobility of seniors and individuals with disabilities. The proposed application to CAMPO seeks \$200,155 in federal funding with a minimum of a 20% local match, estimated to total \$50,039 for a total expense of \$250,194. Available funding for operations is provided at 50% federal share, and funding for capital, including capitalized operating expense, is provided at 80% federal share.

JAC Assist is an American with Disabilities Act (“ADA”) complementary paratransit service, providing primarily curb-to-curb service, However, door-to-door service is available upon request. This is an “origin to destination” transportation service for persons with disabilities who cannot use the fixed route service. FTA section 5310 funds will be used to fund capital operating expenses for JAC Assist. FTA

Section 5307 grant funds are also eligible to fund JAC Assist's operating expenses but requires a local match of 50%; therefore, Section 5310 funding is preferred.

**Applicable Statute, Code, Policy, Rule or Regulation**

49 U.S.C. 5310; NRS 277A.270

**Financial Information**

**Is there a fiscal impact?** Yes

**If yes, account name/number:** Transit Fund, Federal Grants revenue account / 2253081-431010; Transit Fund, and Transit Fund, Operating Contract account / 2253026-500331.

**Is it currently budgeted?** Yes

**Explanation of Fiscal Impact:** Capitalized operating expense for JAC Assist is built into the budget at an anticipated rate of 80% federal and 20% local.

**Alternatives**

Do not approve the proposed resolution and provide alternate direction to staff.

**Attachment(s):**

[5A\\_RTC\\_Exhibit 1 - 5310 FY25 Summary and Application Packet.pdf](#)

[5A\\_RTC\\_Exhibit 2 Proposed Resolution.pdf](#)

Motion: \_\_\_\_\_

1) \_\_\_\_\_

Aye/Nay

2) \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_  
(Vote Recorded By)



**Grant Application Packet for  
Federal Transit Administration  
Section 5310 Program  
Apportionment Funding for  
Federal Fiscal Year (FFY) 2025**

## Introduction

The Carson Area Metropolitan Planning Organization (CAMPO) is accepting grant applications for the distribution of annual formula-based funding from the Federal Transit Administration (FTA) for Section 5310 Program funds. An overview of program goals, available funding, and applicant eligibility is provided on the following pages.

Funding from the FTA Section 5310 Program occurs in the form of a **reimbursement grant**. A reimbursement grant provides funding to grant recipients after expenses have been incurred. The grantee must follow all FTA procedures to obtain the reimbursement for expenses.

To receive federal funding through this program, an applicant must be eligible, per the federal requirements discussed below, and must comply with all other applicable federal and local regulations. CAMPO, as the direct recipient of 5310 funds, is responsible for overseeing the funds and monitoring subrecipients of these funds. CAMPO is considered a Small Urbanized area of under 200,000 population. Compliance with federal and local regulations does not end with documents required by this grant application. Applicants should reference the resources located in the packet to determine whether they have the technical and financial capacity to manage federal grant funds while maintaining full compliance. CAMPO staff will screen applicants based on information submitted in the application and will verify compliance on an ongoing basis with regular subrecipient monitoring.

For further information or assistance, please contact:

Rebecca Bustos, Grant Analyst  
Carson Area Metropolitan Planning Organization  
3505 Butti Way  
Carson City, NV 89701  
Phone: 775-283-7045  
E-mail: [rbustos@carson.org](mailto:rbustos@carson.org)

Grant applications will be reviewed by staff for application completeness and eligibility. If applications are complete and eligible, applications will be submitted to the CAMPO Board for evaluation and consideration for award at a public hearing. Information on the Carson Area MPO is available online at [www.CarsonAreaMPO.com](http://www.CarsonAreaMPO.com).

**\*\*\*Deadline to submit a complete application is June 23, 2025\*\*\***

## Grant Program Information

### **FTA Section 5310 Program - Enhanced Mobility of Seniors & Individuals with Disabilities**

The program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities.

### **Eligible Recipients**

Eligible recipients include private nonprofit organizations, state or local government authorities, or operators of public transportation that are specifically designated for the needs of seniors and individuals with disabilities.

### **Eligible Activities/Purchases**

The Section 5310 funds are available for capital and operating expenses to support the provision of transportation services to address the specific needs of seniors and individuals with disabilities. All projects must either be situated in the CAMPO Area or may originate in a rural area and provide service with the CAMPO area.

Traditional Section 5310 project examples include (55% of program funds must be used on traditional projects. Up to 10% may be used for program administration):

- buses and vans – additional requirements apply.
- wheelchair lifts, ramps, and securement devices
- transit-related information technology systems, including scheduling/routing/one-call systems
- mobility management programs
- acquisition of transportation services under a contract, lease, or other arrangement

Nontraditional Section 5310 project examples include:

- travel training
- volunteer driver programs
- building an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features
- improving signage, or way-finding technology
- incremental cost of providing same day service or door-to-door service
- purchasing vehicles to support new accessible taxi, rides sharing and/or vanpooling programs

Projects must be included as part of local Coordinated Human Services Transportation Plan (or similar) and must be planned, designed, and carried out to meet the specific needs of senior persons and individuals with disabilities. Additional eligibility requirements can be found in FTA Circular C 9070.1G. <https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/enhanced-mobility-seniors-and-individuals-disabilities>

### **Match**

The federal share of eligible capital or capitalized costs may not exceed 80 percent, and 50 percent for standard operating assistance. The 10 percent that is eligible to fund program administrative costs including administration, planning, and technical assistance may be funded at 100 percent federal share. The federal share may exceed 80 percent for certain projects related to ADA and Clean Air Act (CAA) compliance.

## Available Funding

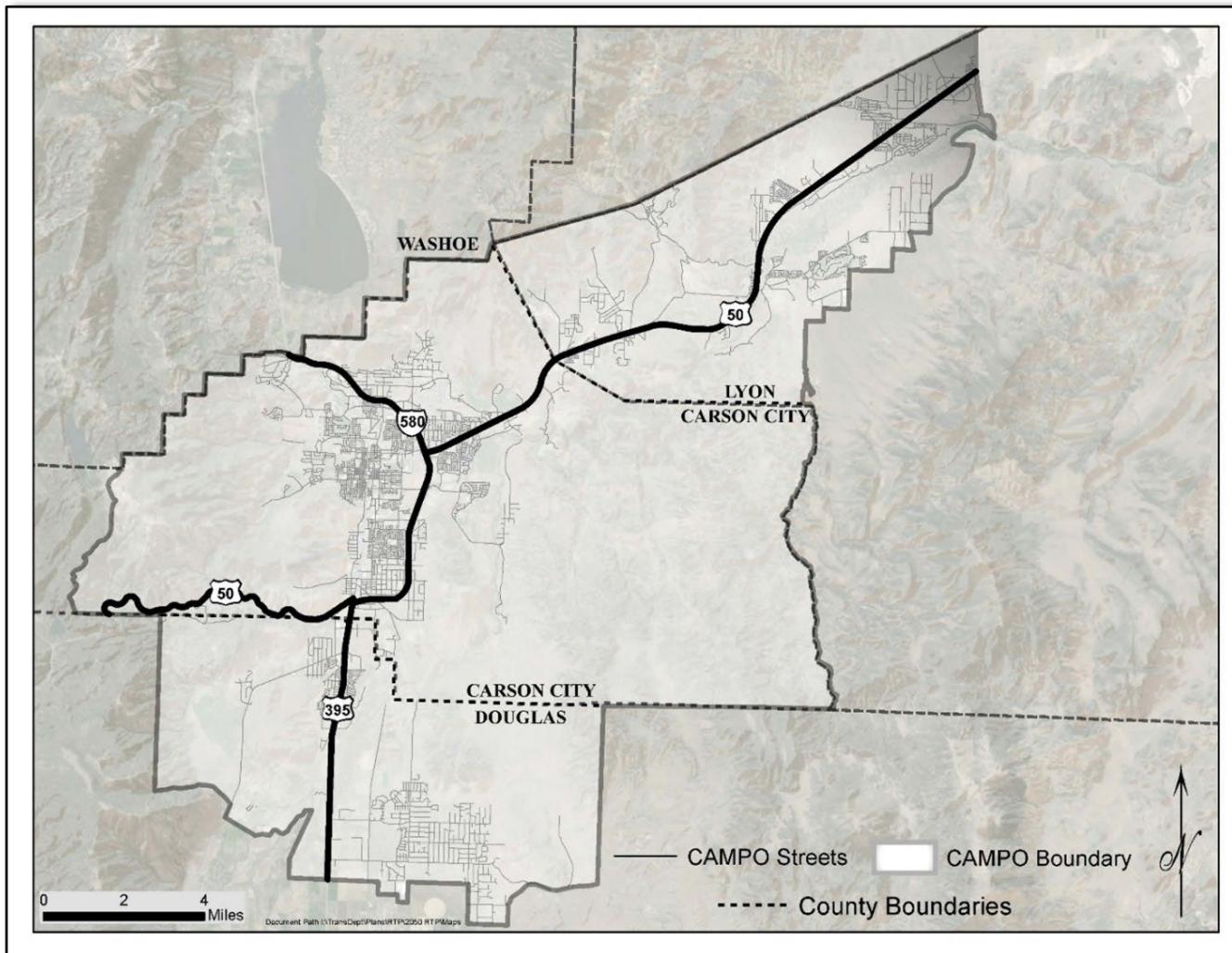
- Federal Fiscal Year 2023 - \$200,155

## Statutory References

49 U.S.C. Section 5310 / Fixing America's Surface Transportation Act 3006 (FAST) / Infrastructure, Investment and Jobs Act (IIJA). Additional grant information available online:

<https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310>

## Map of CAMPO



## Application Process

Completed applications should be submitted to:

Rebecca Bustos  
[rbustos@carson.org](mailto:rbustos@carson.org)

Email Subject: Grant Application for Federal Transit Administration Section 5310 Program –  
*Organization Name*

**Grant applications must be submitted by 5:00 pm on the notice deadline of June 23, 2025.**

Applications received will be screened for completeness and eligibility prior to evaluation and consideration of award.

Application Schedule:

- Release Date – May 15, 2025
- Grant Application Submission Due – June 23, 2025
- Anticipated Award by CAMPO – August 13, 2025

## Required Information

**To determine eligibility and for the CAMPO Board to evaluate grant applications, applicants must complete the attached application.**

CAMPO will use the following criteria to evaluate submitted grant applications:

### Evaluation Criteria

- Eligibility of Organization
- Ability of applicant to administer proposed project
- Ability of applicant to comply with FTA regulations
- Service area being served
- Project cost estimate and availability of applicant to provide local match, if required
- Demonstration of project need
- Existence of similar projects in the identified service area
- Number of persons estimated to be served
- For replacement and new vehicles, applicant's ability to manage asset
- For new or additional vehicles, factors necessitating additional equipment
- Availability of the equipment/asset to the general public

Upon completion of the selection process, CAMPO will coordinate with the project applicant to submit the necessary FTA documentation.

**Grant Application  
for  
Federal Transit Administration  
Section 5310 Program  
Apportionment Funding**

## General Information

### **Brief Project Description:**

### **Name of Organization:**

### **Type of Organization:**

Applicants should provide documentation that they are an eligible organization.

- |  |   |
|--|---|
| <input type="checkbox"/> Private Non-Profit              | <input type="checkbox"/> Operator of Public Transportation Services |
| <input type="checkbox"/> State/Local Governmental Entity | <input type="checkbox"/> Tribal Agency (Sovereign Nation)           |
| <input type="checkbox"/> Other                           |   |

## Funding Category & Amount

Please check only one funding category below. If multiple funding categories are requested, please submit a separate application for each. The FTA provides for different match requirements by funding source and category.

### **FTA Section 5310 Program Grant for Enhanced Mobility for Seniors & Individuals with Disabilities**

#### **5310 Capital Funds (general)**

Amount Requested:

#### **5310 Capital Funds (compliance with ADA)**

Amount Requested:

#### **5310 Capital Funds (compliance with Clean Air Act)**

Amount Requested:

#### **5310 Operating Funds**

Amount Requested:

The requested funding will be used to address needs from CAMPO's Transit Development and Coordinated Human Service Plan (available here: <https://www.carson.org/home/showpublisheddocument?id=68984>).

Use the space below to detail where to find and how your project ties to the Transit Coordinated Human Service Plan.

Federal transit law requires that projects selected for funding under the Enhanced Mobility for Individuals and Individuals with Disabilities (Section 5310) Program be "included in a locally developed, coordinated public transit-human services transportation plan".

## **Applicant/Organization Information**

**Physical Address:**

**Mailing Address (if different from physical address):**

**Contact Person:**

Title:

Phone Number:

Email Address:

**Applicant Federal ID#:**

**Applicant UEI / DUNS#:**

**Organization's mission statement and/or describe the organization's vision:**

**Detailed description of your organization:**

**Detailed description of your existing transportation program/services:**

**Describe any current connectivity/coordination efforts with surrounding area transit providers:**

## Project Information

### **Detailed Project Description:**

#### **Type of Service funding is requested for:**

- |  |  |
|--|--|
| <input type="checkbox"/> Senior Center/Disabled Workshop | <input type="checkbox"/> Deviated Fixed Route                        |
| <input type="checkbox"/> Fixed Route                     | <input type="checkbox"/> Demand Response (Dial-a-Ride, Door-to-Door) |
| <input type="checkbox"/> Other:                          |  |

#### **Clientele served by service/purchase/program (check all that apply):**

- |  |   |
|--|---|
| <input type="checkbox"/> Elderly (60+ years old)   | <input type="checkbox"/> Low Income/Welfare |
| <input type="checkbox"/> Persons with disabilities | <input type="checkbox"/> General Public     |
| <input type="checkbox"/> Other:                    |   |

#### **Area Served (check all that apply):**

- |   |   |
|---|---|
| <input type="checkbox"/> Small Urbanized Area (50,000 – 200,000 population) | <input type="checkbox"/> Lyon County    |
| <input type="checkbox"/> Non-Urbanized Area (Rural under 50,000 population) | <input type="checkbox"/> Carson City    |
| <input type="checkbox"/> Other:   | <input type="checkbox"/> Douglas County |

#### **Does the project include vehicle purchases?:**

- |   |                             |
|---|-----------------------------|
| <input type="checkbox"/> Yes (Additional Form Required) | <input type="checkbox"/> No |
|---|-----------------------------|

### **Vehicle Purchase Information**

Applicants must complete if requesting funds for vehicle purchase or replacement. Applicants will be required to procure requested vehicle(s) after review of procurement documents by CAMPO staff. Actual price will be based on bids received.

Quantity	Vehicle Description (including size, capacity, wheelchair positions, etc.)	Estimated Cost
	<b>Total Quantity</b>	<b>Total Estimated Cost</b>

Procurement must follow CAMPO's Policies and Procedures Manual, available upon request of CAMPO.

## Project Budget

Applicants must complete the applicable budget sheets. A separate application is required for each funding source.

For operations programs, projected farebox revenue must be included. Revenue functions different than local match as revenue offsets the overall budget, reducing the total project cost and required local match. It can be in the form of farebox contributions, advertising revenue, donations, or agency financial assistance from service groups, businesses, charities, etc.

Required local match differs by expenses type and provides the required non-federal share of the project cost. The source of the matching funds must be verifiable. A letter or other documentation stating the monetary commitment from the contributing agency/entity must be included within the submitted application packet. Typically, local match reduces the funding amount reimbursed to the applicant from the FTA as part of the reimbursement grant process.

<b>Budget Work Sheet</b>			
<b>Operating Expenses (Operator Contract)</b>		<b>Local Match (20%)</b>	
<b>Description</b>	<b>Amount</b>	<b>Description</b>	<b>Amount</b>
<b>Total Operating</b>		<b>Total Match</b>	
<b>Capital Expenses (Rolling Stock)</b>		<b>Local Match (20% General / 15% ADA / 10% Clean Air)</b>	
<b>Description</b>	<b>Amount</b>	<b>Description</b>	<b>Amount</b>
<b>Total Capital</b>		<b>Total Match</b>	
<b>Administrative Expenses (Max 10%)</b>		<b>Optional Local Match</b>	
<b>Description</b>	<b>Amount</b>	<b>Description</b>	<b>Amount</b>
<b>Total Request</b>		<b>Total Request Match</b>	

## **Required Documentation for Section 5310 or 5339(a) Funding**

Applicants may attach a copy of the required documents to the application or provide a link to the document.

### **Safety Plan**

Applicants currently receiving financial assistance under 49 U.S.C. § 5307 that operate a public transportation system are required to submit a safety plan. An operator of a public transportation system that only receives financial assistance under the Formula Grants for Enhanced Mobility of Seniors and Individuals with Disabilities Program (49 U.S.C. § 5310) and/or Formula Grants for Rural Areas Program (49 U.S.C. § 5311) is exempt from this requirement.

### **Performance Targets/Transit Asset Management Plan**

CAMPO subrecipients for Sections 5310 and 5339(a) funding must comply with applicable provisions of 49 C.F.R. Part 625. All subrecipients of Federal financial assistance under 49 U.S.C. Chapter 53 that own, operate, or manage capital assets used in the provision of public transportation must prepare a Transit Asset Management (TAM) Plan and establish performance targets on an annual basis for use in National Transit Database (NTD) reporting. This is done with the goal of helping achieve and maintain a state of good repair for the nation's public transportation systems. The plan must discuss the maintenance and safety of assets. The purpose is to ensure proper utilization of FTA assets and to help ensure success of the program/project. The plan should include vehicle maintenance information such as a detailed repair schedule (for routine maintenance) and the approach for unscheduled maintenance activities. A TAM Plan and annual performance targets must be submitted with this application. More information is available on the *Links to Resources and Required Documentation* page (see Appendix A).

### **Title VI Plan**

CAMPO subrecipients for Sections 5310 and 5339(a) funding must comply with applicable provisions of 49 C.F.R. Part 21. These provisions prohibit discrimination based on race, color, and national origin, including the denial of meaningful access of limited English proficient (LEP) persons. Applicants must submit a Title VI Plan with this application. More information is available on the *Links to Resources and Required Documentation* page (see Appendix A).

### **Disadvantaged Business Enterprise (DBE) Program and DBE Goal**

CAMPO subrecipients of Sections 5310 and 5339(a) funding must comply with applicable provisions of 49 C.F.R. Part 26. These provisions ensure nondiscrimination in the award and administration of US Department of Transportation (US DOT)-assisted contracts. Subrecipients also must create a level playing field on which DBEs can compete fairly for US DOT-assisted contracts. Applicants must submit a DBE Program and DBE Goal with this application. More information is available on the *Links to Resources and Required Documentation* page (see Appendix A).

### **Vehicle Policy and Information**

Applicants requesting funding for vehicle(s) must provide a description of the desired vehicle. Application must note if the vehicle is a replacement or an expansion of the existing vehicle fleet and if any special vehicle options are requested (i.e. 4-wheel drive, bike racks, etc.). Vehicle maintenance and safety policies must be included in the application to be considered for the award. Rider policy information must be included, which will describe how to ride, complaint procedures, fare structure, etc.

A Certificate of Insurance will need to be provided. City/CAMPO requires full coverage for the vehicle as long as City/CAMPO holds lien. The standard insurance for a paratransit vehicle under this program is Liability and Property Damage Insurance with a limit of \$1,000,000 for each occurrence, for bodily injury, and property damage, naming Carson City/CAMPO as an additional insured. This shall be maintained through the useful life of the vehicle and until Carson City/CAMPO releases lien of the title.

## **Training Policy**

Organization's employee training policy is required, which should include, at a minimum, the frequency, type, and who will be trained in safety, substance abuse awareness, passenger sensitivity, and customer service.

## **Drug and Alcohol Policy (5339(a) only)**

Subrecipients of 5339(a) FTA funds are required to comply with regulations issued by the FTA on drug and alcohol testing, 49 C.F.R. Part 655. Among other requirements, these regulations require that all safety sensitive employees be tested for drug and alcohol use, pre-employment (drug only), random, reasonable suspicion and post-accident, that certifications be made, and reports submitted. There are limited exceptions to the testing requirements for contract maintenance workers under Section 5339(a) and for volunteers. Annual reporting of the testing results must be submitted to CAMPO by subrecipients on Management Information System (MIS) forms. More information available on the *Links to Resources and Required Documentation* page (see Appendix A).

## **Americans with Disabilities Act Policy**

Subrecipients of 5310 and 5339(a) FTA funds are required to comply with applicable provisions of 49 C.F.R. Parts 38 and 39. The Americans with Disabilities Act of 1990 (ADA) prohibits discrimination and ensures equal opportunity and access for persons with disabilities. The FTA works to ensure nondiscriminatory transportation in support of its mission to enhance the social and economic quality of life for all Americans. More information available on the *Links to Resources and Required Documentation* page (see Appendix A).

## **Public Notice**

Subrecipients of 5310 and 5339(a) FTA funds are required to comply with applicable provisions of 49 U.S.C. 5323(b). The FTA requires applicants to provide notice and adequate opportunity for comment on projects impacting the public transportation service of a community. Any required public noticing conducted by the applicant shall be incorporated into application submittal.

## **Annual Certifications and Assurances**

Successful applicants for Federal Section 5310 and 5339(a) funds must complete and sign the latest certifications and assurances prior to award of any federal assistance. Category 01 applies to all applicants. Category 02 applies to all applications for federal assistance more than \$100,000, unless the applicant is a Native American tribe or organization, or a tribal organization. Categories 03 through 21 will apply to some, but not all, applicants and projects. This process ONLY excludes the submittal of documents with your application, NOT from collecting documents and having them on file. Certifications and assurances are special pre-award requirements specifically prescribed by federal law or regulation and do not encompass all federal laws, regulations, and directives that may apply to the applicant or its project. More information is available on the *Links to Resources and Required Documentation* page (see Appendix A).

## **Authorizing Resolution**

A signed resolution authorizing the appropriate applicant representative to execute and file an application with CAMPO on behalf of the agency must be submitted (see Appendix B for draft). Alternative resolution forms maybe accepted.

## Appendix A

### Links to Required Documentation

#### *Certifications and Assurances*

<https://www.transit.dot.gov/funding/grantee-resources/certifications-and-assurances/certifications-assurances>

### Links to Resources

#### *Fixing America's Surface Transportation (FAST) Act*

<https://www.transit.dot.gov/FAST>

#### *United States Department of Transportation (USDOT)*

[www.dot.gov](http://www.dot.gov)

#### *Federal Transit Administration (FTA)*

[www.fta.dot.gov](http://www.fta.dot.gov)

#### *Title 49 USC Chapter 53 Grant Programs*

<https://www.transit.dot.gov/grants>

#### *Best Practices Procurement Manual*

<https://www.transit.dot.gov/funding/procurement/best-practices-procurement-manual>

#### *OMB "Super Circular" or 2 C.F.R. 200*

[https://www.federalregister.gov/articles/2013/12/26/2013-30465/uniform-administrative- requirements-cost-principles-and-audit-requirements-for-federal-awards](https://www.federalregister.gov/articles/2013/12/26/2013-30465/uniform-administrative-requirements-cost-principles-and-audit-requirements-for-federal-awards)

#### *Civil Rights (ADA, DBE, Title VI, EEO)*

[www.fta.dot.gov/civil\\_rights.html](http://www.fta.dot.gov/civil_rights.html)

#### *Drug and Alcohol Regulations*

<https://www.federalregister.gov/articles/2001/08/09/01-19234/prevention-of-alcohol-misuse- and-prohibited-drug-use-in-transit-operations>

#### *United States of American Department of Transportation FTA Master Agreement*

<https://www.transit.dot.gov/funding/grantee-resources/sample-fta-agreements/fta-grant-agreements>

#### *Transit Asset Management*

<https://www.transit.dot.gov/TAM>

#### *SAM.GOV Register or Update the Unique Entity Identifier (UEI)*

<https://sam.gov/>

## **Appendix B**

### **AUTHORIZING RESOLUTION**

**APPLICANT** \_\_\_\_\_

Printed Name of Transportation Provider

Resolution authorizing the filing of an application for a Federal Transit Administration / Carson Area Metropolitan Planning Organization grant under 49 USC Chapter 53.

WHEREAS, the U S Department of Transportation (USDOT) is authorized to make grants to metropolitan planning organizations through the Federal Transit Administration (FTA) to support transportation projects under 49 USC Chapter 53; and

WHEREAS, the Carson Area Metropolitan Planning Organization (CAMPO) has been designated to administer certain transportation projects under 49 USC Chapter 53; and

WHEREAS, the contract for financial assistance will impose certain obligations upon the APPLICANT, including provisions by it of the local share of project costs.

**NOW, THEREFORE, BE IT RESOLVED BY THE APPLICANT:**

That the above-named representative is authorized to execute and file an application with CAMPO on behalf of our agency to aid in the financing of capital, and / or operating costs pursuant to 49 USC Chapter 53; and

That the above-named representative is authorized to furnish such additional information as CAMPO may require in connection with the application or the project.

The undersigned certifies that the foregoing is a true and correct statement.

\_\_\_\_\_  
Printed Title of Authorized Representative

\_\_\_\_\_  
Signature of Authorized Representative

\_\_\_\_\_  
Date

**RESOLUTION NO: 2025-RTC-R-1**

**A RESOLUTION AUTHORIZING THE FILING OF AN APPLICATION FOR A FEDERAL TRANSIT ADMINISTRATION / CARSON AREA METROPOLITAN PLANNING ORGANIZATION GRANT UNDER 49 USC §5310.**

**WHEREAS**, the U.S. Department of Transportation is authorized to make grants to metropolitan planning organizations through the Federal Transit Administration to support transportation projects under 49 USC Chapter 53; and

**WHEREAS**, the Carson Area Metropolitan Planning Organization (“CAMPO”) has been designated to administer certain transportation projects under 49 USC Chapter 53, including 49 USC §5310; and

**WHEREAS**, the contract for financial assistance will impose certain obligations upon the APPLICANT, including providing of the local share of project costs;

**NOW, THEREFORE**, the Carson City Regional Transportation Commission (“RTC”) resolves that:

(1) The RTC Chairperson is authorized to execute and file an application with CAMPO on behalf of our agency to aid in the financing of capital, and / or operating costs pursuant to 49 USC §5310; and

(2) The Carson City Transit Coordinator is authorized to furnish such additional information as CAMPO may require in connection with the application or the project.

Upon motion by Commissioner \_\_\_\_\_, seconded by Commissioner \_\_\_\_\_, the foregoing Resolution was passed and adopted this \_\_\_th day of \_\_\_\_\_, 2023 by the following vote.

VOTE:                    AYES: \_\_\_\_\_

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NAYS: \_\_\_\_\_

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ABSENT: \_\_\_\_\_

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ABSTAIN: \_\_\_\_\_

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The undersigned certifies that the foregoing is a true and correct statement.

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Lori Bagwell, Chair



## STAFF REPORT

<b>Report To:</b>	Regional Transportation Commission	<b>Meeting Date:</b>	June 11, 2025
<b>Staff Contact:</b>	Marcus Myers, Transit Coordinator		
<b>Agenda Title:</b>	For Possible Action – Discussion and possible action regarding (1) a proposed resolution authorizing the submission of a Federal Transit Administration (“FTA”) Section 5339(a) program grant application to the Carson Area Metropolitan Planning Organization (“CAMPO”) for the purchase of a transit vehicle for a total amount of \$143,859 including a required 15 percent local match estimated to be \$21,579 to partially fund the purchase of a transit vehicle, and (2) a request for CAMPO to submit a competitive Section 5339(b) Buses and Bus Facilities Program grant application to the FTA for a total amount of \$111,141, with the Regional Transportation Commission ("RTC") providing the required 20 percent local match of \$22,228 to fund the remaining cost of the transit vehicle, which has an estimated total cost of \$255,000.		
<b>Agenda Action:</b>	Formal Action / Motion	<b>Time Requested:</b>	5 minutes

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### Proposed Motion

I move to approve Resolution Number 2025-RTC-R-2 and to request that CAMPO submit a Section 5339(b) grant application, with the RTC providing the 20 percent local match, for the purchase of the transit vehicle.

### Board's Strategic Goal

N/A

### Previous Action

N/A

### Background/Issues & Analysis

CAMPO released an FTA Section 5339(a) Call for Projects on May 15, 2025. CAMPO, as the recipient of 5339 funds, is responsible for overseeing the funds and monitoring subrecipients of these funds. CAMPO is considered a small, urbanized area because its population is under 200,000. A determination of funding allocation and award by CAMPO is estimated to take place at the August 13, 2025, CAMPO meeting.

FTA Section 5339 grants provide funding for bus purchases and bus facilities, including bus stop improvements. The FTA Section 5339(a) grant application to CAMPO seeks the total available Federal Fiscal Year (“FFY”) 2025 funding of \$122,280, which has an estimated required local match of \$21,579, for the purchase of a cutaway, ADA compliant, transit vehicle to replace an existing transit vehicle that will meet its federally defined minimum useful life in Fiscal Year (“FY”) 2027. The

estimated cost of the transit vehicle is \$255,000.

Additionally, staff is requesting approval to request that CAMPO submit a competitive Section 5339(b) Program grant application to the FTA as part of a recent Notice of Funding Opportunity (“NOFO”) issued by the FTA with the RTC providing \$22,228 in local match funding from the Transit Account to fund the remaining cost of the transit vehicle. On May 15, 2025, the FTA released the NOFO for FFY 2025 Buses and Bus Facilities Program grants. The grant application from CAMPO will request the funding to make up the difference in cost for the replacement of the transit vehicle. The estimated amount of the grant request is \$111,141, including the required local match. The Section 5339(b) Program grant application is due July 14, 2025.

Jump Around Carson (“JAC”) currently owns seven paratransit vehicles and ten fixed-route vehicles. Six of those vehicles have met their useful life benchmark with another expected to meet its minimum useful life by FY 2027 as described by JAC’s Transit Asset Management Plan. Grant funding under both the Section 5339(a) and 5339(b) programs will be applied to purchase a replacement vehicle of less than or equal to 30-feet. Funding for the replacement of the other vehicles that have met their minimum useful life is available through existing FTA grant apportionments as shown in Exhibit 3.

**Applicable Statute, Code, Policy, Rule or Regulation**

49 U.S.C. 5339; NRS 277A.270

**Financial Information**

**Is there a fiscal impact?** Yes

**If yes, account name/number:** For revenues - Transit Fund, Federal Grants revenue account / 2253082-431010.

For expenses - Transit Fund, Vehicle Replacement expense account / 2253026-507705.

General Fund Transfer to JAC Transit Fund - CC OPS MATCH revenue account 2250091-481013

**Is it currently budgeted?** No

**Explanation of Fiscal Impact:** If approved, \$255,000 would be added to the Transit Fund Equipment Purchase expense account 2253026-507705. Federal Grants revenue account 2253082-431010 would be augmented by \$211,193 in FTA Section 5339 Program funds, and \$43,807, the required local match, will be included as part of the FY 2027 budget. Matching funds for vehicle purchases would be used in FY 2027 or FY 2028 (it is likely this vehicle would not be received until FY 2028, due to 8-12 month lag time).

**Alternatives**

Do not approve the proposed resolution and provide alternate direction to staff.

**Attachment(s):**

[5B\\_RTC\\_Exhibit 1 - 5339 FY25 Summary and Application Packet.pdf](#)

[5B\\_RTC\\_Exhibit 2 Proposed Resolution.pdf](#)

[5B\\_RTC\\_Exhibit 3 - JAC Vehicle Purchase and Grant Summary.pdf](#)

Motion: \_\_\_\_\_

1) \_\_\_\_\_

Aye/Nay

2) \_\_\_\_\_

\_\_\_\_\_

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(Vote Recorded By)

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**Grant Application Packet for  
Federal Transit Administration  
Section 5339(a) Program  
Apportionment Funding for  
Federal Fiscal Years (FFY) 2025**

## Introduction

The Carson Area Metropolitan Planning Organization (CAMPO) is accepting grant applications for the distribution of annual formula-based funding from the Federal Transit Administration (FTA) for Section 5339(a) Program funds. An overview of program goals, available funding, and applicant eligibility is provided on the following pages.

Funding from the FTA Section 5339(a) Program occurs in the form of a **reimbursement grant**. A reimbursement grant provides funding to grant recipients after expenses have been incurred. The grantee must follow all FTA procedures to obtain reimbursement for expenses.

To receive federal funding through this program, an applicant must be eligible, per the federal requirements discussed below, and must comply with all other applicable federal and local regulations. CAMPO, as the direct recipient of 5339(a) funds, is responsible for overseeing the funds and monitoring subrecipients of these funds. CAMPO is considered a Small Urbanized area of under 200,000 population. Compliance with federal and local regulations does not end with documents required by this grant application. Applicants should reference the resources located in the packet to determine whether they have the technical and financial capacity to manage federal grant funds while maintaining full compliance. CAMPO staff will screen applicants based on information submitted in the application and will verify compliance on an ongoing basis with regular subrecipient monitoring.

For further information or assistance, please contact:

Rebecca Bustos, Grant Analyst  
Carson Area Metropolitan Planning Organization  
3505 Butti Way  
Carson City, NV 89701  
Phone: 775-283-7045  
E-mail: [rbustos@carson.org](mailto:rbustos@carson.org)

Grant applications will be reviewed by staff for application completeness and eligibility. If applications are complete and eligible, applications will be submitted to the CAMPO Board for evaluation and consideration for award at a public hearing. Information on the Carson Area MPO is available online at [www.CarsonAreaMPO.com](http://www.CarsonAreaMPO.com).

**\*\*\*Deadline to submit a complete application is June 23, 2025\*\*\***

## Grant Program Information

### **Grants for Buses and Bus Facilities Formula Program – 5339(a)**

The program aims to improve the condition of capital transit assets by providing funds to transit operators to replace, rehabilitate, or purchase buses or bus-related facilities.

### **Eligible Recipients**

Eligible Recipients include designated recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; and State or local governmental entities within the CAMPO Region that operate fixed route bus services that are eligible to receive direct grants under 5307 and 5311.

### **Eligible Activities/Purchases**

Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. (Note: additional competitive grants are available under FTA Section 5339(b) and 5339(c). Please contact CAMPO if interested in these grant programs.)

### **Match**

The federal share of eligible capital costs may not exceed 80 percent, except for the purchase of certain low/no-emission vehicles or vehicles for compliance with ADA or the Clean Air Act (CAA) (85%), or for certain bus-related equipment and facilities related to the ADA, the Clean Air Act (CAA), (90%).

### **Available Funding**

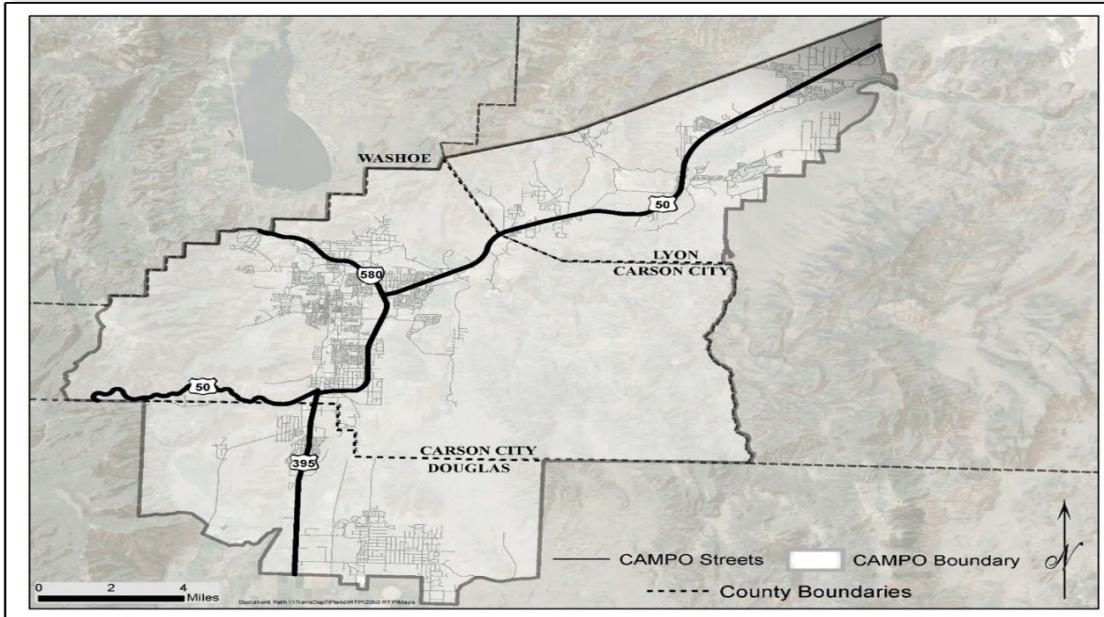
- Federal Fiscal Year 2025 - \$122,280

### **Statutory References**

49 U.S.C. Section 5339(a)

49 U.S.C. Section 5323

### **Map of CAMPO**



## Application Process

Completed applications should be submitted to:

Rebecca Bustos  
[rbustos@carson.org](mailto:rbustos@carson.org)

Email Subject: Grant Application for FTA Section 5339(a) Program – *Organization Name*

Applications can be completed either as a Microsoft Word Document or a PDF.

**Grant applications must be submitted by 5:00 pm on the noticed deadline of June 23, 2025.**

Applications received will be screened for completeness and eligibility prior to evaluation and consideration of award.

Application Schedule:

- Release Date – May 15, 2025
- Grant Application Submission Due – June 23, 2025
- Anticipated Award by CAMPO – August 13, 2025

## Required Information

**To determine eligibility and for the CAMPO Board to evaluate grant applications, applicants must complete the attached application.**

CAMPO will use the following criteria to evaluate submitted grant applications:

### Evaluation Criteria

- Eligibility of Organization
- Ability of applicant to administer proposed project
- Ability of applicant to comply with FTA regulations
- Service area being served
- Project cost estimate and availability of applicant to provide local match, if required
- Demonstration of project need
- Existence of similar projects in the identified service area
- For replacement and new vehicles, applicant's ability to manage asset
- For new or additional vehicles, factors necessitating additional equipment

Upon completion of the selection process, CAMPO will coordinate with the project applicant to submit the necessary FTA documentation.

**Grant Application  
for  
Federal Transit Administration  
Section 5339(a) Program  
Apportionment Funding**

## General Information

### **Brief Project Description:**

### **Name of Organization:**

### **Type of Organization:**

- Private Non-Profit       Operator of Public Transportation Services  
 State/Local Governmental Entity       Tribal Agency (Sovereign Nation)  
 Other:

Applicants should provide documentation that they are an eligible organization.

## Funding Category & Amount

Please check only one funding category below. If multiple funding categories are requested, please submit a separate application for each. The FTA provides for different match requirements by funding source and category.

### **FTA Section 5339(a) Program Grant for Buses and Bus Facilities Formula Program**

- 5339(a) General Capital or Vehicle Purchases (20% match required)**

Amount Requested:

- 5339(a) Vehicle Purchases for Compliance with ADA or Clean Air Act (15% match required per 49 U.S.C. 5323)**

Amount Requested:

- 5339(a) Capital for Vehicle Related Equipment of Facilities for Compliance with ADA or Clean Air Act (10% match required)**

Amount Requested:

- The requested funding will be used to address needs from CAMPO's Transit Development and Coordinated Human Service Plan (available here: <https://www.carson.org/home/showpublisheddocument?id=68984>).

Use the space below to detail where to find and how your project ties to the Transit Coordinated Human Service Plan.

## **Applicant/Organization Information**

**Physical Address:**

**Mailing Address (if different from physical address):**

**Contact Person:**

Title:

Phone Number:

Email Address:

**Applicant Federal ID#:**

**Applicant SAMS / UEI #:**

**Organization's mission statement and/or describe the organization's vision:**

**Detailed description of your organization:**

**Detailed description of your existing transportation program/services:**

**Describe any current connectivity/coordination efforts with surrounding area transit providers:**

## **Project Information**

### **Detailed Project Description:**

#### **Type of Service funding is requested for:**

- |  |  |
|--|--|
| <input type="checkbox"/> Senior Center/Disabled Workshop | <input type="checkbox"/> Deviated Fixed Route                        |
| <input type="checkbox"/> Fixed Route                     | <input type="checkbox"/> Demand Response (Dial-a-Ride, Door-to-Door) |
| <input type="checkbox"/> Other (describe)                |  |

#### **Clientele served by service/purchase/program (check all that apply):**

- |  |   |
|--|---|
| <input type="checkbox"/> Elderly (60+ years old)   | <input type="checkbox"/> Low Income/Welfare |
| <input type="checkbox"/> Persons with disabilities | <input type="checkbox"/> General Public     |
| <input type="checkbox"/> Other                     |   |

#### **Area Served (check all that apply):**

- |   |                                      |
|---|--------------------------------------|
| <input type="checkbox"/> Small Urbanized Area (50,000 – 200,000 population) | <input type="checkbox"/> Lyon County |
| <input type="checkbox"/> Non-Urbanized Area (Rural under 50,000 population) | <input type="checkbox"/> Carson City |
| <input type="checkbox"/> Douglas County                                     | <input type="checkbox"/> Other       |

#### **Does the project include vehicle purchases?:**

- |   |                             |
|---|-----------------------------|
| <input type="checkbox"/> Yes (Additional Form Required) | <input type="checkbox"/> No |
|---|-----------------------------|

### Vehicle Purchase Information

Applicants must complete if requesting funds for vehicle purchase or replacement. Applicants will be required to procure requested vehicle(s) after review of procurement documents by CAMPO staff. Actual price will be based on bids received.

Quantity	Vehicle Description (including size, capacity, wheelchair positions, etc.)	Estimated Cost
<b>Total Quantity</b>	[REDACTED]	<b>Total Estimated Cost</b>

Procurement must follow CAMPO's Policies and Procedures Manual, available upon request of CAMPO.

## **Project Budget**

Applicants must complete the applicable budget sheets. A separate application is required for each funding source.

For operations programs, projected farebox revenue must be included. Revenue functions different than local match as revenue offsets the overall budget, reducing the total project cost and required local match. It can be in the form of farebox contributions, advertising revenue, donations, or agency financial assistance from service groups, businesses, charities, etc.

Required local match differs by expenses type and provides the required non-federal share of the project cost. The source of the matching funds must be verifiable. A letter or other documentation stating the monetary commitment from the contributing agency/entity must be included within the submitted application packet. Typically, local match reduces the funding amount reimbursed to the applicant from the FTA as part of the reimbursement grant process.

<b>Budget Work Sheet</b>			
<b>Capital Expenses</b>		<b>Local Match (Match Varies per Above)</b>	
<b>Description</b>	<b>Amount</b>	<b>Description</b>	<b>Amount</b>
<b>Total Capital Request</b>		<b>Total Match Request</b>	

## **Required Documentation for Section 5310 or 5339(a) Funding**

Applicants may attach a copy of the required documents to the application or provide a link to the document.

### **Safety Plan**

Applicants currently receiving financial assistance under 49 U.S.C. § 5307 that operate a public transportation system are required to submit a safety plan. An operator of a public transportation system that only receives financial assistance under the Formula Grants for Enhanced Mobility of Seniors and Individuals with Disabilities Program (49 U.S.C. § 5310) and/or Formula Grants for Rural Areas Program (49 U.S.C. § 5311) is exempt from this requirement.

### **Performance Targets/Transit Asset Management Plan**

CAMPO subrecipients for Sections 5310 and 5339(a) funding must comply with applicable provisions of 49 C.F.R. Part 625. All subrecipients of Federal financial assistance under 49 U.S.C. Chapter 53 that own, operate, or manage capital assets used in the provision of public transportation must prepare a Transit Asset Management (TAM) Plan and establish performance targets on an annual basis for use in National Transit Database (NTD) reporting. This is done with the goal of helping achieve and maintain a state of good repair for the nation's public transportation systems. The plan must discuss the maintenance and safety of assets. The purpose is to ensure proper utilization of FTA assets and to help ensure success of the program/project. The plan should include vehicle maintenance information such as a detailed repair schedule (for routine maintenance) and the approach for unscheduled maintenance activities. A TAM Plan and annual performance targets must be submitted with this application. More information is available on the *Links to Resources and Required Documentation* page (see Appendix A).

### **Title VI Plan**

CAMPO subrecipients for Sections 5310 and 5339(a) funding must comply with applicable provisions of 49 C.F.R. Part 21. These provisions prohibit discrimination based on race, color, and national origin, including the denial of meaningful access of limited English proficient (LEP) persons. Applicants must submit a Title VI Plan with this application. More information is available on the *Links to Resources and Required Documentation* page (see Appendix A).

### **Disadvantaged Business Enterprise (DBE) Program and DBE Goal**

CAMPO subrecipients of Sections 5310 and 5339(a) funding must comply with applicable provisions of 49 C.F.R. Part 26. These provisions ensure nondiscrimination in the award and administration of US Department of Transportation (US DOT)-assisted contracts. Subrecipients also must create a level playing field on which DBEs can compete fairly for US DOT-assisted contracts. Applicants must submit a DBE Program and DBE Goal with this application. More information is available on the *Links to Resources and Required Documentation* page (see Appendix A).

### **Vehicle Policy and Information**

Applicants requesting funding for vehicle(s) must provide a description of the desired vehicle. Application must note if the vehicle is a replacement or an expansion of the existing vehicle fleet and if any special vehicle options are requested (i.e. 4-wheel drive, bike racks, etc.). Vehicle maintenance and safety policies must be included in the application to be considered for the award. Rider policy information must be included, which will describe how to ride, complaint procedures, fare structure, etc.

A Certificate of Insurance will need to be provided. City/CAMPO requires full coverage for the vehicle as long as City/CAMPO holds lien. The standard insurance for a paratransit vehicle under this program is Liability and Property Damage Insurance with a limit of \$1,000,000 for each occurrence, for bodily injury, and property damage, naming Carson City/CAMPO as an additional insured. This shall be maintained through the useful life of the vehicle and until Carson City/CAMPO releases lien of the title.

## **Training Policy**

Organization's employee training policy is required, which should include, at a minimum, the frequency, type, and who will be trained in safety, substance abuse awareness, passenger sensitivity, and customer service.

## **Drug and Alcohol Policy (5339(a) only)**

Subrecipients of 5339(a) FTA funds are required to comply with regulations issued by the FTA on drug and alcohol testing, 49 C.F.R. Part 655. Among other requirements, these regulations require that all safety sensitive employees be tested for drug and alcohol use, pre-employment (drug only), random, reasonable suspicion and post-accident, that certifications be made, and reports submitted. There are limited exceptions to the testing requirements for contract maintenance workers under Section 5339(a) and for volunteers. Annual reporting of the testing results must be submitted to CAMPO by subrecipients on Management Information System (MIS) forms. More information available on the *Links to Resources and Required Documentation* page (see Appendix A).

## **Americans with Disabilities Act Policy**

Subrecipients of 5310 and 5339(a) FTA funds are required to comply with applicable provisions of 49 C.F.R. Parts 38 and 39. The Americans with Disabilities Act of 1990 (ADA) prohibits discrimination and ensures equal opportunity and access for persons with disabilities. The FTA works to ensure nondiscriminatory transportation in support of its mission to enhance the social and economic quality of life for all Americans. More information available on the *Links to Resources and Required Documentation* page (see Appendix A).

## **Public Notice**

Subrecipients of 5310 and 5339(a) FTA funds are required to comply with applicable provisions of 49 U.S.C. 5323(b). The FTA requires applicants to provide notice and adequate opportunity for comment on projects impacting the public transportation service of a community. Any required public noticing conducted by the applicant shall be incorporated into application submittal.

## **Annual Certifications and Assurances**

Successful applicants for Federal Section 5310 and 5339(a) funds must complete and sign the latest certifications and assurances prior to award of any federal assistance. Category 01 applies to all applicants. Category 02 applies to all applications for federal assistance more than \$100,000, unless the applicant is a Native American tribe or organization, or a tribal organization. Categories 03 through 21 will apply to some, but not all, applicants and projects. This process ONLY excludes the submittal of documents with your application, NOT from collecting documents and having them on file. Certifications and assurances are special pre-award requirements specifically prescribed by federal law or regulation and do not encompass all federal laws, regulations, and directives that may apply to the applicant or its project. More information is available on the *Links to Resources and Required Documentation* page (see Appendix A).

## **Authorizing Resolution**

A signed resolution authorizing the appropriate applicant representative to execute and file an application with CAMPO on behalf of the agency must be submitted (see Appendix B for draft). Alternative resolution forms maybe accepted.

## Appendix A

### Links to Required Documentation

#### *Certifications and Assurances*

<https://www.transit.dot.gov/funding/grantee-resources/certifications-and-assurances/certifications-assurances>

### Links to Resources

#### *Fixing America's Surface Transportation (FAST) Act*

<https://www.transit.dot.gov/FAST>

#### *United States Department of Transportation (USDOT)*

[www.dot.gov](http://www.dot.gov)

#### *Federal Transit Administration (FTA)*

[www.fta.dot.gov](http://www.fta.dot.gov)

#### *Title 49 USC Chapter 53 Grant Programs*

<https://www.transit.dot.gov/grants>

#### *Best Practices Procurement Manual*

<https://www.transit.dot.gov/funding/procurement/best-practices-procurement-manual>

#### *OMB "Super Circular" or 2 C.F.R. 200*

[https://www.federalregister.gov/articles/2013/12/26/2013-30465/uniform-administrative- requirements-cost-principles-and-audit-requirements-for-federal-awards](https://www.federalregister.gov/articles/2013/12/26/2013-30465/uniform-administrative-requirements-cost-principles-and-audit-requirements-for-federal-awards)

#### *Civil Rights (ADA, DBE, Title VI, EEO)*

[www.fta.dot.gov/civil\\_rights.html](http://www.fta.dot.gov/civil_rights.html)

#### *Drug and Alcohol Regulations*

<https://www.federalregister.gov/articles/2001/08/09/01-19234/prevention-of-alcohol-misuse- and-prohibited-drug-use-in-transit-operations>

#### *United States of American Department of Transportation FTA Master Agreement*

<https://www.transit.dot.gov/funding/grantee-resources/sample-fta-agreements/fta-grant-agreements>

#### *Transit Asset Management*

<https://www.transit.dot.gov/TAM>

#### *SAM.GOV Register or Update the Unique Entity Identifier (UEI)*

<https://sam.gov/>

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## **Appendix B**

### **AUTHORIZING RESOLUTION**

**APPLICANT** \_\_\_\_\_

Printed Name of Transportation Provider

Resolution authorizing the filing of an application for a Federal Transit Administration / Carson Area Metropolitan Planning Organization grant under 49 USC Chapter 53.

WHEREAS, the U S Department of Transportation (USDOT) is authorized to make grants to metropolitan planning organizations through the Federal Transit Administration (FTA) to support transportation projects under 49 USC Chapter 53; and

WHEREAS, the Carson Area Metropolitan Planning Organization (CAMPO) has been designated to administer certain transportation projects under 49 USC Chapter 53; and

WHEREAS, the contract for financial assistance will impose certain obligations upon the APPLICANT, including provisions by it of the local share of project costs.

**NOW, THEREFORE, BE IT RESOLVED BY THE APPLICANT:**

That the above-named representative is authorized to execute and file an application with CAMPO on behalf of our agency to aid in the financing of capital, and / or operating costs pursuant to 49 USC Chapter 53; and

That the above-named representative is authorized to furnish such additional information as CAMPO may require in connection with the application or the project.

The undersigned certifies that the foregoing is a true and correct statement.

\_\_\_\_\_  
Printed Title of Authorized Representative

\_\_\_\_\_  
Signature of Authorized Representative

\_\_\_\_\_  
Date

**RESOLUTION NO: 2025-RTC-R-2**

**A RESOLUTION AUTHORIZING THE FILING OF AN APPLICATION FOR A FEDERAL TRANSIT ADMINISTRATION / CARSON AREA METROPOLITAN PLANNING ORGANIZATION GRANT UNDER 49 USC §5339(a).**

**WHEREAS**, the U.S. Department of Transportation is authorized to make grants to metropolitan planning organizations through the Federal Transit Administration to support transportation projects under 49 USC Chapter 53; and

**WHEREAS**, the Carson Area Metropolitan Planning Organization (“CAMPO”) has been designated to administer certain transportation projects under 49 USC Chapter 53, including 49 USC §5339(a); and

**WHEREAS**, the contract for financial assistance will impose certain obligations upon the APPLICANT, including providing of the local share of project costs;

**NOW, THEREFORE**, the Carson City Regional Transportation Commission (“RTC”) resolves that:

(1) The RTC Chairperson is authorized to execute and file an application with CAMPO on behalf of our agency to aid in the financing of capital, and / or operating costs pursuant to 49 USC §5339(a); and

(2) The Carson City Transit Coordinator is authorized to furnish such additional information as CAMPO may require in connection with the application or the project.

Upon motion by Commissioner \_\_\_\_\_, seconded by Commissioner \_\_\_\_\_, the foregoing Resolution was passed and adopted this \_\_\_th day of \_\_\_\_\_, 2023 by the following vote.

VOTE:                    AYES: \_\_\_\_\_

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---

NAYS: \_\_\_\_\_

---

---

---

ABSENT: \_\_\_\_\_

---

---

ABSTAIN: \_\_\_\_\_

---

The undersigned certifies that the foregoing is a true and correct statement.

---

Lori Bagwell, Chair

## CAMPO/JAC Vehicle Purchases Summary

Revenue Grant No.	Available Activity Amount	Federal Purchase Vehicles <30 feet	Federal Purchase Vehicle 35 feet	Local Match	Match %
NV-2021-021, FY 2019 5339	144,006		122,405.00	21,601.00	0.15
NV-2021-019, FY 2019 5339b	650,000		455,000.00	195,000.00	0.30
NV-2020-009, 5307 CARES ACT	127,214	127,214.00		-	-
NV-2024-013, FY 2021 5307	484,317	411,670.00		72,647.00	0.15
FY22, FY23 and FY24 5339 Apportionment*	169,951	144,458.00		25,493.00	0.15
NV-2025-01 FY 2022 5307	657,152	13,734.00	544,845.00	98,573.00	0.15
FY25 5339 Apportionment*	143,859	122,280.00		21,579.00	0.15
Grant TBD - Possible Competitive Grant	111,141	88,913.00		22,228.00	0.20
<b>Total Revenue</b>	<b>2,487,640</b>	<b>913,826</b>	<b>1,122,250</b>	<b>451,564</b>	

\* Pending Grant Execution

Expense	Activity Expense					
Vehicles 4238 and 4239 (DR-Para)^	417,640	374,076		43,564		
Vehicles 4241 and 4242 (DR-Para)	380,000	323,000		57,000		
Vehicles 4243 and 4244 (Fixed Route)	1,435,000		1,122,250	312,750		
Vehicle 4245 (Fixed Route)	255,000	216,750		38,250		
<b>Total Expenses</b>	<b>2,487,640</b>	<b>913,826</b>	<b>1,122,250</b>	<b>451,564</b>	<b>-</b>	<b>-</b>

Difference || - || -

^ Purchased. Funding partially provided from CARES ACT Grant which does not require local match.



## STAFF REPORT

<b>Report To:</b>	Regional Transportation Commission	<b>Meeting Date:</b>	June 11, 2025
<b>Staff Contact:</b>	Chris Martinovich, Transportation Manager		
<b>Agenda Title:</b>	For Discussion Only – Discussion and presentation regarding the 2025 Carson City Pavement Performance Model Update Technical Memorandum (“Report”) which analyzed the current and future pavement condition of roads in Carson City following a recently completed Pavement Management Survey (“Survey”) conducted by the Carson Area Metropolitan Planning Organization (“CAMPO”).		
<b>Agenda Action:</b>	Other / Presentation	<b>Time Requested:</b>	10 minutes

---

### Proposed Motion

N/A

### Board's Strategic Goal

N/A

### Previous Action

#### Background/Issues & Analysis

Carson City maintains approximately 287 centerline miles of paved roadways, including asphalt paved roads and roads paved with compacted grindings. Regional roads, such as those classified as “arterials” and “collectors”, make up about 29% of the City’s roadway network. The remaining roads, classified as “local”, represent the majority (71%) of the network and mainly consist of residential and neighborhood streets.

In November and December of 2024, the Survey was completed covering 276 centerline miles of asphalt paved Carson City roads. A summary of the Survey results, including the current Carson City Pavement Condition Index (“PCI”) were presented to the CAMPO Board on April 9, 2025. PCI is the most used metric nationally for assessing pavement condition. Published specifications for collecting and calculating PCI exist under ASTM D6433. The Survey documented the type, severity and extent of each distress and reported results for each segment of road in Carson City using a scale ranging from 0-100, 0 being the worst pavement condition, and 100 being the best pavement condition.

The average city-wide PCI is 60. The condition of the regional roads has improved slightly over the past few years. The current condition of Carson City’s regional roads is 69; however, the condition of Carson City’s local roads is declining at a rapid rate. As of 2024, Carson City’s local streets have a pavement condition classification of “Poor”, with a PCI score of 55 out of a possible 100.

Survey data, and the current PCI for each road segment, are input into an asset management software

called PAVER. PAVER is an asset management tool used to model and predict pavement deterioration based on real-world data. The City began using PAVER in 2015 to track pavement condition using data first collected in 2011. The data collected is input into PAVER software where it is used to inform and identify future pavement rehabilitation projects and priorities as part of Carson City's Pavement Management Plan.

Following the Survey, staff, working with a consultant, updated the PAVER model and the Report to reflect the current, surveyed condition of the roads. Staff also updated the deterioration model criteria and cost assumptions in the PAVER database to reflect actual deterioration rates as well as current pricing for different types of pavement preservation and construction methods. Based on the Survey and updates to the model, the projected city-wide PCI will be 35 in the year 2050.

Staff will present a summary of the Report including the changes made to the PAVER model and future projections for the PCI condition of Carson City roads.

**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):**

[5C\\_RTC\\_Exhibit 1 - Carson City Road Condition Presentation.pdf](#)

[5C\\_RTC\\_Exhibit 2 - Carson City Pavement Survey Report.pdf](#)

[5C\\_RTC\\_Exhibit 3 - Pavement Performance Model Tech Memo Update.pdf](#)

Motion: \_\_\_\_\_

1) \_\_\_\_\_

Aye/Nay

2) \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
(Vote Recorded By)

## INFORMATION RELATED TO CARSON CITY ROADWAY CONDITION - 2025

CHRIS MARTINOVICH, PE - TRANSPORTATION MANAGER, CARSON CITY

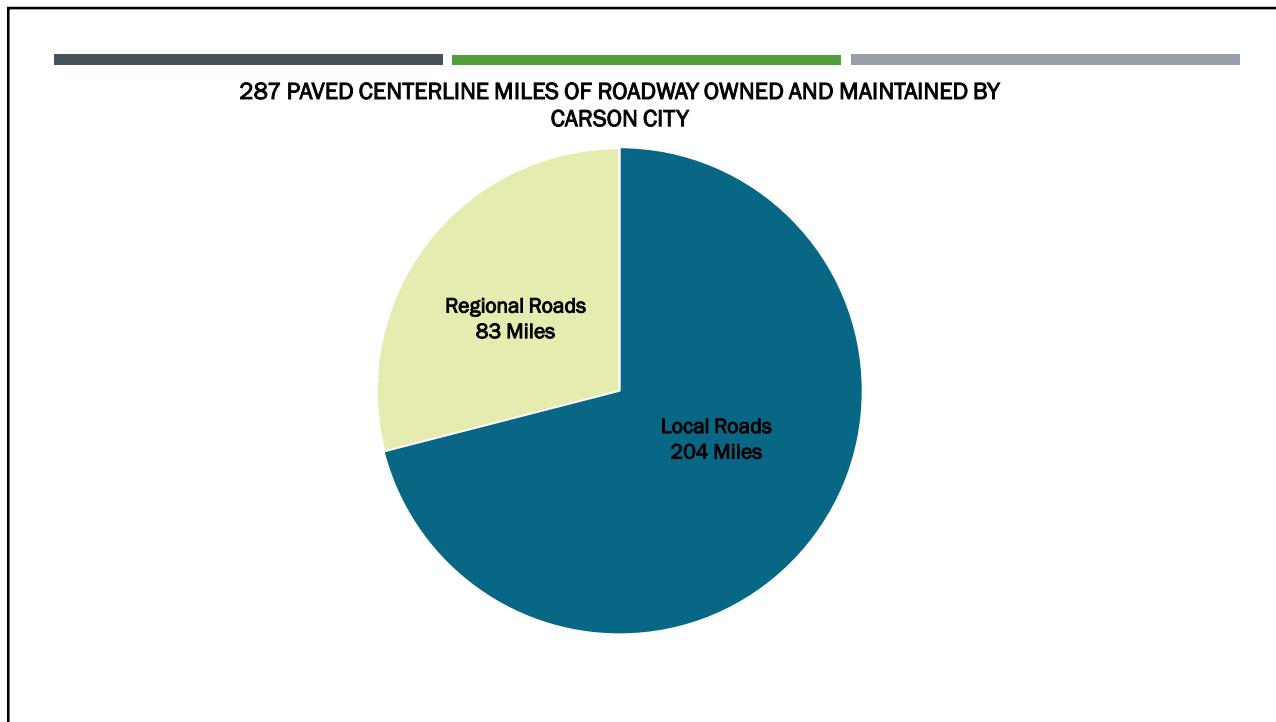
REGIONAL TRANSPORTATION COMMISSION



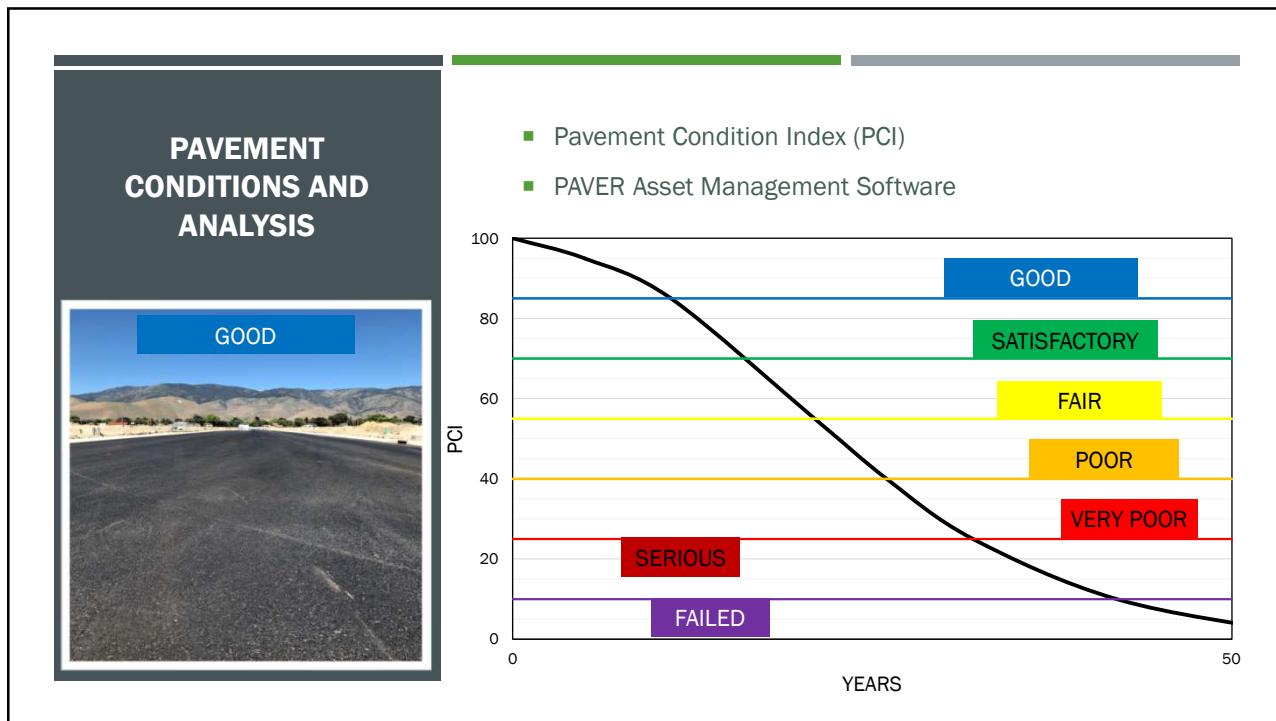
1

## CURRENT PAVEMENT CONDITION

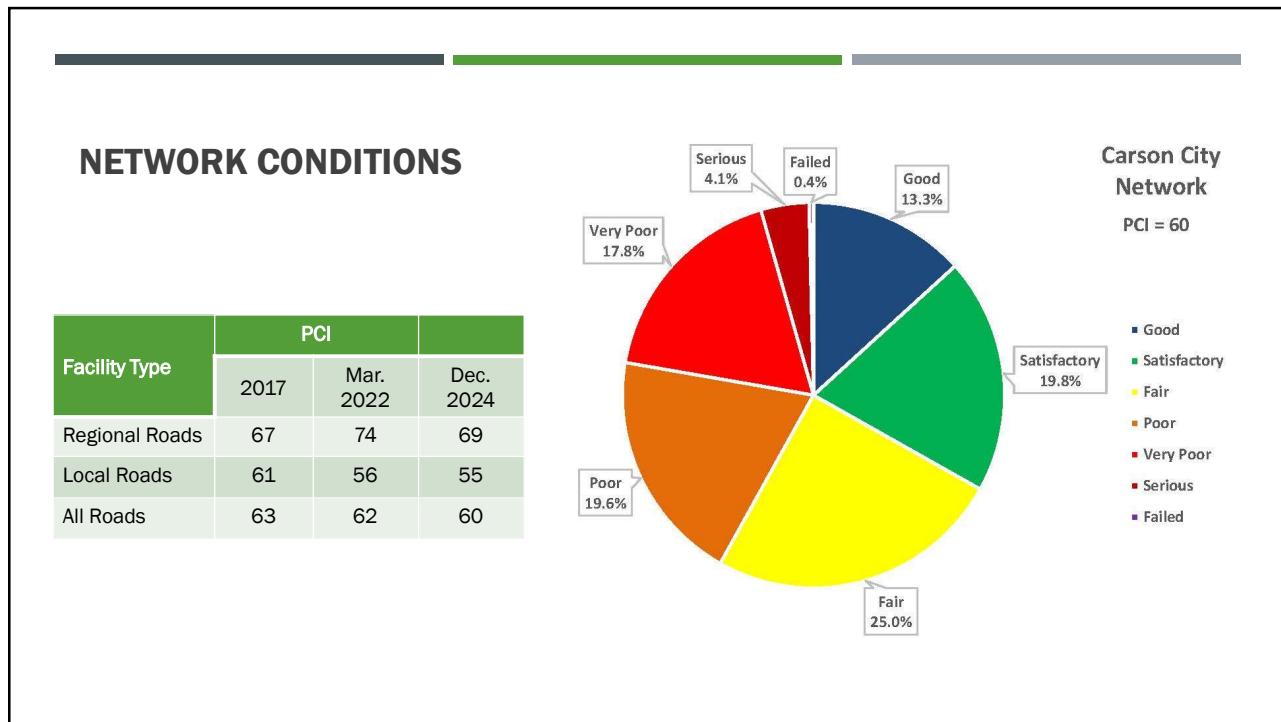
2



3



4



5

Pavement Condition Index (PCI) - Annual Report Card

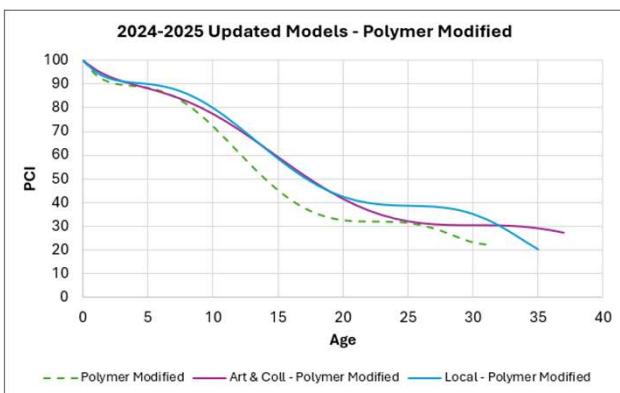
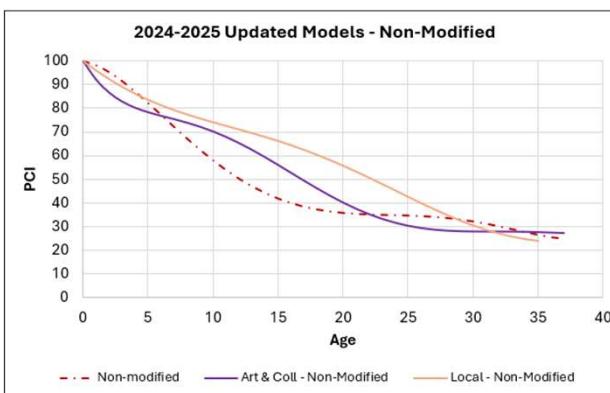
Facility Type	Insp. PCI	Est. PCI	Insp. PCI	Est. PCI				Insp. PCI	Est. PCI	Insp. PCI	Percent Change 2022 to 2024	Percent Change 2015 to 2024
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024		
City-wide	Regional Roads	68	68	67	68	67	67	63	74	67	69	-6%
	Local Roads	63	62	61	59	57	53	49	56	49	55	-2%
	All Roads	65	64	63	62	60	58	54	62	55	60	-4%
Performance District 1	Regional Roads	68	67	67	66	66	62	56	69	60	59	-14%
	Local Roads	62	62	62	60	56	52	48	57	50	54	-5%
	All Roads	64	64	64	62	59	55	51	61	53	56	-9%
Performance District 2	Regional Roads	74	74	73	72	70	71	68	80	73	73	-9%
	Local Roads	70	67	64	60	58	54	49	53	46	54	1%
	All Roads	71	70	67	65	62	60	56	63	55	60	-5%
Performance District 3	Regional Roads	75	74	72	74	74	71	68	77	68	74	-4%
	Local Roads	53	53	57	57	57	54	51	58	53	55	-5%
	All Roads	60	60	62	62	59	56	56	64	57	61	-4%
Performance District 4	Regional Roads	58	59	61	64	62	75	69	79	74	79	-1%
	Local Roads	60	59	58	56	52	49	45	51	45	52	1%
	All Roads	59	59	59	59	56	58	53	61	55	61	0%
Performance District 5	Regional Roads	68	67	64	63	62	58	53	65	58	62	-5%
	Local Roads	70	68	66	64	61	57	52	60	52	60	0%
	All Roads	69	68	65	64	61	57	52	62	54	60	-2%

6

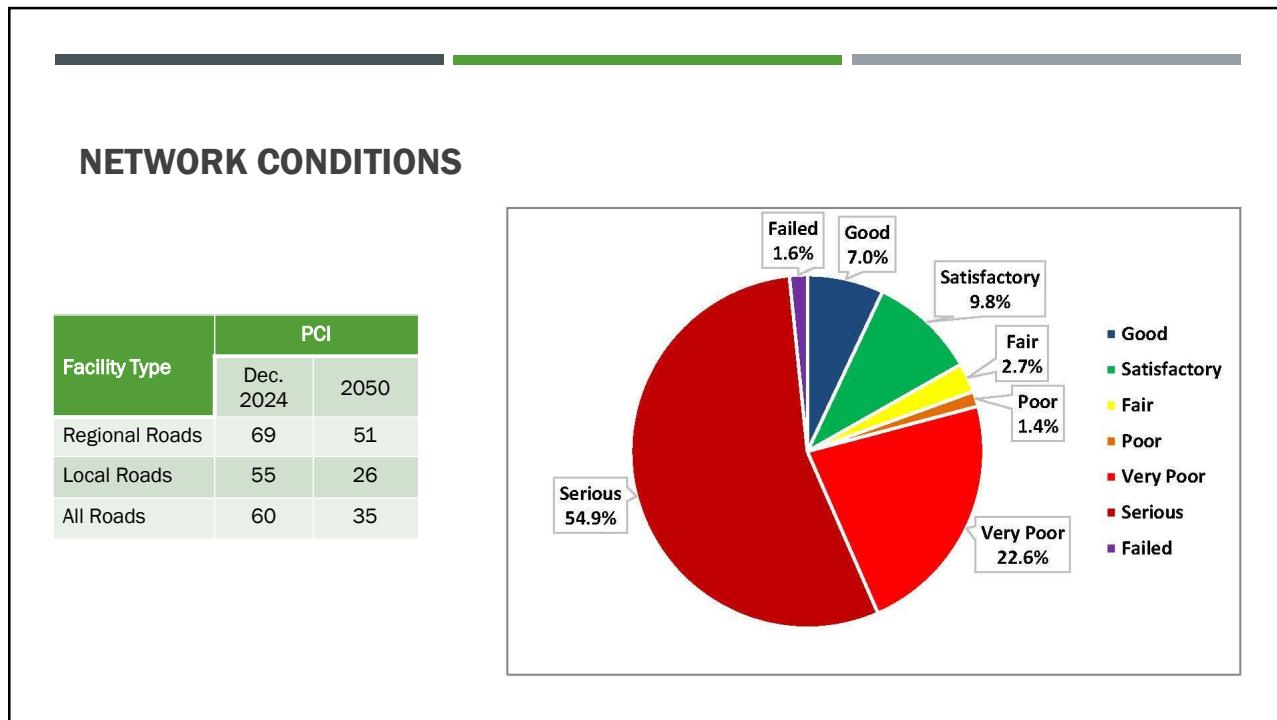
# PROJECTED PAVEMENT CONDITION

7

## REVISED PAVEMENT PERFORMANCE CURVES



8

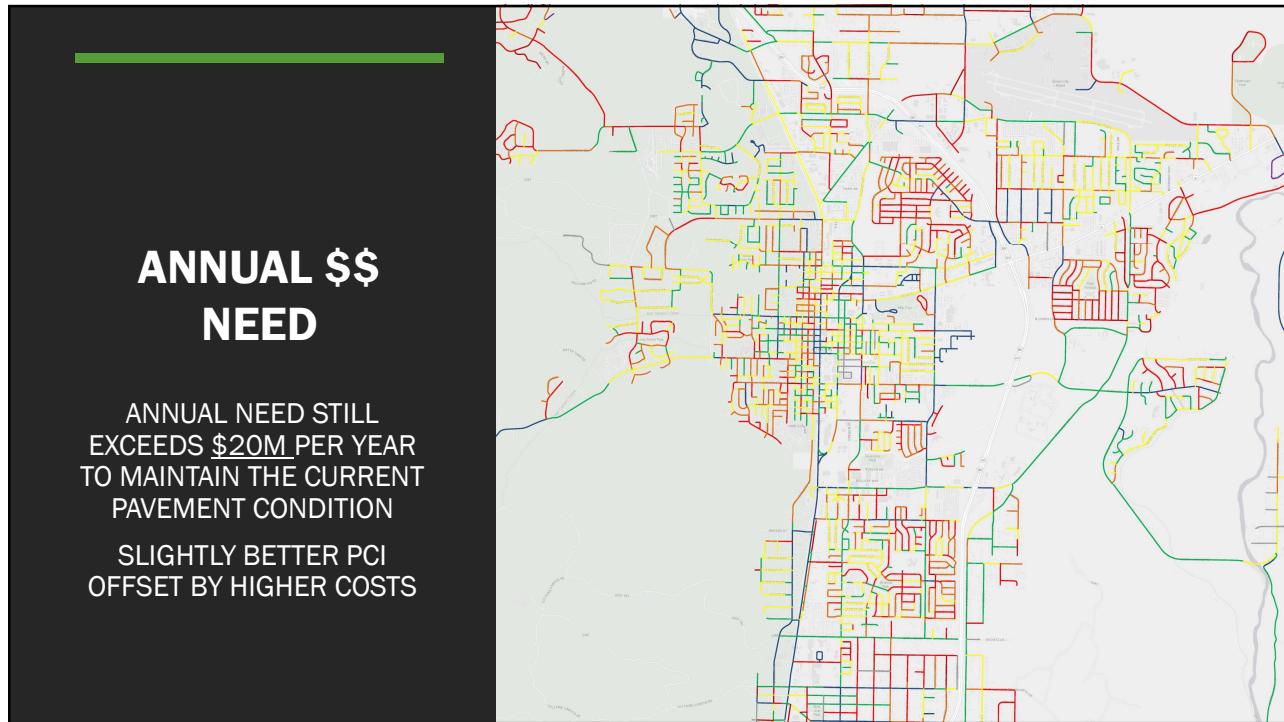


9

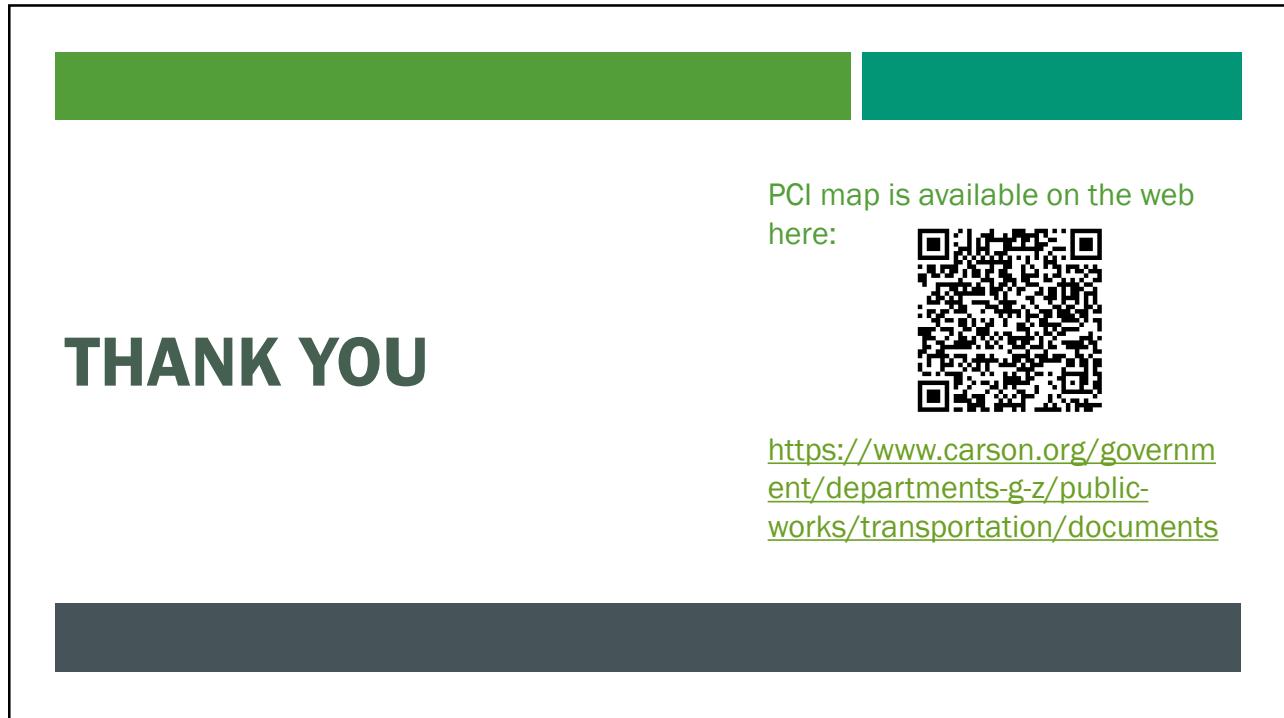
**Pavement Condition Index (PCI) – Future Projections with Current Funding**

Facility Type	Insp. PCI	Estimated PCI										Percent Change 2024 to 2050
		2024	2027	2030	2033	2036	2039	2042	2045	2048	2050	
City-wide	Regional Roads	69	68	65	65	62	60	57	55	53	51	-26%
	Local Roads	55	50	44	40	36	33	31	29	27	26	-52%
	All Roads	60	56	52	48	45	42	40	38	36	35	-41%
Performance District 1	Regional Roads	59	59	58	56	55	60	61	58	57	56	-6%
	Local Roads	54	49	43	38	34	31	28	26	25	24	-56%
	All Roads	56	52	48	44	41	40	39	37	36	35	-38%
Performance District 2	Regional Roads	73	78	76	75	72	68	64	63	65	64	-12%
	Local Roads	54	48	43	39	35	33	31	29	28	27	-50%
	All Roads	60	58	54	51	48	45	42	41	40	40	-34%
Performance District 3	Regional Roads	74	72	70	66	64	60	55	52	48	46	-38%
	Local Roads	55	50	45	40	37	35	32	30	28	27	-50%
	All Roads	61	57	53	49	46	43	40	37	35	33	-46%
Performance District 4	Regional Roads	79	78	72	69	64	61	57	55	51	50	-37%
	Local Roads	52	47	42	38	35	32	30	28	27	26	-49%
	All Roads	61	58	52	49	45	42	40	38	36	35	-43%
Performance District 5	Regional Roads	62	55	51	58	56	51	49	46	43	42	-33%
	Local Roads	60	55	49	44	40	36	33	31	29	28	-53%
	All Roads	60	55	50	49	45	41	39	36	34	33	-46%

10



11



12

# Pavement Data Collection and Pavement Management System Update

**Carson City, Nevada**

**PREPARED FOR**

Carson City Public Works  
3505 Butti Way  
Carson City, NV 89701  
(775) 887-2000

**PREPARED BY**

Applied Pavement Technology, Inc.  
1755 E Plumb Lane, Suite 264  
Reno, NV 89502  
(217) 398-3977  
[www.appliedpavement.com](http://www.appliedpavement.com)

**MARCH 2025**



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## INTRODUCTION

Carson City Public Works (CCPW) contracted with Applied Pavement Technology, Inc. (APTech) to analyze Carson City's (City) roadway pavement assets and update its pavement management software.

This report provides a detailed description of the current condition of pavement assets in Carson City. This information will assist Carson City's elected officials in balancing City priorities.

Carson City is the capital of the State of Nevada. It was founded in 1864, covers about 157 square miles, and has a population of about 58,640 (U.S. Census Bureau 2020). CCPW is responsible for maintaining approximately 274 centerline miles of roads paved with asphalt concrete, which equates to 51,223,161 square feet, or 1.84 square miles of pavement (per PAVER database).

## PROJECT BACKGROUND

In 2024, the Carson Area Metropolitan Planning Organization (CAMPO) hired APTech to collect pavement condition data for Carson City and Douglas County and update the associated PAVER databases. APTech worked closely with CAMPO to review the road networks in the corresponding pavement management software (PMS), collect pavement condition data, and update each PAVER PMS accordingly. This report summarizes the work completed and results of the efforts for Carson City.

### Scope of Work

The four tasks identified to successfully complete this project are described below.

#### ***Task 1 – Project Management***

APTech conducted a kickoff meeting on October 22, 2024. Discussions confirmed primary objectives of the effort, agency expectations, schedules, milestones, special circumstances, and data needs. Information provided by the City included a roadway network shape file and the latest PAVER database available. APTech identified project roles, responsibilities, and contact information for all key personnel to promote accountability and effective communication. Additionally, biweekly coordination meetings were held to provide periodic status reports.

#### ***Task 2 – Network Review***

APTech reviewed the roadway network, and using information provided by the City, updated the network by adding missing roadway assets and removing roadway assets no longer under City jurisdiction. This updated network was used to guide the condition data collection survey. Any identified changes were coordinated directly with City staff and were modified in the PAVER database.

#### ***Task 3 – Pavement Condition Data Collection***

Between October and November 2024, APTech used its Enhanced Data Gathering Equipment (EDGE – shown in Figure 1) for automated data collection. The EDGE collected downward imagery using a Laser Crack Measurement System (LCMS), road surface profile data (longitudinal and transverse), and four right-of-way (ROW) camera views (forward, forward-left, forward-right, and rearward). All collected information was georeferenced using an onboard GPS antenna. On two- or three-lane local roadways (including roads with one lane each direction and a center turning lane), data were collected on one lane in one direction. On four- and two-lane regional roadways, data were collected on one lane in each direction.

Information processing included conversion of LCMS data into images, automated identification of distresses, calculation of rutting, and measurement of faulting (for jointed concrete pavements). Once the processing was completed, image files were reviewed by APTech's trained staff to validate the type, severity, and extent of each distress. Additional sectioning changes were communicated to the City and were used to update the network accordingly in PAVER.

After completion of the data collection and validation tasks, APTech loaded distress data into PAVER, where a Pavement Condition Index (PCI) was calculated for every surveyed section within the network. Additionally, APTech provided a web-based image viewing tool that

provides the City access to the collected imagery to take virtual drives of each section within the roadway network.

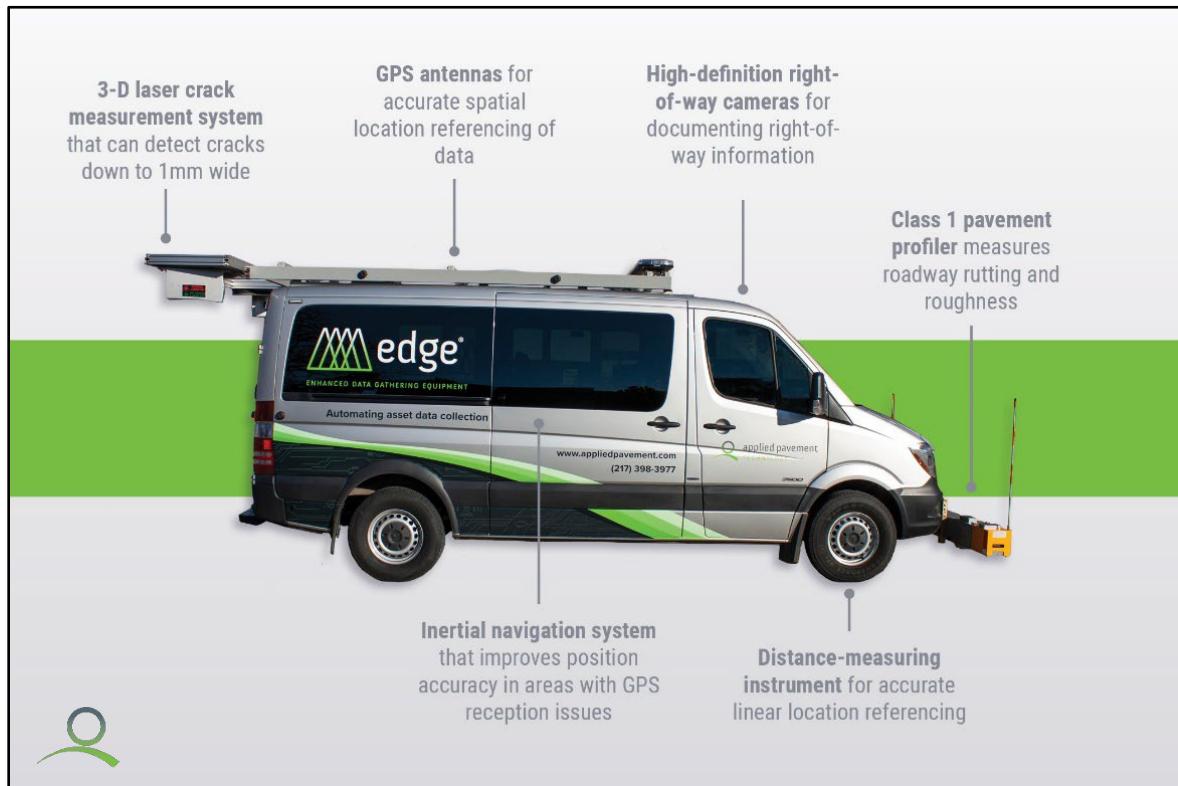


Figure 1. APTech's EDGE data collection vehicle.

#### ***Task 4 – Reporting***

The results from the project are summarized in this project report. This report documenting the work effort was submitted to the City for review. Comments from the City were incorporated to produce and deliver a final report in electronic format.

## PAVEMENT NETWORK INVENTORY

CCPW maintains a database of all roadways. This database was updated to include the new sectioning and pavement data condition collected during this project. A detailed summary of roadway pavement assets that CCPW maintains, preserves, and rehabilitates follows.

Per the PAVER database, the network consists of 274 centerline miles (paved with asphalt concrete) of streets sectioned into 3,035 sections that fall under one of three functional classifications and one of five Pavement Performance Districts (see figures 2 and 3). Tables 1 and 2 summarize surface area, centerline mileage, functional classification, Pavement Performance District, and number of sections for CCPW's roadway pavement network. The network is predominantly comprised of local roads.

Table 1. Pavement area, centerline miles, and number of sections by functional classification.

Functional Class.	City Class.	Number of Sections	Centerline Miles	Area (ft <sup>2</sup> )	Percentage of Network
Arterial	Regional	241	28	7,820,954	15.3%
Collector		511	54	9,879,805	19.3%
Local	Local	2,283	191	33,522,402	65.4%
<b>Total</b>		<b>3,035</b>	<b>274</b>	<b>51,223,161</b>	<b>100%</b>

Table 2. Pavement area, centerline miles, and number of sections by performance district.

Perf. District	Functional Class.	City Class.	Number of Sections	Centerline Miles	Area (ft <sup>2</sup> )	Percentage of District Area
1	Arterial	Regional	55	9	2,068,055	20.4%
	Collector		97	8	1,337,722	13.2%
	Local	Local	367	40	6,727,902	66.4%
<b>Performance District 1 Total</b>			<b>519</b>	<b>56</b>	<b>10,133,679</b>	<b>100%</b>
2	Arterial	Regional	102	8	2,421,132	23.2%
	Collector		58	6	1,186,034	11.4%
	Local	Local	539	36	6,830,207	65.4%
<b>Performance District 2 Total</b>			<b>699</b>	<b>50</b>	<b>10,437,373</b>	<b>100%</b>
3	Arterial	Regional	24	5	988,173	10.2%
	Collector		88	14	2,272,523	23.5%
	Local	Local	354	38	6,408,499	66.3%
<b>Performance District 3 Total</b>			<b>466</b>	<b>57</b>	<b>9,669,195</b>	<b>100%</b>
4	Arterial	Regional	34	4	1,341,213	12.5%
	Collector		136	12	2,439,696	22.8%
	Local	Local	516	39	6,926,692	64.7%
<b>Performance District 4 Total</b>			<b>686</b>	<b>55</b>	<b>10,707,601</b>	<b>100%</b>
5	Arterial	Regional	26	3	1,002,381	9.8%
	Collector		132	14	2,643,829	25.7%
	Local	Local	507	39	6,629,103	64.5%
<b>Performance District 5 Total</b>			<b>665</b>	<b>56</b>	<b>10,275,313</b>	<b>100%</b>

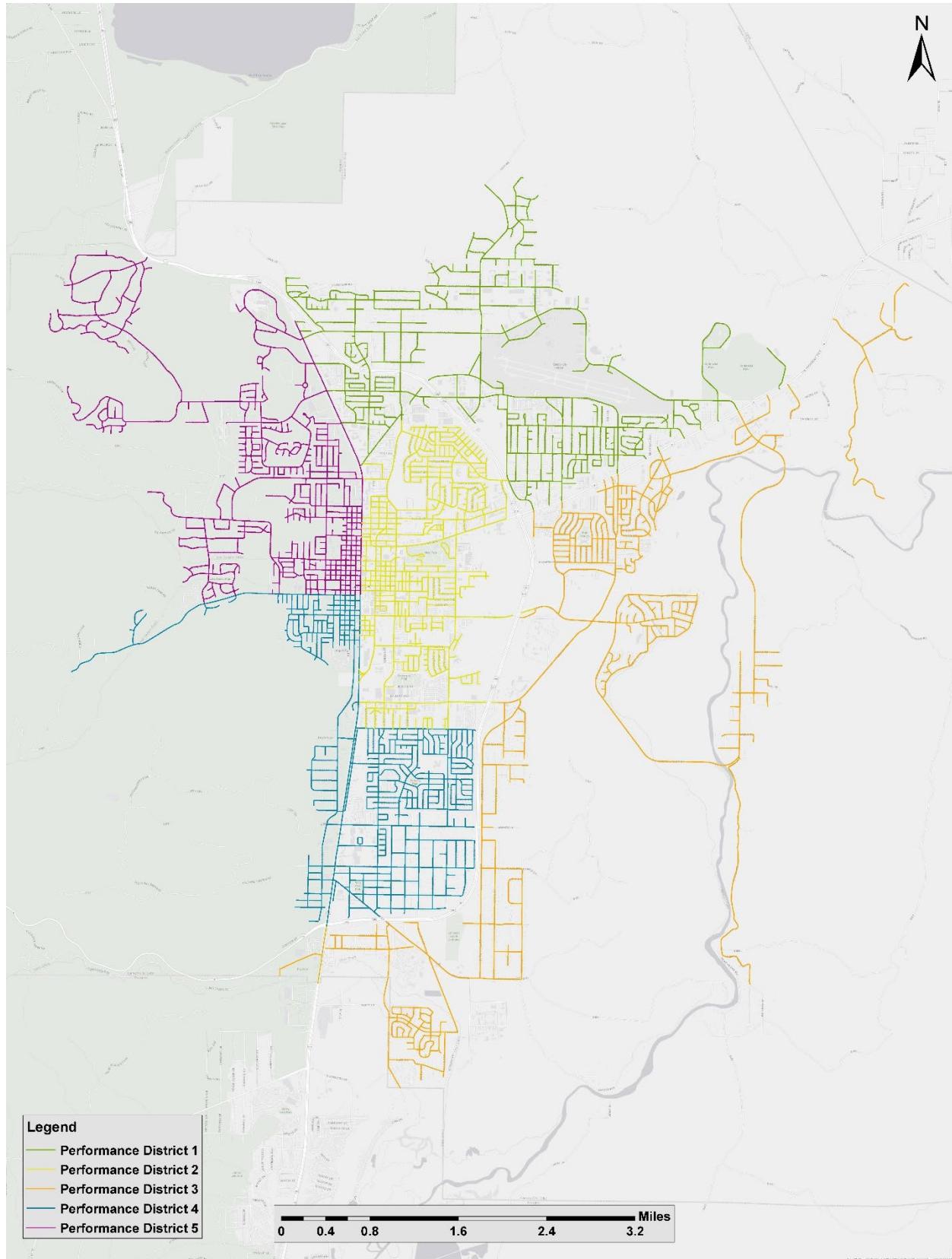


Figure 2. Carson City maintained roads by Performance District.

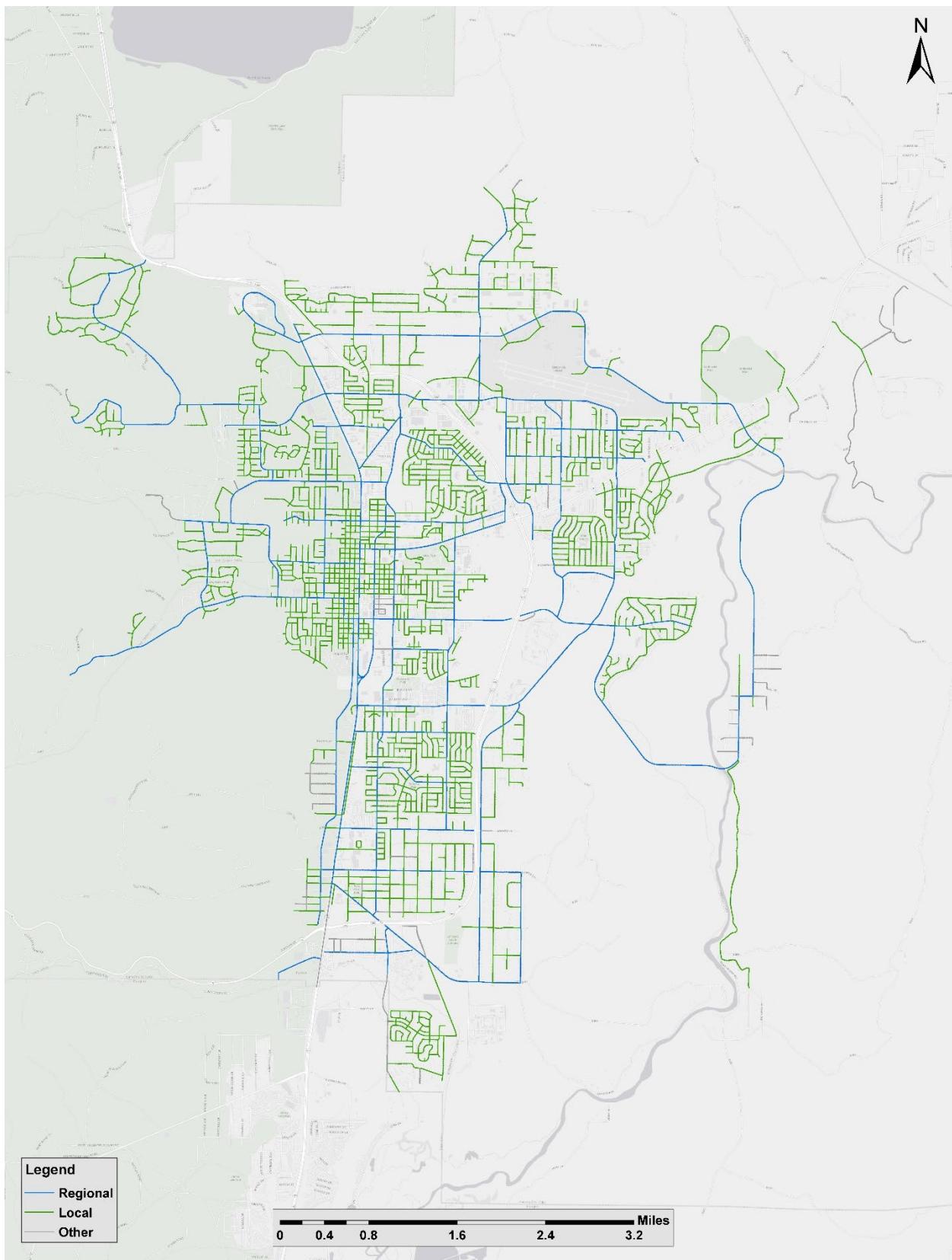


Figure 3. Carson City maintained roads by city classification.

## PAVEMENT CONDITION ASSESSMENT

This section documents how condition data were collected and imported into the PMS and discusses the results. APTech collected condition data including rutting and surface distress. Surface distress and rutting are used to calculate a PCI in accordance with ASTM Standard D6433.

### Data Collection

APTech used its EDGE automated data collection van to collect pavement condition data. As previously noted, the EDGE is equipped with ROW cameras, a Distance Measuring Instrument, GPS receivers, a five-laser road surface profiler bar, and a 3-D LCMS for comprehensive collection of georeferenced distress data. The EDGE collected condition data for roadway pavement sections in a single pass moving at posted roadway speeds without the need for traffic control.

The EDGE provides a permanent record of conditions through ROW and downward pavement surface images. These images are provided to the City through APTech's web viewer.

### Pavement Condition Inspections

APTech performed pavement condition inspections following guidance provided in ASTM D6433, which is the acknowledged standard used by local agencies in the United States for pavement condition assessment. The standard defines asphalt concrete and portland cement concrete pavement surface distress types, severities, and quantities.

To accurately and efficiently identify all distresses on inspected CCPW pavement sections, APTech used a computer-based inspection system to process the imagery and data collected by the EDGE. This system uses algorithms to automatically identify different distresses. APTech pavement inspection analysts reviewed all data to verify that distresses were correctly classified and measured. The workstation survey process resulted in a database of distress information (type, severity, extent) for each roadway section. The distress database was uploaded into the PMS, where the PCI for each roadway section was calculated.

Figure 4 is a view of the computer system used for pavement distress rating. The two images on the left show cracking as noted on the range and intensity images from the LCMS. The yellow lines on the right side are the computer system identification of the pavement cracking.

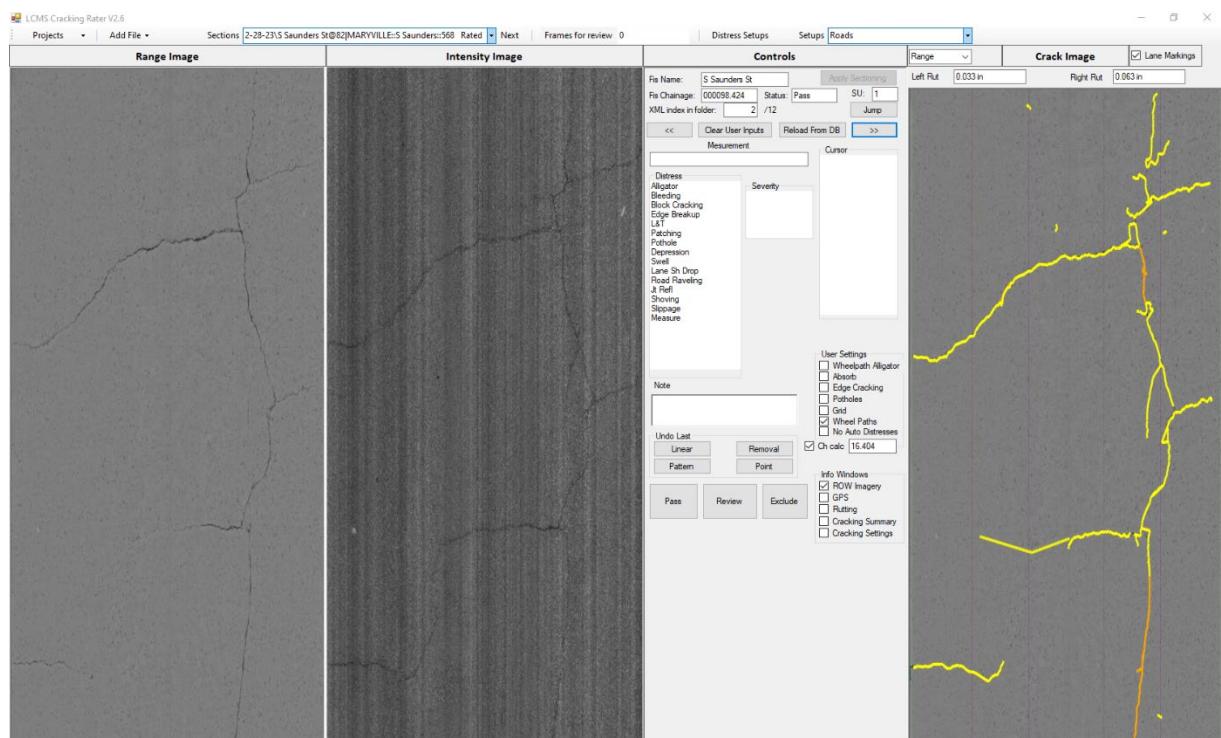


Figure 4. Digital images used for pavement distress rating.

## Pavement Condition Index Calculations

PAVER used pavement distress data to calculate a PCI for each roadway section. The PCI scale ranges from a value of 0 (representing a pavement in a completely *Failed* condition) to a value of 100 (representing a pavement with no visible distress). In the PCI calculation, each distress type and severity combination has an associated deduct value. Structural distresses, like rutting and fatigue cracking, have much higher deduct values than other distresses. Small quantities of these distresses may reduce the PCI much faster than larger amounts of functional distresses. Table 3 summarizes PCI condition ranges, associated categories according to the ASTM definitions, and typical distresses present in each category.

Table 3. PCI ranges and condition categories.

PCI Range		Condition Category	Typical Distresses Present	
100	86	<i>Good</i>		Very little distress. Minor cracking.
85	71	<i>Satisfactory</i>		Mostly low-severity distress, with the possibility of some medium-severity distress. Little to no fatigue cracking. Minor rutting.
70	56	<i>Fair</i>		More medium-severity distress, including some fatigue cracking. Patching and rutting are typically present.
55	41	<i>Poor</i>		Medium- and high-severity cracking, including notable low- and/or medium-severity fatigue cracking, patching, and rutting.
40	26	<i>Very Poor</i>		Significant amounts of cracking, including notable medium- and high-severity fatigue cracking, raveling, and patching. Cracking is medium- to high-severity. Rutting may approach 0.5 inch.
25	11	<i>Serious</i>		Significant amounts of cracking, including considerable amounts of medium- and high-severity fatigue cracking, raveling, and patching. Majority of cracking is medium- to high severity. Rutting may approach 1 inch.
10	0	<i>Failed</i>		Significant amounts of cracking, including medium- and high-severity fatigue cracking, raveling, and patching. Cracking is generally high-severity. Possible high-severity rutting.

Figures 5 through 11 show representative images for each PCI condition category described in Table 3. There are multiple combinations of distress types, severities, and extent that may lead to the same PCI.

Figure 5 was taken on Airport Road. This road section has no visible distress (13 percent of the roads in Carson City are in the *Good* condition category).

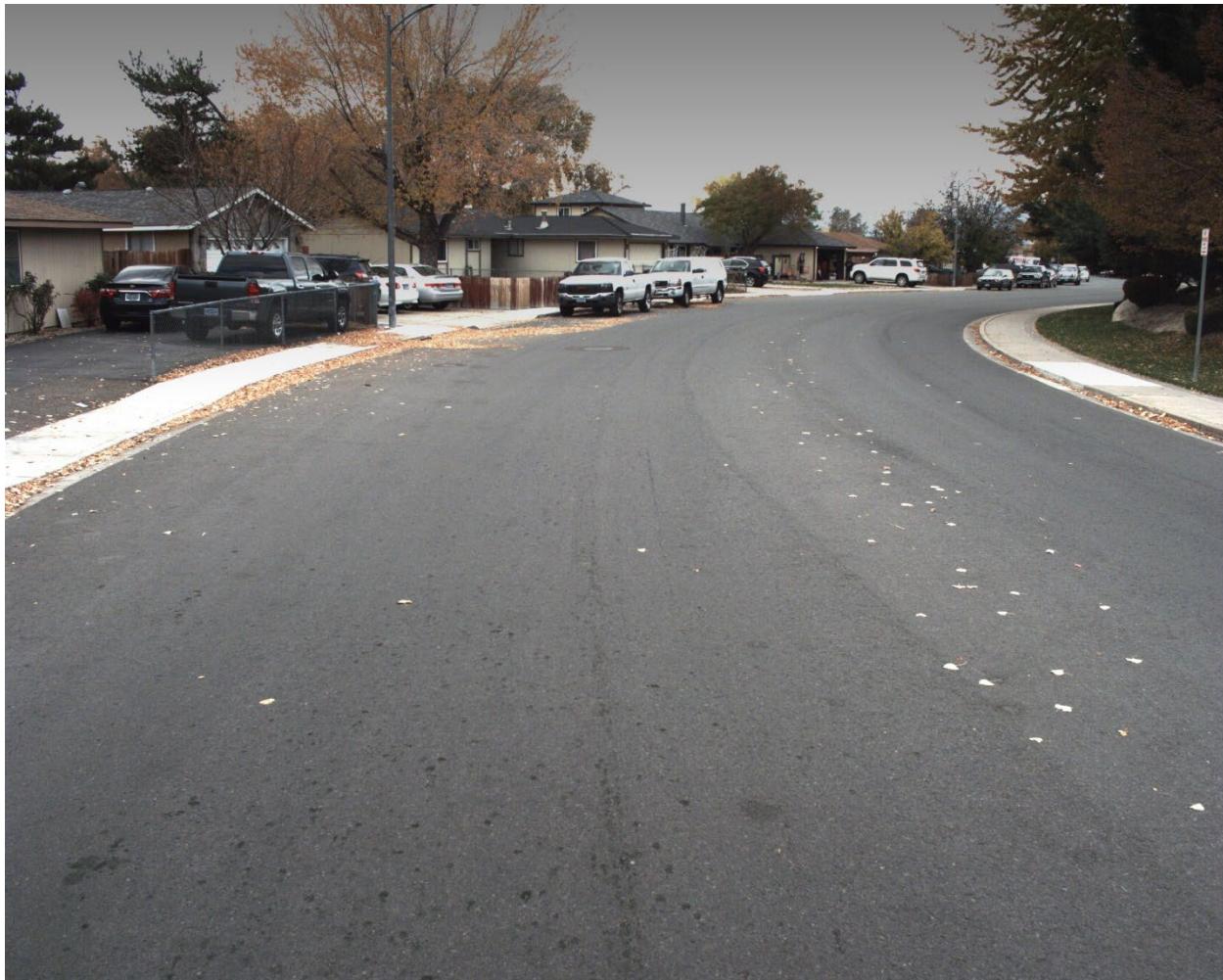


Figure 5. Pavement in *Good* condition category (PCI 100–86).

Figure 6 is a photograph taken on Ballarat Drive. This road shows low- and medium-severity longitudinal and transverse cracking (20 percent of the roads in Carson City are in the *Satisfactory* condition category).



Figure 6. Pavement in *Satisfactory* condition category (PCI 85–71).

Figure 7 was taken on Bedford Way. This pavement shows a combination of medium-severity transverse cracking and low-severity alligator cracking (24 percent of the roads in Carson City fall in the *Fair* condition category).



Figure 7. Pavement in *Fair* condition category (PCI 70–56).

Figure 8 shows a photo on Alfred Way. This section shows a combination of low- and medium-severity longitudinal cracking and medium-severity alligator cracking (19 percent of the roads in Carson City are in the *Poor* condition category).



Figure 8. Pavement in *Poor* condition category (PCI 55–41).

Figure 9 shows the condition of Crain Street. This section shows a combination of low- and medium-severity longitudinal and transverse cracking and a considerable amount of medium-severity alligator cracking with low-severity rutting (18 percent of the roads in Carson City fall in the *Very Poor* condition category).



Figure 9. Pavement in *Very Poor* condition category (PCI 40–26).

Figure 10 shows an overview photo on Stanton Drive. This section shows a combination of low- and medium-severity longitudinal and transverse cracking along with considerable amounts of medium- and high-severity alligator cracking with low- and medium-severity rutting (5 percent of the roads in Carson City are in the *Serious* condition category).



Figure 10. Pavement in *Serious* condition category (PCI 25–11).

Figure 11 presents a photograph on Asphalt Drive and shows a combination of medium- and high-severity alligator cracking and potholes (less than 1% of the roads in Carson City fall in the *Failed* condition category).



Figure 11. Pavement in *Failed* condition category (PCI 10–0).

## Current Network Conditions

The 2024 area-weighted PCI for the CCPW network is 60. This value indicates the network is in *Fair* condition overall. A map of the City network showing the PCI for each segment is shown in Figure 12. Tables 4 and 5 provide a breakdown of the area-weighted PCIs by functional classification and jurisdiction. These findings show that regional roads have the highest area-weighted PCI of 69 (*Fair*), while local roads are in worse condition with an area-weighted PCI of 55 (*Poor*). Note that these are average values, and there is a distribution of condition levels within the network.

Table 4. Area-weighted PCI by City classification.

City Class.	Area (ft <sup>2</sup> )	Percentage of Network	Area Weighted PCI
Regional	17,700,759	34.6%	69
Local	33,522,402	65.4%	55
<b>Total</b>	<b>51,223,161</b>	<b>100%</b>	<b>60</b>

Table 5. Area-weighted PCI by performance district.

Perf. District	City Classification	Area (ft <sup>2</sup> )	Percentage of District Area	Area Weighted PCI
1	Regional	3,405,777	33.6%	59
	Local	6,727,902	66.4%	54
<b>Performance District 1 Total</b>		<b>10,133,679</b>	<b>100%</b>	<b>56</b>
2	Regional	3,607,166	34.5%	73
	Local	6,830,207	65.5%	54
<b>Performance District 2 Total</b>		<b>10,442,425</b>	<b>100%</b>	<b>60</b>
3	Regional	3,260,696	33.7%	74
	Local	6,408,499	66.3%	55
<b>Performance District 3 Total</b>		<b>9,669,195</b>	<b>100%</b>	<b>61</b>
4	Regional	3,780,909	35.3%	79
	Local	6,926,692	64.7%	52
<b>Performance District 4 Total</b>		<b>10,707,601</b>	<b>100%</b>	<b>61</b>
5	Regional	3,646,210	35.5%	62
	Local	6,629,103	64.5%	60
<b>Performance District 5 Total</b>		<b>10,275,313</b>	<b>100%</b>	<b>60</b>

A summary of 2024 PCI results for each pavement section is provided as a separate spreadsheet and includes the following information:

- Branch ID.
- Section ID.
- From and To (indicating beginning and ending locations).
- City Classification.
- Length.
- Width.
- Area.
- Previous PCI Date.
- Previous PCI.
- 2024 PCI.
- 2024 PCI Category.

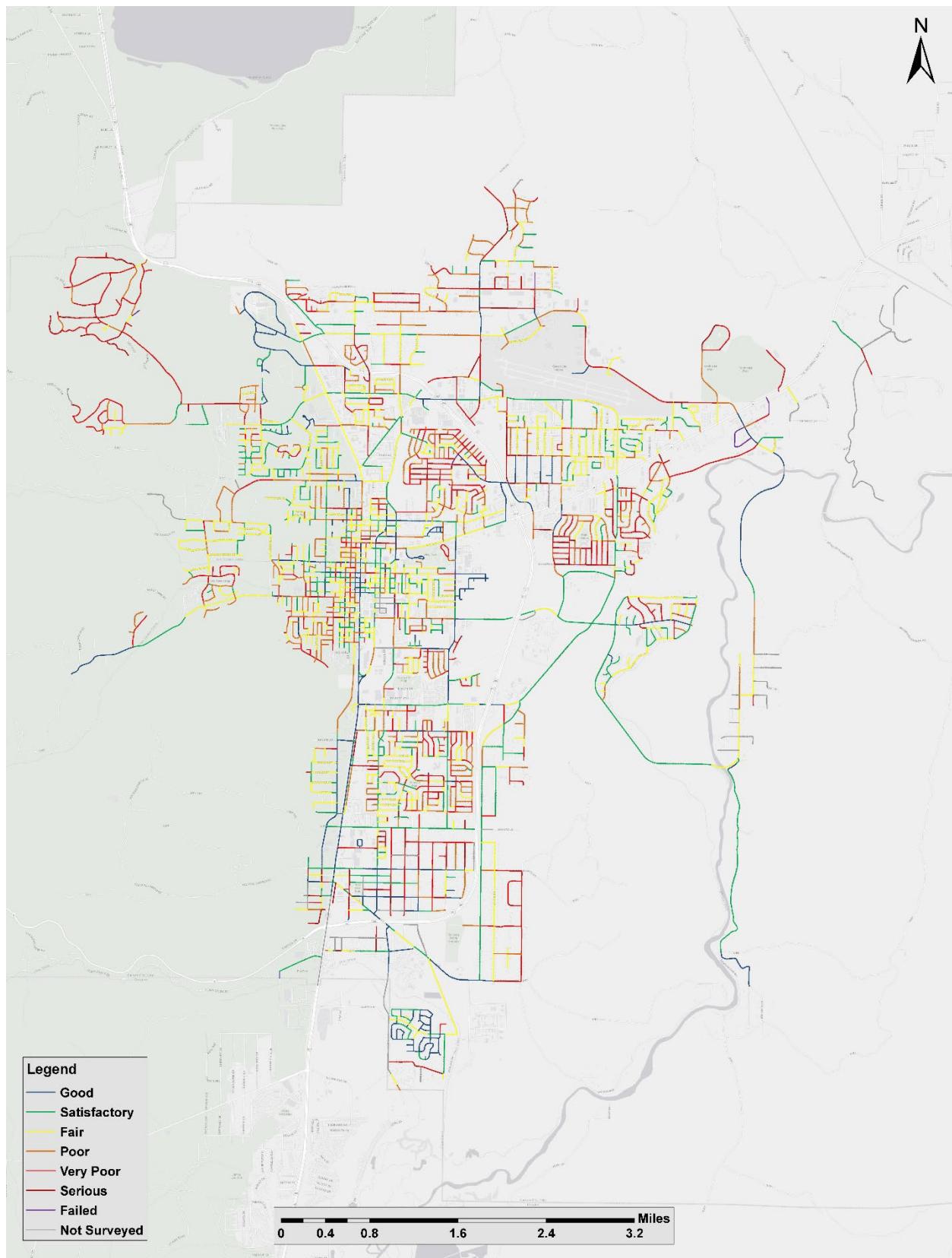


Figure 12. Carson City map showing color-coded PCIs.

Figure 13 displays the distribution of pavement area by condition category. Approximately 33 percent of the roadway network area is in *Good* to *Satisfactory* condition with PCIs greater than 70. Roadways in *Good* or *Satisfactory* condition are typically excellent candidates for pavement preservation treatments. Strategically timed pavement preservation treatments may extend the life of these roadways in a cost-effective manner, delaying the need for more costly treatments.

Approximately 45 percent of the roadways in the City are in *Fair* or *Poor* condition with PCIs between 40 and 70. Based on the City's standard practice, roadways in these condition categories will likely require some form of rehabilitation work or pavement preservation work to restore or prolong performance. The remaining 22 percent of the City's roadways are in *Very Poor*, *Serious*, or *Failed* condition. Roadways in these conditions are generally candidates for more costly reconstruction or major rehabilitation.

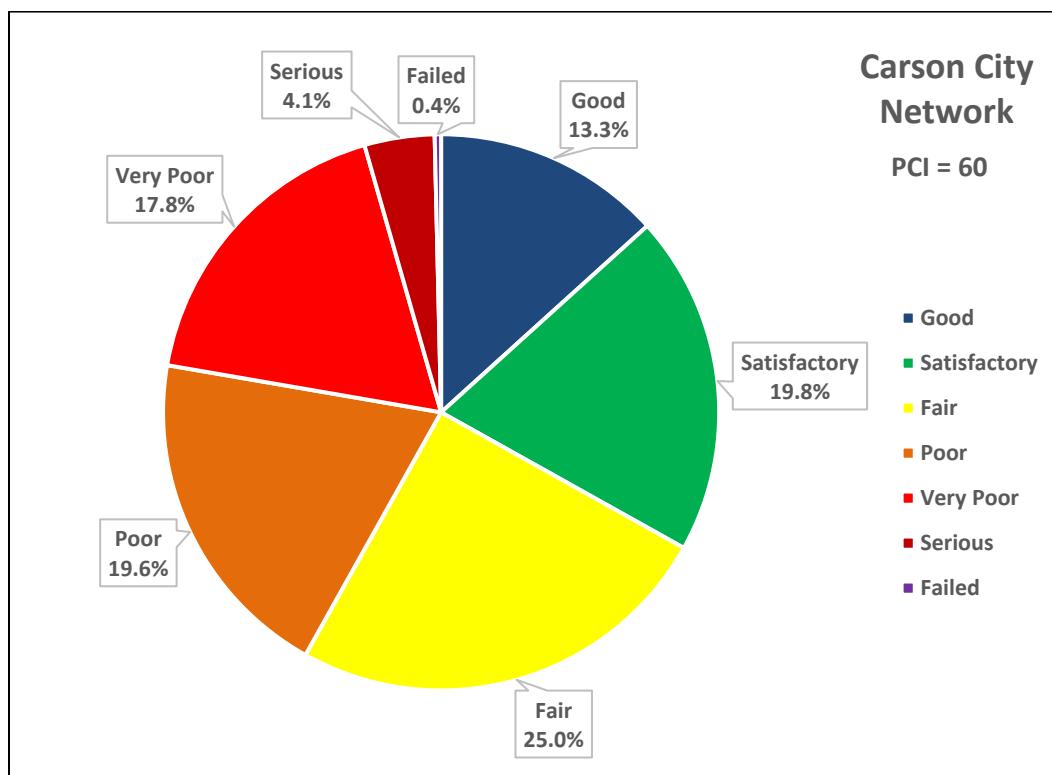


Figure 13. Distribution of network pavement area by condition category.

Figures 14 and 15 display the distribution of pavement area by condition category for each City classification. Approximately 53 percent of the regional roads are in *Good* or *Satisfactory* condition, while only 22 percent of the local roads are in *Good* or *Satisfactory* condition.

Table 6 shows the annual report card used by CCPW, which summarizes the average area-weighted PCI for all facility types since 2015. These tables show the percentage change between the first and latest data collection efforts (2015 and 2024), as well as the difference between the previous and latest data collection efforts (2021 and 2024).

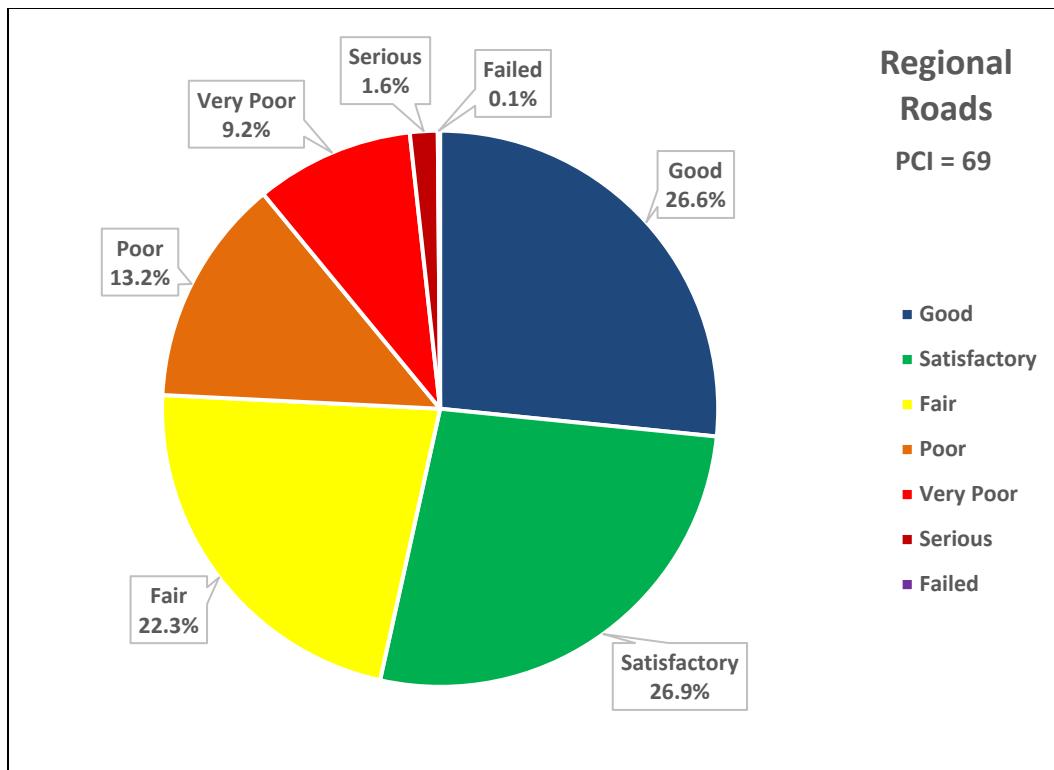


Figure 14. Distribution of pavement area by condition category for regional roadways.

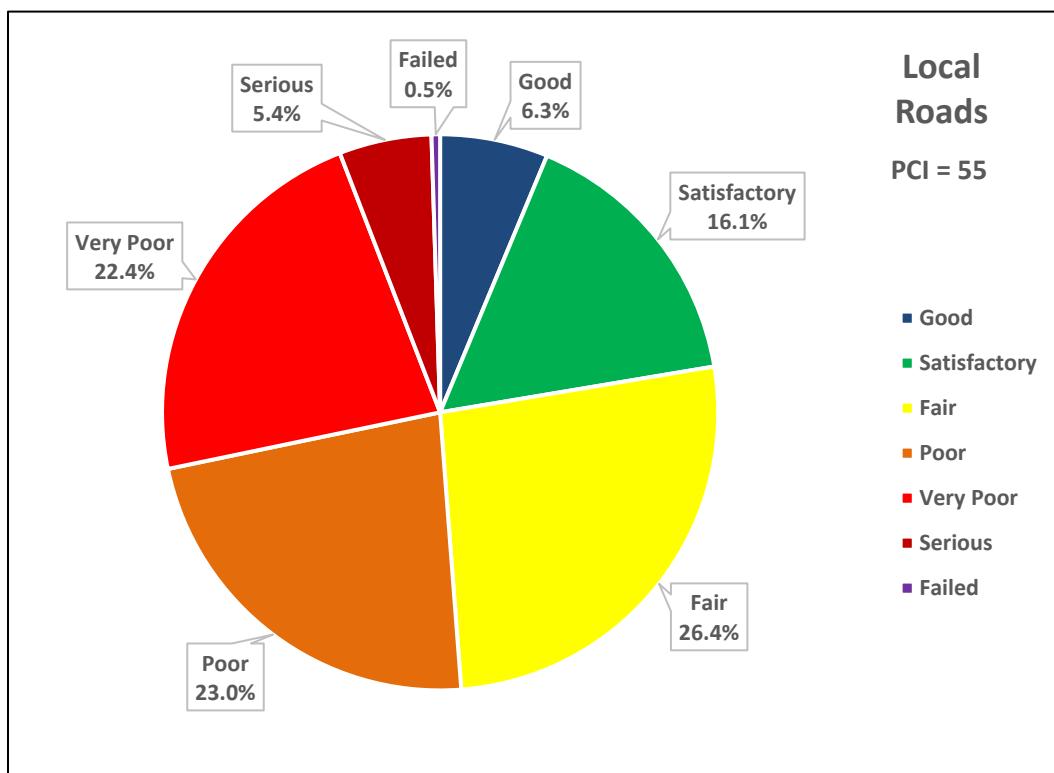


Figure 15. Distribution of pavement area by condition category for local roadways.

Table 6: 2015 to 2024 condition report card.

Pavement Condition Index (PCI) - Annual Report Card													
Facility Type		Insp. PCI	Est. PCI	Insp. PCI	Est. PCI				Insp. PCI	Est. PCI	Insp. PCI	Percent Change 2022 to 2024	Percent Change 2015 to 2024
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024		
City-wide	Regional Roads	68	68	67	68	67	67	63	74	67	69	-6%	2%
	Local Roads	63	62	61	59	57	53	49	56	49	55	-2%	-13%
	All Roads	65	64	63	62	60	58	54	62	55	60	-4%	-8%
Performance District 1	Regional Roads	68	67	67	66	66	62	56	69	60	59	-14%	-13%
	Local Roads	62	62	62	60	56	52	48	57	50	54	-5%	-14%
	All Roads	64	64	64	62	59	55	51	61	53	56	-9%	-14%
Performance District 2	Regional Roads	74	74	73	72	70	71	68	80	73	73	-9%	-1%
	Local Roads	70	67	64	60	58	54	49	53	46	54	1%	-24%
	All Roads	71	70	67	65	62	60	56	63	55	60	-5%	-16%
Performance District 3	Regional Roads	75	74	72	74	74	71	68	77	68	74	-4%	-2%
	Local Roads	53	53	57	57	57	54	51	58	53	55	-5%	4%
	All Roads	60	60	62	62	62	59	56	64	57	61	-4%	3%
Performance District 4	Regional Roads	58	59	61	64	62	75	69	79	74	79	-1%	36%
	Local Roads	60	59	58	56	52	49	45	51	45	52	1%	-15%
	All Roads	59	59	59	59	56	58	53	61	55	61	0%	3%
Performance District 5	Regional Roads	68	67	64	63	62	58	53	65	58	62	-5%	-8%
	Local Roads	70	68	66	64	61	57	52	60	52	60	0%	-15%
	All Roads	69	68	65	64	61	57	52	62	54	60	-2%	-12%

## SUMMARY

CAMPO contracted with APTech to document the condition of Carson City's pavement network and update its PAVER database. The goal was to provide the City with an up-to-date pavement condition evaluation to use for annual pavement maintenance planning and to help prioritize pavement maintenance and rehabilitation needs for future years.

Between October and November 2024, APTech inspected approximately 274 centerline-miles of roadway pavement maintained by the City. The 2024 area-weighted network PCI is 60, placing the network in *Fair* condition.

Additionally, roads were analyzed by City classification. Regional roads represent 35 percent of the network and have an area-weighted PCI of 69, placing this group in the *Fair* condition category. Local roads represent the remaining 65 percent of the network and have an area-weighted PCI of 55, placing this group in the *Poor* condition category.

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ASTM International (ASTM). 2024. “Standard Practice for Roads and Parking Lots Pavement Condition Index Surveys.” *Annual Book of ASTM Standards. Volume 4.03*. ASTM Designation D6433-24. West Conshohocken, PA: ASTM International.

U.S. Census Bureau. 2020. “[Quick Facts: Carson City, Nevada](#).” Webpage. Suitland, MD: U.S. Census Bureau.

# Technical Memorandum

## Carson City Performance Model Update and Budget Scenario Analysis

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## Background

Carson City Public Works (CCPW) has worked with APTech since 2019 in the analysis and budget forecasting of Carson City's (City) roadway pavement assets. The City requested an update of the performance models and three budget scenarios as a supplement to the scenarios incorporated in the *Carson City Pavement Condition Analysis Report* from August 2022. For this analysis, performance models and unit costs were updated while prioritization guidelines remained consistent with those used in the *Carson City Pavement Condition Analysis Report* from August 2022.

This memorandum discusses the updated performance models, unit costs, and budget scenario analysis requested by the City.

## Performance Model Update

Performance models are used in the pavement management software to predict future conditions. Based on data obtained during the latest pavement survey completed in 2024, CCPW expressed their concern with the existing polymer-modified and non-modified asphalt-surfaced roads models overestimating deterioration with respect to measured conditions. Therefore, models were further segmented to not only consider asphalt mix type but also consider functional classification.

Currently there are four performance models within the CCPW software:

- Polymer-modified asphalt-surfaced arterial and collector roads (regional roads).
- Non-modified asphalt-surfaced arterial and collector roads (regional roads).
- Polymer-modified asphalt-surfaced local roads.
- Non-modified asphalt-surfaced local roads.

Figures 1 and 2 provide graphics showing the models for polymer-modified and non-modified asphalt-surfaced roads models, respectively.

Over time, as additional data become available (e.g., original construction records, new rounds of pavement inspections), performance models should be refined. Periodic review of configuration items keeps a pavement management system aligned with current conditions and agency operations.

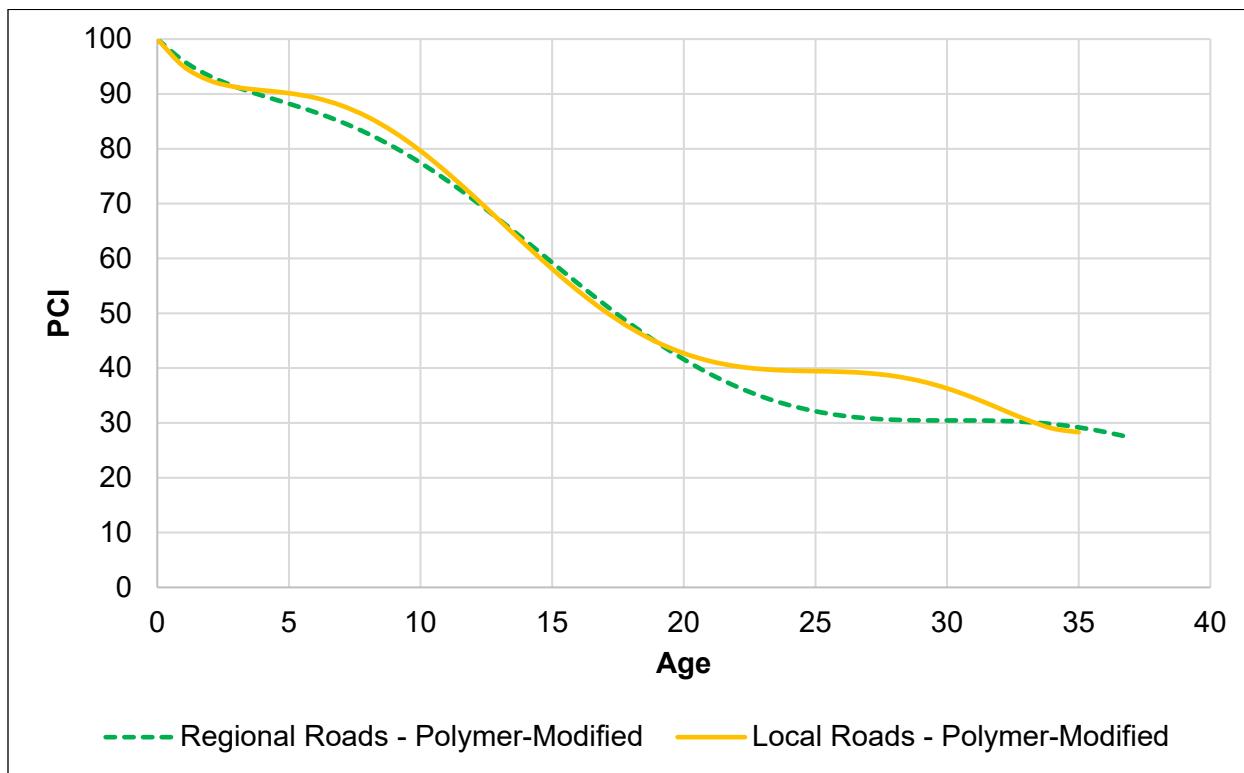


Figure 1. Performance models for polymer-modified asphalt-surfaced roads.

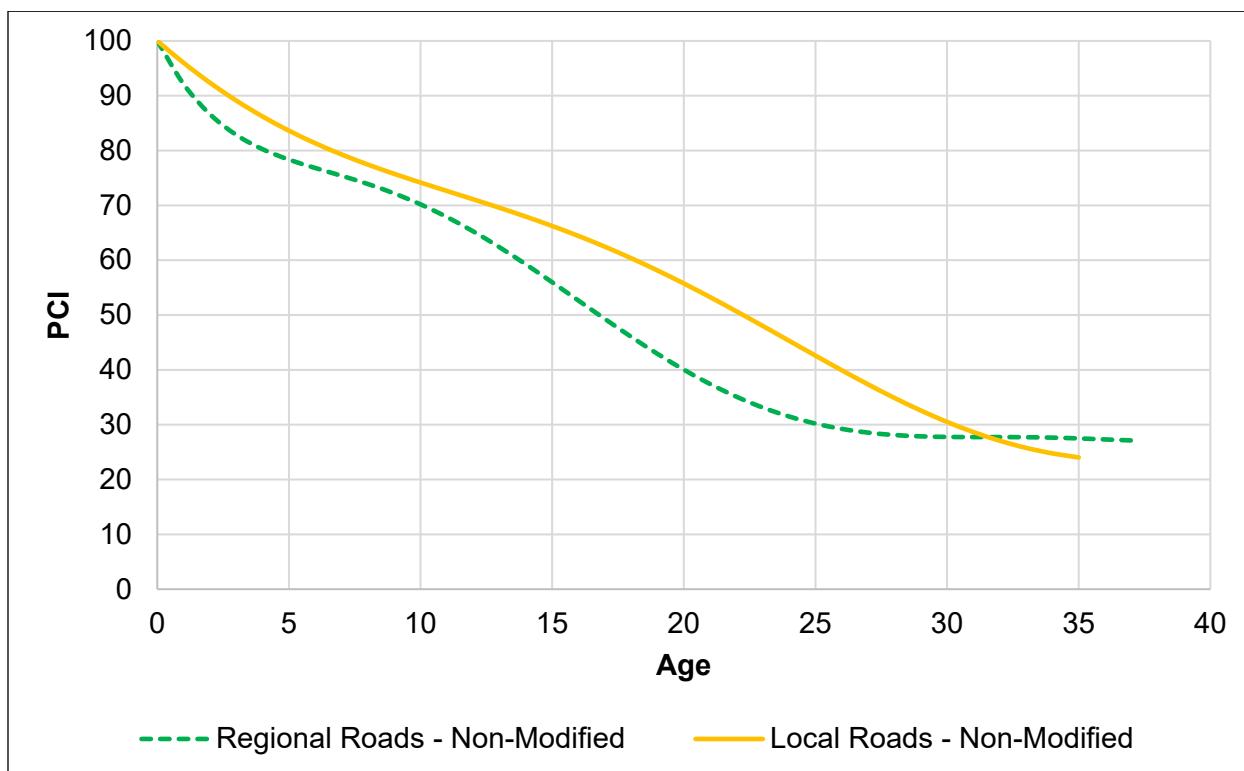


Figure 2. Performance models for non-modified asphalt-surfaced roads.

## Treatment Strategy Update

The Carson City [Pavement Management Plan](#) outlines the City's approach to maintaining, preserving, and rehabilitating the City's roadways. The plan identifies project evaluation criteria to consistently and transparently prioritize projects. The criteria include:

- Pavement condition.
- Roadway functional classification.
- Preventive and corrective maintenance schedule.
- Safety needs/targets.
- ADA accessibility.
- Multimodal opportunities.
- Traffic volume.
- Constructability and construction efficiencies.
- Utility improvement coordination.
- Funding eligibility and availability of Federal competitive/discretionary grant funding.

Pavement maintenance includes routine maintenance actions that are applied to address specific distresses, such as crack sealing linear cracks, or patching a pothole. In general, pavement maintenance is divided into two approaches depending on the overall condition of the pavement: preventive and stopgap. Characteristics of each maintenance approach are provided below, along with the following definitions:

- **Preventive maintenance:** treatments applied to a pavement generally in good condition with the primary objective of slowing the rate of pavement deterioration.
- **Stopgap maintenance:** maintenance activities performed to keep a deteriorated pavement operational and safe.

The goal of preventive maintenance is to preserve the pavement system by slowing the rate of deterioration using proactive treatments or by improving the surface condition. Since preventive maintenance treatments are usually low in cost, their use is generally a cost-effective strategy for preserving network conditions. Preventive maintenance policies are established to define the type of maintenance action needed to correct each distress type observed during the pavement evaluation.

Surface treatments are common preventive treatments. They do not increase the pavement's structural capacity but do protect the existing structure from the elements that cause rapid aging, such as moisture intrusion and pavement oxidation that can lead to structural deterioration. Additionally, surface treatments can be used to fill small surface distortions and improve skid resistance.

Stopgap maintenance is recommended when rehabilitation or reconstruction activities are warranted but funding is insufficient to perform the needed work. The goal of stopgap maintenance is to keep the pavement operational through the repair of distress type and severity level combinations that could create hazardous situations like the potential for tire damage, hydroplaning, or other safety concerns. Many of the treatments used for preventive maintenance are also used in stopgap applications. However, stopgap maintenance treatments are considered temporary and generally do not provide very many years of service.

A threshold PCI value (i.e., critical PCI) is used to distinguish between preventive and stopgap maintenance. CCPW defined this value to be 65 for regional roadways and 40 for local roadways in their network ([Pavement Management Plan](#)). The critical PCI identifies when major rehabilitation work should be considered. Preventive maintenance actions are only recommended for roadways above the critical PCI level. Below the critical PCI, stopgap maintenance could be applied but if funding is available the pavement should be considered for major rehabilitation in the near future. Major rehabilitation is typically defined as an activity such as an overlay or reconstruction that would return the pavement to basically “new” condition and would result in a PCI of 100 (no distress) if implemented.

Table 1 provides the list of treatment types (activity) currently considered in Carson City’s pavement management software.

Table 1. CCPW maintenance and rehabilitation treatment types.

Activity	PAVER Budget Category	Cost <sup>1</sup>	Unit
Crack Sealing	Localized Preventive	\$0.75	ft
Patching		\$11.00	sq. ft
Pothole Filling		\$6.00	sq. ft
Slurry Seal <sup>2</sup>	Surface Treatments	\$0.33	sq. ft
Cape Seal <sup>2</sup>		\$0.33	sq. ft
Cold Mill and Overlay - 2 Inches <sup>3</sup>	Major Rehabilitation	\$3.00	sq. ft
Complete Reconstruction - AC		\$5.00	sq. ft

1 Costs do not include non-pavement incidentals.

2 Time to reach pre-treatment condition is 4 years and application interval is 6 years.

3 Applies only to Regional Roads.

The pavement management software (PAVER) estimates preventive, stopgap, and major rehabilitation costs based on the pavement condition of each roadway. Localized preventive treatment unit costs in Table 1 were used to estimate maintenance costs for the entire pavement surface area; the results are summarized in Table 2. PAVER interpolates unit costs between the PCI values shown; for example, a pavement section with a PCI of 75 will have an associated cost of \$0.0345 per square foot for preventive maintenance, as shown:

$$(0.014 + (75 - 80) \times \frac{(0.014 - 0.055)}{(80 - 70)}) = 0.0345$$

Note that surface treatments are not recommended based on a cost by condition. Rather, they are calculated based on the unit costs shown in Table 1. Sections are only targeted if they fall within the selected PCI range of 90 to 65 for regional roadways and 90 to 40 for local roadways and a minimum of 3 years have passed since the last major rehabilitation.

Table 2. Cost (per ft<sup>2</sup>) by PCI range for preventive, stopgap, and major.

PCI	Preventive	Stopgap	PCI	Major Rehabilitation	
				Regional Roads	Local Roads
0	\$2.297	\$1.141	0	\$5.00	\$5.00
10	\$2.297	\$1.141	10	\$5.00	\$5.00
20	\$1.829	\$0.921	20	\$5.00	\$5.00
30	\$0.1100	\$0.551	30	\$5.00	\$5.00
40	\$0.453	\$0.234	39.99	\$5.00	\$5.00
50	\$0.234	\$0.110	40	\$3.00	\$0.00
65	\$0.069	\$0.069	49.99	\$3.00	\$0.00
70	\$0.055	\$0.055	50	\$3.00	\$0.00
80	\$0.014	\$0.014	64.99	\$3.00	\$0.00
90	\$0.00	\$0.00	65	\$0.00	\$0.00
100	\$0.00	\$0.00	100	\$0.00	\$0.00

## Budget Scenario Assumptions

Roadway project incidentals that are typically encountered during surface treatments and rehabilitation projects are accounted for outside of PAVER. Assumed incidentals as a percentage of the total project costs are shown in Table 3. Available budgets for these categories are reduced accordingly for all scenarios because unit costs in the software only account for pavement-related construction. Once a scenario is finalized, the data are exported, and the numbers are adjusted accordingly to account for incidentals prior to reporting.

Table 3. CCPW incidental costs.

Category	Major Rehabilitation	Surface Treatments
ADA	20%	5%
Design/Project Management	12.5%	6.5%
Construction Management	8.5%	11.5%
Contingency	10%	10%
Striping	5%	15%
Total	56%	48%

An overall inflation rate of 2.26 percent was used. This value was calculated based on an average of 2.3 percent until 2027, then based on the information from the Congressional Budget Office of 1.8 percent through 2035, and assuming 2.5 percent for the remaining years of the analysis period.

The City has a dedicated budget for localized preventive maintenance and a separate budget for surface treatments and rehabilitation. The initial funding allocation split between surface treatments and rehabilitation was maintained at 30 percent for surface treatments and 70 percent for rehabilitation. Depending on the length of the analysis period, there may be years where there is a considerable funding surplus beyond the 30 percent budget allocated for

surface treatments. When a considerable surface treatment funding surplus exists, funds are moved to the rehabilitation treatment budget to incorporate additional rehabilitation work. Additionally, when there is a surplus from the localized preventive maintenance budget, it is used for rehabilitation and surface treatments.

Carson City carries out stopgap maintenance on an as-needed basis throughout the network. Therefore, stopgap maintenance is excluded from all analyses to eliminate additional fund allocation to these activities.

## Budget Scenario Analyses

Based on the 2024 pavement conditions, updated treatment costs and performance models, and CCPW treatment strategies, the City's pavement management software was used to perform various budget and condition forecasting scenarios. The following discussion provides an overview of the analyses performed and results.

Three budget scenarios starting in 2025 and ending in 2050 were analyzed for this technical memorandum: one being a constrained budget scenario and the other two target condition scenarios. Details of each scenario are summarized below.

### ***Constrained Funding Scenario***

For current funding levels, the CCPW estimated that it spends an average of \$1.7 million per year on preventive maintenance activities and \$2.6 million on surface treatments and rehabilitation activities, which is received from local sources (with a 0.68 percent increase per year over the analysis period). There are also a number of additional funding sources for certain planned projects available throughout the analysis period:

- North Carson Street (between William Street and Medical Parkway) and William Street will be reconstructed through a combination of a one-time Federal transportation grant and the City's 1/8 cent infrastructure sales totaling \$18.7 million. Planned work will occur in 2026 and 2027 for William Street and is planned for 2031 and 2032 for North Carson Street.
- Curry Street between Rhodes Street and 10th Street is to be rehabilitated in 2027 through a \$3.9 million investment.
- North Carson Street, William Street, and Curry Street rehabilitation have been incorporated into the forecast to offset costs associated with the noted corridors and to avoid other funds being allocated to these sections prior to rehabilitation.
- Carson City reasonably expects to receive \$2.36 million in Transportation Formula Funding; this funding will be distributed between 2026 and 2030 for maintenance and rehabilitation (M&R) on collector and arterial roads.

This scenario predicts the future condition of the pavement network if these funding levels are maintained.

### ***Target Pavement Condition Scenarios***

The planned rehabilitation of North Carson Street, William Street, and Curry Street were accounted for in these scenarios.

- **Maintain Current Condition:** This scenario predicts the annual budget requirements to maintain the current network area-weighted PCI of 60 (regional roads at an area-weighted PCI of 69 and residential roads at an area-weighted PCI of 55) over the analysis period.

- **Reach Target Conditions:** This scenario predicts the annual budget requirement to reach a network area-weighted PCI of 62 (regional roads at an area-weighted PCI of 74 and residential roads at an area-weighted PCI of 56) over the analysis period.

Tables 4, 5, and 6 show the annual report card used by CCPW that summarizes the area-weighted PCI for all facility types over the analysis period for the three budget scenarios above, respectively. These tables also show the percentage change between the first and last year of the analysis period.

Table 4: Current funding levels report card.

Pavement Condition Index (PCI) - Annual Report Card												
Facility Type		Insp. PCI	Estimated PCI								Percent Change 2024 to 2050	
			2024	2027	2030	2033	2036	2039	2042	2045		
City-wide	Regional Roads	69	68	65	65	62	60	57	55	53	51	-26%
	Local Roads	55	50	44	40	36	33	31	29	27	26	-52%
	All Roads	60	56	52	48	45	42	40	38	36	35	-41%
Performance District 1	Regional Roads	59	59	58	56	55	60	61	58	57	56	-6%
	Local Roads	54	49	43	38	34	31	28	26	25	24	-56%
	All Roads	56	52	48	44	41	40	39	37	36	35	-38%
Performance District 2	Regional Roads	73	78	76	75	72	68	64	63	65	64	-12%
	Local Roads	54	48	43	39	35	33	31	29	28	27	-50%
	All Roads	60	58	54	51	48	45	42	41	40	40	-34%
Performance District 3	Regional Roads	74	72	70	66	64	60	55	52	48	46	-38%
	Local Roads	55	50	45	40	37	35	32	30	28	27	-50%
	All Roads	61	57	53	49	46	43	40	37	35	33	-46%
Performance District 4	Regional Roads	79	78	72	69	64	61	57	55	51	50	-37%
	Local Roads	52	47	42	38	35	32	30	28	27	26	-49%
	All Roads	61	58	52	49	45	42	40	38	36	35	-43%
Performance District 5	Regional Roads	62	55	51	58	56	51	49	46	43	42	-33%
	Local Roads	60	55	49	44	40	36	33	31	29	28	-53%
	All Roads	60	55	50	49	45	41	39	36	34	33	-46%

Table 5: Maintain current condition report card.

Pavement Condition Index (PCI) - Annual Report Card											
Facility Type		Insp. PCI	Estimated PCI								
			2024	2027	2030	2033	2036	2039	2042	2045	2050
City-wide	Regional Roads	69	72	70	73	72	72	71	71	70	69
	Local Roads	55	58	58	60	59	60	58	58	56	55
	All Roads	60	63	62	64	63	64	62	62	61	60
Performance District 1	Regional Roads	59	63	72	72	71	71	70	71	70	69
	Local Roads	54	57	57	59	59	60	58	58	56	55
	All Roads	56	59	62	63	63	64	62	62	60	59
Performance District 2	Regional Roads	73	83	78	79	78	79	77	76	75	75
	Local Roads	54	56	57	59	58	59	57	57	55	54
	All Roads	60	66	64	66	65	66	64	64	62	61
Performance District 3	Regional Roads	74	77	72	73	71	71	71	71	70	69
	Local Roads	55	58	58	59	58	59	56	57	54	53
	All Roads	61	64	63	64	62	63	61	62	60	59
Performance District 4	Regional Roads	79	80	76	77	76	77	76	76	74	74
	Local Roads	52	55	55	58	56	57	56	56	55	54
	All Roads	61	64	62	64	63	64	63	63	62	61
Performance District 5	Regional Roads	62	57	54	62	64	60	62	59	59	58
	Local Roads	60	63	61	64	62	63	62	62	60	59
	All Roads	60	61	59	63	63	62	62	61	60	59

Table 6: Reach target condition report card.

Pavement Condition Index (PCI) - Annual Report Card											
Facility Type		Insp. PCI	Estimated PCI								Percent Change 2024 to 2050
			2024	2027	2030	2033	2036	2039	2042	2045	
City-wide	Regional Roads	69	73	73	76	76	76	75	75	74	74
	Local Roads	55	58	58	60	59	60	59	59	57	56
	All Roads	60	63	63	65	65	66	64	65	63	62
Performance District 1	Regional Roads	59	66	74	74	75	75	74	75	73	73
	Local Roads	54	58	57	59	60	61	59	58	57	56
	All Roads	56	61	63	64	65	66	64	64	62	61
Performance District 2	Regional Roads	73	84	81	82	80	80	79	79	78	79
	Local Roads	54	57	57	59	59	60	58	59	57	56
	All Roads	60	66	65	67	66	67	66	66	64	64
Performance District 3	Regional Roads	74	78	73	75	73	75	75	75	74	74
	Local Roads	55	58	58	59	58	59	56	57	54	53
	All Roads	61	64	63	65	63	65	62	63	61	60
Performance District 4	Regional Roads	79	80	78	80	79	81	78	80	77	77
	Local Roads	52	55	55	58	57	58	57	57	56	55
	All Roads	61	64	64	66	65	66	64	65	63	62
Performance District 5	Regional Roads	62	57	56	67	70	67	70	68	69	68
	Local Roads	60	63	62	64	62	63	63	63	61	60
	All Roads	60	61	60	65	65	65	65	65	64	63

As illustrated in Figure 3 and Table 4, with the current funding level (approximately \$4.5 million annually), the planned rehabilitation projects on North Carson Street, William Street, and Curry Street, as well as the additional Transportation Formula Funding, the network shows a decline in condition over the analysis period, starting at a PCI of 60 and declining to a PCI of 35 by 2050.

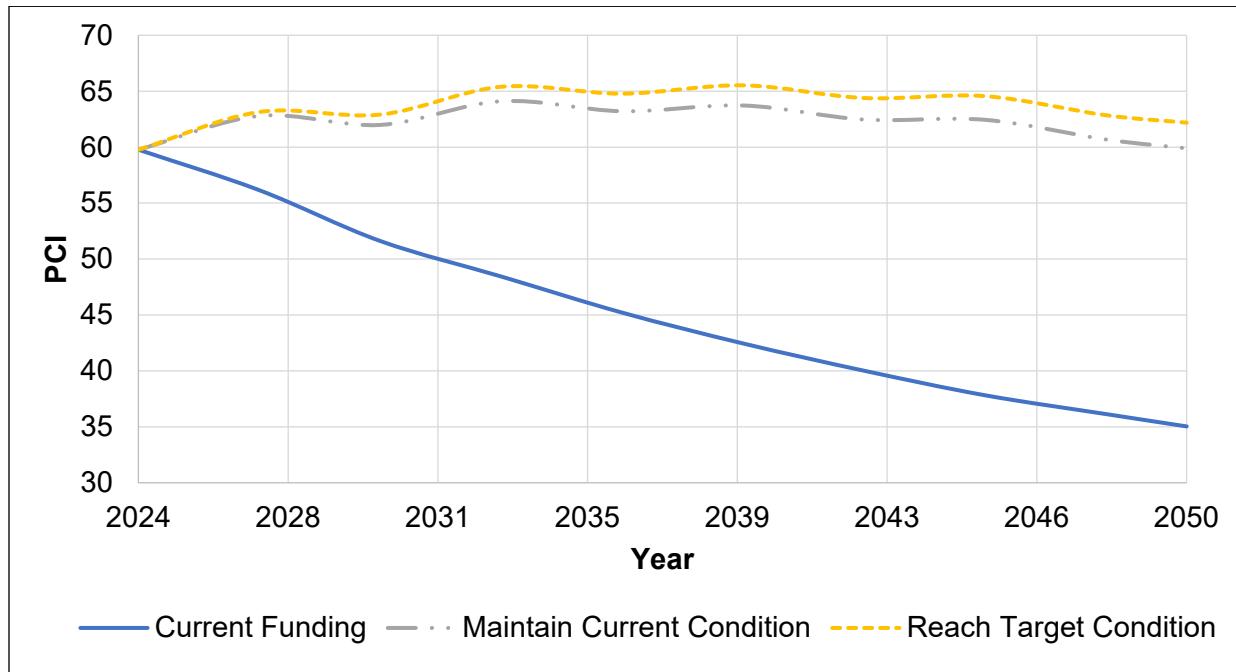


Figure 3. PCI over time for analyzed budget scenarios.

To maintain the City's current network condition of 60 (69 for regional roads and 55 for local roads) or to reach the target network condition of 62 (69 for regional roads and 55 for local roads), a yearly investment of approximately \$20 to \$25 million is necessary. This funding requirement is nearly four times the agency's current funding level, further explaining the deterioration of the network observed over the analysis period.

Figures 4 through 21 show the forecasted condition categories for the three scenarios by percentage of network area for the overall network, regional roads, and local roads for 2030 and 2050, respectively. If the current annual budget is maintained, approximately 20 percent of the network would be in *Fair* or better condition ( $PCI > 55$ ) by the end of the analysis period, with approximately 42 percent of Regional roads and only 8 percent of local roads in *Fair* or better condition.

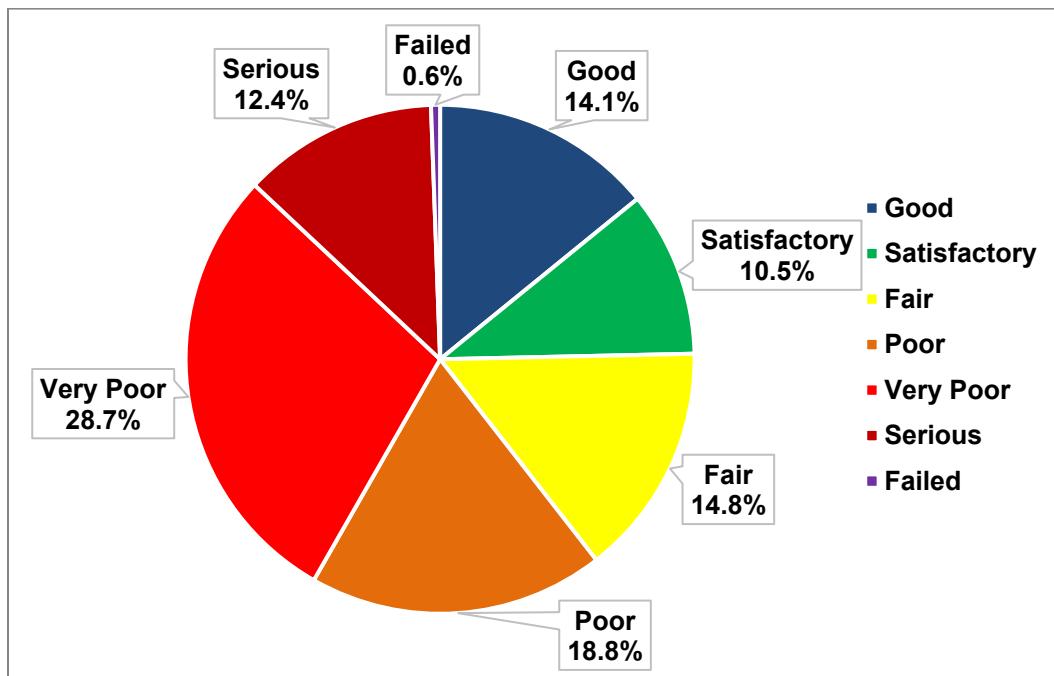


Figure 4. Current funding – Forecasted network pavement area by condition category in 2030.

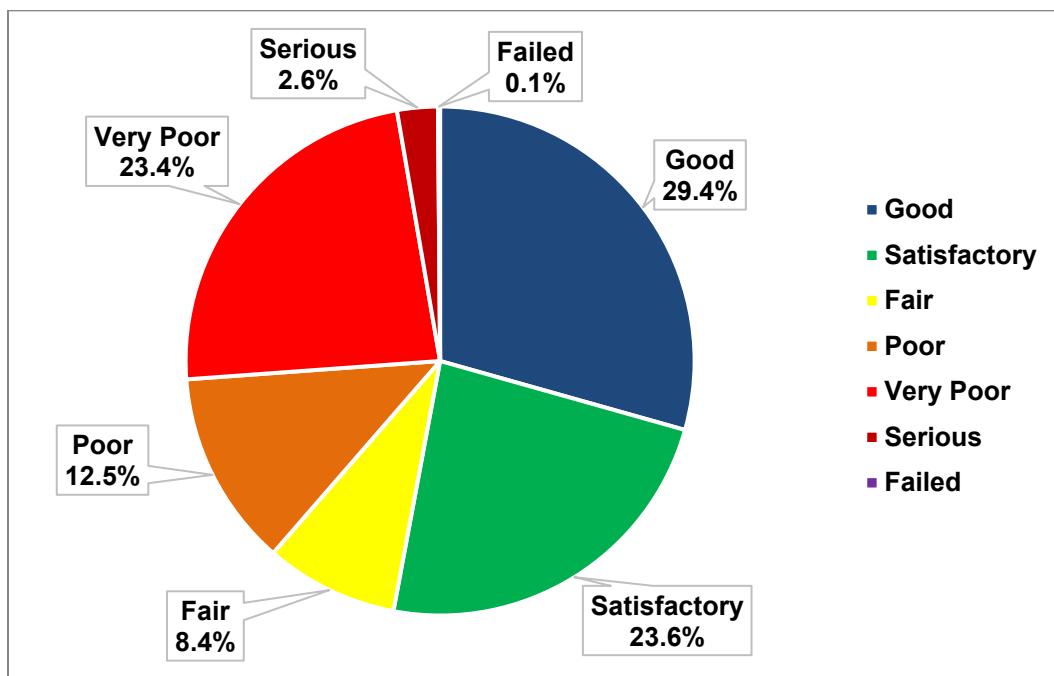


Figure 5. Current funding – Forecasted regional roads pavement area by condition category in 2030.

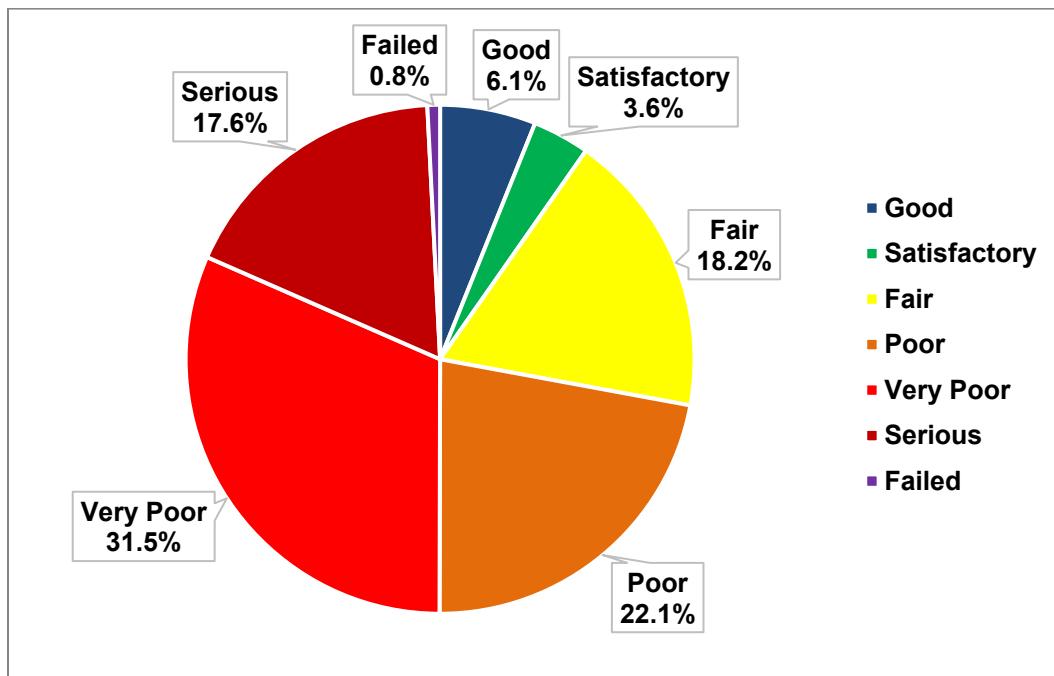


Figure 6. Current funding – Forecasted local roads pavement area by condition category in 2030.

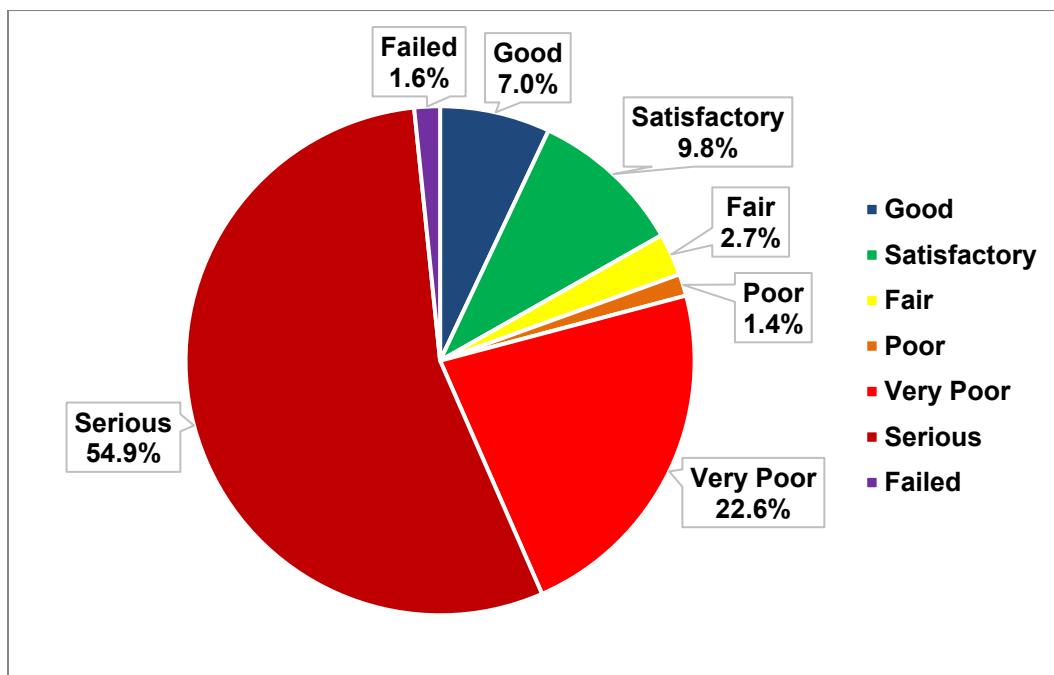


Figure 7. Current funding – Forecasted network pavement area by condition category in 2050.

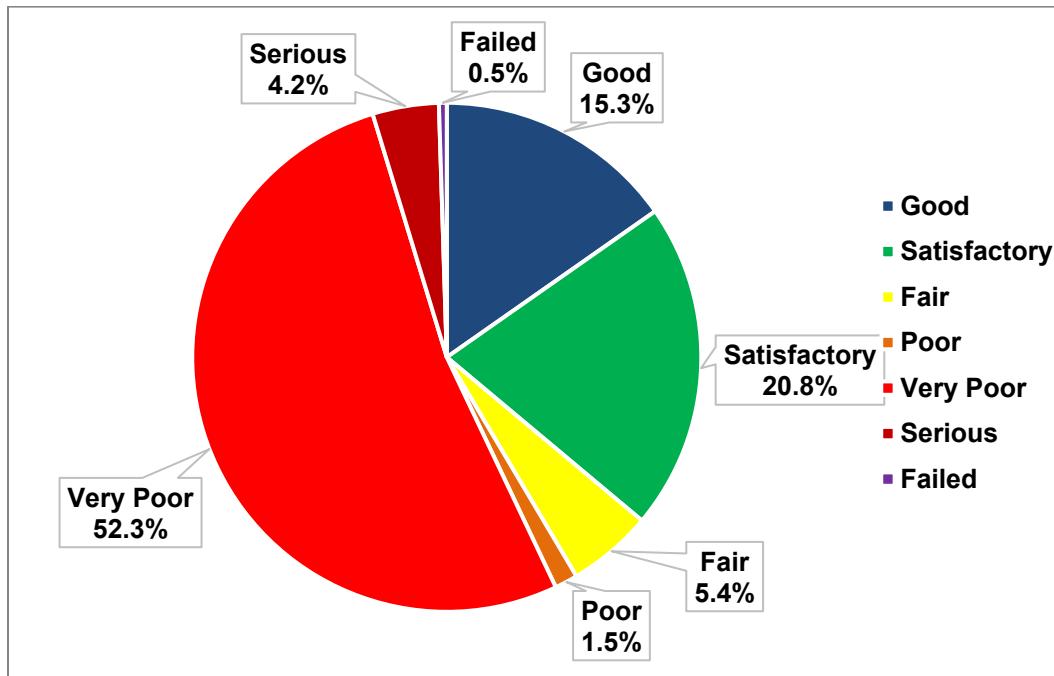


Figure 8. Current funding – Forecasted regional roads pavement area by condition category in 2050.

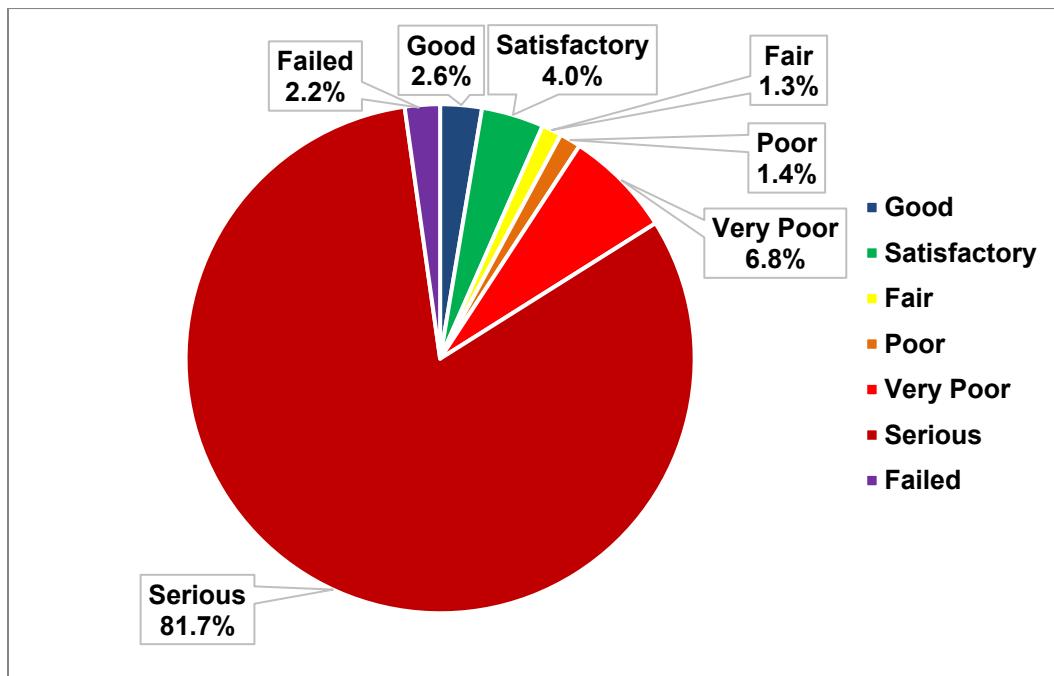


Figure 9. Current funding – Forecasted local roads pavement area by condition category in 2050.

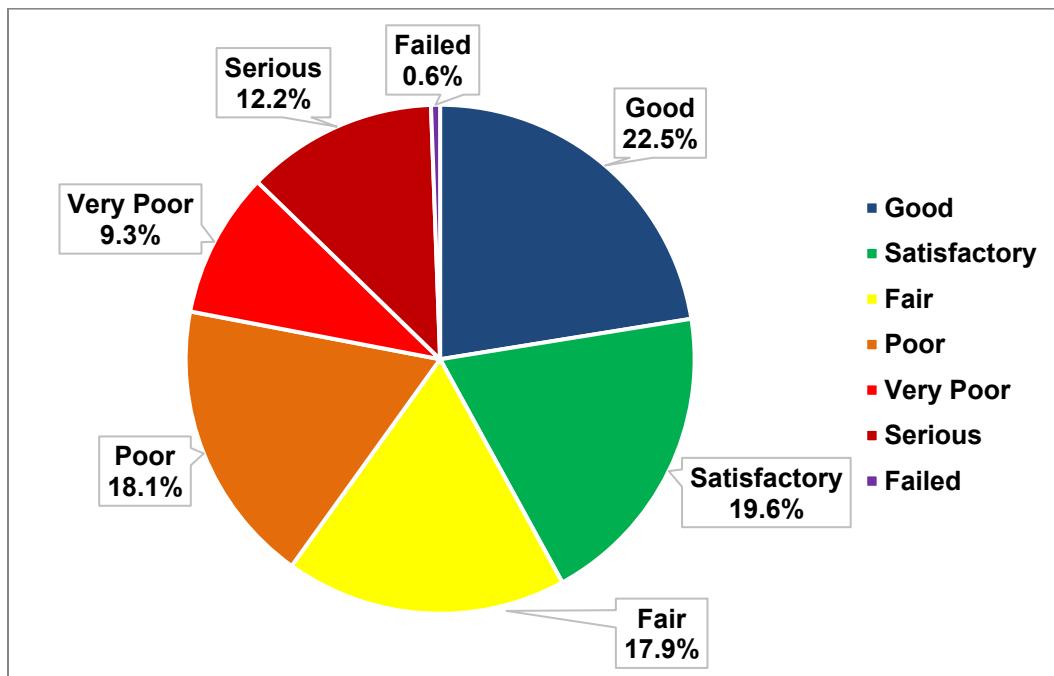


Figure 10. Maintain current condition – Forecasted network pavement area by condition category in 2030.

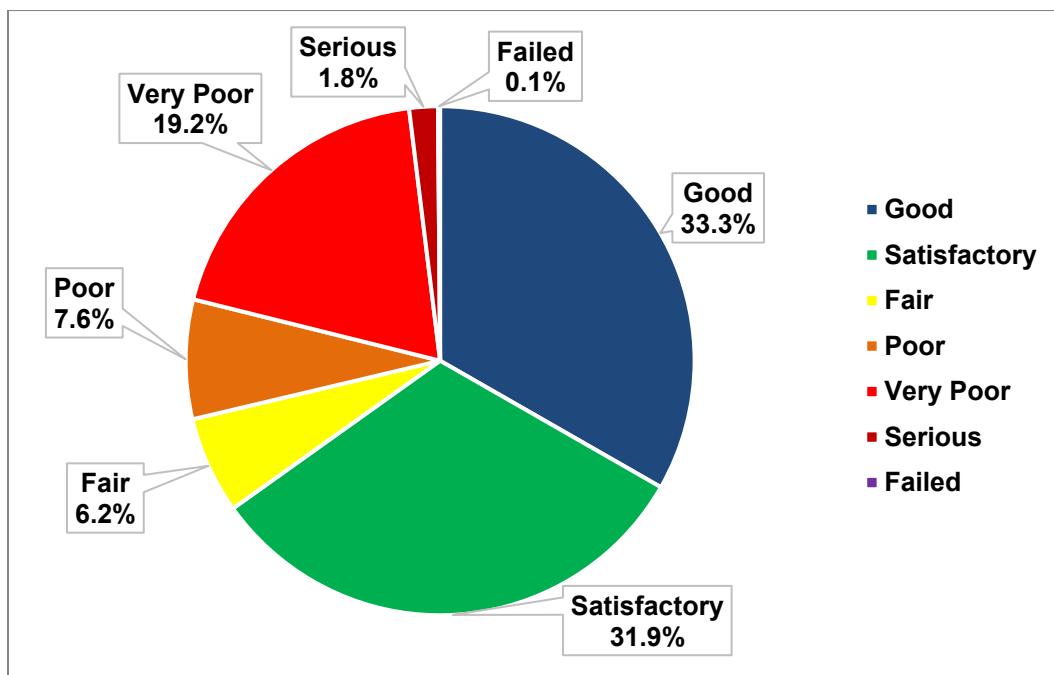


Figure 11. Maintain current condition – Forecasted regional roads pavement area by condition category in 2030.

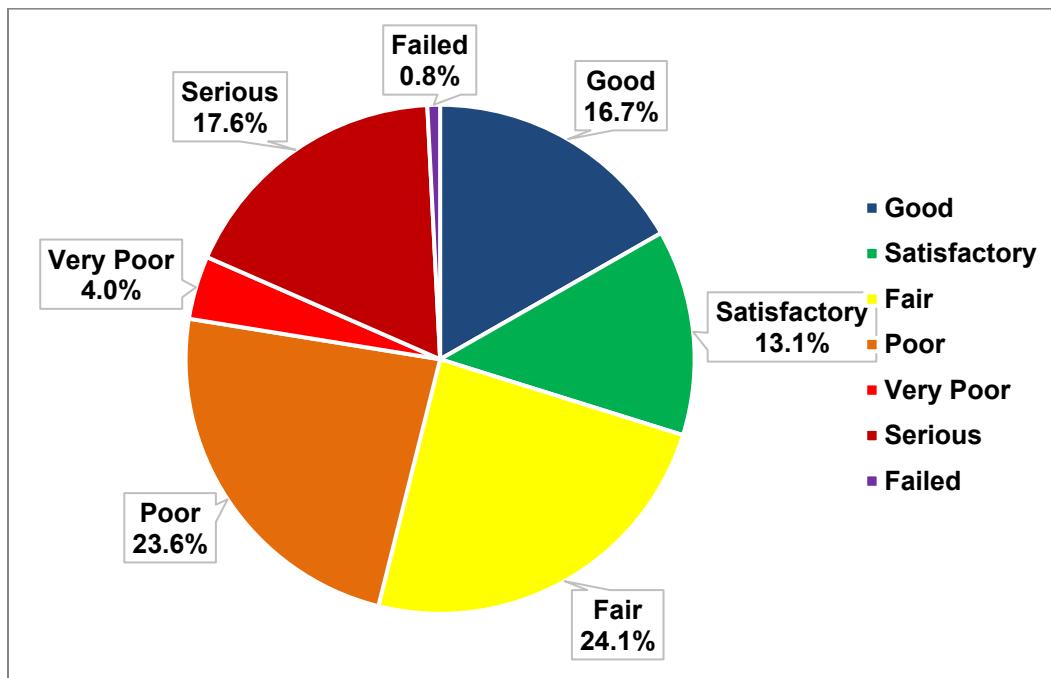


Figure 12. Maintain current condition – Forecasted local roads pavement area by condition category in 2030.

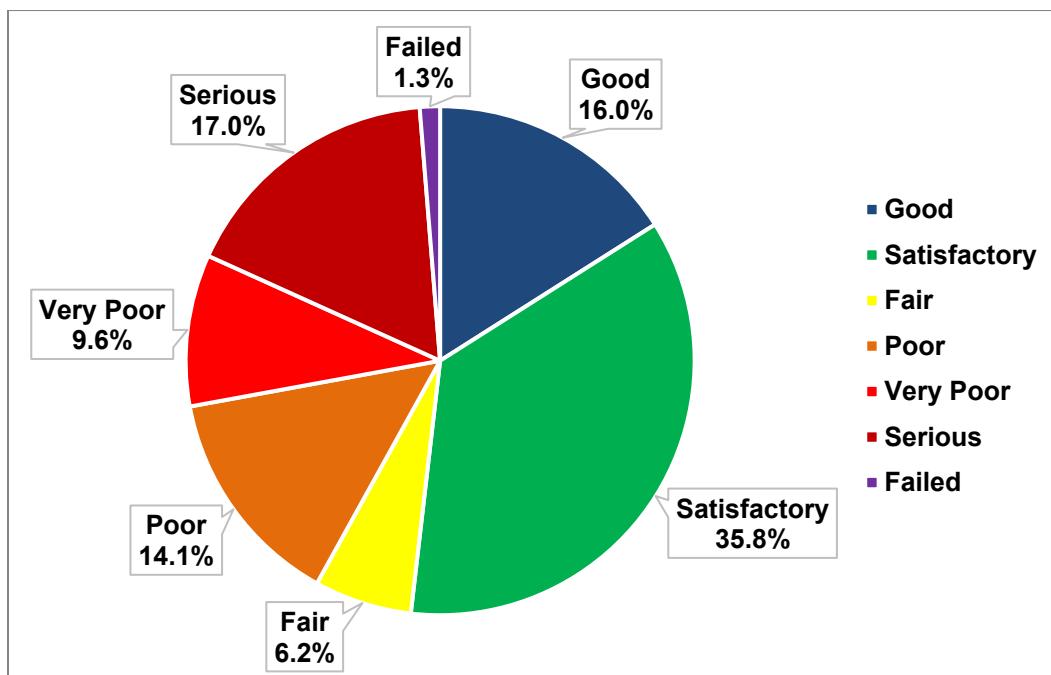


Figure 13. Maintain current condition – Forecasted network pavement area by condition category in 2050.

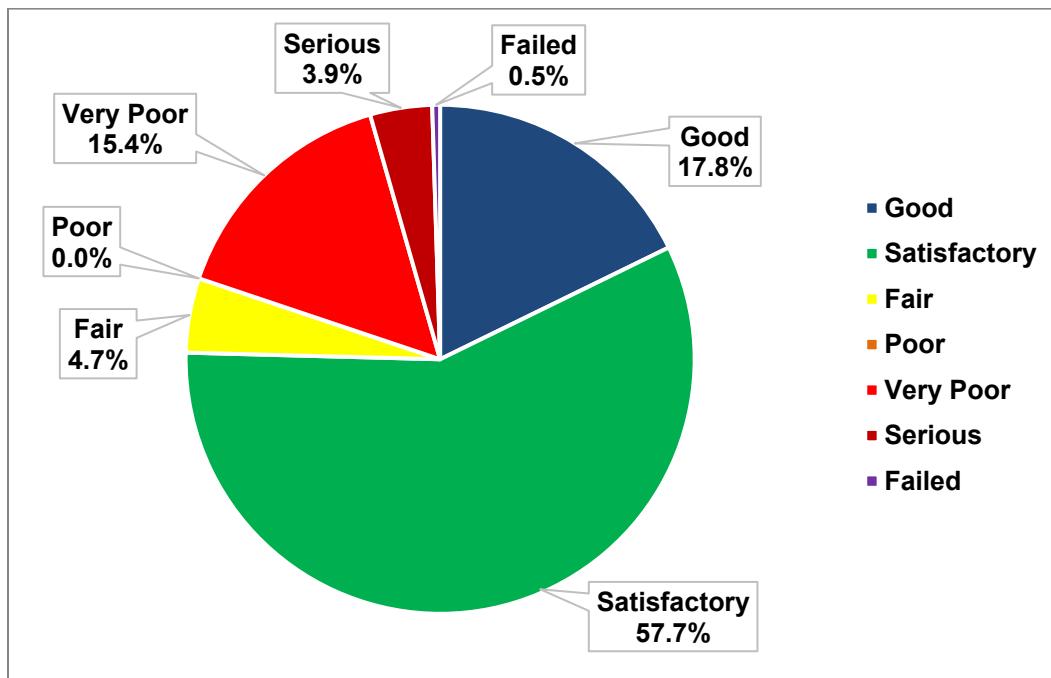


Figure 14. Maintain current condition – Forecasted regional roads pavement area by condition category in 2050.

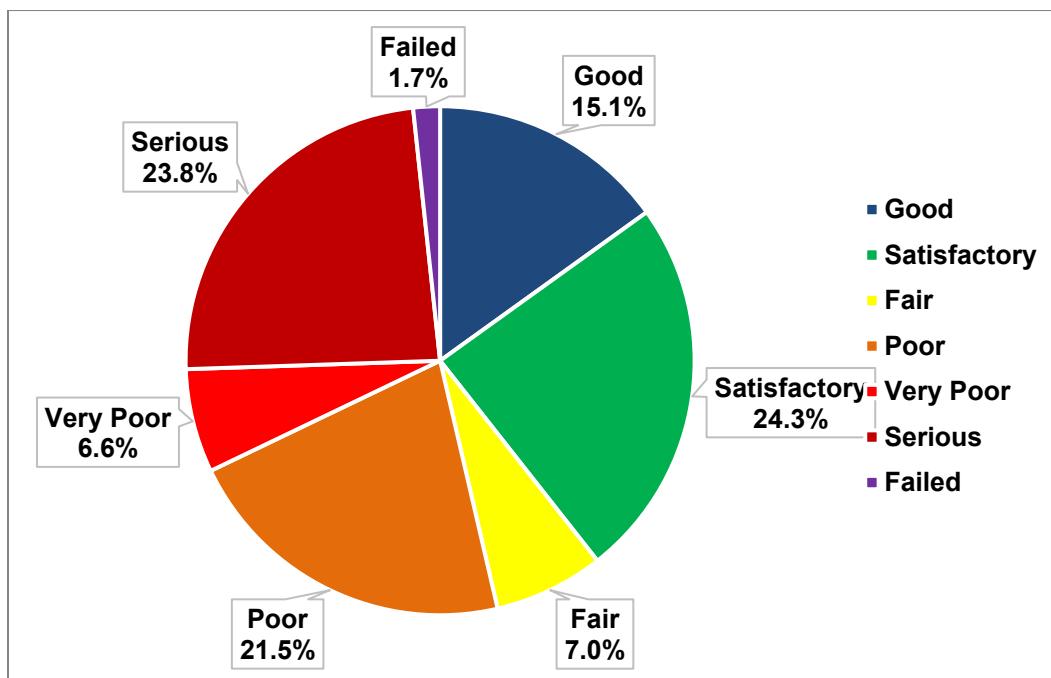


Figure 15. Maintain current condition – Forecasted local roads pavement area by condition category in 2050.

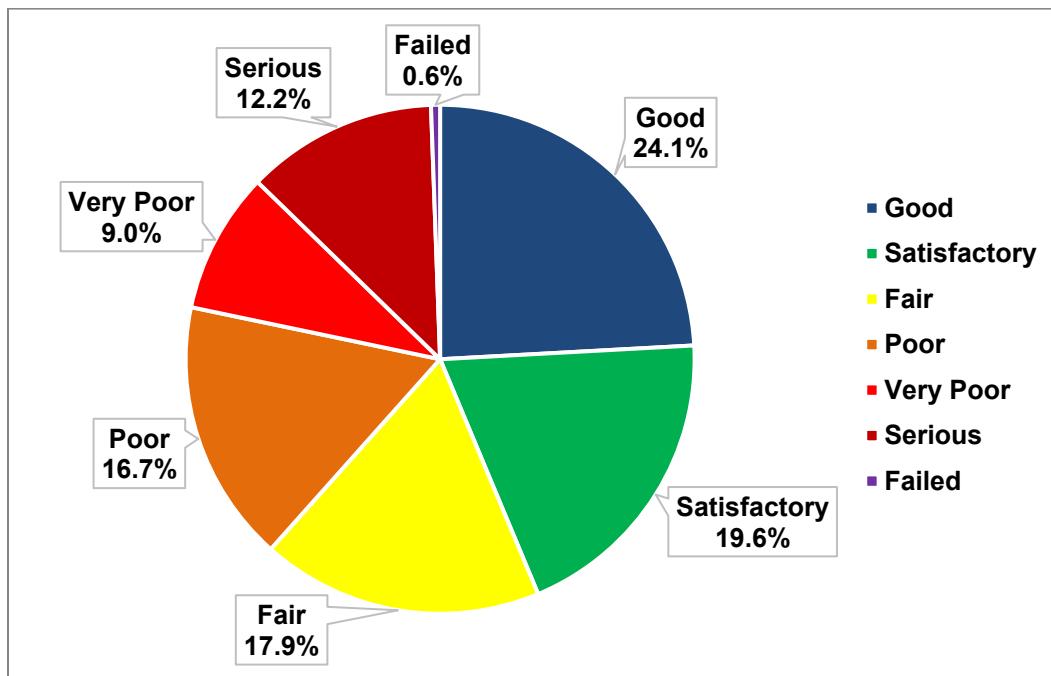


Figure 16. Reach target condition – Forecasted network pavement area by condition category in 2030.

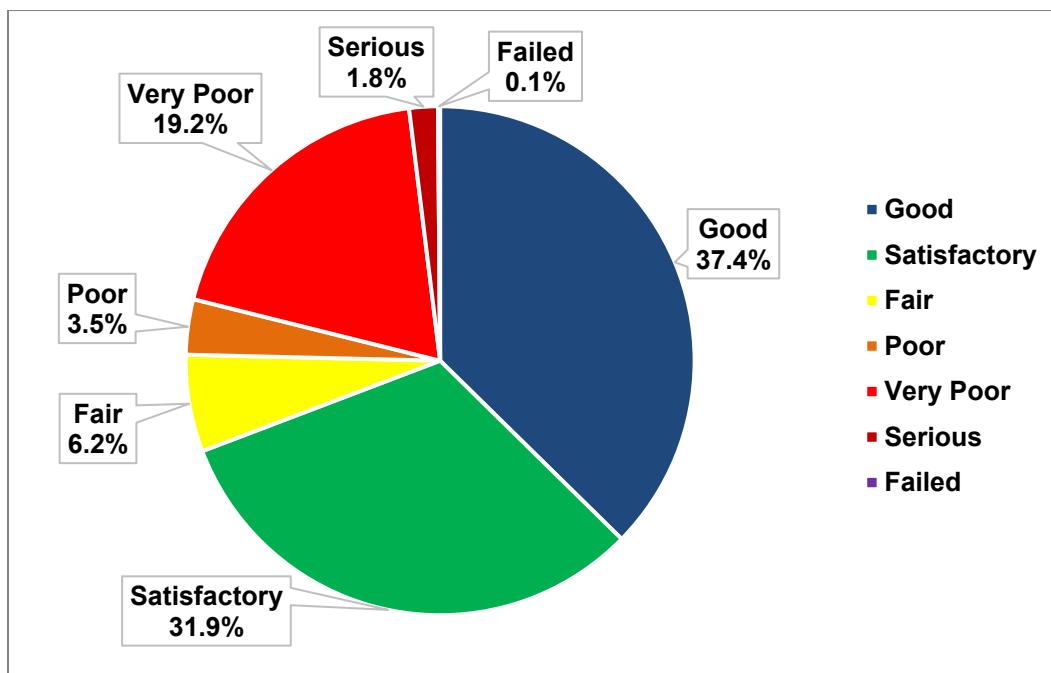


Figure 17. Reach target condition – Forecasted regional roads pavement area by condition category in 2030.

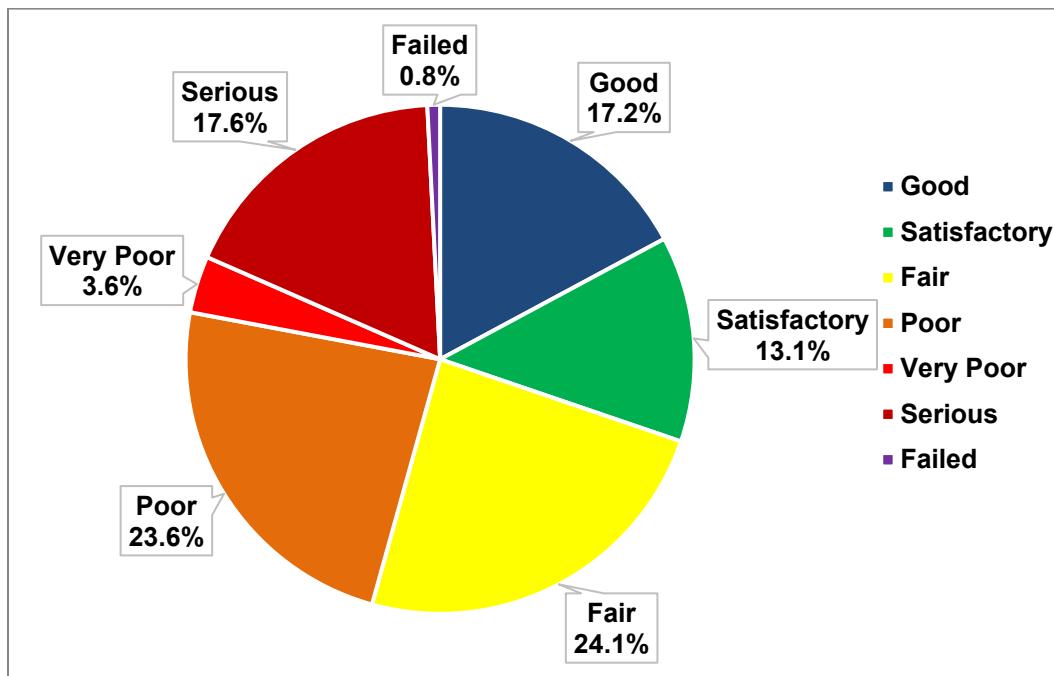


Figure 18. Reach target condition – Forecasted local roads pavement area by condition category in 2030.

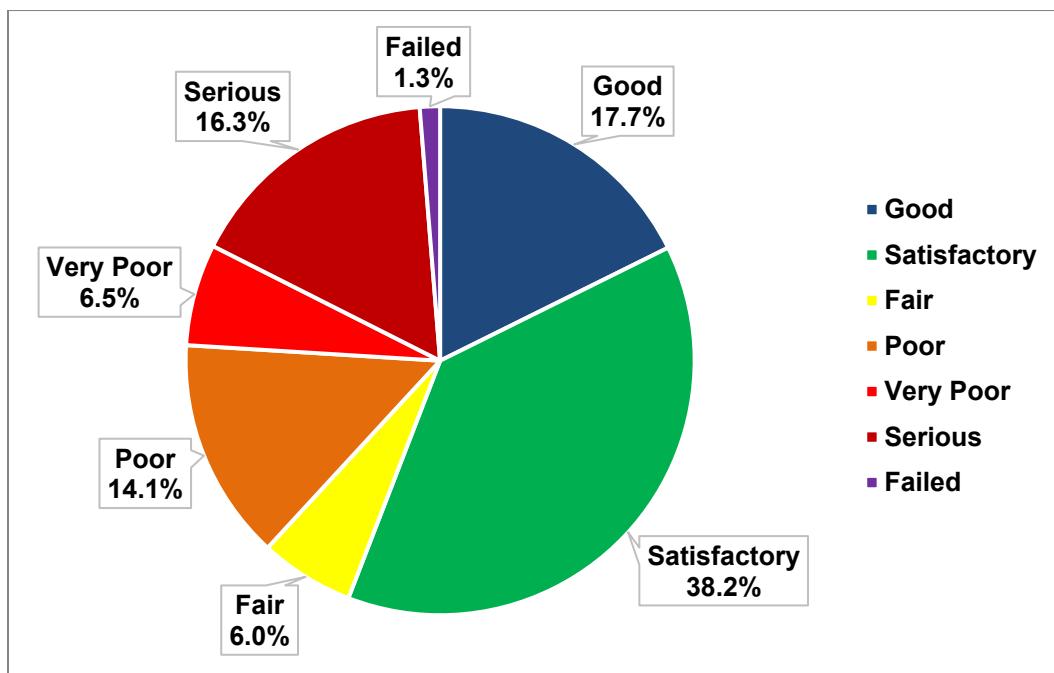


Figure 19. Reach target condition – Forecasted network pavement area by condition category in 2050.

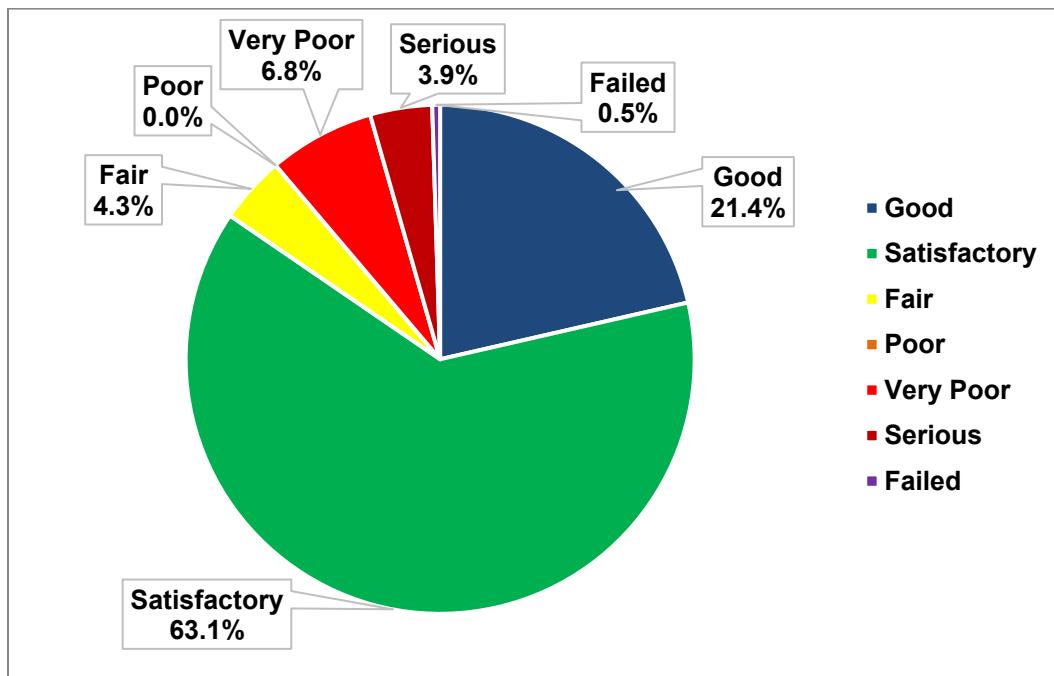


Figure 20. Reach target condition – Forecasted regional roads pavement area by condition category in 2050.

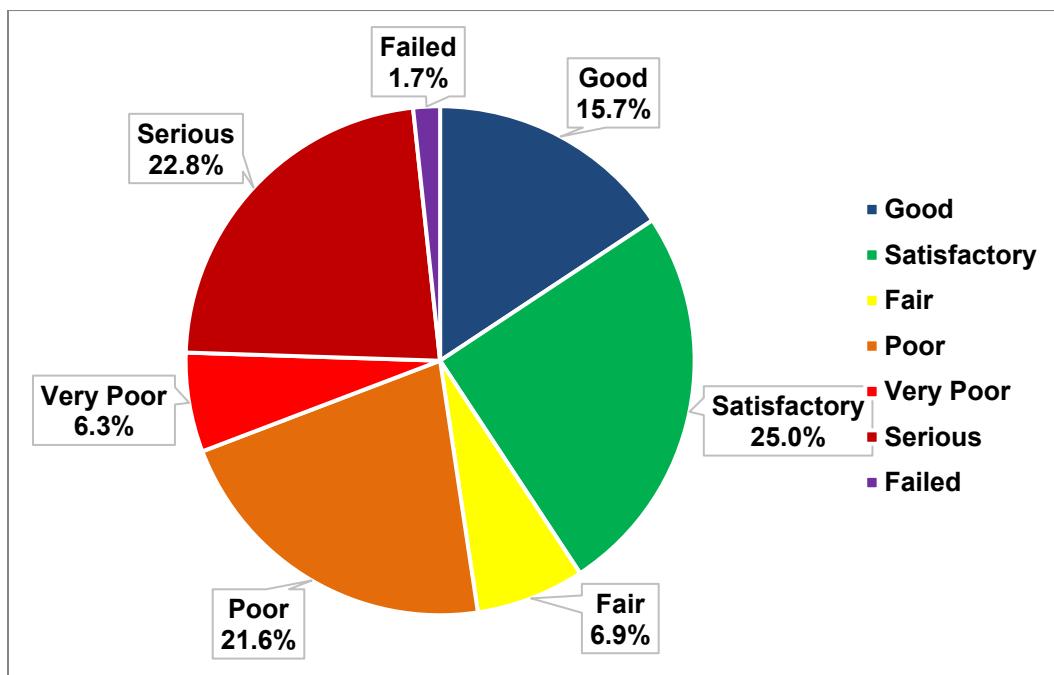


Figure 21. Reach target condition – Forecasted local roads pavement area by condition category in 2050.

## Summary

Carson City Public Works requested APTech to update the performance models by separating them by functional classification, updating the unit costs, and running three M&R scenarios. To provide comparable results to previous reports, assumptions and software configurations were consistent with the analyses in the *Carson City Pavement Condition Analysis Report* from August 2022. The following summarizes the findings from analyzing the M&R planning scenarios:

- The performance models were further segmented by functional classification to better align with actual conditions observed throughout the latest data collection efforts.
- The overall area-weighted PCI of the network would be 52 by 2030 and 35 by 2050 with the current funding level of approximately \$4.5 million annually, in addition to the North Carson Street, William Street, and Curry Street rehabilitations, and the Transportation Formula Funding.
- An annual budget between \$20 and \$25 million is required to maintain the current area-weighted condition of 60 or meet the area-weighted target condition of 62.
- The condition of Carson City's roadway network has reached the point that the rate of decline is greater than current funding levels can sustain. If the agency desires to overcome the declining trend, it is recommended that the results of this analysis be used to demonstrate to decision makers the impact on overall network pavement conditions when available funding does not meet the need for pavement M&R.
- It is also recommended that while planning for M&R work, the City should maintain the use of preservation treatments such as crack sealing, patching, and surface treatments to preserve the roads currently in *Good*, *Satisfactory*, and *Fair* condition. Pavement preservation actions will help prevent further decline in the overall network condition and reduce funding needs for costly M&R work.



## STAFF REPORT

<b>Report To:</b>	Regional Transportation Commission	<b>Meeting Date:</b>	June 11, 2025
<b>Staff Contact:</b>	Casey Sylvester, Transportation/Traffic Engineer		
<b>Agenda Title:</b>	For Possible Action – Discussion and possible action regarding potential Fiscal Year (“FY”) 2026 transportation infrastructure projects for Performance District 3, as funding permits.		
<b>Agenda Action:</b>	Formal Action / Motion	<b>Time Requested:</b>	30 minutes

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### Proposed Motion

I move to approve the recommended Performance District 3 projects, as presented.

### Board's Strategic Goal

N/A

### Previous Action

#### Background/Issues & Analysis

Staff has identified potential FY 2026, Performance District 3 transportation infrastructure projects in accordance with Carson City’s approved Pavement Management Plan and project prioritization process. The project prioritization process consists of a multi-step evaluation process considering pavement condition index; pavement treatment type; work history including on-going projects; at-risk infrastructure; road functional classification; project size and continuity; cost; constructability; and utility needs. The details of the procedure were presented to the RTC in June of 2024. Using this procedure, staff has identified a total of six recommended projects on both regional and local roads to be funded with the available FY 2026 budget.

Staff created ranked lists for local roads and regional roads separately using a scoring system specific to each classification of road. Staff evaluated and grouped the highest ranked segments to create defined projects and developed cost estimates for each of those grouped projects. A total of eight projects were identified for regional roads and seven projects for local roads. The cost estimates were compared to available funding to create a recommended list of prioritized projects on both regional and local roads.

Based on the results of the evaluation and the available funding, four potential transportation infrastructure projects were identified for regional roads and two for local roads. The projects, treatment types, and estimated costs are outlined in Exhibit 1, the presentation. Complete Streets and American with Disabilities Act improvements are incorporated into these cost estimates as appropriate for the project scope. The cost estimates also include project and construction management, engineering design, construction bid item costs, material testing, and contingency. The estimates do not include costs for utility improvement as those would be provided from utility funds if available.

The total estimated available funding from local gasoline and diesel fuel taxes and the V&T infrastructure sales tax in FY 2026 is \$4,633,807 for projects in Performance District 3. The total estimated cost of the four recommended regional road projects is \$3,602,000, and the total estimated cost of the two local road projects is \$954,000. Staff is coordinating with the City's Finance Department to determine if any unspent funds from closed out, past projects are available to be rolled forward for FY 2026 Performance District 3 projects. Staff is also reaching out to the Nevada Department of Transportation to determine the available balance of federal Surface Transportation Block Grant funding that may be available for projects in Carson City. If additional funds are identified, staff recommend that a portion of S. Lompa Lane between S. Edmonds Dr. and Fairview Dr. be added. Any projects that utilize federal funding will be added to the region's Transportation Improvement Program.

If approved, staff will finalize project scopes and begin project design. The identified projects will preserve infrastructure, extend the life of roadways, enhance pedestrian connectivity, and improve the roadway pavement quality.

**Applicable Statute, Code, Policy, Rule or Regulation**

NRS 277A.210

**Financial Information**

**Is there a fiscal impact?** Yes

**If yes, account name/number:** Regional Transportation fund, Capital Improvements / 2503035-507010, Infrastructure Capital / 2503035-507102, and Street Repairs / 2503035-500480; V&T Infrastructure Fund, Construction Account / 2535005-507010.

**Is it currently budgeted?** Yes

**Explanation of Fiscal Impact:** The four regional and two local street projects presented total \$4,556,000. The available budget for FY 2026 regional road pavement projects is \$4,633,807, which is comprised of \$1,200,000 in estimated funding from the FY 2025 Regional Transportation fund, Capital Improvements account, 2503035-507010, which will roll-forward and be available in FY 2026; \$1,630,000 from FY 2026 Regional Transportation fund, Capital Improvements account 2503035-507010; \$438,969 from the FY 2026 Regional Transportation Infrastructure Capital fund, account 2503035-507102; \$1,004,838 from the V&T Infrastructure fund, Infrastructure Capital Account 2535005-507102; and \$360,000 from the Regional Transportation fund, Street Repairs account, 2503035-500480. Funding will be transferred from these accounts to the Capital Improvements Account 2503035-507010 once individual projects are created with finalized cost estimates.

**Alternatives**

Decline to approve the Performance District 3 projects recommended by staff for FY 2026 and provide alternative direction to staff.

**Attachment(s):**

[5D\\_RTC\\_Exhibit 1 - Presentation on District 3 Projects.pdf](#)

[5D\\_RTC\\_Exhibit 2 - Project Prioritization Procedure.pdf](#)

Motion: \_\_\_\_\_

1) \_\_\_\_\_

Aye/Nay

2) \_\_\_\_\_

\_\_\_\_\_

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(Vote Recorded By)

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# District 3 Pavement Project Prioritization

For Fiscal Year 2026

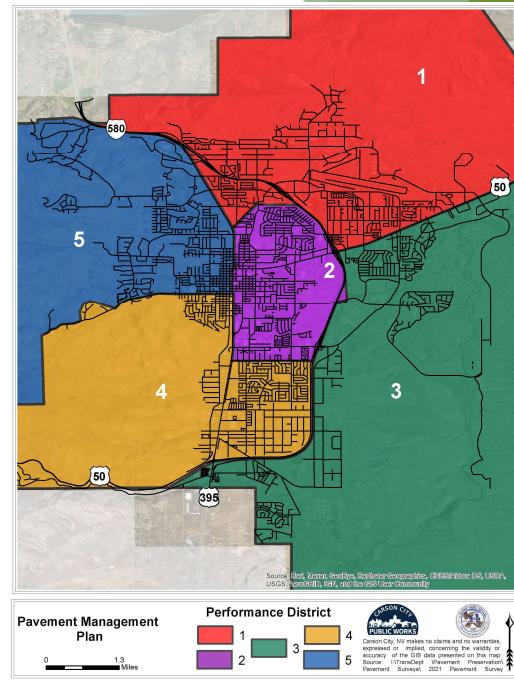
Casey Sylvester, PE | Transportation/Traffic Engineer

1

# Project Prioritization

- ▶ In accordance with 2024-2028 Pavement Preservation Plan
  - ▶ Regional Roads and Local Roads
  - ▶ Preservation and Rehabilitation Projects
  - ▶ Data Driven process determines outcomes

Performance District (#)	Fiscal Year
1	2024
2	2025
<b>3</b>	<b>2026</b>
4	2027
5	2028

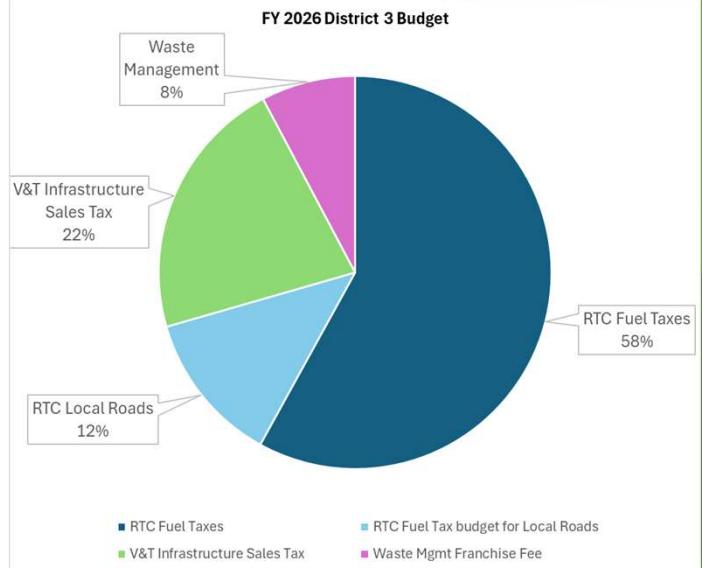


2

## FY 26 Transportation Project Budget

Available Funding	
Fund	FY 2026 Budget
RTC Fuel Taxes	\$ 2,688,969
RTC Fuel Tax budget for Local Roads	\$ 580,000
V&T Infrastructure Sales Tax	\$ 1,004,838
Waste Mgmt Franchise Fee	\$ 360,000
<b>Total</b>	<b>\$ 4,633,807</b>

- V&T Funding must follow the approved plan of expenditures which directs funds to Regional Roads.
- At least 5/9 of the total RTC gas tax is intended to be for projects on Regional Roads only.
- Diesel tax cannot be spent on state or federal roads - Carson City roads only.
- Remaining funding can be for local or regional roads

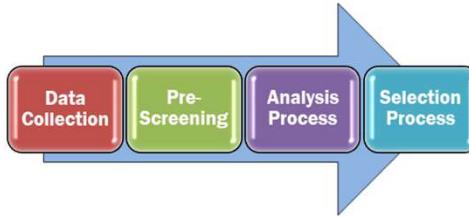


3

## Project Prioritization Process

- Use available data;
- ▶ Pavement Condition Index (PCI)
  - ▶ Work History
  - ▶ Traffic Volumes
  - ▶ Historic Crash data
  - ▶ Utility needs
  - ▶ Transit Needs
  - ▶ Planned improvements
  - ▶ Functional Classification
  - ▶ Use

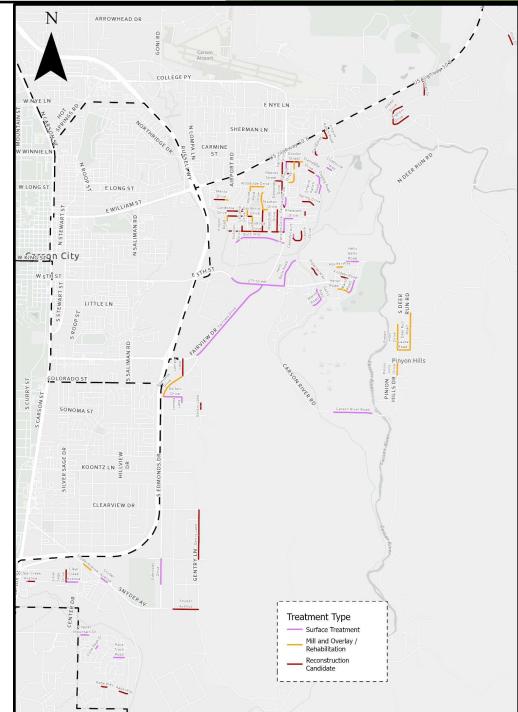
- ▶ Completed Process for both Regional Roads (Collectors and Arterials) and Local Roads
- ▶ Refer to Prioritization Procedures



4

# Project Prioritization Procedure Steps

- ▶ 1. Performance District
  - ▶ 2. Data Collection on current PCI
  - ▶ 3. Treatment Type - Surface Treatment; Mill & Rehabilitation; Reconstruction
  - ▶ 4. Work History
  - ▶ 5. Future PCI and “At-Risk” and Worst Roads
  - ▶ 6. Functional Classification - Split Regional and Local roads
  - ▶ 7. Proximity and Length
  - ▶ 8. Data Analysis and Scoring
  - ▶ 9. Cost Analysis, Project Creation and Selection



5

# List of Roads Scored - Steps 7 - 8

## Regional Roads

Route	FROM	TO	PCI
Butti Way	Airport Rd	Fairview Dr	76.1
Clear Creek Ave	Silver Sage Dr	Center Dr	74.6
Carson River Rr	Mexican Ditch Trail	Buzzys Ranch Trail	77.3
S Edmonds Dr	Livermore Ln	Hudson Dr	75.3
Snyder Ave	Crescent Dr	Clear Creek Ave	74.7
Fairview Dr	Desatoya Dr	Gordon St	75.8
Airport Rd	Florentine Dr	Gordonia Dr	45.4
Fairview Dr	S Edmonds Dr	E 5th St	75.9
Laurel Rd	Pinion Hills Dr	S Deer Run Rd	58.5
Pinion Hills Dr	Juniper Rd	Elymus Rd	56.8
Deer Run Rd	Sedge Rd	Pursia Rd	60.1
S Edmonds Dr	S Lompa Ln	De Ann Dr	57.2
Gentry Ln	Clearview Dr	Bennet Ave	28.3
S Lompa Ln	Fairview Dr	S. Edmonds Dr.	26.4
Snyder Ave	Conte Dr	Dirt	26.1

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## Prioritized Listing of Segments

### Regional Roads

Primary Street	FROM	TO	CL Miles	2025 PCI	Treatment	Score	Rank
Fairview Dr	Desatoya Dr	Gordon St	0.71	75.8	Preservation	6.48	1
Butti Wy	Fairview Dr	Airport Rd	0.48	76.1	Preservation	6.13	2
Clear Creek Ave	Silver Sage Dr	Center Dr	0.12	74.6	Preservation	6.09	3
Edmonds Dr	Livermore Ln	Hudson Dr	0.25	75.3	Preservation	4.83	4
Fairview Dr	Edmonds Dr	E 5th St	0.96	75.9	Rehabilitation	4.99	1
Airport Rd	Florentine Dr	Gordonia Dr	0.05	45.4	Rehabilitation	3.53	2
S Edmonds Dr	S Lompa Ln	De Ann Dr	0.29	57.2	Rehabilitation	2.81	3
S Lompa Ln	S Edmonds Dr	Fairview Dr	0.17	26.4	Rehabilitation	2.58	4

\*Cost includes adjacent segments eligible for treatment.

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## List of Roads Scored - Steps 7 - 8

### Local Roads

Route	FROM	TO	PCI
Bighorn Dr	Sheep Dr	N Deer Run Rd	9.0
Sheep Dr	Bighorn Dr	N Deer Run Dr	9.8
Desatoya Dr	Airport Rd	Fairview Dr	13.9
N Edmonds Dr	Fairview Dr	Gordon St	11.6
Gordon St	Fairview Dr	Walker Dr	15.4
Rabe Wy	Martha Ci	Schulz Dr	16.3
Empire Ranch Rd	Carter Av	Hwy 50 E	18.1
Reeves St	Brown St	N Edmonds St	18.4
Clubhouse Wy	Empire Ranch Rd	Fair Wy	76.3
Dogleg Rd	Empire Ranch Rd	Stampede Dr	73.4
Empire Ranch Rd	Divot Rd	Dogleg Rd	76.1
Ramuda Ci	Gregg St	SE End	72.8
Cone Peak Dr	Race Track Rd	Arc Dome Dr	74.4
Copper Mtn Dr	Swatooth Ridge Dr	Arc Dome Dr	76.6
Race Track Rd	Saddlehorn Rd	East End	73.0
Hells Bells Rd	E 5th St	Marsh Rd	74.3
Marsh Rd	Killdeer Rd	Buzzys Ranch Rd	75.0

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## Prioritized Listing of Segments Local Roads

Primary Street	FROM	TO	CL Miles	2025 PCI	Treatment	Score	Rank
Hells Bells Rd	E 5th St	Marsh Rd	0.91	74.3	Preservation	4.80	1
Marsh Rd	Killdeer Rd	Buzzy's Ranch Rd	0.53	75.0	Preservation	4.80	2
Race Track Rd	Saddlehorn Rd	East End	0.11	73.0	Preservation	5.32	3
Cone Peak	Racetrack Rd	Arc Dome Dr	0.04	74.4	Preservation	4.33	4
Desatoya Dr	Airport Rd	Fairview Drive	0.54	13.9	Rehabilitation	4.11	1
Empire Ranch Rd	US 50	Carter Ave	0.08	18.1	Rehabilitation	3.35	2
Sheep Dr	Deer Run Rd	Bighorn Dr	0.23	9.8	Rehabilitation	3.27	3
N Edmonds	Fairview Dr	Gordon St	0.43	14.4	Rehabilitation	3.22	4
Bighorn Dr	Sheep Dr	Deer Run Rd	0.17	9.0	Rehabilitation	3.17	5
Reeves St	Brown St	N Edmonds St	0.07	18.4	Rehabilitation	3.10	6
Gordon St	Fairview Dr	Walker Dr	0.13	14.1	Rehabilitation	2.73	7
Rabe Wy	Martha Ci	Schulz Dr	0.09	16.3	Rehabilitation	1.60	8

\*Cost includes adjacent segments eligible for treatment.

9

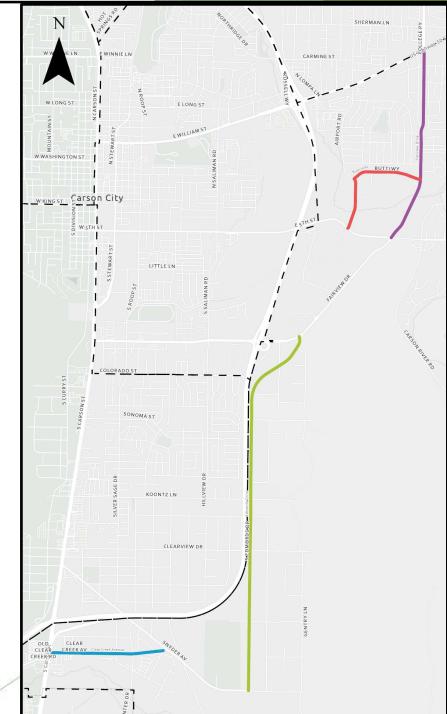
## Prioritized Project Creation

Rank	Project Name	From	To	Total Miles	Treatment and Scope	Cost
1	Fairview Drive	US 50	5th Street	1.3	Surface treatment and patching	\$919,000
2	Butti Way / Airport Rd	Fairview Dr	Airport Rd to 5th St.	0.86	Surface treatment and patching	\$494,000
3	Clear Creek Avenue	Frontage Rd	Snyder Ave	0.8	Surface treatment and patching, reconstruct	\$849,000
4	S. Edmonds Drive	Damon Dr	Snyder Ave	1.9	Surface treatment and patching	\$489,000
1	Fairview Drive	5th Street	S Edmonds Dr	0.95	Mill and Overlay and required sidewalk/ADA	\$1,781,000
2	Airport Road	Florentine Dr	Gordonia Dr	0.34	Reconstruction and required sidewalk/ADA	\$1,946,000
3	S Edmonds Drive	S Lompa Ln	Damon Dr	0.72	Mill and Overlay and required sidewalk/ADA	\$851,000
4	S Lompa Lane	S Edmonds Dr	Fairview Dr	0.16	Reconstruction and required sidewalk/ADA	\$916,000
Rank	Project Name	From	To	Total Miles	Treatment and Scope	Cost
1	Race Track Rd Area	Center Dr	Bigelow Dr	1.4	Surface treatment and patching of Race Track Rd and the northern quadrant including Cone Peak Dr., Copper Mountain Dr, etc.	\$532,000
2	Hells Bells Rd / Marsh Rd	E 5th St	E 5th St	1.2	Surface treatment and patching	\$422,000
1	Desatoya Drive	La Loma Dr	Cascade Dr	0.55	Reconstruction and required sidewalk/ADA	\$3,489,000
2	Empire Ranch Area Project	US 50	South end	0.9	Surface treatment and Reconstruction of Empire Ranch Road and surrounding roads including Dogleg Rd, etc.	\$750,000
3	Sheep Dr. Area Project	Deer Run Rd	Deer Run Rd	0.4	Reconstruct Sheep Dr and Bighorn Dr loop	\$896,000
4	N. Edmonds / Reeves St Area Project	Fairview Dr	Gordon St	0.5	Reconstruction and required sidewalk/ADA of Reeves St and N. Edmonds Drive	\$2,856,000
5	Gordon St	Fairview Dr	West End	0.16	Reconstruct and required sidewalk/ADA	\$858,000

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# District 3 Regional Project Selection

	Project Name	Treatment	Estimated Cost
	Fairview Dr North Project	Preservation	\$ 919,000
	Butti Wy and Airport Rd Preservation Project	Preservation	\$ 494,000
	Clear Creek Ave Project	Preservation	\$ 849,000
	South Edmonds Dr Rehabilitation Project	Rehabilitation	\$ 1,340,000
		Total	\$ 3,602,000



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# District 3 Local Project Selection

Project Name	Treatment	Estimated Cost
Hells Bells / Marsh Road Project	Preservation	\$ 422,000
Race Track Road Area Project	Preservation	\$ 532,000
	Total	\$ 954,000



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## Project Budget Summary

Available Funding	
Fund	FY 2026 Budget
RTC Fuel Taxes	\$ 2,668,969
RTC Fuel Tax budget for Local Roads	\$ 580,000
V&T Infrastructure Sales Tax	\$ 1,004,838
Waste Mgmt Franchise Fee	\$ 360,000
<b>Total</b>	<b>\$ 4,633,807</b>

- Waste Management being applied to local roads.
- \$14,000 in RTC Fuel Tax being added to Local Roads.
- All V&T Sales Tax funds to Regional Roads

Funding Summary		
	Project	Estimated Cost
Regional Roads	Fairview Drive	\$ 919,000
	Butti Way / Airport Rd	\$ 494,000
	Clear Creek Avenue	\$ 849,000
	S. Edmonds Drive	\$ 1,340,000
	<b>TOTAL</b>	<b>\$ 3,602,000</b>
Local Roads	Race Track Road Area	\$ 532,000
	Hells Bells / Marsh Road	\$ 422,000
	<b>TOTAL</b>	<b>\$ 954,000</b>
Summary	<b>TOTAL Regional + Local</b>	<b>\$ 4,556,000</b>
	<b>Total Available</b>	<b>\$ 4,633,807</b>
	<b>Remaining</b>	<b>\$ 77,807</b>

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## Next Steps

- ▶ Finalize Scope of work
  - ▶ Roadway and Utilities
- ▶ Finalize cost estimates to include full utility scope
- ▶ Setup project
- ▶ Schedule
  - ▶ Begin design - Fall 2025
  - ▶ Construct preservation projects - 2026
  - ▶ Construct rehabilitation projects - 2027 through 2028.

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## **Carson City Pavement Management Plan Project Prioritization Procedure**

Carson City's Pavement Management Plan (PMP) is a policy that provides a broad strategy and process by which street and roadway capital projects are identified and prioritized for funding. The PMP outlines a four-step prioritization process that includes data collection, pre-screening, analysis, and selection. The PMP also outlines the categories for selecting a pavement treatment type using the Pavement Condition Index (PCI). To implement the project prioritization process of the PMP, the following steps detail the procedure that staff use to identify and prioritize projects. For additional information and definition of terms, please refer to the current version of the PMP.

### Identification and Selection Steps:

- 1) Performance District:
  - a. Staff select the Performance District per the Five-Year Capital Improvement Cycle in accordance with the PMP.
    - i. Ex. Performance District 3 is scheduled for Fiscal Year (FY) 2026.
- 2) Data Collection:
  - a. Complete a pavement evaluation and inspection.
    - i. Staff collect the selected Performance District PCI data from PAVER for all roads within the Performance District.
    - ii. Staff verify the PCI using various means including spot check field inspections, photos, and professional engineering judgement.
  - b. The PCI data is entered into the GIS system, which allows for the analysis and mapping of pavement conditions across the city.
- 3) Pavement Treatment Type:
  - a. Assess the pavement condition and evaluate possible pavement treatment types by road. Pavement condition is evaluated based on the PCI rating, which indicates the relative condition of the roadway. The City uses the following PCI ranges to categorize the relative condition of a roadway when selecting treatment types.
    - i. Surface Treatment Preservation – PCI of 65 or greater
    - ii. Surface Rehabilitation (Minor) – PCI between 51 and 65
    - iii. Surface Rehabilitation (Major) – PCI between 41 and 50
    - iv. Reconstruction – PCI less than or equal to 40
- 4) Work History:
  - a. Remove road segments with active pavement projects.
  - b. Complete an assessment of Work History. Work History is the identification of past work or past projects completed a road segments.
    - i. Remove all roads where pavement was constructed or reconstructed within the last 5-years.
- 5) Identify Ideal and At-Risk Roads:
 

As roads deteriorate over time, the cost for pavement treatment increases (i.e., the cost for rehabilitation is greater than the cost for preservation, and the cost for reconstruction is greater than the cost for rehabilitation). This step identifies the road segments that are, 1) ideal to receive a pavement treatment, or 2) are "At-Risk" and likely to deteriorate to a more costly pavement treatment before the next PMP 5-year cycle. Ideal roads are

Data Collection

Pre-Screening

those that with a surface preservation, the life of the road pavement will be extended for many years. At-Risk roads are roads that without a pavement treatment in the next couple of years they will deteriorate to a more costly pavement treatment. At-Risk example: a road with a PCI of 67 in 2025 is projected to be a PCI of 60 in 2027. This means that if surface preservation is not performed in 2025, it will no longer be eligible to receive surface preservation during the next cycle.

- a. Identify and/or map all Ideal and At-Risk roads using projections provided by PAVER for different pavement treatment types.
- 6) Functional Classification:  
All roads in Carson City are classified as Local, Collector or Arterial. Staff split these three into two categories, Local and Regional (collector/arterial).
  - a. Identify and separate Local Roads and Regional Roads to create two data sets.
- 7) Proximity and Length:  
The City's roadway network is broken into hundreds of roadway segments for analysis in PAVER. These segments are generally about one block in length. It is impractical and expensive to design and construct projects consisting of only one isolated road segment. This step removes individual, isolated, and short road segments. These segments may be reincorporated as part of Step 9.
  - a. Remove road segment(s) that are:
    - i. short (generally less than 1000 feet),
    - ii. Not located along the same street,
    - iii. Not located near or adjacent to another road segments by more than 2-3 City blocks.
  - b. Consider grouping shorter segments in proximity to each other to create a larger project for prioritization.
- 8) Detailed Data Analysis:  
The Data Analysis step consists of a detailed data driven process to assist in the prioritization of the various remaining roadway segments. This step is composed of three components based on functional classification as there is generally more data available for Regional Roads. Projects are ranked by functional classification and by pavement treatment type using a variety of data sources including the City's GIS database and assets, coordination with other divisions, and a review of available funding. The three components are:
  - 8a - Common Factors for all roads
  - 8b - Regional Roads
  - 8c - Local Roads
  - a. Review and prioritize the road segments using the factors listed.
- 8a) Common Factors:
  - Safety – Complete an assessment of the number of crashes, by severity, along a given segment of road. Prioritize project segments with higher number and more severe crashes and highest for a fatality.
  - Transit services – Prioritize segments located on a transit route to reduce maintenance costs and ensure an efficient service. Number of bus stops and routes served.
  - Land-Use and Community Need – Review the surrounding zoning and land-use as well as community destinations, economic activity, and government facilities.

- Prioritize segments near higher density development types, or those that provide access to community destinations (grocery stores, parks and recreation sites, schools, medical facilities, activity centers, cultural destinations, etc.) and government facilities (police, fire, health, general services, etc.) to promote equity and ensure transportation accessibility.
- Utility Coordination “Dig Once” – Prioritize segments that include needed utility infrastructure improvements in addition to pavement treatments.
  - Available funding sources – Consider availability of other funding the project has received or is eligible to receive along with the complexity of using those funds. Prioritize projects that have established funding or can easily receive funding from multiple sources.
    - i. Local funds
    - ii. Federal funds (CDBG, STBG, FTA, HSIP, Earmarks)
    - iii. Utility funds (Water, sewer, stormwater)
    - iv. Development contribution (Pro-rata)
    - v. Misc. commitments
  - Right-of-way considerations – Consider the existing right-of-way ownership status and any potential need. Prioritize projects with established right-of-way or small/simple acquisition. Based on the number and size of potential impact.
  - Misc. Input – Consider input received from other City departments or state agencies included existing and identified needs and pending projects that be incorporated. Prioritize Segments that can address multiple needs or issues.

8b) Regional Road Specific Factors:

- Traffic Volumes / Traffic Operations – Review the road's use and operational characteristics including volumes, travel time and overall operations. Prioritize segments with higher volumes of higher functional classification as well as those with poorer traffic operations.
- Multimodal Accessibility and Regional Planning – Complete a review of regional planning studies and other complete streets elements that identify and promote enhanced access for alternative modes of transportation and that provide new opportunities to connect multiple modes of transportation. Prioritize segments with existing or planned elements and those that provide increased accessibility to the transportation network for all users.

8c) Local Road Specific Factors:

- PCI – Prioritize the segments with the worst 10% of PCI by Performance District.
  - Connectivity – Review the road segment connectivity in an area including connections to collectors and arterials. Prioritize roads that are through streets or serve as key neighborhood connections with intersections to multiple other roads in the area.
  - ADA Accessibility – Review existing ADA infrastructure and existing barriers consistent with the approved ADA transition Plan. Prioritize projects where ADA accessibility is good (or not existing) or projects where ADA barriers can be eliminated with required curb, gutter, and sidewalk replacements.
  - Regional planning and studies – Prioritize projects where the project or a component of the project is identified as part of a regional planning document.
- b. Develop a list of prioritized segments.

9) Project Creation and Selection:

Upon identification of a list of prioritized segments, the final step is to group the segments into logical projects, develop cost estimates, and apply the available funding. This is an iterative process and may include re-visiting steps above to ensure all available funding is distributed.

- a. Grouping of Projects— Combine prioritized segments with other nearby segments, including those segments previously removed to create defined projects. Review and consider combining Local and Regional Road projects.
- b. Constructability - To capitalize on opportunities for construction cost savings, large projects of similar pavement treatment that occur within a consolidated geographic area (portion of a Performance District) are likely to be recommended over smaller dispersed projects across the City. This approach reduces mobilization costs and capitalizes on economies of scale.
- c. Cost of implementation— Develop cost estimates for the projects considering the costs for pavement as well as any required upgrades for ADA facilities, replacement of curb, gutter, sidewalk, and utility replacements/upgrades.
- d. Apply funding to projects and adjust project combinations or limits as required to ensure the maximum amount of funding can be spent.

Scoring Summary for Step 8:

The scoring system for the parameters listed in Step 8, including 8a, 8b, and 8c, are listed below. All parameters are weighted equally. In general, the score for a particular segment of road is determined using the percentage of that segment compared to the maximum of all other segments being analyzed. For example, if analyzing three projects for safety, where project one has 2 crashes, project two has 3 crashes, and project three has 0 crashes; the score for Project one would be 0.67, the score for project two would be 1.0, and the score for project three would be 0.

- Safety (Crashes): Min = 0.0, Max = 1.0
- Safety (Fatalities): Min = 0.0, Max = 2.0.
  - 0.0 = no fatalities, 1.0 = single fatality, or 2.0 = multiple fatalities
- Transit: Min = 0.0, Max = 1.0
- Land Use and Community: Min = 0.0, Max = 1.0
- Utilities: Min = 0.0, Max = 2.0.
  - One point is assigned for water utilities and one point for sewer utilities. Low Priority = 0.0, Medium Priority = 0.5, and High Priority = 1.0.
- Funding opportunities: Min = 0.0, Max = 1.0
- Right of way: Min = 0.0, Max = 1.0
- Misc Input: Min = 0.0, Max = 1.0
- Traffic Volumes: Min = 0.0, Max = 1.0
- Multimodal Access and Regional Planning: Min = 0.0, Max = 1.0
- PCI: Used for reconstruction projects only. Min = 0.0, Max = 1.0
- Connectivity: Min = 0.0, Max = 1.0
- ADA Accessibility: Min = 0.0, Max = 1.0

Expenditure allocation assumptions used for project prioritization:

1. Regional Roads:

- Gas Tax / Diesel Tax is applied to Regional Roads unless specifically budgeted otherwise.
  - A minimum of 80% of available funding shall go toward regional projects through the Performance District process. Remaining funding may be used for grant match and misc. city-wide improvements (safety projects).
  - Keep the good roads good with a target ratio of about 50% to preservation and 50% to rehabilitation/reconstruction.
  - Funding for Regional Roads is not to be used for the repair (crack sealing, patching of potholes), or restriping of regional roads unless part of a larger project.
2. Local Roads:
- Use available funding for local road improvements. Small annual set-aside.
  - Focus on preservation of local roads to keep the good roads good. If new/additional funding is identified, target a ratio of 20% of funding to preservation, and 80% of funding to rehabilitation/reconstruction due to the poor overall condition of local roads.



## STAFF REPORT

**Report To:** Regional Transportation Commission      **Meeting Date:** June 11, 2025

**Staff Contact:** Chris Martinovich, Transportation Manager

**Agenda Title:** Transportation Manager's Report

**Agenda Action:** Other / Presentation      **Time Requested:** 5 minutes

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**Proposed Motion**

N/A

**Board's Strategic Goal**

N/A

**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) \_\_\_\_\_

\_\_\_\_\_

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(Vote Recorded By)



## STAFF REPORT

**Report To:** Regional Transportation Commission      **Meeting Date:** June 11, 2025  
**Staff Contact:** Chris Martinovich, Transportation Manager  
**Agenda Title:** April Street Operations and Control Systems Reports  
**Agenda Action:** Other / Presentation      **Time Requested:** 5 minutes

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**Proposed Motion**

N/A

**Board's Strategic Goal**

N/A

**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):**

[6B\\_RTC\\_Exhibit 1 - Street Operations Report.pdf](#)

[6B\\_RTC\\_Exhibit 2 - Traffic Control Systems Report.pdf](#)

Motion: \_\_\_\_\_

1) \_\_\_\_\_

Aye/Nay

2) \_\_\_\_\_

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(Vote Recorded By)

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Carson City Regional Transportation Commission  
Item for Commission Information

**RTC Meeting Date:** June 11, 2025  
**To:** Regional Transportation Commission  
**From:** Greg King, Street Supervisor  
**Date Prepared:** May 6, 2025  
**Subject Title:** Street Operations Activity Report  
**Staff Summary:** Monthly Status Report for the Commission's Information

**Carson City Public Works, Street Operations Division**  
**Status Report to RTC: Activities of April 2025**

**Street Repair and Maintenance**

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Crack Seal Operation (blocks of sealant used)	0	1336
Street Patching Operation (tons of asphalt)	114	623
Pot Holes Repaired	565	1928

**Tree Care and Maintenance**

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Tree Pruning Operations	11	461
Tree Removal	0	8
Tree Replacement	0	0
Tree Care Chemical Treatment (gallons)	205	5,463
Tree Work for Other Departments	0	0
Weed Abatement Chemical Sprayed (gallons applied)	1683	7,704

**Concrete Repair and Maintenance**

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Concrete Poured (yards)	38.25	346
Curb & Gutter (linear feet)	239	2,451
Sidewalk & Flat Work (sq/ft)	890	11,722
ADA Ramps	0	2
Misc.	4	308

**Grading and Shoulder Maintenance**

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Dirt Road Work/Misc	0	2
Shoulder Work on Asphalt Roads (feet)	0	4,331
Debris Cleaned	104	178

**Storm Water**

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Sediment Removed from Ditches (yards)	238	2,369
Lineal foot of ditch cleared	1,607	4,626
Pipe HydroFlushed (linear feet)	2307	5,037

**Sweeper Operations**

ACTIVITIES	QUANTITIES/COMMENTS	FYTD

Curb Miles Swept	599.5	5,469
Material Picked Up (yards)	310	3,004
City Parking Lots Swept	0	2

#### Trucking Bins

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Bins Hauled for Waste Water Treatment Plant (yards)	51	363
Bins Hauled for Sweeping Operation (yards)	32	300
Equipment Transported for other Departments	0	0

#### Banner and Decorations Activities

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Banner Operations Carson Street	5	45
Changed Lamp Post Banners	0	0
Installed Christmas Decorations	0	381
Removed Christmas Decorations	0	381

#### Signs and Markings

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Signs Made	15	279
Signs Replaced	14	220
Sign Post Replaced	5	52
Signs Refurbished/Replaced due to Graffiti Damage	0	4
Delineators Replaced	15	135
Cross Walks Painted	9	181
Stop Bars Painted	28	167
Yield Bars Painted	12	74
Right Arrows Painted	4	30
Left Arrows Painted	46	156
Straight Arrows Painted	0	13
Stop (word) Painted	0	0
Only (word) Painted	0	0
Bike Symbol & Arrow	0	0
Install Street, bicycle, and pedestrian counters	2	58
Curb Painted (linear feet)	0	1289

#### Weather Events

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Snow and Ice Control	0	4
Sand/Salt mixture applied (Yards)	0	285.5
Brine mixture applied (Gallons)	0	10100
Rain Event/Flood Control	0	1
Drainage Inlets Cleared	38	1224
Material removed from S/D system	0	65.75
Wind	0	0

## 6B\_RTC\_Exhibit 2 - Traffic/Transportation Control Systems Report



### Carson City Regional Transportation Commission Item for Commission Information

<b>RTC Meeting Date:</b>	June 11, 2025
<b>Date Prepared:</b>	May 21, 2025
<b>Reporting Period:</b>	April, 2024
<b>Subject Title:</b>	Traffic / Transportation Control Systems Activity Report
<b>Staff Summary:</b>	Monthly Status Report for the Commission's Information

### Carson City Public Works, Control Systems Division Status Report of Traffic and Transportation Technician Activities

#### Work Order Summary

ACTIVITIES	QUANTITIES	FYTD
Total Work Orders Created	204	NA
Total Work Orders Completed	161	NA
Total Open Work Orders	162	NA

#### Completed Work Order By Type

ACTIVITIES	QUANTITIES	FYTD
Planned and Scheduled Maintenance Work Orders	147	NA
Unplanned and Repair Work Orders	14	NA

#### Completed Work Orders by County

ACTIVITIES	QUANTITIES	Percent
Douglas County	64	40%
Lyon County	5	3%
Storey County	0	0%
Carson City	84	52%
Unknown	8	5%

Work orders include work on traffic signals, lighted/flashing beacons, signalized crosswalks, and other electronic traffic control devices.

Planned and recurring scheduled maintenance work orders include those recurring and those scheduled by staff.

Unplanned and repair work orders include unscheduled activities and equipment failures.



## STAFF REPORT

**Report To:** Regional Transportation Commission      **Meeting Date:** June 11, 2025

**Staff Contact:** Chris Martinovich, Transportation Manager

**Agenda Title:** Other comments and reports which may include future agenda items, status review of additional projects, internal communications and administrative matters, correspondence to the RTC, project status reports, and comments or other reports from the RTC members or staff.

**Agenda Action:** Other / Presentation      **Time Requested:** 10 minutes

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**Proposed Motion**

N/A

**Board's Strategic Goal**

N/A

**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):**

[6C\\_RTC\\_Exhibit 1 - Transportation and Streets Revenue Accounts - June.pdf](#)

[6C\\_RTC\\_Exhibit 2 - Project Status Report June.pdf](#)

Motion: \_\_\_\_\_

1) \_\_\_\_\_  
2) \_\_\_\_\_

Aye/Nay

\_\_\_\_\_

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(Vote Recorded By)

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Fuel/Tax Revenues				
Gasoline Gallons Sold <sup>2,3</sup>				
Month	FY2022	FY2023	FY2024 <sup>1</sup>	FY2025 <sup>1</sup>
JUL	3,991,136	4,220,590	3,965,689	4,320,724
AUG	3,751,425	4,234,582	4,104,221	4,196,903
SEP	3,322,771	3,894,625	3,854,108	3,942,136
OCT	3,882,715	3,958,285	3,907,100	4,198,320
NOV	3,638,765	3,502,424	3,577,811	3,722,217
DEC	3,536,217	4,537,676	3,720,476	3,785,182
JAN	3,513,238	3,043,290	3,339,952	3,917,500
FEB	3,572,453	3,201,366	3,412,536	3,472,422
MAR	3,991,170	3,309,050	3,559,473	3,846,801
APR	3,809,859	3,820,024	3,678,204	
MAY	4,130,816	4,018,183	3,851,281	
<b>FY2025<sup>1</sup></b>	<b>4,050,725</b>	<b>4,057,802</b>	<b>4,150,910</b>	
<b>Total Year Gallons</b>	<b>45,191,290</b>	<b>45,797,897</b>	<b>45,121,761</b>	<b>35,402,205</b>
Gasoline Revenues <sup>4</sup>				
<b>Fuel Tax Revenue County Option 9¢ - NRS 373 (RTC)</b>	<b>\$ 3,984,482</b>	<b>\$ 3,940,048</b>	<b>\$ 3,981,263</b>	<b>\$ 3,115,474</b>
<b>County option motor vehicle fuel tax 6.35¢ - NRS 365 (Street Operations)</b>	<b>\$ 1,878,929</b>	<b>\$ 1,873,632</b>	<b>\$ 1,869,465</b>	<b>\$ 1,441,055</b>
Diesel Gallons Sold <sup>2,3</sup>				
Month	FY2022	FY2023	FY2024 <sup>1</sup>	FY2025 <sup>1</sup>
JUL	982,794	1,135,368	1,026,450	1,059,022
AUG	1,063,666	1,224,462	1,077,048	1,081,634
SEP	1,017,767	1,157,759	1,116,748	986,532
OCT	1,100,471	1,141,459	1,089,220	1,038,653
NOV	988,420	899,884	946,012	908,845
DEC	900,472	767,073	849,139	810,757
JAN	1,009,068	701,894	751,666	824,737
FEB	958,971	724,359	740,617	691,802
MAR	1,164,775	845,076	845,004	806,666
APR	1,054,775	966,083	943,427	
MAY	1,218,200	1,067,394	1,068,855	
JUN	1,188,536	1,047,908	1,057,165	
<b>Total Year Gallons</b>	<b>12,647,915</b>	<b>11,678,719</b>	<b>11,511,351</b>	<b>8,208,648</b>
<b>Diesel 5 cent Tax Revenue<sup>1</sup></b>	<b>\$ 517,403</b>	<b>\$ 661,577</b>	<b>\$ 568,664</b>	<b>\$ 342,858</b>
<b>NRS 373.083.5 (% to NDOT)</b>	<b>\$ (10,111)</b>	<b>\$ (99,231)</b>	<b>\$ (56,405)</b>	
<b>Final - Diesel Revenue</b>	<b>\$ 507,293</b>	<b>\$ 562,345</b>	<b>\$ 512,259</b>	<b>\$ 342,858</b>
Basic City County Relief Tax (BCCRT) 0.25% Sales Tax				
Month	FY2022	FY2023	FY2024 <sup>1</sup>	FY2025 <sup>1</sup>
JUL	324,278	333,043	359,937	361,271
AUG	317,925	336,083	365,305	356,622
SEP	318,061	337,342	366,805	357,879
OCT	311,660	337,975	353,501	343,590
NOV	310,279	317,077	343,720	152,005
DEC	340,605	342,903	383,106	429,718
JAN	294,955	290,322	290,116	319,461
FEB	295,630	269,279	302,593	282,030
MAR	352,598	329,948	336,156	
APR	338,354	337,725	360,130	
MAY	346,378	350,655	382,191	
JUN	362,294	371,249	372,450	
<b>Sales Tax, Voter Approved 0.25%</b>	<b>\$ 3,913,016</b>	<b>\$ 3,953,601</b>	<b>\$ 4,216,009</b>	<b>\$ 2,602,576</b>

## Disclaimers:

1- All information is preliminary and subject to audit and revision.

2- The data consists of total taxable motor vehicle fuel gallons sold, less total aviation gallons sold.

3- Actual gallons are net gallons after refunds.

4- NRS 365 and NRS 373 outline how revenue collected is distributed to counties. A summary of the calculation can be found in NDOT's Performance Analysis Report. <https://www.dot.nv.gov/>

## Other Revenues

### Developer Contributions

FY Received	Amount	Intended Project
21	\$ 8,610.91	District 1
22	\$ 6,936.23	District 4
23	\$ 48,300.00	Ormsby Blvd
23	\$ 82,206.64	Ormsby Blvd
24	\$ 475,000.00	Saliman/Robinson Signal
24	\$ 100,700.00	N.Carson/Silver Oak
Varies	\$ 275,700.00	Prior Contributions obligated to Projects

### EV Charger Revenue (effective Jan. 2024)

Month	FY2024 <sup>1</sup>	FY2025 <sup>1</sup>
JUL		\$ 54.15
AUG		\$ 89.80
SEP		\$ 96.79
OCT		\$ 40.23
NOV		\$ 126.31
DEC		\$ 64.13
JAN	\$ 27.91	\$ 125.04
FEB	\$ 32.67	\$ 440.75
MAR	\$ 109.84	\$ 653.23
APR	\$ 172.07	\$ 80.76
MAY	\$ 124.65	
JUN	\$ 80.17	
<b>Total</b>	<b>\$ 547.31</b>	<b>\$ 1,771.19</b>

### Capital Sanitation/Street Repairs

	FY2022	FY2023	FY2024	FY2025
<b>Total</b>	<b>\$ 346,974</b>	<b>\$ 361,363</b>	<b>\$ 375,333</b>	<b>\$ 296,881</b>

### Complete Streets Revenue\*

	FY2022	FY2023	FY2024	FY2025
<b>Total</b>	<b>\$ 12,290</b>	<b>\$ 13,256</b>	<b>\$ 13,822</b>	<b>\$ 12,201</b>

#### Disclaimers:

1- All information is preliminary and subject to audit and revision.

2- The data consists of total taxable motor vehicle fuel gallons sold, less total aviation gallons sold.

3- Actual gallons are net gallons after refunds.

\* \$2 dollar voluntary registration donation



**Carson City**  
**Regional Transportation Commission**  
**Capital Project Information**

Report Date: June 11, 2025

To: Regional Transportation Commission

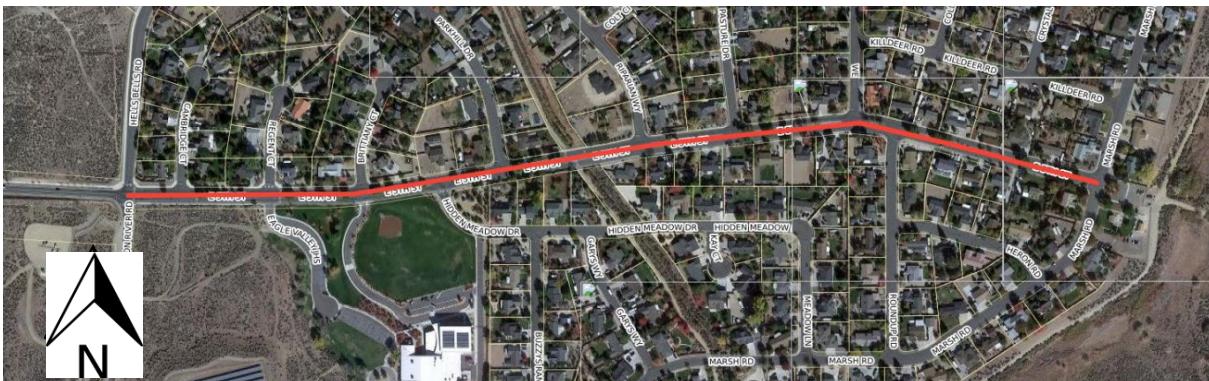
From: Casey Sylvester, Transportation/Traffic Engineer

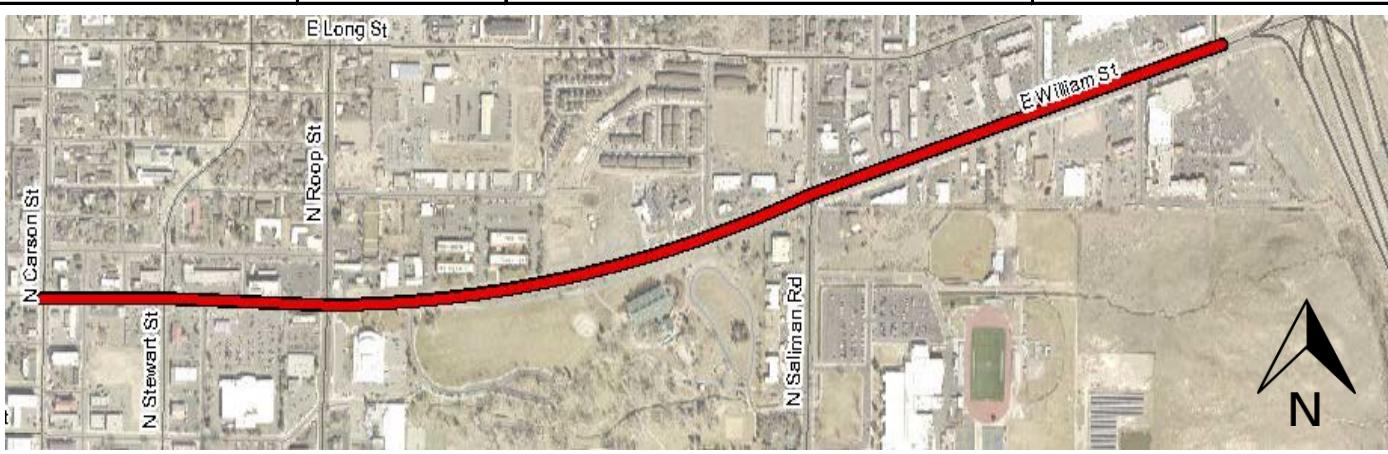
Subject: Bi-Monthly Capital Project Status Report for the Commission's Information

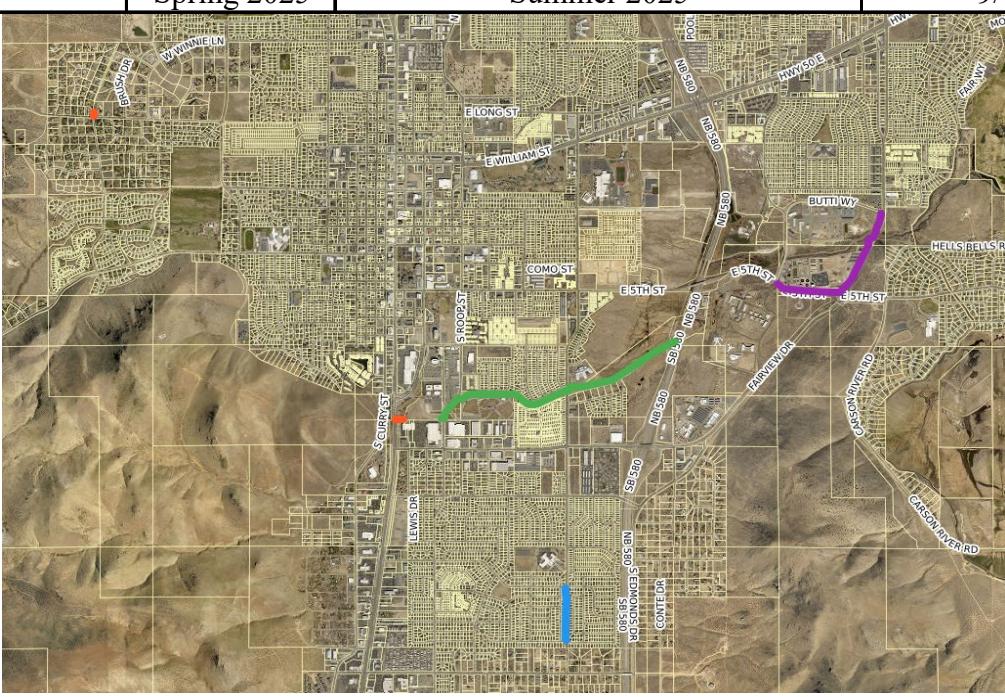
Project Name	*Project Cost to Date	Page #
P303519009 - Roop Street Rehabilitation Project	\$295,144	2
P303521008 - District 3 E. 5th Street Reconstruction Project	\$2,302,991	3
P751021001 - East William Complete Streets Project	\$2,639,061	4
P303522005 - Carson City Multi-Use Path Improvement and Rehabilitation Project	\$120,842	5
P751021002 - Appion Way Traffic Signal and Intersection Improvement Project	\$271,065	6
P303523005 - West Carson Vulnerable User Pedestrian Safety Improvement Project	\$202,288	7
P303525008 - District Pavement Improvements – ARPA – Menlo Drive	\$9,633	8
P303524009 - District Pavement Improvements – ARPA – Districts 2 and 4	\$3,322	9
P303524002 - District 1 – Carmine Street Rehabilitation Project	\$99,031	10
P303524004 - District 1 – College Pkwy & Airport Road Pavement Preservation Project	\$96,242	11
P303524005 - District 1 – Goni Road Rehabilitation Project	\$105,862	12
P303525009 - District Pavement Improvements - ARPA - Hillview Drive	\$0	13
P303525010 - District Pavement Improvements - ARPA - Lepire Drive	\$217	14
P303525001 - District 2 – Little Lane Rehabilitation Project	\$138,127	15
P303525002 - District 2 – Stewart Street Preservation Project	\$45,872	16
P303525003 - District 2 – Fairview Drive Preservation Project	\$9,443	17
P303525004 - District 2 – 5th Street Rehabilitation Project	\$160,372	18
P303525006 - North Lompa Multi-Use Path Extension Project	\$20,389	19
P303525007 - Curry Street Complete Streets Project	\$5,223	20
P303625001 - JAC Transit Stop Lighting Project	\$1,853	21
P303525011 - Ash Canyon Road and Trailhead Project	\$1,628	22
<b>TOTAL</b>	<b>\$6,519,901</b>	

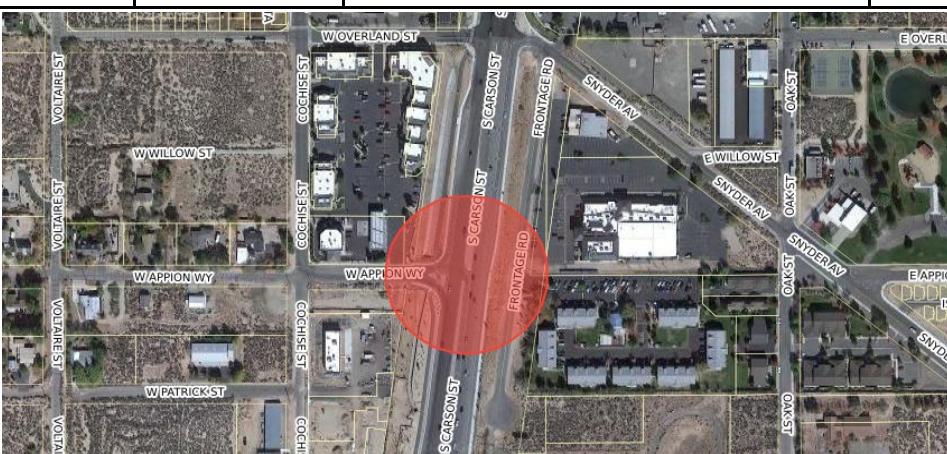
\*As of June 4, 2025; includes design, construction management, and construction costs to date.

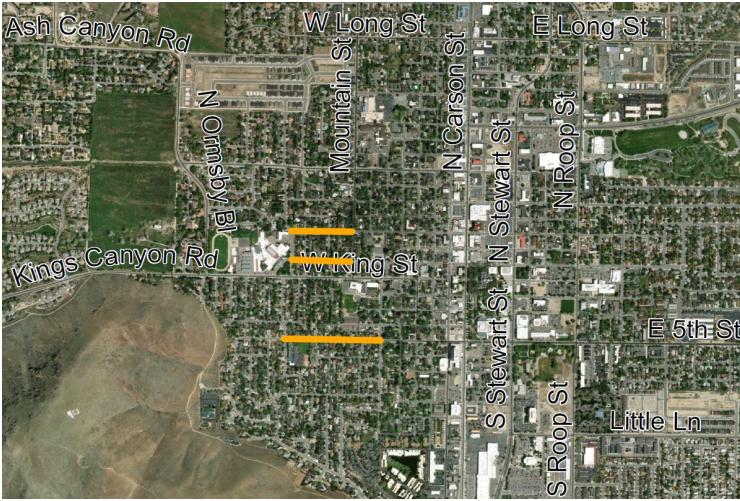


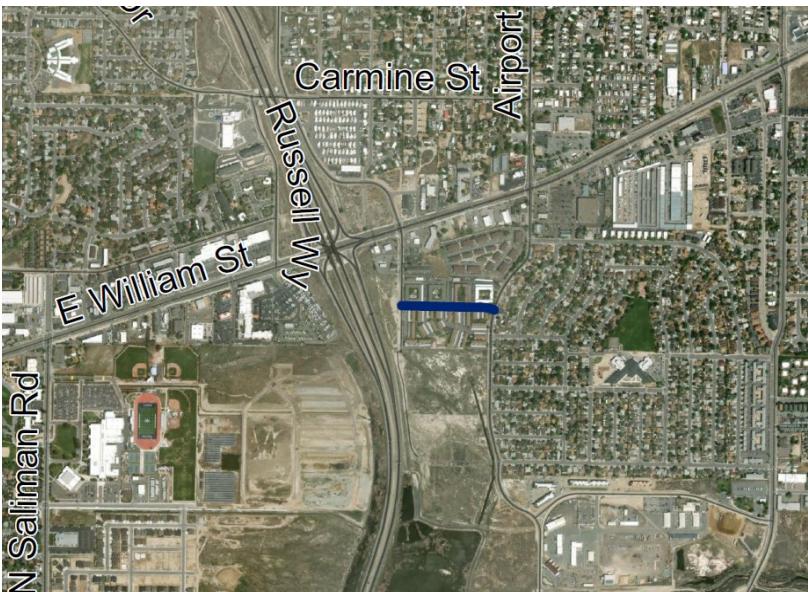
<b>Project Name:</b>	District 3 E. 5th Street Reconstruction Project						
<b>Project Number:</b>	P303521008						
<b>Department Lead:</b>	Public Works						
<b>Project Cost to Date</b>	\$2,302,991	<b>As of Date</b>	<b>Grant Funded</b>	<b>Total Budget</b>			
		June 4, 2025	Yes	\$2,521,200			
<b>ORG #</b>	<b>OBJ #</b>	<b>Account Description</b>	<b>Fiscal Year</b>	<b>Project Budget</b>			
2503035	507010	RT Fund	FY 22	\$656,000			
2503035	507010	RT Fund (Federal-STBG)	FY 22	\$1,122,881			
2503035	507010	RT Fund (Federal-HIP)	FY 22	\$259,119			
2533035	507010	V&T Infrastructure Fund	FY 22	\$108,200			
5203035	507010	Water Fund	FY 22	\$375,000			
<b>Project Description</b>							
<b>Project Length</b>	1.2 Miles of rehabilitation and preservation			<b>TIP I.D.</b> CC20210001			
This project was directed by the RTC board on May 10, 2023, to revise the project scope as the following. E. 5th Street between Carson River Road and Marsh Road will have pavement reconstruction, pavement rehabilitation, a new right-turn lane (intersection of Carson River Road and 5th Street), waterline enhancements, ADA curb ramp improvements, curb, gutter and sidewalk reconstruction, multi-use path enhancement, drainage, landscaping, and utility cover adjustments. Improvements to the roundabout at 5th Street and Fairview Drive have been postponed until additional funding can be secured.							
<b>Project Justification</b>							
The project is a transportation infrastructure projects for Pavement Performance District 3. It was identified as being a Major Rehabilitation/Reconstruction Project due to the deteriorating pavement condition and includes a combination of rehabilitation and pavement preservation treatments. Improvements along E. 5th Street will improve pedestrian safety for children and families walking to and from Eagle Valley Middle School as identified in the 2020 Safe Routes to School Master Plan. Lastly, the Water Utility Division has identified the need to replace the waterline along E. 5th Street. This replacement will be included as a component of the project.							
<b>Project Status</b>							
Construction is complete. Retention was released in May of 2025. Project will be removed from this report. \$3,342 of unused funds will return to the RT Fund, \$8,563 of unused funds will return to the V&T Fund, \$186,167 of unused funds will return to the Water Fund, and \$20,137 of unused STBG will be returned to NDOT.							
<b>Project Schedule</b>							
Phase	Start Date	Completion Date	Notice to Proceed Date				
Design	Jul-21	Oct-23	8/5/2021				
Construction	Jun-24	Mar-25	May-24				
							

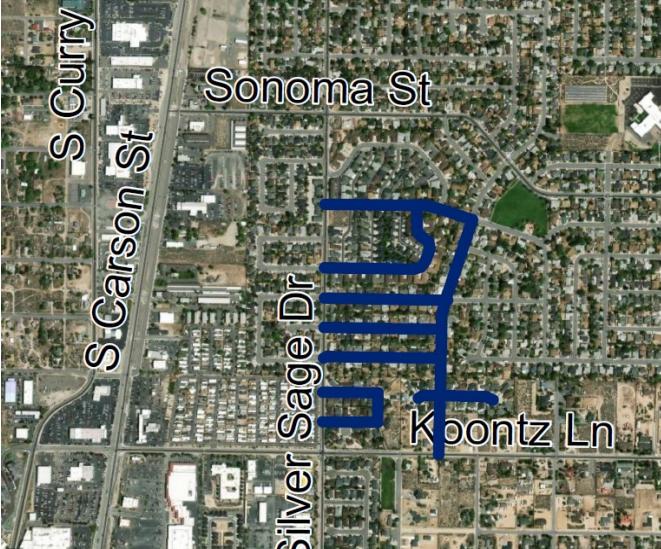
<b>Project Name:</b>	East William Complete Streets Project						
<b>Project Number:</b>	P751021001						
<b>Department Lead:</b>	Public Works						
<b>Project Cost to Date</b>	\$2,639,061	<b>As of Date</b>	<b>Grant Funded</b>	<b>Total Budget</b>			
		June 4, 2025	Yes	\$28,762,257			
<b>ORG #</b>	<b>OBJ #</b>	<b>Account Description</b>	<b>Fiscal Year</b>	<b>Project Budget</b>			
2453028	501210	CAMPO	FY 22	\$100,000			
3100615	507010	Infrastructure Fund (RAISE)	FY 23	\$9,300,000			
3100615	507010	Infrastructure Fund	FY 22/23/24	\$9,698,295			
6037510	507010	Redevelopment Capital	FY 22/23	\$835,175			
2503082	431010	Federally Directed Spending	FY 23	\$2,000,000			
		Water / Sewer / Stormwater	FY 23/24	\$6,669,787			
2105050	500695	Trail Repairs	FY 25	\$159,000			
<b>Project Description</b>							
<b>Project Length</b>	1.5 Miles of complete streets improvements			<b>TIP I.D.</b> CC20210005 CC20220005			
<p>The project limits are along East William Street between North Carson Street and the interchange of I-580. The project will include roadway resurfacing and the addition of Complete Streets improvements such as sidewalks, bike lanes, transit stops, and landscaping. The project is being completed in three phases; a feasibility study, engineering design, and construction.</p>							
<b>Project Justification</b>							
<p>William Street is wide, with traffic moving at higher speeds, and there are few bicycle or pedestrian amenities. In some sections, there are no sidewalks. While traffic has decreased since the completion of the freeway, crashes have increased. Blocks are long, and intersections with protected pedestrian crossings are infrequent. The result is a vehicle focused corridor with minimal accommodations for pedestrians and bicyclists. The project was awarded a RAISE Grant for \$9.3 Million. This competitive grant awarded by the US Department of Transportation will support project roadway and complete street improvements.</p>							
<b>Project Status</b>							
<p>Project expected to begin construction activities in late June of 2025.</p>							
<b>Project Schedule</b>							
<b>Phase</b>	<b>Start Date</b>	<b>Completion Date</b>	<b>Notice to Proceed Date</b>				
Design	Nov-21	Dec-23	NA				
Construction	Fall-25	Dec-26	Dec-24				
							

<b>Project Name:</b>	Carson City Multi-Use Path Improvement and Rehabilitation Project					
<b>Project Number:</b>	P303522005					
<b>Department Lead:</b>	Public Works					
<b>Project Cost to Date</b>	\$120,842	<b>As of Date</b>	<b>Grant Funded</b>	<b>Total Budget</b>		
		June 4, 2025	Yes	\$1,730,000		
<b>ORG #</b>	<b>OBJ #</b>	<b>Account Description</b>	<b>Fiscal Year</b>	<b>Project Budget</b>		
2503035	507010	RT Fund	FY 22	\$81,500		
2503035	507010	RT Fund (Federal TAP)	FY 22	\$1,548,500		
2105050	507010	Parks Capital Projects Fund	FY 22	\$100,000		
<b>Project Description</b>						
<b>Project Length</b>	7 miles rehabilitated path		<b>TIP I.D.</b>	CC2021009		
This project is for the construction of a new paved multi-use path south of the DMV, from the end of the Linear Ditch Trail, along Governors Field on Roop Street, to S. Carson Street. The project also includes the rehabilitation of up to 7 miles of existing city-wide multi-use pathways.						
<b>Project Justification</b>						
This project is in line with the City's Unified Pathways Master Plan and goals from the CAMPO 2050 Regional Transportation Plan. The project is 95% funded through a competitive TAP grant, awarded by NDOT.						
<b>Project Status</b>						
The construction began in May of 2025.						
<b>Project Schedule</b>						
Phase	Start Date	Completion Date	Notice to Proceed Date			
Design	Jul-22	Dec-23	1/11/2022			
Construction	Spring 2025	Summer 2025	9/10/2024			
						

<b>Project Name:</b>	Appion Way Traffic Signal and Intersection Improvement Project						
<b>Project Number:</b>	P751021002						
<b>Department Lead:</b>	Public Works						
Project Cost to Date	\$271,065	As of Date	Grant Funded	Total Budget			
		June 4, 2025	No	\$1,706,400			
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget			
2503035	507010	RT Fund	FY 22	\$58,000			
6037510	507010	Redevelopment Capital	FY 22 / FY 24	\$300,000			
2503082	431010	Federally Directed Spending	FY 23	\$1,100,000			
2503082	475100	Developer Contribution	FY 22	\$248,400			
Project Description							
<b>Project Length</b>	New signal at S. Carson Street and Appion Way			<b>TIP I.D.</b> CC20220001			
Construction of a new traffic signal and intersection improvements at the intersection of S. Carson Street and Appion Way in Carson City. This project will design the signalized intersection to operate as a three-leg intersection in the near-term, and a four-leg intersection in the long-term with minimal geometric and traffic signal modifications required to the existing intersection when the fourth leg is constructed. The future leg of this intersection will connect a new frontage road to Snyder Avenue.							
Project Justification							
Providing a new signalized crossing of S. Carson Street at W. Appion Way will help facilitate future traffic volumes including anticipated traffic from approved development. This project would accommodate left turns from W. Appion Way and improve emergency response time to the west side of S. Carson Street from Carson City Fire Station 53.							
Project Status							
The bids will open in June of 2025.							
Project Schedule							
Phase	Start Date	Completion Date	Notice to Proceed Date				
Design	Apr-22	Jun-23	NA				
Construction	Jun-25	Dec-25	Feb-25				
							

<b>Project Name:</b>	West Carson Vulnerable User Pedestrian Safety Improvement Project					
<b>Project Number:</b>	P303523005					
<b>Department Lead:</b>	Public Works					
<b>Project Cost to Date</b>	\$202,288	<b>As of Date</b>	<b>Grant Funded</b>	<b>Total Budget</b>		
		June 4, 2025	Yes	\$1,853,316		
<b>ORG #</b>	<b>OBJ #</b>	<b>Account Description</b>	<b>Fiscal Year</b>	<b>Project Budget</b>		
2503082	431010	Federally Directed Spending	FY 23	\$1,500,000		
2503035	500480	Street Repair	FY 25	\$77,000		
2503035	507010	RT Fund	FY 23	\$276,316		
<b>Project Description</b>						
<b>Project Length</b>	0.7 miles of slurry seal and ADA upgrades		<b>TIP I.D.</b>	XS20220006		
<p>This project outlines improvements in sidewalk gap closures, bicycle enhancements, ADA compliant infrastructure, and intersection enhancements. Intersection enhancements may include additional signing or striping, curb ramps and extensions, additional crosswalks, and raised pedestrian crossings. Along with pedestrian and bicycle improvements, roadway improvements will include a preservation treatment. The Project area is between Musser St, Telegraph St, Thompson St, and W 5th Street, which are all in the Carson Middle School and Bordewich Bray Elementary School area.</p>						
<b>Project Justification</b>						
<p>The proposed project will improve pedestrian and bicycle safety near Carson Middle School and Bordewich Bray Elementary School to promote safe and accessible transportation options for students, staff, and community members. The project aligns with the City's vision of promoting active transportation and creating a safe and healthy community, making it a crucial investment in the safety and well-being of the community and its students. The Project is supported by the Safe Routes to School Master Plan.</p>						
<b>Project Status</b>						
<p>The 90% plan review will begin in June of 2025. SHPO did not have any comments on the Cultural Resource Investigation report. Once NDOT approves, the investigation will be complete. Public outreach continues for the project to discuss improvements with individual property owners.</p>						
<b>Project Schedule</b>						
<b>Phase</b>	<b>Start Date</b>	<b>Completion Date</b>	<b>Notice to Proceed Date</b>			
Design	Feb-23	Sep-25	Feb-23			
Construction	Fall 2025	Fall 2026	N/A			
						

<b>Project Name:</b>	District Pavement Improvements – ARPA – Menlo Drive						
<b>Project Number:</b>	P303525008						
<b>Department Lead:</b>	Public Works						
<b>Project Cost to Date</b>	\$9,633	<b>As of Date</b>	<b>Grant Funded</b>	<b>Total Budget</b>			
		June 4, 2025	Yes	\$1,834,460			
<b>ORG #</b>	<b>OBJ #</b>	<b>Account Description</b>	<b>Fiscal Year</b>	<b>Project Budget</b>			
2750600	507010	ARPA	FY 23	\$892,230			
2503035	507010	RT Fund - Street Repairs	FY 25	\$50,000			
5203505	507010	Water Utility Fund	FY 24	\$446,115			
5103205	507010	Wastewater Utility Fund	FY 24	\$446,115			
<b>Project Description</b>							
<b>Project Length</b>	0.18 miles rehabilitation			<b>TIP I.D.</b>			
				No			
This pavement reconstruction project to improve Menlo Drive, a local road using American Rescue Plan Act funds (ARPA) in Performance Districts 3. The project will consist of pavement removal and replacement, new sewer and water utilities, ADA upgrades, and signing and striping.							
<b>Project Justification</b>							
ARPA funds in each district were allocated by the Board of Supervisors for local road improvements in all City Districts. The projects were selected and approved by the RTC based on the eligible pavement condition index values. The District 3 project will reconstruct Menlo Drive between N. Lompa Lane and Airport Road.							
<b>Project Status</b>							
Construction began in May of 2025.							
<b>Project Schedule</b>							
<b>Phase</b>	<b>Start Date</b>	<b>Completion Date</b>	<b>Notice to Proceed Date</b>				
Design	Sep-23	Sep-24	N/A				
Construction	Spring 2025	Fall 2025	N/A				
							

<b>Project Name:</b>	District Pavement Improvements – ARPA – Districts 2 and 4						
<b>Project Number:</b>	P303524009						
<b>Department Lead:</b>	Public Works						
<b>Project Cost to Date</b>	\$3,322	<b>As of Date</b>	<b>Grant Funded</b>	<b>Total Budget</b>			
		June 4, 2025	Yes	\$1,157,990			
<b>ORG #</b>	<b>OBJ #</b>	<b>Account Description</b>	<b>Fiscal Year</b>	<b>Project Budget</b>			
2750600	507010	ARPA	FY 24	\$1,107,990			
2503035	507010	RT Fund - Street Repairs	FY 25	\$50,000			
<b>Project Description</b>							
<b>Project Length</b>	4.2 miles of preservation			<b>TIP I.D.</b>			
				No			
<p>This pavement preservation project improves local roads using American Rescue Plan Act funds (ARPA) in Performance Districts 2 and 4. The project includes crack sealing and slurry seal of the following roads: Table Rock Drive, New Ridge Drive, Longridge Drive, and Kennedy Drive in District 2. Baker Dr, Tuscarora Way, Greenbriar Drive, Ashford Drive, Briarwood Drive, Kerinne Circle, Lander Drive and Pioche Street in District 4.</p>							
<b>Project Justification</b>							
<p>ARPA funds were allocated by the Board of Supervisors for local road improvements in all City Districts. The District 2 and 4 projects were selected and approved by the RTC based on the eligible pavement condition index values.</p>							
<b>Project Status</b>							
<p>Construction began in May of 2025.</p>							
<b>Project Schedule</b>							
Phase	Start Date	Completion Date	Notice to Proceed Date				
Design	Sep-23	Sep-24	N/A				
Construction	Spring 2025	Fall 2025	N/A				
 <p>Hot Springs Rd</p> <p>Northridge Dr</p> <p>Winnie Ln</p>	 <p>S Curry</p> <p>S Carson St</p> <p>Sonoma St</p> <p>Silver Sage Dr</p> <p>Koontz Ln</p>						

<b>Project Name:</b>	District 1 - Carmine Street Rehabilitation Project					
<b>Project Number:</b>	P303524002					
<b>Department Lead:</b>	Public Works					
<b>Project Cost to Date</b>	\$99,031	<b>As of Date</b>	<b>Grant Funded</b>	<b>Total Budget</b>		
		June 4, 2025	Yes	\$743,000		
<b>ORG #</b>	<b>OBJ #</b>	<b>Account Description</b>	<b>Fiscal Year</b>	<b>Project Budget</b>		
2503035	507010	RT Fund	FY 24	\$193,000		
2750620	507010	Grants Fund (Federal-CDBG)	FY 24	\$325,854		
5053702	507010	Stormwater Utility	FY 25	\$100,000		
2750620	507010	Grants Application (Federal-CDBG)	FY 25	\$124,146		
<b>Project Description</b>						
<b>Project Length</b>	0.5 Miles of ADA updates		<b>TIP I.D.</b>	CC202300005		
Reconstruction of Carmine Street between Lompa Lane and Airport Road. The projects scope includes development of 15% complete streets design plans as well as the final design and construction of sidewalk and ADA improvements to meet the requirements of the grant funding.						
<b>Project Justification</b>						
The project was identified as a priority for District 1. Several factors were evaluated in the process including: pavement condition, presence of bus route, roadway functional classification, potential funding sources, safety, ADA compliance, traffic volume, and coordination with utilities. The project has also received federal Community Development Block Grant funding for necessary sidewalk and pedestrian connectivity. Construction of limited sidewalk and ADA upgrades stretches the available funding that can be used for future roadway reconstruction.						
<b>Project Status</b>						
The 60% submittal for CDBG scope is expected in June of 2025.						
<b>Project Schedule</b>						
Phase	Start Date	Completion Date	Notice to Proceed Date			
Design	Aug-24	Apr-25	N/A			
Construction	Summer 2025	Summer 2026	TBD			
						

<b>Project Name:</b>	District 1 – College Pkwy & Airport Road Pavement Preservation Project		
<b>Project Number:</b>	P303524004		
<b>Department Lead:</b>	Public Works		

<b>Project Cost to Date</b>	\$96,242	<b>As of Date</b>	<b>Grant Funded</b>	<b>Total Budget</b>
		June 4, 2025	No	\$2,024,500
<b>ORG #</b>	<b>OBJ #</b>	<b>Account Description</b>	<b>Fiscal Year</b>	<b>Project Budget</b>
2503035	507010	RT Fund	FY 24	\$1,149,500
2535005	507010	V&T Infrastructure Fund	FY 24	\$875,000

### Project Description

<b>Project Length</b>	2.5 miles of pavement preservation	<b>TIP I.D.</b>	CC20210003
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This is a pavement preservation project (Chip Seal) of Airport Road and College Parkway. Airport Road - College Pkwy and Hwy 50. It also includes miscellaneous sidewalk revisions, roadside improvements, and signing and striping. College Parkway - Between N. Lompa Lane and Hwy 50. In addition, signing and striping improvements.

### Project Justification

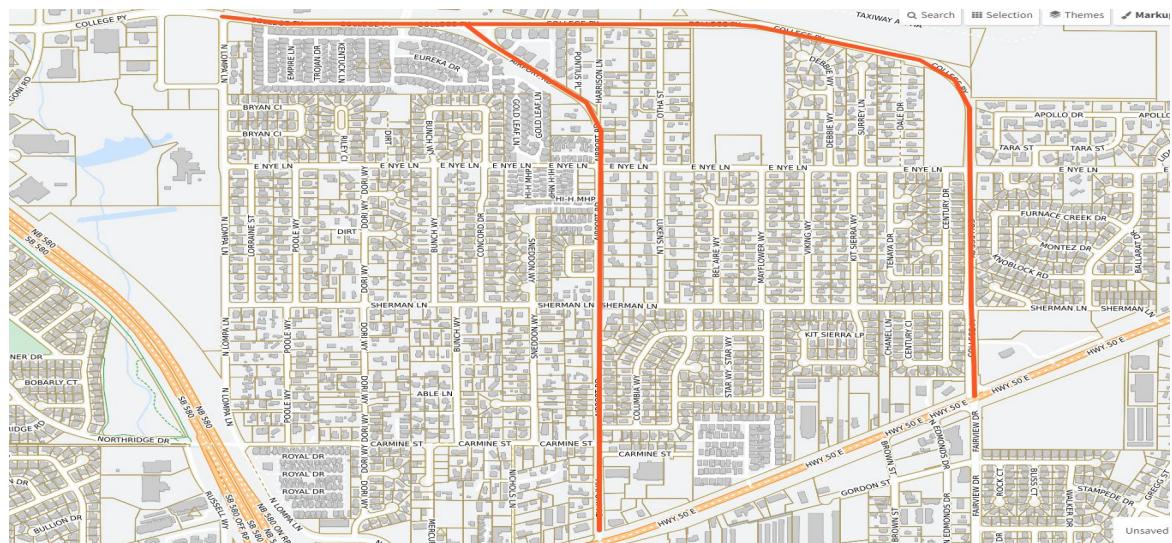
Staff evaluated several potential projects within District 1 to select a prioritized project. Several factors were evaluated in the process including pavement condition (PCI): proximity to the City's bus routes, roadway functional classification, potential funding sources, safety, ADA compliance, traffic volume, coordination with other planning documents, and coordination with other roadway utilities to achieve a “dig once” approach. Based on the evaluation, Airport Road and College Pkwy were selected. A chip seal was selected based on the existing cracking and PCI of the road.

### Project Status

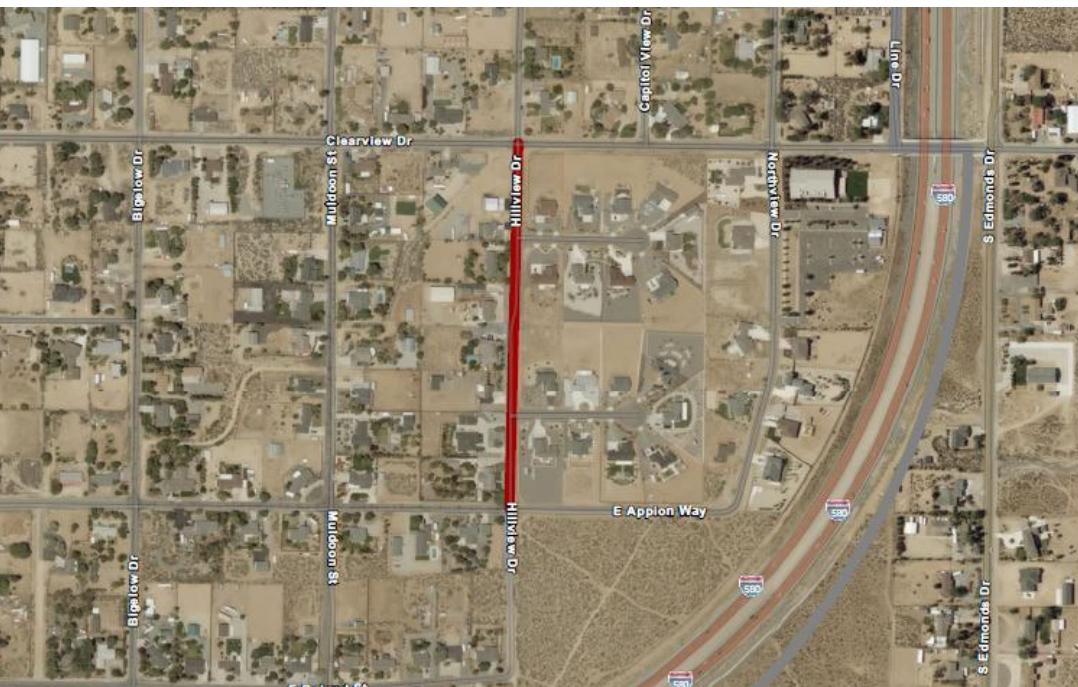
The 100% design will be submitted by the end of June 2025. Expect to advertise in July of 2025.

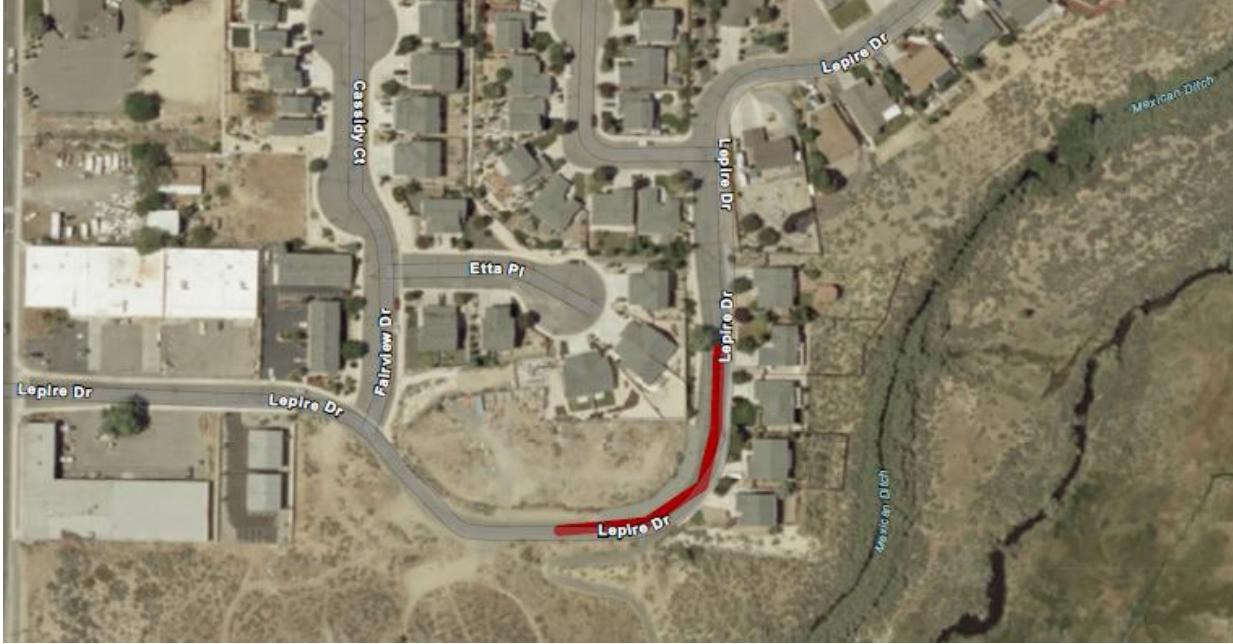
### Project Schedule

Phase	Start Date	Completion Date	Notice to Proceed Date
Design	Sep-23	Jul-25	N/A
Construction	Fall 2025	Winter 2025	TBD

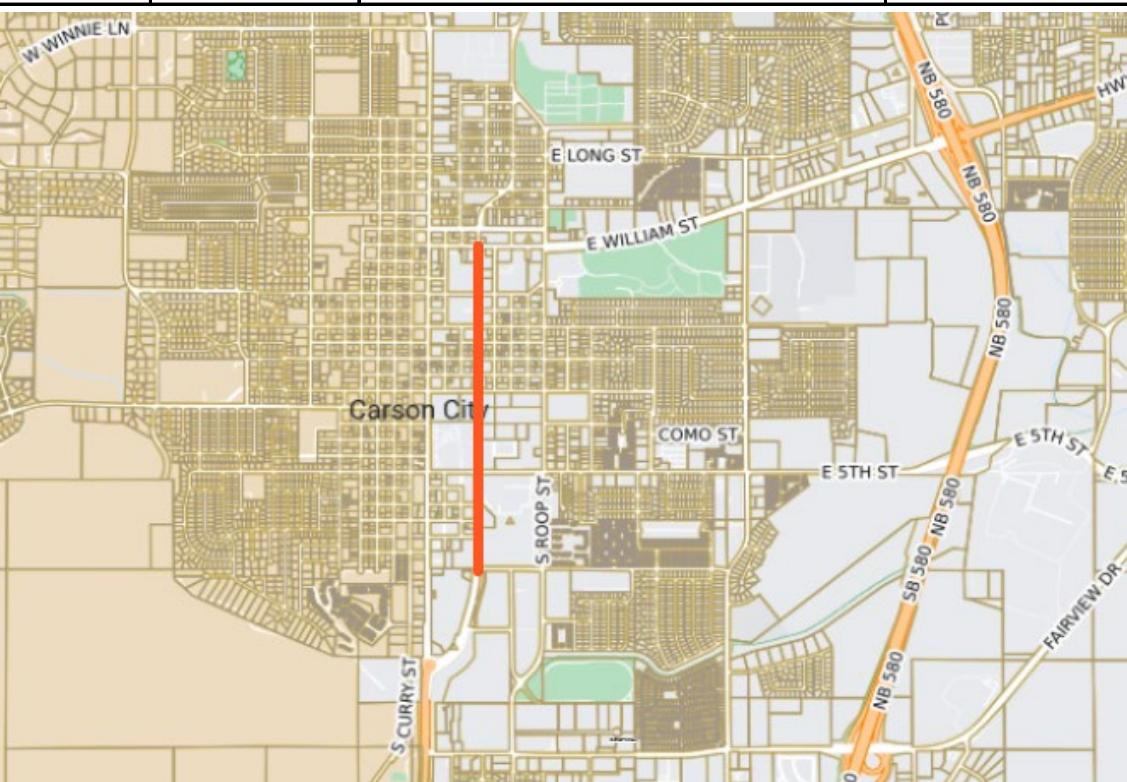


<b>Project Name:</b>	District 1 – Goni Road Rehabilitation Project					
<b>Project Number:</b>	P303524005					
<b>Department Lead:</b>	Public Works					
<b>Project Cost to Date</b>	\$105,862	<b>As of Date</b>	<b>Grant Funded</b>	<b>Total Budget</b>		
		June 4, 2025	No	\$3,115,000		
<b>ORG #</b>	<b>OBJ #</b>	<b>Account Description</b>	<b>Fiscal Year</b>	<b>Project Budget</b>		
2503035	507010	RT Fund	FY 24	\$3,115,000		
<b>Project Description</b>						
<b>Project Length</b>	0.6 miles of pavement rehabilitation		<b>TIP I.D.</b>	CC20240003		
Project includes milling and paving on Goni Rd from College Pkwy to Arrowhead with intersection modifications. Developer Contributions of \$27,300 are included in the project budget.						
<b>Project Justification</b>						
Staff evaluated several potential projects within District 1 to select a prioritized project. Several factors were evaluated in the process including pavement condition (PCI): proximity to the City's bus routes, roadway functional classification, potential funding sources, safety, ADA compliance, traffic volume, coordination with other planning documents, and coordination with other roadway utilities to achieve a “dig once” approach. Based on the evaluation, Goni Road was selected for funding. The project was approved by the RTC board in February of 2024.						
<b>Project Status</b>						
The 30% design is expected to enter review in October of 2025.						
<b>Project Schedule</b>						
<b>Phase</b>	<b>Start Date</b>	<b>Completion Date</b>	<b>Notice to Proceed Date</b>			
Design	Winter 2024	Summer 2026	N/A			
Construction	Mar-27	Dec-27	TBD			
						

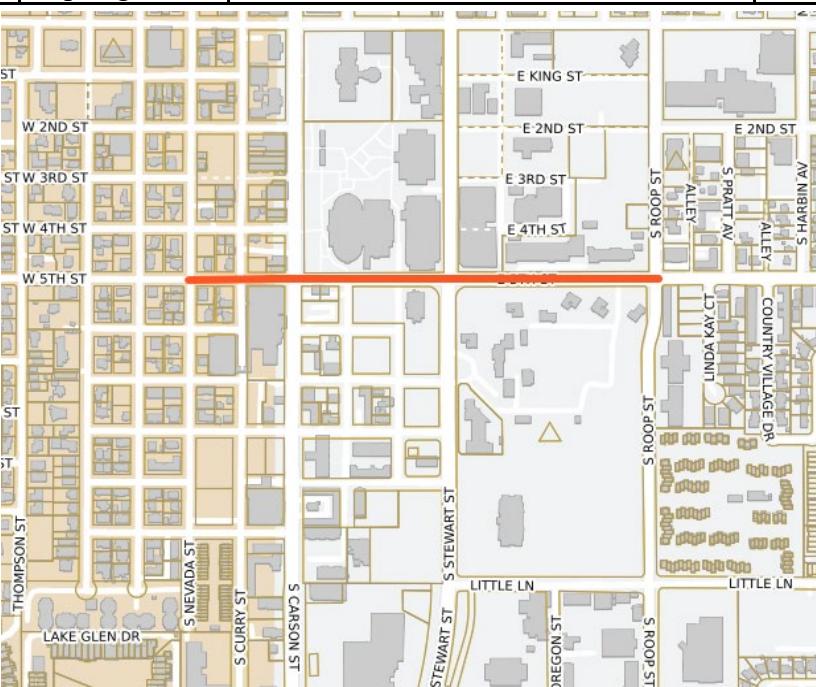
<b>Project Name:</b>	District Pavement Improvements - ARPA - Hillview Drive					
<b>Project Number:</b>	P303525009					
<b>Department Lead:</b>	Public Works					
<b>Project Cost to Date</b>	\$0	<b>As of Date</b>	<b>Grant Funded</b>	<b>Total Budget</b>		
		June 4, 2025	Yes	\$124,999		
<b>ORG #</b>	<b>OBJ #</b>	<b>Account Description</b>	<b>Fiscal Year</b>	<b>Project Budget</b>		
2750600	507010	ARPA	FY 25	\$99,999		
2503035	507010	RT Fund - Street Repairs	FY 25	\$25,000		
<b>Project Description</b>						
<b>Project Length</b>	0.25 miles of preservation		<b>TIP I.D.</b>	No		
<p>This pavement preservation project improves local roads using American Rescue Plan Act funds (ARPA) in Performance District 4. The project includes wide crack repair, crack sealing, and slurry seal of Hillview Drive between Appion way and Clearview Drive.</p>						
<b>Project Justification</b>						
<p>ARPA funds were allocated by the Board of Supervisors for local road improvements in all City Districts. Additional ARPA funds were allocated to Public Works in December of 2024. This project addresses pavement previously identified as part of pavement improvements in District 4 on Hillview Drive.</p>						
<b>Project Status</b>						
<p>Construction is expected to finish in mid June of 2025.</p>						
<b>Project Schedule</b>						
<b>Phase</b>	<b>Start Date</b>	<b>Completion Date</b>	<b>Notice to Proceed Date</b>			
Design	Sep-23	Sep-24	N/A			
Construction	May-25	Summer 2025	TBD			
						

<b>Project Name:</b>	District Pavement Improvements - ARPA - Lepire Drive						
<b>Project Number:</b>	P303525010						
<b>Department Lead:</b>	Public Works						
<b>Project Cost to Date</b>	\$217	<b>As of Date</b>	<b>Grant Funded</b>	<b>Total Budget</b>			
		June 4, 2025	Yes	\$104,999			
<b>ORG #</b>	<b>OBJ #</b>	<b>Account Description</b>	<b>Fiscal Year</b>	<b>Project Budget</b>			
2750600	507010	ARPA	FY 24	\$99,999			
2503035	507010	RT Fund - Street Repairs	FY 25	\$5,000			
<b>Project Description</b>							
<b>Project Length</b>	0.06 miles of rehabilitation			<b>TIP I.D.</b>			
This pavement preservation project improves local roads using American Rescue Plan Act funds (ARPA) in Performance District 3. The project includes pavement patching of 6500 square feet of Lepire Drive between Cassidy Court and Sundance Court.							
<b>Project Justification</b>							
ARPA funds were allocated by the Board of Supervisors for local road improvements in all City Districts. Additional ARPA funds were allocated to Public Works in December of 2024. This project addresses failing pavement in District 3 on Lepire Drive.							
<b>Project Status</b>							
Construction is expected to finish in June of 2025.							
<b>Project Schedule</b>							
<b>Phase</b>	<b>Start Date</b>	<b>Completion Date</b>	<b>Notice to Proceed Date</b>				
Design	Nov-24	Nov-24	N/A				
Construction	Spring 2025	Summer 2025	TBD				
							

<b>Project Name:</b>	District 2 – Little Lane Rehabilitation Project					
<b>Project Number:</b>	P303525001					
<b>Department Lead:</b>	Public Works					
<b>Project Cost to Date</b>	\$138,127	<b>As of Date</b>	<b>Grant Funded</b>	<b>Total Budget</b>		
		June 4, 2025	No	\$1,718,000		
<b>ORG #</b>	<b>OBJ #</b>	<b>Account Description</b>	<b>Fiscal Year</b>	<b>Project Budget</b>		
2503035	507010	RT Fund	FY 25	\$213,732		
2535005	507010	V & T Fund	FY 25	\$1,004,268		
2503035	507010	STBG	FY 26	\$500,000		
<b>Project Description</b>						
<b>Project Length</b>	0.25 miles of road rehab & 0.25 miles preservation		<b>TIP I.D.</b>	CC20240009		
This project will reconstruct and preserve pavement sections along Little Lane and will make the surface uniform with consistent striping between Roop Street and Saliman Road. The project also includes required ADA upgrades.						
<b>Project Justification</b>						
Staff evaluated several potential projects within District 2 to select a prioritized project. Several factors were evaluated in the process including: pavement condition (PCI), proximity to the City's bus routes, roadway functional classification, potential funding sources, safety, ADA compliance, traffic volume, and coordination with other planning documents. This project was identified as being a Major Rehabilitation/Reconstruction Project due to the deteriorating pavement condition and includes a combination of rehabilitation and pavement preservation treatments. This project will provide continuity in striping on a corridor that is currently inconsistent in application.						
<b>Project Status</b>						
The 90% design review was completed in May of 2025. The 100% design review is expected to take place in June of 2025.						
<b>Project Schedule</b>						
<b>Phase</b>	<b>Start Date</b>	<b>Completion Date</b>	<b>Notice to Proceed Date</b>			
Design	Oct-24	Aug-25	N/A			
Construction	Mar-26	Nov-26	TBD			
						

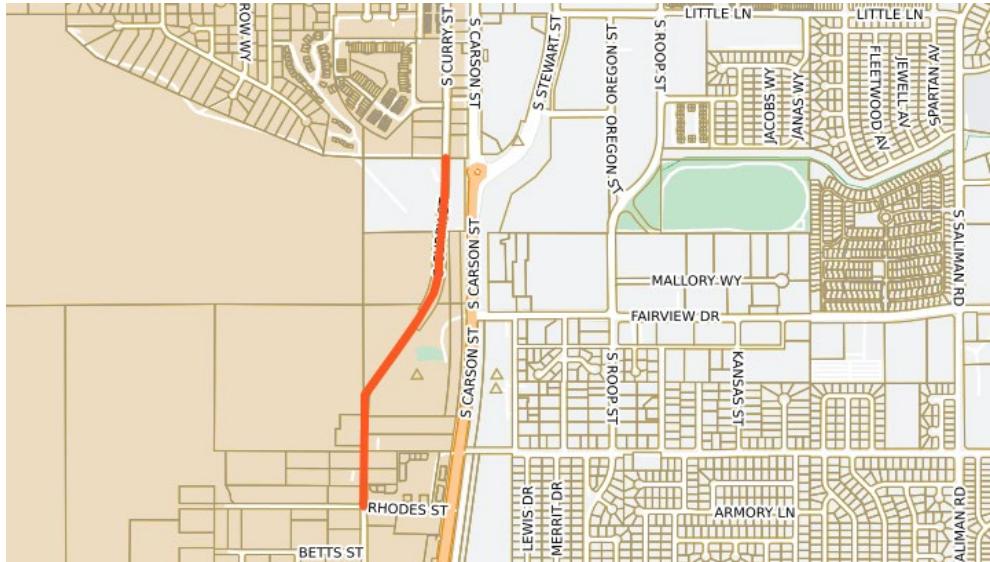
<b>Project Name:</b>	District 2 – Stewart Street Preservation Project					
<b>Project Number:</b>	P303525002					
<b>Department Lead:</b>	Public Works					
<b>Project Cost to Date</b>	\$45,872	<b>As of Date</b>	<b>Grant Funded</b>	<b>Total Budget</b>		
		June 4, 2025	Yes	\$700,000		
<b>ORG #</b>	<b>OBJ #</b>	<b>Account Description</b>	<b>Fiscal Year</b>	<b>Project Budget</b>		
2503035	507010	RT Fund	FY 25	\$700,000		
<b>Project Description</b>						
<b>Project Length</b>	0.9 mile pavement preservation.		<b>TIP I.D.</b>	No		
This is a pavement preservation project on Stewart Street between William Street and Little Lane. It includes pavement patching and slurry seal as well as pedestrian safety and signing and striping.						
<b>Project Justification</b>						
Staff evaluated several potential projects within District 2 to select a prioritized project. Several factors were evaluated in the process including: pavement condition (PCI), proximity to the City's bus routes, roadway functional classification, potential funding sources, safety, ADA compliance, traffic volume, and coordination with other planning documents. Completing a pavement preservation treatment will maintain existing satisfactory pavement condition and avoid rapid deterioration of this collector roadway.						
<b>Project Status</b>						
The 90% design review is underway.						
<b>Project Schedule</b>						
<b>Phase</b>	<b>Start Date</b>	<b>Completion Date</b>	<b>Notice to Proceed Date</b>			
Design	Dec-24	Aug-25	N/A			
Construction	Mar-26	Jul-26	N/A			
						

<b>Project Name:</b>	District 2 – Fairview Drive Preservation Project						
<b>Project Number:</b>	P303525003						
<b>Department Lead:</b>	Public Works						
<b>Project Cost to Date</b>	\$9,443	<b>As of Date</b>	<b>Grant Funded</b>	<b>Total Budget</b>			
		June 4, 2025	Yes	\$506,000			
<b>ORG #</b>	<b>OBJ #</b>	<b>Account Description</b>	<b>Fiscal Year</b>	<b>Project Budget</b>			
2503035	507010	RT Fund	FY 25	\$483,000			
5103205	507010	Wastewater Utility Fund	FY 25	\$23,000			
<b>Project Description</b>							
<b>Project Length</b>	0.9 mile pavement preservation.			<b>TIP I.D.</b> No			
This is a pavement preservation project that will slurry seal Fairview Drive between Roop Street and the southbound ramps of the I-580 Interchange. Project to include striping, traffic loops, and adjustments to manholes.							
<b>Project Justification</b>							
Staff evaluated several potential projects within District 2 to select a prioritized project. Several factors were evaluated in the process including: pavement condition (PCI), proximity to the City's bus routes, roadway functional classification, potential funding sources, safety, ADA compliance, traffic volume, and coordination with other planning documents. Completing a pavement preservation treatment will maintain existing satisfactory pavement condition and avoid rapid deterioration of this collector roadway.							
<b>Project Status</b>							
The 100% design review is complete. Project expected to advertise in June of 2025.							
<b>Project Schedule</b>							
<b>Phase</b>	<b>Start Date</b>	<b>Completion Date</b>	<b>Notice to Proceed Date</b>				
Design	Nov-24	Jun-25	N/A				
Construction	Sep-25	Jun-26	N/A				
							

<b>Project Name:</b>	District 2 – 5th Street Rehabilitation Project					
<b>Project Number:</b>	P303525004					
<b>Department Lead:</b>	Public Works					
<b>Project Cost to Date</b>	\$160,372	<b>As of Date</b>	<b>Grant Funded</b>	<b>Total Budget</b>		
		June 4, 2025	Yes	\$2,471,000		
<b>ORG #</b>	<b>OBJ #</b>	<b>Account Description</b>	<b>Fiscal Year</b>	<b>Project Budget</b>		
2503035	507010	RT Fund	FY 25	\$1,083,000		
5103205	507010	Wastewater Utility Fund	FY 25	\$1,388,000		
<b>Project Description</b>						
<b>Project Length</b>	0.42 miles of pavement rehabilitation		<b>TIP I.D.</b>	No		
The project scope includes replacement of sewer line under 5th Street near the intersection with Carson Street and rehabilitation of roadway surface between Carson Street and Roop Street. Project will include striping, required ADA improvements, and traffic loops.						
<b>Project Justification</b>						
Staff evaluated several potential projects within District 2 to select a prioritized project. Several factors were evaluated in the process including: pavement condition (PCI), proximity to the City's bus routes, roadway functional classification, potential funding sources, safety, ADA compliance, traffic volume, and coordination with other planning documents. It was identified as being a Major Rehabilitation/Reconstruction Project due to the deteriorating pavement condition and includes sewer work.						
<b>Project Status</b>						
The 90% review was completed in May. The 100% review is expected to be in August of 2025.						
<b>Project Schedule</b>						
<b>Phase</b>	<b>Start Date</b>	<b>Completion Date</b>	<b>Notice to Proceed Date</b>			
Design	Oct-24	Aug-25	N/A			
Construction	Spring 2026	Winter 2026	N/A			
						

<b>Project Name:</b>	North Lompa Multi-Use Path Extension Project			
<b>Project Number:</b>	P303525006			
<b>Department Lead:</b>	Public Works			
<b>Project Cost to Date</b>	\$20,389	<b>As of Date</b>	<b>Grant Funded</b>	<b>Total Budget</b>
		June 4, 2025	Yes	\$871,250
<b>ORG #</b>	<b>OBJ #</b>	<b>Account Description</b>	<b>Fiscal Year</b>	<b>Project Budget</b>
2503035	431010	Federal Grants (TAP)	FY 25	\$766,000
2503035	507010	RT Fund	FY 25	\$105,250
<b>Project Description</b>				
<b>Project Length</b>	0.29 miles of multi-use path construction.			<b>TIP I.D.</b> C20220011
<p>This project will construct a multi-use path and widen sidewalks along US 50. This 1150' section of multi-use path will connect existing multi-use path terminus at Lompa Lane / Modoc Court intersection to US 50. The existing US 50 sidewalk will be widened between the new path terminus at US 50 near the I-580 northbound off-ramp and Lompa Lane.</p>				
<b>Project Justification</b>				
<p>This project is in line with the City's Unified Pathways Master Plan and goals from the CAMPO 2050 Regional Transportation Plan. The project is primarily funded through a competitive TAP grant, awarded by NDOT.</p>				
<b>Project Status</b>				
<p>The 60% design review began in May of 2025. The 90% review is in October of 2025.</p>				
<b>Project Schedule</b>				
<b>Phase</b>	<b>Start Date</b>	<b>Completion Date</b>	<b>Notice to Proceed Date</b>	
Design	Sep-24	Nov-25	8/27/2024	
Construction	Mar-26	Oct-26	N/A	



<b>Project Name:</b>	Curry Street Complete Streets Project					
<b>Project Number:</b>	P303525007					
<b>Department Lead:</b>	Public Works					
<b>Project Cost to Date</b>	\$5,223	<b>As of Date</b>	<b>Grant Funded</b>	<b>Total Budget</b>		
		June 4, 2025	Yes	\$4,791,442		
<b>ORG #</b>	<b>OBJ #</b>	<b>Account Description</b>	<b>Fiscal Year</b>	<b>Project Budget</b>		
2503082	431010	Federally Directed Spending	25	\$2,600,000		
2503035	507010	RT Fund	25	\$212,801		
2503035	507010	STBG	25	\$1,978,641		
<b>Project Description</b>						
<b>Project Length</b>	0.63 miles of complete street enhancements		<b>TIP I.D.</b>	CC2023004		
<p>The Curry Street Complete Street Improvement Project aims to widen and reconstruct the road to include bike lanes, provide new pedestrian connections, enhance street lighting, and providing additional stormwater infrastructure crucial for preventing flooding and preserving the natural environment between Rhodes Street and the northern edge of the USFS parcel, APN 00306309. Carson City has received congressionally designated funding for the purpose of this project and is planning to add Surface Transportation Block Grant (STBG) funding as well.</p>						
<b>Project Justification</b>						
<p>Curry Street includes bike and pedestrian facilities to the south and north of the project area. In the project area curry street has horizontal and vertical curves, and access to a minor trailhead. In order to better serve all users of Curry Street in this area, to provide connectivity for existing facilities, and to promote safety at this high speed, low sight-distance location, geometric changes are necessary. Carson City has received congressionally designated funding for the purpose of improving safety and connectivity through complete street elements on Curry Street at this location.</p>						
<b>Project Status</b>						
<p>Staff expect NDOT to issue NTP for design in June of 2025. Design will begin upon receipt of NTP.</p>						
<b>Project Schedule</b>						
Phase	Start Date	Completion Date	Notice to Proceed Date			
Design	Spring 2025	Summer 2026	TBD			
Construction	Fall 2026	Fall 2027	TBD			
						

<b>Project Name:</b>	JAC Transit Stop Lighting Project					
<b>Project Number:</b>	P302625001					
<b>Department Lead:</b>	Public Works					
<b>Project Cost to Date</b>	\$1,853	<b>As of Date</b>	<b>Grant Funded</b>	<b>Total Budget</b>		
		June 4, 2025	Yes	\$354,468		
<b>ORG #</b>	<b>OBJ #</b>	<b>Account Description</b>	<b>Fiscal Year</b>	<b>Project Budget</b>		
2253026	507712	FTA Grant NV-2022-003	25	\$244,817		
2253026	507712	FTA Grant NV-2020-007	25	\$48,447		
2250091	507712	Facility Upgrade Match	25	\$61,204		
<b>Project Description</b>						
<b>Project Length</b>	City wide		<b>TIP I.D.</b>	N/A		
This project will replace bus stop signs at transit stops across the city and provide lighting at selected transit stops across the city.						
<b>Project Justification</b>						
This project will utilize FTA grant dollars to improve, repair, and enhance transit stops across Carson City, and improve the rider experience.						
<b>Project Status</b>						
In-house design is underway.						
<b>Project Schedule</b>						
Phase	Start Date	Completion Date	Notice to Proceed Date			
Design	May-25	Nov-25	N/A			
Construction	Mar-26	Aug-26	TBD			

# City Wide

<b>Project Name:</b>	Ash Canyon Road and Trailhead Project						
<b>Project Number:</b>	P303525011						
<b>Department Lead:</b>	Public Works						
<b>Project Cost to Date</b>	\$1,628	<b>As of Date</b>	<b>Grant Funded</b>	<b>Total Budget</b>			
		June 4, 2025	Yes	\$445,000			
<b>ORG #</b>	<b>OBJ #</b>	<b>Account Description</b>	<b>Fiscal Year</b>	<b>Project Budget</b>			
2503035	507010	RT Fund	25	\$35,000			
2503035	507010	RT Fund	26	\$150,000			
5053705	507010	Stormwater Drainage Fund	26	\$200,000			
2545047	507010	Quality of Life - Open Space	26	\$60,000			
<b>Project Description</b>							
<b>Project Length</b>	Trailhead & 0.38 miles of reconstruction			<b>TIP I.D.</b> CC20220009			
Project will remove existing roadway surface and replace with asphalt roadway from edge of existing pavement near Wellington Way to the western edge of parcel 007-610-02, and will construct a trailhead parking lot in parcel 007-101-55. This project will be mostly funded by a Federal Lands Access Program (FLAP) Grant and will be designed and contracted by Central Federal Lands (CFL).							
<b>Project Justification</b>							
This project was developed in cooperation with Carson City Parks, Recreation, and Open Space (PROS) to address parking, stormwater, and land access concerns in the vicinity of Ash Canyon Road. The RTC was awarded funding in November of 2024 for a tentative amount of \$5,390,000 plus a local match of \$410,000. Local match is paid from the Regional Transportation Fund, Stormwater Drainage fund, and the Quality of Life - Open Space Fund, all in Fiscal Year 26. This project will pave the road section that currently has a road surface of asphalt grindings, address stormwater deficiencies, and build a designated trailhead.							
<b>Project Status</b>							
Staff is working with CFL to finalize the scope of the project. An in person scoping meeting was held on April 8, 2025.							
<b>Project Schedule</b>							
Phase	Start Date	Completion Date	Notice to Proceed Date				
Design	Aug-25	Nov-26	TBD				
Construction	Mar-27	Dec-27	TBD				
