

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

Day: Wednesday
Date: December 10, 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 and by clicking on “In progress” next to the meeting date, or by tuning in to cable channel 191. Livestream of the meeting is provided solely as a courtesy and convenience to the public. Carson City does not give any assurance or guarantee that the livestream or cable channel access will be reliable. Although all reasonable efforts will be made to provide livestream, unanticipated technical difficulties beyond the control of City staff may delay, interrupt, or render unavailable continuous livestream capability.

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

1. Call to Order - 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 - November 12, 2025

4.A Minutes for November 12, 2025
[Click Here for Staff Report](#)

5. Public Meeting Item(s):

5.A For Possible Action – Discussion and possible action regarding: (1) a determination that Sierra Nevada Construction ("SNC") is the lowest responsive and responsible

bidder pursuant to Nevada Revised Statutes (“NRS”) Chapter 338 and whether to award Contract No. 26300143 ("Contract") for the District 2 - Stewart Street Preservation Project (“Stewart Project”) and the District 2 - Fairview Drive Preservation Project (“Fairview Project”) to SNC for a total amount of \$1,184,007; and (2) authorization for the Public Works Director to approve a 7 percent contingency amount of \$82,880 for a total not-to-exceed amount of \$1,266,887. (Casey Sylvester, Transportation/Traffic Engineer)

[Click Here for Staff Report](#)

- 5.B For Possible Action – Discussion and possible action regarding recommendations and potential approval of the proposed Carson City Safe Routes to School Action Plan (“Plan”), which includes updating the current Carson City Safe Routes to School Master Plan to include additional schools, revising the recommended listing of projects, ensuring compliance with Federal Safety Action Plan requirements, and various other revisions. (Chris Martinovich, Transportation Manager)

[Click Here for Staff Report](#)

- 5.C For Possible Action – Discussion and possible action regarding (1) acceptance of the Jump Around Carson (“JAC”) Fiscal Year (“FY”) 2024 & 2025 Monitoring Report (“Report”), and (2) potential recommendations for the JAC Transit Development and Coordinated Human Services Plan (“TDCHSP”) which may include discussion on transit operations, service area, funding, and other matters related to the JAC transit system. (Chris Martinovich, Transportation Manager; Marcus Myers, Transit Coordinator)

[Click Here for Staff Report](#)

6. Non-Action Items:

- 6.A Transportation Manager's Report (Chris Martinovich, Transportation Manager)

[Click Here for Staff Report](#)

- 6.B October Street Operations and Control Systems Reports (Chris Martinovich, Transportation Manager)

[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. (Chris Martinovich, Transportation Manager)

[Click Here for Staff Report](#)

7. Public Comment:**

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

8. For Possible Action: To Adjourn

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, 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, or by calling Christopher Martinovich at (775) 887-2355 at least 24 hours in advance of the meeting.

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

This 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

<https://notice.nv.gov>



STAFF REPORT

Report To: _____ **Meeting Date:** December 10, 2025

Staff Contact: _____

Agenda Title: Minutes for November 12, 2025

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

Proposed Motion

I move to approve the minutes, as presented.

Board's Strategic Goal

Previous Action

Background/Issues & Analysis

Applicable Statute, Code, Policy, Rule or Regulation

Financial Information

Is there a fiscal impact? No

If yes, account name/number:

Is it currently budgeted? No

Explanation of Fiscal Impact:

Alternatives

Attachment(s):

[11-12-2025 Minutes \(RTC\).pdf](#)

Motion: _____	1) _____	Aye/Nay
	2) _____	_____

(Vote Recorded By)

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

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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 November 12, 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: Rick Cooley, Deputy Public Works Director
Chris Martinovich, Transportation Manager
Lucas Burr, Deputy District Attorney
Kelly Norman, Senior Transportation Planner/Analyst
Casey Sylvester, Transportation/Traffic Engineer
Jared Cragun, Transportation Planner/Analyst
Scott Bohemier, Transportation Planner
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)

(5:45:21) – Chairperson Bagwell called the meeting to order at 5:45 p.m.

2. ROLL CALL

(5:45:28) – Roll was called, and a quorum was present.

3. PUBLIC COMMENT

(5:45:45) – Chairperson Bagwell entertained public comments. Mark Costa spoke about utilizing new technologies and products for road preservation projects. He also recommended the use of drones, especially for small projects such as filling potholes.

4. FOR POSSIBLE ACTION: APPROVAL OF MINUTES – SEPTEMBER 10, 2025

(5:48:20) – Chairperson Bagwell introduced the item and entertained corrections or a motion.

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(5:48:45) – Vice Chair Schuette moved to approve the minutes of the September 10, 2025, RTC meeting as presented. The motion was seconded by Commissioner Novak and carried 5-0-0.

5. PUBLIC MEETING ITEM(S):

5-A FOR DISCUSSION ONLY – DISCUSSION AND PRESENTATION REGARDING THE CARSON CITY PUBLIC WORKS DEPARTMENT ("PUBLIC WORKS") TREE OPERATION SERVICES, INCLUDING A SUMMARY OF THE CAPABILITIES OF PUBLIC WORKS STAFF TO PERFORM TREE TRIMMING AND REMOVAL, AND HOW PUBLIC WORKS STAFF IDENTIFY AND MONITOR TREES FOR TRIMMING, REMOVAL, OR REPLACEMENT WITHIN THE PUBLIC RIGHT-OF-WAY.

(5:49:10) – Chairperson Bagwell introduced the item. Justin Tiearney, Street Operations Manager, gave background, noting that four members of his team were responsible for the management and care of about 6,800 trees in Carson City, at an annual budget of \$50,000. Their responsibilities included trimming, removing, and replacing City-owned trees, using a software program called Treekeeper. Mr. Tiearney also reviewed a PowerPoint presentation, incorporated into the record, gave examples of the City's tree pruning program, and discussed the removal or replacement process of damaged trees. He informed Commissioner Maloney that the public should contact the Public Works Department to report tree issues, such as damaged or hollowed trees. There were no public comments. This item was not agendaized for action.

5.B FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION REGARDING PURCHASE AUTHORITY FOR TWO TRANSIT VEHICLES FOR THE JUMP AROUND CARSON ("JAC") TRANSIT SYSTEM, IN THE AMOUNT OF \$627,349 PER VEHICLE FOR A TOTAL AMOUNT OF \$1,254,698 FROM GILLIG, LLC ("GILLIG"), UTILIZING THE COOPERATIVE PURCHASING AGREEMENT FOR TRANSIT BUSES, CONTRACT NO. 06719 ("CONTRACT") BETWEEN THE DEPARTMENT OF ENTERPRISE SERVICES, A WASHINGTON STATE GOVERNMENTAL AGENCY ("DES"), AND THE CARSON CITY REGIONAL TRANSPORTATION COMMISSION ("RTC"), AND AUTHORIZATION FOR THE TRANSPORTATION MANAGER TO APPROVE EXPENDITURE OF A 10% CONTINGENCY EQUALING \$125,470 TO ACCOUNT FOR POSSIBLE CHANGES IN COST RESULTING FROM AVAILABLE TECHNOLOGY OPTIONS AND INCREASED COSTS RESULTING FROM TARIFFS ON MATERIALS REQUIRED FOR THE VEHICLES, FOR A TOTAL NOT-TO EXCEED PURCHASE AUTHORITY AMOUNT OF \$1,380,168.

(6:08:25) – Chair Bagwell introduced the item. Mr. Myers reviewed the Staff Report, which is incorporated into the record, and explained that the buses had been identified by the Transit Asset Management Plan as being high priority for replacement. He also responded to clarifying questions. He explained that the orders had a 20-month wait time; however, once ordered, it would take 10 days to complete the orders. There were no public comments. Chair Bagwell entertained a motion.

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(6:10:25) – Commissioner Dodson moved to authorize the purchase authority, as presented, and authorize the Transportation Manager to approve expenditure of the 10 percent contingency, if needed. The motion was seconded by Commissioner Novak and carried 5-0-0.

5.C FOR POSSIBLE ACTION - DISCUSSION AND POSSIBLE ACTION REGARDING A PROPOSED CONTRACT NO. 26300220 (“CONTRACT”) FOR ATKINSREALIS, INC. (“ATKINS”) TO PROVIDE DESIGN SERVICES FOR THE DISTRICT 3 – BUTTI WAY PRESERVATION PROJECT (“BUTTI PROJECT”) AND THE DISTRICT 3 – FAIRVIEW DRIVE PRESERVATION PROJECT (“FAIRVIEW PROJECT”), FOR A TOTAL NOT-TO-EXCEED AMOUNT OF \$381,926.

(6:10:55) – Chair Bagwell introduced the item. Commissioner Dodson read into the record a prepared disclosure statement, advised of a disqualifying conflict of interest, and stated that he would not participate in discussion and action. Mr. Sylvester reviewed the Staff Report, incorporated into the record, and responded to clarifying questions. He explained that the Butti Project would begin design in November 2025 and would reach the 100 percent design review in March of 2026, with construction advertisement planned for April 2026. He also stated that the Fairview Project design was scheduled to begin in November 2025 and would reach 100 percent design in November 2026, with construction advertisement planned for December 2026. The Chair looked forward to seeing the new designs and encouraged following new technologies. There were no public comments. Chair Bagwell entertained a motion.

(6:16:25) – Commissioner Novak moved to approve the Contract as presented. The motion was seconded by Commissioner Maloney and carried 4-0-1, with Commissioner Dodson abstaining, per his disclosure statement.

5.D FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION REGARDING (1) A FEDERAL LANDS ACCESS PROGRAM PROJECT MEMORANDUM OF AGREEMENT (“MOA”) WITH THE FEDERAL HIGHWAY ADMINISTRATION, CENTRAL FEDERAL LANDS HIGHWAY DIVISION (“CFLHD”) FOR THE ASH CANYON ROAD AND TRAILHEAD PROJECT (“PROJECT”), AND (2) AUTHORITY FOR THE TRANSPORTATION MANAGER TO SIGN THE MOA.

(6:16:40) – Chairperson Bagwell introduced the item. Mr. Sylvester gave background, reviewed the Staff Report and Supporting documentation, and responded to clarifying questions. He informed Chair Bagwell that the Central Federal Lands Highway Division would be responsible for the “heavy lifting” of the project and that the additional \$1 million received was to account for higher fuel costs and other inflationary expenditures, without expanding the project scope. There were no public comments. Chair Bagwell entertained a motion.

(6:19:01) – Vice Chair Schuette moved to approve the MOA as presented and to authorize the Transportation Manager to execute the MOA. The motion was seconded by Commissioner Maloney and carried 5-0-0.

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5.E FOR POSSIBLE ACTION – DISCUSSION AND POSSIBLE ACTION REGARDING THE DEVELOPMENT OF A CARSON CITY ACCESS MANAGEMENT PLAN (“PLAN”) WHICH INCLUDES RECOMMENDED UPDATES TO EXISTING ACCESS MANAGEMENT POLICIES, STANDARDS, AND RESOURCES, AS WELL AS RECOMMENDATIONS FOR IMPLEMENTATION OF THE PROPOSED PLAN.

(6:19:25) – Chair Bagwell introduced the item. Mr. Sylvester gave background and defined access management as the management of vehicle access points to properties along a roadway. He also reviewed a PowerPoint presentation, incorporated into the record, and responded to clarifying questions and explained that “every parcel deserves access,” and that “when it’s possible, access comes from a lower classification road.” Discussion ensued about the connectivity of roads, and Mr. Sylvester noted it was more beneficial to have “vehicles with many places to go.” Mr. Martinovich noted that Staff were looking for direction on what elements to incorporate in the CCMC and what are some of the best practices are to be followed. It was agreed not to use the word “Plan” and substitute it with “development of the Plan” at the request of Chair Bagwell. There were no public comments. Chair Bagwell entertained a motion.

(6:42:22) – Commissioner Novak moved to approve the recommendations for the development of the Plan, as presented. The motion was seconded by Commissioner Maloney and carried 5-0-0.

6. NON-ACTION ITEMS

6-A TRANSPORTATION MANAGER’S REPORT

(6:42:45) – Mr. Martinovich stated that the construction on William Street was continuing and encouraged everyone to pay attention to the closures and changes. He also noted that after the closures of Roop and Stewart Streets, Saliman Road would follow.

6-B STREET OPERATIONS AND CONTROL SYSTEMS REPORTS

(6:45:21) – Mr. Martinovich referenced the August and September 2025 Street Operations Reports, incorporated into the record, and highlighted the “tree section” of the report. Chair Bagwell praised the work order section of the report and noted the workload carried by the Operations staff.

6-C OTHER COMMENTS AND REPORTS

(6:47:50) – Mr. Martinovich referenced the Fuel Tax Report, incorporated into the record, and highlighted the diesel and gasoline sales increases. He also referenced the Project Status Report, incorporated into the record, and offered to respond to Commissioners’ questions.

7. PUBLIC COMMENT

(6:48:35) – Chair Bagwell entertained final public comments; however, none were forthcoming.

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8. FOR POSSIBLE ACTION: TO ADJOURN

(6:49:28) – Chairperson Bagwell adjourned the meeting at 6:49 p.m.

The Minutes of the November 12, 2025, Carson City Regional Transportation Commission meeting are so approved on this 10th day of December, 2025.



STAFF REPORT

Report To: Regional Transportation Commission **Meeting Date:** December 10, 2025

Staff Contact: Darren Schulz, Public Works Director

Agenda Title: For Possible Action – Discussion and possible action regarding: (1) a determination that Sierra Nevada Construction ("SNC") is the lowest responsive and responsible bidder pursuant to Nevada Revised Statutes ("NRS") Chapter 338 and whether to award Contract No. 26300143 ("Contract") for the District 2 - Stewart Street Preservation Project ("Stewart Project") and the District 2 - Fairview Drive Preservation Project ("Fairview Project") to SNC for a total amount of \$1,184,007; and (2) authorization for the Public Works Director to approve a 7 percent contingency amount of \$82,880 for a total not-to-exceed amount of \$1,266,887. (Casey Sylvester, Transportation/Traffic Engineer)

Agenda Action: Formal Action / Motion **Time Requested:** 5 minutes

Proposed Motion

I move to award the Contract as presented and to authorize the Public Works Director to approve expenditure of the contingency, if needed.

Board's Strategic Goal

N/A

Previous Action

June 12, 2024 (Item 5.A) – The Regional Transportation Commission ("RTC") approved the recommended District 2 projects, which included the Stewart Project and the Fairview Project.

Background/Issues & Analysis

The Stewart Project is a preservation project located in Performance District 2 and includes American with Disabilities Act improvements and installation of a Rectangular Rapid Flashing Beacon ("RRFB") at the intersection with 7th Street, along with pavement patching and surface treatment of Stewart Street from Little Lane to William Street. The Fairview Project is a preservation project located in Performance District 2 and consists of patching and surface treatment of Fairview Drive from Roop Street to the southbound ramps of I-580.

This Contract is for all labor, materials, tools, and equipment necessary for improvements, which consists of pavement patching, type 3 modified slurry seal, related signing and striping, constructing an RRFB, and crosswalk enhancements. The combined engineer's estimate for the Stewart Project and Fairview Project was \$933,260. The bid submitted by SNC is for \$1,184,007. The project has a contingency of 7 percent, or \$82,880, for a total not-to-exceed amount of \$1,266,887. Additional funding for the Contract is being transferred from the District 1 Goni Road Project, which is not planned

for construction until fiscal year (“FY”) 2027. Additional funding for the District 1 Goni Road Project will be budgeted during the FY 2027 budget cycle.

A bid opening was held at 2:30 p.m. on November 6, 2025, via online Cisco Webex bid opening. One bid was received. Present during the bid opening were: representatives from SNC, Matt Bradley and Carol Akers from Carson City.

Staff recommended award to SNC as the lowest responsive and responsible bidder pursuant to NRS Chapter 338.

Contractor	Base Bid
Sierra Nevada Construction	\$ 1,184,007.00

Applicable Statute, Code, Policy, Rule or Regulation
NRS Chapter 338; NRS 277A.270

Financial Information
Is there a fiscal impact? Yes

If yes, account name/number: Regional Transportation fund, Capital Improvements account / 2503035-507010, Project # P303525002 – District 2 Stewart Street Preservation Project.

Regional Transportation fund, Capital Improvements account / 2503035-507010; and Wastewater Utility fund, Capital Improvements account / 5103205-507010, Project # P303525003 – District 2 Fairview Drive Preservation Project.

Is it currently budgeted? Yes

Explanation of Fiscal Impact: If approved, the Regional Transportation fund, Capital Improvements account / 2503035-507010, will have an available budget of \$1,322,430 after FY26 first round augmentations, will be reduced by \$1,244,428; and the Wastewater Utility fund, Capital Improvements account / 5103205-507010, with a current available budget of \$22,459, will be reduced by \$22,459.

Alternatives
Do not approve the Contract and provide an alternate direction to staff.

Attachment(s):
[5A_RTC_Exhibit 1 - Contract 263000143.pdf](#)
[5A_RTC_Exhibit 2 - Contract 263000143 Bid Tabulation.pdf](#)

Motion: _____	1) _____	Aye/Nay
	2) _____	_____

(Vote Recorded By)

CONSTRUCTION INDEPENDENT CONTRACTOR AGREEMENT**Contract No: 26300143****Title: D2 Stewart St. & Fairview Dr. Pavement Preservation**

THIS CONTRACT made and entered into this 10th day of December 2025, by and between the Regional Transportation Commission for Carson City, hereinafter referred to as "**CITY**", and Sierra Nevada Construction, Inc., hereinafter referred to as "**CONTRACTOR**".

WITNESSETH:

WHEREAS, the Purchasing and Contracts Administrator for **CITY** is authorized pursuant to Nevada Revised Statutes (hereinafter referred to as "NRS") 338 and Carson City Purchasing Resolution #1990-R71, to approve and accept this Contract as set forth in and by the following provisions; and

WHEREAS, this Contract involves a "public work," which pursuant to NRS 338.010(18) means any project for the new construction, repair or reconstruction of an applicable project financed in whole or in part from public money; and

WHEREAS, **CONTRACTOR'S** compensation under this agreement (does) (does not X) utilize in whole or in part money derived from one or more federal grant funding source(s); and

WHEREAS, it is deemed necessary that the services of **CONTRACTOR** for **CONTRACT No. 26300143**, titled **D2 Stewart St. & Fairview Dr. Pavement Preservation** (hereinafter referred to as "Contract") are both necessary and in the best interest of **CITY**; and

NOW, THEREFORE, in consideration of the aforesaid premises, and the following terms, conditions and other valuable consideration, the parties mutually agree as follows:

1. REQUIRED APPROVAL:

This Contract shall not become effective until and unless approved by the Carson City Regional Transportation Commission.

2. SCOPE OF WORK (Incorporated Contract Documents):

2.1 The parties agree that the Scope of Work will be specifically described and hereinafter referred to as the "WORK." This Contract incorporates the following attachments, and a **CONTRACTOR'S** attachment shall not contradict or supersede any **CITY** specifications and/or terms or conditions without written evidence of mutual assent to such change appearing in this Contract:

2.1.1 **CONTRACTOR** agrees that the Contract Documents for Bid No.26300143 including, but not limited to, the Notice to Contractors, Project Coordination, Instructions to Bidders, Contract Award Information, General Conditions, Special Conditions, Technical Specification, Prevailing Wages, Contract Drawings, and Addenda, if any, are intended to be complete and complementary and are intended to describe a complete WORK. These documents are incorporated herein by reference and made a part of this Contract. All of these documents can be viewed through the Carson City Website <http://www.carson.org/bids>.

2.1.2 **CONTRACTOR** additionally agrees **CONTRACTOR'S** Bid Bond, Bid Proposal, Proposal Summary, Executed Contract, Performance Bond, Labor and Material Bond, Certificate of Eligibility, Insurance Certificates, Permits, Notice of Award, Notice to Proceed and Executed Change Orders, hereinafter all referred to as **Exhibit A**, are incorporated herein and made a part of this Contract.

For P&C Use Only
CCBL expires _____
NVCL expires _____
GL expires _____
AL expires _____
WC expires _____

CONSTRUCTION INDEPENDENT CONTRACTOR AGREEMENT

Contract No: 26300143

Title: D2 Stewart St. & Fairview Dr. Pavement Preservation

3. CONTRACT TERM AND LIQUIDATED DAMAGES:

3.1 **CONTRACTOR** agrees to complete the WORK on or before the date specified in the Notice to Proceed or any executed Change Orders to the entire satisfaction of **CITY** before final payment is made, unless sooner termination by either party as specified in **Section 6** (CONTRACT TERMINATION) and the General Conditions, Section GC 3.18.

3.2 Pursuant to the provisions under Time for Completion and Liquidated Damages in the Contract Documents of said Specifications, **CONTRACTOR** will complete the WORK within the Contract time. Since **CITY** and **CONTRACTOR** agree it is difficult to ascertain the actual amount of damages incurred due to delay of the Project, it is agreed that **CITY** will be paid the liquidated damages as specified in the Contract Special Conditions for each and every calendar day of delay in the completion of the WORK, in addition to any direct charges incurred by **CITY** as a result of delay of the Project, including engineering fees and additional damages due to late construction. **CITY** also reserves the right to deduct any amounts due **CITY** from any monies earned by **CONTRACTOR** under this Contract.

3.3 That in the performance of this Contract, **CONTRACTOR** and any subcontractors, as employers, shall pay 1 ½ times an employee's regular wage rate whenever an employee who received compensation for employment at a rate less than 1 ½ time the minimum wage who works more than forty (40) hours in any scheduled work week, more than eight (8) hours in a day, unless by mutual agreement the employee works a scheduled ten (10) hours per day for four (4) calendar days within a work week. Employers should refer to NRS 608.018, NRS 338.020 and A.O. 2013-04 for further details on overtime requirements.

4. NOTICE:

4.1 Except the bid and award process where notices may be limited to postings by **CITY** on its Bid Opportunities website (www.carson.org), all notices or other communications required or permitted to be given under this Contract shall be in writing and shall be deemed to have been duly given if delivered personally in hand, by e-mail, by regular mail, by telephonic facsimile with simultaneous regular mail, or by certified mail, return receipt requested, postage prepaid on the date posted, and addressed to the other party at the address specified below.

4.2 Notice to **CONTRACTOR** shall be addressed to:

Marc. T Markwell
Sierra Nevada Construction, Inc
2055 E. Greg Street
Sparks, NV 89431
email: mmarkwell@snc.biz

4.3 Notice to **CITY** shall be addressed to:

Carson City Purchasing and Contracts Department
Carol Akers
201 North Carson Street, Suite 2
Carson City, NV 89701
775-283-7124 / FAX 775-887-2286
CAkers@carson.org

5. COMPENSATION:

5.1 The parties agree that **CONTRACTOR** will provide the WORK specified in the Contract for the Contract Amount of One Million One Hundred Eighty Four Thousand Seven Dollars and 00/100 (\$1,184,007.00).

CONSTRUCTION INDEPENDENT CONTRACTOR AGREEMENT

Contract No: 26300143

Title: D2 Stewart St. & Fairview Dr. Pavement Preservation

5.2 **CITY** will pay **CONTRACTOR** progress payments and the final payment computed from the actual quantities of WORK performed and accepted and the materials furnished at the Unit and Lump Sum prices shown on **CONTRACTOR'S** Bid Proposal and any executed Change Orders.

5.3 Contract Amount represents full and adequate compensation for the complete WORK, and includes the furnishing of all materials, all labor, equipment, tools, transportation, services, appliances, and all expenses, direct or indirect connected with the proper execution of the WORK.

5.4 **CITY** does not agree to reimburse **CONTRACTOR** for expenses unless otherwise specified.

6. **CONTRACT TERMINATION:**

6.1 Termination Without Cause:

6.1.1 Any discretionary or vested right of renewal notwithstanding, this Contract may be terminated upon written notice by mutual consent of both parties or unilaterally by either party without cause.

6.1.2 **CITY** reserves the right to terminate this Contract for convenience whenever it considers termination, in its sole and unfettered discretion, to be in the public interest. In the event that the Contract is terminated in this manner, payment will be made for WORK actually completed. If termination occurs under this provision, in no event shall **CONTRACTOR** be entitled to anticipated profits on items of WORK not performed as of the effective date of the termination or compensation for any other item, including but not limited to, unabsorbed overhead. **CONTRACTOR** shall require that all subcontracts which it enters related to this Contract likewise contain a termination for convenience clause which precludes the ability of any subcontractor to make claims against **CONTRACTOR** for damages due to breach of contract, lost profit on items of WORK not performed, or unabsorbed overhead, in the event of a convenience termination.

6.2 Termination for Nonappropriation:

6.2.1 All payments and WORK provided under this Contract are contingent upon the availability of the necessary public funding, which may include various internal and external sources. In the event that Carson City does not acquire and appropriate the funding necessary to perform in accordance with the terms of the Contract, the Contract shall automatically terminate upon **CITY'S** notice to **CONTRACTOR** of such nonappropriation, and no claim or cause of action may be based upon any such nonappropriation.

6.3 Cause Termination for Default or Breach:

6.3.1 A default or breach may be declared with or without termination.

6.3.2 This Contract may be terminated by either party upon written notice of default or breach to the other party as follows:

6.3.2.1 If **CONTRACTOR** fails to provide or satisfactorily perform any of the conditions, WORK, deliverables, goods, or any services called for by this Contract within the time requirements specified in this Contract or within any granted extension of those time requirements; or

6.3.2.2 If any state, county, city or federal license, authorization, waiver, permit, qualification or certification required by statute, ordinance, law, or regulation to be held by **CONTRACTOR** to provide the goods or WORK or any services required by this Contract is for any reason denied, revoked, debarred, excluded, terminated, suspended, lapsed, or not renewed; or

CONSTRUCTION INDEPENDENT CONTRACTOR AGREEMENT

Contract No: 26300143

Title: D2 Stewart St. & Fairview Dr. Pavement Preservation

6.3.2.3 If **CONTRACTOR** becomes insolvent, subject to receivership, or becomes voluntarily or involuntarily subject to the jurisdiction of the bankruptcy court; or

6.3.2.4 If **CITY** materially breaches any material duty under this Contract and any such breach impairs **CONTRACTOR'S** ability to perform; or

6.3.2.5 If it is found by **CITY** that any quid pro quo or gratuities in the form of money, services, entertainment, gifts, or otherwise were offered or given by **CONTRACTOR**, or any agent or representative of **CONTRACTOR**, to any officer or employee of **CITY** with a view toward securing a contract or securing favorable treatment with respect to awarding, extending, amending, or making any determination with respect to the performing of such contract; or

6.3.2.6 If it is found by **CITY** that **CONTRACTOR** has failed to disclose any material conflict of interest relative to the performance of this Contract.

6.3.2.7 **CITY** may terminate this Contract if **CONTRACTOR**:

6.3.2.7.1 Fails to maintain bonding, Nevada State Contractors' Board License, State Industrial Insurance requirements or insurance policies for limits as defined in this Contract; or

6.3.2.7.2 Persistently or materially refuses or fails to supply properly skilled workers or proper materials; or

6.3.2.7.3 Fails to make payment to subcontractors for materials or labor in accordance with the respective agreements between **CONTRACTOR** and the subcontractors; or

6.3.2.7.4 Disregards laws, ordinances, or rules, regulations or order of a public authority having jurisdiction; or

6.3.2.7.5 Otherwise makes a material breach of a provision of this Contract; or

6.3.2.7.6 **CONTRACTOR** fails to maintain safe working conditions.

6.3.3 When any of the Subsection 6.3.2.7.1 through 6.3.2.7.6, inclusive, cause reasons exist, and without prejudice to any other rights or remedies of **CITY**, **CITY** may terminate this Contract at any time after giving **CONTRACTOR** and **CONTRACTOR'S** Surety seven (7) calendar days written notice of default or breach and intent to terminate and **CONTRACTOR'S** subsequent failure to timely correct as provided below, and subject to any prior rights of the Surety, **CITY** may:

6.3.3.1 Take possession of the site and of all materials, equipment, tools and construction equipment and machinery thereon owned by **CONTRACTOR**;

6.3.3.2 Accept assignment of subcontractors pursuant to this Contract (Contingent Assignment of Subcontracts to Carson City if this Contract is terminated); and

6.3.3.3 Finish the WORK by whatever reasonable method **CITY** may deem expedient.

6.3.4 If **CITY** terminates this Contract for any of the cause reasons stated in Section 6.3:

6.3.4.1 **CONTRACTOR** shall not be entitled to receive further payment until the WORK

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is finished.

6.3.4.2 If the unpaid balance of the Contract Amount exceeds the cost of finishing the WORK including expenses made necessary thereby, such excess shall be paid to **CONTRACTOR**. If the costs of finishing the WORK exceed the unpaid balance, **CONTRACTOR** shall pay the difference to **CITY**. The amount to be paid to **CONTRACTOR** or **CITY**, as the case may be, shall survive termination of this Contract.

6.3.4.3 In the event of such cause termination, all monies due **CONTRACTOR** or retained under the terms of this Contract shall be held by **CITY**, however, such holdings will not release **CONTRACTOR** or its Sureties from liability for failure to fulfill this Contract. Any excess cost over and above the Contract Amount incurred by **CITY** arising from the termination of the operations of this Contract and the completion of the WORK by **CITY** as provided above shall be paid for by any available funds held by **CITY**. **CONTRACTOR** will be so credited with any surplus remaining after all just claims for such completion have been paid.

6.4 If at any time before completion of the WORK under this Contract, the WORK shall be stopped by an injunction of a court of competent jurisdiction or by order of any competent government authority, **CITY** may give immediate notice to **CONTRACTOR** to discontinue the WORK and terminate this Contract. **CONTRACTOR** shall discontinue the WORK in such manner, sequence, and at such times as **CITY** may direct. **CONTRACTOR** shall have no claim for damages for such discontinuance or termination, nor any claim for anticipated profits on the WORK thus dispensed with, nor for any claim for penalty, nor for any other claim such as unabsorbed overhead, except for the WORK actually performed up to the time of discontinuance, including any extra WORK ordered by **CITY** to be done.

6.5 Time to Correct (Declared Default or Breach):

6.5.1 Termination upon a declared default or breach may be exercised only after providing 7 (seven) calendar days written notice of default or breach, and the subsequent failure of the defaulting or breaching party, within five (5) calendar days of providing that default or breach notice, to provide evidence satisfactory to the aggrieved party demonstrating that the declared default or breach has been corrected. Time to correct shall run concurrently with any notice of default or breach and such time to correct is not subject to any stay with respect to the nonexistence of any Notice of Termination. Untimely correction shall not void the right to termination otherwise properly noticed unless waiver of the noticed default or breach is expressly provided in writing by the aggrieved party. There shall be no time to correct with respect to any notice of termination without cause, termination for nonappropriation or termination due to court injunction or order of a competent government authority.

6.6 Winding Up Affairs Upon Termination:

6.6.1 In the event of termination of this Contract for any reason, the parties agree that the provisions of this **Subsection 6.6** survive termination:

6.6.1.1 The parties shall account for and properly present to each other all claims for fees and expenses and pay those which are undisputed and otherwise not subject to set off under this Contract. Neither party may withhold performance of winding up provisions solely based on nonpayment of fees or expenses accrued up to the time of termination; and

6.6.1.2 **CONTRACTOR** shall satisfactorily complete WORK in progress at the agreed rate (or a pro rata basis if necessary) if so requested by **CITY**; and

6.6.1.3 **CONTRACTOR** shall execute any documents and take any actions necessary to effectuate an assignment of this Contract if so requested by **CITY**; and

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6.6.1.4 **CONTRACTOR** shall preserve, protect, and promptly deliver into **CITY** possession all proprietary information in accordance with **Section 21**.

6.7 Notice of Termination:

6.7.1 Unless otherwise specified in this Contract, termination shall not be effective until seven (7) calendar days after a party has provided written notice of default or breach, or notice of without cause termination. Notice of Termination may be given at the time of notice of default or breach, or notice of without cause termination. Notice of Termination may be provided separately at any time after the running of the 7-day notice period, and such termination shall be effective on the date the Notice of Termination is provided to the party unless a specific effective date is otherwise set forth therein. Any delay in providing a Notice of Termination after the 7-day notice period has run without a timely correction by the defaulting or breaching party shall not constitute any waiver of the right to terminate under the existing notice(s).

7. DAVIS-BACON & RELATED ACTS 29 CFR PARTS 1,3,5,6,&7 AND NRS 338.070(5):

7.1 **CONTRACTOR** shall comply with Davis-Bacon Act and NRS 338.070(5). **CONTRACTOR** and each covered contractor or subcontractor must provide a weekly statement of wages paid to each of its employees engaged in covered WORK. The statement shall be executed by **CONTRACTOR** or subcontractor or by an authorized officer or employee of **CONTRACTOR** or subcontractor who supervised the payment of wages and shall be on the "Statement of Compliance" form. **CONTRACTOR** shall submit a Statement of Compliance that is prescribed by the Nevada Labor Commissioner or contains identical wording. Per NRS 338.070(6) the records maintained pursuant to subsection 5 must be open at all reasonable hours to the inspection of the public body (the **CITY'S** representative) awarding the contract. The **CONTRACTOR** engaged on the public work or subcontractor engaged on the public work shall ensure that a copy of each record for each calendar month is received by the public body awarding the contract (the **City**) **no later than 15 days after the end of the month**.

7.2 In the event federal funds are used for payment of all or part of this Contract, **CONTRACTOR** shall submit a Statement of Compliance form WH347 or a form with identical wording and a Statement of Compliance prescribed by the Nevada Labor Commissioner **within 7 days after the regular pay date for the pay period**. The original Statements shall be delivered to Carson City Public Works, 3505 Butti Way, Carson City, Nevada 89703, attention Davis-Bacon/Federal Funding Compliance.

7.3 CERTIFIED PAYROLLS FOR DAVIS-BACON AND PREVAILING WAGE PROJECTS:

7.3.1 The higher of the Federal or local prevailing wage rates for **CITY**, as established by the Nevada Labor Commission and the Davis-Bacon Act, shall be paid for all classifications of labor on this project WORK. Should a classification be missing from the Davis-Bacon rates the **CONTRACTOR** shall complete a request of authorization for additional classification or rate form SF1444 in its entirety and submit it to the **CITY** for approval and submission to the U.S. Department of Labor. Also, in accordance with NRS 338, the hourly and daily wage rates for the State and Davis-Bacon must be posted at the work site by **CONTRACTOR**. **CONTRACTOR** shall ensure that a copy of **CONTRACTOR'S** and subcontractor's certified payrolls for each calendar week are received by **CITY**.

7.3.2 Per NRS 338.070(5) a **CONTRACTOR** engaged on a public work and each subcontractor engaged on the public work shall keep or cause to be kept:

(a) An accurate record showing, for each worker employed by the contractor or subcontractor in connection with the public work:

(1) The name of the worker;

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(2) The occupation of the worker;

(3) The gender of the worker, if the worker voluntarily agreed to specify that information pursuant to subsection 4, or an entry indicating that the worker declined to specify such information;

(4) The ethnicity of the worker, if the worker voluntarily agreed to specify that information pursuant to subsection 4, or an entry indicating that the worker declined to specify such information;

(5) If the worker has a driver's license or identification card, an indication of the state or other jurisdiction that issued the license or card; and

(6) The actual per diem, wages and benefits paid to the worker; and

(b) An additional accurate record showing, for each worker employed by the contractor or subcontractor in connection with the public work who has a driver's license or identification card:

(1) The name of the worker;

(2) The driver's license number or identification card number of the worker; and

(3) The state or other jurisdiction that issued the license or card.

7.3.3 The original payroll records shall be certified and shall be submitted weekly to Carson City Public Works, 3505 Butti Way, Carson City, Nevada 89703, attention Davis-Bacon/Federal Funding Compliance. Submission of such certified payrolls shall be a condition precedent for processing the monthly progress payment. **CONTRACTOR**, as General Contractor, shall collect the wage reports from the subcontractors and ensure the receipt of a certified copy of each weekly payroll for submission to **CITY** as one complete package.

7.3.4 Pursuant to NRS 338.060 and 338.070, **CONTRACTOR** hereby agrees to forfeit, as a penalty to **CITY**, not less than Twenty Dollars (\$20) nor more than Fifty Dollars (\$50) for each calendar day or portion thereof that each worker employed on the Contract is paid less than the designated rate for any WORK done under the Contract, by **CONTRACTOR** or any subcontractor under him/her, or is not reported to **CITY** as required by NRS 338.070.

8. **FAIR EMPLOYMENT PRACTICES:**

8.1 Pursuant to NRS 338.125, Fair Employment Practices, the following provisions must be included in any contract between **CONTRACTOR** and a public body such as **CITY**:

8.1.1 ***In connection with the performance of work under this Contract, CONTRACTOR agrees not to discriminate against any employee or applicant for employment because of race, creed, color, national origin, sex, sexual orientation, gender identity, or age, including, without limitation, with regard to employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including without limitation, apprenticeship.***

8.1.2 **CONTRACTOR** further agrees to insert this provision in all subcontracts hereunder, except subcontracts for standard commercial supplies or raw materials.

8.2 If the CITY was required by NRS 332.065(4) to advertise or request a proposal for this Agreement, by signing this Agreement, the **CONTRACTOR** provides a written certification that the **CONTRACTOR** is not currently engaged in, and during the Term shall not engage in, a Boycott of Israel. The term "Boycott of Israel" has the meaning ascribed to that term in Section 3 of Nevada Senate Bill 26

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(2017). The CONTRACTOR shall be responsible for fines, penalties, and payment of any State of Nevada or federal funds that may arise (including those that the CITY pays, becomes liable to pay, or becomes liable to repay) as a direct result of the CONTRACTOR's non-compliance with this Section.

9. PREFERENTIAL EMPLOYMENT:

9.1 Unless, and except if, this Contract is funded in whole or in part by federal grant funding (see 40 C.F.R. § 31.36(c) *Competition*), pursuant to NRS 338.130, in all cases where persons are employed in the construction of public works, preference must be given, the qualifications of the applicants being equal: (1) First: To persons who have been honorably discharged from the Army, Navy, Air Force, Marine Corps or Coast Guard of the United States, a reserve component thereof or the National Guard; and are citizens of the State of Nevada. (2) Second: To other citizens of the State of Nevada.

9.2 Unless, and except if, this Contract is funded in whole or in part by federal grant funding (see 40 CFR § 31.36(c) *Competition*), in connection with the performance of WORK under this Contract, **CONTRACTOR** agrees to comply with the provisions of NRS 338.130 requiring certain preferences to be given to which persons are employed in the construction of a public work. If **CONTRACTOR** fails to comply with the provisions of NRS 338.130, pursuant to the terms of NRS 338.130(3), this Contract is void, and any failure or refusal to comply with any of the provisions of this section renders this Contract void.

10. REMEDIES:

Except as otherwise provided for by law or this Contract, the rights and remedies of the parties shall not be exclusive and are in addition to any other rights and remedies provided by law or equity, including, without limitation, actual damages, and to a prevailing party reasonable attorney's fees and costs. The parties agree that, in the event a lawsuit is filed and a party is awarded attorney's fees by the court, for any reason, the amount of recoverable attorney's fees shall not exceed the rate of \$125 per hour. **CITY** may set off consideration against any unpaid obligation of **CONTRACTOR** to **CITY**.

11. LIMITED LIABILITY:

CITY will not waive and intends to assert available NRS Chapter 41 liability limitations in all cases. Contract liability of both parties shall not be subject to punitive damages. Liquidated damages shall not apply unless otherwise expressly provided for elsewhere in this Contract. Damages for any **CITY** breach shall never exceed the amount of funds appropriated for payment under this Contract, but not yet paid to **CONTRACTOR**, for the fiscal year budget in existence at the time of the breach. **CONTRACTOR'S** tort liability shall not be limited.

12. FORCE MAJEURE:

Neither party shall be deemed to be in violation of this Contract if it is prevented from performing any of its obligations hereunder due to strikes, failure of public transportation, civil or military authority, act of public enemy, accidents, fires, explosions, or acts of God, including, without limitation, earthquakes, floods, winds, or storms. In such an event the intervening cause must not be through the fault of the party asserting such an excuse, and the excused party is obligated to promptly perform in accordance with the terms of this Contract after the intervening cause ceases.

13. INDEMNIFICATION:

13.1 To the extent permitted by law, including, but not limited to, the provisions of NRS Chapter 41, each party shall indemnify, hold harmless and defend, not excluding the other's right to participate, the other party from and against all liability, claims, actions, damages, losses, and expenses, including but not limited to reasonable attorney's fees and costs, arising out of any alleged negligent or willful acts or omissions of the indemnifying party, its officers, employees and agents. Such obligation shall not be construed to negate, abridge, or otherwise reduce any other right or obligation of the indemnity which would otherwise exist as to any party or person described in this Section.

13.2 Except as otherwise provided in **Subsection 13.4** below, the indemnifying party shall not be obligated to provide a legal defense to the indemnified party, nor reimburse the indemnified party for the

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same, for any period occurring before the indemnified party provides written notice of the pending claim(s) or cause(s) of action to the indemnifying party, along with:

13.2.1 a written request for a legal defense for such pending claim(s) or cause(s) of action; and

13.2.2 a detailed explanation of the basis upon which the indemnified party believes that the claim or cause of action asserted against the indemnified party implicates the culpable conduct of the indemnifying party, its officers, employees, and/or agents.

13.3 After the indemnifying party has begun to provide a legal defense for the indemnified party, the indemnifying party shall not be obligated to fund or reimburse any fees or costs provided by any additional counsel for the indemnified party, including counsel through which the indemnified party might voluntarily choose to participate in its defense of the same matter.

13.4 After the indemnifying party has begun to provide a legal defense for the indemnified party, the indemnifying party shall be obligated to reimburse the reasonable attorney's fees and costs incurred by the indemnified party during the initial thirty (30) day period of the claim or cause of action, if any, incurred by separate counsel.

14. **INDEPENDENT CONTRACTOR:**

14.1 **CONTRACTOR**, as an independent contractor, is a natural person, firm or corporation who agrees to perform WORK for a fixed price according to his or its own methods and without subjection to the supervision or control of the **CITY**, except as to the results of the WORK, and not as to the means by which the WORK are accomplished.

14.2 It is mutually agreed that **CONTRACTOR** is associated with **CITY** only for the purposes and to the extent specified in this Contract, and in respect to performance of the contracted WORK pursuant to this Contract. **CONTRACTOR** is and shall be an independent contractor and, subject only to the terms of this Contract, shall have the sole right to supervise, manage, operate, control, and direct performance of the details incident to its duties under this Contract.

14.3 Nothing contained in this Contract shall be deemed or construed to create a partnership or joint venture, to create relationships of an employer-employee or principal-agent, or to otherwise create any liability for **CITY** whatsoever with respect to the indebtedness, liabilities, and obligations of **CONTRACTOR** or any other party.

14.4 **CONTRACTOR**, in addition to **Section 13** (INDEMNIFICATION), shall indemnify and hold **CITY** harmless from, and defend **CITY** against, any and all losses, damages, claims, costs, penalties, liabilities, expenses arising out of or incurred in any way because of, but not limited to, **CONTRACTOR'S** obligations or legal duties regarding any taxes, fees, assessments, benefits, entitlements, notice of benefits, employee's eligibility to work, to any third party, subcontractor, employee, state, local or federal governmental entity.

14.5 Neither **CONTRACTOR** nor its employees, agents, or representatives shall be considered employees, agents, or representatives of **CITY**.

15. **INSURANCE REQUIREMENTS (GENERAL):**

15.1 **NOTICE: The following general insurance requirements shall apply unless these general requirements are altered by the specific requirements set forth in CITY'S solicitation for bid document, the adopted bid or other document incorporated into this Contract by the parties. These general insurance requirements do not include terms related to bond(s) required for this Contract, which are set forth in the CITY'S solicitation and below in this Contract following the execution pages.**

15.2 **CONTRACTOR**, as an independent contractor and not an employee of **CITY**, must carry policies of insurance in amounts specified and pay all taxes and fees incident hereunto. **CITY** shall have no liability except as specifically provided in this Contract.

15.3 **CONTRACTOR** shall not commence work before: (1) **CONTRACTOR** has provided the required evidence of insurance to **CITY** Purchasing and Contracts, and (2) **CITY** has approved the insurance policies provided by **CONTRACTOR**.

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15.4 Prior approval of the insurance policies by **CITY** shall be a condition precedent to any payment of consideration under this Contract and **CITY'S** approval of any changes to insurance coverage during the course of performance shall constitute an ongoing condition subsequent this Contract. Any failure of **CITY** to timely approve shall not constitute a waiver of the condition.

15.5 *Insurance Coverage (15.6 through 15.23):*

15.6 **CONTRACTOR** shall, at **CONTRACTOR'S** sole expense, procure, maintain and keep in force for the duration of this Contract the following insurance conforming to the minimum requirements specified below. Unless specifically specified herein or otherwise agreed to by **CITY**, the required insurance shall be in effect prior to the commencement of work by **CONTRACTOR** and shall continue in force as appropriate until the later of:

15.6.1 Final acceptance by **CITY** of the completion of this Contract; or

15.6.2 Such time as the insurance is no longer required by **CITY** under the terms of this Contract.

15.6.3 Any insurance or self-insurance available to **CITY** under its coverage(s) shall be in excess of and non-contributing with any insurance required from **CONTRACTOR**.

CONTRACTOR'S insurance policies shall apply on a primary basis. Until such time as the insurance is no longer required by **CITY**, **CONTRACTOR** shall provide **CITY** with renewal or replacement evidence of insurance no less than thirty (30) calendar days before the expiration or replacement of the required insurance. If at any time during the period when insurance is required by this Contract, an insurer or surety shall fail to comply with the requirements of this Contract, as soon as **CONTRACTOR** has knowledge of any such failure, **CONTRACTOR** shall immediately notify **CITY** and immediately replace such insurance or bond with an insurer meeting the requirements.

15.7 *General Insurance Requirements (15.8 through 15.23):*

15.8 **Certificate Holder:** Each certificate shall list Carson City c/o Carson City Purchasing and Contracts, 201 N. Carson Street, Suite 2, Carson City, NV 89701 as a certificate holder.

15.9 **Additional Insured:** By endorsement to the general liability insurance policy evidenced by **CONTRACTOR**, The City and County of Carson City, Nevada, its officers, employees and immune contractors shall be named as additional insureds for all liability arising from this Contract.

15.10 **Waiver of Subrogation:** Each liability insurance policy, except for professional liability, shall provide for a waiver of subrogation in favor of the City.

15.11 **Cross-Liability:** All required liability policies shall provide cross-liability coverage as would be achieved under the standard ISO separation of insureds clause.

15.12 **Deductibles and Self-Insured Retentions:** Insurance maintained by **CONTRACTOR** shall apply on a first dollar basis without application of a deductible or self-insured retention unless otherwise specifically agreed to by **CITY**. Such approval shall not relieve **CONTRACTOR** from the obligation to pay any deductible or self-insured retention. Any deductible or self-insured retention shall not exceed \$5,000.00 per occurrence, unless otherwise approved by **CITY**.

15.13 **Policy Cancellation:** Except for ten (10) calendar days notice for non-payment of premium, **CONTRACTOR** or its insurers must provide thirty (30) calendar days prior written notice to Carson City Purchasing and Contracts if any policy will be canceled, non-renewed or if required coverage and /or limits reduced or materially altered, and shall provide that notices required by this paragraph shall be sent by mail to Carson City Purchasing and Contracts, 201 N. Carson Street, Suite 2, Carson City, NV 89701. When available, each insurance policy shall be endorsed to provide thirty (30) days' notice of cancellation, except for ten (10) days' notice for non-payment of premium, to City.

15.14 **Approved Insurer:** Each insurance policy shall be issued by insurance companies authorized to do business in the State of Nevada or eligible surplus lines insurers under federal and Nevada law and having agents in Nevada upon whom service of process may be made, and currently rated by A.M. Best as "A-VII" or better.

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15.15 **Evidence of Insurance:** Prior to commencement of work, **CONTRACTOR** must provide the following documents to Carson City Purchasing and Contracts, 201 North Carson Street, Suite 2, Carson City, NV 89701:

15.16 **Certificate of Insurance:** Contractor shall furnish City with a certificate(s) of insurance, executed by a duly authorized representative of each insurer, showing compliance with the insurance requirements set forth herein. The Acord 25 Certificate of Insurance form or a form substantially similar must be submitted to Carson City Purchasing and Contracts to evidence the insurance policies and coverages required of **CONTRACTOR**.

15.17 **Additional Insured Endorsement:** An Additional Insured Endorsement (CG20 10 or C20 26), signed by an authorized insurance company representative, must be submitted to Carson City Purchasing and Contracts to evidence the endorsement of **CITY** as an additional insured per **Subsection 15.9** (Additional Insured).

15.18 **Schedule of Underlying Insurance Policies:** If Umbrella or Excess policy is evidenced to comply with minimum limits, a copy of the Underlying Schedule from the Umbrella or Excess insurance policy may be required.

15.19 **Review and Approval:** Documents specified above must be submitted for review and approval by **CITY** Purchasing and Contracts prior to the commencement of work by **CONTRACTOR**. Neither approval by **CITY** nor failure to disapprove the insurance furnished by **CONTRACTOR** shall relieve **CONTRACTOR** of **CONTRACTOR'S** full responsibility to provide the insurance required by this Contract. Compliance with the insurance requirements of this Contract shall not limit the liability of **CONTRACTOR** or its sub-contractors, employees or agents to **CITY** or others, and shall be in addition to and not in lieu of any other remedy available to **CITY** under this Contract or otherwise. **CITY** reserves the right to request and review a copy of any required insurance policy or endorsement to assure compliance with these requirements.

15.20 **COMMERCIAL GENERAL LIABILITY INSURANCE:**

Contractor shall maintain commercial general liability (CGL) and, if necessary, commercial umbrella insurance with a limit of not less than \$1,000,000 each occurrence.

15.20.1 *Minimum Limits required:*

15.20.2 Two Million Dollars (\$2,000,000.00) - General Aggregate.

15.20.3 Two Million Dollars (\$2,000,000.00) - Products & Completed Operations. Aggregate

15.20.4 One Million Dollars (\$1,000,000.00) - Each Occurrence.

15.20.5 CGL insurance shall be written on ISO occurrence form CG 00 01 04 13 (or a substitute form providing equivalent coverage) and shall cover liability arising from premises, operations, products-completed operations, personal and advertising injury, and liability assumed under an insured contract [(including the tort liability of another assumed in a business contract)].

15.20.6 City and County of Carson City, Nevada, its officers, employees and immune contractors shall be included as an insured under the CGL, using ISO additional insured endorsement CG 20 10 or CG 20 26, or a substitute providing equivalent coverage, and under the commercial umbrella, if any.

15.20.7 This insurance shall apply as primary insurance with respect to any other insurance or self-insurance programs afforded to City. There shall be no endorsement or modification of the CGL to make it excess over other available insurance; alternatively, if the CGL states that it is excess or pro rata, the policy shall be endorsed to be primary with respect to the additional insured.

15.20.8 There shall be no endorsement or modification of the CGL limiting the scope of coverage for liability assumed under a contract.

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- 15.20.9 Contractor waives all rights against City and its agents, officers, directors and employees for recovery of damages to the extent these damages are covered by the commercial general liability or commercial umbrella liability insurance maintained pursuant to this Contract. Insurer shall endorse CGL policy as required to waive subrogation against City with respect to any loss paid under the policy
- 15.21 **BUSINESS AUTOMOBILE LIABILITY INSURANCE:**
- 15.21.1 *Minimum Limit required:*
- 15.21.2 Contractor shall maintain automobile liability and, if necessary, commercial umbrella liability insurance with a limit of not less than \$1,000,000 each accident for bodily injury and property damage.
- 15.21.3 Such insurance shall cover liability arising out of owned, hired, and non-owned autos (as applicable). Coverage as required above shall be written on ISO form CA 00 01, CA 00 05, CA 00 25, or a substitute form providing equivalent liability coverage.
- 15.21.4 Contractor waives all rights against City and its agents, officers, directors and employees for recovery of damages to the extent these damages are covered by the automobile liability or other liability insurance obtained by Contractor pursuant this Contract.
- 15.22 **PROFESSIONAL LIABILITY INSURANCE (Architects, Engineers and Land Surveyors)**
- 15.22.1 *Minimum Limit required:*
- 15.22.2 CONTRACTOR shall maintain professional liability insurance applying to all activities performed under this Contract with limits not less than One Million Dollars (\$1,000,000.00) and Two Million Dollars (\$2,000,000) in the aggregate.
- 15.22.3 Retroactive date: Prior to commencement of the performance of this Contract.
- 15.22.4 CONTRACTOR will maintain professional liability insurance during the term of this Contract and for a period of three (3) years after termination of this Contract unless waived by the City. In the event of non-renewal or other lapse in coverage during the term of this Contract or the three (3) year period described above, CONTRACTOR shall purchase Extended Reporting Period coverage for claims arising out of CONTRACTOR's negligence acts, errors and omissions committed during the term of the Professional Liability Policy. The Extended Reporting Period shall continue through a minimum of three (3) years after termination date of this Contract.
- 15.22.5 A certified copy of this policy may be required.
- 15.23 **WORKERS' COMPENSATION AND EMPLOYER'S LIABILITY INSURANCE:**
- 15.23.1 **CONTRACTOR** shall provide workers' compensation insurance as required by NRS Chapters 616A through 616D inclusive and Employer's Liability insurance with a minimum limit not less than \$1,000,000 each accident for bodily injury by accident or \$1,000,000 each employee for bodily injury by disease
- 15.23.2 **CONTRACTOR** may, in lieu of furnishing a certificate of an insurer, provide an affidavit indicating that **CONTRACTOR** is a sole proprietor; that **CONTRACTOR** will not use the services of any employees in the performance of this Contract; that **CONTRACTOR** has elected to not be included in the terms, conditions, and provisions of NRS Chapters 616A-616D, inclusive; and that **CONTRACTOR** is otherwise in compliance with the terms, conditions, and provisions of NRS Chapters 616A-616D, inclusive.
- 15.23.3 **CONTRACTOR** waives all rights against City and its agents, officers, directors, and employees for recovery of damages to the extent these damages are covered by the workers'

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compensation and employer's liability or commercial umbrella liability insurance obtained by Contractor pursuant to this Contract. Contractor shall obtain an endorsement equivalent to WC 00 03 13 to affect this waiver.

16. BUSINESS LICENSE:

16.1 **CONTRACTOR** shall not commence work before **CONTRACTOR** has provided a copy of his Carson City business license to Carson City Purchasing and Contracts.

16.2 The Carson City business license shall continue in force until the later of: (1) final acceptance by **CITY** of the completion of this Contract; or (2) such time as the Carson City business license is no longer required by **CITY** under the terms of this Contract.

17. COMPLIANCE WITH LEGAL OBLIGATIONS:

CONTRACTOR shall procure and maintain for the duration of this Contract any state, county, city, or federal license, authorization, waiver, permit, qualification or certification required by statute, ordinance, law, or regulation to be held by **CONTRACTOR** to provide the goods or WORK or any services of this Contract. **CONTRACTOR** will be responsible to pay all government obligations, including, but not limited to, all taxes, assessments, fees, fines, judgments, premiums, permits, and licenses required or imposed by law or a court. Real property and personal property taxes are the responsibility of **CONTRACTOR** in accordance with NRS Chapter 361 generally and NRS 361.157 and 361.159, specifically regarding for profit activity. **CONTRACTOR** agrees to be responsible for payment of any such government obligations not paid by its subcontractors during performance of this Contract. **CITY** may set-off against consideration due any delinquent government obligation.

18. WAIVER OF BREACH:

Failure to declare a breach or the actual waiver of any particular breach of this Contract or its material or nonmaterial terms by either party shall not operate as a waiver by such party of any of its rights or remedies as to any other breach.

19. SEVERABILITY:

If any provision contained in this Contract is held to be unenforceable by a court of law or equity, this Contract shall be construed as if such provision did not exist and the nonenforceability of such provision shall not be held to render any other provision or provisions of this Contract unenforceable.

20. ASSIGNMENT / DELEGATION:

To the extent that any assignment of any right under this Contract changes the duty of either party, increases the burden or risk involved, impairs the chances of obtaining the performance of this Contract, attempts to operate as a novation, or includes a waiver or abrogation of any defense to payment by **CITY**, such offending portion of the assignment shall be void, and shall be a breach of this Contract. **CONTRACTOR** shall neither assign, transfer nor delegate any rights, obligations or duties under this Contract without the prior written approval of **CITY**. The parties do not intend to benefit any third party beneficiary regarding their respective performance under this Contract.

21. CITY OWNERSHIP OF PROPRIETARY INFORMATION:

21.1 Any files, reports, histories, studies, tests, manuals, instructions, photographs, negatives, blue prints, plans, maps, data, system designs, computer programs, computer codes, and computer records (which are intended to be consideration under this Contract), or any other documents or drawings, prepared or in the course of preparation by **CONTRACTOR** (or its subcontractors) in performance of its obligations under this Contract shall be the exclusive property of **CITY** and all such materials shall be delivered into **CITY** possession by **CONTRACTOR** upon completion, termination, or cancellation of this Contract. **CONTRACTOR** shall not use, willingly allow, or cause to have such materials used for any purpose other than performance of **CONTRACTOR'S** obligations under this Contract without the prior written consent of **CITY**. Notwithstanding the foregoing, **CITY** shall have no proprietary interest in any materials licensed for use by **CITY** that are subject to patent, trademark or copyright protection.

21.2 **CITY** shall be permitted to retain copies, including reproducible copies, of **CONTRACTOR'S**

CONSTRUCTION INDEPENDENT CONTRACTOR AGREEMENT

Contract No: 26300143

Title: D2 Stewart St. & Fairview Dr. Pavement Preservation

drawings, specifications, and other documents for information and reference in connection with this Contract.

21.3 **CONTRACTOR'S** drawings, specifications and other documents shall not be used by **CITY** or others without expressed permission of **CONTRACTOR**.

22. PUBLIC RECORDS:

Pursuant to NRS 239.010, information or documents received from **CONTRACTOR** may be open to public inspection and copying. **CITY** will have the duty to disclose unless a particular record is made confidential by law or a common law balancing of interests. **CONTRACTOR** may clearly label specific parts of an individual document as a "trade secret" or "confidential" in accordance with NRS 332.061, provided that **CONTRACTOR** thereby agrees to indemnify and defend **CITY** for honoring such a designation. The failure to so label any document that is released by **CITY** shall constitute a complete waiver of any and all claims for damages caused by any release of the records.

23. CONFIDENTIALITY:

CONTRACTOR shall keep confidential all information, in whatever form, produced, prepared, observed or received by **CONTRACTOR** to the extent that such information is confidential by law or otherwise required by this Contract.

24. FEDERAL FUNDING:

24.1 *In the event federal grant funds are used for payment of all or part of this Contract:*

24.1.1 **CONTRACTOR** certifies, by signing this Contract, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any federal department or agency. This certification is made pursuant to the regulations implementing Executive Order 12549, Debarment and Suspension, 28 C.F.R. pt. 67, § 67.510, as published as pt. VII of the May 26, 1988, Federal Register (pp. 19160-19211), and any relevant program-specific regulations. This provision shall be required of every subcontractor receiving any payment in whole or in part from federal funds.

24.1.2 **CONTRACTOR** and its subcontractors must be registered in the US Government System for Award Management (SAM) for verification on projects with federal funding

24.1.3 **CONTRACTOR** and its subcontractors shall comply with all terms, conditions, and requirements of the Americans with Disabilities Act of 1990 (P.L. 101-136), 42 U.S.C. 12101, as amended, and regulations adopted thereunder contained in 28 C.F.R. 26.101-36.999, inclusive, and any relevant program-specific regulations.

24.1.4 **CONTRACTOR** and its subcontractors shall comply with the requirements of the Civil Rights Act of 1964, as amended, the Rehabilitation Act of 1973, P.L. 93-112, as amended, and any relevant program-specific regulations, and Executive Order 11478 (July 21, 2014) and shall not discriminate against any employee or offeror for employment because of race, national origin, creed, color, sex, sexual orientation, gender identity, religion, age, disability or handicap condition (including AIDS and AIDS-related conditions).

24.14.1 If and when applicable to the particular federal funding and the Scope of Work under this Contract, **CONTRACTOR** and its subcontractors shall comply with: American Iron and Steel (AIS) provisions of P.L. 113-76, Consolidated Appropriations Act, 2014, Section 1605 – Buy American (100% Domestic Content of iron, steel and manufactured goods); Federal Highway Administration (FHWA) 23 U.S.C. § 313 – Buy America, 23 C.F.R. §635.410 (100% Domestic Content of steel, iron and manufactured products); Federal Transit Administration (FTA) 49 U.S.C. § 5323(j), 49 C.F.R. Part 661 – Buy America Requirements (See 60% Domestic Content for buses and other Rolling Stock).

25. LOBBYING:

CONSTRUCTION INDEPENDENT CONTRACTOR AGREEMENT

Contract No: 26300143

Title: D2 Stewart St. & Fairview Dr. Pavement Preservation

25.1 The parties agree, whether expressly prohibited by federal law, or otherwise, that no funding associated with this Contract will be used for any purpose associated with or related to lobbying or influencing or attempting to lobby or influence for any purpose the following:

25.1.1 Any federal, state, county or local agency, legislature, commission, council or board;

25.1.2 Any federal, state, county or local legislator, commission member, council member, board member, or other elected official; or

25.1.3 Any officer or employee of any federal, state, county or local agency; legislature, commission, council or board.

26. GENERAL WARRANTY:

CONTRACTOR warrants that it will perform all WORK required hereunder in accordance with the prevailing standard of care by exercising the skill and care normally required of individuals performing the same or similar WORK, under the same or similar circumstances, in the State of Nevada.

27. PROPER AUTHORITY:

The parties hereto represent and warrant that the person executing this Contract on behalf of each party has full power and authority to enter into this Contract. **CONTRACTOR** acknowledges that this Contract is effective only after approval by the Carson City Regional Transportation Commission and only for the period of time specified in this Contract. Any WORK performed by **CONTRACTOR** before this Contract is effective or after it ceases to be effective is performed at the sole risk of **CONTRACTOR**.

28. ALTERNATIVE DISPUTE RESOLUTION (Public Work):

If the WORK under this Contract involves a "public work" as defined under NRS 338.010(18), then pursuant to NRS 338.150, a public body charged with the drafting of specifications for a public work shall include in the specifications a clause requiring the use of a method of alternative dispute resolution ("ADR") before initiation of a judicial action if a dispute arising between the public body and the **CONTRACTOR** engaged on the public work cannot otherwise be settled. Therefore, unless ADR is otherwise provided for by the parties in any other incorporated attachment to this Contract, in the event that a dispute arising between **CITY** and **CONTRACTOR** regarding that public work cannot otherwise be settled, **CITY** and **CONTRACTOR** agree that, before judicial action may be initiated, **CITY** and **CONTRACTOR** will submit the dispute to non-binding mediation. **CITY** shall present **CONTRACTOR** with a list of three potential mediators. **CONTRACTOR** shall select one person to serve as the mediator from the list of potential mediators presented by **CITY**. The person selected as mediator shall determine the rules governing the mediation.

29. GOVERNING LAW / JURISDICTION:

This Contract and the rights and obligations of the parties hereto shall be governed by, and construed according to, the laws of the State of Nevada, without giving effect to any principle of conflict-of-law that would require the application of the law of any other jurisdiction. **CONTRACTOR** consents and agrees to the jurisdiction of the courts of the State of Nevada located in Carson City, Nevada for enforcement of this Contract.

30. ENTIRE CONTRACT AND MODIFICATION:

This Contract and its integrated attachment(s) constitute the entire Contract of the parties and such are intended as a complete and exclusive statement of the promises, representations, negotiations, discussions, and other Contracts that may have been made in connection with the subject matter hereof. Unless an integrated attachment to this Contract specifically displays a mutual intent to amend a particular part of this Contract, general conflicts in language between any such attachment and this Contract shall be construed consistent with the terms of this Contract. Unless otherwise expressly authorized by the terms of this Contract, no modification or amendment to this Contract shall be binding upon the parties unless the same is in writing and signed by the respective parties hereto and approved by the Carson City Regional Transportation Commission. Conflicts in language between this Contract and any other agreement between **CITY** and **CONTRACTOR** on this same matter shall be construed consistent with the terms of this Contract. The parties agree that each has had their respective counsel review this Contract which shall be construed as if it was jointly drafted.

CONSTRUCTION INDEPENDENT CONTRACTOR AGREEMENT

Contract No: 26300143

Title: D2 Stewart St. & Fairview Dr. Pavement Preservation

31. **ACKNOWLEDGMENT AND EXECUTION:**

This Contract may be executed in counterparts. The parties hereto have caused this Contract to be signed and intend to be legally bound thereby as follows:

AND ALL SUPPLEMENTAL AGREEMENTS AMENDING OR EXTENDING THE WORK CONTEMPLATED.

ACKNOWLEDGMENT AND EXECUTION:

In witness whereof, the parties hereto have caused this Contract to be signed and intend to be legally bound thereby.

CARSON CITY

Executive Office
Purchasing and Contracts Department
201 North Carson Street, Suite 2
Carson City, Nevada 89701
Telephone: 775-283-7362
Fax: 775-887-2286
CAkers@carson.org

CITY'S LEGAL COUNSEL

Carson City District Attorney
I have reviewed this Contract and approve
as to its legal form.

By: _____
Sheri Russell-Benabou, Chief Financial Officer

By: _____
District Attorney or his or her Authorized Designee

Dated _____

Dated _____

**CONTRACTOR will not be given authorization
to begin work until this Contract has been
signed by Purchasing and Contracts**

BY: Carol Akers
Purchasing & Contracts Administrator

**Contract# 26300143
Project# P303525002 & P303525003
Account # 2503035-507010 & 5103205-507010**

By: _____

Dated _____

PROJECT CONTACT PERSON:

Wynn Hesler, Project Manager
775-283-7378

CONSTRUCTION INDEPENDENT CONTRACTOR AGREEMENT

Contract No: 26300143

Title: D2 Stewart St. & Fairview Dr. Pavement Preservation

Undersigned deposes and says under penalty of perjury: That he/she is **CONTRACTOR** or authorized agent of **CONTRACTOR**; that he/she has read the foregoing Contract; and that he/she understands the terms, conditions and requirements thereof.

CONTRACTOR

BY: Marc T. Markwell

TITLE: Secretary/Treasurer

FIRM: Sierra Nevada Construction, Inc

CARSON CITY BUSINESS LICENSE #: BL-002775

NEVADA CONTRACTORS LICENSE #: 0025565

Address: 2055 E. Greg Street

City: Sparks **State:** NV **Zip Code:** 89431

Telephone: 775-355-0420

E-mail Address: mmarkwell@snc.biz

(Signature of Contractor)

DATED _____

STATE OF _____)

)ss

County of _____)

Signed and sworn (or affirmed before me on this _____ day of _____, 20____.

(Signature of Notary)

(Notary Stamp)

CONSTRUCTION INDEPENDENT CONTRACTOR AGREEMENT

Contract No: 26300143

Title: D2 Stewart St. & Fairview Dr. Pavement Preservation

CONTRACT ACCEPTANCE AND EXECUTION:

The Regional Transportation Commission for Carson City, Nevada, at their publicly noticed meeting of December 10, 2025, approved the acceptance of the attached Contract hereinbefore identified as **CONTRACT No. 26300143** and titled D2 Stewart St. & Fairview Dr. Pavement Preservation. Further, the Regional Transportation Commission authorizes the Chairperson to sign this document and record the signature for the execution of this Contract in accordance with the action taken.

CARSON CITY, NEVADA

LORI BAGWELL, MAYOR/CHAIRPERSON

DATED this 10th day of December 2025.

ATTEST:

WILLIAM SCOTT HOEN, CLERK-RECORDER

DATED this 10th day of December 2025.

PERFORMANCE BOND

Doc. No. 2151
(Rev. 11-17-99)

Bond #: _____

KNOW ALL PERSONS BY THESE PRESENTS, that I/we _____
_____ as Principal, hereinafter called CONTRACTOR,
and

_____ a corporation duly organized under the laws of _____, as Surety, hereinafter called the Surety, are held and firmly bound unto Carson City, Nevada a consolidated municipality of the State of Nevada, hereinafter called CITY, for the sum of \$ _____ (state sum in Words) _____ for the payment whereof CONTRACTOR and Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, CONTRACTOR has by written agreement dated _____, entered into a contract with CITY for **BID# 26300143** and titled D2 Stewart St. & Fairview Dr. Pavement Preservation in accordance with drawings and specifications prepared by CITY and which contract is by reference made a part hereof, and is hereinafter referred to as the Contract.

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION is such that, if CONTRACTOR shall promptly and faithfully perform said Contract then this obligation shall be null and void; otherwise it shall remain in full force and effect. The Surety hereby waives notice of any alteration or extension of time made by CITY and its obligation is not affected by any such alteration or extension provided the same is within the scope of the Contract. Whenever CONTRACTOR shall be, and is declared by CITY to be in default under the Contract, CITY having performed CITY'S obligations thereunder, the Surety may promptly remedy the default or shall promptly:

- 1) Complete the Contract in accordance with its terms and conditions; or
- 2) Obtain a bid or bids for completing the Contract in accordance with its terms and conditions, and upon determination by CITY and the Surety jointly of the lowest responsive, responsible bidder, arrange for a contract between such bidder and CITY, and make available as work progresses (even though there should be a default or a succession of defaults under the contract or contracts of completion arranged under this paragraph) sufficient funds to pay the cost of completion less the balance of the Contract price, but not exceeding, including other costs and damages for which the Surety may be liable hereunder, the amount set forth in the first paragraph hereof. The term "balance of the Contract price", as used in this paragraph, shall mean the total amount payable by CITY to CONTRACTOR under the Contract and any amendments thereto, less the amount properly paid by CITY to CONTRACTOR. No right of action shall accrue on this bond to or for the use of any person or corporation other than CITY or successors of CITY.

PERFORMANCE BOND

Continued for **BID# 26300143** and titled D2 Stewart St. & Fairview Dr. Pavement Preservation

BY:	(Signature of Principal) L.S.
TITLE:	
FIRM:	
Address:	
City, State, Zip:	
Phone:	
Printed Name of Principal:	
Attest By:	(Signature of Notary)
Subscribed and Sworn before me this day of ,20____	

CLAIMS UNDER THIS BOND MAY BE ADDRESSED TO:

Name of Surety:	
Address:	
City:	
State/Zip Code:	
Name:	
Title:	
Telephone:	
Surety's Acknowledgment:	
By:	

NOTICE:

No substitution or revision to this bond form will be accepted. Sureties must be authorized to do business in and have an agent for service of process in the State of Nevada. Certified copy of Power of Attorney must be attached.

LABOR AND MATERIAL PAYMENT BOND

Bond #: _____

(Rev. 11-17-99)

KNOW ALL PERSONS BY THESE PRESENTS, that I/we _____

_____ as Principal, hereinafter called
CONTRACTOR, and

_____ a
corporation duly organized under the laws of the State of Nevada, as Surety, hereinafter called the Surety, are
held and firmly bound unto Carson City, Nevada a consolidated municipality of the State of Nevada, hereinafter
called CITY, for the \$ _____ Dollars (state sum in words) _____

_____ for
the payment whereof CONTRACTOR and Surety bind themselves, their heirs, executors, administrators,
successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, CONTRACTOR has by written agreement dated _____ entered into a contract with
CITY for **BID# 26300143** and titled D2 Stewart St. & Fairview Dr. Pavement Preservation in accordance with
drawings and specifications prepared by CITY and which contract is by reference made a part hereof, and is
hereinafter referred to as the Contract.

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION is such that, if
CONTRACTOR shall promptly make payment to all claimants as hereinafter defined, for all labor and material
used or reasonably required for use in the performance of the Contract, then this obligation shall be void;
otherwise it shall remain in full force and effect, subject, however, to the following conditions:

- 1) A claimant is defined as one having a direct contract with CONTRACTOR or with a Subcontractor of the Principal for labor, material, or both, used or reasonably required for use in the performance of the Contract, labor and material being construed to include that part of water, gas, power, light, heat, oil, gasoline, telephone service, or rental of equipment directly applicable to the Contract.
- 2) The above-named Principal and Surety hereby jointly and severally agree with CITY that every claimant as herein defined, who has not been paid in full before the expiration of a period of ninety (90) days after the date on which the last of such claimant's work or labor was done or performed, or materials were furnished by such claimant, may sue on this bond for the use of such claimant, prosecute the suit to final judgment for such sum or sums as may be justly due claimant, and have execution thereon. CITY shall not be liable for the payment of any costs or expenses of any such suit.
- 3) No suit or action shall be commenced hereunder by any claimant:
 - a) Unless claimant, other than one having a direct contract with CONTRACTOR, shall have given written notice to any two of the following: CONTRACTOR, CITY, or the Surety above named, within ninety (90) days after such claimant did or performed the last of the work or labor, or furnished the last of the materials for which said claim is made, stating with substantial accuracy the amount claimed and the name of the party to whom the materials were furnished, or for whom the work or labor was done or performed. Such notice shall be personally served or served by mailing the same by registered mail or certified mail, postage prepaid, in an envelope addressed to the Principal at any place the Principal maintains an office or conducts its business.
 - b) After the expiration of one (1) year following the date on which the last of the labor was performed or material was supplied by the party bringing suit.
 - c) Other than in a court of competent jurisdiction for the county or district in which the construction Contract was to be performed.

LABOR AND MATERIAL PAYMENT BOND

Continued for **BID# 26300143** and titled D2 Stewart St. & Fairview Dr. Pavement Preservation

- 4) The amount of this bond shall be reduced by and to the extent of any payment or payments made in good faith hereunder, inclusive of the payment by Surety of mechanics' liens which may be filed of record against said improvement, whether or not claim for the amount of such lien be presented under and against this bond.

BY:	(signature of Principal) L.S.
TITLE:	
FIRM:	
Address:	
City, State, Zip:	
Phone:	
Printed Name of Principal:	
Attest by:	(signature of notary)
Subscribed and Sworn before me this day of , 20__	

CLAIMS UNDER THIS BOND MAY BE ADDRESSED TO:

Name of Surety:	
Address:	
City:	
State/Zip Code:	
Name:	
Title:	
Telephone:	
Surety's Acknowledgment:	
By:	

NOTICE:

No substitution or revision to this bond form will be accepted. Sureties must be authorized to do business in and have an agent for service of process in the State of Nevada. Certified copy of Power of Attorney must be attached.



26300143 (PWP CC-2026-053) Addendum 1

Sierra Nevada Construction, Inc.

Supplier Response

Event Information

Number: 26300143 (PWP CC-2026-053) Addendum 1
 Title: District 2 Stewart St & Fairview Dr Pavement Preservation
 Type: Invitation for Bid
 Issue Date: 10/8/2025
 Deadline: 11/6/2025 02:00 PM (PT)
 Notes: **Title** | District 2 Stewart St & Fairview Dr Preservation
Project No. | P303525002 (Stewart) & P303525003 (Fairview)
PWP No. | CC-2026-053
Engineer's Estimate | \$933,260.00
Funding | This project is locally funded.
BABAA | This project is not subject to BABAA requirements.
Type | This project is deemed a horizontal construction project.
Pre-Bid Meeting | This project will not conduct a pre-bid meeting.
DBE | There are no Disadvantaged Business Enterprise (DBE)/Small Business Enterprise (SBE) program goals for this procurement. However, the City, in accordance with Title VI of the Civil Rights Act of 1964 and Title 49 Code of Federal Regulations Part 26, hereby notifies all bidders and proposers that it shall affirmatively ensure that in regard to any contract entered into, certified DBE/SBE firms shall be afforded full opportunity to submit bids and proposals in response to our invitation and shall not be discriminated against on the grounds of race, color, religion, sex, sexual orientation, gender identity or expression, age, disability or national origin in consideration for an award. Although there is no contract-specific goal associated, the City encourages bidders to make the same effort to ensure nondiscrimination in the award and administration of subcontracts, to help remove barriers to the participation of DBEs/SBEs, and to assist in the development of firms that can compete successfully in the marketplace outside the DBE/SBE program.
Summary | This project combines two District 2 pavement preservation projects: P303525002 – District 2 Stewart Street

Exhibit A
Preservation Project and P303525003 – Fairview Drive Pavement Preservation. The Stewart Street project includes, but is not limited to, application of Type 3 Modified rapid setting slurry seal; asphaltic concrete pavement patching, replacement, and mill and overlay; construction of sidewalk, valley gutter, curb and gutter, and ADA ramps; installation of AC-powered RRFB assemblies and luminaire; and signing and striping improvements. The limits of construction are along Stewart Street from Little Lane to E. William St. The Fairview Drive project includes, but is not limited to, placing Type 3 Modified rapid setting slurry seal, pavement patching, and restriping of Fairview Drive from Roop Street east to the bridge approach slab at the I-580 underpass.

Contact Information

Contact: Carol Akers, Purchasing & Contracts Administrator
Address: Suite 2
City Hall - Executive Office
201 North Carson Street, Suite 2
Carson City, NV 89701
Phone: 1 (775) 283-7362
Fax: 1 (775) 887-2286
Email: cakers@carson.org

Sierra Nevada Construction, Inc. Information

Contact: Chief Estimator
 Address: P.O. Box 50760
 Sparks, NV 89435
 Phone: (775) 355-0420
 Fax: (775) 355-0535
 Email: bids@snc.biz
 Web Address: www.snc.biz

By submitting your response, you certify that you are authorized to represent and bind your company.

Kevin L. Robertson

Signature

Submitted at 11/6/2025 12:39:12 PM (PT)

bids@snc.biz

Email

Requested Attachments

03.Vendor_Information_&_UEI_Form

Due with bid submission.

Vendor Information.pdf

04.Bidder_1%_Subcontractor_Info

Due from the three (3) lowest bidders within two (2) hours of bid opening; Email to CAkers@carson.org *GENERAL CONTRACTOR MUST SELF-LIST*

1% Subcontractor Listing.pdf

05.Bidder_5%_Subcontractor_Info

Due with bid submission. *GENERAL CONTRACTOR MUST SELF-LIST*

5% Subcontractor Listing.pdf

06.Bid_Bond_Form

Due with bid submission.

Bid Bond.pdf

08.Conflict_of_Interest_Disclosure_Form

Due with bid submission.

Conflict of Interest Disclosure Form.pdf

09.Certification_of_Authorization_&_Understanding

Due with bid submission.

Certification of Authorization and Understanding.pdf

11.Bidding_Preference_Affidavit

Due at bid submission if requesting a bidding preference for projects expected to cost more than \$250k.

Bidders Preference Affidavit.pdf

12.Certificate_of_Eligibility_for_License

Due at bid submission if requesting a bidding preference for projects expected to cost more than \$250k.

Certificate of Eligibility.pdf

13.References

Due with bid submission.

13.References.pdf

Bid Attributes

1 Acknowledgement of Addendum/Addenda

Bidder acknowledges receipt of ___ addendum/addenda for this solicitation.

1

2 Substitutions & Revisions

No substitution(s) or revision(s) to this Bid Proposal form will be accepted. Carson City will reject bids with any substitution(s), revision(s), or other alteration(s) to this Bid Proposal form.

☒ Acknowledged

3 License Requirements

All bidders shall be licensed by the State of Nevada to do the type and value of work contemplated in this project. The successful bidder shall possess a valid and applicable contractor's license issued by the Nevada State Contractors Board under the provisions of Chapter 624 of Nevada Revised Statutes, at the time of submitting its bid.

All bidders shall ensure that all sub-bids utilized in preparing the bid have been obtained from subcontractors who are properly licensed on the bid date by the Nevada Contractors Board to perform their portion of the work. A subcontractor named by the bidder who is not properly licensed for the portion of the work is not acceptable. The bidder shall provide an acceptable subcontractor within 48 hours of discovery of the exception and before any further work on the project is undertaken.

For federally assisted contracts, all requirements for such shall apply and any contractor otherwise qualified by the State of Nevada to perform such work is not required to be licensed nor to submit application for license in advance of submitting a bid or having such bid considered, provided, however, that such exception does not constitute a waiver of the State's right under its license laws to require a contractor, determined to be a successful bidder, to be licensed to do business in the State of Nevada with a recognized classification to perform the work in connection with the award of the contract to them.

☒ Acknowledged

4 Required Postings & Notices

All bidders must review and acknowledge the provisions in the document titled [Ref09.Postings_&_Notices_Requirements.pdf](#) as part of this submission. This form is available on the "Attachments" tab. Note: Jobsite poster requirements, if applicable, are listed in the Special Conditions.

☒ Acknowledged

5 Vendor Information & UEI

Bidders must return the document titled [03.Vendor_Information_&_UEI_Form.pdf](#) as part of this submission.

For federally assisted contracts, bidders must also include a valid UEI number provided by SAM.gov and attach a copy of the SAM.gov UEI printout to the above document.

☒ Acknowledged

6 References

All bidders must provide a document on company letterhead and name the upload [13.References.pdf](#) as part of this submission. This letter must include at least three (3) contracts of a similar nature performed by the bidder in the previous three (3) years with the following information:

Company Name & Mailing Address
Company Phone & Email
Project Title
Scope of Work & Dates of Performance
Amount of Contract

If the letter does not include at least three (3) contracts of a similar nature performed by the bidder in the previous three (3) years, then it must also list the bidder's qualifications for this contract. Carson City reserves the right to contact and verify, with any and all references listed, the quality of and the degree of satisfaction for such performance.

☒ Acknowledged

7 Prevailing Wage & Davis-Bacon

All bidders must acknowledge the State of Nevada Prevailing Wages provided in the document titled [Ref06.2026_Prevailing_Wage_Rates.pdf](#) as part of this submission. This document is available on the "Attachments" tab.

As applicable, all bidders must acknowledge the Davis-Bacon Wage Determinations provided in the documents titled [Ref07.Davis_Bacon_BLDG.pdf](#), [Ref07.Davis_Bacon_Heavy.pdf](#), and/or [Ref07.Davis_Bacon_HWY.pdf](#) as part of this submission. These documents are available on the "Attachments" tab. *Note: Davis-Bacon filenames are succeeded by the General Decision Number and Modification Number. ex: Ref07.Davis_Bacon_HWY_NV20240057(mod5).pdf*

Northern Nevada Rural Counties Prevailing Wage Rates are published October 1 each year and are applicable to Public Works Projects over \$100k that are Bid/Awarded between October 1 of the publication year and September 30 of the following year.

The Davis-Bacon and Related Acts apply to contractors and subcontractors performing on federally assisted contracts in excess of \$2,000 for the construction, alteration, or repair of public buildings or public works. Davis-Bacon Wage Determinations are published throughout the year and are updated as-needed. Davis-Bacon Wage Determinations will be verified two (2) weeks before bid opening and again two (2) days before of bid opening.

☒ Acknowledged

8 Apprenticeship Utilization Act Requirements

Senate Bill 82 significantly amended NRS 338.01165, otherwise known as the Apprenticeship Utilization Act (AUA). All bidders must review the document titled [Ref08.SB82_Regulations.pdf](#) as part of this submission. This form is available on the "Attachments" tab.

All bidders must acknowledge that as General/Prime Contractor, you and your subcontractors will comply with all requirements of the AUA and SB 82 for this project, unless a modification, waiver, or exemption applies.

☒ Acknowledged

9 Title VI

All bidders must include in all subcontracts the Additional Contract Provisions related to Title VI of the Civil Rights Act of 1964 provided in the document titled [Ref11.Contract_Provisions_TitleVI.pdf](#) for this project. This document is available on the "Attachments" tab.

☒ Acknowledged

10 Bidding Preference & Certificate of Eligibility NRS 338.147

For projects expected to cost more than \$250k, Bidders requesting a preference per NRS 338.147 shall include with their bid a copy of the Contractor's Certificate of Eligibility issued by the Nevada State Contractors Board as proof of compliance to be considered. In addition, Bidders shall include with their bid a [11.Bidding_Preference_Affidavit.pdf](#), available on the "Attachments" tab, to certify requirements will be adhered to, documented, and attained to remain eligible to receive a preference in bidding and remain in compliance with NRS 338.1417 and NRS 338.1389.

☒ Acknowledged

1 DBE Goal

Bidder acknowledges the established DBE goal of ____% for this project. *(Enter the percentage as #.# or 0.0 if there is no set DBE goal.)*

If no (0.0%) Disadvantaged Business Enterprise (DBE)/Small Business Enterprise (SBE) program goals for this procurement have been set, then in accordance with Title VI of the Civil Rights Act of 1964 and Title 49 Code of Federal Regulations Part 26, we, the Bidder, have ensured that any contract entered into, certified DBE/SBE firms have been afforded full opportunity to submit bids and proposals in response to our invitation and have not been discriminated against on the grounds of race, color, religion, sex, sexual orientation, gender identity or expression, age, disability or national origin in consideration for an award. Although there is no contract-specific goal associated, we have made the effort to ensure nondiscrimination in the award and administration of subcontracts, to help remove barriers to the participation of DBEs/SBEs, and to assist in the development of firms that can compete successfully in the marketplace outside the DBE/SBE program.

1 Execution of Bid Proposal

By acknowledging this clause, I hereby do depose and say that I am the Owner or Authorized Agent of the Bidder and that I have read and agree to abide by this Bid Proposal which may include but is not limited to the following:

Bidder Instructions,
 Bid Plans/Drawings,
 General Conditions,
 Special Conditions,
 Standard Specifications,
 Technical Specifications,
 Geotechnical Reports,
 Bid Bond,
 Proposal Summary,
 Contract Award Instructions, and
 Any subsequent Addenda to this Solicitation that may be published.

Furthermore, we recognize and understand the terms, conditions, and requirements thereof. If our bid is accepted, we, the Bidder, agree to furnish and deliver all materials except those specified to be furnished by the City (Owner) and to do and perform all work for said project, together with incidental items necessary to complete the work to be constructed in accordance with the Contract Documents, Contract Drawings, and Specifications annexed hereto.

☒ Acknowledged

Bid Lines**1 Package Header**

Schedule A: Stewart Street Base Bid Items

Quantity: 1

Total:

Package Items**1.1 MOBILIZATION, DEMOBILIZATION, AND CLEAN-UP**

Quantity: 1 UOM: LS Unit Price: Total:

1.2 TRAFFIC CONTROL

Quantity: 1 UOM: LS Unit Price: Total:

1.3 REMOVE BITUMINOUS PAVEMENT

Quantity: 5268 UOM: SF Unit Price: Total:

1.4 REMOVE CURB AND GUTTER

Quantity: 160 UOM: LF Unit Price: \$51.00 Total: \$8,160.00

1.5 REMOVE PCC SURFACE (SIDEWALK, ADA RAMP, RETAINING CURB)

Quantity: 650 UOM: SF Unit Price: \$14.50 Total: \$9,425.00

1.6 REMOVE PCC VALLEY GUTTER

Quantity: 191 UOM: SF Unit Price: \$17.50 Total: \$3,342.50

1.7 REMOVE SIGN ASSEMBLY, SIGN POST, AND FOUNDATION

Quantity: 8 UOM: EA Unit Price: \$150.00 Total: \$1,200.00

1.8 REMOVE SIGN POST AND FOUNDATION AND REMOVE AND SALVAGE SIGN ASSEMBLY

Quantity: 3 UOM: EA Unit Price: \$150.00 Total: \$450.00

1.9 REMOVE SIGN PANEL

Quantity: 2 UOM: EA Unit Price: \$100.00 Total: \$200.00

1.10 APPLY TYPE 3 MODIFIED RAPID-SETTING SLURRY SEAL

Quantity: 24340 UOM: SY Unit Price: \$4.00 Total: \$97,360.00

1.11 CONSTRUCT AC PAVEMENT PATCH (6" AC/12"AB)

Quantity: 3600 UOM: SF Unit Price: \$30.00 Total: \$108,000.00

1.12 CONSTRUCT NDOT TYPE 1 CURB AND GUTTER

Quantity: 78 UOM: LF Unit Price: \$120.00 Total: \$9,360.00

1.13 CONSTRUCT CCPW TYPE 1 CURB AND GUTTER

Quantity: 36 UOM: LF Unit Price: \$120.00 Total: \$4,320.00

1.14 CONSTRUCT SIDEWALK

Quantity: 297 UOM: SF Unit Price: \$47.00 Total: \$13,959.00

1.15 CONSTRUCT CURB RAMP

Quantity: 5 UOM: EA Unit Price: \$6,700.00 Total: \$33,500.00

1.16 CONSTRUCT PCC VALLEY GUTTER

Quantity: 508 UOM: SF Unit Price: \$58.00 Total: \$29,464.00

1.17 CONSTRUCT FULL-DEPTH AC PAVEMENT (4"AC/8"AB)

Quantity: 1498 UOM: SF Unit Price: \$32.00 Total: \$47,936.00

1.18 ADJUST GAS VALVE TO GRADE (CONTINGENT ITEM)

Quantity: 2 UOM: EA Unit Price: \$2,000.00 Total: \$4,000.00

1.19 ADJUST CATCH BASIN FRAME AND COVER TO GRADE

Quantity: 1 UOM: EA Unit Price: \$440.00 Total: \$440.00

1.20 2-INCH MILL AND OVERLAY

Quantity: 4400 UOM: SF Unit Price: \$13.00 Total: \$57,200.00

1.21 6-INCH SOLID WHITE EDGE STRIPING

Quantity: 2165 UOM: LF Unit Price: \$1.00 Total: \$2,165.00

1.22 8-INCH SOLID WHITE TURN POCKET STRIPING

Quantity: 700 UOM: LF Unit Price: \$1.50 Total: \$1,050.00

1.23 4-INCH SOLID WHITE STRIPING

Quantity: 244 UOM: LF Unit Price: \$0.65 Total: \$158.60

1.24 4-INCH BROKEN WHITE STRIPING

Quantity: 6567 UOM: LF Unit Price: \$0.40 Total: \$2,626.80

1.25 4-INCH BROKEN/SOLID YELLOW TWO-WAY LEFT TURN LANE STRIPING

Quantity: 1647 UOM: LF Unit Price: \$1.50 Total: \$2,470.50

1.26 4-INCH DOUBLE SOLID YELLOW STRIPING

Quantity: 3281 UOM: LF Unit Price: \$1.75 Total: \$5,741.75

1.27 8-INCH SOLID YELLOW DIAGONAL MARKING

Quantity: 52 UOM: LF Unit Price: \$3.00 Total: \$156.00

1.28 6-INCH DOTTED WHITE STRIPING FOR BIKE LANES AT INTERSECTIONS

Quantity: 636 UOM: LF Unit Price: \$1.00 Total: \$636.00

1.29 6-INCH DOTTED WHITE STRIPING FOR LANE DROP (TRAP)

Quantity: 448 UOM: LF Unit Price: \$1.00 Total: \$448.00

1.30 12-INCH SOLID WHITE STOP BAR STRIPING

Quantity: 17 UOM: LF Unit Price: \$5.00 Total: \$85.00

1.31 24-INCH SOLID WHITE STOP BAR STRIPING

Quantity: 307 UOM: LF Unit Price: \$8.75 Total: \$2,686.25

1.32 WHITE YIELD LINE MARKINGS

Quantity: 294 UOM: SF Unit Price: \$4.50 Total: \$1,323.00

1.33 WHITE CROSSWALK MARKINGS

Quantity: 1870 UOM: LF Unit Price: \$8.75 Total: \$16,362.50

1.34 WHITE LEFT-TURN LANE-USE ARROW MARKING

Quantity: 33 UOM: EA Unit Price: \$85.00 Total: \$2,805.00

1.35 WHITE RIGHT-TURN LANE-USE ARROW MARKING

Quantity: 2 UOM: EA Unit Price: \$85.00 Total: \$170.00

1.36 WHITE "ONLY" MARKING

Quantity: 1 UOM: EA Unit Price: \$150.00 Total: \$150.00

1.37 WHITE BICYCLE LANE MARKING

Quantity: 10 UOM: EA Unit Price: \$175.00 Total: \$1,750.00

1.38 RED CURB PAINT

Quantity: 56 UOM: LF Unit Price: \$3.00 Total: \$168.00

1.39 INSTALL NEW SIGN ASSEMBLY ON NEW SIGN POST AND FOUNDATION

Quantity: 26 UOM: EA Unit Price: \$875.00 Total: \$22,750.00

1.40 RELOCATE EXISTING SIGN ASSEMBLY ON NEW SIGN POST AND FOUNDATION

Quantity: 3 UOM: EA Unit Price: \$550.00 Total: \$1,650.00

1.41 INSTALL NEW SIGN PANEL

Quantity: 3 UOM: EA Unit Price: \$250.00 Total: \$750.00

1.42 INSTALL PEDESTRIAN PUSH-BUTTON EXTENSION AND ADAPTER

Quantity: 1 UOM: EA Unit Price: \$710.00 Total: \$710.00

1.43 INSTALL DUAL-MOUNT RRFB ON NDOT 30-FOOT POST

Quantity: 1 UOM: EA Unit Price: \$25,700.00 Total: \$25,700.00

1.44 INSTALL NDOT TYPE 7 LUMINAIRE WITH SAFETY BASE

Quantity: 1 UOM: EA Unit Price: \$21,725.00 Total: \$21,725.00

1.45 INSTALL DUAL MOUNT RRFB ON LUMINAIRE POST

Quantity: 1 UOM: EA Unit Price: \$8,650.00 Total: \$8,650.00

1.46 INSTALL ELECTRICAL TRENCHING AND 2" PVC CONDUIT

Quantity: 71 UOM: LF Unit Price: \$61.00 Total: \$4,331.00

1.47 DUPLICATE PUSHBUTTON, RRFB CONTROLLER, EXTENSION, AND ADAPTER

Quantity: 1 UOM: LS Unit Price: \$4,570.00 Total: \$4,570.00

1.48 ROOT MITIGATION AND TREE/SHRUB TRIMMING (CONTINGENT ITEM)

Quantity: 16 UOM: HR Unit Price: \$190.00 Total: \$3,040.00

2 Package Header

Schedule B: Fairview Drive Base Bid Items

Quantity: 1 Total: \$472,321.85

Package Items**2.1 MOBILIZATION, DEMOBILIZATION, AND CLEAN-UP**

Quantity: 1 UOM: LS Unit Price: \$20,000.00 Total: \$20,000.00

2.2 TRAFFIC CONTROL

Quantity: 1 UOM: LS Unit Price: \$40,000.00 Total: \$40,000.00

2.3 GRIND EXISTING STRIPING 1/2" AND RELEVEL

Quantity: 1 UOM: LS Unit Price: \$40,000.00 Total: \$40,000.00

2.4 ADJUST WATER VALVE RIM

Quantity: 15 UOM: EA Unit Price: \$1,600.00 Total: \$24,000.00

2.5 ADJUST SANITARY SEWER MANHOLE RIM

Quantity: 4 UOM: EA Unit Price: \$3,200.00 Total: \$12,800.00

2.6 REMOVE & REPLACE EXISTING STORM DRAIN MANHOLE FRAME AND COVER

Quantity: 1 UOM: EA Unit Price: \$4,600.00 Total: \$4,600.00

2.7 ADJUST STORM DRAIN MANHOLE RIM

Quantity: 4 UOM: EA Unit Price: \$3,200.00 Total: \$12,800.00

2.8 ADJUST TELEPHONE MANHOLE RIM (CONTINGENT ITEM)

Quantity: 1 UOM: EA Unit Price: \$3,200.00 Total: \$3,200.00

2.9 CONSTRUCT AC PAVEMENT PATCH (6" AC/12"AB)

Quantity: 3850 UOM: SF Unit Price: \$32.00 Total: \$123,200.00

2.10 APPLY TYPE 3 MODIFIED RAPID-SETTING SLURRY SEAL

Quantity: 33000 UOM: SY Unit Price: \$4.00 Total: \$132,000.00

2.11 CONSTRUCT PCC GLUE DOWN CURB ISLAND NOSE

Quantity: 1 UOM: LS Unit Price: \$8,000.00 Total: \$8,000.00

2.12 INSTALL SIGN POST

Quantity: 1 UOM: EA Unit Price: \$550.00 Total: \$550.00

2.13 INSTALL SIGN PANEL

Quantity: 8 UOM: EA Unit Price: \$300.00 Total: \$2,400.00

2.14 WHITE LANE-USE ARROW MARKING

Quantity: 21 UOM: EA Unit Price: \$85.00 Total: \$1,785.00

2.15 WHITE BICYCLE LANE MARKING

Quantity: 15 UOM: EA Unit Price: \$175.00 Total: \$2,625.00

2.16 WHITE CROSSWALK MARKINGS

Quantity: 1750 UOM: LF Unit Price: \$8.75 Total: \$15,312.50

2.17 24-INCH SOLID WHITE STOP BAR STRIPING

Quantity: 353 UOM: LF Unit Price: \$8.75 Total: \$3,088.75

2.18 WHITE YIELD LINE MARKINGS

Quantity: 18 UOM: LF Unit Price: \$10.00 Total: \$180.00

2.19 8-INCH SOLID WHITE TURN POCKET STRIPING

Quantity: 838 UOM: LF Unit Price: \$1.50 Total: \$1,257.00

2.20 8-INCH WHITE INTERSECTION SKIP STRIPE (2'X6')

Quantity: 77 UOM: LF Unit Price: \$1.50 Total: \$115.50

2.21 6-INCH SOLID WHITE EDGE STRIPING

Quantity: 8113 UOM: LF Unit Price: \$1.00 Total: \$8,113.00

2.22 6-INCH DOTTED WHITE STRIPING FOR LANE DROP (TRAP)

Quantity: 300 UOM: LF Unit Price: \$1.00 Total: \$300.00

2.23 6-INCH DOTTED WHITE STRIPING FOR BIKE LANES AT INTERSECTIONS

Quantity: 354 UOM: LF Unit Price: \$1.00 Total: \$354.00

2.24 4-INCH BROKEN WHITE STRIPING

Quantity: 9230 UOM: LF Unit Price: \$0.40 Total: \$3,692.00

2.25 4-INCH WHITE INTERSECTION SKIP STRIPE (2'X6')

Quantity: 404 UOM: LF Unit Price: \$0.40 Total: \$161.60

2.26 8-INCH YELLOW SOLID STRIPE

Quantity: 20 UOM: LF Unit Price: \$1.50 Total: \$30.00

2.27 4-INCH DOUBLE SOLID YELLOW STRIPING

Quantity: 3990 UOM: LF Unit Price: \$1.75 Total: \$6,982.50

2.28 4-INCH BROKEN/SOLID YELLOW TWO-WAY LEFT TURN LANE STRIPING

Quantity: 2260 UOM: LF Unit Price: \$1.25 Total: \$2,825.00

2.29 GREEN BIKE LANE FIELD

Quantity: 195 UOM: SF Unit Price: \$10.00 Total: \$1,950.00

BIDDER SUBCONTRACTOR INFORMATION

(For subcontractors exceeding one percent (1%) of bid amount or \$50,000, whichever is greater)

Contract #: 26300143

Contractor: Sierra Nevada Construction, Inc.

Project #(s): P303525002

Address: P.O. Box 50760
Sparks, Nevada 89435

Bid Amount: \$1,184,007.00

This information must be submitted by the three (3) lowest bidders **NO LATER THAN TWO (2) HOURS AFTER BID OPENING TIME**. The bidder shall enter "NONE" under "SUBCONTRACTOR NAME" if not using subcontractors exceeding 1% of the bid amount. Per NRS 338.141, the prime contractor must list itself on this list if they are to perform any of the work.

SUBCONTRACTOR NAME & ADDRESS IF FEDERALLY FUNDED, INCLUDE UEI NUMBER	SUBCONTRACTOR PHONE NO.	BID LINE ITEM NO(S).*	NEVADA CONTRACTOR LICENSE # (IF APPLICABLE)	LICENSE LIMIT (IF APPLICABLE)	DESCRIPTION OF WORK OR SERVICES TO BE SUBCONTRACTED
Sierra Nevada Construction, Inc. P.O. Box 50760, Sparks, Nevada 89435	775-355-0420	1.1-1.41, 2.1-2.29	25565	Unlimited	All remaining work except those not required to be listed per NRS 338.141.
Titan Electrical Contracting, Inc. 5450 Mill Street, Ste. 100, Reno, Nevada 89502	775-857-4500	1.42-1.47	69814	Unlimited	Electrical Work

*List all items, attach a separate sheet if necessary. Do not enter "multiple" or "various."

Contractor's Signature



Kevin L. Robertson, President

11/06/2025

Date

Telephone No. 775-355-0420

BIDDER SUBCONTRACTOR INFORMATION
(For subcontractors exceeding five percent (5%) of bid amount)

Contract #: 26300143

Contractor: Sierra Nevada Construction, Inc.

Project #(s): P303525002

Address: P.O. Box 50760
Sparks, Nevada 89435

Bid Amount: \$1,184,007.00

This information must be submitted **AT THE TIME OF BID SUBMISSION**. The bidder shall enter "NONE" under "SUBCONTRACTOR NAME" if not using subcontractors exceeding 5% of the bid amount. Per NRS 338.141, the prime contractor must list itself on this list if they are to perform any of the work.

SUBCONTRACTOR NAME & ADDRESS IF FEDERALLY FUNDED, INCLUDE UEI NUMBER	SUBCONTRACTOR PHONE NO.	BID LINE ITEM NO(S).*	NEVADA CONTRACTOR LICENSE # (IF APPLICABLE)	LICENSE LIMIT (IF APPLICABLE)	DESCRIPTION OF WORK OR SERVICES TO BE SUBCONTRACTED
Sierra Nevada Construction, Inc. P.O. Box 50760, Sparks, Nevada 89435	775-355-0420	1.1-1.41, 2.1-2.29	25565	Unlimited	All remaining work except those not required to be listed per NRS 338.141.
Titan Electrical Contracting Inc. 5450 Mill Street, Ste. 100, Reno, Nevada 89502	775-857-4500	1.42-1.47	69814	Unlimited	Electrical Work

*List all items, attach a separate sheet if necessary. Do not enter "multiple" or "various."

The undersigned affirms all work, other than that being performed by the subcontractors listed in the subcontractor reports submitted for this contract, will be performed by the Prime Contractor listed above.

Contractor's Signature



Kevin L. Robertson, President

11/06/2025

Date

Telephone No. 775-355-0420



STATEMENT OF EXPERIENCE - ASPHALT MAINTENANCE

Agency	Job Name	Contract Amount	Type of Contract	Completion Date	Contact Person	Phone #	Address
Ace Engineering	2025 Mercury	\$ 2,299,887.20	Double Chip Seal with Fog Seal	09/30/25	Stuart Gusti	909-392-4600	337 N. Vineyard Ave. Ste. 205, Ontario, CA 91764
Regional Transportation Commission	Las Brisas & Los Altos Resurfacing	\$ 4,448,007.00	AC Patch, Micro-Surfacing, Concrete	11/30/24	Jessica Dover	775-335-1831	1105 Terminal Way, Reno, Nevada 89502
Regional Transportation Commission	2024 Preventative Maintenance	\$ 8,361,007.00	AC Patch, Slurry Seal, Crack Seal, Striping	11/26/24	Jessica Dover	775-335-1831	1105 Terminal Way, Reno, Nevada 89502
Humboldt County	2024/2025 Chip/Slurry Seal	\$ 1,951,007.00	Crack Seal, Slurry Seal, Chip Seal	10/15/24	Daniel Ferraro	775-623-6416	50 West Fifth Street, Winnemucca, Nevada 89445
Douglas County	2024 Road Seal	\$ 611,007.00	Chip Seal, Slurry, Striping	08/31/24	Josh Nordloh	775-782-6274	P.O. Box 218, Minden, NV 89423
City of Reno	2023 Reno Preventative Maintenance	\$ 3,234,007.00	AC Patch, Slurry Seal, Concrete, Striping	05/31/24	Kaitlin Redmon	775-334-3307	PO Box 1900, Reno, NV 89505
Nevada Department of Transportation	NDOT #3980 Humboldt Co Chip Seal	\$ 1,254,007.00	AC Patch, Chip Seal, Striping	12/28/23	Sean Cross	775-315-7325	705 E. 4th Street, Winnemucca, NV 89445
Storey County	Electric Avenue Rehabilitation	\$ 4,212,967.70	AC Patch, Slurry Seal, Striping	12/05/23	Jason Wierzicki	775-847-0958	100 Toll Road, Virginia City, Nevada 89440
Regional Transportation Commission	2023 Preventive Maintenance	\$ 11,374,007.00	AC Patch, Slurry Seal, Crack Seal, Striping	11/20/23	Scott Gibson	775-335-1874	1105 Terminal Way, Reno, Nevada 89502
Marin County	2023 Road Sealant Phase 1	\$ 574,007.00	Slurry Seal, Striping	08/16/23	Bradley Kurz	415-473-6567	3501 Civic Center Dr, Ste 404, San Rafael, CA 94903
APS - City of Sacramento	Sacramento 2022 Resurfacing	\$ 437,007.00	Slurry Seal, Rubber Chip Seal, Fog Seal	11/01/22	Daniel Cruz	209-522-2277	1012 11th Street Suite 1000 Modesto, CA 95354
Nevada Department of Transportation	NDOT #3913 Humboldt Chip & Patch	\$ 2,124,007.00	Chip Seal, AC Patch	09/06/22	Darren Dyk	775-934-8714	1951 Idaho St., Elko, Nevada 89801
Nevada Department of Transportation	NDOT #3902 Lincoln Chip Seal	\$ 3,144,007.00	Chip Seal, AC Patch, Striping	08/27/22	Jennifer Manubay	775-888-7070	1263 S. Stewart Street, Carson City, NV 89712
Town of San Anselmo	2022 Slurry Seal	\$ 402,007.00	Slurry Seal, Micro-Surfacing, Striping	07/13/22	Scott Schneider	415-258-4653	525 San Anselmo Avenue, San Anselmo, CA 94960
City of Rancho Cordova	Rancho Cordova - International Dr Surface Project	\$ 609,006.95	AC Patch, Slurry Seal, Crack Seal, Striping	06/10/22	Victor Ramos	916-851-8948	3303 Luyung Drive, Rancho Cordova, CA 95742
City of Reno	City of Reno - 2021 Reno Preventative Maintenance	\$ 3,074,007.00	Slurry Seal, Chip Seal, AC Patch, Striping	05/27/22	Kaitlin Redmon	775-334-3307	PO Box 1900, Reno, NV 89505
Regional Transportation Commission	RTC - 2021 Preventive Maintenance	\$ 5,761,007.00	Slurry Seal, Chip Seal, AC Patch, Striping	03/10/22	Scott Gibson	775-335-1874	1105 Terminal Way, Reno, Nevada 89502
Washoe County	2021/2022 Slurry Seal	\$ 2,382,518.50	Chip Seal/Slurry Seal	11/02/21	Stephen Hein	775-328-2319	1001 East Ninth Street, Reno, Nevada 89512
Nevada Department of Transportation	NDOT #3879 - Wells CIR/Double Chip	\$ 1,714,007.00	Cold-in-Place, Chip Seal, Striping	10/08/21	John England	775-777-2703	1951 Idaho Street, Elko, NV 89801
Nevada Department of Transportation	NDOT #3853 SR 208/338 Slurry	\$ 1,044,007.00	Micro-Surfacing, Striping	09/24/21	Reid Kaiser	775-337-4700	310 Galletti Way, Sparks, NV 89431
City of Elko	2024 Micro Slurry Seal Project	\$ 881,007.00	Micro-surfacing, Striping	09/10/24	Paul Algerio	775-777-7230	1751 College Avenue, Elko, Nevada 89801
O'Grady Paving - Santa Clara 2021 Rehab	Santa Clara 2021 Rehab	\$ 377,007.00	Slurry Seal	08/11/21	Kyle Kincaid	650-966-1926	2513 Wyandotte Street, Mountain View, CA 94043
City of Fernley	FY 19/20 PMP Maintenance	\$ 594,007.00	Slurry, Striping	06/25/21	Jessica Dover	775-784-9866	595 Silver Lace Boulevard, Fernley, NV 89408
Mono County	Twin Lakes Road Maintenance	\$ 469,007.00	Slurry Seal, Striping	6/23/2021	Kalen Dodd	760-932-5452	P.O. Box 457, Bridgeport, California 93517
Fresno County	2021 Bituminous Seal Coats	\$ 1,264,007.00	Chip Seal	06/16/21	Robert Hendrickson	559-289-8855	2220 Tulare Street, 6th Floor, Fresno, CA 93721
City of Reno	2020 Reno Preventative Maintenance	\$ 3,344,007.00	Slurry Seal, Chip Seal, AC Patch, Striping	05/19/21	Kaitlin Redmon	775-334-3307	PO Box 1900, Reno, NV 89505
Eureka County	2020 Road and Airport Maintenance	\$ 3,414,007.00	Paving/Patching/Slurry Seal	10/05/20	Jeb Rowley	775-237-5372	701 S. Main Street, Eureka, Nevada 89316
Graniterock - Santa Cruz Rail Trail	Santa Cruz Rail Trail	\$ 154,007.00	Slurry Seal	10/01/20	Brian Ashford	831-768-2734	350 Technology Drive, Watsonville, CA 95076
City of Fernley	FY 19/20 PMP Maintenance	\$ 684,007.00	Slurry, Striping	07/02/20	Jessica Dover	775-784-9919	595 Silver Lace Boulevard, Fernley, NV 89408
Carson City	Roop Street Pavement Micro-Surfacing	\$ 234,007.00	Slurry, Patch, Striping	06/26/20	Jeff Freeman	775-636-0802	201 N. Carson Street #2, Carson City, NV 89701
Lyon County	2019 County Roadway Resurfacing	\$ 1,634,007.00	Chip Seal/Slurry Seal	11/08/19	Dustin Homan	775-302-7179	34 Lakes Blvd., Dayton, NV 89403
Washoe County	2019-2020 Washoe County Slurry Seal	\$ 2,774,007.00	Chip Seal/Slurry Seal	10/31/19	Megan Sizelove	775-328-2316	1001 E. 9th Street, Reno, Nevada 89512
Nevada Department of Transportation	NDOT #3782 - Humboldt Chip	\$ 4,091,007.00	Chip Seal	10/23/19	Trent Averett	775-653-8070	705 E. 4th Street, Winnemucca, NV 89445
Q&D - Watsonville Airport Crack and Slurry	Runway 9-27 & Taxiways B and C	\$ 138,007.00	Crack, Slurry Seal	10/13/19	Marc Leone	775-786-2677	1050 S. 21st Street, Sparks, NV 89431

City of Reno	2019 Pavement Maintenance	\$ 3,321,007.00	Slurry Seal	09/30/19	Teri Martinetti	775-225-7287	PO Box 1900, Reno, NV 89505
City of Davis	Slurry Seal	\$ 1,296,007.00	Slurry Seal	07/31/19	Michael Mitchell	530-628-0086	23 Russell Blvd., Davis, CA 95616
City of Hayward	FY19 Pavement Rehab	\$ 191,007.00	Slurry Seal	07/13/19	Brett Kincaid	650-966-1926	O'Grady Paving, 2513 Wyandotte Street, Mountainview, CA 94039
Q&D - Watsonville Airport Crack and Slurry	Runway 2-20 & Taxiways A, C, D and E	\$ 280,825.00	Crack, Slurry Seal	05/20/19	Marc Leone	775-786-2677	1050 S. 21st Street, Sparks, NV 89431
City of Santa Clarita	2017-18 Slurry Seal	\$ 1,888,950.82	Slurry/Micro-Surfacing	01/03/19	Nelson Vasquez	661-670-9823	23920 Valencia Blvd., Santa Clarita, CA 91355
APS - City of Lompoc	Lompoc 2018 Cape Seal	\$ 486,007.00	Micro-Surfacing, Rubber Chip	12/31/18	Lucus Dias	209-522-2277	1012 11th Street Suite 1000 Modesto, CA 95354
City of Clayton	2018 Neighborhood Streets	\$ 784,007.00	Slurry Seal	11/19/18	Scott Alman	925-683-5025	6000 Heritage Trail, Clayton, CA 94517
San Joaquin County	Chip Seal 2017-2018	\$ 2,267,007.00	Chip Seal	10/29/18	Awni Taha	209-953-7619	1810 E. Hazelton Avenue, Stockton, CA 95205
City of Reno	2018 Preventative Maintenance	\$ 2,894,192.75	Slurry/Micro-Surfacing/Asphalt Patching	10/01/18	Teri Martinetti	775-334-2148	P.O. Box 1900, Reno NV 89505
San Luis Obispo County	2017-18 Surface Treatment Various County Roads	\$ 2,177,607.00	Slurry Seal/Fog Seal	09/14/18	Pete Newell	805-440-6791	County Govt Center, Room 206, SLO, CA 93408
City of Clovis	Rubberized Cape Seal 2018	\$ 824,007.00	Cape Seal	06/25/18	Thomas Cheng	559-324-2374	1033 Fifth Street, Clovis, CA 93612
City of Reno	2017 Reno Surface Treatment Project	\$ 782,007.00	Microsurfacing/Asphalt Patching/Cape Seal	12/01/17	Kerrie Koski	775-830-3976	P.O. Box 1900, Reno NV 89505
Nevada Department of Transportation	NDOT #3685 SR 225 Elko	\$ 856,007.00	Chip Seal/Fog Seal	12/01/17	Regina Pierce	775-777-7768	1951 Idaho Street, Elko, NV 89801
City of Sparks	2018 Street Preventive Maintenance	\$ 439,105.00	Microsurfacing	11/30/17	Bob Schricker	775-353-2273	P.O. Box 857, Sparks, NV 89432-0857
County of San Luis Obispo	2016-17 Surface Treatment Various County Roads	\$ 526,007.00	Slurry/Micro/Fog Seal	11/30/17	Simon Hernandez	805-509-5705	County Govt Center, Room 206, SLO, CA 93408
Lyon County	2017 Pavement Maintenance Project	\$ 857,007.00	Slurry Seal	11/30/17	Brian Harer	775-827-6111	18 Hwy 95A North, Yerington, NV 89447
Washoe County	2017/2018 Roadway & Parking Lot Repairs	\$ 3,155,007.00	Chip Seal/Microsurfacing/Cape Seal/Asphalt Paving	11/30/17	Greg Belancio	775-328-2041	1001 E. 9th Street, Reno, Nevada 89520
City of Carson City	Carson City Pavement Preservation-Micro-Surfacing	\$ 664,007.00	Slurry/Micro	11/30/17	Rick Cooley	775-887-2133	201 North Carson Street, Carson City, NV 89701
City of Santa Clarita	2016-17 Slurry Seal	\$ 1,496,000.00	Slurry Seal/Microsurfacing	11/07/17	Nelson Vasquez	661-294-2538	23920 Valencia Blvd., Santa Clarita, CA 91355
County of Sierra	Sierraville Dearwater Airport Slurry Seal and Re-Stripe Runway Project	\$ 86,007.00	Slurry Seal	10/31/17	Bryan Davey	530-289-3201	P.O. Box 98, Downieville, CA 95936
County of San Joaquin	Chip Seal 2016-2017	\$ 1,721,007.00	Chip Seal	10/01/17	Awni Taha	209-953-7619	1810 E. Hazelton Avenue, Stockton, CA 95205
Eureka County	Eureka County 2017 Streets Maintenance Project	\$ 2,336,418.20	Chip Seal/Slurry Seal	10/01/17	Loren Hunewill	775-623-2888	P.O. Box 714, Eureka, NV 89316
City of Davis	2016 Pavement Rehabilitation	\$ 565,000.00	Slurry Seal	10/01/17	Michael Mitchell	530-757-5686	1717 5th Street, Davis, CA 95616
Nevada Department of Transportation	NDOT #3670 SR 341	\$ 341,007.00	Scrub Seal	09/30/17	John Angel	775-720-4526	123 W. Nye Lane, Carson City, NV 89706
City of Hanford	FY 16/17 Fiberized Micro Surfacing Pavement Treatment Project	\$ 191,007.00	Fiberized Micro	09/30/17	Steve Coodey	559-469-7715	315 N. Douty Street, Hanford, CA 93230
Santa Barbara County	2016-17 Countywide Preventive Maintenance Project	\$ 865,400.00	Cape Seal/Microsurfacing	09/30/17	Andrew Rose	805-739-8794	620 W. Foster Rd., Santa Maria, CA 93455
Regional Transportation Commission	2016 Pavement Maintenance Project	\$ 5,137,007.00	Chip Seal/Microsurfacing/Crack Seal/Asphalt Paving	07/31/17	Doug Maloy	775-335-1865	1105 Terminal Way, Ste 108, Reno, NV 89502
County of Fresno	Slurry Seals in Various Locations No. 16-14-C	\$ 464,489.50	Slurry Seal	07/31/17	Keith Eckert	559-862-5024	2220 Tulare Street, 6th Floor, Fresno, CA 93721
Washoe County	2016/2017 Slurry Seal of Selected Streets	\$ 3,936,404.00	Chip/Slurry Seal	10/31/16	Greg Belancio	775-328-2041	1001 E. 9th Street, Reno, Nevada 89520
City of Visalia	2016 Reclamite Seal	\$ 976,676.81	Reclamite Seal	10/14/16	Norm Goldstrom	559-713-4186	336 N. Ben Maddox, Visalia, CA 93292
San Joaquin County	Slurry Seal of Local Roads 2015-16	\$ 637,997.90	Slurry Seal	09/23/16	Awni Taha	209-953-7619	1810 E. Hazelton Avenue, Stockton, CA 95205
Lander County	Battle Mountain 2016 Road Maintenance Project	\$ 3,087,816.00	Chip/Slurry Seal	09/15/16	Burt Ramos	775-635-2728	50 State Route 305, Battle Mountain, NV 89820
City of Rocklin	2016 High Density Mineral Bond Resurfacing	\$ 695,548.40	High Density Mineral Bond	09/02/16	Zach Bosch	916-625-5511	4081 Alvis Court, Rocklin, CA 95677
Nevada Department of Transportation	NDOT #3603 Denio	\$ 2,527,366.00	Chip Seal with Flush Coat	09/01/16	Dave Schwartz	775-623-8070	795 E. Fourth Street, Winnemucca, NV 89445
City of Santa Clarita	2015-16 Annual Slurry Seal Project	\$ 832,318.05	Slurry Seal / Micro-Surfacing	08/19/16	Nelson Vasquez	661-670-9823	23920 Valencia Blvd., Santa Clarita, CA 91355
City of Brentwood	2016 Preventive Maintenance Program and Trail Pavement Management	\$ 1,142,817.00	Slurry Seal	08/11/16	James Campero	925-516-5158	150 City Park Way, Brentwood, CA 94513
City of Clovis	2016 Rubberized Cape Seal	\$ 844,007.00	Slurry / Rubberized Chip/Cape Seal	06/30/16	Thomas Cheng	559-324-2374	1033 Fifth Street, Clovis, CA 93612
Nevada Department of Transportation	NDOT #3563 Various Counties Chip Seal	\$ 4,958,680.00	Double Chip Seal	10/30/15	Randy Hesterlee	775-289-1703	1263 S. Stewart St, Carson City, NV 89712

City of Manteca	2015 Pavement Maintenance	\$ 1,833,735.00	Slurry Seal	09/30/15	Matiel Holloway	209-456-8411	1001 W. Center Street, Manteca, CA 95337
Contra Costa County	2015 Contra Costa Cape Seal	\$ 504,278.00	Slurry Seal	09/15/15	Dante Morabe	925-313-2006	255 Glacier Drive, Martinez, CA 94553
City of Clovis	Clovis Rubberized Cape Seal	\$ 1,392,865.00	Cape Seal	08/30/15	Steve White	559-324-2060	1033 Fifth Street, Clovis, CA 93612
Gardnerville Ranchos GID	2015-2016 Street Maintenance	\$ 388,367.80	Slurry Seal	08/30/15	Robert Spellberg	775-265-2048	931 Mitch Drive, Gardnerville, NV 89410
County of Fresno	Fresno County Slurry Seal	\$ 477,135.00	Slurry Seal	06/30/15	D'Andra Buchanan	559-696-9789	2220 Tulare Street, 6th Floor, Fresno, CA 93721
Regional Transportation Commission	2014 Preventive Maintenance	\$ 2,322,007.11	Slurry/Micro/Chip Seal	01/01/15	Scott Gibson	775-348-0171	1105 Terminal Way, Ste 108, Reno, NV 89502
Nevada Department of Transportation	NDOT #3569 Pyramid Hwy Chip	\$ 2,567,569.00	Double Chip Seal	12/31/14	Sam Lompa	775-888-3040	1263 S. Stewart St, Carson City, NV 89712
City of Rocklin	2014 Resurfacing Project	\$ 2,208,709.95	Slurry/Micro/Asphalt Rubber Chip Seal	12/19/14	Justin Nartker	916-625-5500	4081 Alvis Court, Rocklin, CA 95677
Contra Costa County	2014 Slurry Seal (Saranap Area)	\$ 407,000.00	Slurry Seal	10/01/14	Dante Morabe	925-313-2006	255 Glacier Drive, Martinez, CA 94553
Washoe County	2014/2015 Slurry Seal	\$ 1,529,450.00	Slurry/Micro/Chip Seal	10/01/14	Greg Belanchio	775-328-2041	1001 E. 9th Street, Reno, Nevada 89520
Contra Costa County	2014 Discovery Bay Asphalt Rubber Cape Seal - Subcontractor to American Pavement Systems	\$ 603,000.00	Slurry Seal	08/01/14	Dante Morabe	925-313-2006	255 Glacier Drive, Martinez, CA 94553
City of Brentwood	2014 Pavement Management Project	\$ 534,746.82	Slurry Seal	07/21/14	Anthony Salam	925-516-5168	150 City Park Way, Brentwood, CA 94513
City of Carson	2013 Street Maintenance Program	\$ 686,007.00	Slurry/Micro	10/15/13	John Platt	775-887-2355	201 N. Carson Street #3, Carson City, NV 89701
Town of Mammoth	2013 Micro Surfacing Project	\$ 233,277.73	Slurry/Micro	10/15/13	Ron Fransler	760-934-8989	P.O. Box 1609, Mammoth Lakes, CA 93546
City of Reno	2013 Surface Treatment	\$ 468,007.00	Street Maintenance	10/01/13	Kerrie Koski	775-830-3976	P.O. Box 1900, Reno NV 89505
California Department of Transportation	Caltrans 02-4E9704 Tehama	\$ 1,088,007.00	Slurry/Rubberized Chip Seal	09/30/13	Anthony Granados	530-949-1611	1727 - 30th Street, Sacramento, CA 95816
City of Sparks	2013 Preventative Maintenance Program	\$ 391,004.10	Micro Seal	09/20/13	Brent Quilici	775-671-7013	P.O. Box 857, Sparks, NV 89432-0857
City of Carlin	2013 City of Carlin Street Maintenance	\$ 301,468.65	Rubberized Cape Seal	09/15/13	Carlos Esparza	775-397-5720	810 Oak Street, Carlin, NV 89822
City of Elko	Microsurface Project 2013	\$ 182,007.00	Slurry/Micro	08/30/13	Dennis Strickland	775-777-7241	1751 College Avenue, Elko, NV 89801
Regional Transportation Commission	2013 Preventive Crack & Maint.	\$ 1,073,007.00	Crack and Patch	06/30/13	Scott Gibson	775-348-0400	P.O. Box 30002, Reno NV 89520

CITY OF CARSON CITY, NEVADA – BID BOND

We the undersigned, Sierra Nevada Construction, Inc., as "Principal",
 and Liberty Mutual Insurance Company, as "Surety",
 are hereby held and firmly bound unto the City of Carson City, Nevada, as "Obligee" in the penal sum
 of Five Percent of Total Amount Bid dollars (\$ 5% of Total Amount Bid)
 for the payment of which, well and truly to be made, the Principal and Surety bind themselves, their
 heirs, executors, and administrators, successors and assigns, jointly and severally, by this instrument.
 The condition of the obligation of this bid bond is as follows:

WHEREAS, NRS 332.105 authorizes local governments to require bid bonds to insure execution
 and proper performance of the Contract and the Bonding Company has an "A" or better rating
 with Moody's or A.M. Best and T-Listed with the U.S. Treasury Department; and

WHEREAS, the Principal has submitted a bid for Bid #26300143 PWP #CC-2026-053
 for Project Title District 2 Stewart St & Farview Dr Pavement Preservation

NOW, THEREFORE

- (a) If said Bid shall be rejected; or
- (b) If said Bid shall be accepted and the Principal shall execute and deliver the contract in the bid documents ("Contract") to Obligee in accordance with the terms of the bid documents, and give such bond or bonds as may be specified in the bid or contract documents with good and sufficient surety for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof; or
- (c) If the Principal shall pay to the Obligee the full amount of the bid bond as a penalty irrespective of the Obligee's actual damages in the event of the failure of the Principal to enter into such Contract and give such bond or bonds,

then, this obligation shall be null and void. Otherwise it shall remain in full force and effect, it being expressly understood and agreed that the liability of the Surety (but not of the Principal) for any and all claims hereunder shall, in no event, exceed the penal amount of the obligation as herein stated.

The Surety, for the consideration for which this bond was executed, hereby stipulates and agrees that the obligations of said Surety and its bond shall be in no way impaired or affected by any extension of the time within which the Obligee may accept such bid, and hereby waives notice of any such extension.

IN WITNESS WHEREOF, the Principal and the Surety have hereunto set their hands and the Surety has caused their seal to be hereto affixed and these present to be signed by their proper officers.

Signed, Sealed and dated: October 10, 2025

Sierra Nevada Construction, Inc.
 Principal

By: 
Kevin L. Robertson, President
Liberty Mutual Insurance Company

Surety
 By: 
Shelly Demaray, Attorney-In-Fact



POWER OF ATTORNEY

Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

Certificate No: **8213779 - 976312**

KNOWN ALL PERSONS BY THESE PRESENTS: That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, Andrea Cantlon, Carey Morgan, Dena VanDeVanter, Julie West, Nicholas D. Rossi, Teri L. Nowak

all of the city of Reno state of NV each individually if there be more than one named, its true and lawful attorney-in-fact to make, execute, seal, acknowledge and deliver, for and on its behalf as surety and as its act and deed, any and all undertakings, bonds, recognizances and other surety obligations, in pursuance of these presents and shall be as binding upon the Companies as if they have been duly signed by the president and attested by the secretary of the Companies in their own proper persons.

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 10th day of April, 2025.



Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

By: Nathan J. Zangerle

Nathan J. Zangerle, Assistant Secretary

State of PENNSYLVANIA ss
County of MONTGOMERY

On this 10th day of April, 2025 before me personally appeared Nathan J. Zangerle, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my notarial seal at Plymouth Meeting, Pennsylvania, on the day and year first above written.



Commonwealth of Pennsylvania - Notary Seal
Teresa Pastella, Notary Public
Montgomery County
My commission expires March 28, 2029
Commission number 1126044
Member, Pennsylvania Association of Notaries

By: Teresa Pastella
Teresa Pastella, Notary Public

This Power of Attorney is made and executed pursuant to and by authority of the following By-laws and Authorizations of The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company which resolutions are now in full force and effect reading as follows:

ARTICLE IV – OFFICERS: Section 12. Power of Attorney.

Any officer or other official of the Corporation authorized for that purpose in writing by the Chairman or the President, and subject to such limitation as the Chairman or the President may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Corporation to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Corporation by their signature and execution of any such instruments and to attach thereto the seal of the Corporation. When so executed, such instruments shall be as binding as if signed by the President and attested to by the Secretary. Any power or authority granted to any representative or attorney-in-fact under the provisions of this article may be revoked at any time by the Board, the Chairman, the President or by the officer or officers granting such power or authority.

ARTICLE XIII – Execution of Contracts: Section 5. Surety Bonds and Undertakings.

Any officer of the Company authorized for that purpose in writing by the chairman or the president, and subject to such limitations as the chairman or the president may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Company by their signature and execution of any such instruments and to attach thereto the seal of the Company. When so executed such instruments shall be as binding as if signed by the president and attested by the secretary.

Certificate of Designation – The President of the Company, acting pursuant to the Bylaws of the Company, authorizes Nathan J. Zangerle, Assistant Secretary to appoint such attorneys-in-fact as may be necessary to act on behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

Authorization – By unanimous consent of the Company's Board of Directors, the Company consents that facsimile or mechanically reproduced signature of any assistant secretary of the Company, wherever appearing upon a certified copy of any power of attorney issued by the Company in connection with surety bonds, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

I, Renee C. Llewellyn, the undersigned, Assistant Secretary, The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company do hereby certify that the original power of attorney of which the foregoing is a full, true and correct copy of the Power of Attorney executed by said Companies, is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 10th day of October, 2025.



By: Renee C. Llewellyn

Renee C. Llewellyn, Assistant Secretary

Not valid for mortgage, note, loan, letter of credit, currency rate, interest rate or residual value guarantees.

For bond and/or Power of Attorney (POA) verification inquiries, please call 610-832-8240 or email HOSUR@libertymutual.com.

BIDDING PREFERENCE AFFIDAVIT

Exhibit A

(This form is required to receive a preference in bidding.)

On behalf of Sierra Nevada Construction, Inc.,

for Bid Number 26300143, and

Project Name District 2 Stewart St & Fairview Dr Pavement Preservation,

- (a) The Contractor shall ensure that 50 percent of the workers employed on the job possess a Nevada driver's license or identification card;
- (b) The Contractor shall ensure all vehicles used primarily for the public work will be registered and (where applicable) partially apportioned to Nevada;
- (c) The Contractor shall ensure at least 50 percent of the design professionals who work on the project (including sub-contractors) have a Nevada driver's license or identification card.
- (d) The Contractor shall ensure payroll records related to this project are maintained and available within the State of Nevada.

As the Authorized Official for the undersigned, I certify that the requirements will be adhered to, documented, and attained on completion of the contract to remain in compliance with NRS 338.147 and NRS 338.1389, and to remain eligible to receive a preference in bidding on the above Project. I recognize and accept that failure to comply with any requirements is a material breach of the contract and entitles the City to damages and understand the Contractor may lose their preference designation and/or lose their ability to bid on public works for one year, pursuant to NRS 338. 147 and NRS 338.1389.

Kevin L. Robertson
Authorized Official

President
Title

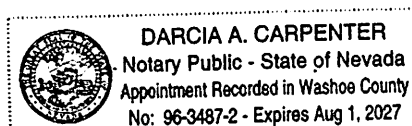

Signature

11/06/2025
Date

STATE OF NevadaCOUNTY OF WashoeOn 11/6/25, before me, Darcia A. Carpenter
(here insert name of notary)personally appeared Kevin L. Robertson
(name(s) of Signer(s))

personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.

Signature Darcia A. Carpenter (SEAL)

This area for Official Notarial Seal

OPTIONAL

Though the data below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent reattachment of this form.

CAPACITY CLAIMED BY SIGNER

- ☐ INDIVIDUAL
☐ CORPORATE OFFICER

TITLE(S) _____

- ☐ PARTNER(S) ☐ LIMITED
☐ GENERAL

- ☐ ATTORNEY-IN-FACT
☐ TRUSTEE(S)
☐ GUARDIAN/CONSERVATOR
☐ OTHER: _____

SIGNER IS REPRESENTING:NAME OF PERSON(S) OR ENTITY(IES)

 _____**DESCRIPTION OF ATTACHED DOCUMENT**TITLE OF TYPE OF DOCUMENT
 _____NUMBER OF PAGES
 _____DATE OF DOCUMENT
 _____SIGNER(S) OTHER THAN NAMED ABOVE



NEVADA STATE CONTRACTORS BOARD

5390 KIETZKE LANE, SUITE 102, RENO, NEVADA, 89511 (775) 688-1141 FAX (775) 688-1271, INVESTIGATIONS (775) 688-1150
8400 WEST SUNSET ROAD, SUITE 150, LAS VEGAS, NEVADA, 89113 (702) 486-1100 FAX (702) 486-1190, INVESTIGATIONS (702) 486-1110

CERTIFICATE OF ELIGIBILITY PER NRS 338.147 and NRS 338.1389

CERTIFICATE NUMBER: **BPC-00-01-27-0032**

SIERRA NEVADA CONSTRUCTION INC (HEREIN THE "GENERAL CONTRACTOR") NEVADA STATE CONTRACTORS' LICENSE NUMBER **0025565** ORIGINAL ISSUE DATE: **07/05/1988** BUSINESS TYPE: **CORPORATION** CLASSIFICATION: **A-GENERAL ENGINEERING** MONETARY LICENSE LIMIT: **UNLIMITED** STATUS: **ACTIVE**, IS HEREBY ISSUED THIS CERTIFICATE BY THE NEVADA STATE CONTRACTORS' BOARD, BASED UPON THE INFORMATION CONTAINED IN THE STATEMENT OF COMPLIANCE WITH NEVADA REVISED STATUTES (NRS) 338.147 AND NRS 338.1389 AND THE AFFIDAVIT OF CERTIFIED PUBLIC ACCOUNTANT SUBMITTED TO THE NEVADA STATE CONTRACTORS BOARD AS PROOF OF CONTRACTOR'S COMPLIANCE WITH THE PROVISIONS OF NRS 338.147 AND NRS 338.1389, ATTACHED HERETO. IN ACCORDANCE WITH THE PROVISIONS OF NRS 338.147(3), THE ABOVE-NAMED GENERAL CONTRACTOR AND A CERTIFIED PUBLIC ACCOUNTANT HAVE SUBMITTED FULLY EXECUTED AND NOTARIZED SWORN AFFIDAVITS AS PROOF OF PREFERENTIAL BIDDER STATUS, UNDER PENALTY OF PERJURY, CERTIFYING THAT THE GENERAL CONTRACTOR IS QUALIFIED TO RECEIVE A PREFERENCE IN BIDDING AS SET FORTH IN NRS 338.147 AND NRS 338.1389 AND OTHER MATTERS RELATING THERETO.

THIS CERTIFICATE OF ELIGIBILITY IS ISSUED ON **AUGUST 1, 2025** AND EXPIRES ON **JULY 31, 2026** UNLESS SOONER REVOKED OR SUSPENDED BY THE NEVADA STATE CONTRACTORS BOARD.



Susan Broili Kamesch 7/10/2025 *dw*
SUSAN BROILI KAMESCH, LICENSING ADMINISTRATOR DATE
FOR DAVID BEHAR, EXECUTIVE OFFICER

The Nevada State Contractors Board assumes no liability or responsibility for the accuracy or validity of the information contained in the Contractors Statement of Compliance with NRS 338.147 or the Affidavit of Certified Public Accountant as Proof of Contractors Compliance with the Provisions of NRS 338.147. The above-named General Contractor shall bear the responsibility to ascertain the accuracy and validity of the affidavits provided to support the issuance of this certificate.

Certification of Authorization and Understanding

Project Name: District 2 Stewart St & Fairview Dr Pavement Preservation

Project Number: P303525002

This is to certify that the principals, and the authorized payroll officer certify the following person(s) is/are designated as the payroll officer(s) for the undersigned and is authorized to sign the Statement of Compliance which will accompany each weekly certified payroll report for this project.

Theresa Tarnowski

Payroll Officer (Name)



Payroll Officer (Signature)

Sierra Nevada Construction, Inc.

(Name of Contractor/Subcontractor)

By



(Owner's Signature)

Kevin L. Robertson, President

(Title)

25565

(Contractor/Subcontractor License Number)

11/06/2025

(Date)

Conflict of Interest Disclosure Form

Date: 11/06/2025

Project: P303525002

Title: District 2 Stewart St & Fairview Dr Pavement Preservation

Name: Kevin L. Robertson

Position: President

Please describe below any relationships, transactions, positions you hold (volunteer or otherwise), or circumstances that you believe could contribute to a conflict of interest:

- ☒ I have no conflict of interest to report.
- ☐ I have the following conflict of interest to report (please specify other nonprofit and for-profit boards you (and your spouse) sit on, any for-profit businesses for which you or an immediate family member are an officer or director, or a majority shareholder, and the name of your employer and any businesses you or a family member own:

I hereby certify that the information set forth above is true and complete to the best of my knowledge.

Signature: 

Date: 11/06/2025

Vendor Profile

Vendor Name

Business Name

dba/Fictitious Name

State of Nevada Business License No.

Carson City Business License No.

Federal ID

*Unique Entity Identifier (UEI)

**Attach copy of SAM.gov UEI printout*

Physical Street Address

City, State, ZIP

Mailing Street Address

City, State, ZIP

Telephone Number

Email

Website URL

Contact Person

Contact Title

Contact Phone

Contact Email

Licensing Information

Nevada State Contractor's License No.

License Classification(s)

Date Issued

Limitation(s) of License

Date of Expiration

Name of Licensee

Disclosure of Principals

(1) Individual and/or Partnership

Address

City, State, ZIP

(2) Individual and/or Partnership

Address

City, State, ZIP

(3) Individual and/or Partnership

Address

City, State, ZIP

(4) Individual and/or Partnership

Address

City, State, ZIP

(5) Individual and/or Partnership

Address

City, State, ZIP

(6) Individual and/or Partnership

Address

City, State, ZIP

Awarded Contract Information

If your company is determined to be the awardee of the contract for this scope of work, the contract form for the work will be routed via electronic means. Therefore, please identify the authorized individual that will be signing the resulting contract. Presumably this will be the company owner or corporate officer authorized to bind the company for future work.

Company Name

Authorized Name

Title

Direct Email Address

Direct Telephone No.

Mailing Address

							Sierra Nevada Construction, Inc	
							Total Price	\$1,184,007.00
Line #	Description	Mfgr	Mfgno	QTY	UOM	Estimated	Unit	Extended
1	Schedule A: Stewart Street Base Bid Items			1			\$711,685.15	\$711,685.15
1.1	MOBILIZATION, DEMOBILIZATION, AND CLEA			1	LS		\$20,000.00	
1.2	TRAFFIC CONTROL			1	LS		\$49,520.25	
1.3	REMOVE BITUMINOUS PAVEMENT			5268	SF		\$15.00	
1.4	REMOVE CURB AND GUTTER			160	LF		\$51.00	
1.5	REMOVE PCC SURFACE (SIDEWALK, ADA RAM			650	SF		\$14.50	
1.6	REMOVE PCC VALLEY GUTTER			191	SF		\$17.50	
1.7	REMOVE SIGN ASSEMBLY, SIGN POST, AND F			8	EA		\$150.00	
1.8	REMOVE SIGN POST AND FOUNDATION AND			3	EA		\$150.00	
1.9	REMOVE SIGN PANEL			2	EA		\$100.00	
1.10	APPLY TYPE 3 MODIFIED RAPID-SETTING SLU			24340	SY		\$4.00	
1.11	CONSTRUCT AC PAVEMENT PATCH (6" AC/12			3600	SF		\$30.00	
1.12	CONSTRUCT NDOT TYPE 1 CURB AND GUTTE			78	LF		\$120.00	
1.13	CONSTRUCT CCPW TYPE 1 CURB AND GUTTE			36	LF		\$120.00	
1.14	CONSTRUCT SIDEWALK			297	SF		\$47.00	
1.15	CONSTRUCT CURB RAMP			5	EA		\$6,700.00	
1.16	CONSTRUCT PCC VALLEY GUTTER			508	SF		\$58.00	
1.17	CONSTRUCT FULL-DEPTH AC PAVEMENT (4" /			1498	SF		\$32.00	
1.18	ADJUST GAS VALVE TO GRADE (CONTINGENT			2	EA		\$2,000.00	
1.19	ADJUST CATCH BASIN FRAME AND COVER TC			1	EA		\$440.00	
1.20	2-INCH MILL AND OVERLAY			4400	SF		\$13.00	
1.21	6-INCH SOLID WHITE EDGE STRIPING			2165	LF		\$1.00	
1.22	8-INCH SOLID WHITE TURN POCKET STRIPINC			700	LF		\$1.50	
1.23	4-INCH SOLID WHITE STRIPING			244	LF		\$0.65	
1.24	4-INCH BROKEN WHITE STRIPING			6567	LF		\$0.40	
1.25	4-INCH BROKEN/SOLID YELLOW TWO-WAY L			1647	LF		\$1.50	
1.26	4-INCH DOUBLE SOLID YELLOW STRIPING			3281	LF		\$1.75	
1.27	8-INCH SOLID YELLOW DIAGONAL MARKING			52	LF		\$3.00	
1.28	6-INCH DOTTED WHITE STRIPING FOR BIKE L			636	LF		\$1.00	
1.29	6-INCH DOTTED WHITE STRIPING FOR LANE I			448	LF		\$1.00	
1.30	12-INCH SOLID WHITE STOP BAR STRIPING			17	LF		\$5.00	
1.31	24-INCH SOLID WHITE STOP BAR STRIPING			307	LF		\$8.75	
1.32	WHITE YIELD LINE MARKINGS			294	SF		\$4.50	
1.33	WHITE CROSSWALK MARKINGS			1870	LF		\$8.75	
1.34	WHITE LEFT-TURN LANE-USE ARROW MARKI			33	EA		\$85.00	

1.35	WHITE RIGHT-TURN LANE-USE ARROW MARKING	2	EA	<u>\$85.00</u>	
1.36	WHITE "ONLY" MARKING	1	EA	<u>\$150.00</u>	
1.37	WHITE BICYCLE LANE MARKING	10	EA	<u>\$175.00</u>	
1.38	RED CURB PAINT	56	LF	<u>\$3.00</u>	
1.39	INSTALL NEW SIGN ASSEMBLY ON NEW SIGN	26	EA	<u>\$875.00</u>	
1.40	RELOCATE EXISTING SIGN ASSEMBLY ON NEW SIGN	3	EA	<u>\$550.00</u>	
1.41	INSTALL NEW SIGN PANEL	3	EA	<u>\$250.00</u>	
1.42	INSTALL PEDESTRIAN PUSH-BUTTON EXTENSION	1	EA	<u>\$710.00</u>	
1.43	INSTALL DUAL-MOUNT RRFB ON NDOT 30-FOOT WIDE	1	EA	<u>\$25,700.00</u>	
1.44	INSTALL NDOT TYPE 7 LUMINAIRE WITH SAFETY	1	EA	<u>\$21,725.00</u>	
1.45	INSTALL DUAL MOUNT RRFB ON LUMINAIRE	1	EA	<u>\$8,650.00</u>	
1.46	INSTALL ELECTRICAL TRENCHING AND 2" PVC	71	LF	<u>\$61.00</u>	
1.47	DUPLICATE PUSHBUTTON, RRFB CONTROLLED	1	LS	<u>\$4,570.00</u>	
1.48	ROOT MITIGATION AND TREE/SHRUB TRIMMING	16	HR	<u>\$190.00</u>	
2	Schedule B: Fairview Drive Base Bid Items	1		<u>\$472,321.85</u>	\$472,321.85
2.1	MOBILIZATION, DEMOBILIZATION, AND CLEANUP	1	LS	<u>\$20,000.00</u>	
2.2	TRAFFIC CONTROL	1	LS	<u>\$40,000.00</u>	
2.3	GRIND EXISTING STRIPING 1/2" AND RELEVEL	1	LS	<u>\$40,000.00</u>	
2.4	ADJUST WATER VALVE RIM	15	EA	<u>\$1,600.00</u>	
2.5	ADJUST SANITARY SEWER MANHOLE RIM	4	EA	<u>\$3,200.00</u>	
2.6	REMOVE & REPLACE EXISTING STORM DRAIN	1	EA	<u>\$4,600.00</u>	
2.7	ADJUST STORM DRAIN MANHOLE RIM	4	EA	<u>\$3,200.00</u>	
2.8	ADJUST TELEPHONE MANHOLE RIM (CONTINUED)	1	EA	<u>\$3,200.00</u>	
2.9	CONSTRUCT AC PAVEMENT PATCH (6" AC/12)	3850	SF	<u>\$32.00</u>	
2.10	APPLY TYPE 3 MODIFIED RAPID-SETTING SLURRY	33000	SY	<u>\$4.00</u>	
2.11	CONSTRUCT PCC GLUE DOWN CURB ISLAND	1	LS	<u>\$8,000.00</u>	
2.12	INSTALL SIGN POST	1	EA	<u>\$550.00</u>	
2.13	INSTALL SIGN PANEL	8	EA	<u>\$300.00</u>	
2.14	WHITE LANE-USE ARROW MARKING	21	EA	<u>\$85.00</u>	
2.15	WHITE BICYCLE LANE MARKING	15	EA	<u>\$175.00</u>	
2.16	WHITE CROSSWALK MARKINGS	1750	LF	<u>\$8.75</u>	
2.17	24-INCH SOLID WHITE STOP BAR STRIPING	353	LF	<u>\$8.75</u>	
2.18	WHITE YIELD LINE MARKINGS	18	LF	<u>\$10.00</u>	
2.19	8-INCH SOLID WHITE TURN POCKET STRIPING	838	LF	<u>\$1.50</u>	
2.20	8-INCH WHITE INTERSECTION SKIP STRIPE (2)	77	LF	<u>\$1.50</u>	
2.21	6-INCH SOLID WHITE EDGE STRIPING	8113	LF	<u>\$1.00</u>	
2.22	6-INCH DOTTED WHITE STRIPING FOR LANE L	300	LF	<u>\$1.00</u>	
2.23	6-INCH DOTTED WHITE STRIPING FOR BIKE L	354	LF	<u>\$1.00</u>	
2.24	4-INCH BROKEN WHITE STRIPING	9230	LF	<u>\$0.40</u>	

2.25	4-INCH WHITE INTERSECTION SKIP STRIPE (2	404	LF	<u>\$0.40</u>
2.26	8-INCH YELLOW SOLID STRIPE	20	LF	<u>\$1.50</u>
2.27	4-INCH DOUBLE SOLID YELLOW STRIPING	3990	LF	<u>\$1.75</u>
2.28	4-INCH BROKEN/SOLID YELLOW TWO-WAY L	2260	LF	<u>\$1.25</u>
2.29	GREEN BIKE LANE FIELD	195	SF	<u>\$10.00</u>



STAFF REPORT

Report To: Regional Transportation Commission **Meeting Date:** December 10, 2025

Staff Contact: Darren Schulz, Public Works Director

Agenda Title: For Possible Action – Discussion and possible action regarding recommendations and potential approval of the proposed Carson City Safe Routes to School Action Plan (“Plan”), which includes updating the current Carson City Safe Routes to School Master Plan to include additional schools, revising the recommended listing of projects, ensuring compliance with Federal Safety Action Plan requirements, and various other revisions. (Chris Martinovich, Transportation Manager)

Agenda Action: Formal Action / Motion **Time Requested:** 10 minutes

Proposed Motion

I move the approve the Plan, as presented.

Board's Strategic Goal

N/A

Previous Action

February 12, 2025 (Item 5.B) – The Regional Transportation Commission (“RTC”) approved Contract 25300268 with Alta Planning + Design, Inc. (“Alta”) for a total not-to-exceed amount of \$110,000 to complete the Plan.

May 10, 2023 (Item 5.E) – The RTC approved submission of a Safe Streets and Road 4 All (“SS4A”) discretionary grant application for a total amount of \$125,000 for the Plan.

Background/Issues & Analysis

The Plan provides recommendations to improve safety for students walking and biking within one mile of public elementary, middle, and high schools in Carson City and in the Stewart Community of the Washoe Tribe. The Plan is an update to the Carson City Safe Routes to School Master Plan, approved by the RTC in September 2020. Recommendations of the Plan were developed based on school site observations, industry best practices, and an analysis of existing crash and vehicle speed data. Input was incorporated from public surveys, school outreach, and the Safe Routes Task Force, which included members from Carson City Public Works, the Sheriff’s Office, the Nevada Department of Transportation, the Carson City School District, and other relevant organizations, to inform the development of the recommendations.

In addition to the elementary and middle schools, the Plan now includes Carson High School, Pioneer High School, and the Stewart Headstart School in the Stewart Community of the Washoe Tribe, each of

which is eligible for Safe Routes to School funding. The Plan summarized the high-injury networks around schools to align with Safety Action Plan requirements, aiming to improve eligibility for future federal funding opportunities. The Plan also updated the infrastructure and programmatic project lists for each school area, taking into account completed projects, pending projects, new recommended projects, and changes to state statutes. These updates aim to improve student safety, support infrastructure planning, and position the region for future federal funding opportunities.

The Plan was posted on the Western Nevada Safe Routes to School website for 15 days and distributed to all schools in the Carson City School District. No comments were received.

The Plan was funded through a \$125,000 SS4A grant awarded by the Federal Highway Administration. Alta has been leading the effort in updating the Plan.

Applicable Statute, Code, Policy, Rule or Regulation

23 U.S.C 208, NRS 277A.210

Financial Information

Is there a fiscal impact? Yes

If yes, account name/number: Regional Transportation Fund, Safe Routes to School Operating Supplies / 2503040-500625, Project # G303525001

Is it currently budgeted? Yes

Explanation of Fiscal Impact: Funding for the Plan is provided by a federal SS4A grant in the amount of \$125,000. The federal share of Plan costs for which an expenditure is made under the SS4A grant program may not exceed 80% with a 20% minimum local match. Both the grant funds and the local match for the Plan have been budgeted. The local match for the SS4A grant is provided by the RTC Safety Project, #P303517008.

Alternatives

Do not approve the plan and recommend modifications or other direction to staff.

Attachment(s):

[5B_RTC_Exhibit 1 - Carson City SRTS Action Plan.pdf](#)

Motion: _____

1) _____
2) _____

Aye/Nay

(Vote Recorded By)



Carson City

Safe Routes to School Action Plan

November 2025



Acknowledgments

The following individuals and organizations played a vital role in shaping the Carson Safe Routes to School Action Plan update. Their dedication, innovation, and collaborative spirit were essential to the success of this initiative.

Carson City Public Works

Scott Bohemier	<i>Transportation Planner Analyst</i>
Christopher Martinovich	<i>Transportation Manager</i>
Kelly Norman	<i>Senior Transportation Planner</i>
Jared Cragun	<i>Transportation Planner</i>

Carson City Vulnerable Road User Task Force

Amanda Brandenburg	<i>Office of Traffic Safety</i>
Chantelle Ewing	<i>Nevada Department of Transportation</i>
Chelsea Kincheloe	<i>Muscle Powered</i>
Donna Inversin	<i>Muscle Powered / Historic V&T Railway</i>
Melanie McCormick	<i>CASA Carson City</i>
Nick Nordyke	<i>Office of Traffic Safety</i>
Paula Smith	<i>Washoe Tribe</i>
Robert Rikalo	<i>Carson City Sheriff's Office</i>
Robert Simpson	<i>Carson City School District</i>
Steve Olson	<i>Carson City Sheriff's Office</i>
Taylor Mieras	<i>Carson City Sheriff's Office</i>

NDOT

Chantelle Ewing	<i>Transportation Planner Analyst</i>
Kristen Marshal	<i>Active Transportation Education Officer</i>

Consultant Team

Cole Peiffer	<i>Alta Planning + Design</i>
Sierra Rodriguez	<i>Alta Planning + Design</i>





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Executive Summary





Executive Summary

The Carson City Safe Routes to School (SRTS) Action Plan is an update to the City's SRTS Master Plan, focused on improving student safety and promoting walking and biking as viable modes of transportation to and from school. Building upon the foundation of the previous plan—which included six elementary schools and two middle schools—this update expands the scope to include Stewart Headstart Washoe Tribe, Carson High School, and Carson High – Silver Campus (formerly Pioneer High School).

To inform the development of this plan, in-person site assessments were conducted at the newly added schools to better understand travel behaviors, identify safety challenges, and document infrastructure and programmatic needs. Additional data sources—including crash reports, student mode share statistics, and feedback from school staff—were used to shape the recommendations.

To focus improvements in areas with the greatest need and those that benefit multiple schools, the project team applied a weighted prioritization process based on previous data analysis findings. This approach enables the City to identify the most critical projects and phase implementation over time. Prioritization criteria included the following:

- Socioeconomics
- School proximity
- Community facility proximity
- Safety
- Active transportation barriers
- Cost per mile

Using the six E's of Safe Routes to School planning—Engineering, Education, Encouragement, Engagement, Equity, and Evaluation—the plan includes multidisciplinary recommendations that build upon existing efforts by the school district (including teachers and parents) and Carson City Public Works staff. These strategies provide a comprehensive road map for improving safety, accessibility, and confidence for students traveling to and from school.

Engineering Recommendations

Recommendations were developed through a collaborative and data-informed process that included input from the Vulnerable Road User Task Force committee meetings, site observations, and analysis of existing crash data. Feedback from school staff, parents, students, community members, and Carson City Public Works staff was also incorporated for a holistic and community-driven approach. Engineering projects were categorized into three tiers based on planning level cost estimates, available funding, and anticipated implementation timelines.

Recommended projects in Tiers 1 and 2 are shown in **Figure ES-1**. Tier 3 projects are shown in **Figure ES-2**. **Table ES 1** presents the total estimated costs for all projects by tier.

Tier 1 – Quick Win Projects: This tier includes 28 low-cost projects designed to deliver immediate safety benefits and that can be implemented quickly. Tier 1 projects are intended to be carried out as soon as possible, ideally in coordination with other ongoing City projects and programs. The total estimated cost for all Tier 1 projects is \$729,060. These quick wins focus on high-



impact improvements such as installing pedestrian refuge islands, adding marked crosswalks, upgrading intersections to all-way stops, and implementing curb extensions (**Table ES-2**). These types of enhancements are listed in the Quick Wins table below and represent practical steps toward creating safer routes for students walking and biking to school.

Tier 2 – SRTS Core Projects: This tier includes 72 projects categorized into four key focus areas: Bicycle Network Enhancements, Corridor Enhancements, Crossing Safety Enhancements, and Walk Zone Connectivity Enhancements. These projects are planned for medium- to long-term implementation, depending on available funding, coordination, and design complexity.

Tier 2 recommendations include a variety of impactful improvements such as connecting pathways, constructing buffered bike lanes, creating neighborhood byways, and closing sidewalk gaps. These projects aim to strengthen the active transportation network and improve safety and accessibility for students across Carson City. A detailed list of these projects can be found in **Table ES-3** through **Table ES-6**. The total estimated cost for all Tier 2 projects is \$50,515,156. This includes over \$400,000 in short-term improvements, \$17 million in medium-term improvements, and \$21 million in long-term improvements.

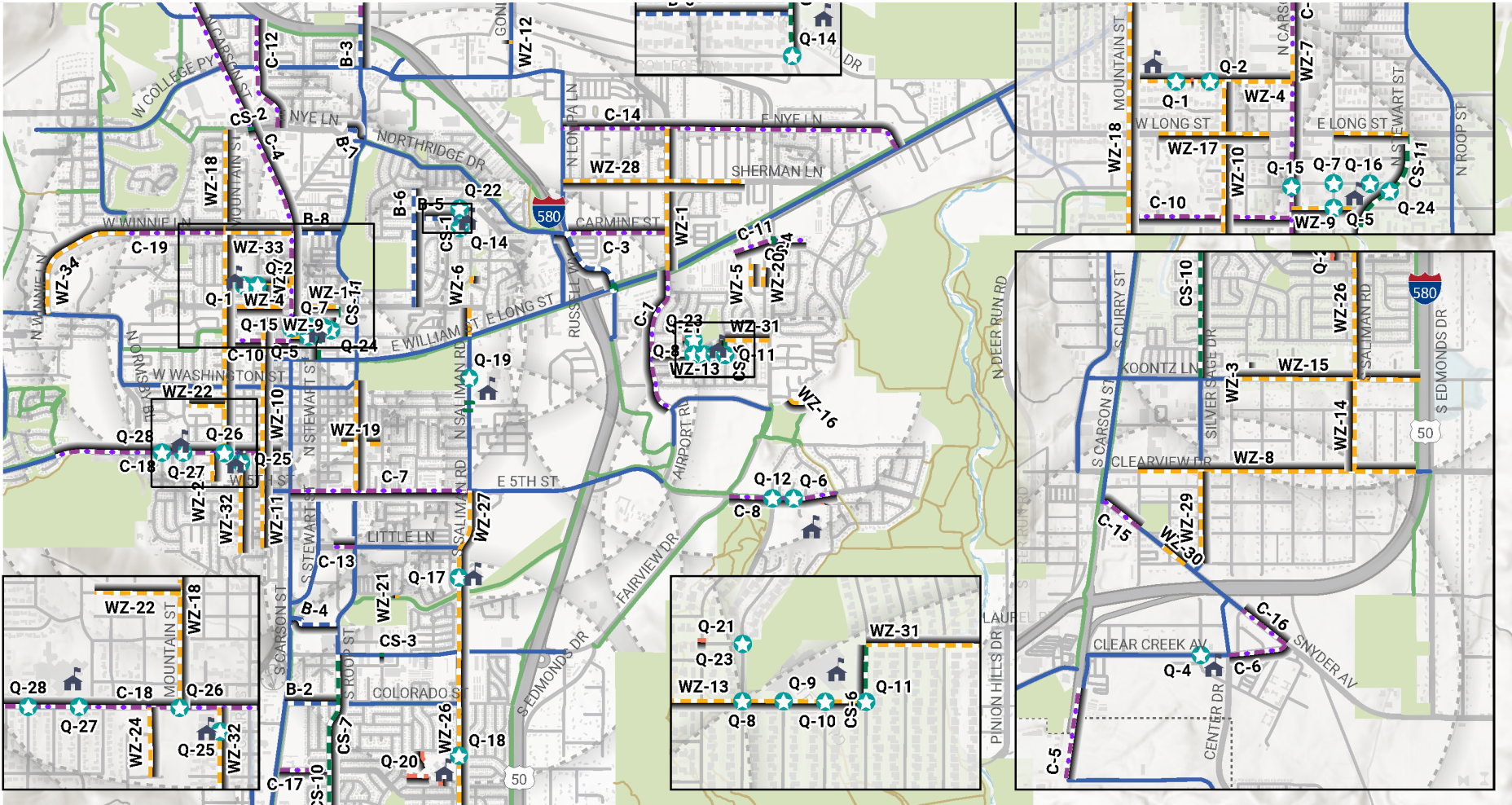
Tier 3 – Aspirational Projects: This tier includes 22 projects that are considered long-range or visionary improvements. These projects currently do not have an associated timeline for implementation, but represent important opportunities to further enhance safety, connectivity, and access for students walking and biking to school (**Table ES-7**). Tier 3 recommendations may require substantial planning, funding, or coordination with regional partners, and are intended to guide future investments as Carson City continues to expand its Safe Routes to School efforts. These aspirational projects reflect the community’s long-term commitment to creating a safer and more inclusive transportation network. The total estimated cost for all Tier 3 projects is \$21,711,970.

Table ES 1: Engineering Recommendations Cost by Project Tier

Engineering Recommendation Tier	Total Estimated Costs (2025)
Tier 1 – Quick Win Projects	\$729,060
Tier 2 – SRTS Core Projects	\$50,515,156
<i>Short Term</i>	<i>\$409,329</i>
<i>Medium Term</i>	<i>\$17,068,121</i>
<i>Long Term</i>	<i>\$23,623,138</i>
Tier 3 – Aspirational Projects	\$21,711,970
Total	\$72,956,186



Figure ES-1: Tier 1 & 2 SRTS Recommendations



Tier 1 & 2 Recommendations SRTS Action Plan



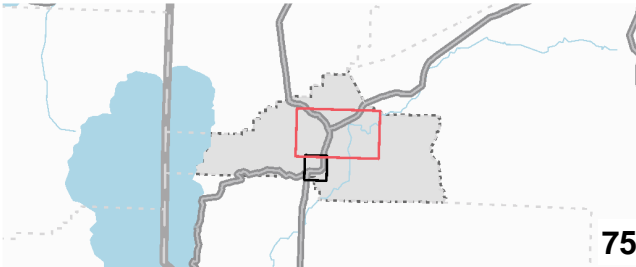
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SRTS Recommendations

- Quick Wins
- Bicycle Network Enhancement
- Corridor Enhancement
- Crossing Safety Enhancement
- Walk Zone Connectivity Enhancement
- Quick Win

Existing Facilities

- Study Schools
- Paved Trail (off-street)
- Unpaved Trail (off-street)
- Bike Lane (on-street)
- Parks
- Railway





SRTS Quick Wins Recommendations

Table ES-2: Tier 1: Quick Wins

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Cost
Q-1	Bath St.	Midblock crossing	Install curb extensions	Quick Win	\$
Q-2	Bath St.	Division St.	Install curb extensions	Quick Win	\$
Q-3	Bath St.	At FrES ES parent exit	Extend existing red curb by 20 feet to the east	Quick Win	\$
Q-4	Clear Creek Ave.	Silver Sage Dr.	Upgrade to all-way stop control, or curb extensions	Quick Win	\$
Q-5	Corbett St.	Fall St.	Upgrade to all-way stop control	Quick Win	\$
Q-6	E. 5th St.	Regent Ct.	Install S1-1 signs for both directions	Quick Win	\$
Q-7	Fall St.	Park St.	Upgrade to all-way stop control	Quick Win	\$
Q-8	Gordonia Dr.	La Loma Dr.	Upgrade to all-way stop control	Quick Win	\$
Q-9	Gordonia Dr.	Cascade Dr.	Install curb extensions	Quick Win	\$
Q-10	Gordonia Dr.	Glacier Dr.	Install curb extensions	Quick Win	\$
Q-11	Gordonia Dr.	Monte Rosa Dr.	Upgrade to all-way stop control	Quick Win	\$
Q-12	Hells Bells Rd.	E. 5th St.	Install S1-1 for westbound traffic	Quick Win	\$
Q-13	Hidden Meadows Dr.	Eagle Valley bus entrance	Install marked crosswalk	Quick Win	\$
Q-14	Mountain Park Dr.	Carriage Crest Dr.	Add S1-1, add curb extensions	Quick Win	\$
Q-15	N Carson St.	Park St.	Restrict northbound left, add pedestrian refuge island, add S1-1s, R1-5s at yield teeth	Quick Win	\$
Q-16	Park St.	Peters St.	Upgrade to side-street stop control	Quick Win	\$
Q-17	Saliman Rd.	Midblock crossing (south lot exit)	Add pedestrian refuge and R1-5 signs at yield teeth	Quick Win	\$
Q-18	Saliman Rd.	Damon Rd.	Restrict southbound left, install pedestrian refuge, add R1-5 signs at yield teeth	Quick Win	\$
Q-19	Saliman Rd.	Seely Loop (Mills Park crosswalk)	Add R1-5 signs at yield teeth	Quick Win	\$
Q-20	Seeliger Paths	Footpaths to Al Seeliger from: Cortez St., Schell Ave., and off Shady Oak Dr.	Repave paths and extend pavement to school grounds	Quick Win	\$
Q-21	Siskiyou Dr.	Stanton Dr.	Install marked crosswalk	Quick Win	\$



Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Cost
Q-21	Siskiyou Dr.	Stanton Dr.	Install marked crosswalk	Quick Win	\$
Q-22	Slide Mountain Dr.	Carriage Crest Dr.	Add S1-1s for northbound and southbound, add curb extensions	Quick Win	\$
Q-23	Stanton Dr.	La Loma Dr.	Upgrade to all-way stop control	Quick Win	\$
Q-24	Stewart St.	Park St.	Upgrade to S1-1 signs	Quick Win	\$
Q-25	Thompson St.	W 2nd St.	Install curb extensions	Quick Win	\$
Q-26	W King St.	Mountain St.	Install curb extensions	Quick Win	\$
Q-27	W King St.	S Richmond Ave.	Install curb extensions	Quick Win	\$
Q-28	W King St.	Tacoma Ave.	Install curb extensions	Quick Win	\$



SRTS Bicycle Network Enhancement Recommendations

Table ES-3: Tier 2: Bicycle Network Enhancements

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
B-1	Carmine St. and Lompa Ln.	US 50 to Russel Wy.	Add shared-use path	Bicycle Network Enhancement	Short	\$\$\$
B-2	Colorado St.	Carson St. to Roop St.	Construct buffered bike lanes from Carson St. to existing bike lanes or similar multimodal improvement	Bicycle Network Enhancement	Short	\$
B-3	Emerson Dr.	College Pkwy. to Mark Wy.	Add bike lanes with bulb-outs at key intersections	Bicycle Network Enhancement	Short	\$
B-4	Green Belt Multi-Use Path	Roop St. to Carson St.	Add a multi-use path connecting Linear Ditch Trail with Carson St. Multi-Use Path, Americans with Disabilities Act sidewalks	Bicycle Network Enhancement	Medium	\$\$\$
B-5	Lindsay Ln.	Carriage Crest Dr. to Marian Ave.	Neighborhood byway — corner bulb-outs, wayfinding, hardened centerlines	Bicycle Network Enhancement	Short	\$\$
B-6	Marian Ave.	Long St. to Rolling Hills Dr.	Neighborhood byway — add traffic calming, hardened centerlines, speed humps, corner bulb-outs	Bicycle Network Enhancement	Short	\$\$
B-7	Roop St. to Hot Springs Rd. (new path)	Roop St./Northridge Dr. and Hot Springs Rd./Valley Springs driveway	Path connection to link with Nye Ln.	Bicycle Network Enhancement	Long	\$\$
B-8	Winnie Ln.	Carson St. to Roop St.	Construct buffered bike lanes from Carson St. to Roop St. or similar multimodal improvement	Bicycle Network Enhancement	Short	\$\$



SRTS Corridor Enhancement Recommendations

Table ES-4: Tier 2: Corridor Enhancements

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
C-1	Airport Rd.	Hwy. 50 to E. 5th St.	A. Construct bike lane Butti Wy. to Hwy. 50 or similar multimodal improvement B. Add intersection crossing enhancements at Airport Rd./Douglas Dr. and Airport Rd./Menlo Dr.	Corridor Enhancement	Medium	\$\$
C-2	Arrowhead Dr.	Between roundabouts	Add sidewalk/path on north side, add shared lane markings in the roundabout	Corridor Enhancement	Medium	\$
C-3	Carmine St.	Airport Rd. to Lompa Ln.	A. Close sidewalk gaps between Airport Rd. & Dori Wy. B. Intersection crossing enhancements at Dori Wy., Lompa Ln., and Airport Rd. to reduce crossing distances and visibility issues	Corridor Enhancement	Medium	\$\$\$\$
C-4	Carson St.	Medical Pkwy. to Williams St.	Add multi-use path, enhance crosswalks with activated flashers, include landscaped buffer	Corridor Enhancement	Medium	\$\$\$\$\$
C-5	Carson St.	Topsy Ln. to 500 ft. south of Clear Creek Ave.	A) Add sidewalk on one side B) extend multi-use path	Corridor Enhancement	Medium	\$\$
C-6	Clear Creek Ave.	Snyder Ave. to Center Dr.	Close sidewalk gaps, enhance bus stop	Corridor Enhancement	Short	\$\$
C-7	E. 5th St.	Saliman Rd. to I-580	A. Enhance existing sidewalks B. Widen existing bike lane to 5 ft.	Corridor Enhancement	Short	\$\$\$\$
C-8	E. 5th St.	Fairview Dr. to Mexican Ditch Trail	A. Bike lanes Fairview Dr to Carson River Rd. or similar B. Marked Crosswalk with Ped Refuge at Parkhill Dr D. Ped Refuge at Regent Ct	Corridor Enhancement	Medium	\$\$\$\$
C-9	Emerson Dr.	Mark Wy. to Arrowhead Dr.	Build sidewalks, add bike lanes, add curb ramps at Mark Wy.	Corridor Enhancement	Short	\$\$



Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
C-10	Fleischmann Wy.	Carson St. to Mountain St.	Bulb-outs and daylighting at intersections, address sidewalks gaps, traffic calming	Corridor Enhancement	Short	\$\$
C-11	Gordon St.	Full extent	Address sidewalk gaps, consider curb bulb-outs, update crosswalk to high visibility, increase corner daylighting	Corridor Enhancement	Medium	\$\$
C-12	Imperial Wy.	Nye Ln. to Silver Oak Dr.	Add bulb-outs and traffic calming	Corridor Enhancement	Medium	\$\$
C-13	Little Ln.	Roop St. to 90 ft. west of Oregon St.	Add sidewalk on north side	Corridor Enhancement	Medium	\$
C-14	Nye Ln.	Lompa Ln. to Hwy. 50	Construct bike lanes and close sidewalk gaps	Corridor Enhancement	Long	\$\$\$\$
C-15	Snyder Ave.	Carson St. to Appion Wy.	Bike lanes, close sidewalk gaps, curb ramps, stripe in crosswalks	Corridor Enhancement	Short	\$\$
C-16	Snyder Ave.	Dat So La Lee Wy. to Clear Creek Ave.	Add sidewalk, add high-visibility crosswalk with ped activated flasher	Corridor Enhancement	Medium	\$\$
C-17	Sonoma St.	Carson St. to Silver Sage	A. Construct bike lanes or similar multimodal improvement B. Add intersection crossing enhancement at Silver Sage Dr.	Corridor Enhancement	Short	\$
C-18	W. King St.	Thames Ln. to Curry St.	A. Multi-Use Path Thames Ln. to Canyon Park Ct., or similar multimodal improvement B. Add physical buffer for bike lane at Carson Middle School & Bordewich-Bray Elementary School. Close sidewalk gaps between Curry St. and Ormsby Blvd. D. Install intersection crossing enhancements at Tacoma	Corridor Enhancement	Long	\$\$\$\$
C-19	Winnie Ln.	Ormsby Blvd. to Mountain St.	A. Add bike lanes Mountain St. to Ormsby Blvd. B. Add wayfinding signage at Victoria Ave.	Corridor Enhancement	Medium	\$\$



SRTS Crossing Safety Enhancement Recommendations

Table ES-5: Tier 2: Crossing Safety Enhancements

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
CS-1	Carriage Crest Dr.	Slide Mountain Dr. to Mountain Park Dr.	A. Add intersection crossing enhancements at Mountain Park Dr. and Slide Mountain Dr. intersections B. Add center median from 70 ft. south of Slide Mountain Dr. to drop-off loop entrance C. Consider parking restrictions or removal on east side	Crossing Safety Enhancement	Medium	\$\$
CS-2	Carson St.	Nye Ln.	Construct rectangular rapid flashing beacon (RRFB) add associated crossing enhancements or alternatively a traffic signal	Crossing Safety Enhancement	Long	\$\$
CS-3	Fairview Dr.	Kansas St. to Kansas St.	Consider installing pedestrian activated flasher to increase pedestrian crossing opportunities	Crossing Safety Enhancement	Long	\$
CS-4	Fairview Dr.	Fairview Dr. at Gordon St.	Consider right in/right out and pedestrian activated flasher	Crossing Safety Enhancement	Long	\$\$
CS-5	Hwy. 50	Hwy. 50 at Lompa Ln.	Add median pedestrian refuge island, add leading pedestrian interval (LPI), add bicycle signal detection	Crossing Safety Enhancement	Short	\$
CS-6	Monte Rosa Dr.	Stanton Ave. to Gordon Ave.	Add intersection crossing enhancements to Stanton Dr. and Gordon Ave. intersections, including striping to prohibit parking close to existing crosswalks	Crossing Safety Enhancement	Short	\$
CS-7	Roop St.	Fairview Dr. to Sonoma Ave.	Add intersection crossing enhancements at minor side-street approaches south of Fairview Dr.	Crossing Safety Enhancement	Medium	\$\$
CS-8	Saliman Rd.	Robinson St. and Saliman Rd.	Add crossing guards during peak hours, future traffic signal will help intersection operations	Crossing Safety Enhancement	Short	\$



Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
CS-9	Saliman Rd.	Saliman Rd. at Mills Park	Add crossing guards during peak hours	Crossing Safety Enhancement	Short	\$
CS-10	Silver Sage Dr.	Sonoma Ave. to Koontz Ln.	A. Add crosswalk at Pioche St. B. Add intersection crossing enhancements at Koontz Ln. intersection and minor side-street approaches	Crossing Safety Enhancement	Long	\$\$\$\$
CS-11	Stewart St.	Williams St. to Long St.	Add RRFB at Park St.	Crossing Safety Enhancement	Short	\$



SRTS Walk Zone Connectivity Enhancement Recommendations

Table ES-6: Tier 2: Walk Zone Connectivity Enhancements

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
WZ-1	Airport Rd.	Nye Ln. to Hwy. 50	A. Close sidewalk gaps B. Enhance existing sidewalk as possible	Walk Zone Connectivity Enhancement	Long	\$\$\$\$
WZ-2	Arrowhead Dr.	Imus Rd. to Goni Rd.	Add sidewalks	Walk Zone Connectivity Enhancement	Medium	\$\$\$
WZ-3	Baker Dr.	Koontz Ln. to 175 ft. S. of Kerinne Cir.	Construct sidewalk	Walk Zone Connectivity Enhancement	Long	\$\$
WZ-4	Bath St.	Mountain St. to Carson St.	A. Close sidewalk gap between Curry and Mountain St. B. Add intersection crossing enhancement at midblock crosswalk and Division St. crosswalks C. Add missing and damaged ADA Ramps D. Repair and enhance existing sidewalk as possible	Walk Zone Connectivity Enhancement	Long	\$\$\$
WZ-5	Brown St.	420 ft. N. of Reeves St. to 170 ft. S. of Reeves St.	Construct sidewalk	Walk Zone Connectivity Enhancement	Medium	\$\$
WZ-6	Camille Dr.	Sunland Dr.	Install staircase/ramp for multi-use connectivity	Walk Zone Connectivity Enhancement	Long	\$\$
WZ-7	Carson St.	Bath St. to 420 ft. N. of Bath St.	Construct sidewalk	Walk Zone Connectivity Enhancement	Long	\$\$
WZ-8	Clearview Dr.	Oak St. to I-580	Construct paved shoulder for bikes/pedestrians/bus stop accessibility	Walk Zone Connectivity Enhancement	Short	\$\$



Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
WZ-9	Corbett St.	Carson St. to school	Close sidewalk gaps	Walk Zone Connectivity Enhancement	Short	\$
WZ-10	Division St.	Bath St. to W. 5th St.	A. Add intersection crossing enhancements at minor side streets B. Enhance and upgrade existing crosswalks including Musser St., Telegraph St., and Long St. C. Close sidewalk gaps with wide sidewalks as possible	Walk Zone Connectivity Enhancement	Short	\$\$\$\$\$
WZ-11	Division St.	5th St. to southern terminus	Close sidewalk gaps	Walk Zone Connectivity Enhancement	Long	\$\$
WZ-12	Goni Rd.	Hot Springs Rd. intersection	Consider pedestrian hybrid beacon (PHB) or RRFB	Walk Zone Connectivity Enhancement	Medium	\$\$
WZ-13	Gordonia Ave.	Airport Rd. to Monte Rosa Dr.	A. Widen existing sidewalks on northside of roadway B. Add center median from Monte Rosa Dr. to La Loma Dr.	Walk Zone Connectivity Enhancement	Long	\$\$
WZ-14	Hillview Dr.	Kingsley Ln. to Clearview Dr.	Construct paved shoulder or multi-use path to connect with existing multi-use path on Saliman at Kingsley	Walk Zone Connectivity Enhancement	Long	\$\$
WZ-15	Koontz Ln.	Center Dr. to I-580	Construct paved shoulder for bikes/pedestrians/bus stop accessibility	Walk Zone Connectivity Enhancement	Long	\$\$\$
WZ-16	Lepire Dr.	Snake Mountain MUP to Cassidy Ct.	Construct sidewalk from Snake Mountain MUP to the existing sidewalk on the north side of Lepire Dr.	Walk Zone Connectivity Enhancement	Long	\$\$
WZ-17	Long St.	Curry St. to Sierra Cir. and Fall St. to Stewart St.	A. Close sidewalk gaps (Curry St. to Sierra Cir. and Fall St. to Stewart St.) B. Crosswalks and intersection enhancements at Division St., Curry St., and Marian Ave.	Walk Zone Connectivity Enhancement	Short	\$\$\$\$



Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
WZ-18	Mountain St.	Nye Ln. to King St.	A. Close sidewalk gaps and enhance existing sidewalk where possible B. Add intersection crossing enhancements at Long St., Washington St., Telegraph St., Musser St.	Walk Zone Connectivity Enhancement	Long	\$\$\$\$\$
WZ-19	Musser St.	Harbin Ave. to Anderson St.	A. Close sidewalk gaps B. Enhance sidewalk where possible	Walk Zone Connectivity Enhancement	Long	\$
WZ-20	N. Edmonds Dr.	320 ft. N. of Reeves to 100 ft. N. Brown St.	Construct sidewalk on west side of roadway	Walk Zone Connectivity Enhancement	Medium	\$
WZ-21	Reavis Ln. to Evalyn Dr (new path)	Create pedestrian connection to multi-use path	Construct multi-use bridge between existing multi-use trail and sidewalk on south side of Reavis Ln.	Walk Zone Connectivity Enhancement	Medium	\$
WZ-22	Robinson St.	Richmond Ave. to Mountain St.	Construct sidewalk	Walk Zone Connectivity Enhancement	Long	\$\$\$
WZ-24	S. Iris St.	4th St. to King St.	Construct sidewalk	Walk Zone Connectivity Enhancement	Long	\$\$\$
WZ-25	Saliman Rd.	US 50 to Long St.	Add buffers to bike lane, consolidate southbound lanes, add curb extensions at Long St. and US 50	Walk Zone Connectivity Enhancement	Short	\$
WZ-26	Roop St.	Washington St. to E. 5th St.	A. Close sidewalk gap (Telegraph St. to E. 5th St.) B. Enhance existing sidewalks as possible	Walk Zone Connectivity Enhancement	Short	\$\$\$
WZ-26	Saliman Rd.	Fairview Dr. to Koontz Ln.	A. Intersection crossing enhancements at Sonoma St. B. RRFB at Damon Rd. crosswalk C. Sidewalk eastside Colorado to Fairview Dr. D. Enhance existing sidewalk as possible	Walk Zone Connectivity Enhancement	Short	\$\$\$

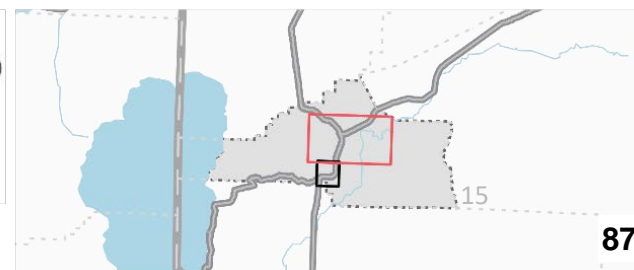


Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
WZ-27	Saliman Rd.	E. 5th St. to Fairview Dr.	Enhance existing sidewalks as possible	Walk Zone Connectivity Enhancement	Short	\$\$\$
WZ-28	Sherman Ln.	Lompa Ln. to Chanel Ln.	Construct sidewalk	Walk Zone Connectivity Enhancement	Medium	\$\$\$\$\$
WZ-29	Silver Sage Dr.	Roland St. to Clearview Dr.	Add sidewalk to one side of the street	Walk Zone Connectivity Enhancement	Medium	\$\$
WZ-30	Snyder Ave.	Isabell Dr. to Roland St.	Close sidewalk gap	Walk Zone Connectivity Enhancement	Medium	\$
WZ-31	Stanton Ave.	Monte Rosa Dr. to Fairview Dr.	Widen existing sidewalk on south side	Walk Zone Connectivity Enhancement	Medium	\$\$
WZ-32	Thompson St.	King St. to 550 ft. S. of San Marcus Dr.	A. Close sidewalk gaps on east side (King St. to 5th St.) B. Close sidewalk gaps on west side (5th St. to San Marcus Dr.) C. Create intersection crossing enhancements at existing W. 2nd St., 3rd St., and 4th St. crosswalks	Walk Zone Connectivity Enhancement	Long	\$\$\$
WZ-33	Winnie Ln.	Mountain St. to Ormsby Blvd.	Enhance existing sidewalks where possible	Walk Zone Connectivity Enhancement	Long	\$\$
WZ-34	Winnie Ln.	Ash Canyon to Ormsby Blvd.	Extend multi-use path on north side to Ash Canyon	Walk Zone Connectivity Enhancement	Medium	\$\$

A horizontal number line with three tick marks. The first tick mark is labeled '0'. The second tick mark is labeled '3,000'. The third tick mark is labeled '6,000 FEET'.

 Study Schools

- Paved Trail (off-street)
- Unpaved Trail (off-street)
- Bike Lane (on-street)
- Parks
- Railway





SRTS Aspirational Project Recommendations

Table ES-7: Tier 3: Aspirational Projects

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Cost
A-1	Airport Rd.	Nye Ln. to Hwy. 50	A. Construct buffered bike lanes or similar multimodal improvement B. Protected intersection at Airport Rd./Hwy. 50 or similar multimodal improvement	Aspirational Project	\$\$\$\$\$
A-2	Carmine St.	Airport Rd. to Lompa Ln.	Construct bike boulevard or similar multimodal improvement	Aspirational Project	\$\$
A-3	Carriage Crest Dr.	Northridge Dr. to Sunland Ave.	Construct bike boulevard or similar multimodal improvement	Aspirational Project	\$
A-4	Edmonds Sports Complex	Hillview Dr. to Edmonds Sports Complex	Construct multi-use bridge over I-580 from the southeastern corner of Appion Wy./Hillview Dr. intersection to the Edmonds Sports Complex	Aspirational Project	\$\$\$\$\$
A-5	Fairview Dr.	Edmonds Dr. to Saliman Rd.	Construct protected cycle track/multi-use path or similar multimodal improvement	Aspirational Project	\$\$\$
A-6	Long St.	Mountain St. to Russell Wy.	A. Buffered bike lane from Mountain St. to Saliman Rd. or similar multimodal improvement B. Bike Lane from Saliman Rd. to Russell Wy. or similar multimodal improvement	Aspirational Project	\$\$\$
A-7	Northgate Ln.	Arrowhead Dr. to Nye Ln.	Construct protected cycle track or similar multimodal improvement	Aspirational Project	\$\$
A-8	Ormsby Blvd.	Oak Ridge Dr. to Winnie Ln.	Construct bike lanes or similar multimodal improvement	Aspirational Project	\$
A-9	Ormsby Blvd./Ash Canyon Rd.	Longview Wy. to Washington St.	Construct multi-use path from Washington St. to Longview Wy. or similar multimodal improvement	Aspirational Project	\$\$\$
A-10	Robinson St.	Roop St. to Saliman Rd.	Construct bike lanes or similar multimodal improvement	Aspirational Project	\$
A-11	Roop St.	College Parkway to Bernhard Wy.	Construct protected cycle track or similar multimodal improvement	Aspirational Project	\$\$



Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Cost
A-12	Roop St.	5th St. to Fairview St.	Enhance existing facility to buffered bike lanes or similar multimodal improvement	Aspirational Project	\$\$
A-13	Roop St.	Winnie Ln. to Washington St.	Construct protected cycle track or similar multimodal improvement	Aspirational Project	\$\$\$\$
A-14	Roop St./Silver Sage Dr.	5th St. to Sonoma Ave.	Enhance existing facility to buffered bike lanes or similar multimodal improvement	Aspirational Project	\$\$
A-15	Saliman Rd.	E. 5th St. to Fairview Dr.	Upgrade bike lane to cycle track with protected intersection at Fairview Dr. or similar multimodal improvement	Aspirational Project	\$\$\$\$
A-16	Saliman Rd.	Fairview Dr. to Koontz Ln.	Buffered bike lane with potential lane reduction or similar multimodal improvement	Aspirational Project	\$\$
A-17	Silver Sage Dr.	Sonoma Ave. to Koontz Ln.	Enhance existing facility to buffered bike lanes or similar multimodal improvement	Aspirational Project	\$\$
A-18	Telegraph St.	Richmond Ave. to Roop St.	Bike boulevard consider diverters at Mountain St., Division St., Stewart St., and Roop St, or similar multimodal improvement	Aspirational Project	\$\$\$\$
A-19	Thompson St.	King St. to 550 ft. S. of San Marcus Dr.	Bike boulevard or similar multimodal improvement	Aspirational Project	\$\$\$
A-20	W. 5th St.	Division St. to Carson St.	A. Bike lanes Richmond Ave. to Minnesota St. or similar multimodal improvement B. Buffered bike lane Minnesota St. to Carson St. or similar multimodal improvement, C. Curb extension at Telegraph St.	Aspirational Project	\$\$\$
A-21	W. Nye Ln.	Hot Springs Rd. to Mountain St.	A. Construct bike boulevard or similar multimodal improvement B. Intersection bulb-outs C. Median islands D. Speed cushions	Aspirational Project	\$\$
A-22	Washington St.	Phillips St. to Roop St.	A. Construct bike lane Minnesota St. to terminus or similar multimodal improvement B. Buffered bike lane Philips St. to Minnesota St. or similar multimodal improvement	Aspirational Project	\$



SRTS Programmatic Recommendations

Engineering

Designing safer school travel routes through infrastructure planning helps reduce risk and improve accessibility for students walking and biking. Tools like route maps and designated drop-off zones support safer navigation and reduce traffic conflicts near school campuses.

Table ES-8: Engineering Programmatic Recommendations

Name	Description	Resource
Safe Routes to School Maps (New)	Developing school-specific route maps would give families clear guidance on the safest ways to walk or bike to school. Maps could highlight recommended crossings, signalized intersections, stop signs, estimated travel times, and visibility tips. These maps not only reduce uncertainty for families but also encourage students to choose safer, designated routes.	SRTS Safe Route Maps and How to Create Them
Park + Walk & Walking School Bus Zones (New)	To reduce traffic congestion directly at school entrances, Carson City could designate Park + Walk zones—off-site drop-off locations where students join supervised walking groups for the final few blocks to school. These zones decrease chaos at the curb, reduce vehicle-pedestrian conflicts, and give students an easy way to add daily physical activity to their routine.	SRTS Walking School Bus Guide
School Zone Signing (New)	Ensure consistent signing across school zones in Carson City and clearly post beacons or times indicating when school zones are in effect. Work to update the Carson City Code and the Speed Limit Policy to ensure consistency with the Nevada Revised Statutes.	NRS 484B, AB 6 (2025 Special Session)



Education

Bicycle and pedestrian education help those who are interested in active transportation feel more comfortable, safe, and confident navigating streets and shared-use paths.

Table ES-9: Education Programmatic Recommendations

Name	Description	Resource
Back-to-School Safety Assemblies (Expanded)	The start of each school year offers a powerful opportunity to set norms for safe travel. Back-to-school safety assemblies deliver age-appropriate guidance on walking and biking rules, route planning, and visibility. By presenting this information early—when travel routines are first forming—assembly safety messages can reach nearly all students, including those who may not be enrolled in formal bike education classes. With assistance from schools, the SRTS program could expand the number of these assemblies across more schools and grade levels to amplify their reach, ensuring consistent, repeated exposure to safety guidance. With wider implementation, assemblies become an even more efficient and effective tool for instilling safe habits across the district.	Music Notes SRTS
Bicycle Safety Education (Expanded)	Carson City has an opportunity to strengthen its bicycle safety education by expanding programming for 3rd–5th grade students. By providing each class at least two dedicated sessions per year, students will have more time to practice core skills such as braking, signaling, and scanning for cars at intersections. Updated curriculum, combined with the provision of bicycles and helmets, will help students whose families may not have access to safe equipment at home. Extending the program to Stewart Community Schools and pairing it with a community bicycle equipment initiative will further broaden access, making sure more children and families can build lasting, hands-on skills for safe travel.	Sonoma SRTS Bicycle Safety / Skills Curriculum
School Bus Stop Awareness (Expanded)	Many school bus stops are dispersed throughout neighborhoods, where drivers may not expect children to be waiting or crossing. A School Bus Stop Awareness campaign would deploy temporary warning signs at high-risk stops, supported by outreach and driver education campaigns. Partnering with University of Northern Nevada to collect near-miss and speed data using LiDAR would provide valuable insights to guide adjustments. By increasing visibility and driver awareness, the program would reduce close calls and improve safety for students boarding or exiting buses.	School Zone Speed Study from the Nevada Department of Public Safety



Encouragement

Events and activities such as Walk and Roll to School Days, incentive programs, and school-wide challenges help build enthusiasm and normalize walking and biking as fun and healthy ways to get to school.

Table ES-10: Encouragement Programmatic Recommendations

Name	Description	Resource
Walk/Ride Punch Card Program (New)	Introducing a punch card system would gamify walking and biking, making it fun for younger students while tracking progress over time. Each time a student walks or rides to school, a teacher marks their punch card, working toward milestones that are celebrated with recognition or small prizes. A QR code could also be scanned to allow students to track progress on their phones. This program not only motivates individual students but also gives schools a tangible way to measure and display participation. Over time, the punch card system could help turn occasional participation into a consistent habit.	Walk Bike & Roll to School Punch Cards and Certificates
Student Poster Contest (New)	A student poster contest would invite children to use their creativity to promote safe walking and biking. Contest themes could include helmet use, visibility, or sharing the road. Winning posters would be displayed in schools, libraries, and other community spaces, giving students ownership of the message while spreading peer-to-peer reminders about safe behavior. This approach harnesses student voice, reinforces learning through creative expression, and contributes to a broader culture of safety.	Vision Zero Truckee Meadows SRTS Poster Contest
Walking Wednesday & Annual Campaigns (Expanded)	Expanding Walking Wednesday into a citywide tradition would help normalize walking and biking to school as part of the weekly routine. With branded yard signs along key routes, small incentives for participating students, and links to national events like Walk to School Day in October and Bike to School Month in May, the program would send a visible signal to both students and drivers. These regular campaigns keep safe travel top-of-mind, encourage families to try active modes, and create predictable days when drivers expect to see more children walking and biking.	"Move a Little, Live a Lot" High School Campaign Massachusetts SRTS Program



Engagement

Engaging families, school staff, and community partners means SRTS efforts will reflect local needs and values. Outreach activities like surveys, workshops, and student-led projects foster shared ownership and support.

Table ES-11: Engagement Programmatic Recommendations

Name	Description	Resource
School Safety Champions (Expanded)	Grow the School Safety Champions program to include one or two middle schools in Carson City during May is Bike Month. Continue organizing parent and community volunteers to supervise Walking School Buses and Bike Trains at elementary schools, providing younger students with safe, reliable group travel options. Use available funding to provide training, resources, and modest compensation for volunteers, sustaining participation and expanding the program's reach.	Walking School Bus Guide from the National Center for SRTS
Vision Zero SRTS Subcommittee (Expanded)	Formalizing a Vision Zero Safe Routes to School Subcommittee would bring parents, teachers, and City staff together to coordinate audits, speed checks, and other safety activities quarterly. By creating a standing group within the larger Vision Zero framework, Carson City would consistently address school-area issues alongside citywide safety goals. This governance model reduces duplication of effort, accelerates decision-making, and keeps school-specific concerns aligned with broader traffic safety strategies.	Vision Zero and SRTS Partners in Safety- SRTS National Partnership
School Speed Zone Engagement (Expanded)	Conduct targeted, high-visibility enforcement campaigns at elementary, middle, and high schools during arrival and dismissal times to reinforce compliance with school zone speed limits. Coordinate closely with law enforcement to focus on specific problem areas and times when risks are highest. Pair enforcement with "Slow Down in School Zones" flyers, signs, public service announcements, and Safe Driver Pledges directed at parents and teen drivers. This combined approach creates immediate visibility while also fostering long-term habit change, so that safer driving behaviors continue even after enforcement presence decreases.	School Speed Zone Safety Program from the Sarasota Police Department



Equity

Safe Routes to School initiatives benefit all demographic groups, with particular attention to providing safe, healthy, and fair outcomes for low-income neighborhoods, communities of color, and others.

Table ES-12: Equity Programmatic Recommendations

Name	Description	Resource
Crossing Guard Support (New)	Crossing guards are often the first line of defense for students navigating busy intersections. A crossing guard support program would include standardized training for all guards—whether staff, contractors, or volunteers—alongside a public awareness campaign to build respect for their role. By strengthening coordination with the district’s existing training program and promoting consistent practices, Carson City can enhance the visibility and effectiveness of crossing guards, improving compliance at key crossings and protecting students at high-risk locations.	Crossing Guards Save Lives - Traffic Safety Resource Center



Evaluation

Tracking participation, travel behavior, and safety outcomes helps measure the impact of SRTS programs and guide future improvements. Tools like student tallies and parent surveys provide valuable feedback for ongoing planning.

Table ES-13: Evaluation Programmatic Recommendations

Name	Description	Resource
SRTS Report Card (Expanded)	An annual Safe Routes to School Report Card would compile survey and tally data alongside program highlights, campaign outcomes, and next steps. This clear, public-facing document would provide accountability, build trust with families, and demonstrate progress to potential funders. A consistent reporting framework also helps align partners and keeps the program moving toward long-term goals. The SRTS team will work in conjunction with the school principal and District Crossing Guard Coordinator to compile the annual report card.	Safe Routes Partnership - Making Strides 2024 State Report Card
Annual Parent Surveys (Expanded)	Collecting annual parent surveys on travel mode, safety concerns, and demographics provides critical insight into family experiences year over year. Tracking these trends helps identify what interventions are working, and guide future messaging. Survey data can also be used to strengthen grant applications by showing community need and progress over time. Surveys will be in both English and Spanish.	Joseph L. Bowler Sr. Elementary School SRTS Annual Parent Survey



Long-Term Recommendations

Table ES-14: Long-Term Programmatic Recommendations

Type	Name	Long-Term Recommendation Description
Engineering	Sidewalk Gap Closures (<u>Long Term</u>)	Prioritizing the closure of sidewalk gaps within 1/4 mile of schools would create continuous, connected routes for students. Even short missing segments can force children into the street, greatly increasing risk. By focusing on high-priority corridors first, Carson City can build a safer walking environment that encourages more families to consider active travel.
Education	E-Bike Training & Licensing Program (<u>Long Term</u>)	The rising popularity of e-bikes among youth brings both benefits and challenges. To address safety concerns, Carson City could establish an e-bike training program based on Nevada Department of Transportation (NDOT) and Nevada State e-bike rules. Students would complete a short safety course covering speed control, safe passing, and responsible riding behavior, followed by a quiz to demonstrate their knowledge. Upon completion, they would receive a certificate of completion. This approach not only promotes safe habits but also provides schools with a clear and consistent policy for managing e-bike use.
Education	Community Mapping Projects (<u>Long Term</u>)	Community mapping projects would invite students and their families to chart their daily school routes and identify barriers such as missing sidewalks, unsafe crossings, or speeding traffic. This activity not only engages families in problem-solving but also produces detailed, ground-level data that can inform engineering fixes and enforcement priorities. By directly involving students in documenting their experiences, the project builds ownership and trust while ensuring future improvements reflect real community needs.
Encouragement	Walking and Biking Clubs (<u>Long Term</u>)	After-school walking and biking clubs, offered in partnership with local nonprofits, would provide students with more time to build confidence in their skills outside of the classroom. These clubs could combine group rides with basic bike maintenance workshops, giving students both the knowledge and the independence to travel safely on their own. Regular practice builds lasting confidence, while the group setting fosters friendships and community around active travel.



Type	Name	Long-Term Recommendation Description
Engagement	Parent Barrier Reporting System (<u>Long Term</u>)	Establishing a Parent Barrier Reporting System to create a simple, consistent way for families to raise safety concerns. Integrated into the district's online parent portal, with paper forms available in school offices, the system would make it easy to report issues such as broken sidewalks, unsafe crossings, or aggressive driving. Reports could be tracked and shared with equity and engineering teams, ensuring concerns are addressed in a timely and transparent manner. This district channel for feedback strengthens accountability while improving safety on the ground.
Engagement	Mobile Speed Feedback Trailers (<u>Long Term</u>)	Mobile speed feedback trailers remain a highly effective short-term tool for influencing driver behavior. Placing them in school zones during the first month of the school year—when families are setting travel routines—positions them to be most effective in shaping safe travel habits. When combined with enforcement campaigns, these trailers not only alert drivers in the moment but also reinforce expectations about safe travel near schools.
Evaluation	Student Hand Tallies (<u>Long Term</u>)	Expanding hand tally data collection to middle and high schools would provide a more complete picture of how student travel changes with age. Capturing shifts from family drop-off to self-transport offers valuable information about when and where interventions are most needed. With this data, programs can be better tailored to meet the needs of students at different stages of independence.

1

Introduction





1 Introduction

What Is Safe Routes to School?

Safe Routes to School (SRTS) is a strategy that makes it safer, easier and more appealing for students of all ages and abilities to walk, bike, or roll to school. In Carson City, SRTS is led by the Western Nevada Safe Routes to School (WNSRTS) program that aims to foster healthier, more connected communities through active school travel. WNSRTS collaborates with K–12 schools in Carson City, Douglas, Lyon, and Storey Counties to enhance safety, eliminate obstacles to walking and biking, and promote a culture of active transportation.



Engineering

Design, implement, and maintain infrastructure that improves safety along school commute routes.



Education

Equip students and families with the skills they need to travel safely whether walking, rolling, or biking.



Encouragement

Host events and programs that make walking and biking fun and inviting.



Engagement

Meaningfully involve students, families, teachers, school leaders, and community organizations.



Equity

Make sure every student, regardless of background and ability, can benefit from safe, healthy travel options.



Evaluation

Measure what is working, learn what is not, and adjust to better serve the community.



Why Is Safe Routes to School Important?

Many students in the US live within walking or biking distance of school, yet safety concerns and limited infrastructure often prevent them from traveling actively. Safe Routes to School (SRTS) programs address these challenges by combining infrastructure improvements with education, encouragement, and engagement, creating safer and more accessible options for children and families.

Benefits to Safe Routes to School



Safer Travel for Kids

- Improves safety near schools with better crossings, sidewalks, and traffic calming.
- Reduces motor vehicle congestion and air pollution at drop-off and pick-up zones.

Community Connections

- Walking, biking, carpooling, and bus-riding build stronger social bonds.
- Families and law enforcement strengthen relationships, improving public safety.



Health and Independence



- Active travel = healthier lifestyles and lifelong habits.
- Children gain independence through walking, biking, or rolling to school.
- Childhood obesity has tripled since the 1970s—SRTS helps reverse the trend.

Benefits Beyond Students

- Safer school routes also benefit older adults, people with disabilities, and the general public.
- Designing for children creates accessible streets for all ages and abilities.





Safe Routes to School Planning in Carson City

The Safe Routes to School (SRTS) Action Plan is a clear, community-informed road map for improving how students and families safely walk, bike, and roll to school. Developed through robust public engagement, data analysis, and a review of previous planning efforts, this updated document builds upon the foundation of the original Master Plan—expanding its scope to include additional schools and comprehensive strategies. Replacing the previous Master Plan, the Carson Safe Routes to School Action Plan highlights priority next steps for Carson City to enhance safe, healthy, and accessible school commutes.

While the primary focus of this plan is improving walking and biking within one mile of Carson Silver Campus and Carson High School, many recommendations also extend benefits to the larger community—particularly seniors, people with disabilities, and the general public.

Action Plan Development

The Carson Safe Routes to School Action Plan was created in close collaboration with the Carson City Vulnerable Road User Task Force, which included representatives from the Carson City School District, principals, school resource officers, crossing guards, volunteers, parents, the School District Risk Manager, and Carson City Public Works staff. The project team conducted in-person site assessments at each of the study schools to better understand travel behavior, identify safety challenges, and document infrastructure and programmatic needs.



Project team conducting site assessments at Carson High Silver Campus (above) and Carson High (left)



Action Plan Development

Since the City's SRTS Master Plan, significant progress has been made in both programmatic and infrastructure initiatives. The City has completed or begun all programmatic recommendations from the Master Plan with 13 programmatic recommendations being fully implemented and six more partially completed. These activities span across the six E's of SRTS implementing a school speed zone standard to increase driver awareness, providing bicycle safety education for elementary schools, and conducting a regular Walking Wednesday program at participating schools to encourage parents and students to walk and bike with the help of Safety Sally, the SRTS mascot.

On the infrastructure side, the City has implemented a variety of projects across the city and has numerous more programmed to be completed in the coming years. The eight completed projects from the Master Plan included curb extensions to reduce crossing distances, high-visibility crosswalks, pedestrian-scale lighting, rectangular rapid flashing beacons (RRFBs) to enhance crossing safety, and the filling of critical sidewalk gaps to create continuous pedestrian pathways.

These SRTS improvements complement other public works projects such as the Colorado Street Complete Streets Project, which added buffered bike lanes and enhanced crossings with pedestrian refuge islands (shown to the right). Further, the City is currently working on implementing three additional projects from the Master Plan with 12 more programmed for implementation in the next few years. The completed SRTS Master Plan projects reflect a total investment of \$1,365,750, underscoring the City's ongoing commitment to creating safer, more accessible routes for students traveling to and from school.

Together, these completed, active, and planned efforts demonstrate steady and strategic progress toward realizing the community's long-term vision for a safer and more connected network for students walking and biking to school.



Safety Sally engaging with students



Colorado Street Complete Street project

Walk and Roll!

2

Community Engagement





2 Community Engagement

A central component of the Carson Safe Routes to School Action Plan was a robust community engagement process designed to gather meaningful input from students, families, and community members. Outreach combined both digital and in-person strategies to solicit broad participation. The school district distributed surveys and an interactive online map through parent/caregiver emails, while pop-up events across the community provided additional opportunities for input. There were four pop-up events throughout the month of May including:

- Cinco De Mayo Festival (May 4, 2025)
- Walk Us Home (Fun & Family Fair) (May 10, 2025)
- Carson City Public Works Open House (May 17, 2025)
- Cops and Kids (May 31, 2025)

More than 290 parents, children, and community members engaged with project staff across these events. At these events, residents could scan QR codes to access the online survey or complete printed versions on site. This blended approach allowed for both convenience and inclusivity and captured a wide range of perspectives.



Child enjoying the basketball hoops



Pop-up at the Cop and Kids event



Families asking questions about SRTS Action Plan



Key Findings

Schools Mentioned Most: Carson High, Eagle Valley Middle, Empire Elementary, and Seeliger Elementary.

Distance to School: Most students live **more than two miles away**, limiting walking and biking options.

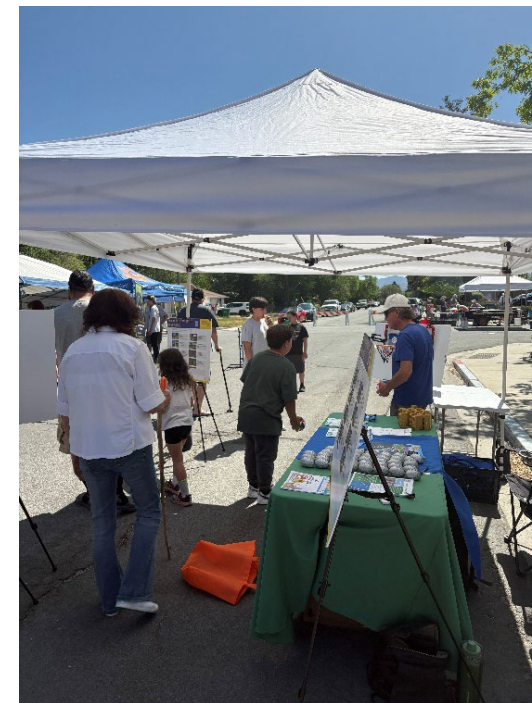
Main Travel Modes:

- Family vehicle (most common)
- School bus (second)
- Walking and biking (smaller share)

Travel Times: Most trips to and from school take **5 to 20 minutes**.

Interactive Map Feedback

Feedback from the interactive map revealed key concerns from community members, including **speeding vehicles**, **inattentive drivers at intersections**, and **poor compliance at four-way stops and crosswalks**. These issues underscore strong community support for implementing **traffic calming measures**, **enhancing pedestrian crossings**, and **increasing driver awareness** to better protect students on their routes to school.



Child enjoying the basketball hoops



Family learning about the SRTS Action Plan



Walk Us Home (Fun & Family Fair) event

3

Existing Conditions





3 Existing Conditions

The existing conditions analysis provides a foundational understanding of safety trends and transportation conditions for students walking and biking throughout Carson City. At the citywide level, the approach integrated field observations, crash data analysis, policy and plan review, and input gathered through community engagement and school walk audits. This included in-person walking audits at the high school campuses, which enriched the team's understanding of site-specific issues and aligned with similar audits conducted at elementary and middle schools during the Master Plan process. Collectively, these methods offer a comprehensive view of both the physical environment, and the challenges students encounter when traveling to and from school. Additional details on the methodologies and findings are available in **Appendix B**.

Socioeconomic Analysis

The Carson Safe Routes to School Action Plan presents an opportunity to focus transportation safety investments in areas with the greatest safety needs while also targeting areas with high proportions of people with low incomes or those without a vehicle. The project team conducted a targeted analysis of socioeconomic data to quantify the levels of disparity across areas and the larger Carson City area to best inform the development of recommendations. To best position projects from this plan to be competitive within current federal funding guidelines, the project team leveraged the US Department of Transportation (USDOT) Areas of Persistent Poverty dataset.¹ This dataset was developed by the USDOT to identify areas that have historically been underinvested in and include a large proportion of residents with low income. By focusing on these areas, the Carson Safe Routes to School Action Plan will help target investments in active transportation in areas where they are needed most, helping students who are more likely to rely on walking and biking due to limited transportation options.

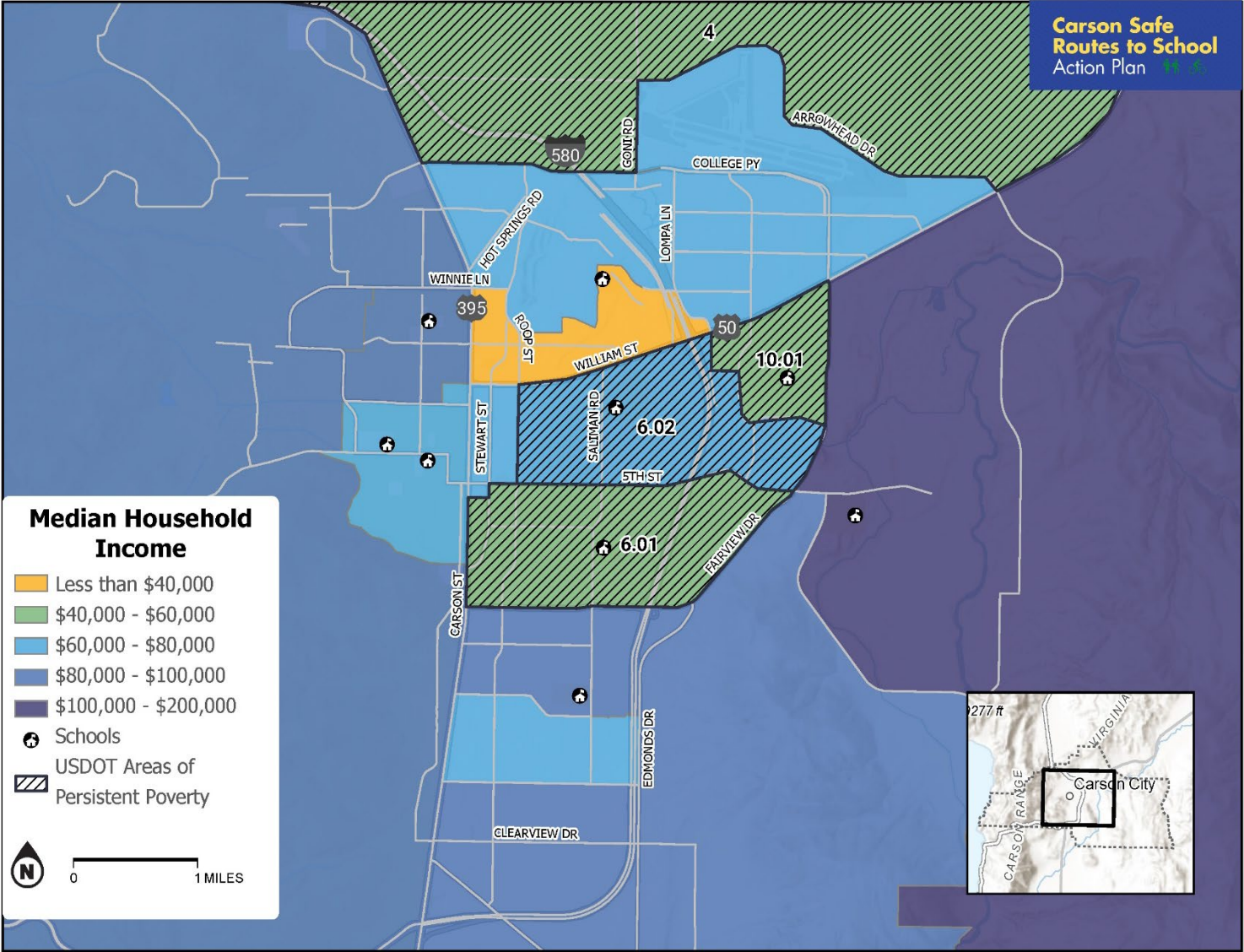
Analysis Findings

The disadvantaged areas within Carson City have a significant level of disparity compared to Carson City as a whole (**Figure 3-1**). These areas generally have residents with lower incomes and higher proportions of zero vehicle households, which highlight the increased reliance on public transportation and active transportation in these areas. Furthermore, active transportation can provide additional health benefits in disadvantaged areas, which include large proportions of physically inactive adults. Targeted active transportation investments in these areas are likely to have a larger benefit due to the increased level of reliance on modes other than a private vehicle.

¹ [*Persistent Poverty in Counties and Census Tracts \(May 9, 2023\)*](#).



Figure 3-1: Median Household Income in Carson City, NV (Census Tracts)



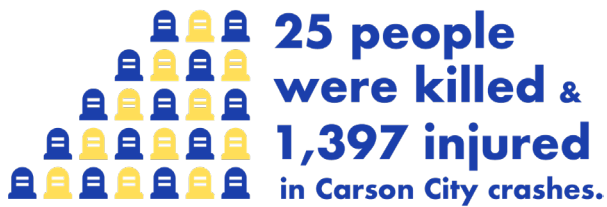
alta



Safety Analysis

The project team conducted an analysis of crashes from the past five years to identify safety trends for pedestrians and bicyclists within a mile of each school and performed a High Injury Network (HIN) analysis to identify the roadway sections within the city that have the highest crash rates. Crashes where someone was killed or seriously injured (also known as KSI crashes) were the focus of the analysis. This section summarizes the citywide trends and showcases the citywide HIN (**Figure 3-2**). Each school map below highlights the number of miles of HIN roads within one mile of the school. School-specific crash findings, school zones and HIN segments are highlighted in the school profiles located in the **Appendix D**.

Key Findings



** This crash data is from 2019 to 2023.*



Citywide Crash Trends for Bicyclists and Pedestrians

Recent crash data reveals that pedestrians and bicyclists face significantly higher risks of severe injury or death compared to motorists. Nearly half (**45.5%**) of pedestrian-involved crashes results in a fatal or serious injury, making these incidents over **nine times** more likely to cause life altering harm than crashes involving only motorists. Bicyclists involved crashes also show elevated risks, with **22%** resulting in serious injury **4.6 higher** than motorists only crashes. These figures highlight the urgent need for targeted safety measures to protect vulnerable road users.

Lighting conditions play a critical role in crash outcomes, especially for pedestrians. Over a quarter (**27.27%**) of pedestrian crashes occur in dark conditions with only partial roadway lighting, a rate more than three times higher than for motorists. While daylight remains the most common setting for crashes across all modes, the disproportionate number of pedestrian incidents in poorly lit environments underscore the importance of infrastructure improvements such as enhanced lighting, visibility treatments, and traffic calming strategies to reduce risk and improve safety. Crashes surrounding each school are further analyzed in the school profiles later in this section with additional details on analysis methodology and sources available in **Appendix B**.

High Injury Network

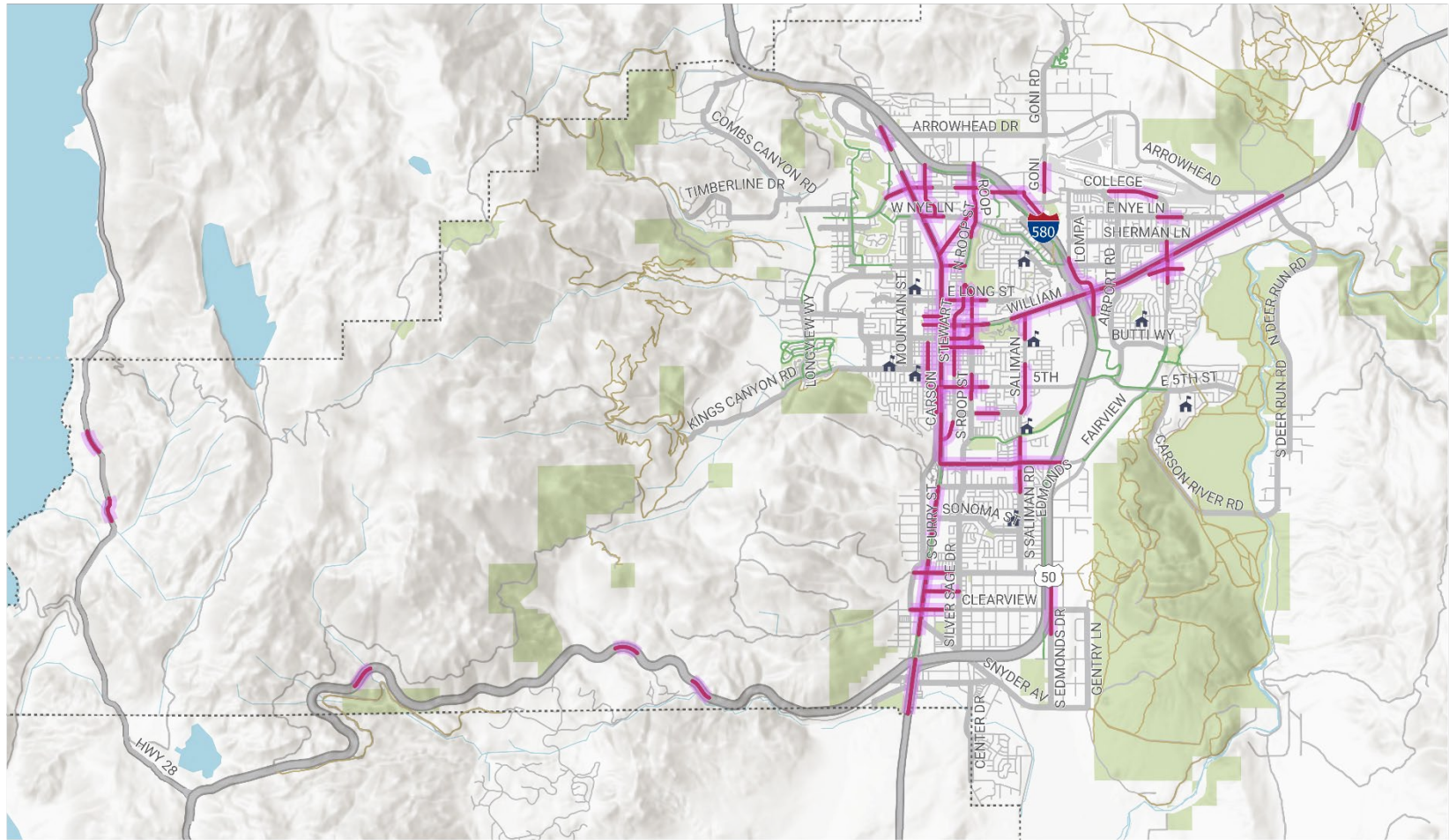
The project team developed a HIN for Carson City to identify roadways where the most severe crashes occur. The resulting HIN highlights high-crash areas to direct resources where safety improvements can have the greatest impacts. The HIN was based on crash data weighted by crash severity and associated with the roadway centerline. Segments were added to the HIN network based on the crash severity per mile, to capture a high proportion of KSI crashes on a small overall percentage of the road network. **The HIN represents 70% of KSI crashes on just 5% of the road network.** The full methodology can be found in **Appendix C**. There are 26 miles of HIN in Carson City. Of these, 80% (20 miles) are within the one-mile school zones (**Table 1**). The maps included in this section show the HIN locations citywide and within each school study area (one mile). HIN maps for each school also highlight the HIN corridors and their extents that fall within the study area. In the case where no HIN corridors are present within the study area (i.e., Eagle Valley Middle School), this summary table is intentionally omitted as part of the map.

Table 3-1: HIN Mileage by School

School	HIN mileage (within 1 mi.)
Carson High School	7.4
Carson High – Silver Campus	9.1
Carson Middle School	6.4
Eagle Valley Middle School	0.0
Al Seeliger Elementary School	3.0
Bordewich-Bray Elementary School	7.5
Empire Elementary School	3.2
Fremont Elementary School	5.1
Edith Fritch Elementary School	8.0
Mark Twain Elementary School	7.7
Stewart Headstart Washoe Tribe	1.5



Figure 3-2: Carson City High Injury Network



Carson City High Injury Network



0 1 2 MILES

- LEGEND
- High Injury Network
 - Schools
 - Paved Trail (off-street)
 - Unpaved Trail (off-street)
 - Parks
 - City Boundary





Carson High School

School Information:

Carson High School is located on N. Saliman Road between E. Robinson Street and E. William Street on the east side of Carson City. The school campus is surrounded by commercial areas, Mills Park, residential neighborhoods and open space. The median household income in the area ranges from \$60,000 to \$80,000, which is similar to the regional average. Additionally, around 5% to 10% of households in the area do not have access to a vehicle, indicating a moderate level of vehicle access. At this time, mode share data specific to students from this school is not available.

School Crash Summary:

Within a one-mile radius of Carson High School, there were a total of 968 reported crashes making it the second highest crash count among the schools of focus. Of these, 110 crashes occurred during the morning peak (7 to 9 AM) and 125 during the afternoon peak (1 to 3 PM), meaning that 25% of all crashes happened during school commute hours. This concentration of incidents during key travel times highlights the elevated risk students face while commuting. Zooming in on the Carson High School zone itself, there were 25 crashes recorded, also the second highest among the schools analyzed. Of these, five occurred during the morning peak and two during the afternoon peak, indicating that 28% of crashes in the immediate school zone happened during peak school commute hours (**Figure 3-3**). Due to the high level of crashes in the area, there are a total of 7.5 miles of HIN roads within a one-mile radius (**Figure 3-4**).

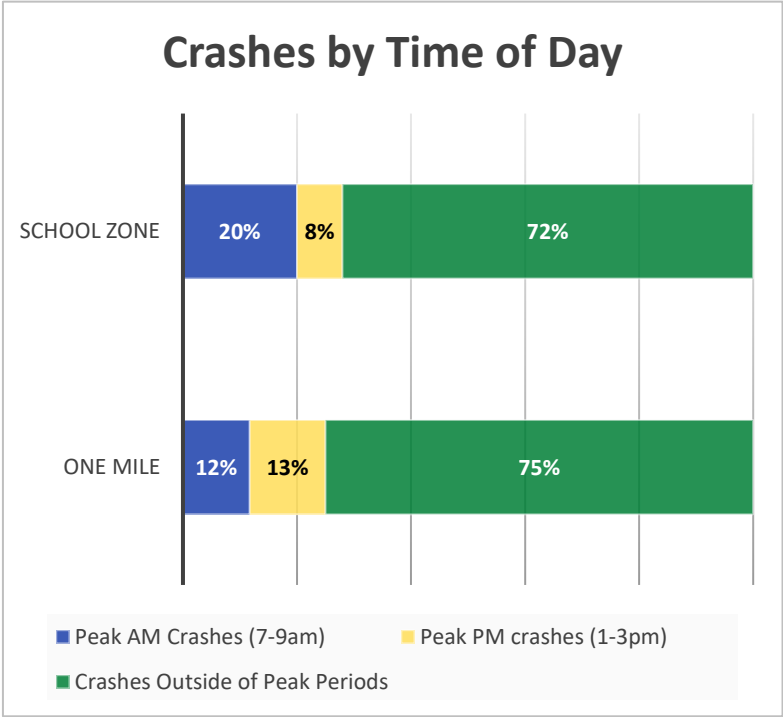


Figure 3-3: Carson High School – Crashes by Time of Day

Carson High School

Within a 1-mile radius, there are **7.4** High Injury Network miles.

Name	Fromstreet	Tostreet
Carson St	E Proctor St	E Washington St
Carson St	E Washington St	Corbett St
E 5th St	S Roop St	S Carson St
E 5th St	S Roop St	S Stewart St
E Long St	Marian Ave	N Stewart St
E Robinson St	N Harbin Ave	N Valley St
E Washington St	N Roop St	N Carson St
E William St	Humbolt Ln	Rand Ave
E William St	Hwy 50	Humbolt Ln
E William St	Rand Ave	State St
Fleishmann St	N Carson St	N Division St
Hwy 50	580 Ramp	Nichols Ln
Hwy 50	Nichols Ln	East Of Airport Rd
Little Ln	Parkland Ave	S Roop St
Long St	N Carson St	N Stewart St
N Carson St	Corbett St	Bath St
N Carson St	W 5th St	E Musser St
N Lompa Ln	Dori Way	S Of Sherman Ln
N Lompa Ln	Hwy 50	N Of Dori Way
N Lompa Ln	W Modoc Ct	Hwy 50
N Roop St	E Robinson St	E William St
N Roop St	E Williams St	E Adams St
N Roop St	Little Ln	E 2nd St
Robinson	N Valley St	N Carson St
N Roop St	E Adams St	N Stewart St
Saliman Rd	Little Ln	E 5th Street
Saliman Rd	North Of E Robinson St	E William St
Saliman Rd	E 5th St	Appaloosa Ct
Stewart	E 2nd St	E Spear St
Stewart	E Park St	N Roop St
Stewart	E William St	E Park St
Stewart	S Spear Street	E William St
W William St	Rt 395	N Minnesota St
W William St	N Anderson St	N Carson St
W William St	Oxoby Loop	N Anderson St





Carson High – Silver Campus (formally Pioneer High School)

School Information:

Carson High Silver Campus is located on Corbett Street between N. Fall Street and N. Stewart Street on the west side of Carson City. The school campus is surrounded by residential neighborhoods and open space. The area has a median household income of less than \$40,000, which is below the regional average. Additionally, vehicle access is limited, with the Carson High Silver Campus community having more than 10% of households lacking access to a vehicle, which is higher than the regional average. At this time, mode share data specific to students from this school is not available.



School Crash Summary:

Carson High Silver Campus has a total of 892 reported crashes within its one-mile radius, with 121 occurring during the afternoon peak period (1 to 3 PM), see **Figure 3-5**. Notably, Carson High Silver Campus has the highest number of crashes during the morning peak (7 to 9 AM), with 115 incidents—indicating a significant concentration of crashes during school commute hours. The area also contains 9.1 miles of HIN roads, the most among the schools studied (**Figure 3-6**). These roads are typically characterized by higher speeds, heavier traffic volumes, and fewer pedestrian safety features, posing elevated risks for students who walk, bike, or are dropped off near school.

Within the immediate school zone, Carson High Silver Campus has a moderate crash volume, with only one crash occurring during the morning peak and none during the afternoon peak. It is one of four study schools with zero crashes recorded during the afternoon commute period in the school zone itself. While the zone shows relatively low crash activity during peak hours, the surrounding HIN road network and high crash counts during commute times suggest a need for targeted safety improvements on larger roadways surrounding the school area to better protect students traveling to and from school.

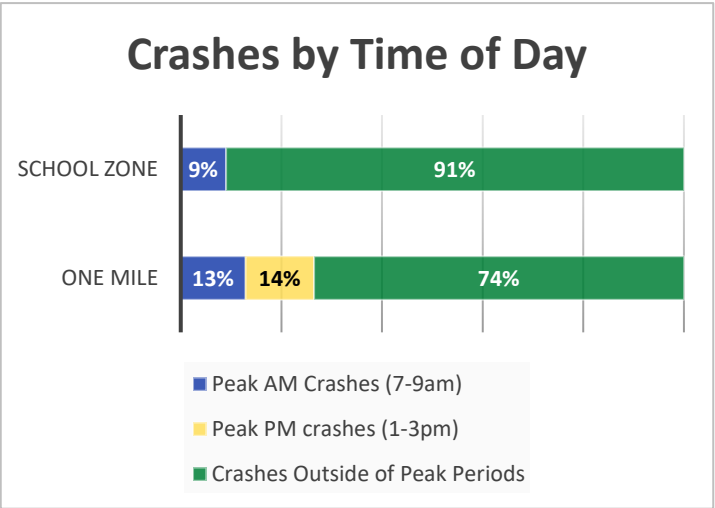
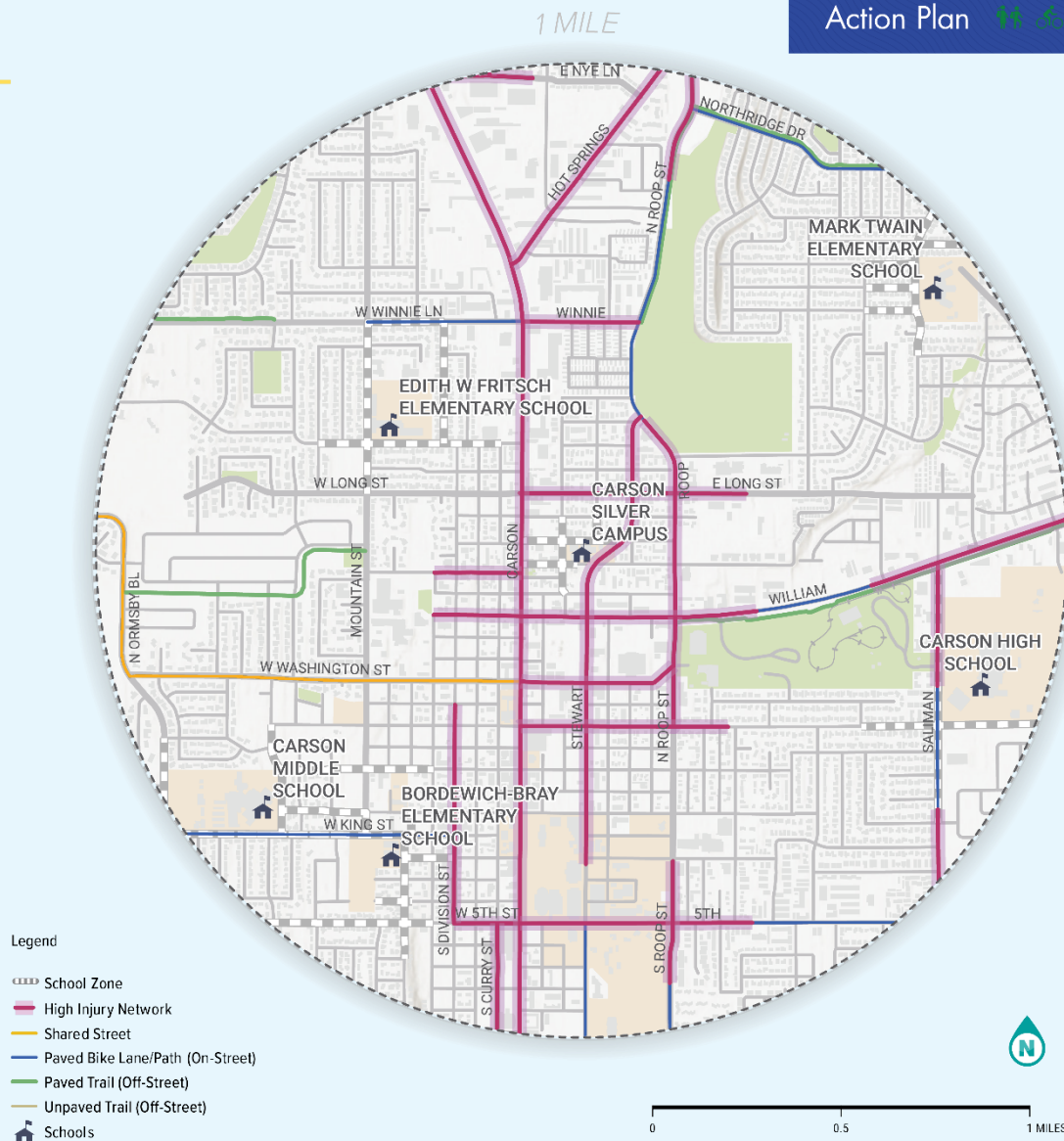


Figure 3-5: Carson High Silver Campus – Crashes by Time of Day

Carson Safe Routes to School Action Plan

Within a 1-mile radius, there are **9.1** High Injury Network miles.

Street Name	From	To
N Carson St	E Proctor St	E Washington St
N Carson St	E Washington St	Corbett St
N Carson St	N Of Hot Spring Rd	W Nye Ln
Division	W King St	W Caroline St
E 5th St	S Roop St	S Carson St
E 5th St	S Roop St	S Stewart St
E Long St	Marian Ave	N Stewart St
E Robinson St	N Harbin Ave	N Valley St
E Washington St	N Roop St	N Carson St
E William St	Humbolt Ln	Rand Ave
E William St	Rand Ave	State St
Fleischmann	N Carson St	N Division St
Hot Springs Rd	E Nye Ln	N Carson St
Hot Springs Rd	N Roop St	N Of Tiger Dr
Imperial	E Nye Ln	W Gardengate Wy
Long St	N Carson St	N Stewart St
N Carson St	Bath St	W Winnie Ln
N Carson St	Corbett St	Bath St
N Carson St	E Winne Ln	S Of W Nye Ln
N Carson St	W 10th St	W 5th St
N Carson St	W 5th St	E Musser St
N Roop St	E Robinson St	E William St
N Roop St	E Williams St	E Adams St
N Roop St	Little Ln	E 2nd St
Robinson	N Valley St	N Carson St
Roop	E Adams St	N Stewart St
Roop	Northridge Dr	Hot Springs Rd
S Curry St	W 10th St	W 5th St
S Division St	W 5th St	W King St
Saliman	N Of E Robinson St	E William St
Saliman Rd	E 5th St	Appaloosa Ct
Stewart	E 2nd St	E Spear St
Stewart	E Park St	N Roop St
Stewart	E William St	E Park St
Stewart	S Spear Street	E William St
W 5th St	S Carson St	S Division St
W Nye Ln	Northgate Ln	N Carson St
W William St	Rt 395	N Minnesota St
W William St	N Anderson St	N Carson St
W William St	Oxoby Loop	N Anderson St
Winnie	N Roop St	N Carson St





Carson Middle School

School Information:

Carson Middle School is located on W. King Street between Richmond Drive and Ormsby Boulevard on the west side of Carson City. The school campus is surrounded by residential uses on all sides. The median household income in the area ranges from \$60,000 to \$80,000, which is similar to the regional average. Vehicle access is limited, with more than 10% of households lacking access to a vehicle, which is higher than the regional average. At Carson Middle, 10% of students use walking or rolling to get to school, 25% are driven by car, and 65% take the bus (Figure 3-7).

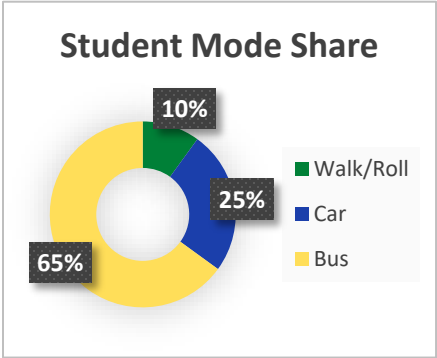


Figure 3-7: Carson Middle – Student Mode Share Data



School Crash Summary:

Carson Middle School has a total of 634 crashes within a one-mile radius, with 173 (27%) occurring during school commute hours—83 in the morning and 90 in the afternoon (Figure 3-8). The area includes 6.4 miles of HIN roads, which are typically associated with higher speeds, heavier traffic, and limited pedestrian safety features (Figure 3-9). These conditions pose increased risks for students who walk, bike, or are dropped off near school. Within the school zone, 13 crashes were recorded, including 4 during the morning peak and 2 during the afternoon. This represents a higher proportion of crashes occurring in the school zone than within a one-mile radius, which highlights the need for focused safety improvements in the immediate school area.

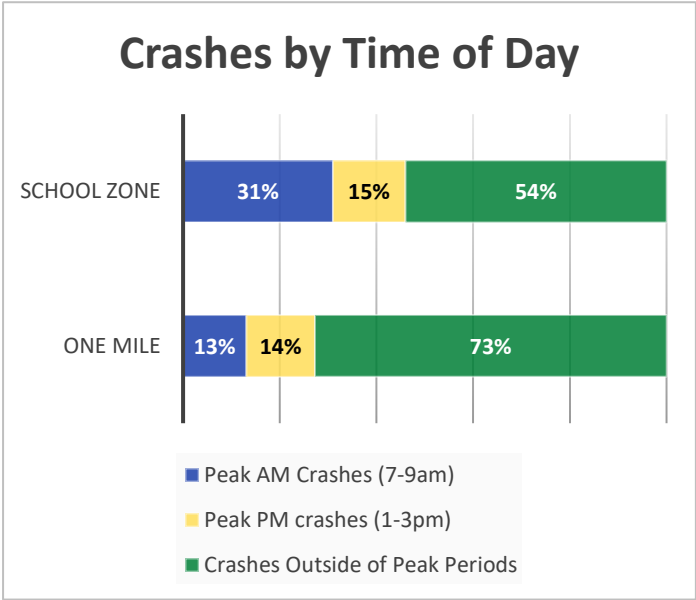


Figure 3-8: Carson Middle – Crashes by Time of Day



Figure 3-9: Carson Middle School High Injury Network Map

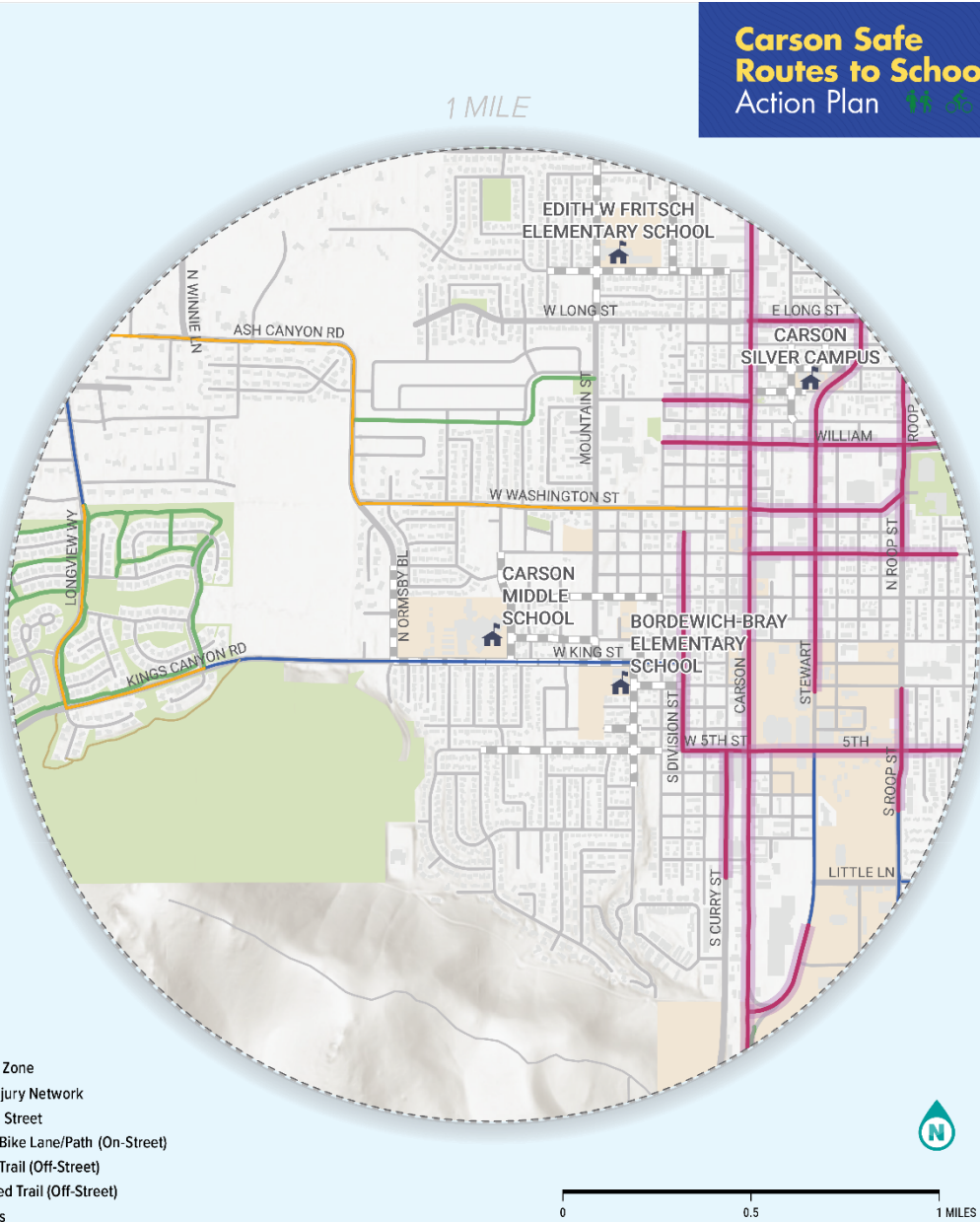
Carson
Middle School

Within a 1-mile radius, there are **6.4** High Injury Network miles.

Street Name	From	To
Carson St	E Proctor St	E Washington St
Carson St	E Washington St	Corbett St
Carson St	S Stewart St	10 10th Street
S Division St	W King St	W Caroline St
E 5th St	S Roop St	S Carson St
E 5th St	S Roop St	S Stewart St
E Long St	Marian Ave	N Stewart St
E Robinson St	N Harbin Ave	N Valley St
E Washington St	N Roop St	N Carson St
Fleishmann St	N Carson St	N Division St
Long St	N Carson St	N Stewart St
N Carson St	Bath St	W Winnie Ln
N Carson St	Corbett St	Bath St
N Carson St	W 10th St	W 5th St
N Carson St	W 5th St	E Musser St
N Roop St	E Robinson St	E William St
N Roop St	E Williams St	E Adams St
N Roop St	Little Ln	E 2nd St
Robinson	N Valley St	N Carson St
S Carson St	Fairview Dr	S Stewart St
S Curry St	W 10th St	W 5th St
S Division St	W 5th St	W King St
Stewart St	E 2nd St	E Spear St
Stewart St	E Park St	N Roop St
Stewart St	E William St	E Park St
Stewart St	S Spear Street	E William St
Stewart St	Wright Way	S Carson St
W 5th St	S Carson St	S Division St
W William St	Rt 395	N Minnesota St
W William St	N Anderson St	N Carson St
W William St	Oxoby Loop	N Anderson St

Legend

- School Zone
- High Injury Network
- Shared Street
- Paved Bike Lane/Path (On-Street)
- Paved Trail (Off-Street)
- Unpaved Trail (Off-Street)
- Schools





Eagle Valley Middle School

School Information:

Eagle Valley Middle School is located on E. 5th Street between Regent Court and Hidden Meadow Drive on the east side of Carson City. The school campus is surrounded by residential neighborhoods and open space. The area has a median household income ranging from \$100,000 to \$200,000 and is above the regional average. Additionally, less than 5% of households in the area do not have access to a vehicle, which is lower than the regional average. At Eagle Valley Middle, 14% of students use walking or rolling to get to school, 37% are driven by car, and 49% ride the bus (Figure 3-10).

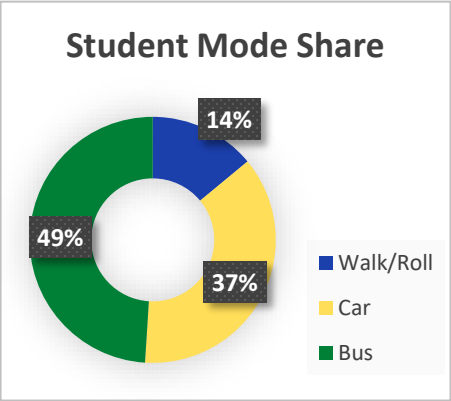


Figure 3-10: Eagle Valley Middle – Student Mode Share Data

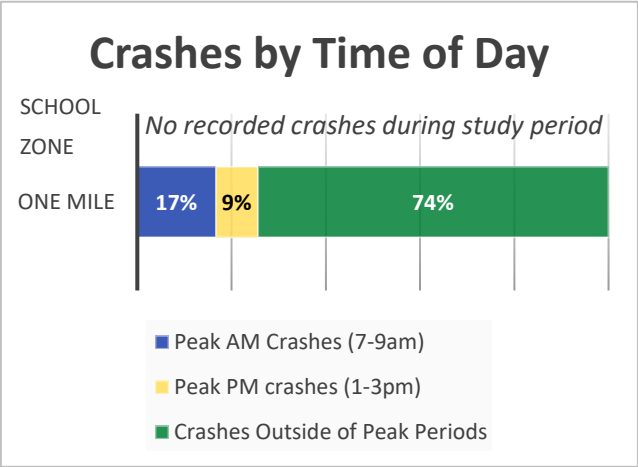


Figure 3-11: Eagle Valley Middle – Crashes by Time of Day

School Crash Summary:

Eagle Valley Middle School has the lowest crash volume among the schools studied, with 90 crashes within a one-mile radius. Of these, 23 occurred during school commute hours—15 in the morning peak (7 to 9 AM) and 8 in the afternoon peak (1 to 3 PM), see Figure 3-11. Notably, there are zero miles of HIN roads surrounding the school, likely due to a less complex roadway layout and fewer nearby destinations, which contribute to lower traffic volumes and reduced conflict points (Figure 3-12).

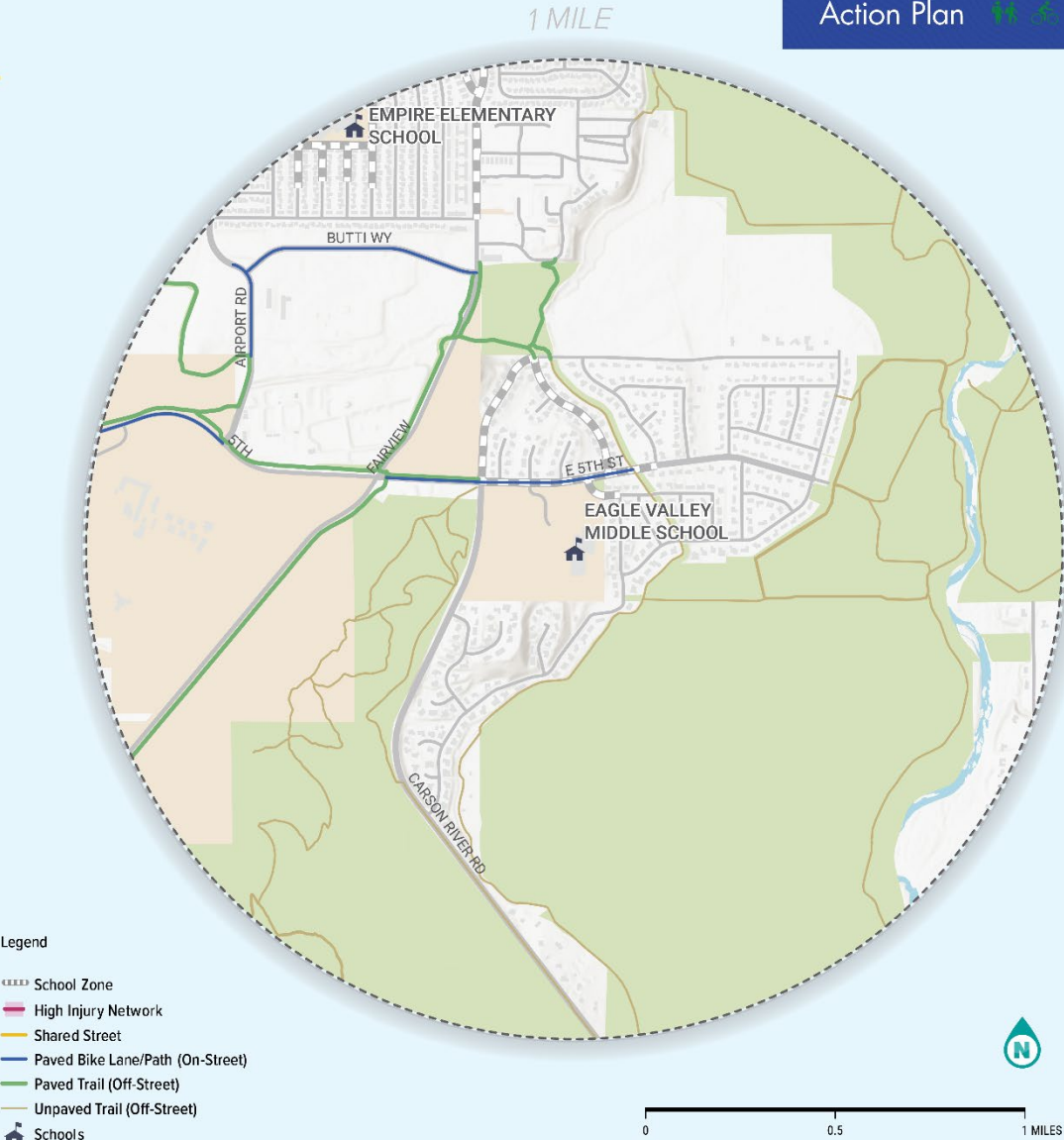
Within the school zone itself, there were zero crashes during the morning peak and zero during the afternoon (Figure 3-11). The absence of crashes within the school zone suggests that localized safety measures may be effectively protecting students in the immediate vicinity of the school during arrival and dismissal times.



Figure 3-12: Eagle Valley Middle School High Injury Network Map

Eagle Valley Middle School

Within a 1-mile radius, there are **no** High Injury Network miles.





Al Seeliger Elementary

School Information:

Al Seeliger Elementary School is located on Saliman Road between Shady Oak Drive and Sonoma Street on the south side of Carson City. The school campus is surrounded by residential uses on all sides. The area has a median household income ranging from \$80,000 to \$100,000 and is above the regional average. Additionally, less than 5% of households in the area do not have access to a vehicle, which is lower than the regional average. At Al Seeliger, 30% of students use walking or rolling to get to school, 44% are driven by car—which is the highest car drop-off rate among project schools—and 26% ride the bus (Figure 3-13).

School Crash Summary:

Al Seeliger Elementary School has a total of 291 reported crashes within a one-mile radius, with 22 occurring during the morning peak (7 to 9 AM) and 45 during the afternoon peak (1 to 3 PM), see Figure 3-14. This means that 23% of all crashes happened during school commute hours—more than one in every five crashes. The area includes three miles of HIN roads, which are typically characterized by higher speeds, greater traffic volumes, and limited pedestrian safety features (Figure 3-15). These conditions can pose significant risks for students who walk, bike, or are dropped off near school. Within the school zone itself, there were zero recorded crashes over the previous five years. Al Seeliger Elementary is one of only two study schools with no crashes reported in the immediate school zone. While the surrounding area presents some safety concerns due to the presence of HIN roads (Figure 3-15), the absence of crashes within the school zone suggests that localized safety measures may be effectively protecting students in the immediate vicinity of the school during arrival and dismissal times.

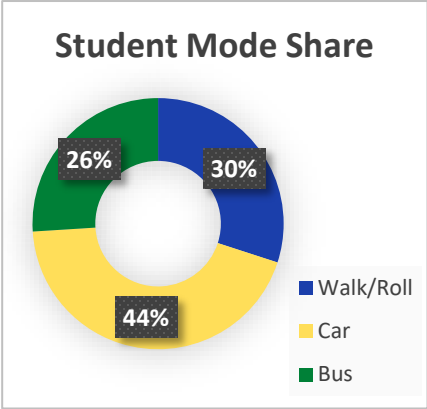


Figure 3-13: Al Seeliger Elementary – Student Mode Share Data

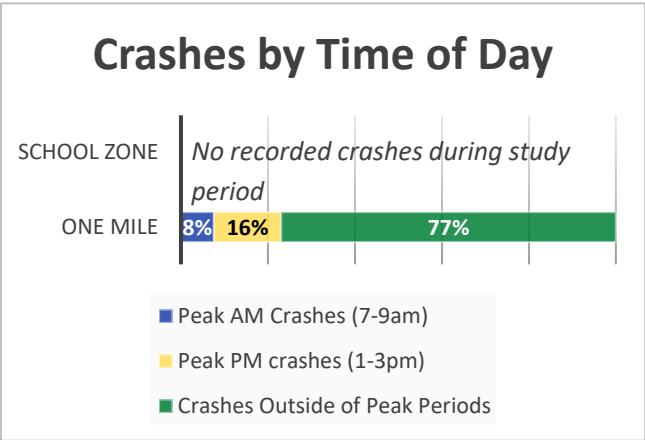


Figure 3-14: Al Seeliger Elementary – Crashes by Time of Day



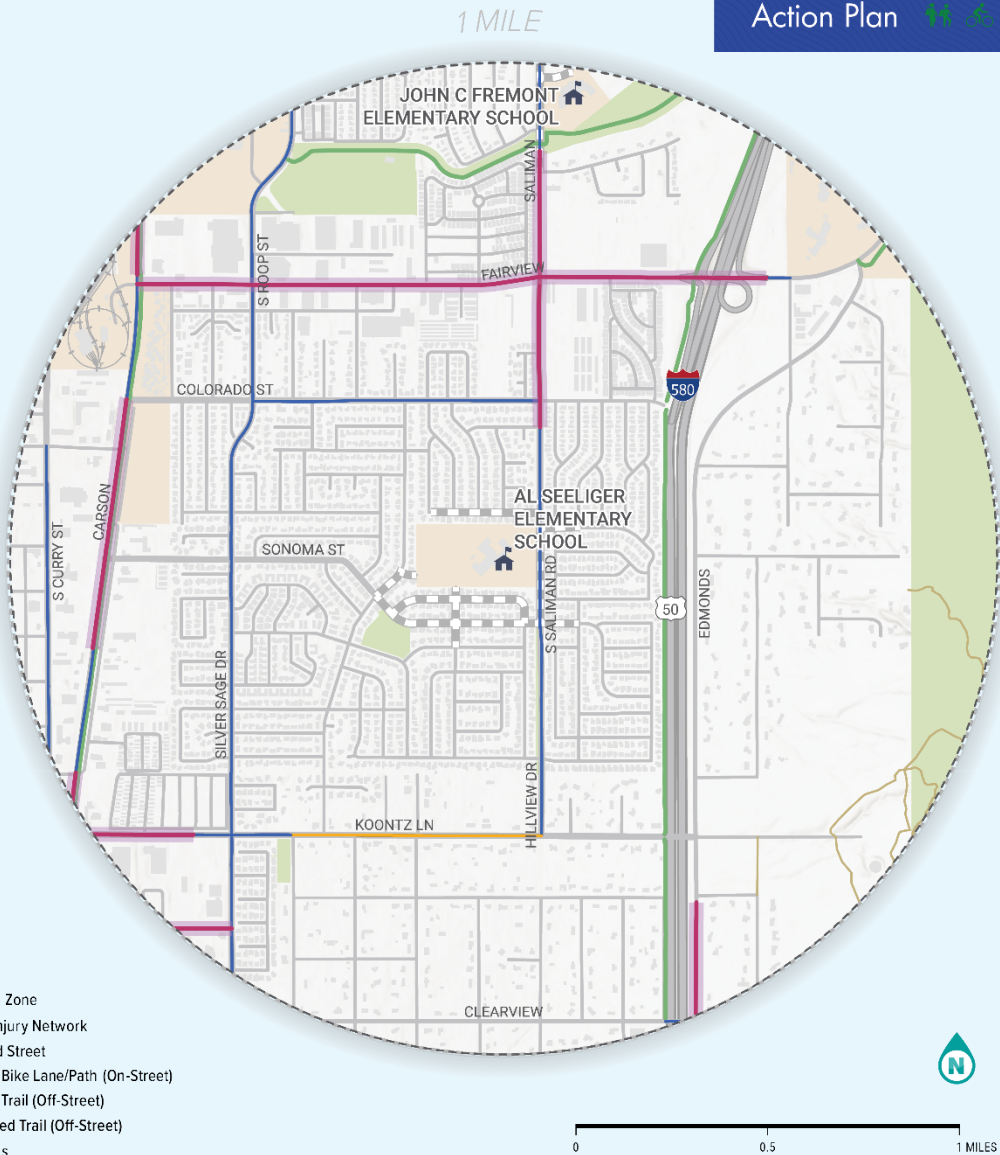
Figure 3-15: Al Seeliger Elementary School High Injury Network Map

Al Seeliger Elementary School

Within a 1-mile radius, there are **3.0** High Injury Network miles.

Street Name	From	To
Carson St	Sonoma St	Colorado St
Carson St	N Of Koontz Ln	Sonoma St
Eagle Station Ln	Silver Sage Dr	S Carson St
Edmonds Dr	Clearview Dr	Valley View Dr
Fairview Dr	Industrial Park Dr	S Roop St
Fairview Dr	S Roop St	S Carson St
Fairview Dr	S Saliman Rd	Industrial Park Dr
Fairview Dr	580 On-Ramp	Saliman Rd
Fairview Dr	S Saliman Rd	S Lompa Ln
Koontz Ln	Silver Sage Dr	S Carson St
S Carson St	Fairview Dr	S Stewart St
S Carson St	Moses St	Eagle Station Ln
S Saliman Rd	Fairview Dr	Railroad Dr
Saliman Rd	Heather Way	Fairview Dr

- Legend
- School Zone
 - High Injury Network
 - Shared Street
 - Paved Bike Lane/Path (On-Street)
 - Paved Trail (Off-Street)
 - Unpaved Trail (Off-Street)
 - Schools





Bordewich-Bray Elementary School

School Information:

Bordewich-Bray Elementary School is located at the intersection of Thompson Street and W. King Street in a well-established residential neighborhood on Carson City's west side. The campus is primarily surrounded by residential land uses. The median household income in the area ranges from \$60,000 to \$80,000, which is close to the regional average. However, vehicle access is relatively low, with over 10% of households lacking access to a vehicle. At Bordewich-Bray Elementary, 9% of students use walking or rolling to get to school, 17% are driven by car, and 74% ride the bus, which is the highest bus ridership among all the schools (Figure 3-16).

School Crash Summary:

Bordewich-Bray Elementary has a total of 715 reported crashes within a one-mile radius, with 90 occurring during the morning peak (7 to 9 AM) and 104 during the afternoon peak (1 to 3 PM), see Figure 3-17. This means that 27.1% of all crashes happened during school commute hours, indicating a high level of student exposure to crash-prone conditions. Within the school zone itself, 20 crashes were recorded, including 4 during the morning peak and 2 during the afternoon (Figure 3-17). The area also includes 7.5 miles of HIN roads, which are typically associated with higher speeds, greater traffic volumes, and limited pedestrian safety features—conditions that pose elevated risks for children walking, biking, or being dropped off near school (Figure 3-18).

While the crash volume in the immediate zone is lower than the surrounding area, the presence of HIN roads and the high proportion of crashes during commute times suggest a need for targeted safety interventions that could help reduce risks and better protect students during arrival and dismissal periods.

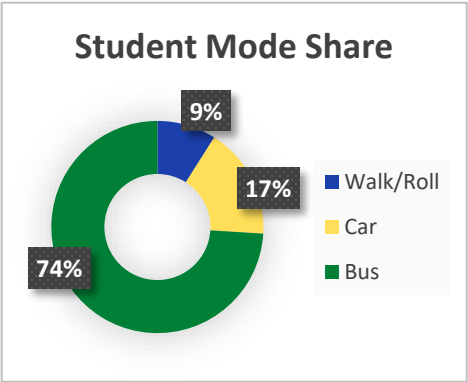


Figure 3-16: Bordewich-Bray Elementary – Student Mode Share Data

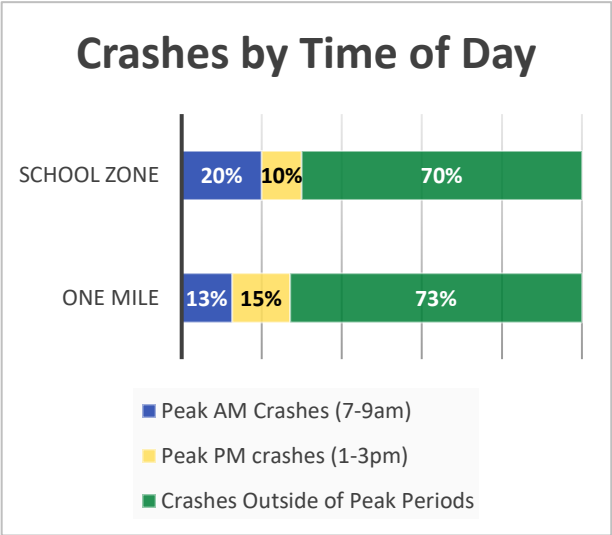


Figure 3-17: Bordewich-Bray Elementary – Crashes by Time of Day



Figure 3-18: Bordewich-Bray Elementary School High Injury Network Map

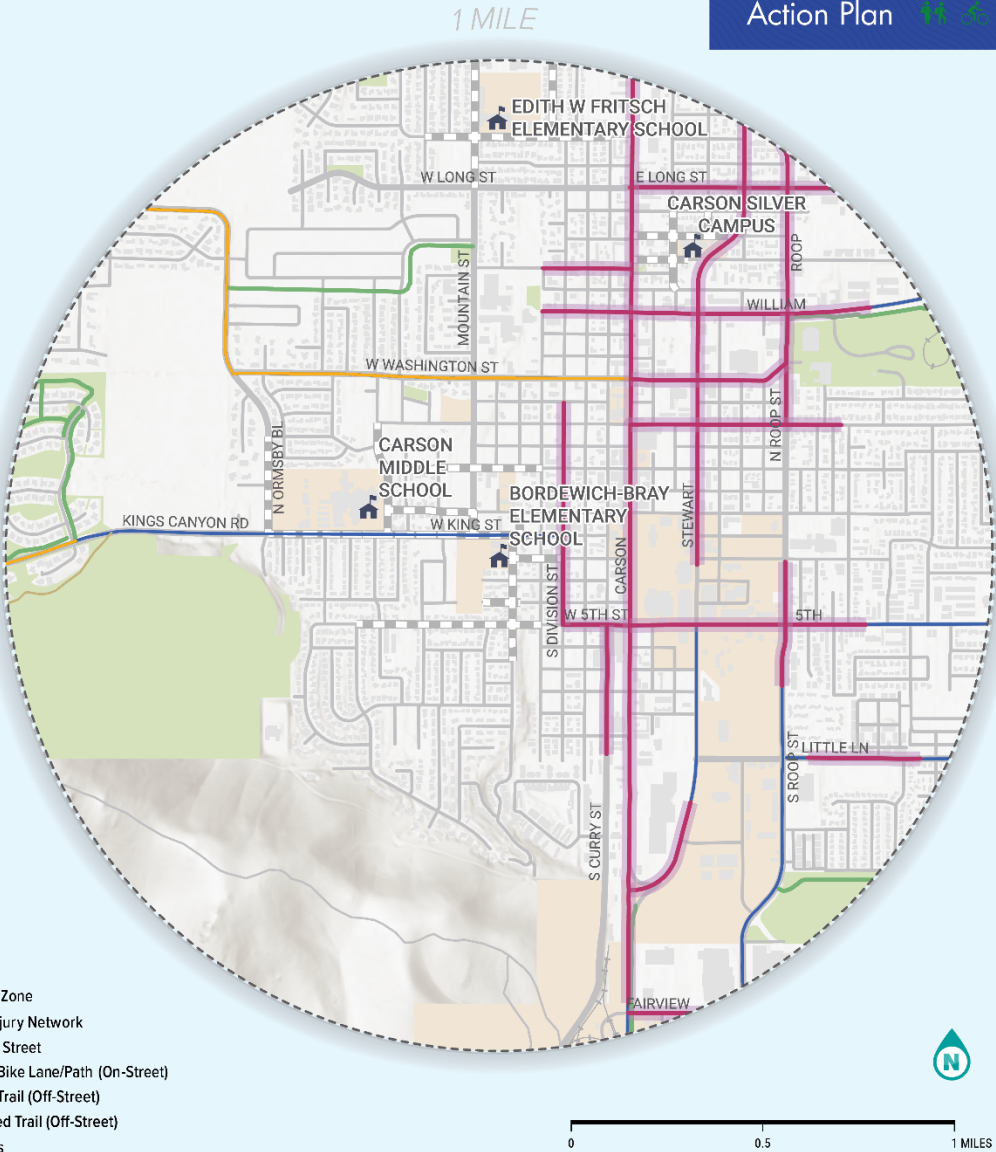
Bordewich-Bray
Elementary School

Within a 1-mile radius, there are **7.5** High Injury Network miles.

Street Name	From	To
Carson St	E Proctor St	E Washington St
Carson St	E Washington St	Corbett St
Carson St	S Stewart St	10 10th Street
Division	W King St	W Caroline St
E 5th St	S Roop St	S Carson St
E 5th St	S Roop St	S Stewart St
E Long St	Marian Ave	N Stewart St
E Robinson St	N Harbin Ave	N Valley St
E Washington St	N Roop St	N Carson St
Fairview St	S Roop St	S Carson St
Fleishmann St	N Carson St	N Division St
Little Ln	Parkland Ave	S Roop St
Long St	N Carson St	N Stewart St
N Carson St	Bath St	W Winnie Ln
N Carson St	Corbett St	Bath St
N Carson St	W 10th St	W 5th St
N Carson St	W 5th St	E Musser St
N Roop St	E Robinson St	E William St
N Roop St	E Williams St	E Adams St
N Roop St	Little Ln	E 2nd St
Robinson	N Valley St	N Carson St
Roop	E Adams St	N Stewart St
S Carson St	Fairview Dr	S Stewart St
S Curry St	W 10th St	W 5th St
S Division St	W 5th St	W King St
Stewart St	E 2nd St	E Spear St
Stewart St	E Park St	N Roop St
Stewart St	E William St	E Park St
Stewart St	S Spear Street	E William St
Stewart St	Wright Way	S Carson St
W 5th St	S Carson St	S Division St
W William St	Rt 395	N Minnesota St
W William St	N Anderson St	N Carson St
W William St	Oxoby Loop	N Anderson St

Legend

- School Zone
- High Injury Network
- Shared Street
- Paved Bike Lane/Path (On-Street)
- Paved Trail (Off-Street)
- Unpaved Trail (Off-Street)
- School's





Empire Elementary

School Information:

Empire Elementary School is situated between Gordon Avenue, Stanton Drive, Monte Rosa Drive, and La Loma Drive in an established residential neighborhood on Carson City’s east side. The campus is surrounded by residential housing and borders a local park to the north. Empire Elementary is located within a USDOT-designated area of persistent poverty. The median household income in this area ranges from \$40,000 to \$60,000, which is below the regional average. Despite this, vehicle access is high, with fewer than 5% of households lacking access to a vehicle. At Empire Elementary, 50% of students use walking or rolling to get to school—the highest percentage of active transportation among the project schools. Only 11% are driven by car and 39% ride the bus (Figure 3-19).

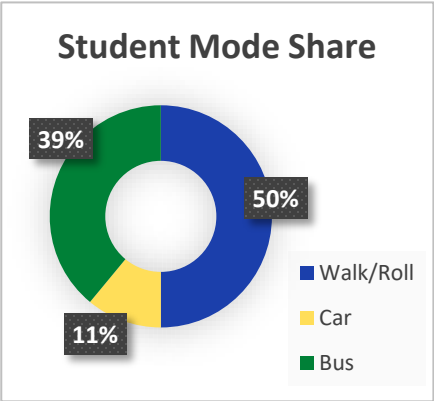


Figure 3-19: Empire Elementary – Student Mode Share Data

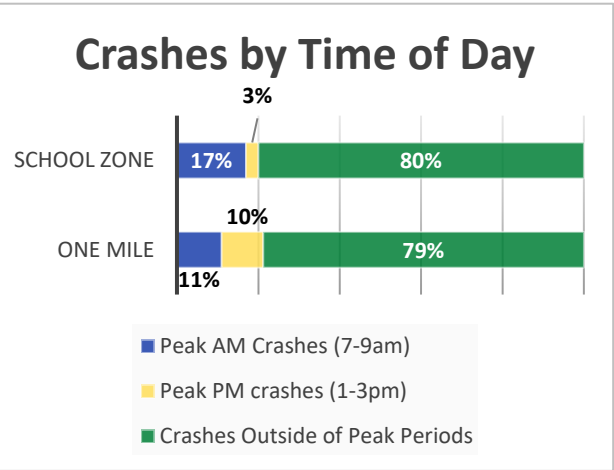


Figure 3-20: Empire Elementary – Crashes by Time of Day

School Crash Summary:

Empire Elementary School has a total of 729 reported crashes within a 1 mile radius, with 80 occurring during the morning peak (7 to 9 AM) and 74 during the afternoon peak (1 to 3 PM), see Figure 3-20. This means that 21.1% of all crashes happened during school commute hours—more than one in every five crashes. The area includes 3.2 miles of HIN roads, which are typically associated with higher speeds, greater traffic volumes, and limited pedestrian safety features (Figure 3-21). These conditions pose increased risks for students who walk, bike, or are dropped off near school. Within the school zone at Empire Elementary, 36 crashes were recorded, including 6 during the morning peak and 1 during the afternoon. This level of crash activity in the immediate vicinity of the school reflects a pattern of elevated risk during student commute hours. The presence of incidents during these key travel times may indicate underlying safety challenges in the school zone environment that warrant closer attention.



Figure 3-21: Empire Elementary School High Injury Network Map

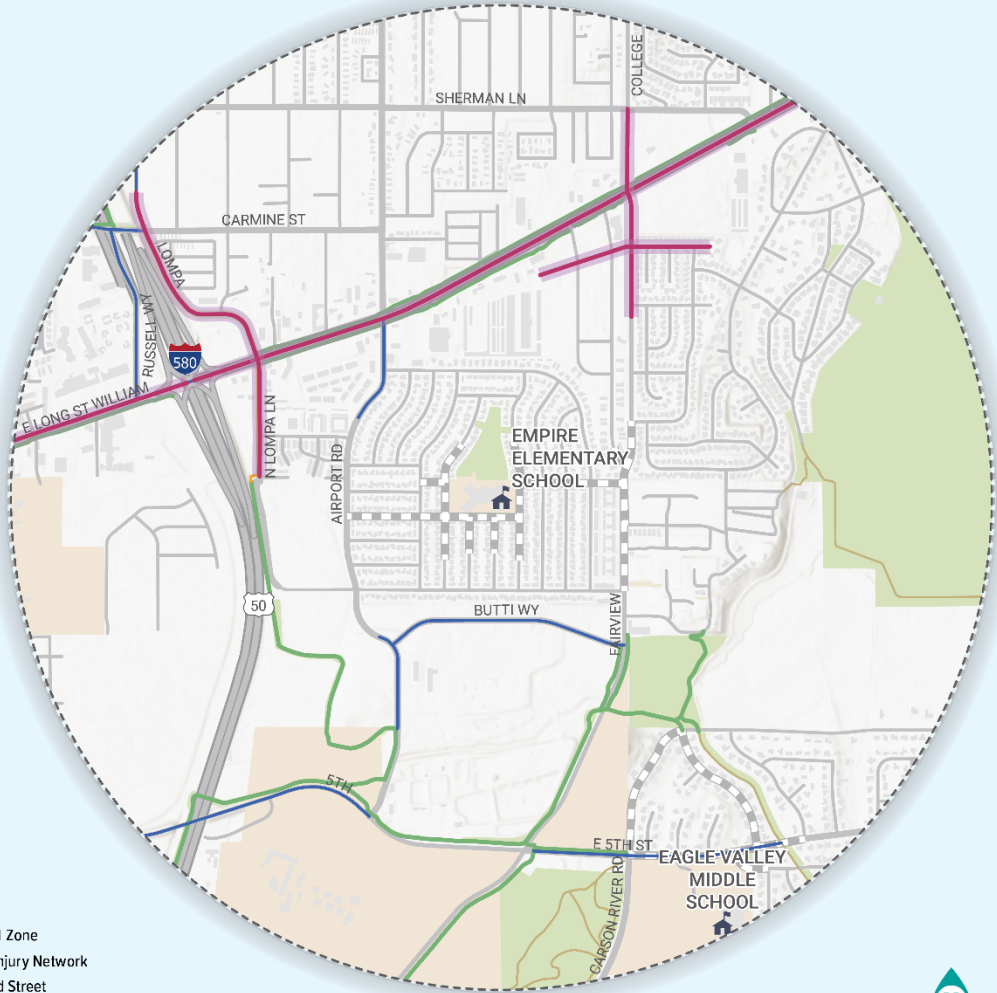
Empire
Elementary School

Within a 1-mile radius, there are **3.2** High Injury Network miles.

Street Name	From	To
College Pkwy	Hwy 50	Sherman Ln
E William St	Humbolt Ln	Rand Ave
E William St	Hwy 50	Humbolt Ln
Fairview	Sweetwater Dr	Hwy 50
Gordon St	Walker Dr	Brown St
Hwy 50	580 Ramp	Nichols Ln
Hwy 50	Brown St	College Pkwy
Hwy 50	Carter Ave	Merrimac Way
Hwy 50	Nichols Ln	East Of Airport Rd
Hwy 50	Sherman Ln	College Pkwy
Hwy 50	West Of Brown St	West Of Silver State St
N Lompa Ln	Dori Way	S Of Sherman Ln
N Lompa Ln	Hwy 50	N Of Dori Way
N Lompa Ln	W Modoc Ct	Hwy 50

Legend

- School Zone
- High Injury Network
- Shared Street
- Paved Bike Lane/Path (On-Street)
- Paved Trail (Off-Street)
- Unpaved Trail (Off-Street)
- Schools





Fremont Elementary School

School Information:

Fremont Elementary School is located on Saliman Road, between Firebox Road and Railroad Drive. The school is bordered by residential areas to the north, south, and west, with open space to the east. Fremont Elementary is also situated within a USDOT-designated area of persistent poverty. The median household income in the area ranges from \$40,000 to \$60,000, which is below the regional average. Vehicle access is limited, with more than 10% of households lacking access to a vehicle which is higher than the regional average. At Fremont Elementary, just 4% of students use walking or rolling to get to school, 42% are driven by car, and 54% take the bus (Figure 3-22).

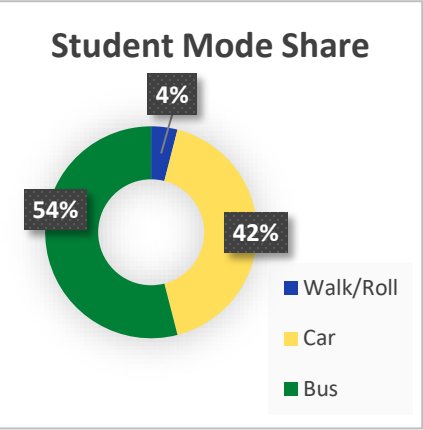


Figure 3-22: Fremont Elementary – Student Mode Share Data

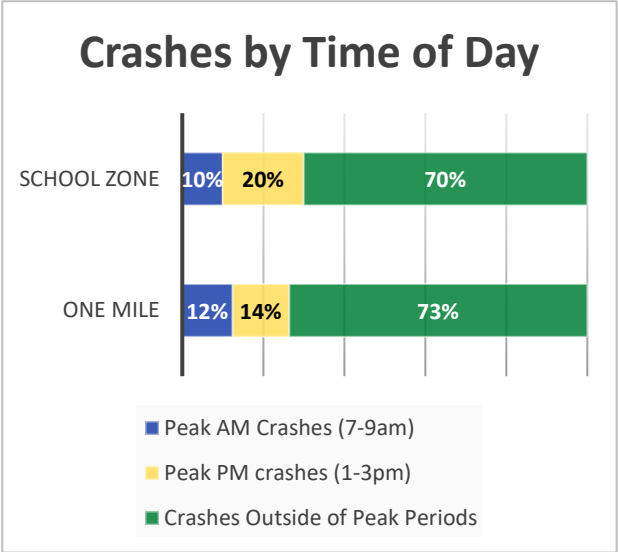


Figure 3-23: Fremont Elementary – Crashes by Time of Day

School Crash Summary:

Fremont Elementary School has a total of 443 reported crashes within a one-mile radius, with 55 occurring during the morning peak (7 to 9 AM) and 62 during the afternoon peak (1 to 3 PM), see Figure 3-23. This means that 26.4% of all crashes happened during school commute hours—more than one in every four crashes. The area is surrounded by 5.1 miles of HIN roads, which are typically associated with higher speeds, greater traffic volumes, and limited pedestrian safety features (Figure 3-24). These conditions can increase the risk for students traveling to and from school, particularly those who walk, bike, or are dropped off nearby. Within the school zone at Fremont Elementary, 10 crashes were recorded, including 1 during the morning peak and 2 during the afternoon. While the number of incidents in the immediate school zone is relatively low, the presence of HIN roads and the concentration of crashes during afternoon commute times suggest broader safety concerns in the surrounding area. These patterns may point to environmental and traffic-related factors that warrant further attention to support safe travel for students.



Figure 3-24: John C Fremont Elementary School High Injury Network Map

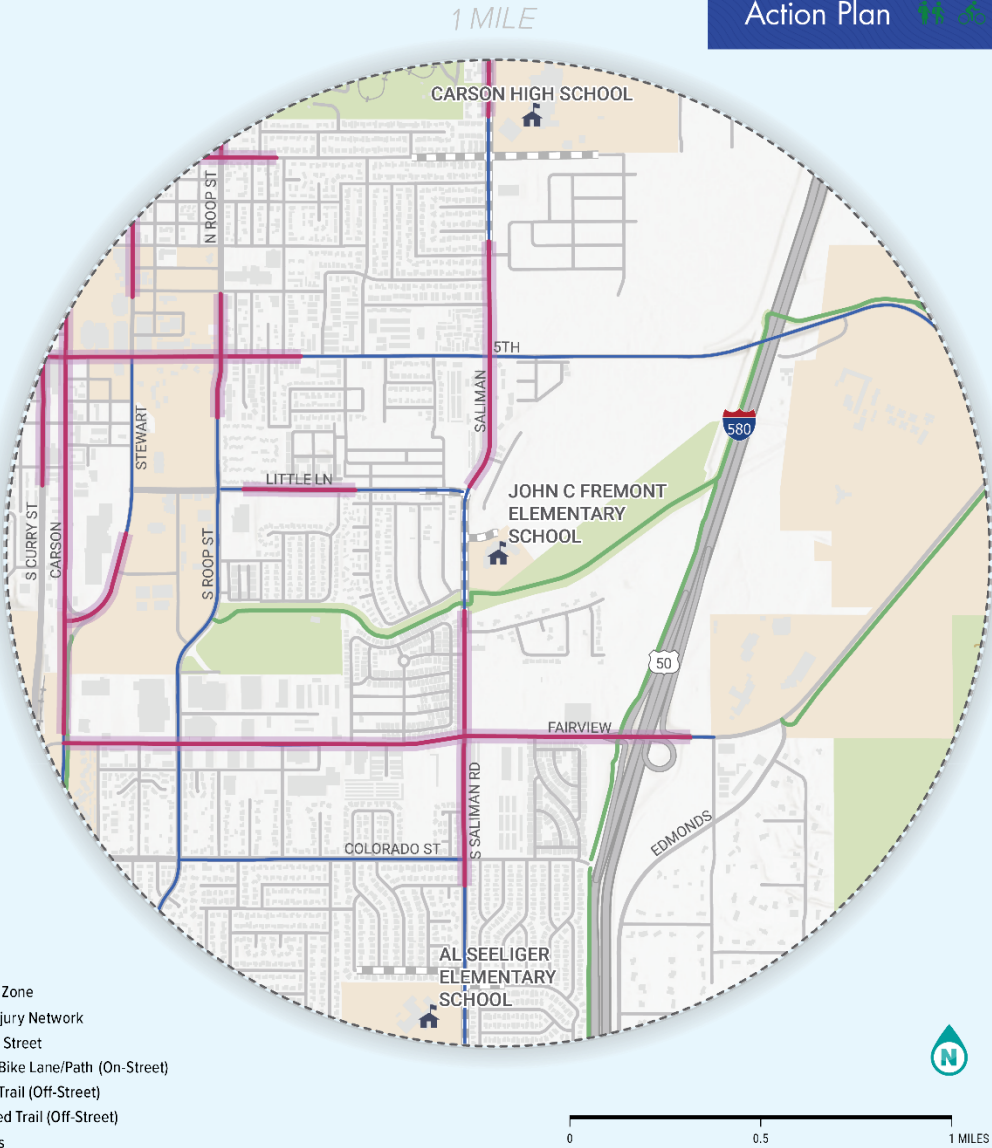
John C Fremont Elementary School

Within a 1-mile radius, there are **5.1** High Injury Network miles.

Street Name	From	To
Carson St	S Stewart St	10 10th Street
E 5th St	S Roop St	S Carson St
E 5th St	S Roop St	S Stewart St
E Robinson St	N Harbin Ave	N Valley St
Fairview	Industrial Park Dr	S Roop St
Fairview	S Roop St	S Carson St
Fairview	S Saliman Rd	Industrial Park Dr
Fairview Dr	580 On-Ramp	Saliman Rd
Fairview Dr	S Saliman Rd	S Lompa Ln
Little Ln	Parkland Ave	S Roop St
N Carson St	W 10th St	W 5th St
N Carson St	W 5th St	E Musser St
N Roop St	E Robinson St	E William St
N Roop St	Little Ln	E 2nd St
S Carson St	Fairview Dr	S Stewart St
S Curry St	W 10th St	W 5th St
S Saliman Rd	Fairview Dr	Railroad Dr
Saliman Rd	Little Ln	E 5th Street
Saliman Rd	North Of E Robinson St	E William St
Saliman Rd	E 5th St	Appaloosa Ct
Saliman Rd	Heather Way	Fairview Dr
Stewart St	E 2nd St	E Spear St
Stewart St	Wright Way	S Carson St
W 5th St	S Carison St	S Division St

Legend

- School Zone
- High Injury Network
- Shared Street
- Paved Bike Lane/Path (On-Street)
- Paved Trail (Off-Street)
- Unpaved Trail (Off-Street)
- Schools





Edith Fritsch Elementary School

School Information:

Edith Fritsch Elementary School is located on Bath Street between Mountain Street and Division Street. The school campus is surrounded by residential neighborhoods with Carson Street, a major commercial corridor, approximately 1,000 feet to the east. The area has a median household income ranging from \$80,000 to \$100,000 and is above the regional average. Additionally, around 5% to 10% of households in the area do not have access to a vehicle, indicating a moderate level of vehicle access. At Edith Fritsch Elementary, 26% of students use walking or rolling to get to school, 40% are driven by car, and 34% ride the bus (**Figure 3-25**).

School Crash Summary:

Edith Fritsch Elementary School has a total of 686 reported crashes within a one-mile radius, with 77 occurring during the morning peak (7 to 9 AM) and 93 during the afternoon peak (1 to 3 PM), see **Figure 3-26**. This means that 24.8% of all crashes happened during school commute hours—nearly one in every four crashes. The area includes eight miles of HIN roads, the second highest among the schools studied. While the overall crash volume is moderate, the presence of extensive HIN roadways indicates that students may encounter segments of roadway with comparatively high safety concerns (**Figure 3-27**). Within the school zone at Edith Fritsch Elementary, 11 crashes were recorded, including 1 during the morning peak and 1 during the afternoon. Although the number of incidents in the immediate school zone is relatively low, the surrounding roadway environment presents conditions that may contribute to increased safety concerns. These patterns suggest a need for continued attention to the broader traffic context in which students travel to and from school.

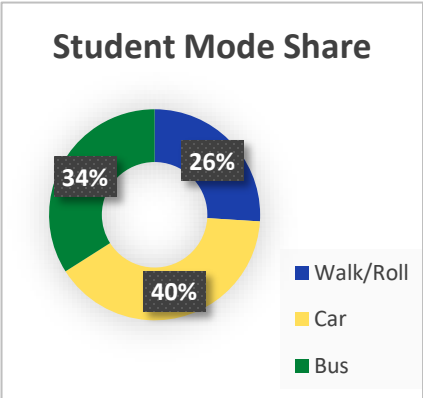


Figure 3-25: Fritsch Elementary – Student Mode Share Data

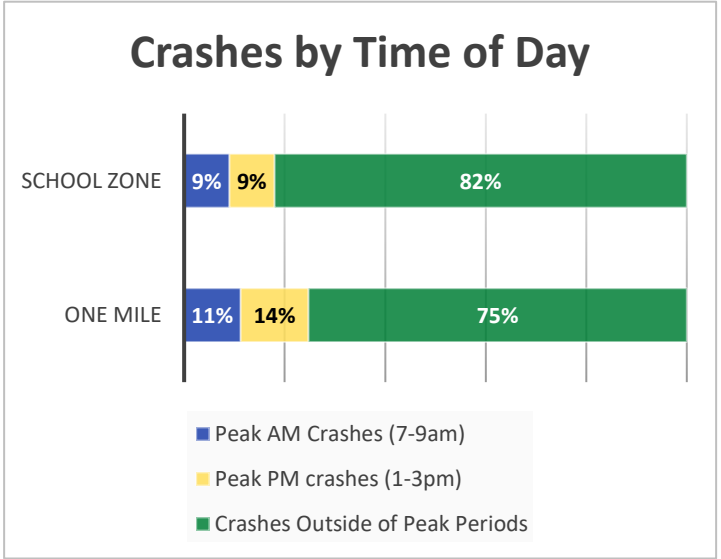


Figure 3-26: Fritsch Elementary – Crashes by Time of Day



Figure 3-27: Edith W Fritsch Elementary School High Injury Network Map

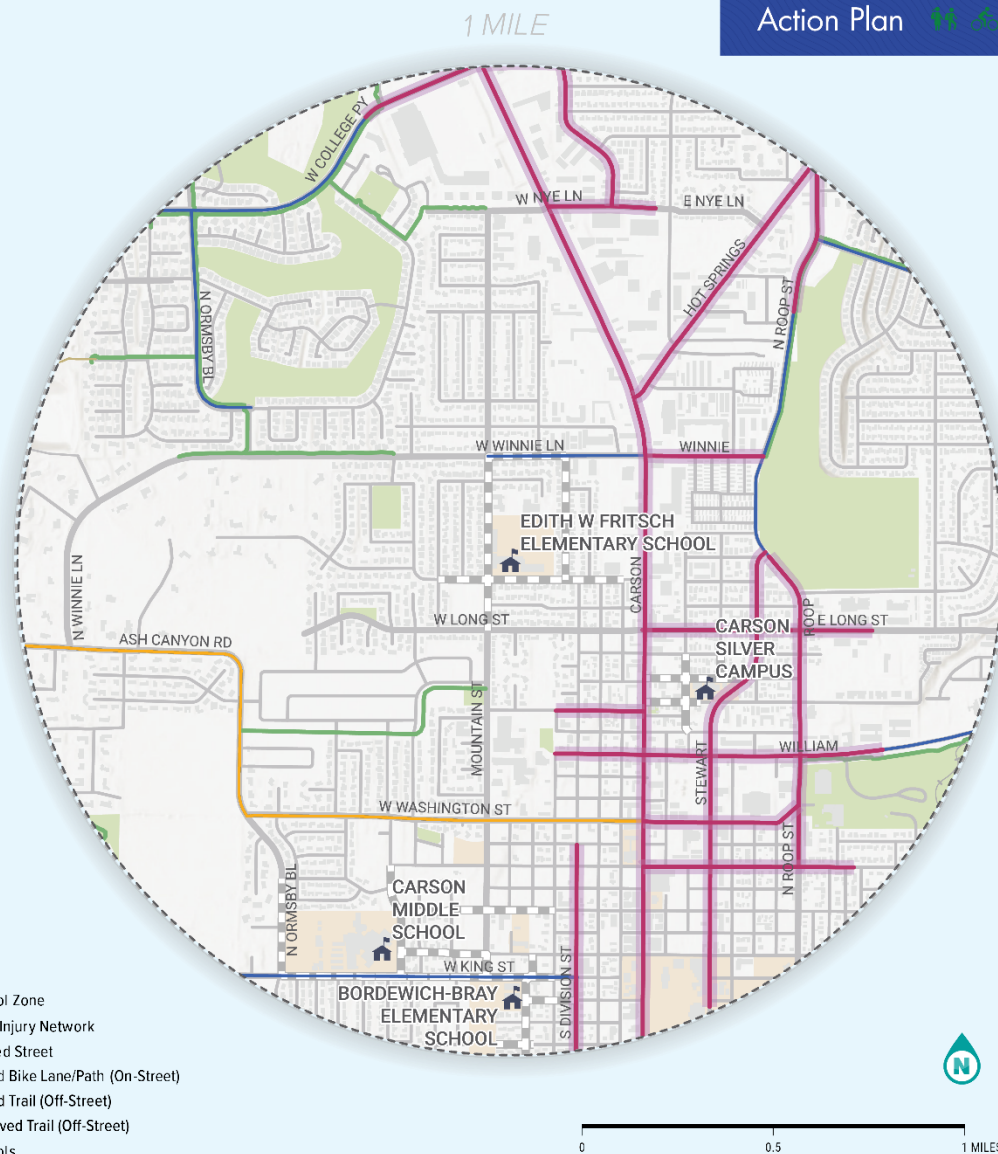
Edith W Fritsch Elementary School

Within a 1-mile radius, there are **8** High Injury Network miles.

Street Name	From	To
Carson St	E Proctor St	E Washington St
Carson St	E Washington St	Corbett St
Carson St	N Of Hot Spring Rd	W Nye Ln
Division	W King St	W Caroline St
E Long St	Marian Ave	N Stewart St
E Robinson St	N Harbin Ave	N Valley St
E Washington St	N Roop St	N Carson St
Fleishmann St	N Carson St	N Division St
Hot Springs Rd	E Nye Ln	N Carson St
Hot Springs Rd	N Roop St	N Of Tiger Dr
Imperial	E Nye Ln	W Gardengate Way
Imperial	W Gardengate Way	Alexa Way
Long St	N Carson St	N Stewart St
N Carson St	Bath St	W Winnie Ln
N Carson St	Corbett St	Bath St
N Carson St	E Winne Ln	S Of W Nye Ln
N Carson St	W 5th St	E Musser St
N Carson St	W College Parkway	Silver Oak Dr
N Carson St	W Nye Ln	W College Pkwy
N Roop St	E Robinson St	E William St
N Roop St	E Williams St	E Adams St
Robinson	N Valley St	N Carson St
Roop	E Adams St	N Stewart St
Roop	Northridge Dr	Hot Springs Rd
S Division St	W 5th St	W King St
Stewart	E 2nd St	E Spear St
Stewart	E Park St	N Roop St
Stewart	E William St	E Park St
Stewart	S Spear Street	E William St
W College Pkwy	Imperial Way	N Carson St
W College Pkwy	N Clarkson St	Cs Richards Blvd
W Nye Ln	Northgate Ln	N Carson St
W William St	Rt 395	N Minnesota St
W William St	N Anderson St	N Carson St
W William St	Oxoby Loop	N Anderson St
W Winnie Ln	N Roop St	N Carson St

Legend

- School Zone
- High Injury Network
- Shared Street
- Paved Bike Lane/Path (On-Street)
- Paved Trail (Off-Street)
- Unpaved Trail (Off-Street)
- Schools



Carson Safe Routes to School
Action Plan



Mark Twain Elementary

School Information:

Mark Twain Elementary School is located on Carriage Crest Drive between Spooner Drive and Hamilton Avenue. The school campus is surrounded by a residential neighborhood with a commercial corridor along William Street to the south. The area has a median household income of less than \$40,000, which is below the regional average. Additionally, vehicle access is limited, with more than 10% of households lacking access to a vehicle, which is higher than the regional average. At Mark Twain Elementary, 31% of students use walking or rolling to get to school, 35% are driven by car, and 34% ride the bus (**Figure 3-28**).

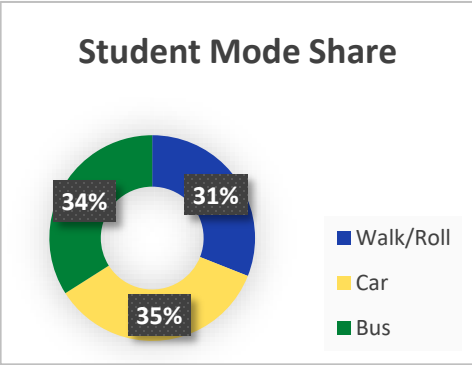


Figure 3-28: Fritsch Elementary – Student Mode Share Data



School Crash Summary:

Mark Twain Elementary School has the highest total number of crashes among all schools studied, with 1,064 reported incidents within a one-mile radius. Of these, 114 occurred during the morning peak (7 to 9 AM) and 119 during the afternoon peak (1 to 3 PM), meaning that 20% of all crashes happened during school commute hours, see **Figure 3-29**. The area includes 5.1 miles of HIN roads (**Figure 3-30**), which are often associated with higher speeds, greater traffic volumes, and fewer pedestrian safety features—conditions that can increase risk for students traveling near the school.

Within the school zone at Mark Twain Elementary, no crashes were recorded during either the morning or afternoon peak periods. Mark Twain is one of the few schools with zero reported crashes in the immediate school zone. While this suggests a relatively safe zone for students during arrival and dismissal, the surrounding crash volume and roadway characteristics point to broader environmental factors that may warrant further monitoring and evaluation.

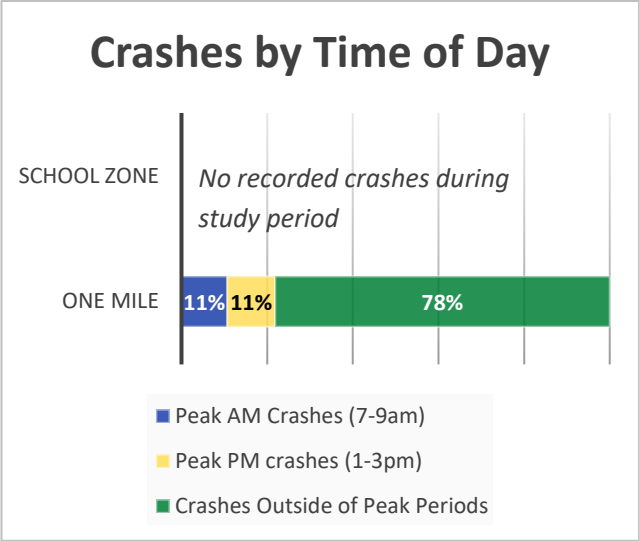


Figure 3-29: Mark Twain Elementary – Crashes by Time of Day



Figure 3-30: Mark Twain Elementary School High Injury Network Map

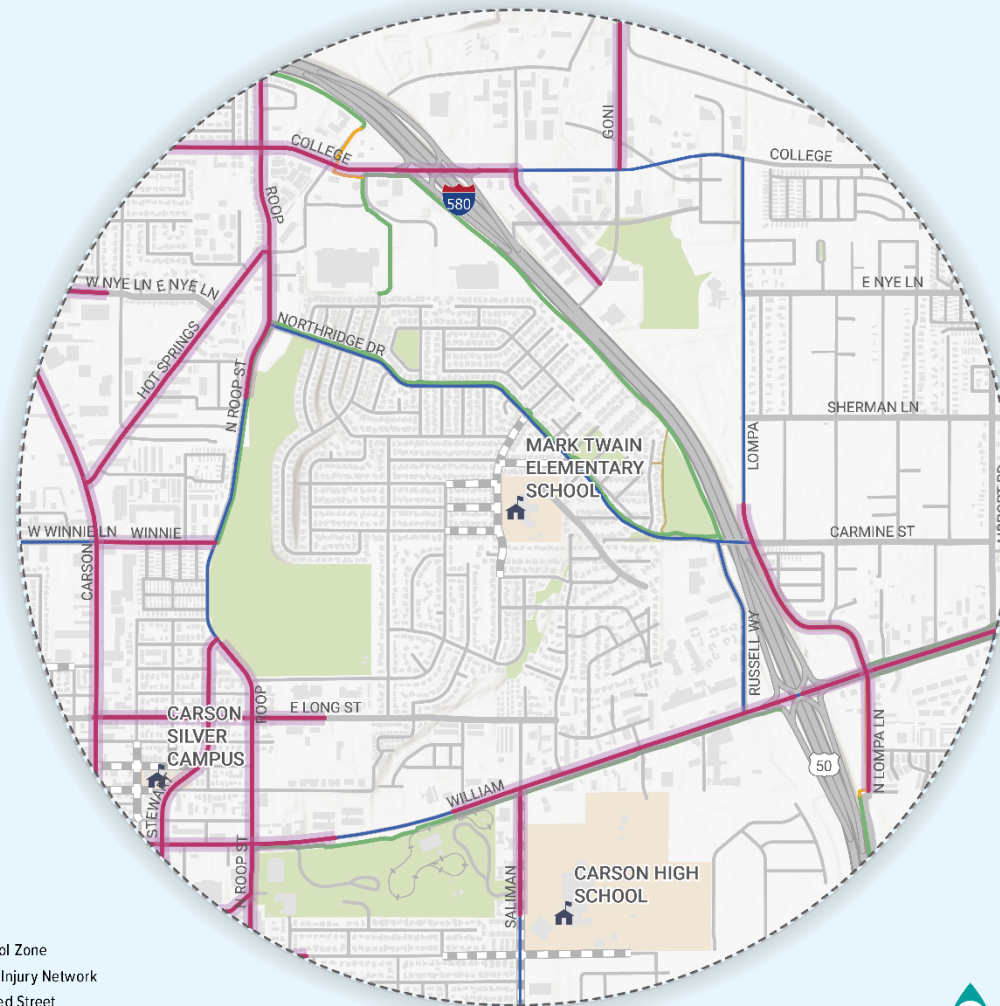
Mark Twain Elementary School

Within a 1-mile radius, there are **7.7** High Injury Network miles.

Street Name	From	To
N Carson St	E Washington St	Corbett St
N Carson St	N Of Hot Spring Rd	W Nye Ln
College Pkwy	580 Ramp	Emerson Dr
College Pkwy	Emerson Dr	Cinnabar Ave
College Pkwy	Research Way	Market St
E Long St	Marian Ave	N Stewart St
E Robinson St	N Harbin Ave	N Valley St
E Washington St	N Roop St	N Carson St
E William St	Humbolt Ln	Rand Ave
E William St	Hwy 50	Humbolt Ln
E William St	Rand Ave	State St
Emerson Dr	College Pkwy	Mark Way
Goni Rd	College Pkwy	Old Hot Spring Rd
Hot Springs Rd	E Nye Ln	N Carson St
Hot Springs Rd	N Roop St	N Of Tiger Dr
Hwy 50	580 Ramp	Nichols Ln
Hwy 50	Nichols Ln	E of Airport Rd
Imperial	E Nye Ln	W Gardengate Wy
Long St	N Carson St	N Stewart St
N Carson St	Bath St	W Winnie Ln
N Carson St	Corbett St	Bath St
N Carson St	E Winne Ln	S Of W Nye Ln
N Lompa Ln	Dori Way	S Of Sherman Ln
N Lompa Ln	Hwy 50	N Of Dori Way
N Lompa Ln	W Modoc Ct	Hwy 50
N Roop St	E Robinson St	E William St
N Roop St	E Williams St	E Adams St
N Roop St	Hot Spring Rd	College Pkwy
Research Way	College Pkwy	College Pkwy
Research Way	Goni Drive	College Pkwy
N Roop St	E Adams St	N Stewart St
N Roop St	Northridge Dr	Hot Springs Rd
Saliman	N of E Robinson St	E William St
Stewart	E Park St	N Roop St
N Stewart St	E William St	E Park St
N Stewart St	S Spear Street	E William St
W Nye Ln	Northgate Ln	N Carson St
E Williams St	N Anderson St	N Carson St
E Williams St	Oxoby Loop	N Anderson St
W Winnie Ln	N Roop St	N Carson St

Legend

- School Zone
- High Injury Network
- Shared Street
- Paved Bike Lane/Path (On-Street)
- Paved Trail (Off-Street)
- Unpaved Trail (Off-Street)
- Schools



0 0.5 1 MILES

Carson Safe Routes to School
Action Plan



Stewart Headstart Washoe Tribe

School Information:

Stewart Headstart Washoe Tribe is located on De Lah E Deh between Gibson Avenue and Havasupi Drive. The school campus is surrounded by a residential neighborhood. The area has a median household income of \$80,000 to \$100,000, which is above the regional average. Additionally, vehicle access is high, with less than 5% of households lacking access to a vehicle which is lower than the regional average. At this time, mode share data specific to students from this school is not available.

School Crash Summary:

Stewart Headstart has a total of 482 reported crashes within a one-mile radius, with 22 occurring during the morning peak (7 to 9 AM) and 55 during the afternoon peak (1 to 3 PM). This means that 16% of all crashes happened during school commute hours. The school is surrounded by 1.5 miles of HIN roads, which are typically associated with higher speeds, greater traffic volumes, and fewer pedestrian safety features (Figure 3-31). Despite the presence of HIN roads (Figure 3-32), the overall crash volume is relatively low, likely due to the school’s location within a residential neighborhood characterized by slower streets and reduced traffic complexity.

Within the school zone itself, no crashes were recorded during either the morning or afternoon peak periods. Stewart Headstart is among the few schools with zero reported crashes in the immediate school zone. While this suggests a relatively safe environment for students during arrival and dismissal, the surrounding roadway conditions and commute-hour crash patterns may still warrant ongoing monitoring to ensure continued safety for young travelers.

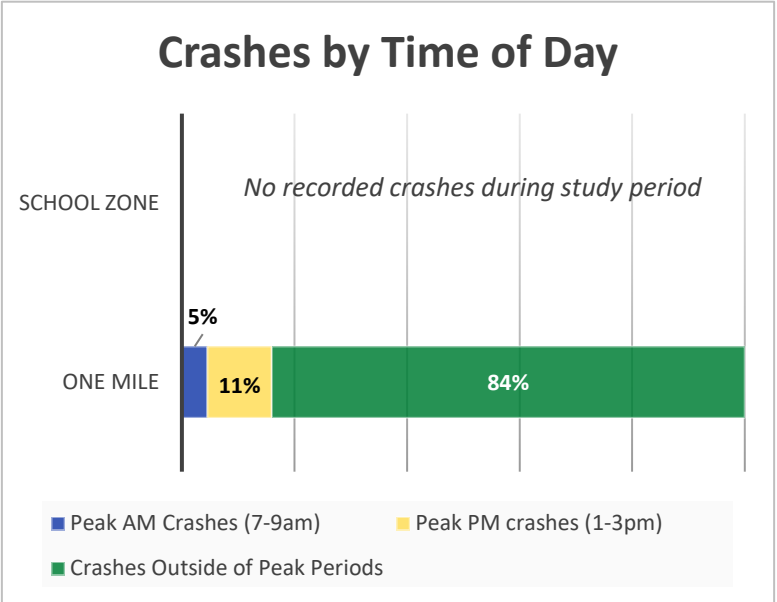


Figure 3-31: Stewart Headstart Washoe Tribe– Crashes by Time of Day



Figure 3-32: Stewart Headstart Washoe Tribe- High Injury Network Map

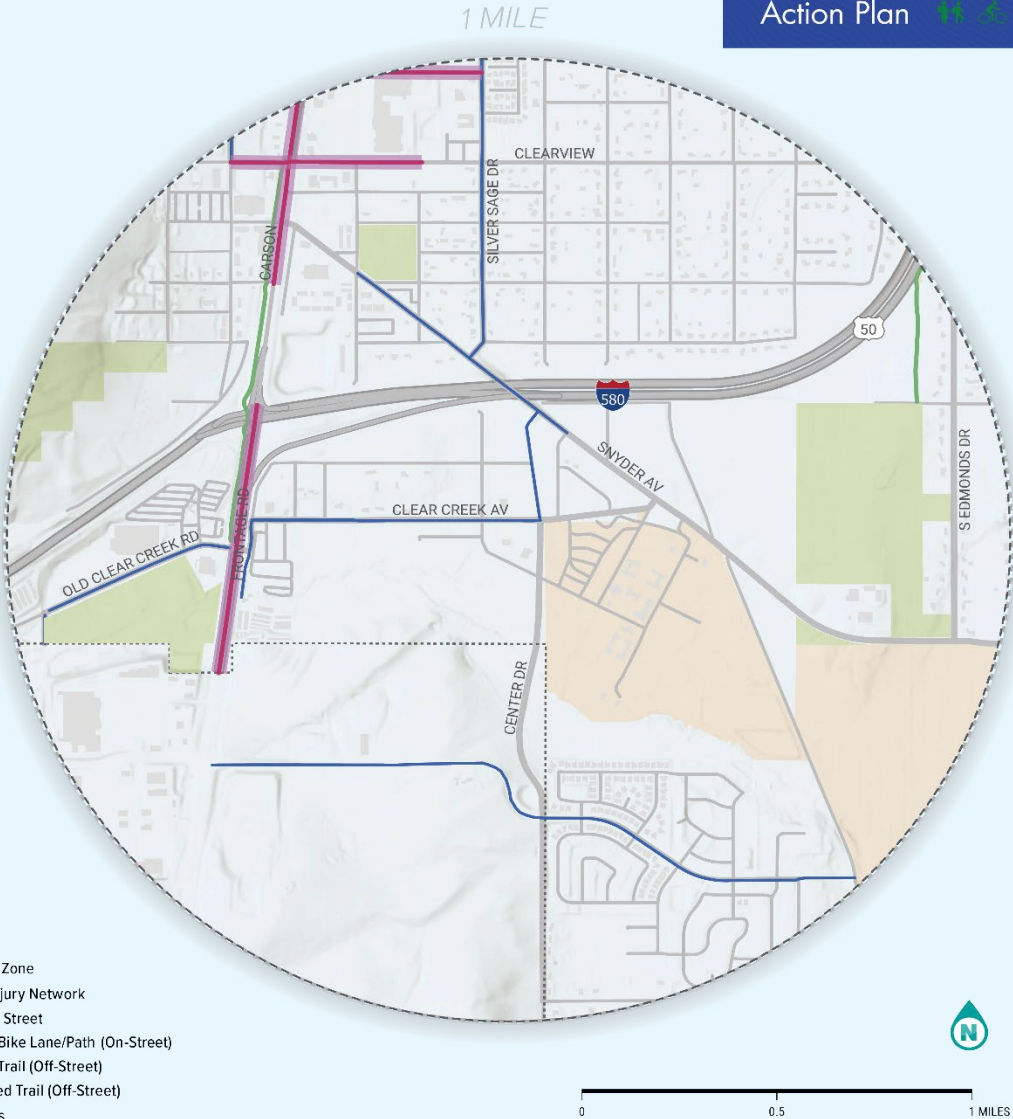
Stewart Headstart
Washoe Tribe

Within a 1-mile radius, there are **1.5** High Injury Network miles.

Street Name	From	To
W Clearview Dr	Silver Sage Dr	S Carson St
Eagle Station Ln	Silver Sage Dr	S Carson St
S Carson St	Clearview Dr	Eagle Station Ln
S Carson St	W Appion Way	W Clearview Dr
S Carson Street	Old Clear Creek Road	Warehouse Way
S Carson Street	Route 50	Old Clear Creek Road
W Clearview Dr	S Carson St	Cochise St

Legend

- School Zone
- High Injury Network
- Shared Street
- Paved Bike Lane/Path (On-Street)
- Paved Trail (Off-Street)
- Unpaved Trail (Off-Street)
- Schools





Walking and Biking Barrier Analysis

As part of Carson City's SRTS initiative, a detailed barrier analysis was conducted to better understand where the city's active transportation network—such as sidewalks, bike lanes, and trails—may be falling short for students. The goal was to identify areas where walking and biking to school is difficult or not as safe, and to highlight opportunities for future improvements.

Analysis Factors

This analysis focused on the areas surrounding six elementary schools, two middle schools, two high schools, and one Head Start program located in the Stewart community. These schools represent a wide range of student populations and neighborhoods across the city.

To evaluate the network, a scoring system was developed using several key factors (further described in **Table 3-2**):

- Safety
- Socioeconomic Need
- SRTS Master Plan Project Status²
- School Proximity
- Public Comments

Table 3-2: Barrier Analysis Factors

Factors	Rationale	Points
Safety	Focusing on roadways where serious injuries are most likely to occur	On a HIN roadway: 40 points
Socioeconomic Need	Prioritizing communities with greater need	Within USDOT Area of Persistent Poverty: 10 points
SRTS Master Plan Project Status	Leverage prior planning efforts and existing projects	<ul style="list-style-type: none"> • Completed: -10 points • Partially Completed: -5 points • No existing project: 0 points • Unprogrammed: 5 points • Programmed: 10 points
School Proximity	Providing benefits to multiple schools and near school campuses	Distance to each study school: <ul style="list-style-type: none"> • <0.1 mi = 4 points • 0.1–0.25 mi = 3 points • 0.25–0.5 mi = 2 points • 0.5–1 mi = 1 point • >1 mi = 0 points
Public Comments	Addressing public concerns	Within 250 ft of comment: 5 points

More information about socioeconomics, safety, and the HIN analyses are included in Appendix A, B, and C.

It's important to understand that the roadways identified as barriers in this analysis are not limited to locations lacking sidewalks, trails, or bike facilities. Instead, they represent areas where safety concerns or gaps in connectivity make it more difficult for students to walk or

² Refer to the [Carson City Safe Routes to School Master Plan](#) for more information.



bike to school safely and comfortably. Many of these roadways serve as important corridors that could benefit students attending multiple schools, making them especially impactful targets for future improvements.

Each roadway segment was scored using the criteria above. Segments with the highest scores were categorized as either Primary or Secondary barriers. This classification helps distinguish between the most critical needs and those that are still important but may be less urgent.

Analysis Results

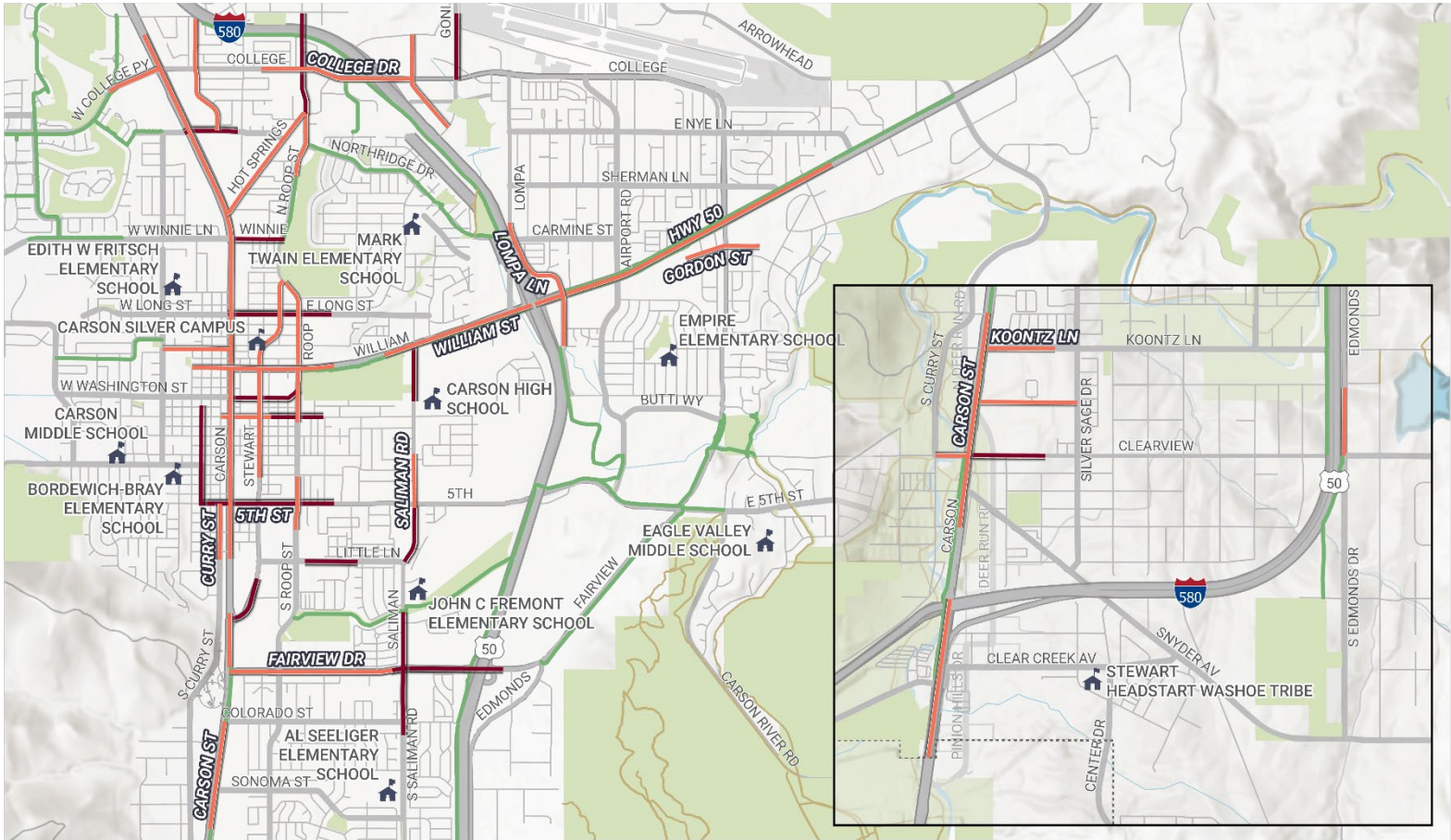
To keep the analysis focused on areas most relevant to students, only roadways within a one-mile radius of each school were included. Roadways beyond this distance were not evaluated in detail and were automatically assigned the lowest possible barrier score, since they fall outside the typical walking and biking range for school-aged children.

The results of the barrier analysis were presented in two ways:

- All identified barriers (primary and secondary) across Carson City (**Figure 3-33**).
- Individual maps for each school that highlight the primary and secondary barriers within a one-mile radius. These maps provide a clear visual summary of where improvements may be most beneficial and how they relate to school access across the city. The individual school maps are included in the **Appendix D**.



Figure 3-33: Top SRTS Barriers



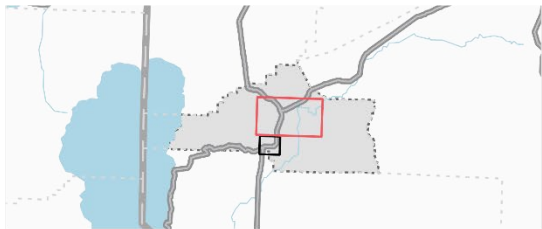
Top SRTS Barriers Carson SRTS Action Plan



0 2,500 5,000 FEET

Top Walking and Biking Barriers

- Primary
- Secondary
- railways
- Schools
- City Boundary
- Parks



4

SRTS Engineering Recommendations



4 SRTS Engineering Recommendations

The project team conducted engineering and programmatic reviews of each study school to identify improvements to enhance the walking and biking networks connecting each school. The engineering review included an evaluation of relevant data including recent crash history, crash severity, time of day, and the location of bicycle and pedestrian facilities. The findings from this review and the analysis results informed the development of specific recommendations for each school. Recommended Engineering projects are divided into three tiers:

Tier 1 – Quick Wins

Quick win projects involve minimal capital costs such as changes to signage or adding a painted curb extension. These improvements are anticipated to be implemented as soon as possible to provide immediate benefits for students walking and biking to school.

Tier 2 – SRTS Core Projects

Tier 2 projects are intended to be implemented over the next 20 years. These projects are prioritized based on their proximity to schools and community destinations, crash history on the corridor, and implementation feasibility (see **Table 4-1** for more details). Tier 2 projects are further divided into four categories based on the primary safety issues addressed:

- Bicycle Network Enhancements – Focused on enhancing and expanding the bicycle network.
- Crossing Safety Enhancements – Focused on improving roadway crossings.
- Walk Zone Connectivity Enhancements – Focused on improving pedestrian connectivity within school walk zones (one mile surrounding each school).
- Corridor Enhancements – Focused on improvements to multiple aspects of a specific corridor.

Tier 3 – Aspirational Projects

These projects represent an ideal conceptual network of low-stress bicycle facilities across Carson City. The projects focus on providing students with a safe and comfortable route based on design best practices from around the Country. Designing for “all ages and abilities” would provide students and the large senior population with a safe and comfortable way to travel without a vehicle based on guidance from



the Federal Highway Administration (FHWA) and the National City and Transportation Officials (NACTO).^{3,4} These projects are conceptual and require further analysis before being programmed.

Tier 1 and Tier 2 projects are shown spatially in **Figure 4-1**. Tier 1 projects are shown in **Table 4-3**, Tier 2 projects are shown in **Table 4-4** through **Table 4-7** and divided by their project category. Tier 3 projects are shown in **Figure 4-2** and included in **Table 4-8**. Project IDs (example: WZ-2) included in **Table 4-3** through **Table 4-8** are also shown on the corresponding figures to highlight the project locations.

School Profiles

Recommendations specific to each school are highlighted within the school profiles (included in **Appendix E**) later in this section. Each School Profile includes a map and table noting all recommended improvements (Tiers 1, 2, 3) within a mile of the school that will provide a direct benefit to students walking or biking to that school.

³ FHWA, [Bikeway Selection Guide](#) (2019), FHWA, [Separated Bike Lanes on Higher Speed Roadways: A Toolkit and Guide](#) (2024).

⁴ NACTO, [Urban Bikeway Design Guide](#) (2025); NACTO, [Designing Streets for Kids](#) (2020).



Prioritization Process

To focus improvements in areas with the greatest needs and those that provide benefits to multiple schools, the project team applied a weighted prioritization process based on previous data analysis findings. This enables the City to identify the most critical projects and phase implementation over time.

Tier 2 projects, which involve more significant capital and infrastructure improvements than Tier 1 projects, were evaluated using the prioritization criteria in **Table 4-1**. Projects received an individual score for each criterion as well as a combined score based on all six metrics. Projects are divided into short-term, medium-term, and long-term implementation timeframes based on the combined total score.

Short-term projects reflect the proposed improvements that scored in the highest third of prioritization process scores. Implementing these high-priority projects first will help the City most directly improve safety and connectivity for students walking and biking to school. These projects are recommended for dedicated resources for design and construction along with additional analysis and community engagement as needed.

Medium-term projects scored in the middle third and long-term projects in the last third based on the prioritization process. These are recommended to be implemented following the short-term projects; however, implementation opportunities may arise that may include elements of medium- or long-term projects.

Table 4-1: Prioritization Metrics

Prioritization		
Metric	Point Rankings	
Socioeconomics	Within disadvantaged tract(s)	5 pts
	Not within disadvantaged tract(s)	0 pts
School Proximity	Within 1/8 mile	10 pts
	Within 1/4 mile	5 pts
	Within 1/2 mile	2 pts
Community Facility Proximity	Within 1/8 mile	6 pts
	Within 1/4 mile	4 pts
	Within 1/2 mile	2 pts
Safety	Reduces vehicle speeds	4 pts
	Improves intersection	4 pts
	Improves/adds new sidewalk or pathway	4 pts
Active Transportation Barrier	Primary barrier	15 pts
	Secondary barrier	10 pts
	Not on barrier roadway	0 pts
Cost Per Mile	< \$100,000	10 pts
	\$100,001 - \$500,000	8 pts
	\$500,001 - \$1,000,000	4 pts
	\$1,000,001+	0 pts



Cost Estimates

Planning level cost estimates were developed for each recommended engineering project based on planning level project concepts. These cost estimates include curb ramps and minor modifications to drainage but do not include costs for rights-of-way or major stormwater enhancements. Cost estimates for Tier 1 projects focus on quick build materials where Tier 2 and Tier 3 projects represent permanent installations such as sidewalks and concrete medians. It is important to note that using quick build materials for bicycle facility and intersection improvements in Tier 2 and Tier 3 projects would reduce the overall costs and may help speed implementation of improvements. The City will consider a variety of materials from quick build to permanent during the design phase of funded projects.

Planning level order of magnitude cost estimates for each engineering project are symbolized in **Table 4-3** through **Table 4-8** based on the categories shown in **Table 4-2**.

Safe Routes to School Design Toolbox

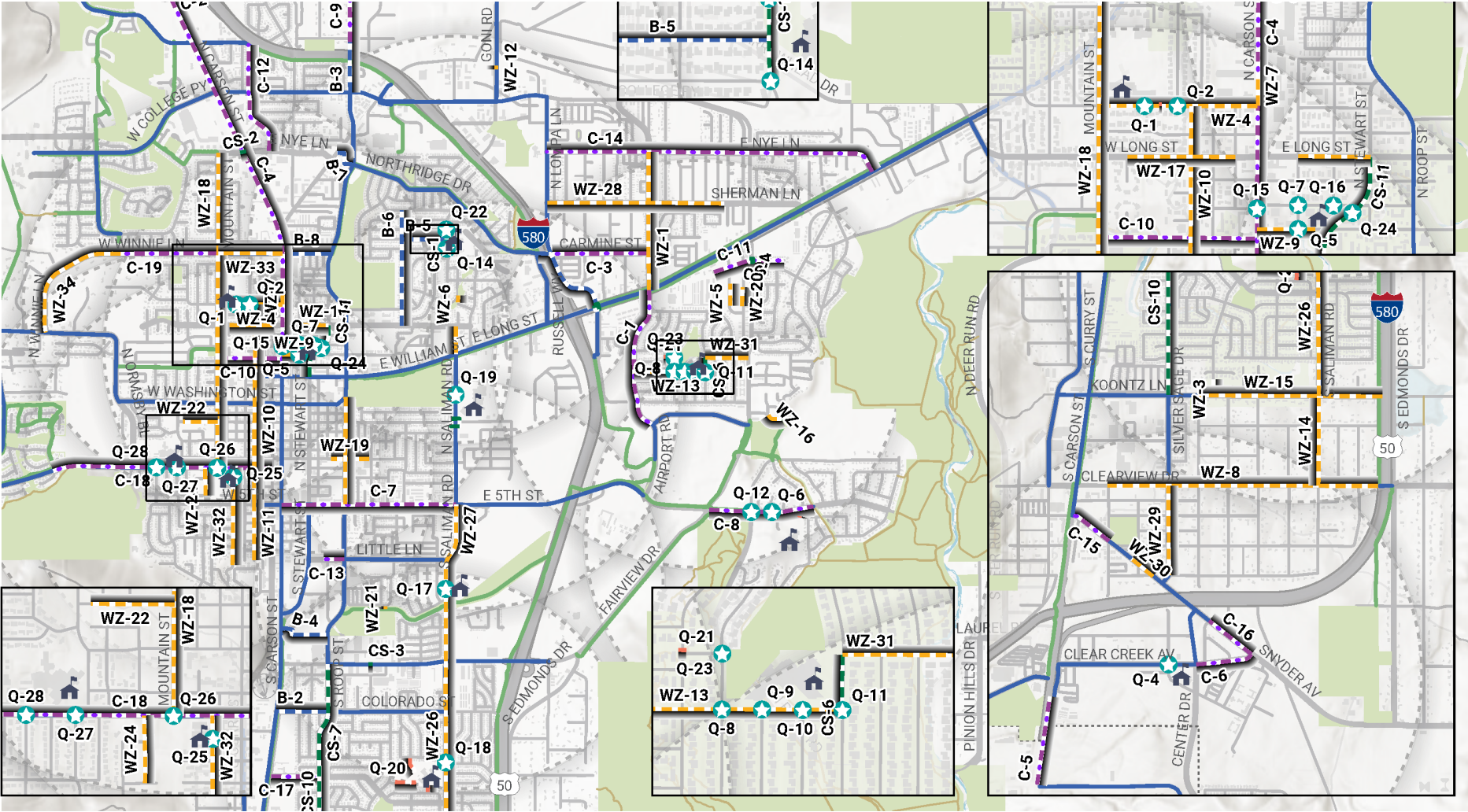
The Carson City Safe Routes to School Design Toolbox (**Appendix F**) includes a wide variety of improvement and facility types that may be appropriate at different locations based on roadway conditions, activity levels, and area context. The concepts included in this toolbox will inform the design process for Tier 2 and Tier 3 projects.

Table 4-2: Cost Estimate Ranges

Cost Estimate Symbol	Cost Estimate Range
\$	Less than \$99,000
\$\$	\$100,000 - \$499,999
\$\$\$	\$500,000 - \$999,999
\$\$\$\$	\$1,000,000 - \$1,999,999
\$\$\$\$\$	\$2,000,000+



Figure 4-1: Tier 1 & 2 SRTS Recommendations



Tier 1 & 2 Recommendations SRTS Action Plan



0 3,000 6,000 FEET

SRTS Recommendations

- Quick Wins
- Bicycle Network Enhancement
- Corridor Enhancement
- Crossing Safety Enhancement
- Walk Zone Connectivity Enhancement
- Quick Win

Existing Facilities

- Study Schools
- Paved Trail (off-street)
- Unpaved Trail (off-street)
- Bike Lane (on-street)
- Parks
- Railway

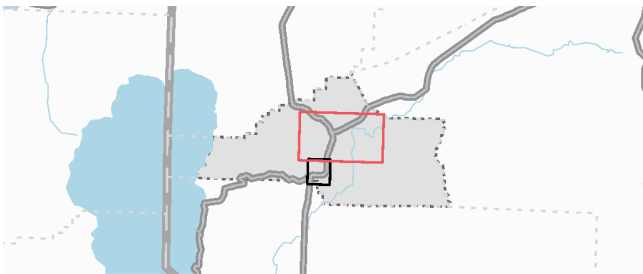




Table 4-3: Tier 1: Quick Wins

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Cost
Q-1	Bath St.	Midblock crossing	Install curb extensions	Quick Win	\$
Q-2	Bath St.	Division St.	Install curb extensions	Quick Win	\$
Q-3	Bath St.	At FrES ES parent exit	Extend existing red curb by 20 feet to the east	Quick Win	\$
Q-4	Clear Creek Ave.	Silver Sage Dr.	Upgrade to all-way stop control, or curb extensions	Quick Win	\$
Q-5	Corbett St.	Fall St.	Upgrade to all-way stop control	Quick Win	\$
Q-6	E. 5th St.	Regent Ct.	Install S1-1 signs for both directions	Quick Win	\$
Q-7	Fall St.	Park St.	Upgrade to all-way stop control	Quick Win	\$
Q-8	Gordonia Dr.	La Loma Dr.	Upgrade to all-way stop control	Quick Win	\$
Q-9	Gordonia Dr.	Cascade Dr.	Install curb extensions	Quick Win	\$
Q-10	Gordonia Dr.	Glacier Dr.	Install curb extensions	Quick Win	\$
Q-11	Gordonia Dr.	Monte Rosa Dr.	Upgrade to all-way stop control	Quick Win	\$
Q-12	Hells Bells Rd.	E. 5th St.	Install S1-1 for westbound traffic	Quick Win	\$
Q-13	Hidden Meadows Dr.	Eagle Valley bus entrance	Install marked crosswalk	Quick Win	\$
Q-14	Mountain Park Dr.	Carriage Crest Dr.	Add S1-1, add curb extensions	Quick Win	\$
Q-15	N Carson St.	Park St.	Restrict northbound left, add pedestrian refuge island, add S1-1s, R1-5s at yield teeth	Quick Win	\$
Q-16	Park St.	Peters St.	Upgrade to side-street stop control	Quick Win	\$
Q-17	Saliman Rd.	Midblock crossing (south lot exit)	Add pedestrian refuge and R1-5 signs at yield teeth	Quick Win	\$
Q-18	Saliman Rd.	Damon Rd.	Restrict southbound left, install pedestrian refuge, add R1-5 signs at yield teeth	Quick Win	\$
Q-19	Saliman Rd.	Seely Loop (Mills Park crosswalk)	Add R1-5 signs at yield teeth	Quick Win	\$
Q-20	Seeliger Paths	Footpaths to Al Seeliger from: Cortez St., Schell Ave., and off Shady Oak Dr.	Repave paths and extend pavement to school grounds	Quick Win	\$
Q-21	Siskiyou Dr.	Stanton Dr.	Install marked crosswalk	Quick Win	\$
Q-21	Siskiyou Dr.	Stanton Dr.	Install marked crosswalk	Quick Win	\$



Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Cost
Q-22	Slide Mountain Dr.	Carriage Crest Dr.	Add S1-1s for northbound and southbound, add curb extensions	Quick Win	\$
Q-23	Stanton Dr.	La Loma Dr.	Upgrade to all-way stop control	Quick Win	\$
Q-24	Stewart St.	Park St.	Upgrade to S1-1 signs	Quick Win	\$
Q-25	Thompson St.	W 2nd St.	Install curb extensions	Quick Win	\$
Q-26	W King St.	Mountain St.	Install curb extensions	Quick Win	\$
Q-27	W King St.	S Richmond Ave.	Install curb extensions	Quick Win	\$
Q-28	W King St.	Tacoma Ave.	Install curb extensions	Quick Win	\$



Table 4-4: Tier 2: Bicycle Network Enhancements

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
B-1	Carmine St. and Lompa Ln.	US 50 to Russel Wy.	Add shared-use path	Bicycle Network Enhancement	Short	\$\$\$
B-2	Colorado St.	Carson St. to Roop St.	Construct buffered bike lanes from Carson St. to existing bike lanes or similar multimodal improvement	Bicycle Network Enhancement	Short	\$
B-3	Emerson Dr.	College Pkwy. to Mark Wy.	Add bike lanes with bulb-outs at key intersections	Bicycle Network Enhancement	Short	\$
B-4	Green Belt Multi-Use Path	Roop St. to Carson St.	Add a multi-use path connecting Linear Ditch Trail with Carson St. Multi-Use Path, Americans with Disabilities Act sidewalks	Bicycle Network Enhancement	Medium	\$\$\$
B-5	Lindsay Ln.	Carriage Crest Dr. to Marian Ave.	Neighborhood byway — corner bulb-outs, wayfinding, hardened centerlines	Bicycle Network Enhancement	Short	\$\$
B-6	Marian Ave.	Long St. to Rolling Hills Dr.	Neighborhood byway — add traffic calming, hardened centerlines, speed humps, corner bulb-outs	Bicycle Network Enhancement	Short	\$\$
B-7	Roop St. to Hot Springs Rd. (new path)	Roop St./Northridge Dr. and Hot Springs Rd./Valley Springs driveway	Path connection to link with Nye Ln.	Bicycle Network Enhancement	Long	\$\$
B-8	Winnie Ln.	Carson St. to Roop St.	Construct buffered bike lanes from Carson St. to Roop St. or similar multimodal improvement	Bicycle Network Enhancement	Short	\$\$



Table 4-5: Tier 2: Corridor Enhancements

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
C-1	Airport Rd.	Hwy. 50 to E. 5th St.	A. Construct bike lane Butti Wy. to Hwy. 50 or similar multimodal improvement B. Add intersection crossing enhancements at Airport Rd./Douglas Dr. and Airport Rd./Menlo Dr.	Corridor Enhancement	Medium	\$\$
C-2	Arrowhead Dr.	Between roundabouts	Add sidewalk/path on north side, add shared lane markings in the roundabout	Corridor Enhancement	Medium	\$
C-3	Carmine St.	Airport Rd. to Lompa Ln.	A. Close sidewalk gaps between Airport Rd. & Dori Wy. B. Intersection crossing enhancements at Dori Wy., Lompa Ln., and Airport Rd. to reduce crossing distances and visibility issues	Corridor Enhancement	Medium	\$\$\$\$
C-4	Carson St.	Medical Pkwy. to Williams St.	Add multi-use path, enhance crosswalks with activated flashers, include landscaped buffer	Corridor Enhancement	Medium	\$\$\$\$\$
C-5	Carson St.	Topsy Ln. to 500 ft. south of Clear Creek Ave.	A) Add sidewalk on one side B) extend multi-use path	Corridor Enhancement	Medium	\$\$
C-6	Clear Creek Ave.	Snyder Ave. to Center Dr.	Close sidewalk gaps, enhance bus stop	Corridor Enhancement	Short	\$\$
C-7	E. 5th St.	Saliman Rd. to I-580	A. Enhance existing sidewalks B. Widen existing bike lane to 5 ft.	Corridor Enhancement	Short	\$\$\$\$
C-8	E. 5th St.	Fairview Dr. to Mexican Ditch Trail	A. Bike lanes Fairview Dr to Carson River Rd. or similar B. Marked Crosswalk with Ped Refuge at Parkhill Dr D. Ped Refuge at Regent Ct	Corridor Enhancement	Medium	\$\$\$\$
C-9	Emerson Dr.	Mark Wy. to Arrowhead Dr.	Build sidewalks, add bike lanes, add curb ramps at Mark Wy.	Corridor Enhancement	Short	\$\$
C-10	Fleischmann Wy.	Carson St. to Mountain St.	Bulb-outs and daylighting at intersections, address sidewalks gaps, traffic calming	Corridor Enhancement	Short	\$\$



Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
C-11	Gordon St.	Full extent	Address sidewalk gaps, consider curb bulb-outs, update crosswalk to high visibility, increase corner daylighting	Corridor Enhancement	Medium	\$\$
C-12	Imperial Wy.	Nye Ln. to Silver Oak Dr.	Add bulb-outs and traffic calming	Corridor Enhancement	Medium	\$\$
C-13	Little Ln.	Roop St. to 90 ft. west of Oregon St.	Add sidewalk on north side	Corridor Enhancement	Medium	\$
C-14	Nye Ln.	Lompa Ln. to Hwy. 50	Construct bike lanes and close sidewalk gaps	Corridor Enhancement	Long	\$\$\$\$\$
C-15	Snyder Ave.	Carson St. to Appion Wy.	Bike lanes, close sidewalk gaps, curb ramps, stripe in crosswalks	Corridor Enhancement	Short	\$\$
C-16	Snyder Ave.	Dat So La Lee Wy. to Clear Creek Ave.	Add sidewalk, add high-visibility crosswalk with ped activated flasher	Corridor Enhancement	Medium	\$\$
C-17	Sonoma St.	Carson St. to Silver Sage	A. Construct bike lanes or similar multimodal improvement B. Add intersection crossing enhancement at Silver Sage Dr.	Corridor Enhancement	Short	\$
C-18	W. King St.	Thames Ln. to Curry St.	A. Multi-Use Path Thames Ln. to Canyon Park Ct., or similar multimodal improvement B. Add physical buffer for bike lane at Carson Middle School & Bordewich-Bray Elementary School C. Close sidewalk gaps between Curry St. and Ormsby Blvd. D. Install intersection crossing enhancements at Tacoma	Corridor Enhancement	Long	\$\$\$\$
C-19	Winnie Ln.	Ormsby Blvd. to Mountain St.	A. Add bike lanes Mountain St. to Ormsby Blvd. B. Add wayfinding signage at Victoria Ave.	Corridor Enhancement	Medium	\$\$



Table 4-6: Tier 2: Crossing Safety Enhancements

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
CS-1	Carriage Crest Dr.	Slide Mountain Dr. to Mountain Park Dr.	A. Add intersection crossing enhancements at Mountain Park Dr. and Slide Mountain Dr. intersections B. Add center median from 70 ft. south of Slide Mountain Dr. to drop-off loop entrance C. Consider parking restrictions or removal on east side	Crossing Safety Enhancement	Medium	\$\$
CS-2	Carson St.	Nye Ln.	Construct rectangular rapid flashing beacon (RRFB) add associated crossing enhancements or alternatively a traffic signal	Crossing Safety Enhancement	Long	\$\$
CS-3	Fairview Dr.	Kansas St. to Kansas St.	Consider installing pedestrian activated flasher to increase pedestrian crossing opportunities	Crossing Safety Enhancement	Long	\$
CS-4	Fairview Dr.	Fairview Dr. at Gordon St.	Consider right in/right out and pedestrian activated flasher	Crossing Safety Enhancement	Long	\$\$
CS-5	Hwy. 50	Hwy. 50 at Lompa Ln.	Add median pedestrian refuge island, add leading pedestrian interval (LPI), add bicycle signal detection	Crossing Safety Enhancement	Short	\$
CS-6	Monte Rosa Dr.	Stanton Ave. to Gordonia Ave.	Add intersection crossing enhancements to Stanton Dr. and Gordonia Ave. intersections, including striping to prohibit parking close to existing crosswalks	Crossing Safety Enhancement	Short	\$
CS-7	Roop St.	Fairview Dr. to Sonoma Ave.	Add intersection crossing enhancements at minor side-street approaches south of Fairview Dr.	Crossing Safety Enhancement	Medium	\$\$
CS-8	Saliman Rd.	Robinson St. and Saliman Rd.	Add crossing guards during peak hours, future traffic signal will help intersection operations	Crossing Safety Enhancement	Short	\$
CS-9	Saliman Rd.	Saliman Rd. at Mills Park	Add crossing guards during peak hours	Crossing Safety Enhancement	Short	\$



Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
CS-10	Silver Sage Dr.	Sonoma Ave. to Koontz Ln.	A. Add crosswalk at Pioche St. B. Add intersection crossing enhancements at Koontz Ln. intersection and minor side-street approaches	Crossing Safety Enhancement	Long	\$\$\$\$
CS-11	Stewart St.	Williams St. to Long St.	Add RRFB at Park St.	Crossing Safety Enhancement	Short	\$



Table 4-7: Tier 2: Walk Zone Connectivity Enhancements

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
WZ-1	Airport Rd.	Nye Ln. to Hwy. 50	A. Close sidewalk gaps B. Enhance existing sidewalk as possible	Walk Zone Connectivity Enhancement	Long	\$\$\$\$\$
WZ-2	Arrowhead Dr.	Imus Rd. to Goni Rd.	Add sidewalks	Walk Zone Connectivity Enhancement	Medium	\$\$\$
WZ-3	Baker Dr.	Koontz Ln. to 175 ft. S. of Kerinne Cir.	Construct sidewalk	Walk Zone Connectivity Enhancement	Long	\$\$
WZ-4	Bath St.	Mountain St. to Carson St.	A. Close sidewalk gap between Curry and Mountain St. B. Add intersection crossing enhancement at midblock crosswalk and Division St. crosswalks C. Add missing and damaged ADA Ramps D. Repair and enhance existing sidewalk as possible	Walk Zone Connectivity Enhancement	Long	\$\$\$
WZ-5	Brown St.	420 ft. N. of Reeves St. to 170 ft. S. of Reeves St.	Construct sidewalk	Walk Zone Connectivity Enhancement	Medium	\$\$
WZ-6	Camille Dr.	Sunland Dr.	Install staircase/ramp for multi-use connectivity	Walk Zone Connectivity Enhancement	Long	\$\$
WZ-7	Carson St.	Bath St. to 420 ft. N. of Bath St.	Construct sidewalk	Walk Zone Connectivity Enhancement	Long	\$\$
WZ-8	Clearview Dr.	Oak St. to I-580	Construct paved shoulder for bikes/pedestrians/bus stop accessibility	Walk Zone Connectivity Enhancement	Short	\$\$
WZ-9	Corbett St.	Carson St. to school	Close sidewalk gaps	Walk Zone Connectivity Enhancement	Short	\$



Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
WZ-10	Division St.	Bath St. to W. 5th St.	A. Add intersection crossing enhancements at minor side streets B. Enhance and upgrade existing crosswalks including Musser St., Telegraph St., and Long St. C. Close sidewalk gaps with wide sidewalks as possible	Walk Zone Connectivity Enhancement	Short	\$\$\$\$\$
WZ-11	Division St.	5th St. to southern terminus	Close sidewalk gaps	Walk Zone Connectivity Enhancement	Long	\$
WZ-12	Goni Rd.	Hot Springs Rd. intersection	Consider pedestrian hybrid beacon (PHB) or RRFB	Walk Zone Connectivity Enhancement	Medium	\$
WZ-13	Gordonia Ave.	Airport Rd. to Monte Rosa Dr.	A. Widen existing sidewalks on northside of roadway B. Add center median from Monte Rosa Dr. to La Loma Dr.	Walk Zone Connectivity Enhancement	Long	\$
WZ-14	Hillview Dr.	Kingsley Ln. to Clearview Dr.	Construct paved shoulder or multi-use path to connect with existing multi-use path on Saliman at Kingsley	Walk Zone Connectivity Enhancement	Long	\$
WZ-15	Koontz Ln.	Center Dr. to I-580	Construct paved shoulder for bikes/pedestrians/bus stop accessibility	Walk Zone Connectivity Enhancement	Long	\$\$\$
WZ-16	Lepire Dr.	Snake Mountain MUP to Cassidy Ct.	Construct sidewalk from Snake Mountain MUP to the existing sidewalk on the north side of Lepire Dr.	Walk Zone Connectivity Enhancement	Long	\$
WZ-17	Long St.	Curry St. to Sierra Cir. and Fall St. to Stewart St.	A. Close sidewalk gaps (Curry St. to Sierra Cir. and Fall St. to Stewart St.) B. Crosswalks and intersection enhancements at Division St., Curry St., and Marian Ave.	Walk Zone Connectivity Enhancement	Short	\$\$\$\$



Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
WZ-18	Mountain St.	Nye Ln. to King St.	A. Close sidewalk gaps and enhance existing sidewalk where possible B. Add intersection crossing enhancements at Long St., Washington St., Telegraph St., Musser St.	Walk Zone Connectivity Enhancement	Long	\$\$\$\$\$
WZ-19	Musser St.	Harbin Ave. to Anderson St.	A. Close sidewalk gaps B. Enhance sidewalk where possible	Walk Zone Connectivity Enhancement	Long	\$
WZ-20	N. Edmonds Dr.	320 ft. N. of Reeves to 100 ft. N. Brown St.	Construct sidewalk on west side of roadway	Walk Zone Connectivity Enhancement	Medium	\$
WZ-21	Reavis Ln. to Evalyn Dr (new path)	Create pedestrian connection to multi-use path	Construct multi-use bridge between existing multi-use trail and sidewalk on south side of Reavis Ln.	Walk Zone Connectivity Enhancement	Medium	\$
WZ-22	Robinson St.	Richmond Ave. to Mountain St.	Construct sidewalk	Walk Zone Connectivity Enhancement	Long	\$\$\$
WZ-24	S. Iris St.	4th St. to King St.	Construct sidewalk	Walk Zone Connectivity Enhancement	Long	\$\$\$
WZ-25	Saliman Rd.	US 50 to Long St.	Add buffers to bike lane, consolidate southbound lanes, add curb extensions at Long St. and US 50	Walk Zone Connectivity Enhancement	Short	\$
WZ-26	Roop St.	Washington St. to E. 5th St.	A. Close sidewalk gap (Telegraph St. to E. 5th St.) B. Enhance existing sidewalks as possible	Walk Zone Connectivity Enhancement	Short	\$\$\$
WZ-26	Saliman Rd.	Fairview Dr. to Koontz Ln.	A. Intersection crossing enhancements at Sonoma St. B. RRFB at Damon Rd. crosswalk C. Sidewalk eastside Colorado to Fairview Dr. D. Enhance existing sidewalk as possible	Walk Zone Connectivity Enhancement	Short	\$\$\$



Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Priority Timeframe	Cost
WZ-27	Saliman Rd.	E. 5th St. to Fairview Dr.	Enhance existing sidewalks as possible	Walk Zone Connectivity Enhancement	Short	\$\$\$
WZ-28	Sherman Ln.	Lompa Ln. to Chanel Ln.	Construct sidewalk	Walk Zone Connectivity Enhancement	Medium	\$\$\$\$\$
WZ-29	Silver Sage Dr.	Roland St. to Clearview Dr.	Add sidewalk to one side of the street	Walk Zone Connectivity Enhancement	Medium	\$\$
WZ-30	Snyder Ave.	Isabell Dr. to Roland St.	Close sidewalk gap	Walk Zone Connectivity Enhancement	Medium	\$
WZ-31	Stanton Ave.	Monte Rosa Dr. to Fairview Dr.	Widen existing sidewalk on south side	Walk Zone Connectivity Enhancement	Medium	\$\$
WZ-32	Thompson St.	King St. to 550 ft. S. of San Marcus Dr.	A. Close sidewalk gaps on east side (King St. to 5th St.) B. Close sidewalk gaps on west side (5th St. to San Marcus Dr.) C. Create intersection crossing enhancements at existing W. 2nd St., 3rd St., and 4th St. crosswalks	Walk Zone Connectivity Enhancement	Long	\$\$\$
WZ-33	Winnie Ln.	Mountain St. to Ormsby Blvd.	Enhance existing sidewalks where possible	Walk Zone Connectivity Enhancement	Long	\$\$
WZ-34	Winnie Ln.	Ash Canyon to Ormsby Blvd.	Extend multi-use path on north side to Ash Canyon	Walk Zone Connectivity Enhancement	Medium	\$\$

—+ Railway

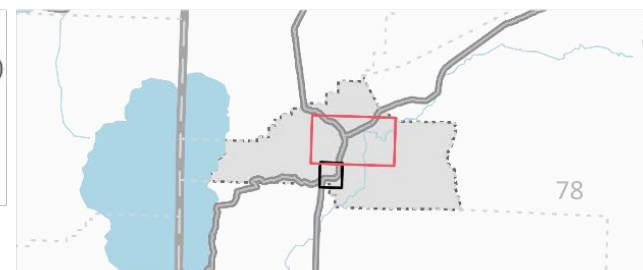




Table 4-8: Tier 3: Aspirational Projects

Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Cost
A-1	Airport Rd.	Nye Ln. to Hwy. 50	A. Construct buffered bike lanes or similar multimodal improvement B. Protected intersection at Airport Rd./Hwy. 50 or similar multimodal improvement	Aspirational Project	\$\$\$\$
A-2	Carmine St.	Airport Rd. to Lompa Ln.	Construct bike boulevard or similar multimodal improvement	Aspirational Project	\$
A-3	Carriage Crest Dr.	Northridge Dr. to Sunland Ave.	Construct bike boulevard or similar multimodal improvement	Aspirational Project	\$
A-4	Edmonds Sports Complex	Hillview Dr. to Edmonds Sports Complex	Construct multi-use bridge over I-580 from the southeastern corner of Appion Wy./Hillview Dr. intersection to the Edmonds Sports Complex	Aspirational Project	\$\$\$\$
A-5	Fairview Dr.	Edmonds Dr. to Saliman Rd.	Construct protected cycle track/multi-use path or similar multimodal improvement	Aspirational Project	\$\$\$
A-6	Long St.	Mountain St. to Russell Wy.	A. Buffered bike lane from Mountain St. to Saliman Rd. or similar multimodal improvement B. Bike Lane from Saliman Rd. to Russell Wy. or similar multimodal improvement	Aspirational Project	\$\$\$
A-7	Northgate Ln.	Arrowhead Dr. to Nye Ln.	Construct protected cycle track or similar multimodal improvement	Aspirational Project	\$
A-8	Ormsby Blvd.	Oak Ridge Dr. to Winnie Ln.	Construct bike lanes or similar multimodal improvement	Aspirational Project	\$
A-9	Ormsby Blvd./Ash Canyon Rd.	Longview Wy. to Washington St.	Construct multi-use path from Washington St. to Longview Wy. or similar multimodal improvement	Aspirational Project	\$\$\$
A-10	Robinson St.	Roop St. to Saliman Rd.	Construct bike lanes or similar multimodal improvement	Aspirational Project	\$
A-11	Roop St.	College Parkway to Bernhard Wy.	Construct protected cycle track or similar multimodal improvement	Aspirational Project	\$
A-12	Roop St.	5th St. to Fairview St.	Enhance existing facility to buffered bike lanes or similar multimodal improvement	Aspirational Project	\$
A-13	Roop St.	Winnie Ln. to Washington St.	Construct protected cycle track or similar multimodal improvement	Aspirational Project	\$\$\$\$



Project ID	Street Name	Extent/Intersecting Street	Description	Project Type	Cost
A-14	Roop St./Silver Sage Dr.	5th St. to Sonoma Ave.	Enhance existing facility to buffered bike lanes or similar multimodal improvement	Aspirational Project	\$\$
A-15	Saliman Rd.	E. 5th St. to Fairview Dr.	Upgrade bike lane to cycle track with protected intersection at Fairview Dr. or similar multimodal improvement	Aspirational Project	\$\$\$\$
A-16	Saliman Rd.	Fairview Dr. to Koontz Ln.	Buffered bike lane with potential lane reduction or similar multimodal improvement	Aspirational Project	\$\$
A-17	Silver Sage Dr.	Sonoma Ave. to Koontz Ln.	Enhance existing facility to buffered bike lanes or similar multimodal improvement	Aspirational Project	\$\$
A-18	Telegraph St.	Richmond Ave. to Roop St.	Bike boulevard consider diverters at Mountain St., Division St., Stewart St., and Roop St, or similar multimodal improvement	Aspirational Project	\$\$\$\$
A-19	Thompson St.	King St. to 550 ft. S. of San Marcus Dr.	Bike boulevard or similar multimodal improvement	Aspirational Project	\$\$\$
A-20	W. 5th St.	Division St. to Carson St.	A. Bike lanes Richmond Ave. to Minnesota St. or similar multimodal improvement B. Buffered bike lane Minnesota St. to Carson St. or similar multimodal improvement, C. Curb extension at Telegraph St.	Aspirational Project	\$\$\$
A-21	W. Nye Ln.	Hot Springs Rd. to Mountain St.	A. Construct bike boulevard or similar multimodal improvement B. Intersection bulb-outs C. Median islands D. Speed cushions	Aspirational Project	\$\$
A-22	Washington St.	Phillips St. to Roop St.	A. Construct bike lane Minnesota St. to terminus or similar multimodal improvement B. Buffered bike lane Philips St. to Minnesota St. or similar multimodal improvement	Aspirational Project	\$

The background of the slide is a photograph of a classroom. In the foreground, several young children are sitting on a large, colorful rug that features large letters and numbers. One child in the center is wearing a pink sweater and a large pink bow. Other children are visible in the background, some sitting and some standing. The room has light-colored walls and a window in the background.

5

SRTS Programmatic Recommendations



5 SRTS Programmatic Recommendations

As Carson City continues to advance its SRTS initiatives, there are opportunities to build on existing efforts while introducing new strategies that respond to evolving community needs. The recommended actions reflect a holistic approach to improving safety, accessibility, and confidence for students traveling to and from school. Grounded in the six E’s framework – **Engineering, Education, Encouragement, Equity, and Evaluation** - these strategies aim to foster a safer and more supportive environment for students. Each element of the six E's plays a vital role in shaping a comprehensive SRTS program that meets the needs of students, families, and the broader community. Long-term strategies are included in Table 5-7. These are intended to support continued implementation in the event that additional staff and funding resources are available in the future.

Engineering

Designing safer school travel routes through infrastructure planning helps reduce risk and improve accessibility for students walking and biking. Tools like route maps and designated drop-off zones support safer navigation and reduce traffic conflicts near school campuses.

Table 5-1: Engineering Programmatic Recommendations

Name	Description	Resource
Safe Routes to School Maps (New)	Developing school-specific route maps would give families clear guidance on the safest ways to walk or bike to school. Maps could highlight recommended crossings, signalized intersections, stop signs, estimated travel times, and visibility tips. These maps not only reduce uncertainty for families but also encourage students to choose safer, designated routes.	SRTS Safe Route Maps and How to Create Them
Park + Walk & Walking School Bus Zones (New)	To reduce traffic congestion directly at school entrances, Carson City could designate Park + Walk zones—off-site drop-off locations where students join supervised walking groups for the final few blocks to school. These zones decrease chaos at the curb, reduce vehicle-pedestrian conflicts, and give students an easy way to add daily physical activity to their routine.	SRTS Walking School Bus Guide
School Zone Signing (New)	Ensure consistent signing across school zones in Carson City and clearly post beacons or times indicating when school zones are in effect. Work to update the Carson City Code and the Speed Limit Policy to ensure consistency with the Nevada Revised Statutes.	NRS 484B, AB 6 (2025 Special Session)



Education

Bicycle and pedestrian education help those who are interested in active transportation feel more comfortable, safe, and confident navigating streets and shared-use paths.

Table 5-2: Education Programmatic Recommendations

Name	Description	Resource
Back-to-School Safety Assemblies (Expanded)	The start of each school year offers a powerful opportunity to set norms for safe travel. Back-to-school safety assemblies deliver age-appropriate guidance on walking and biking rules, route planning, and visibility. By presenting this information early—when travel routines are first forming—assembly safety messages can reach nearly all students, including those who may not be enrolled in formal bike education classes. With assistance from schools, the SRTS program could expand the number of these assemblies across more schools and grade levels to amplify their reach, ensuring consistent, repeated exposure to safety guidance. With wider implementation, assemblies become an even more efficient and effective tool for instilling safe habits across the district.	Music Notes SRTS
Bicycle Safety Education (Expanded)	Carson City has an opportunity to strengthen its bicycle safety education by expanding programming for 3rd–5th grade students. By providing each class at least two dedicated sessions per year, students will have more time to practice core skills such as braking, signaling, and scanning for cars at intersections. Updated curriculum, combined with the provision of bicycles and helmets, will help students whose families may not have access to safe equipment at home. Extending the program to Stewart Community Schools and pairing it with a community bicycle equipment initiative will further broaden access, making sure more children and families can build lasting, hands-on skills for safe travel.	Sonoma SRTS Bicycle Safety / Skills Curriculum
School Bus Stop Awareness (Expanded)	Many school bus stops are dispersed throughout neighborhoods, where drivers may not expect children to be waiting or crossing. A School Bus Stop Awareness campaign would deploy temporary warning signs at high-risk stops, supported by outreach and driver education campaigns. Partnering with University of Northern Nevada to collect near-miss and speed data using LiDAR would provide valuable insights to guide adjustments. By increasing visibility and driver awareness, the program would reduce close calls and improve safety for students boarding or exiting buses.	School Zone Speed Study from the Nevada Department of Public Safety



Encouragement

Events and activities such as Walk and Roll to School Days, incentive programs, and school-wide challenges help build enthusiasm and normalize walking and biking as fun and healthy ways to get to school.

Table 5-3: Encouragement Programmatic Recommendations

Name	Description	Resource
Walk/Ride Punch Card Program (New)	Introducing a punch card system would gamify walking and biking, making it fun for younger students while tracking progress over time. Each time a student walks or rides to school, a teacher marks their punch card, working toward milestones that are celebrated with recognition or small prizes. A QR code could also be scanned to allow students to track progress on their phones. This program not only motivates individual students but also gives schools a tangible way to measure and display participation. Over time, the punch card system could help turn occasional participation into a consistent habit.	Walk Bike & Roll to School Punch Cards and Certificates
Student Poster Contest (New)	A student poster contest would invite children to use their creativity to promote safe walking and biking. Contest themes could include helmet use, visibility, or sharing the road. Winning posters would be displayed in schools, libraries, and other community spaces, giving students ownership of the message while spreading peer-to-peer reminders about safe behavior. This approach harnesses student voice, reinforces learning through creative expression, and contributes to a broader culture of safety.	Vision Zero Truckee Meadows SRTS Poster Contest
Walking Wednesday & Annual Campaigns (Expanded)	Expanding Walking Wednesday into a citywide tradition would help normalize walking and biking to school as part of the weekly routine. With branded yard signs along key routes, small incentives for participating students, and links to national events like Walk to School Day in October and Bike to School Month in May, the program would send a visible signal to both students and drivers. These regular campaigns keep safe travel top-of-mind, encourage families to try active modes, and create predictable days when drivers expect to see more children walking and biking.	"Move a Little, Live a Lot" High School Campaign Massachusetts SRTS Program



Engagement

Engaging families, school staff, and community partners ensures that SRTS efforts reflect local needs and values. Outreach activities like surveys, workshops, and student-led projects foster shared ownership and support.

Table 5-4: Engagement Programmatic Recommendations

Name	Description	Resource
School Safety Champions (Expanded)	Grow the School Safety Champions program to include one or two middle schools in Carson City during May is Bike Month. Continue organizing parent and community volunteers to supervise Walking School Buses and Bike Trains at elementary schools, providing younger students with safe, reliable group travel options. Use available funding to provide training, resources, and modest compensation for volunteers, sustaining participation and expanding the program's reach.	Walking School Bus Guide from the National Center for SRTS
Vision Zero SRTS Subcommittee (Expanded)	Formalizing a Vision Zero Safe Routes to School Subcommittee would bring parents, teachers, and City staff together to coordinate audits, speed checks, and other safety activities quarterly. By creating a standing group within the larger Vision Zero framework, Carson City would consistently address school-area issues alongside citywide safety goals. This governance model reduces duplication of effort, accelerates decision-making, and keeps school-specific concerns aligned with broader traffic safety strategies.	Vision Zero and SRTS Partners in Safety- SRTS National Partnership
School Speed Zone Engagement (Expanded)	Conduct targeted, high-visibility enforcement campaigns at elementary, middle, and high schools during arrival and dismissal times to reinforce compliance with school zone speed limits. Coordinate closely with law enforcement to focus on specific problem areas and times when risks are highest. Pair enforcement with "Slow Down in School Zones" flyers, signs, public service announcements, and Safe Driver Pledges directed at parents and teen drivers. This combined approach creates immediate visibility while also fostering long-term habit change, so that safer driving behaviors continue even after enforcement presence decreases.	School Speed Zone Safety Program from the Sarasota Police Department



Equity

Ensuring that Safe Routes to School initiatives benefit all demographic groups, with particular attention to ensuring safe, healthy, and fair outcomes for low-income neighborhoods, communities of color, and others.

Table 5-5: Equity Programmatic Recommendations

Name	Description	Resource
Crossing Guard Support (New)	Crossing guards are often the first line of defense for students navigating busy intersections. A crossing guard support program would include standardized training for all guards—whether staff, contractors, or volunteers—alongside a public awareness campaign to build respect for their role. By strengthening coordination with the district’s existing training program and promoting consistent practices, Carson City can enhance the visibility and effectiveness of crossing guards, improving compliance at key crossings and protecting students at high-risk locations.	Crossing Guards Save Lives - Traffic Safety Resource Center



Evaluation

Tracking participation, travel behavior, and safety outcomes helps measure the impact of SRTS programs and guide future improvements. Tools like student tallies and parent surveys provide valuable feedback for ongoing planning.

Table 5-6: Evaluation Programmatic Recommendations

Name	Description	Resource
SRTS Report Card (Expanded)	An annual Safe Routes to School Report Card would compile survey and tally data alongside program highlights, campaign outcomes, and next steps. This clear, public-facing document would provide accountability, build trust with families, and demonstrate progress to potential funders. A consistent reporting framework also helps align partners and keeps the program moving toward long-term goals. The SRTS team will work in conjunction with the school principal and District Crossing Guard Coordinator to compile the annual report card.	Safe Routes Partnership - Making Strides 2024 State Report Card
Annual Parent Surveys (Expanded)	Collecting annual parent surveys on travel mode, safety concerns, and demographics provides critical insight into family experiences year over year. Tracking these trends helps identify what interventions are working, and guide future messaging. Survey data can also be used to strengthen grant applications by showing community need and progress over time. Surveys will be in both English and Spanish.	Joseph L. Bowler Sr. Elementary School SRTS Annual Parent Survey



Long-Term Recommendations

Table 5-7: Long-Term Programmatic Recommendations

Type	Name	Long-Term Recommendation Description
Engineering	Sidewalk Gap Closures (<u>Long Term</u>)	Prioritizing the closure of sidewalk gaps within 1/4 mile of schools would create continuous, connected routes for students. Even short missing segments can force children into the street, greatly increasing risk. By focusing on high-priority corridors first, Carson City can build a safer walking environment that encourages more families to consider active travel.
Education	E-Bike Training & Licensing Program (<u>Long Term</u>)	The rising popularity of e-bikes among youth brings both benefits and challenges. To address safety concerns, Carson City could establish an e-bike training program based on Nevada Department of Transportation (NDOT) and Nevada State e-bike rules. Students would complete a short safety course covering speed control, safe passing, and responsible riding behavior, followed by a quiz to demonstrate their knowledge. Upon completion, they would receive a certificate of completion. This approach not only promotes safe habits but also provides schools with a clear and consistent policy for managing e-bike use.
Education	Community Mapping Projects (<u>Long Term</u>)	Community mapping projects would invite students and their families to chart their daily school routes and identify barriers such as missing sidewalks, unsafe crossings, or speeding traffic. This activity not only engages families in problem-solving but also produces detailed, ground-level data that can inform engineering fixes and equity priorities. By directly involving students in documenting their experiences, the project builds ownership and trust while ensuring future improvements reflect real community needs.
Encouragement	Walking and Biking Clubs (<u>Long Term</u>)	After-school walking and biking clubs, offered in partnership with local nonprofits, would provide students with more time to build confidence in their skills outside of the classroom. These clubs could combine group rides with basic bike maintenance workshops, giving students both the knowledge and the independence to travel safely on their own. Regular practice builds lasting confidence, while the group setting fosters friendships and community around active travel.



Type	Name	Long-Term Recommendation Description
Engagement	Parent Barrier Reporting System (<u>Long Term</u>)	Establishing a Parent Barrier Reporting System to create a simple, consistent way for families to raise safety concerns. Integrated into the district's online parent portal, with paper forms available in school offices, the system would make it easy to report issues such as broken sidewalks, unsafe crossings, or aggressive driving. Reports could be tracked and shared with equity and engineering teams, ensuring concerns are addressed in a timely and transparent manner. This district channel for feedback strengthens accountability while improving safety on the ground.
Engagement	Mobile Speed Feedback Trailers (<u>Long Term</u>)	Mobile speed feedback trailers remain a highly effective short-term tool for influencing driver behavior. Placing them in school zones during the first month of the school year—when families are setting travel routines—positions them to be most effective in shaping safe travel habits. When combined with enforcement campaigns, these trailers not only alert drivers in the moment but also reinforce expectations about safe travel near schools.
Evaluation	Student Hand Tallies (<u>Long Term</u>)	Expanding hand tally data collection to middle and high schools would provide a more complete picture of how student travel changes with age. Capturing shifts from family drop-off to self-transport offers valuable information about when and where interventions are most needed. With this data, programs can be better tailored to meet the needs of students at different stages of independence.

The Appendices are available for viewing online at <https://www.carson.org/government/departments-g-z/public-works/transportation/documents> under the title "Carson City Safe Routes to School Action Plan Update 2025"



Appendix A: Socioeconomic Analysis





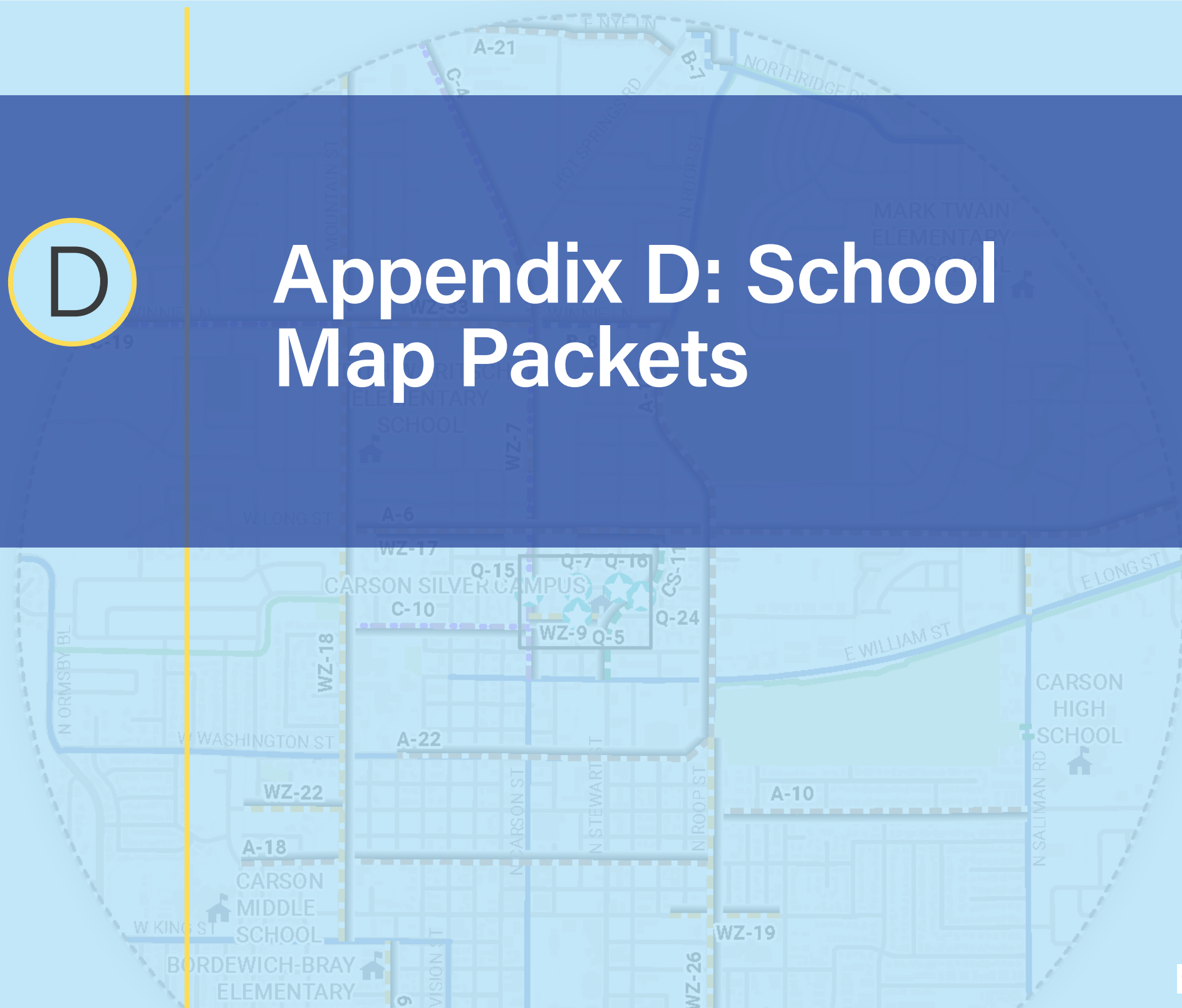
Appendix B: Existing Conditions



Appendix C: High Injury Network Methodology

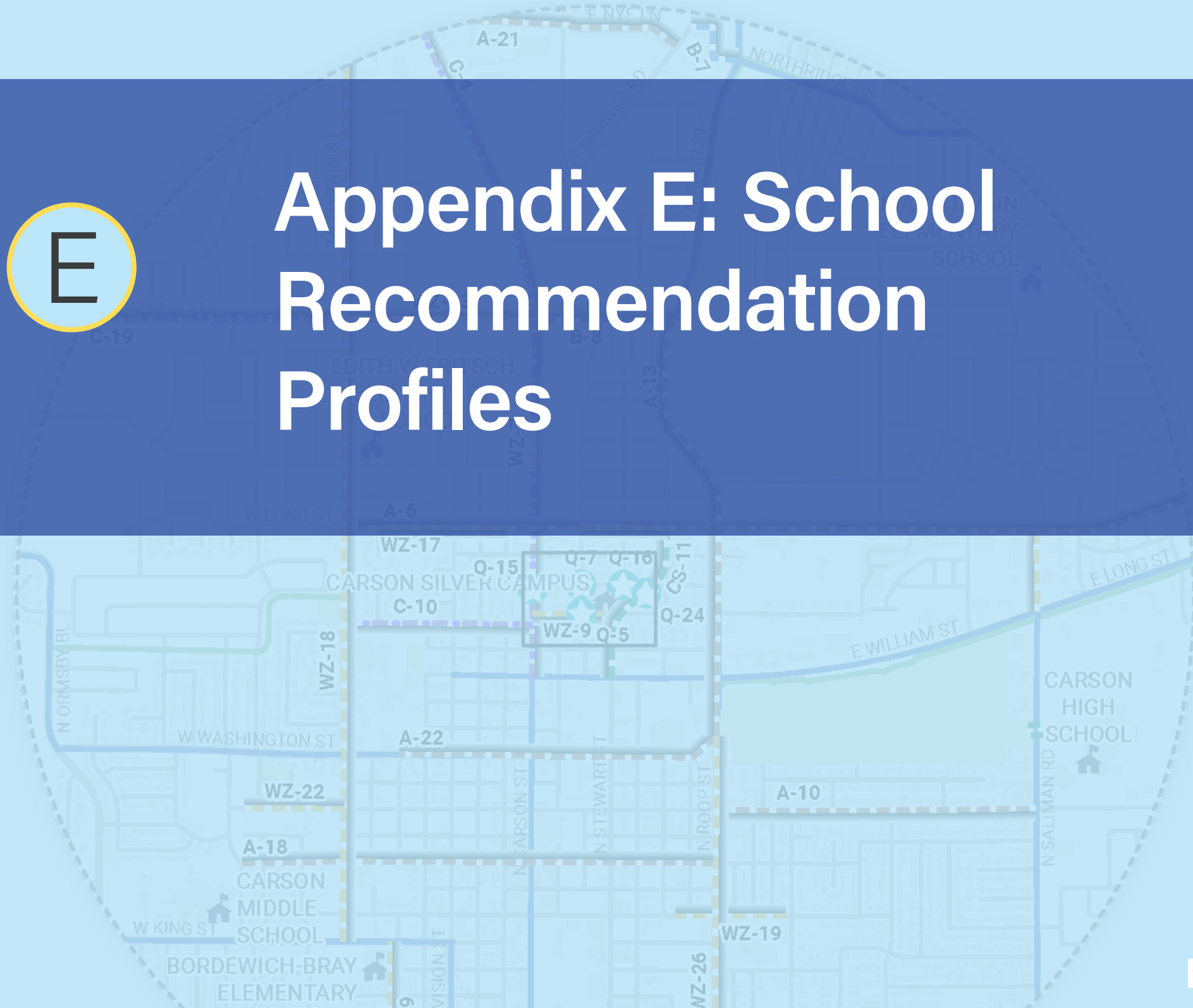
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Appendix D: School Map Packets



E

Appendix E: School Recommendation Profiles





Appendix F: Carson SRTS Design Toolbox





STAFF REPORT

Report To: Regional Transportation Commission **Meeting Date:** December 10, 2025

Staff Contact: Darren Schulz, Public Works Director

Agenda Title: For Possible Action – Discussion and possible action regarding (1) acceptance of the Jump Around Carson (“JAC”) Fiscal Year (“FY”) 2024 & 2025 Monitoring Report (“Report”), and (2) potential recommendations for the JAC Transit Development and Coordinated Human Services Plan (“TDCHSP”) which may include discussion on transit operations, service area, funding, and other matters related to the JAC transit system. (Chris Martinovich, Transportation Manager; Marcus Myers, Transit Coordinator)

Agenda Action: Formal Action / Motion **Time Requested:** 20 minutes

Proposed Motion

I move to accept the Report and to proceed with the recommendations for the Transit Development and Coordinated Human Services Plan, as discussed.

Board's Strategic Goal

N/A

Previous Action

August 13, 2025 (Item 5.A) – Staff presented a status overview of the Carson Area Metropolitan Planning Organization (“CAMPO”) Regional Transportation Plan (“RTP”) and TDCHSP, including the results of the public survey and agency coordination meetings, planned public outreach activities, and CHSP considerations.

April 9, 2025 (Item 5.B) – CAMPO staff presented information regarding the RTP, including the schedule of events, planned public outreach activities, draft table of contents, goals and vision, and other topics.

February 12, 2025 (Item 5.B) – CAMPO approved Contact 25300288 with Parametrix, Inc. for the Unified Planning Work Program (“UPWP”) Staff Support Services Project, which included consultant support for developing the TDCHSP.

Background/Issues & Analysis

Staff are reviewing the past, present, and future of the JAC transit system. The Report highlights statistics and information from the prior two fiscal years, including FY 2024 and FY 2025, and provides longer-term past data to show general trends and outline how transit ridership has changed in the years following the COVID-19 pandemic. The Report details ridership changes over the last three years for JAC fixed route and JAC Assist paratransit services, as well as total system ridership back to FY 2019.

Additional data provides an overview of the transit system's operational efficiency, safety metrics, administrative and rider feedback, funding availability, and future challenges and opportunities JAC is expected to face in the coming years.

JAC, like many transit agencies across the country, is presently experiencing rising labor and operations costs, aging infrastructure, limited local matching funds, and staffing challenges. While ridership on the national scale continues to make strides toward pre-COVID levels, JAC has seen minimal change in total annual ridership since re-implementing paid fares on the transit system. To address these challenges, staff is working to update the short- and long-term transit strategies.

The TDCHSP consists of two components and serves two primary objectives: (1) as the short-term transit plan (“STTP”) covering short-term (1-5 year) and long-term (10-20 year) projects and priorities; and (2) a coordinated public transit-human services (“CHSP”) planning document.

The STTP is a document required for agencies that receive FTA Section 5307 Urbanized Area formula funding. The STTP includes an evaluation of the current system and its procedures, suggested short-term and long-term improvements, a forecast of how changes may impact ridership and the administrative and operational structure, and a broad vision of capital requirements to meet recommended changes in both the short- and long-term. It also includes a financial plan that examines financially constrained operating and capital budgets, identifying current and future financial needs.

A CHSP is a required document for agencies that receive Federal Transit Administration (“FTA”) Section 5310 funding for Enhanced Mobility of Seniors and Individuals with Disabilities. The CHSP is a strategic document that identifies the transportation needs of specific groups, such as seniors and individuals with disabilities, and outlines strategies to meet the identified needs.

Since February 2025, staff have worked with a consultant, Parametrix, Inc., for efforts relating to the TDCHSP as well as the RTP. In the last 10 months, these efforts have included numerous stakeholder interviews, public outreach, and stakeholder workshops to determine the transit needs of Carson City. Furthermore, concerns about current and future funding constraints have been analyzed to determine where and how improvements can be made, and what future trade-offs may be required to remain within fiscal constraints. Staff will present a summary of the goals, strategies, and recommendations developed for the TDCHSP to the RTC for input, and will outline possible alternatives and route modifications to address stakeholder feedback, improve transit efficiency, and enhance the rider experience. Staff will also present options for adjusting services to ensure access to critical destinations and affordability for riders, while accounting for known local funding limitations. Staff is also seeking recommendations that will be provided to CAMPO for inclusion in the Draft 2050 RTP.

The draft TDCHSP is tentatively scheduled for release in January 2026.

Applicable Statute, Code, Policy, Rule or Regulation

49 USC 5307 & 5310; NRS 277A.210; June 18, 2020, Interlocal Cooperative Agreement between the Carson City Board of Supervisors, the RTC, and the Carson Area Metropolitan Planning Organization

Financial Information

Is there a fiscal impact? No

If yes, account name/number:

Is it currently budgeted? Yes

Explanation of Fiscal Impact: Project No. G302825001. Funding for the Report and TDCHSP is budgeted in CAMPO's UPWP under Work Element 4.0, which is reimbursable with Federal Consolidated Planning Grant funds at a rate of 95%. The 5% local match has been budgeted within CAMPO's approved UPWP for Fiscal Years 2025 & 2026. Additional funding for the TDCHSP is budgeted in the Transit Fund, Professional Services account / 2253026-500309, which has been budgeted in FY 2026.

Alternatives

Decline to accept the report and potential recommendations and provide alternative directions to staff.

Attachment(s):

[5C_RTC_Exhibit 1 - JAC Presentation.pdf](#)

[5C_RTC_Exhibit 2 - FY25 JAC Monitoring Report.pdf](#)

[5C_RTC_Exhibit 3 - CHSP Strategy Matrix.docx](#)

Motion: _____

1) _____
2) _____

Aye/Nay

(Vote Recorded By)

December 10, 2025

JAC Transit Report and Coordinated Human Services Plan Update



1



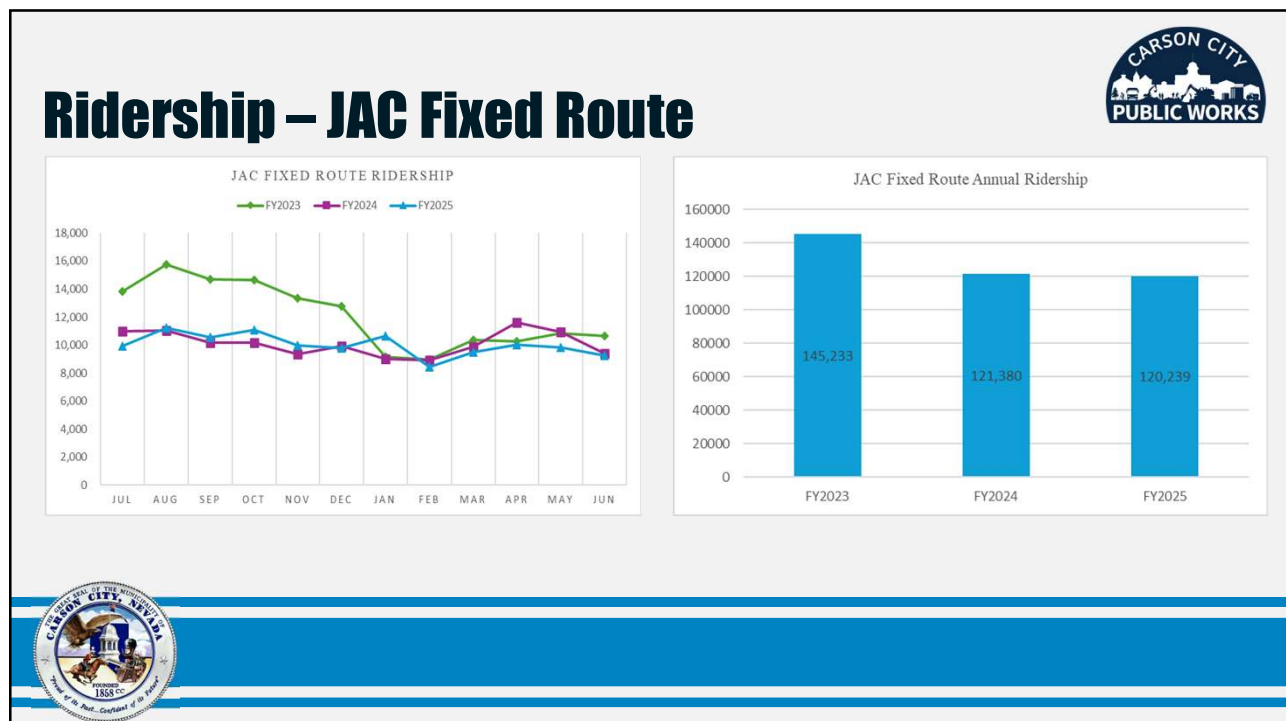
Part 1 – Past FY 2024 – 2025 JAC Monitoring Report



2



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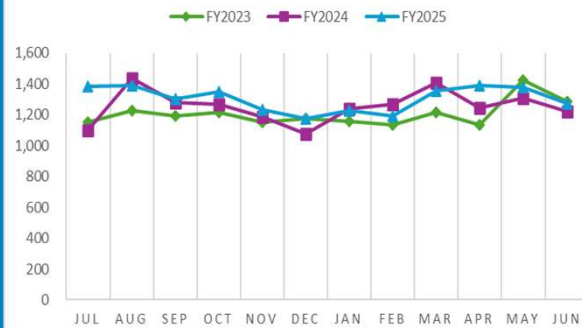


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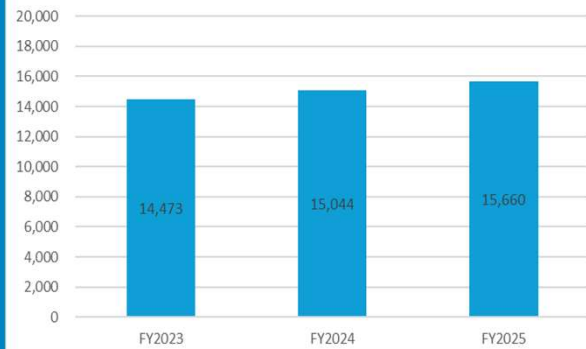
Ridership – JAC Assist



JAC ASSIST RIDERSHIP



JAC Assist Annual Ridership



5

Ridership



Total Ridership by Fiscal Year (FY)



6

Operational Efficiency



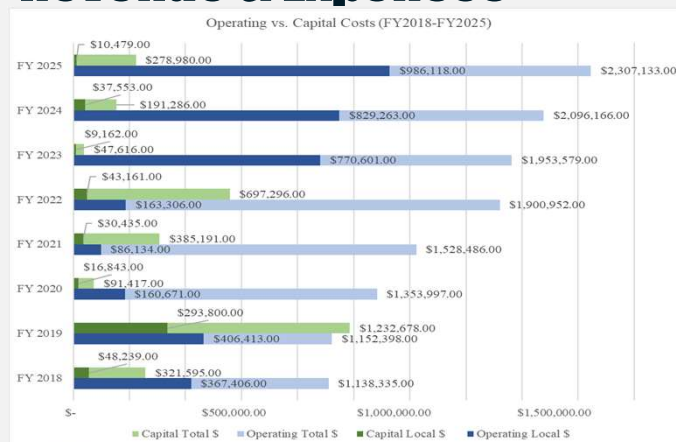
	FY 2023		FY 2024		FY 2025	
	Fixed	Paratransit	Fixed	Paratransit	Fixed	Paratransit
Annual Unlinked Trips	145,233	14,473	121,380	15,044	120,239	15,660
Vehicle Revenue Hours	14,784	6,121	14,777	6,164	13,620	5,359
Vehicle Revenue Miles	170,734	55,302	171,025	58,187	168,441	64,227
Operating Cost per Unlinked Passenger Trip	\$9.86	\$36.02	\$13.58	\$37.39	\$14.73	\$34.26
Operating Cost per Vehicle Revenue Mile	\$8.39	\$9.43	\$9.64	\$9.67	\$10.51	\$8.35
Operating Cost per Vehicle Revenue Hour	\$96.88	\$85.16	\$111.52	\$91.25	\$130.00	\$100.12
Number of Passengers per Revenue Hour	9.8	2.4	8.2	2.4	8.8	2.9
Number of Passengers per Revenue Mile	0.9	0.3	0.7	0.3	0.7	0.2
Number of Passengers per revenue day	478	48	398	49	392	51
Farebox recovery rate	3.16%	6.03%	4.52%	7.06%	3.87%	8.87%

FY	Trip Purpose*			Area		Trips by Day	
	Medicaid Trips	Medical & Dialysis Trips	General/ Subscription Trips	3/4 Mile	Extended	Weekday	Saturday
2023	2,929	4,175	12,412	13,352	1,121	13,845	628
2024	2,990	6,207	10,738	14,502	542	14,301	743
2025	4,922	7,641	7,290	14,164	1,496	14,919	741



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Revenue & Expenses



FTA Fund Type	Existing Available Apportioned Grants	FTA Amount
5307	FFY 2023 Apportionment Ops/PM/Capital Items	
50% Match Ops.	Available - Operating Assistance	\$1,893,183.93
80% Match Cap.	(Safety & Security (1% Min))	\$19,123.07
	TOTAL	\$1,912,307.00
5307	FFY 2024 Apportionment Ops/PM/Capital Items	
50% Match Ops.	Available - Operating Assistance	\$2,351,549.97
80% Match Cap.	(Safety & Security (1% Min))	\$23,753.03
	TOTAL	\$2,375,303.00
5307	FFY 2025 Apportionment Ops/PM/Capital Items	
50% Match Ops.	Available - Operating Assistance	\$2,421,722.56
80% Match Cap.	(Safety & Security (1% Min))	\$2,421.44
	TOTAL	\$2,424,144.00
5339	FFY 2025 Bus and Bus Facilities	
80+% Match	Bus and Bus Facilities	\$122,280.00
	TOTAL	\$122,280.00
5310	FFY 2025 Senior and Disabled	
80% Match	Senior and Disabled	\$200,155.00
	TOTAL	\$200,155.00



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Part 2 – Present Routes, Demographics, Needs

9

National Trends / Local Trends

- **Post-COVID Travel Patterns:**
 - Personal vehicle ownership increased.
 - Work from home became normalized.
 - Traditional commuting patterns changed, now more midday and Saturday trips on transit.
- FTA COVID funds are expiring, creating budget shortfalls for many agencies.
- Costs continue to rise for capital assets such as equipment and parts, general inflation, long-term trend of increasing fuel prices.
- Increasing aging population as evidenced by the Network Monitoring Report

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CAMPO 2050 RTP & CHSP Survey Results

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

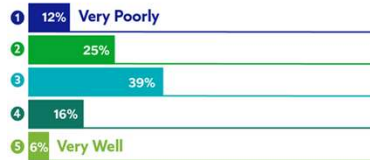


What are the reasons why you do not choose (or cannot use) public transportation?



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

PUBLIC PARTICIPATION & INFORMATION SHARING



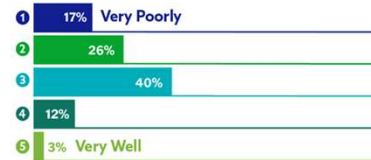
Rate how well you think the following areas are performing in the CAMPO region (1-5).

EASE & FREQUENCY OF PUBLIC TRANSPORTATION



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

ACCESS TO PUBLIC TRANSPORTATION



13

Agency & Community Partner Interviews



14

Public Meetings & Workshops



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Feedback Received – Key Themes

- **RTP & CHSP Survey**
 - Limited JAC coverage area & hours
 - JAC trips take too long to get to certain destinations
 - Not enough access to information – people don't know how to ride the bus
 - Public transportation improvements are among top priorities for respondents
- **Community Partners**
 - Better connections needed for those outside the urban area, specifically for medical trips
 - More public awareness of services is needed, including enhanced information on how to use the transit system
 - Improved accessibility and amenities are needed at bus stops, as well as investment in first mile/last mile connections
 - Improved regional coordination is needed
- **JAC Driver Survey**
 - Bus stops improvements (shelters/benches, lighting, and improved ADA access)
 - Extended weekend hours
 - Bus access to new locations (JAC admin building, Topsy Ln., Slot World, Classy Seconds, Douglas & Lyon County)

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Part 3 – Future Transit Development & Coordinated Human Services Plan

Coordinated Human Services Plan (CHSP)

- Required for recipients of FTA Section 5310 funding

Transit Development

- Short-Term Transit Plan (STTP)
- Long-Term Transit Vision

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Coordinated Human Services Plan (CHSP)

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Roles and Responsibilities - CHSP

- CAMPO provides funding, and RTC operates JAC.
- Implementation accomplished through a collective working group (Steering Committee) of transportation, human services, institutional, and other partner agencies/organizations
- Action items may include multiple lead agencies
- Can take several years to fully implement, and priorities could change
- No funding commitments are assigned in the CHSP

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CHSP Themes, Goals, and Strategies

- Developed themes based on input:
 - Improved Service and Regional Connectivity to Target Populations
 - Universal Access and Infrastructure Enhancements
 - Flexible and Specialized Transportation Services
 - Affordability, Equal Access, and Language Access
 - Service Quality and Workforce Sustainability
 - Rider Awareness, Information, and Education
 - Coordination and Innovation
- Specific goals and strategies were developed for each theme (Exhibit 3).

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CHSP Strategy Prioritization

- Steering Committee participants ranked strategies under the respective themes
- Strategies were assigned a high/medium/low priority based on these rankings
- Strategies were also assigned an estimated implementation timeline: short-, mid-, and long-range

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High Priority Strategies

Short-Term

- Establish interlocal agreements for cost-sharing
- Develop a plan for amenity improvements
- Expand driver customer service and disability training
- Translate key rider information
- Reassess routes for efficiency
- Create regional mobility guide
- Develop partnerships with healthcare, education, and workforce agencies

Mid-Term

- Analyze demand for evening/weekend service
- Coordinate non-emergency medical transportation programs

- Offer part-time and flexible shifts
- Install real-time info displays
- Pursue joint funding and grant opportunities

Long-Term

- Coordinate with employers and schools to align service
- Develop cross-county connector services
- Improve pedestrian and bicycle access to stops
- Pilot microtransit in underserved areas
- Ensure cash and non-digital fare options

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Short-Term Transit Plan and Long-Term Vision

Key components

- Service plan
- Financial plan

Purpose

- Federal requirements
- Grant justification
- Planning guidance

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Roles and Responsibilities – STTP and Long-Term Vision

- JAC responsible for implementation
- Short-term recommendations are cost-neutral
- Recommendations for any major service changes must be presented to the public prior to board approval
- Feasibility of long-term vision is dependent on funding availability and implementation of short-range plan strategies
- STTPs are a key document used to justify requests for discretionary funding for operating and capital projects.

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STTP Goals

RTP GOALS



STTP proposes strategies and tactics **specific to transit** that can be implemented within the projected budget over the next five years.

- Service development
- Organizational effectiveness
- Marketing and public awareness
- Agency coordination

Recommendations are aligned with RTP goals.






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Service Development Strategies and Recommendations

Strategies	Recommendation	Implementation Timeline
Provide routes and services to align with demand and fiscal constraints	Consider reallocating fixed-route service to areas with demand that meets basic thresholds/standards/guidelines	Short Term
Provide access to new areas identified in outreach	Consider service to Eagle Medical Center, JAC Admin Building and Topsy Walmart	Short / Long Term
Consider alternative service delivery models	Pilot On-Demand service in low-density, high-needs areas	Long Term
Improve connectivity with regional transit systems	Ensure intercity connections are timed with local service at key stops	Medium Term





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Service Development Strategies and Recommendations

Strategies	Recommendation	Implementation Timeline
Optimize routes and services to increase productivity	<ul style="list-style-type: none"> Consider concentrating service during midday when fixed-route ridership is highest 	Short Term 
	<ul style="list-style-type: none"> Adjust routes to be more direct, bi-directional, and less redundant 	Medium / Long Term 
	<ul style="list-style-type: none"> Place stops on both sides of two-way streets 	Short Term 
	<ul style="list-style-type: none"> Update time points to be more user friendly for riders, and safer for drivers 	Short Term 
	<ul style="list-style-type: none"> Improve reliability by adjusting schedules to better reflect travel times 	Medium Term 

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Summary of Route Network Options

Scenario	Route Network	Cost	Timeline
1	Existing network, minor updates	Cost neutral	Short Term 
2	Optimize network	Cost neutral	Medium Term 
3	Existing network, eliminate Route 2B	Reduces costs	Medium Term 
4	Optimized fixed-route network and add on-demand pilot project	Cost neutral to increase	Long Term 

A note about on-demand:

The cost to operate on-demand transit service is dependent on policies that would need to be developed and can be mitigated.

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Summary of Service Level Options

Current funding may not support service levels with rising costs.

Option	Route Network	Estimated Annual Cost	Advantages	Risks
A	Maintain current span of service and annual operating hours	Percent increase dependent on external costs	Provides consistent service	Maintaining service levels in the short run may result in more drastic service cuts needed later

Ridership loss occurs with reduced service levels. Options to consider to match budget projections include:

Option	Route Network	Estimated Annual Savings	Advantages	Risks
B	Reduce weekday hours	\$25,000/ vehicle, per service hour	Concentrates loss of service to trips that impact the fewest riders, and can be scaled	Reduced service, particularly during off-peak times, disproportionately impacts transit dependent riders
C	Repurpose up to 13 daily weekday hours and 8 Saturday hours from Route 2B	\$150,000	Route 2A would maintain service and reduced hours for 2B (lowest performing route) could be repurposed to serve more productive areas or held for cost savings	Ridership on Route 2A is likely to fall if Route 2B is eliminated
D	Eliminate Saturday service	\$200,000	Some hours could be repurposed for enhanced service on weekdays	Disproportionately impacts transit dependent riders. Will also negatively impact weekday ridership

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Organizational Effectiveness

Strategies	Tactics	Implementation
Establish performance target guidelines with action plans for monitoring and reporting.	<ul style="list-style-type: none"> Set target guidelines for key performance metrics that are currently tracked and reported through the operating contractor or software dashboards (ex: on-time performance). 	Short Term, Ongoing
Promote organizational structures, processes, and procedures, to increase system effectiveness	<ul style="list-style-type: none"> Establish policy guidance that details potential mitigations if service targets consistently fall short. Review documentation from peer agencies & contact them for their lessons learned. 	Short Term
Develop policies and targets for performance for on-demand transit service	<ul style="list-style-type: none"> Develop policies associated with operating on-demand transit service. 	Medium Term

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Marketing and Public Awareness

Strategies	Tactics	Implementation
Build the JAC brand image.	<ul style="list-style-type: none"> Centralized information hub <ul style="list-style-type: none"> Real-time user interface Easy-to-use website 	Short Term
Improve the public image and awareness of JAC services.	Provide a bus at community events for people to explore and ask questions.	Ongoing, quarterly
Improve customer access to JAC staff.	<ul style="list-style-type: none"> Position a paratransit certification representative at high-demand locations on a public and consistent schedule. Update the website with improved presentation of schedules and information 	Medium Term

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Financial Management

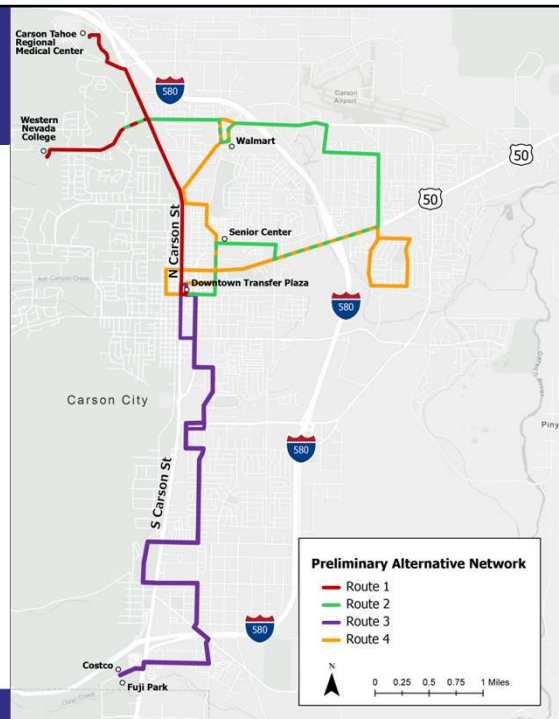
Strategies	Tactics	Implementation
Explore and develop revenue generating or cost sharing opportunities.	<ul style="list-style-type: none"> Connect with coordinated human services transportation providers, research, public/private partnerships, and tribal partners quarterly 	Short Term, Ongoing
Maintain fiscally responsible long-range capital and operating plans	<ul style="list-style-type: none"> Work towards having one-month of operating cost float in the budget. 	Long Term
	<ul style="list-style-type: none"> Aim to replace revenue fleet at 100% spare ratio. <ul style="list-style-type: none"> Revise processes for when maintenance occurs, if not possible. 	Long Term
	<ul style="list-style-type: none"> Promote procurement of vehicles, equipment, and parts that are generic or easily interchangeable. 	Short Term, Ongoing

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Conceptual Service Alternative: Network Optimization

Advantages include:

- More direct, bi-directional service
 - Bi-directional service to Stewart Indian Colony
 - Improved opportunities for stops to be more intuitive
- Key destinations:
 - Maintains service to current top destinations
 - Adds key medical destination and connection to RTC on N Carson Street
- New 30-minute service to compete with autos:
 - North Carson Street between the Downtown Transfer Plaza and West College Parkway
 - Hwy 50 between North Saliman Road and Airport Road
- Active paratransit riders not impacted by route changes
- Not a formal recommendation – public input needed.



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Next Steps and Direction

- Open discussion
- Receive RTC input regarding items presented and finalize draft recommendations and priorities
- Recommendation for Regional Transportation Plan
 - What to include in the transit section?
- Develop a draft of CHSP and STTP
 - Present to CAMPO Board and the Public prior to RTP adoption.
- Finalize and present to RTC
 - Early 2026.

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Jump Around Carson (JAC) Transit System

Fiscal Year 2024 and 2025 Monitoring Report



INTRODUCTION: PUBLIC TRANSIT & OUTLOOK

Transit services remain an important, and often the only, transportation option for many people in Carson City. Providing a safe, friendly, and dependable service remains the mission of Jump Around Carson (JAC); however, JAC continued to face challenges presented by rising operational and labor costs, staffing changes, aging infrastructure, operator safety concerns, and limited local matching funds, consistent with transit agencies across the country.

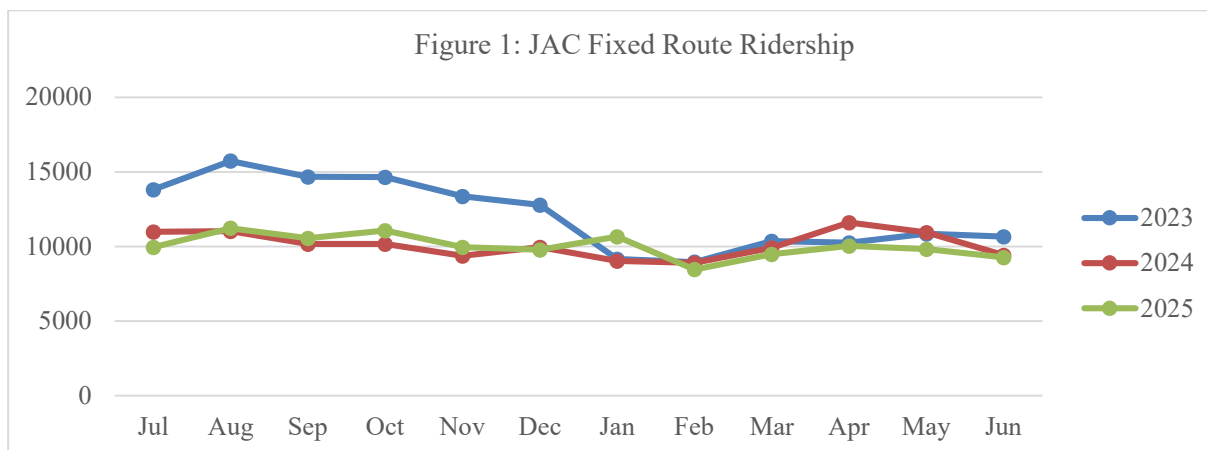
JAC, in coordination with CAMPO's RTP survey, collected rider and non-rider feedback from the community in June and July of 2025. Responses from this survey, which can be found in Appendix B, provided great insight for JAC staff to better understand the wants, needs, and opportunities for the transit system. 61% of respondents stated they never use public transit, while 30% said they want to use transit more to travel throughout the community. Public transportation came in third overall when respondents were asked to rank priorities for the region's transportation system over the next 25 years, outranking road condition & resiliency of infrastructure, and traffic congestion. Further responses indicate that improving access to new locations, expanding hours, lessening headways, and providing better access to information about the transit network would greatly benefit those who ride JAC.

As we work towards steady and consistent growth in ridership, it is important to recognize factors that influence ridership, such as service frequency and reliability, access to desired locations, ease of use, as well as external factors such as population density, car ownership, and socioeconomic conditions (Income, age, etc.). With ongoing efforts in the Transit Development and Coordinated Human Services Plan (TDCHSP), CAMPO and JAC are committed to identifying and addressing the community's needs around public transportation, while staying within current funding constraints. The TDCHSP, which is updated about every 5 years, will provide clear insight and recommendations to improve JAC's routes, services, and ridership.

FISCAL YEAR 2024 & 2025 OPERATIONS

The following sections summarize operational statistics and characteristics from FY 2024 & 2025. All tables and figures include FY 2023 data for consistency purposes.

1) RIDERSHIP



As shown in Figure 1, fixed route ridership experienced a steep decline midway through FY 2023. This drop in ridership can be attributed to the reimplementation of fares in January 2023, following a 3-year period of fare-free transit. Ridership in FY 2024 and 2025 followed similar trends, dipping slightly in fall and winter, rallying in spring, and remaining relatively flat in summer months. FY 2025 ridership hit its lowest point during the shortest month of the year, with February recording 8,458 trips, while ridership peaked in August with 11,226 trips. In FY 2024, JAC's fixed route service provided 121,380 unlinked passenger trips. In FY 2025, ridership decreased slightly to 120,239 unlinked passenger trips.

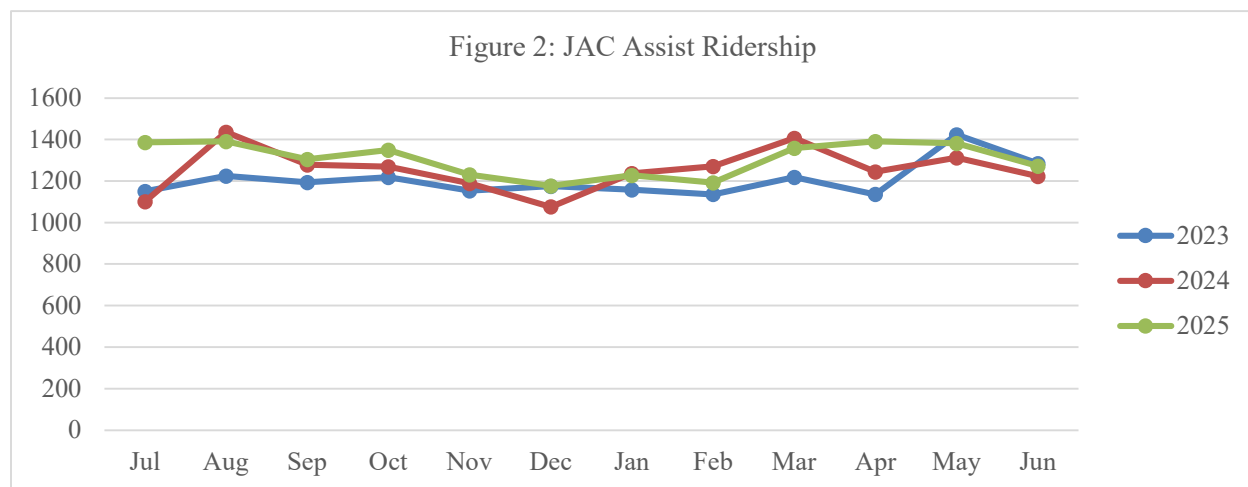


Figure 2 shows ridership for JAC Assist (ADA Paratransit). During FY 2024, JAC Assist provided 15,044 unlinked passenger trips, a 3.9% increase from FY 2023. FY 2025 ridership (15,660) had an annual ridership increase of 4% when compared to FY 2024. JAC Assist continues to be an invaluable service to many throughout the community who otherwise may not be able to reach or afford transportation to their medically necessary destinations.

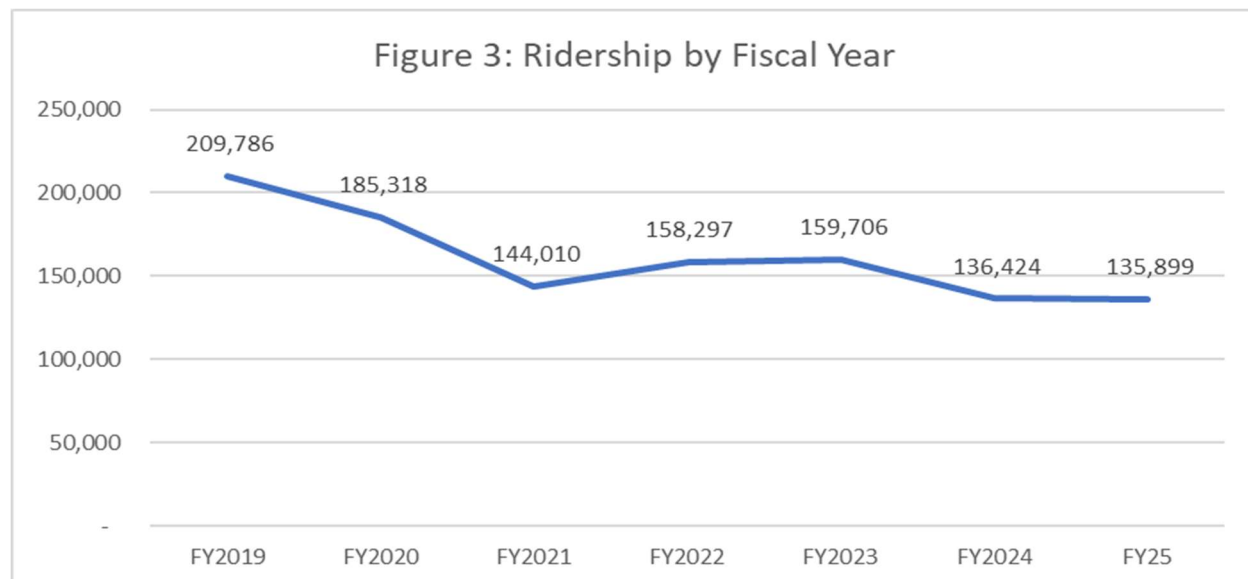
Table 1: JAC Assist Ridership Summary

FY	Trip Purpose*			Area		Trips by Day	
	Medicaid Trips	Medical & Dialysis Trips	General / Subscription Trips	3/4 Mile	Extended	Weekday	Saturday
2023	2,929	4,175	12,412	13,352	1,121	13,845	628
2024	2,990	6,207	10,738	14,502	542	14,301	743
2025	4,922	7,641	7,290	14,164	1,496	14,919	741

* Trips may be listed with multiple purposes.

Table 1 shows additional ridership details for JAC Assist. Staff continue to observe that JAC Assist's ridership is much more dependent on medical business types, including dialysis centers, adult daycares, and physicians' offices. The effectiveness of safety protocols and the essential services that JAC provides for its customers is clear and reflected in the YOY increases seen for medical and dialysis-related trips. Hours of peak business for JAC Assist are Monday, Wednesday, and Friday from 7:30am to 9:30am, and 2:00pm to 5:00pm.

Figure 3 details how JAC's overall ridership responded to COVID-19 shutdowns, pandemic-era fare policy, and the aftermath.



The COVID-19 pandemic, as detailed by the CDC, officially began in March of 2020 and ended in May of 2023. From FY 2019 through FY 2021, JAC saw ridership losses due to COVID-19 and national social distancing policies. In an effort to boost ridership, JAC followed fare policies implemented throughout the country by removing fares and making it free to ride the bus. As the world began to recover and with the help of free fares, ridership saw annual growth in FY 2022 and FY 2023. Halfway through FY 2023, fares were reimplemented, which helped lessen the amount of local matching funds required for FTA funding, but it reflected negatively on annual ridership.

2) Operational Efficiency

JAC uses Vehicle Revenue Hours (VRH) and Vehicle Revenue Miles (VRM) to account for the time and distance a vehicle is in revenue service. VRH and VRM exclude time and distance while traveling for administrative purposes, including maintenance, fueling, and driver training. Revenues and expenditures can be compared with other transit agencies through an analysis of the cost per revenue hour/mile statistic.

Table 2 provides a summary of the cost per revenue hour/mile for FY 2025 as compared to the previous two years. Additional statistics for FY 2024 are provided within the National Transit Database (NTD) report that has been compiled and included in the Appendix of this report. FY 2025 NTD reports are currently under review by the FTA and unavailable for this report.

Table 2: Cost per Revenue Hour/Mile/Trip

	FY 2023		FY 2024		FY 2025	
	Fixed	Paratransit	Fixed	Paratransit	Fixed	Paratransit
Annual Unlinked Trips	145,233	14,473	121,380	15,044	120,239	15,660
Vehicle Revenue Hours	14,784	6,121	14,777	6,164	13,620	5,359
Vehicle Revenue Miles	170,734	55,302	171,025	58,187	168,441	64,227
Operating Cost per Unlinked Passenger Trip	\$9.86	\$36.02	\$13.58	\$37.39	\$14.73	\$34.26
Operating Cost per Vehicle Revenue Mile	\$8.39	\$9.43	\$9.64	\$9.67	\$10.51	\$8.35
Operating Cost per Vehicle Revenue Hour	\$96.88	\$85.16	\$111.52	\$91.25	\$130.00	\$100.12
Number of Passengers per Revenue Hour	9.8	2.4	8.2	2.4	8.8	2.9
Number of Passengers per Revenue Mile	0.9	0.3	0.7	0.3	0.7	0.2
Number of Passengers per revenue day	478	48	398	49	396	52
Farebox recovery rate	3.16%	6.03%	4.52%	7.06%	3.87%	8.87%

JAC fixed route service reported 13,620 Vehicle Revenue Hours and \$1,770,599 in operations costs in FY 2025, for a cost per revenue hour of \$130.00, while the National Transit Database shows a national average of \$212.29 in 2023 (the latest available data). JAC Assist reported 5,359 Vehicle Revenue Hours and \$536,534 in operations costs in FY 2025, resulting in a cost per vehicle revenue hour of \$100.12, compared to the national average of \$203.60 in 2023. While comparing data across years is not ideal, the stark difference in cost per vehicle revenue hour highlights JAC's operational efficiency.¹

The Jump Around Carson bus fleet currently consists of 17 revenue vehicles, with an average of \$11,172 of maintenance costs per vehicle. No revenue vehicles were physically replaced in FY 2024 or 2025. Total maintenance costs (parts and labor) for FY 2025 were \$225,684. Replacing vehicles is a top priority for staff as keeping the fleet in a state of good repair through preventative maintenance and timely replacement reduces maintenance costs. Two vehicles were ordered in FY 2025 with delivery expected in Q4 of FY 2026.

3) Safety

JAC remains one of the safest forms of transportation in Carson City. JAC completes annual updates to its Public Transit Agency Safety Plan (PTASP). The PTASP outlines safety-related occurrences for the agency and establishes targets for the coming fiscal year. There were no fatalities or major injuries in FY 2025. JAC reported zero (0) assaults on transit workers in FY 2025 as compared to three (3) for fixed route in FY 2024.

The PTASP received updates in accordance with FTA regulations, including revised performance targets for FY 2026, the updated name of the CAMPO Chair, and an update to

1 - 2023 NTD Service Data and Operating Expenses, <https://www.transit.dot.gov/ntd/data-product/ts21-service-data-and-operating-expenses-time-series-mode-2>

the name of the Chief Safety Officer, a title given to the Transit Coordinator, who is now Marcus Myers.

4) Administration and Coordination

JAC's transit is operated by a contracted operator, TransDev (DBA First Transit), who provides administration, dispatching, and drivers for the service. First Transit has been contracted with the Carson City RTC since August 2020. First Transit works closely with the Transit Coordinator, Marcus Myers, who oversees the day-to-day administration and management of JAC on behalf of the city. More than half of First Transit's staff (10 employees) have been serving the community on behalf of JAC for 5 years or more.

Improved coordination with MTM, Nevada's Non-Emergency Medical Transportation (NEMT) provider, has allowed JAC Assist to improve efficiency, ridership, and capture additional "organization pair fares," which help lessen the required local match. As detailed in Table 1, on page 2 of this report, Medicaid trips in FY 2025 increased by almost 2,000 trips as compared to the year prior (FY 2024).

Notable Events:

- ☐ FY 2024 was the first full fiscal year with the new fare schedule following COVID's free fares
- ☐ New Transit Coordinator hired in December of 2024
- ☐ JAC celebrated 20 years of service in October of 2025
- ☐ CAMPO selects DART as its first subrecipient of FTA funds
- ☐ JAC and CAMPO began efforts to update the Transit Development and Coordinated Human Services Plan

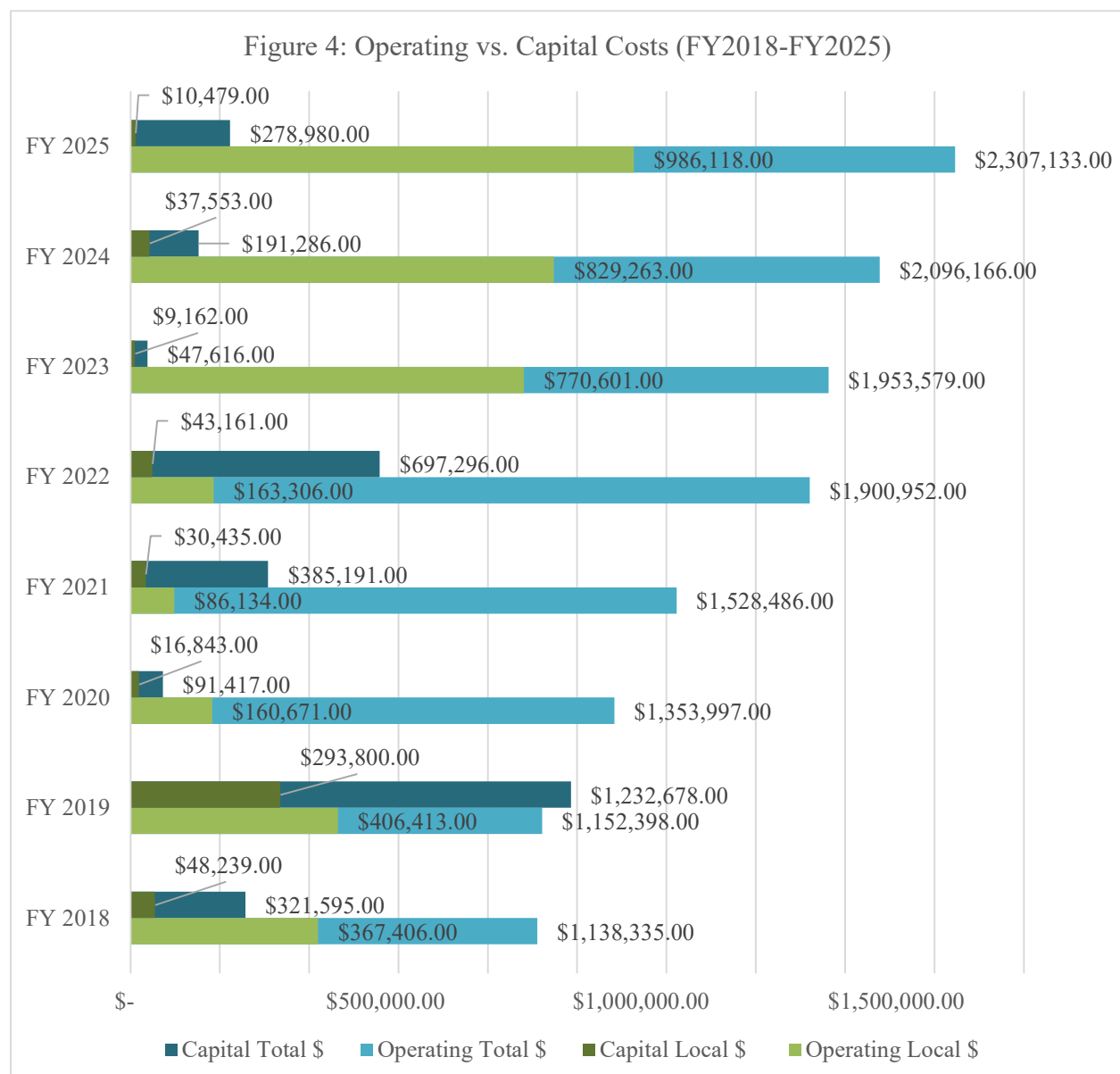
FUNDING AVAILABILITY: REVENUE AND EXPENSES

The FTA provides annual apportionments to fund operations and capital purchases for the JAC transit system. Federal apportionments are available through various funding types, including FTA Section 5307 (Urbanized Area Formula Grants), 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities), and 5339 (Grants for Buses and Bus Facilities) programs. These funds are apportioned directly to the Carson Area Metropolitan Planning Organization (CAMPO) and are formula-based. A local match is required for each of these funding sources. The match share for an individual expenditure can range from 15% to 50% depending on the project and funding program. Typically, 15% is required for bus purchases, 20% for other capital purchases and maintenance, and 50% for operating expenditures. The majority of the local match is provided through a transfer from Carson City's General Fund. In FY 2025, JAC received \$717,637 in General Fund transfers. JAC also receives local match for operations from State grants (\$127,845 in FY 2025) and through the sale of advertisements on buses and shelters (\$18,487). The total local match received in FY 2025 was \$863,969. JAC also receives revenue from ridership through the sales of fares. While fares cannot be used as local match, this revenue reduces the required local match. In FY 2025, JAC received \$116,080 in total fare revenue.



JAC expenditures can be categorized into capital expenses and operating expenses. Capital expenses consist of large purchases, including rolling stock. Operating expenses include all other purchases necessary for JAC operations, such as maintenance on the buses and the operations contract. While the occurrence of capital expenses can fluctuate and be planned for, operating expenses are more frequent and consistent. Operating expenses are tied to labor and fuel costs, and typically increase year over year.

All funds received or expended make up the Transit Fund budget, which includes the City's "225" accounts. FTA grant funds must be allocated to specific activities/projects at the time the grant application is submitted in the federal electronic grant award system. This often results in the fund balance for some projects remaining unused until a future need arises, or a grant amendment may be requested from FTA to allocate funds to another transit project when needed.



In FY 2025, JAC spent \$2,575,634 between operations and capital, compared to \$2,287,452 in FY 2024 and \$2,001,195 in FY 2023. The required local match in FY 2024 and FY 2025 is much higher than in previous years due to CARES Act funding (which did not require a local match) being largely depleted. The CARES Act funding was provided as a one-time apportionment and is expected to run out in FY 2026. While operating assistance from The CARES Act has been expended, there are still lingering dollars for Rolling Stock, Bus Station and Facilities Improvements, and Mobile Fare Collection Software. JAC's spending is expected to increase in FY 2026 and thereafter, due to several factors including, future operating contracts, ADA compliance upgrades at bus stops, and rolling stock purchases in conformance with JAC's adopted Transit Asset Management (TAM) Plan.

Annual apportionments of federal grant funds continue to become available to CAMPO. With section 5307, 5310, and 5339 grant funding, JAC must include a local share, largely contributed by Carson City's General Fund. Apportioned funding is further distributed into categories called Activity Line Items (ALI). The ALIs include categories such as preventative maintenance, operations, facility rehabilitation and restoration, and site safety/security, which is required to be 1% of each apportionment. The distribution of available, executed grant funding and their ALI distributions is provided in Table 3.

JAC typically relies heavily on FTA 5307 (Urbanized Area Formula Program) funding. FTA 5307 funding covers operations of the fixed route service as well as bus maintenance and site facility upgrades. It can also be used for bus and bus facilities as well as sidewalk, bicycle, and bus stop infrastructure. In terms of executed agreements, JAC (as of 9/30/25) has \$2,648,889 in unspent FTA section 5307 funding with \$1,102,815 required in local match. These totals include remaining CARES Act funding. There is \$6,711,754 in FTA 5307 apportioned funds available to CAMPO for execution from FY's 2023, 2024, and 2025 (Table 4). The required local match for these apportioned funds is not known as it depends on the use of the funding, but it is generally estimated to range from \$3,000,000 to \$4,250,000.

FTA 5310 funding is used for enhancing the mobility of seniors and people with disabilities. There is \$69,671 of 5310 funds remaining through CAMPO's executed apportionments. The remaining portion of these funds is available at a 100% federal share. The required remaining local match for these funds is \$0.00. CAMPO has not yet executed FY 2025's apportionment of \$200,155, which has a required local match of 20%.

Bus and Bus Facilities funding is captured under FTA's section 5339 program. JAC currently has four open grants with \$1,170,150 remaining in FTA funding that requires \$347,916 in local matching funds. CAMPO has awarded \$85,000 in funding to Douglas County as a subrecipient to be used towards the purchase of a new ADA-compliant transit vehicle for the DART program. The local match for this funding, \$15,000, will be provided by Douglas County. CAMPO has not yet executed FY 2025's apportionment of \$122,280, which requires a local match rate of 20%



Table 3: Transit Fund Grant Summary (as of September 30, 2025)

FTA Fund Type	Grant Title & Activity Line Item (ALI)	Original Budget Amount	Total Spent FTA	Total Spent Local	Total Remaining FTA	Total Remaining Local
5307	NV-2022-016 - FY 2020 Apportionments					
	Operating	\$1,304,000.00	\$652,000.00	\$652,000.00	(\$0.00)	\$0.00
	Capital Assistance - Preventive Maintenance	\$652,000.00	\$521,600.00	\$130,400.00	\$0.00	\$0.00
	Capital Non-Fixed Route ADA Paratransit	\$162,999.00	\$130,399.00	\$32,600.00	\$0.00	\$0.00
	Renovate Admin Facility (Safety & Security)	\$16,465.00	\$0.00	\$0.00	\$13,172.00	\$3,293.00
	TOTAL	\$2,135,464.00	\$1,303,999.00	\$815,000.00	\$13,172.00	\$3,293.00
5310	NV-2022-009 - FY 2020 & FY 2021 Apportionments					
	3rd Party Contracted Services	\$143,471.00	\$143,471.00	\$0.00	\$0.00	\$0.00
	Acquire- Mobile Fare Coll Equip	\$148,573.00	\$78,902.00	\$0.00	\$69,671.00	\$0.00
	TOTAL	\$292,044.00	\$222,373.00	\$0.00	\$69,671.00	\$0.00
5339	NV-2022-003 - FY 2020 & FY 2021 5339 Apportionment Solar Lighting for all Bus					
	Bus Station/Stops/Terminals	\$306,021.00	\$0.00	\$0.00	\$244,817.00	\$61,204.00
	TOTAL	\$306,021.00	\$0.00	\$0.00	\$244,817.00	\$61,204.00
5339	NV-2021-021 - FY 2019 5339 Apportionment Replacement Vehicle Purchase					
	Bus Rolling Stock - 35ft	\$144,006.00	\$0.00	\$0.00	\$122,405.00	\$21,601.00
	TOTAL	\$144,006.00	\$0.00	\$0.00	\$122,405.00	\$21,601.00
5339b	NV-2021-019 - FY 2019 5339(b) Bus & Bus Facilities, Bus Replacement					
	Bus Rolling Stock - 35ft	\$650,000.00	\$0.00	\$0.00	\$455,000.00	\$195,000.00
	TOTAL	\$650,000.00	\$0.00	\$0.00	\$455,000.00	\$195,000.00
5307	NV-2020-007 - FY 2020 CARES Act Apportionment Ops/PM/Capital Items					
	Operating	\$2,241,894.00	\$2,241,894.00	\$0.00	\$0.00	\$0.00
	Other Capital Items (Bus)	\$308,475.00	\$308,475.00	\$0.00	\$0.00	\$0.00
	Rehab/Renovate Admin Facility (safety & security)	\$37,253.00	\$37,253.00	\$0.00	\$0.00	\$0.00
	Rehab/Renovate Admin Facility	\$217,747.00	\$217,747.00	\$0.00	\$0.00	\$0.00
	ADP Software	\$33,600.00	\$33,600.00	\$0.00	\$0.00	\$0.00
	Bus Support Equip/Facilities Fare	\$71,290.00	\$59,936.00	\$8,562.00	\$11,354.00	\$0.00
	Rehab/Renovate Bus Station	\$51,250.00	\$8,151.00	\$0.00	\$43,099.00	\$0.00
	Rolling Stock (Three 24 Footers)	\$413,964.00	\$413,964.00	\$0.00	\$0.00	\$0.00
	Rolling Stock (Mini Van)	\$94,046.00	\$94,046.00	\$0.00	\$0.00	\$0.00
	Rolling Stock (Two 35 Foot to 24 Foot)	\$255,790.00	\$128,576.00	\$0.00	\$127,214.00	\$0.00
	TOTAL	\$3,725,309.00	\$3,543,642.00	\$8,562.00	\$181,667.00	\$0.00

Table 3: Cont.

FTA Fund Type	Grant Title & Activity Line Item (ALI)	Original Budget Amount	Total Spent FTA	Total Spent Local	Total Remaining FTA	Total Remaining Local
5307	NV-2020-002 - FY 2019 Apportionment Ops/PM/Capital Items					
	Operating	\$1,956,110.00	\$978,055.00	\$978,055.00	\$0.00	\$0.00
	Capital Assistance - Preventive Maintenance	\$265,000.00	\$211,999.00	\$53,000.94	\$1.00	(\$0.94)
	Capital Non-Fixed Route ADA Paratransit	\$193,550.00	\$154,841.00	\$38,709.00	(\$1.00)	\$1.00
	(Safety & Security)	\$19,355.00	\$6,022.00	\$1,506.53	\$9,462.00	\$2,364.47
	ADP Software	\$10,000.00	\$8,000.00	\$2,000.00	\$0.00	(\$0.00)
	Rehab/Renovate Bus Station	\$225,000.00	\$179,930.00	\$44,982.50	\$70.00	\$17.50
	TOTAL	\$2,669,015.00	\$1,538,847.00	\$1,118,253.97	\$9,532.00	\$2,382.03
5307	NV-2024-013 - FY 2021 5307 Apportionment Ops/PM/Capital Items					
	Operating	\$1,072,976.00	\$536,488.00	\$536,488.00	\$0.00	\$0.00
	Capital - Non-Fixed, Paratransit	\$164,770.00	\$131,816.00	\$32,954.00	\$0.00	\$0.00
	Rehab/Reno - Yard/Shop (Safety & Security)	\$16,477.00	\$0.00	\$0.00	\$13,182.00	\$3,295.00
	ADP Software	\$31,250.00	\$3,456.00	\$864.00	\$21,544.00	\$5,386.00
	Bus Stop Amenities	\$250,000.00	\$0.00	\$0.00	\$200,000.00	\$50,000.00
	Bus Rolling Stock	\$484,317.00	\$0.00	\$0.00	\$411,670.00	\$72,647.00
	TOTAL	\$2,019,790.00	\$671,760.00	\$570,306.00	\$646,396.00	\$131,328.00
5307	NV-2025-25-00 FY 2022 5307 Apportionment Ops/PM/Capital Items					
	Operating Assistance	\$1,500,000.00	\$6,866.00	\$6,865.48	\$743,134.00	\$743,134.52
	Capital Non-Fixed route ParaTransit	\$234,425.00	\$28,457.00	\$7,114.81	\$159,083.00	\$39,770.19
	Preventative Maintenance	\$300,000.00	\$41,959.00	\$10,489.13	\$198,041.00	\$49,510.87
	Rehab/Renovate Admin/Maintenance	\$23,444.00	\$0.00	\$0.00	\$18,755.00	\$4,689.00
	Rehab/Renovate Bus Terminal	\$150,663.00	\$0.00	\$0.00	\$120,530.00	\$30,133.00
	Bus Rolling Stock <30ft	\$16,158.00	\$0.00	\$0.00	\$13,734.00	\$2,424.00
	Bus Rolling Stock 35ft	\$640,995.00	\$0.00	\$0.00	\$544,845.00	\$96,150.00
	TOTAL	\$2,865,685.00	\$77,282.00	\$24,469.42	\$1,798,122.00	\$965,811.58
5339	NV-2025-28-00 FY 2022, 2023 & 2024 5339 Apportionment Rolling Stock/Bus station/DART Subaward					
	Rehab/Renovate - Bus Station	\$148,088.00	\$0.00	\$0.00	\$118,470.00	\$29,618.00
	Bus Rolling Stock < 30ft - DART	\$100,000.00	\$0.00	\$0.00	\$85,000.00	\$15,000.00
	Bus Rolling Stock <30ft	\$169,951.00	\$0.00	\$0.00	\$144,458.00	\$25,493.00
	TOTAL	\$418,039.00	\$0.00	\$0.00	\$347,928.00	\$70,111.00

Table 4: Existing FTA Apportionments yet to be executed

FTA Fund Type	Existing Available Apportioned Grants	FTA Amount
5307	FFY 2023 Apportionment Ops/PM/Capital Items	
50% Match Ops. 80% Match Cap.	Available - Operating Assistance	\$1,893,183.93
	(Safety & Security (1% Min))	\$19,123.07
	TOTAL	\$1,912,307.00
5307	FFY 2024 Apportionment Ops/PM/Capital Items	
50% Match Ops. 80% Match Cap.	Available - Operating Assistance	\$2,351,549.97
	(Safety & Security (1% Min))	\$23,753.03
	TOTAL	\$2,375,303.00
5307	FFY 2025 Apportionment Ops/PM/Capital Items	
50% Match Ops. 80% Match Cap.	Available - Operating Assistance	\$2,421,722.56
	(Safety & Security (1% Min))	\$2,421.44
	TOTAL	\$2,424,144.00
5339	FFY 2025 Bus and Bus Facilities	
80+% Match	Bus and Bus Facilities	\$122,280.00
	TOTAL	\$122,280.00
5310	FFY 2025 Senior and Disabled	
80% Match	Senior and Disabled	\$200,155.00
	TOTAL	\$200,155.00

OUTLOOK: CHALLENGES AND OPPORTUNITIES

1) Funding

JAC staff and leadership are committed to providing strong returns on investment in the form of quality service and increased ridership. However, continued sustainability and improvements to the service will rely heavily on matching funds that allow the service to maximize FTA apportionments. Without adequate local matching funds JAC may be unable to utilize future apportionments, resulting in grant funds reverting to the FTA to be redistributed to agencies who can provide the required local matching funds within the required timeframes. To date JAC has not been required to return any funds to the FTA due to Carson City's leadership providing remaining matching funds as needed.

JAC is investigating creative ways to utilize the federal funding expanding the scope to include more ADA and pedestrian related infrastructure. Staff is also looking for new local funding sources in partnership with other agencies or organizations to complete projects or provide new service that mutually benefits both parties. CAMPO contributes the federal funds, and the partner agency provides the local match.

2) Short- and Long-Term Service Enhancements

Improvements currently planned and/or underway include a solar lighting and bus stop sign project, the JAC transit center project, which will improve the safety and comfortability

of riders waiting for their bus, and improved access to information about the JAC transit system. Once completed, the TDCHSP will outline goals for JAC's short- and long-term improvements. These improvements will largely aim to maintain existing levels of service while remaining within known funding constraints, although service-related tradeoffs may be required if additional funding cannot be acquired. Increasing safety, reliability, and ridership all remain priorities for JAC's transit system.

These updates collectively improve accessibility of the JAC transit system for users of all ages and abilities and have the potential to increase ridership with limited or no increase in cost to the current transit budget. Furthermore, Carson City's continued investment in Complete Streets infrastructure complements JAC services. Elements like wide sidewalks and bicycle lanes help riders bridge the first/last mile gap, the part of the trip between their transit stop and the origin/destination. With so many riders walking less than 5 minutes to access JAC, there is significant untapped ridership potential as more Complete Street elements continue to be constructed.

CONCLUSION

Jump Around Carson has had the privilege of serving Carson City for the last 20 years, providing services that fill a void in the community and provide a vital transportation lifeline for those who need it. Additionally, JAC's transit funding has been used to improve infrastructure throughout the city, including new buses, ADA sidewalk improvements, bus stop shelters and benches, expanded fleet maintenance, a dedicated wash bay, and a tire facility currently under construction. JAC is poised to remain a reliable, economical, and friendly transportation option for the many residents and visitors who rely upon the services provided. Promoting the service and adapting to changing demographics, funding streams, and technology must be prioritized in order to successfully serve the riding public and continue meeting federal requirements. All staff who take part in JAC's operation are committed to serving the community and providing the highest quality transportation in and around Carson City.

ENJOY THE RIDE!



APPENDIX A: NTD 2024 Report

2024 Annual Agency Profile - Carson Area Metropolitan Planning Organization (NTD ID 90215)

Mailing Address: 3505 BUTTI WAY
CARSON CITY, NV

Website: www.carsonareampo.com/

Geographic Coverage

Primary Urbanized/Rural Area	Carson City, NV
Service Area Population	58,639
Service Area Sq. Miles	26
Other Areas Served:	
	Nevada Non-UZA

Assets

Revenue Vehicles	19
Service Vehicles	1
Facilities	2

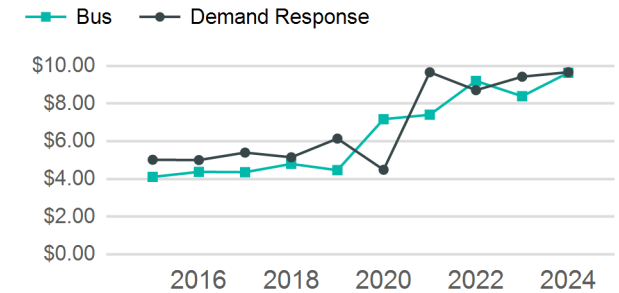
Service Consumed

Annual Unlinked Trips (UPT) 136,424

Service Supplied

Annual Vehicle Revenue Miles (VRM)	229,212
Annual Vehicle Revenue Hours (VRH)	20,941
Vehicles Operated in Maximum Service (VOMS)	10

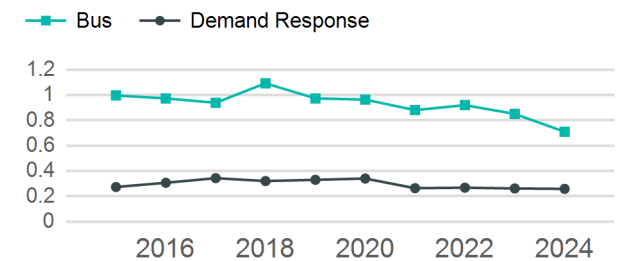
Operating Expenses per Vehicle Revenue Mile



Modal Characteristics

Mode	Annual Unlinked Passenger Trips	Directly Operated VOMS	Purchased Transportation VOMS	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours
Bus	121,380	0	4	171,025	14,777
Demand Response	15,044	0	6	58,187	6,164
Total	136,424	0	10	229,212	20,941

Unlinked Passenger Trip per Vehicle Revenue Mile



Metrics

Mode	Service Efficiency		Service Effectiveness		
	OE per VRM	OE per VRH	UPT per VRM	UPT per VRH	OE per UPT
Bus	\$9.64	\$111.52	0.7	8.2	\$13.58
Demand Response	\$9.67	\$91.25	0.3	2.4	\$37.39
Total	\$9.64	\$105.55	0.6	6.5	\$16.20

2024 Annual Agency Profile - Carson Area Metropolitan Planning Organization (NTD ID 90215)

2024 Funding Breakdown

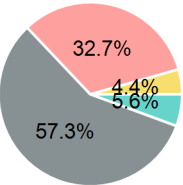
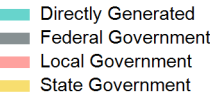
Summary of Operating Expenses (OE)

Sources of Operating Funds Expended

Operating Funding Sources

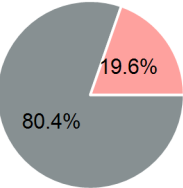
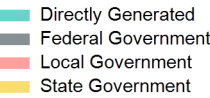
Mode	Operating Expenses	Fare Revenues
Bus	\$1,647,933	\$74,527
Demand Response	\$562,445	\$39,685
Total	\$2,210,378	\$114,212

Directly Generated	\$124,001
Federal Government	\$1,266,903
Local Government	\$722,724
State Government	\$96,750
Total Operating Funds Expended	\$2,210,378



Capital Funding Sources

Sources of Capital Funds Expended



Directly Generated	\$0
Federal Government	\$153,733
Local Government	\$37,553
State Government	\$0
Total Capital Funds Expended	\$191,286

2024 Asset Management

Transit Asset Management (TAM) Tier Tier II

TAM Sponsor NTD ID

Metrics

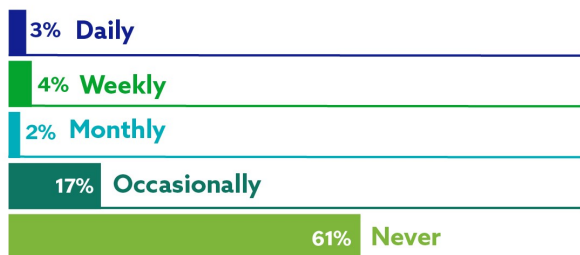
Mode	Average Fleet Age in Years
Bus	4.6
Demand Response	7.6

APPENDIX B: Rider Survey

CAMPO 2050 RTP & CHSP Survey Results

How often do you use the following types of transportation?

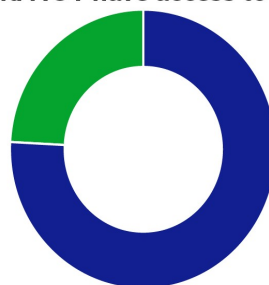
PUBLIC TRANSPORTATION/TRANSIT



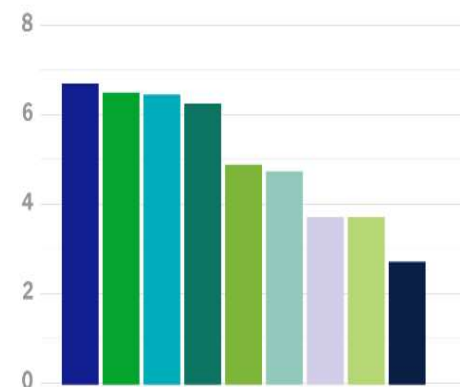
During the past year, were you UNABLE to travel because you did NOT have access to transportation?

76% Yes

24% No



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

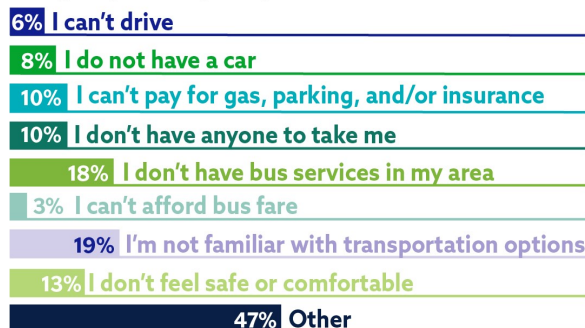


When I travel in my community, I would like to _____ more than I currently do:

30% Use Transit
26% Walk
25% Bike
16% Drive
3% Other



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



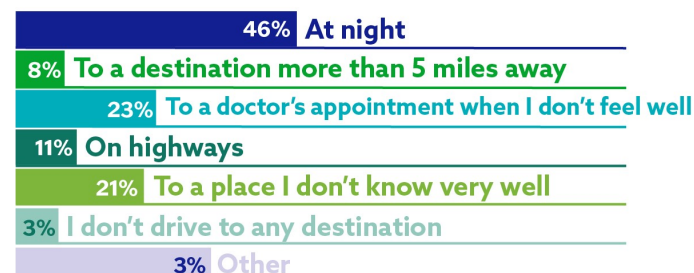
■ Sidewalk & Bike Facility Connectivity
■ Roadway Safety
■ Public Transportation
■ Road Condition & Resiliency of Infrastructure
■ Landscape & the Natural Environment
■ Traffic Congestion
■ ADA Accessibility
■ Public
■ Other

CAMPO 2050 RTP & CHSP Survey Results

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

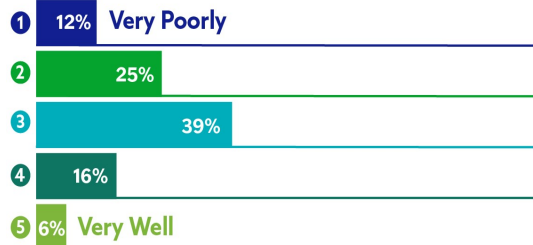


If you drive, are there any circumstances in which you would prefer not to drive?



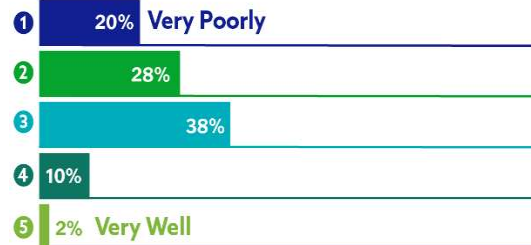
Rate how well you think the following areas are performing in the CAMPO region (1-5).

PUBLIC PARTICIPATION & INFORMATION SHARING



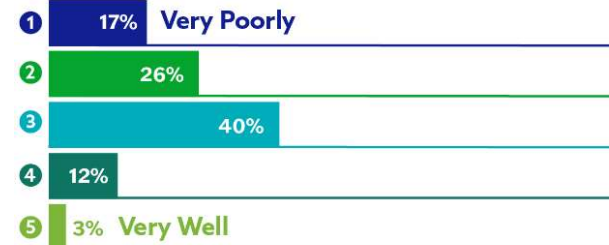
Rate how well you think the following areas are performing in the CAMPO region (1-5).

EASE & FREQUENCY OF PUBLIC TRANSPORTATION



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

ACCESS TO PUBLIC TRANSPORTATION



Coordinated Human Services Plan Strategy Matrix

Note: Strategies that have an asterisk are incorporated as part of the Short-Term Transit Plan (STTP).
A coordinated effort must be made by CAMPO and the Steering Committee for documentation of joint strategies.



Theme 1: Improved Service and Regional Connectivity for Target Populations

Goal	Strategy	Timeline	Priority Ranking
Goal 1.1 – Increase access through partnerships for extended transit hours	1.1.1 Analyze demand for evening/weekend service.*	Mid Range	High
	1.1.2 Pilot late-evening service for workforce and education needs.*	Long Range	Low
	1.1.3 Use flexible driver scheduling to support expanded hours.*	Long Range	Medium
	1.1.4 Coordinate with employers and schools to align service.*	Long Range	High
Goal 1.2 – Strengthen regional connections	1.2.1 Develop cross-county connector services.*	Long Range	High
	1.2.2 Establish interlocal agreements for cost-sharing.	Short Range	High
	1.2.3 Conduct regional mobility study.	Mid Range	Medium
	1.2.4 Coordinate with healthcare providers for medical trips.	Mid Range	Low
	1.2.5 Explore potential contracting partnerships with MTM, the current statewide broker for Non-Emergency Medical Transportation (NEMT) trips.	Short Range	Low



Theme 2: Universal Access and Infrastructure Enhancements

Goal	Strategy	Timeline	Priority Ranking
Goal 2.1 – Improve safety, comfort, and access to transit facilities	2.1.1 Inventory and prioritize bus stop upgrades.*	Short Range	Medium
	2.1.2 Develop a plan for amenity improvements: shelters, lighting, benches, and ADA upgrades.* (There is an ADA transition plan for Carson City)	Short Range	High
	2.1.3 Improve pedestrian and bicycle access to stops.*	Long Range	High
	2.1.4 Prioritize snow removal and safety measures.*	Mid Range	Medium
	2.1.5 Create accessibility maps for mobility device users.*	Mid Range	Low



Theme 3: Flexible and Specialized Transportation Services

Goal	Strategy	Timeline	Priority Ranking
Goal 3.1 – Provide mobility options for seniors, individuals with disabilities, and rural residents	3.1.1 Examine paratransit service area to determine service effectiveness.*	Short Range	Medium
	3.1.2 Pilot microtransit in underserved areas.*	Long Range	High
	3.1.3 Partner with taxis and rideshare for same-day service.*	Long Range	Low
	3.1.4 Coordinate non-emergency medical transportation programs.	Mid Range	High
	3.1.5 Develop urgent one-time trip protocols.	Short Range	Low
Goal 3.2 – Enhance service quality for special populations	3.2.1 Expand driver customer service and disability training.	Short Range	High
	3.2.2 Establish a Paratransit Advisory Group which meets regularly.	Short Range	Low
	3.2.3 Partner with human services on individualized travel support.	Short Range	Medium



Theme 4: Affordability, Equal Access, and Language Access

Goal	Strategy	Timeline	Priority Ranking
Goal 4.1 – Ensure transit affordability and access to all residents	4.1.1 Expand reduced fare programs using income verification.*	Mid Range	Low
	4.1.2 Introduce family and youth discounts.*	Short Range	Medium
	4.1.3 Implement fare capping and mobile wallets.*	Mid Range	Low
Goal 4.2 – Improve equal access of information and communication	4.2.1 Offer bilingual customer service.*	Short Range	Medium
	4.2.2 Translate key rider information.	Short Range	High
	4.2.3 Ensure cash and non-digital fare options.*	Long Range	High

Theme 5: Service Quality and Workforce Sustainability



Goal	Strategy	Timeline	Priority Ranking
Goal 5.1 – Improve reliability and rider experience	5.1.1 Improve on-time performance tracking.*	Short Range	Low
	5.1.2 Reassess routes for efficiency.*	Short Range	High
	5.1.3 Implement rider feedback dashboard.	Mid Range	Medium
Goal 5.2 – Support workforce recruitment and retention	5.2.1 Develop a plan to increase driver pay competitiveness.*	Long Range	Medium
	5.2.2 Offer part-time and flexible shifts.*	Mid Range	High
	5.2.3 Establish safety and wellness programs.	Mid Range	Low

Theme 6: Rider Awareness, Information, and Education



Goal	Strategy	Timeline	Priority Ranking
Goal 6.1 – Increase awareness of available services	6.1.1 Relaunch Transit Ambassador program.*	Short Range	Low
	6.1.2 Create regional mobility guide.	Short Range	High
	6.1.3 Conduct outreach at schools, libraries, and clinics.	Short Range	Medium
Goal 6.2 – Modernize information tools	6.2.1 Install real-time info displays.*	Mid Range	High
	6.2.2 Enhance trip planner and service alerts.*	Mid Range	Medium
	6.2.3 Improve stop signage with QR codes and maps.*	Short Range	Low

Theme 7: Coordination and Innovation



Goal	Strategy	Timeline	Priority Ranking
Goal 7.1 – Strengthen coordination among providers and agencies	7.1.1 Continue participation in Quad-County Mobility Working Group (different than para group for JAC).	Short Range	Low
	7.1.2 Expand data sharing and scheduling collaboration.*	Mid Range	Medium
	7.1.3 Develop partnerships with healthcare, education, and workforce agencies.	Short Range	High
Goal 7.2 – Support innovation	7.2.1 Pilot regional mobility app integration.*	Long Range	Low
	7.2.2 Advance mobility management partnerships.	Mid Range	Medium
	7.2.3 Pursue joint funding and grant opportunities.	Mid Range	High
	7.2.4 Develop transit value briefing materials.*	Short Range	Low



STAFF REPORT

Report To: _____ **Meeting Date:** December 10, 2025

Staff Contact: _____

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

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

Proposed Motion

N/A

Board's Strategic Goal

Previous Action

Background/Issues & Analysis

Applicable Statute, Code, Policy, Rule or Regulation

Financial Information

Is there a fiscal impact? No

If yes, account name/number:

Is it currently budgeted? No

Explanation of Fiscal Impact:

Alternatives

Motion: _____	1) _____	Aye/Nay
	2) _____	_____

(Vote Recorded By)



STAFF REPORT

Report To:

Meeting Date: December 10, 2025

Staff Contact:

Agenda Title: October Street Operations and Control Systems Reports (Chris Martinovich, Transportation Manager)

Agenda Action: Other / Presentation

Time Requested:

Proposed Motion

N/A

Board's Strategic Goal

Previous Action

Background/Issues & Analysis

Applicable Statute, Code, Policy, Rule or Regulation

Financial Information

Is there a fiscal impact? No

If yes, account name/number:

Is it currently budgeted? No

Explanation of Fiscal Impact:

Alternatives

Attachment(s):

[6B_RTC_Exhibit 1 - Street Operations Report.pdf](#)

[6B_RTC_Exhibit 2 - Traffic-Transportation Control Systems Report.pdf](#)

Motion: _____

1) _____

2) _____

Aye/Nay

(Vote Recorded By)



Carson City Regional Transportation Commission
Item for Commission Information

RTC Meeting Date: December 10, 2025
To: Regional Transportation Commission
From: Greg King, Street Supervisor
Date Prepared: November 5, 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 October 2025

Street Repair and Maintenance

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Crack Seal Operation (blocks of sealant used)	0	0
Street Patching Operation (tons of asphalt)	80	293
Pot Holes Repaired	54	185

Tree Care and Maintenance

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Tree Pruning Operations	49	353
Tree Removal	0	17
Tree Replacement	0	0
Tree Care Chemical Treatment (gallons)	165	365
Tree Work for Other Departments	0	1
Weed Abatement Chemical Sprayed (gallons applied)	791	3,296

Concrete Repair and Maintenance

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Concrete Poured (yards)	87	204
Curb & Gutter (linear feet)	126	909
Sidewalk & Flat Work (sq/ft)	3,658	8,159
ADA Ramps	0	2
Misc.	97LF	0

Grading and Shoulder Maintenance

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Dirt Road Work/Misc	0	0
Shoulder Work on Asphalt Roads (feet)	716	4,016
Debris Cleaned	10	63

Storm Water

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Sediment Removed from Ditches (yards)	91.5	2,273
Lineal foot of ditch cleared	1,292	5,023
Pipe Hydro Flushed (linear feet)	1230	1,925

Sweeper Operations

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
------------	---------------------	------

Curb Miles Swept	583.5	2,212
Material Picked Up (yards)	481	1,255
City Parking Lots Swept	4	8

Trucking Bins

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Bins Hauled for Waste Water Treatment Plant (yards)	41	180
Bins Hauled for Sweeping Operation (yards)	38	134
Equipment Transported for other Departments	0	0

Banner and Decorations Activities

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Banner Operations Carson Street	5	18
Changed Lamp Post Banners	0	27
Installed Christmas Decorations	0	0
Removed Christmas Decorations	0	0

Signs and Markings

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Signs Made	10	61
Signs Replaced	9	31
Sign Post Replaced	0	7
Signs Refurbished/Replaced due to Graffiti Damage	0	0
Delineators Replaced	12	65
Cross Walks Painted	0	121
Stop Bars Painted	0	92
Yield Bars Painted	0	64
Right Arrows Painted	0	12
Left Arrows Painted	0	26
Straight Arrows Painted	0	5
Stop (word) Painted	0	0
Only (word) Painted	0	0
Bike Symbol & Arrow	0	0
Install Street, bicycle, and pedestrian counters	3	25
Curb Painted (linear feet)	0	0

Weather Events

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Snow and Ice Control	0	0
Sand/Salt mixture applied (Yards)	0	0
Brine mixture applied (Gallons)	0	0
Rain Event/Flood Control	0	2
Drainage Inlets Cleared	7	7
Material removed from S/D system	0	0
Wind	0	0

6B_RTC_Exhibit 2 - Traffic/Transportation Control Systems Report



Carson City Regional Transportation Commission Item for Commission Information

RTC Meeting Date: December 10, 2025
Date Prepared: December 2, 2025
Reporting Period: October, 2025
Subject Title: Traffic / Transportation Control Systems Activity Report
Staff Summary: 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	202	508
Total Work Orders Completed	281	585
Total Open Work Orders	93	NA

Completed Work Order By Type

ACTIVITIES	QUANTITIES	FYTD
Planned and Scheduled Maintenance Work Orders	274	556
Unplanned and Repair Work Orders	7	29

Completed Work Orders by County

ACTIVITIES	QUANTITIES	Percent
Douglas County	71	25%
Lyon County	6	2%
Storey County	0	0%
Carson City	204	73%
Unknown	0	0%

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:

Meeting Date: December 10, 2025

Staff Contact:

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

Agenda Action: Other / Presentation

Time Requested:

Proposed Motion

N/A

Board's Strategic Goal

Previous Action

Background/Issues & Analysis

Applicable Statute, Code, Policy, Rule or Regulation

Financial Information

Is there a fiscal impact? No

If yes, account name/number:

Is it currently budgeted? No

Explanation of Fiscal Impact:

Alternatives

Attachment(s):

[6C_RTC_Exhibit 1 - Transportation and Streets Revenue Accounts.pdf](#)

[6C_RTC_Exhibit 2 - Project Status Report Dec 2025.pdf](#)

Motion: _____

1) _____

2) _____

Aye/Nay

(Vote Recorded By)

Fuel/Tax Revenues				
Gasoline Gallons Sold ^{2,3}				
Month	FY2023 ¹	FY2024 ¹	FY2025 ¹	FY2026 ¹
JUL	4,220,590	3,965,689	4,320,724	4,337,564
AUG	4,234,582	4,104,221	4,196,903	4,458,605
SEP	3,894,625	3,854,108	3,942,136	3,944,625
OCT	3,958,285	3,907,100	4,198,320	
NOV	3,502,424	3,577,811	3,722,217	
DEC	4,537,676	3,720,476	3,785,182	
JAN	3,043,290	3,339,952	3,917,500	
FEB	3,201,366	3,412,536	3,472,422	
MAR	3,309,050	3,559,473	3,846,801	
APR	3,820,024	3,678,204	3,792,383	
MAY	4,018,183	3,851,281	3,816,305	
JUNE	4,057,802	4,150,910	4,070,100	
Total Year Gallons	45,797,897	45,121,761	47,080,993	
Gasoline Revenues ⁴				
Fuel Tax Revenue County Option 9¢ - NRS 373 (RTC)	\$ 3,940,048	\$ 3,981,263	\$ 4,145,543	\$ 1,123,738
County option motor vehicle fuel tax 6.35¢ - NRS 365 (Street Operations)	\$ 1,873,632	\$ 1,869,465	\$ 1,921,138	\$ 511,609
Diesel Gallons Sold ^{2,3}				
Month	FY2023 ¹	FY2024 ¹	FY2025 ¹	FY2026 ¹
JUL	1,135,368	1,026,450	1,059,022	1,108,374
AUG	1,224,462	1,077,048	1,081,634	1,165,714
SEP	1,157,759	1,116,748	986,532	1,092,247
OCT	1,141,459	1,089,220	1,038,653	
NOV	899,884	946,012	908,845	
DEC	767,073	849,139	810,757	
JAN	701,894	751,666	824,737	
FEB	724,359	740,617	691,802	
MAR	845,076	845,004	806,666	
APR	966,083	943,427	878,832	
MAY	1,067,394	1,068,855	950,852	
JUN	1,047,908	1,057,165	1,007,602	
Total Year Gallons	11,678,719	11,511,351	11,045,934	3,366,335
Diesel 5 cent Tax Revenue ¹	\$ 661,577	\$ 568,664	\$ 567,031	\$ 131,960
NRS 373.083.5 (% to NDOT)	\$ (99,231)	\$ (56,405)		
Final - Diesel Revenue	\$ 562,345	\$ 512,259	\$ 567,031	\$ 131,960
Basic City County Relief Tax (BCCRT) 0.25% Sales Tax				
Month	FY2023 ¹	FY2024 ¹	FY2025 ¹	FY2026 ¹
JUL	333,043	359,937	361,271	519,692
AUG	336,083	365,305	356,622	212,738
SEP	337,342	366,805	357,879	247,064
OCT	337,975	353,501	343,590	
NOV	317,077	343,720	152,005	
DEC	342,903	383,106	429,718	
JAN	290,322	290,116	319,461	
FEB	269,279	302,593	282,030	
MAR	329,948	336,156	305,519	
APR	337,725	360,130	367,792	
MAY	350,655	382,191	362,049	
JUN	371,249	372,450	607,703	
Sales Tax, Voter Approved 0.25%	\$ 3,953,601	\$ 4,216,009	\$ 4,245,638	\$ 979,494

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	
25	\$ 21,707.00	District 4	
Varies	\$ 275,700.00	Prior Contributions obligated to Projects (Appion / Goni)	

EV Charger Revenue (effective Jan. 2024)

Month	FY2024 ¹	FY2025 ¹	FY2026 ¹	
JUL		\$ 54.15	\$ 398.75	
AUG		\$ 89.80	\$ 444.92	
SEP		\$ 96.79	\$ 288.54	
OCT		\$ 40.23	\$ 223.72	
NOV		\$ 126.31		
DEC		\$ 64.13		
JAN	\$ 27.91	\$ 125.04		
FEB	\$ 32.67	\$ 440.75		
MAR	\$ 109.84	\$ 653.23		
APR	\$ 172.07	\$ 375.29		
MAY	\$ 124.65	\$ 407.71		
JUN	\$ 80.17	\$ 236.77		
Total	\$ 547.31	\$ 2,710.20	\$ 1,355.93	

Capital Sanitation/Street Repairs

	FY2023	FY2024	FY2025	FY2026
Total	\$ 361,363	\$ 375,333	\$ 396,640	\$ 105,516

Complete Streets Revenue*

	FY2023	FY2024	FY2025	FY2026
Total	\$ 13,256	\$ 13,822	\$ 14,624	\$ 5,154

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



6C_RTC_Exhibit 2-Project Status Report

Carson City Regional Transportation Commission Capital Project Information

Report Date: December 10, 2025

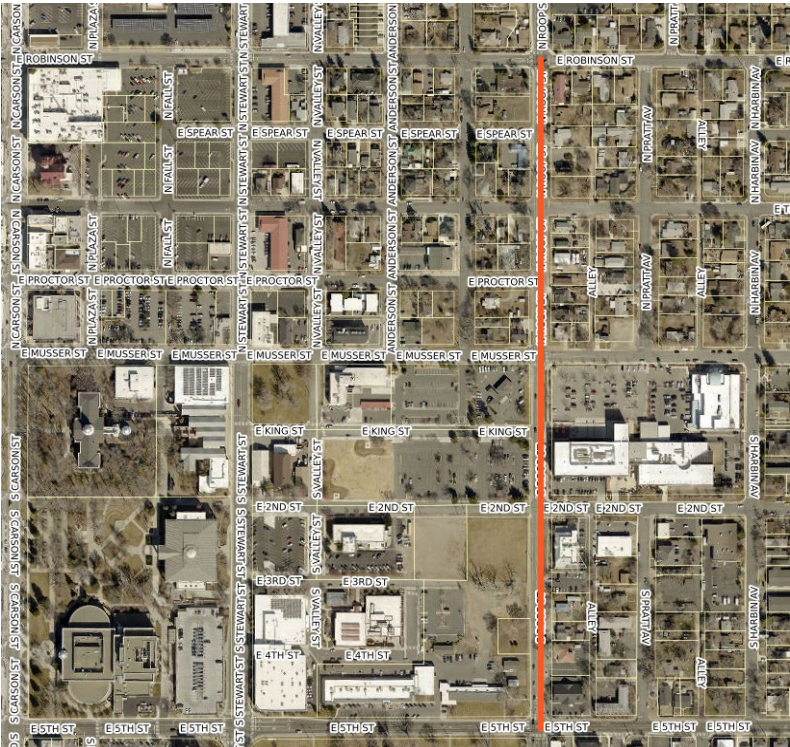
To: Regional Transportation Commission

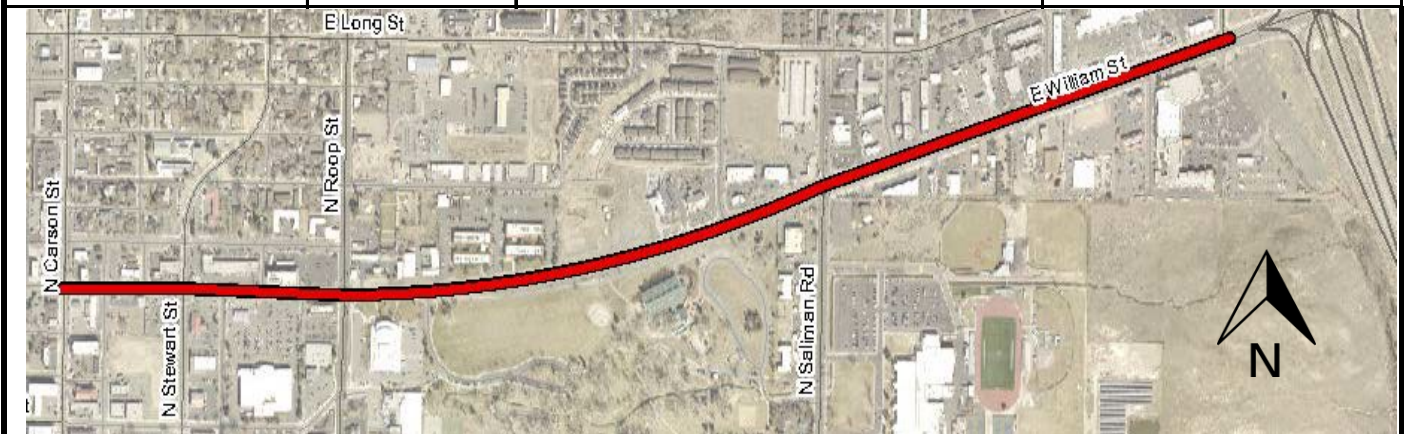
From: Casey Sylvester, Transportation/Traffic Engineer

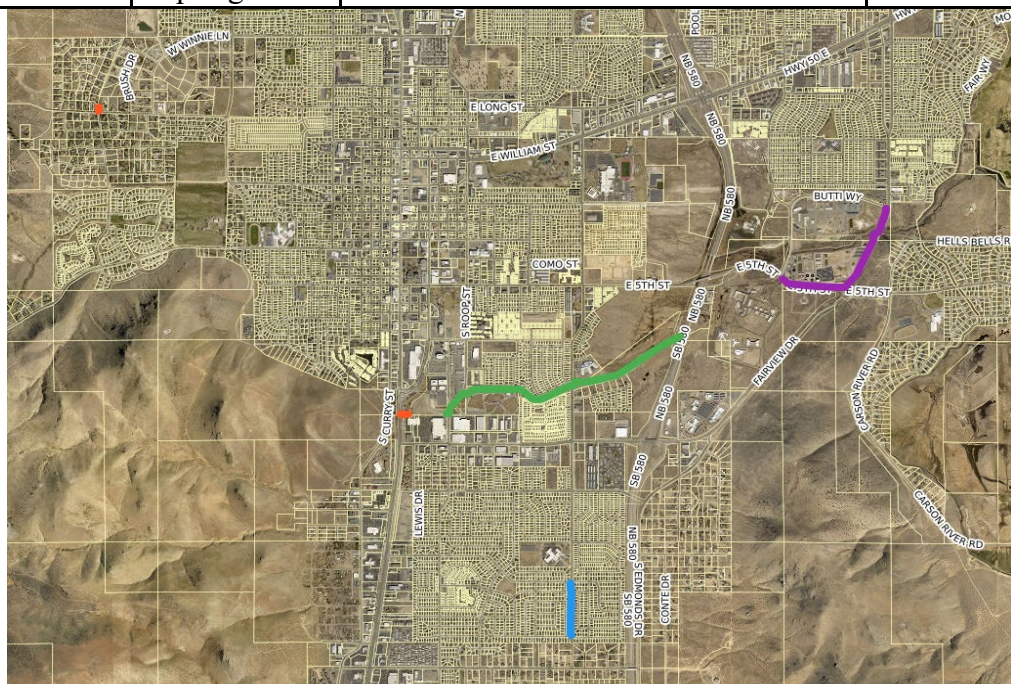
Subject: Bi-Monthly Capital Project Status Report for the Commission's Information

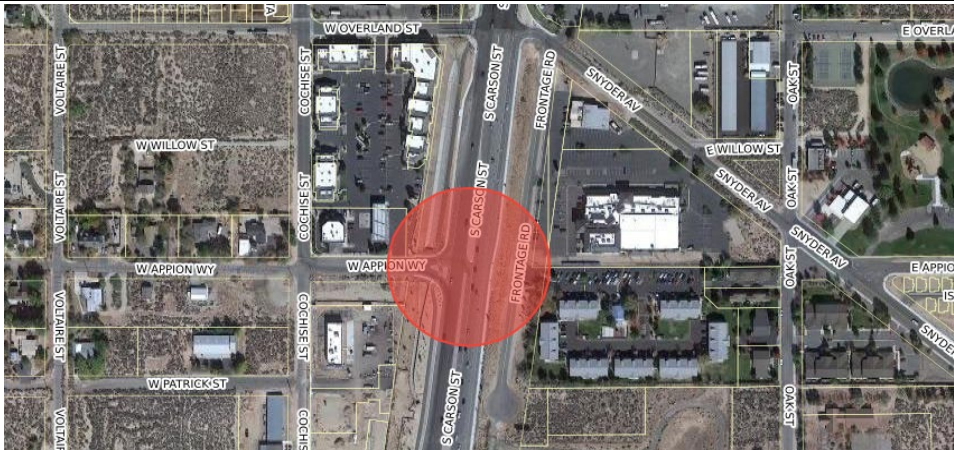
Project Name	*Project Cost to Date	Page #
P303519009 - Roop Street Rehabilitation Project	\$336,806	2
P751021001 - East William Complete Streets Project	\$5,539,546	3
P303522005 - Carson City Multi-Use Path Improvement and Rehabilitation Project	\$1,390,565	4
P751021002 - Appion Way Traffic Signal and Intersection Improvement Project	\$277,543	5
P303523005 - West Carson Vulnerable User Pedestrian Safety Improvement Project	\$228,603	6
P303525008 - District Pavement Improvements – ARPA – Menlo Drive	\$1,789,073	7
P303524009 - District Pavement Improvements – ARPA – Districts 2 and 4	\$1,055,719	8
P303524002 - District 1 – Carmine Street Rehabilitation Project	\$188,344	9
P303524004 - District 1 – College Pkwy & Airport Road Pavement Preservation Project	\$111,008	10
P303524005 - District 1 – Goni Road Rehabilitation Project	\$122,355	11
P303525001 - District 2 – Little Lane Rehabilitation Project	\$188,955	12
P303525002 - District 2 – Stewart Street Preservation Project	\$72,736	13
P303525003 - District 2 – Fairview Drive Preservation Project	\$13,738	14
P303525004 - District 2 – 5th Street Rehabilitation Project	\$200,161	15
P303525006 - North Lompa Multi-Use Path Extension Project	\$45,436	16
P303525007 - Curry Street Complete Streets Project	\$126,183	17
P303625001 - JAC Transit Stop Lighting Project	\$12,233	18
P303525011 - Ash Canyon Road and Trailhead Project	\$4,944	19
P303526001 - District 3 - 2026 Pavement Preservation Project	\$2,792	20
P303526002 - District 3 - Empire Ranch Road Project	\$28,590	21
P303526003 - District 3 - Fairview Drive Preservation Project	\$91	22
P303526005 - District 3 - Butti Way Preservation Project	\$91	23
P303526006 - Saliman School Safety Project	\$91	24
TOTAL	\$11,735,604	

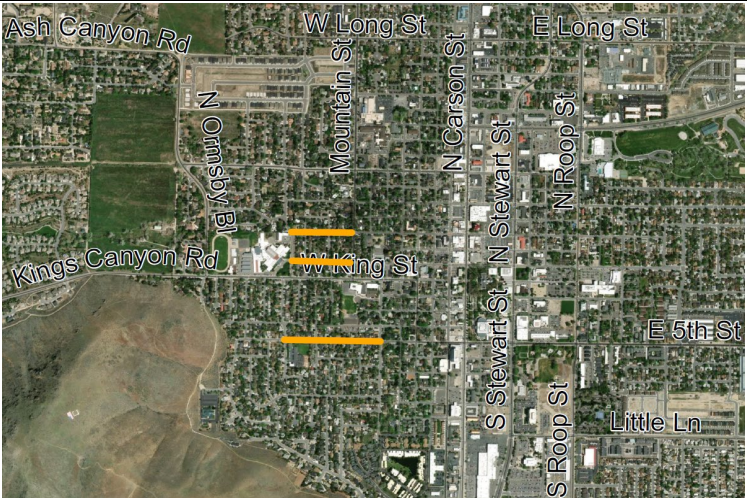
*As of December 1, 2025; includes design, construction management, and construction costs to date.

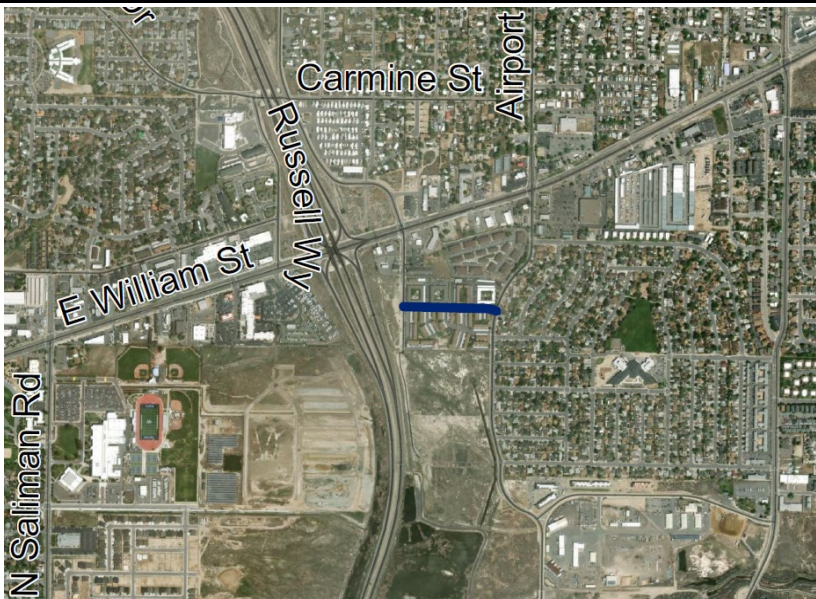
Project Name:		Roop Street Rehabilitation Project		
Project Number:		P303519009		
Department Lead:		Public Works		
Project Cost to Date	\$336,806	As of Date	Grant Funded	Total Budget
		December 1, 2025	No	\$3,076,757
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2535005	507010	V&T Infrastructure Fund	FY 19 to FY 24	\$1,473,500
2503035	507010	RT Fund	FY 21	\$169,555
6037510	507010	Redevelopment Capital	FY 24	\$800,000
5103205	507010	Wastewater Utility Fund	FY 21	\$515,000
5203505	507010	Water Fund	FY 22	\$118,702
Project Description				
Project Length	0.2 miles of full roadway reconstruction.		TIP I.D.	CC20220008
This project includes the reconstruction of Roop Street, between East 5th Street and Caroline Street. The project improvements also include the repair and construction of sidewalk infrastructure to improve connectivity and meet Federal Americans with Disabilities Act (ADA) standards.				
Project Justification				
This route provides a critical north-south access connection to the Carson City Public Safety Complex. The pavement is in very poor condition and pedestrian facilities do not meet ADA standards.				
Project Status				
The project was advertised in December 2025 and will close on December 23, 2025.				
Project Schedule				
Phase	Start Date	Completion Date		Notice to Proceed Date
Design	Sep-24	Nov-25		Sep-24
Construction	Apr-26	Jul-27		N/A
				


Project Name:		East William Complete Streets Project		
Project Number:		P751021001		
Department Lead:		Public Works		
Project Cost to Date	\$5,539,546	As of Date	Grant Funded	Total Budget
		December 1, 2025	Yes	\$28,762,257
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
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
Project Description				
Project Length	1.5 Miles of complete streets improvements		TIP I.D.	CC20210005 CC20220005
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.				
Project Justification				
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.				
Project Status				
Coordination is ongoing with NV Energy for completion of underground utility contract. Granite Construction is continuing utility work and has begun work on the complete street project and will continue to work through summer of 2026.				
Project Schedule				
Phase	Start Date	Completion Date	Notice to Proceed Date	
Design	Nov-21	Dec-23	NA	
Construction	Fall-25	Dec-26	Dec-24	
				


Project Name:		Carson City Multi-Use Path Improvement and Rehabilitation Project		
Project Number:		P303522005		
Department Lead:		Public Works		
Project Cost to Date	\$1,390,565	As of Date	Grant Funded	Total Budget
		December 1, 2025	Yes	\$1,630,000
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2503035	507010	RT Fund	FY 22	\$81,500
2503035	507010	RT Fund (Federal TAP)	FY 22	\$1,548,500
Project Description				
Project Length	7 miles rehabilitated path		TIP I.D.	CC20210009
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.				
Project Justification				
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.				
Project Status				
The contractor is working on punch list items.				
Project Schedule				
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
				

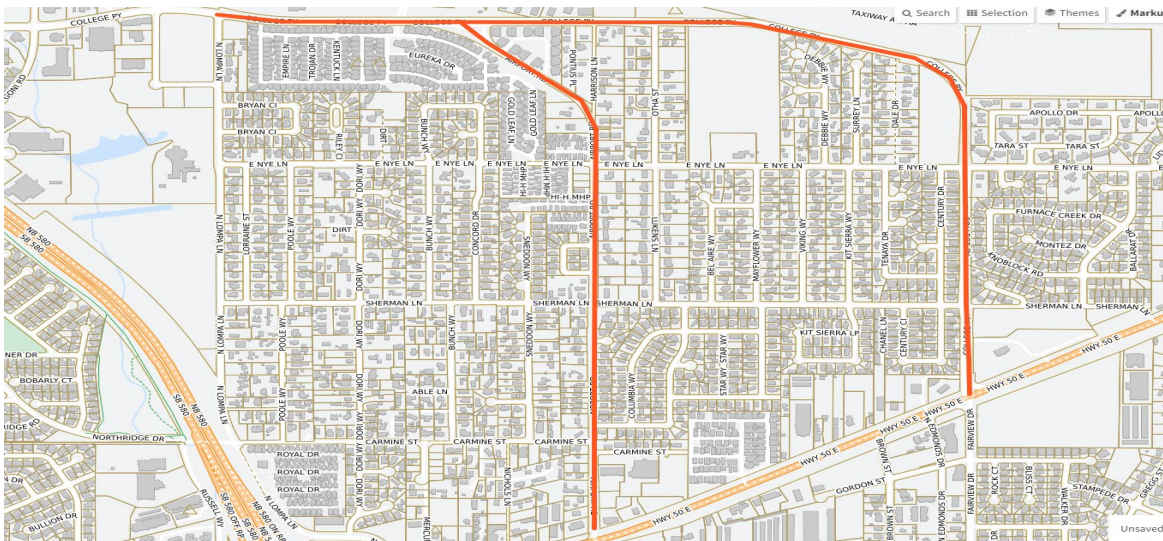
Project Name:		Appion Way Traffic Signal and Intersection Improvement Project		
Project Number:		P751021002		
Department Lead:		Public Works		
Project Cost to Date	\$277,543	As of Date	Grant Funded	Total Budget
		December 1, 2025	No	\$1,706,400
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
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				
Project Length	New signal at S. Carson Street and Appion Way		TIP I.D.	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 signal pole has been ordered and construction is expected to begin in April 2026.				
Project Schedule				
Phase	Start Date	Completion Date		Notice to Proceed Date
Design	Apr-22	Jun-23		NA
Construction	Jun-25	Sep-26		Feb-25
				

Project Name:	West Carson Vulnerable User Pedestrian Safety Improvement Project			
Project Number:	P303523005			
Department Lead:	Public Works			
Project Cost to Date	\$228,603	As of Date	Grant Funded	Total Budget
		December 1, 2025	Yes	\$1,853,316
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
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
Project Description				
Project Length	0.7 miles of slurry seal and ADA upgrades		TIP I.D.	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>				
Project Justification				
<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>				
Project Status				
<p>The project is expected to advertise in December 2025.</p>				
Project Schedule				
Phase	Start Date	Completion Date	Notice to Proceed Date	
Design	Feb-23	Sep-25	Feb-23	
Construction	Fall 2025	Fall 2026	N/A	
				

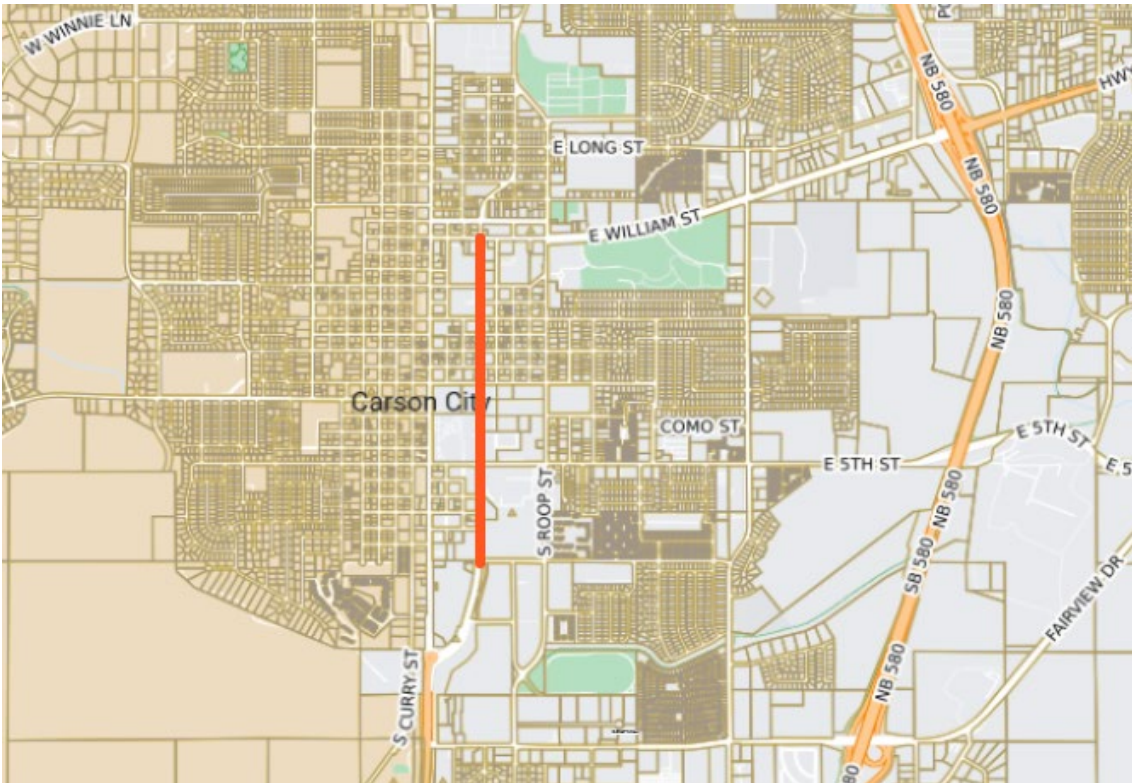
Project Name:		District Pavement Improvements – ARPA – Menlo Drive		
Project Number:		P303525008		
Department Lead:		Public Works		
Project Cost to Date	\$1,789,073	As of Date	Grant Funded	Total Budget
		December 1, 2025	Yes	\$1,834,460
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2750600	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
Project Description				
Project Length	0.18 miles rehabilitation		TIP I.D.	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.				
Project Justification				
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.				
Project Status				
Construction is complete. The retention is expected to be released in February, 2026.				
Project Schedule				
Phase	Start Date	Completion Date		Notice to Proceed Date
Design	Sep-23	Sep-24		N/A
Construction	Spring 2025	Fall 2025		N/A
				


Project Name:		District Pavement Improvements – ARPA – Districts 2 and 4		
Project Number:		P303524009		
Department Lead:		Public Works		
Project Cost to Date	\$1,055,719	As of Date	Grant Funded	Total Budget
		December 1, 2025	Yes	\$1,157,990
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2750600	507010	ARPA	FY 24	\$1,107,990
2503035	507010	RT Fund - Street Repairs	FY 25	\$50,000
Project Description				
Project Length	4.2 miles of preservation		TIP I.D.	No
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.				
Project Justification				
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.				
Project Status				
The contractor is working on punch list items.				
Project Schedule				
Phase	Start Date	Completion Date		Notice to Proceed Date
Design	Sep-23	Sep-24		N/A
Construction	Spring 2025	Fall 2025		N/A
				

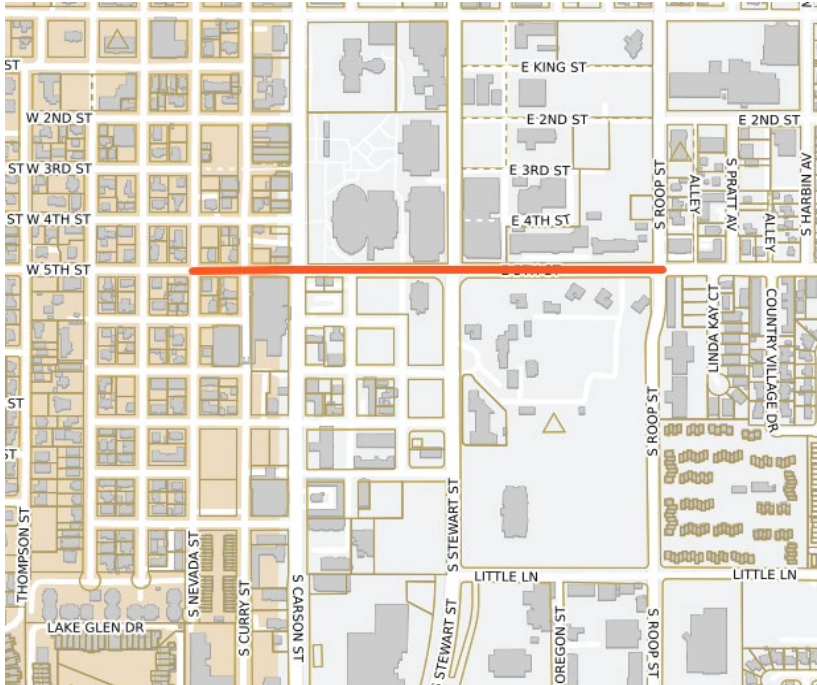
Project Name:	District 1 - Carmine Street Rehabilitation Project			
Project Number:	P303524002			
Department Lead:	Public Works			
Project Cost to Date	\$188,344	As of Date	Grant Funded	Total Budget
		December 1, 2025	Yes	\$743,000
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2503035	507010	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
Project Description				
Project Length	0.5 Miles of ADA updates		TIP I.D.	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.				
Project Justification				
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.				
Project Status				
The 100% design review is underway. The project is expected to advertise in February, 2026				
Project Schedule				
Phase	Start Date	Completion Date	Notice to Proceed Date	
Design	Aug-24	Apr-25	N/A	
Construction	Mar-26	Oct-26	TBD	
				


Project Name:		District 1 – College Pkwy & Airport Road Pavement Preservation Project		
Project Number:		P303524004		
Department Lead:		Public Works		
Project Cost to Date	\$111,008	As of Date	Grant Funded	Total Budget
		December 1, 2025	No	\$2,024,500
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2503035	507010	RT Fund	FY 24	\$1,149,500
2535005	507010	V&T Infrastructure Fund	FY 24	\$875,000
Project Description				
Project Length	2.5 miles of pavement preservation		TIP I.D.	CC20210003
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 project opened and staff is reviewing the lowest responsive and responsible bidders.				
Project Schedule				
Phase	Start Date	Completion Date		Notice to Proceed Date
Design	Sep-23	Jul-25		N/A
Construction	Winter 2025	Winter 2026		TBD
				

Project Name:	District 2 – Little Lane Rehabilitation Project			
Project Number:	P303525001			
Department Lead:	Public Works			
Project Cost to Date	\$188,955	As of Date	Grant Funded	Total Budget
		December 1, 2025	No	\$1,718,000
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
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
Project Description				
Project Length	0.25 miles of road rehab & 0.25 miles preservation		TIP I.D.	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.				
Project Justification				
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.				
Project Status				
Staff is coordinating with NDOT for a Notice To Proceed. The project is expected to advertise in January 2026.				
Project Schedule				
Phase	Start Date	Completion Date		Notice to Proceed Date
Design	Oct-24	Aug-25		N/A
Construction	Mar-26	Nov-26		TBD

Project Name:		District 2 – Stewart Street Preservation Project		
Project Number:		P303525002		
Department Lead:		Public Works		
Project Cost to Date	\$72,736	As of Date	Grant Funded	Total Budget
		December 1, 2025	Yes	\$700,000
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2503035	507010	RT Fund	FY 25	\$700,000
Project Description				
Project Length	0.9 mile pavement preservation.		TIP I.D.	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.				
Project Justification				
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.				
Project Status				
The project is expected to be awarded to Sierra Nevada Construction at the December RTC. Project funds will be adjusted to reflect the bid price.				
Project Schedule				
Phase	Start Date	Completion Date		Notice to Proceed Date
Design	Dec-24	Aug-25		N/A
Construction	Mar-26	Jul-26		N/A
				


Project Name:		District 2 – Fairview Drive Preservation Project		
Project Number:		P303525003		
Department Lead:		Public Works		
Project Cost to Date	\$13,738	As of Date	Grant Funded	Total Budget
		December 1, 2025	Yes	\$506,000
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2503035	507010	RT Fund	FY 25	\$483,000
5103205	507010	Wastewater Utility Fund	FY 25	\$23,000
Project Description				
Project Length	0.9 mile pavement preservation.			TIP I.D. 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.				
Project Justification				
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.				
Project Status				
The project is expected to be awarded to Sierra Nevada Construction at the December RTC. Project funds will be adjusted to reflect the bid price.				
Project Schedule				
Phase	Start Date	Completion Date		Notice to Proceed Date
Design	Nov-24	Jun-25		N/A
Construction	Mar-26	Jul-26		N/A
				


Project Name:	District 2 – 5th Street Rehabilitation Project			
Project Number:	P303525004			
Department Lead:	Public Works			
Project Cost to Date	\$200,161	As of Date	Grant Funded	Total Budget
		December 1, 2025	Yes	\$2,471,000
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2503035	507010	RT Fund	FY 25	\$1,083,000
5103205	507010	Wastewater Utility Fund	FY 25	\$1,388,000
Project Description				
Project Length	0.42 miles of pavement rehabilitation		TIP I.D.	No
<p>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.</p>				
Project Justification				
<p>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.</p>				
Project Status				
<p>The final plans are complete. Advertisement expected to occur after utility work related to the Legislative Counsel Bureau parking garage project in April of 2026.</p>				
Project Schedule				
Phase	Start Date	Completion Date	Notice to Proceed Date	
Design	Oct-24	Aug-25	N/A	
Construction	Spring 2026	Winter 2026	N/A	
				



Project Name:		North Lompa Multi-Use Path Extension Project		
Project Number:		P303525006		
Department Lead:		Public Works		
Project Cost to Date	\$45,436	As of Date	Grant Funded	Total Budget
		December 1, 2025	Yes	\$871,250
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2503035	431010	Federal Grants (TAP)	FY 25	\$766,000
2503035	507010	RT Fund	FY 25	\$105,250
Project Description				
Project Length	0.29 miles of multi-use path construction.		TIP I.D.	C20220011
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.				
Project Justification				
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.				
Project Status				
The 90% design review will begin in December, 2025.				
Project Schedule				
Phase	Start Date	Completion Date		Notice to Proceed Date
Design	Sep-24	Nov-25		8/27/2024
Construction	Mar-26	Oct-26		N/A
				



Project Name:	Curry Street Complete Streets Project			
Project Number:	P303525007			
Department Lead:	Public Works			
Project Cost to Date	\$126,183	As of Date	Grant Funded	Total Budget
		December 1, 2025	Yes	\$4,791,442
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2503082	431010	Federally Directed Spending	25	\$2,600,000
2503035	507010	RT Fund	25	\$212,801
2503035	507010	STBG	25	\$1,978,641
Project Description				
Project Length	0.63 miles of complete street enhancements		TIP I.D.	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 recieved congressionally designated funding for the purpose of this project and is planning to add Surface Transportation Block Grant (STBG) funding as well.</p>				
Project Justification				
<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 existying facilities, and to promote safety at this high speed, low sight-distance location, geometric changes are necessary. Carson City has recieved congressionally designated funding for the purpose of improving safety and connectivity through complete street elements on Curry Street at this location.</p>				
Project Status				
<p>Design is underway. An alternatives workshop with staff was held on November 18, 2025. The 30% plan review will begin in February 2026.</p>				
Project Schedule				
Phase	Start Date	Completion Date	Notice to Proceed Date	
Design	Spring 2025	Summer 2026	Jun-25	
Construction	Fall 2026	Fall 2027	TBD	



Project Name:	JAC Transit Stop Lighting Project			
Project Number:	P302625001			
Department Lead:	Public Works			
Project Cost to Date	\$12,233	As of Date	Grant Funded	Total Budget
		December 1, 2025	Yes	\$354,468
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
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
Project Description				
Project Length	City wide		TIP I.D.	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.				
Project Justification				
This project will utilize FTA grant dollars to improve, repair, and enhance transit stops across Carson City, and improve the rider experience.				
Project Status				
The project is expected to advertise in January, 2026.				
Project Schedule				
Phase	Start Date	Completion Date	Notice to Proceed Date	
Design	May-25	Nov-25	N/A	
Construction	Mar-26	Aug-26	TBD	
<h1>City Wide</h1>				



Project Name:		Ash Canyon Road and Trailhead Project		
Project Number:		P303525011		
Department Lead:		Public Works		
Project Cost to Date	\$4,944	As of Date	Grant Funded	Total Budget
		December 1, 2025	Yes	\$445,000
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
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
Project Description				
Project Length	Trailhead & 0.38 miles of reconstruction		TIP I.D.	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).				
Project Justification				
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.				
Project Status				
The Central Federal Lands team has begun design.				
Project Schedule				
Phase	Start Date	Completion Date	Notice to Proceed Date	
Design	Aug-25	Nov-26	TBD	
Construction	Mar-27	Dec-27	TBD	
				

Project Name:	District 3 - 2026 Pavement Preservation Project			
Project Number:	P303526001			
Department Lead:	Public Works			
Project Cost to Date	\$2,792	As of Date	Grant Funded	Total Budget
		December 1, 2025	Yes	\$2,324,129
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2503035	507102	RT Fund	26	\$2,281,129
5203505	507102	Water Fund	26	\$20,900
5053705	507102	Stormwater Utility	26	\$22,100
Project Description				
Project Length	5.24 mile pavement preservation.		TIP I.D.	No
This D3 preservation project will patch and slurry seal Hells Bells Rd, Marsh Rd, S Edmonds Dr, Race Track Rd, Copper Mtn Dr, Cone Peak Dr, Arc Dome Dr, Martis Peak Dr, Sawtooth Ridge Dr, and Montgomery Pass Ct and will mill and overlay S Edmonds Dr north of Damon Rd. This project includes both local and regional roads.				
Project Justification				
Staff evaluated several potential projects within District 3 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.				
Project Status				
The 60% design review is underway.				
Project Schedule				
Phase	Start Date	Completion Date	Notice to Proceed Date	
Design	Oct-25	Apr-26	N/A	
Construction	Jun-26	Oct-26	N/A	
				

Project Name:		District 3 - Empire Ranch Road Project		
Project Number:		P303526002		
Department Lead:		Public Works		
Project Cost to Date	\$28,590	As of Date	Grant Funded	Total Budget
		December 1, 2025	Yes	\$1,884,100
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2503035	507102	RT Fund	26	\$390,175
2503035	500480	Street Repairs	26	\$360,000
5203505	507102	Water Fund	26	\$1,045,925
5053705	507102	Stormwater Utility	26	\$88,000
Project Description				
Project Length	0.22 Miles of pavement rehabilitation		TIP I.D.	No
<p>This District 3 local road rehabilitation project will remove existing pavement, base material, and natural soil as needed, and will then replace with new base material and asphalt along Empire Ranch Road between US 50 and Morgan Mill Road. The scope of work also includes waterline replacement and minor stormwater improvements to replace culverts and line ditches.</p>				
Project Justification				
<p>Staff evaluated several potential projects within District 3 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 deteriorated <i>collector</i>-esque road will be rehabilitated to provide an adequate road surface moving forward.</p>				
Project Status				
<p>In-house design has begun. Survey was completed in September.</p>				
Project Schedule				
Phase	Start Date	Completion Date	Notice to Proceed Date	
Design	Sep-25	Aug-26	N/A	
Construction	May-27	Oct-27	N/A	
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Project Name:	District 3 - Fairview Drive Preservation Project			
Project Number:	P303526003			
Department Lead:	Public Works			
Project Cost to Date	\$91	As of Date	Grant Funded	Total Budget
		December 1, 2025	Yes	\$2,263,365
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2535005	507102	V&T Infrastructure Fund	26	\$1,004,838
2503035	431010	HSIP	26	\$906,342
5103035	507102	Wastewater Utility Fund	26	\$20,400
5203502	507102	Water Utility Fund	26	\$21,600
2503035	507102	RT Fund	26	\$310,185
Project Description				
Project Length	1.4 miles of pavement preservation		TIP I.D.	CC20240007
This District 3 regional road preservation project will repair and patch cracking and resurface Fairview Dr between US 50 and 5th St. This project includes pedestrian safety improvements at the intersections of College Pkwy and Imperial St; College Pkwy and Northgate Dr; College Pkwy and Airport Rd; Fairview Dr and Desatoya Dr; Fairview Dr and Gordon St; and Fairview Dr and S Edmonds Dr.				
Project Justification				
Staff evaluated several potential projects within District 3 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. This project includes additional pedestrian safety improvement projects identified by staff and approved by the RTC. The safety improvements are consistent with CAMPO's Local Road Safety Plan. These safety improvements will be funded in construction using HSIP funds that were awarded to Carson City in September, 2025.				
Project Status				
Consultant design is expected to begin in December 2025.				
Project Schedule				
Phase	Start Date	Completion Date	Notice to Proceed Date	
Design	Oct-25	Nov-26	TBD	
Construction	May-27	Oct-27	TBD	
				

Project Name: District 3 - Butti Way Preservation Project				
Project Number: P303526005				
Department Lead: Public Works				
Project Cost to Date	\$91	As of Date	Grant Funded	Total Budget
		December 1, 2025	Yes	\$580,000
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2503035	507102	RT Fund	26	\$508,000
2253082	431010	FTA Grants	26	\$72,000
Project Description				
Project Length	0.9 miles of pavement preservation		TIP I.D.	No
The project is located in Performance District 3 and will perform preservation treatments, including crack sealing, crack repair, and surface treatment on Butti Way and Airport Road. Project will include ADA enhancements to existing sidewalk at the JAC facility.				
Project Justification				
Staff evaluated several potential projects within District 3 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.				
Project Status				
Consultant design is expected to begin in December 2025.				
Project Schedule				
Phase	Start Date	Completion Date		Notice to Proceed Date
Design	Oct-25	Mar-26		NA
Construction	Jun-26	Aug-26		NA
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Project Name: Saliman School Safety Project				
Project Number: P303526006				
Department Lead: Public Works				
Project Cost to Date	\$91	As of Date	Grant Funded	Total Budget
		December 1, 2025	Yes	\$1,141,045
ORG #	OBJ #	Account Description	Fiscal Year	Project Budget
2503035	431010	HSIP	26	\$906,343
2503035	507102	RT Fund	26	\$234,702
Project Description				
Project Length	Along Saliman Rd at school sites		TIP I.D.	CC20250001
<p>This project will use Highway Safety Improvement Program (HSIP) funds to make safety improvements on school zone sections of Saliman Road. This project will include flashers, radar speed signs, median curbing, ADA curb ramps, and striping. The HSIP funding is only for construction and requires a 5% local match. All local funds will be RTC safety funds. This is a federally funded project.</p>				
Project Justification				
<p>The proposed project will improve safety for vehicles and vulnerable users along high traffic school zones along Saliman Rd. The project aligns with the City's vision of promoting active transportation and creating a safe and healthy community. The project recommendations are supported by the Carson City Safe Routes to School Action Plan and the CAMPO Local Road Safety Plan.</p>				
Project Status				
<p>Consultant design is expected to begin in December of 2025.</p>				
Project Schedule				
Phase	Start Date	Completion Date	Notice to Proceed Date	
Design	Nov-25	Apr-26	NA	
Construction	Jul-26	Oct-26	TBD	
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