



TRANSPORTATION IMPROVEMENT PROGRAM
For
Federal Fiscal Year 2025 through 2028

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

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CAMPO TIP FFY 2025-2028 Document Revision History

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

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| 25-04 | 7/29/2025 | Administrative Modification | (Continued from previous page) Update funding for US 50, East of Dayton, Fortune Drive to Six Mile Canyon Road - Preservation; Change project name of Chaves Road Bridge to East Dayton Road Bridge |
| 25-05 | 10/8/2025 | Formal Amendment | Updated funding for US 50, Carson City, from FRCC11 to East Deer Run Road Updated funding for District 5 Ash Canyon Road; Moved Preliminary Engineering to FY 2026 for Carson City Jump Around Carson (JAC) Transit Center; Updated funding and project description for FTA 5339 Bus/Facility Grant Awards; Removed HSIP funding for Curry Street Complete Streets Improvement Project; Updated funding and moved Construction to FY 2026 for Carmine Street CDBG Project; Moved Preliminary Engineering to FY 2026 for Saliman Road School Routes Improvement Project; Updated funding and project description for FTA 5310 Mobility of Seniors and Individuals w/ Disabilities; Moved Preliminary Engineering cost to Other for East Dayton Bridge; Replaced HSIP funds with STBG to match Masterworks for US 395 Carson Valley Phase 1 |
| 25-06 | 12/10/2025 | Formal Amendment | Moved Preliminary Engineering to FY 2026, moved Construction to FY 2027, change the project title, and updated the funding amount for College and Fairview Preservation and Pedestrian Safety Improvement Project; Moved Construction to FY 2026, updated funding amounts for the Saliman Road School Routes Improvement Project |
| 25-07 | 1/8/2026 | Administrative Modification | Reduce STBG Flex funding and increase NHPP funding for US 395 Carson Valley Phase 1; Swap STBG Flex funds for STBG 5k-49k for US 50, East of Dayton, Fortune Drive to Six Mile Canyon Road - Preservation |
| | | | (Continued on next page) |

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|-------|----------|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 25-08 | 3/3/2026 | Administrative Modification | Added HSIP funds and reduce NHPP funds for US 50, East of Dayton, Fortune Drive to Six Mile Canyon Road - Preservation |
| 25-09 | | Formal Amendment | <p>Increase STBG FLEX, NHPP, and State Match - NV funding for US 50, Carson City, from FRCC11 to East Deer Run Road project;</p> <p>Updated project description for FTA 5339 Bus/Facility Grant Awards;</p> <p>Updated project description for East Dayton Bridge Study;</p> <p>Added Carbon Reduction Program 50k-200k funds and increased Carson City Local – CAMPO funding for North Lompa Multi Use Path project;</p> <p>Increased STBG 50K-200k funding for the Curry Street Complete Streets Improvement project;</p> <p>Removed STBG 50k-200k funds, increased Carson City Local – CAMPO funding, and updated project description for District 3, Fifth Street Roundabout;</p> <p>Decreased Carson City Local – CAMPO funds and added STBG 50k-200k funding for College and Fairview Preservation and Pedestrian Safety Improvement Project;</p> <p>Removed STBG Flex funds and increased NHPP funding for US 395 Carson Valley Phase 1</p> |

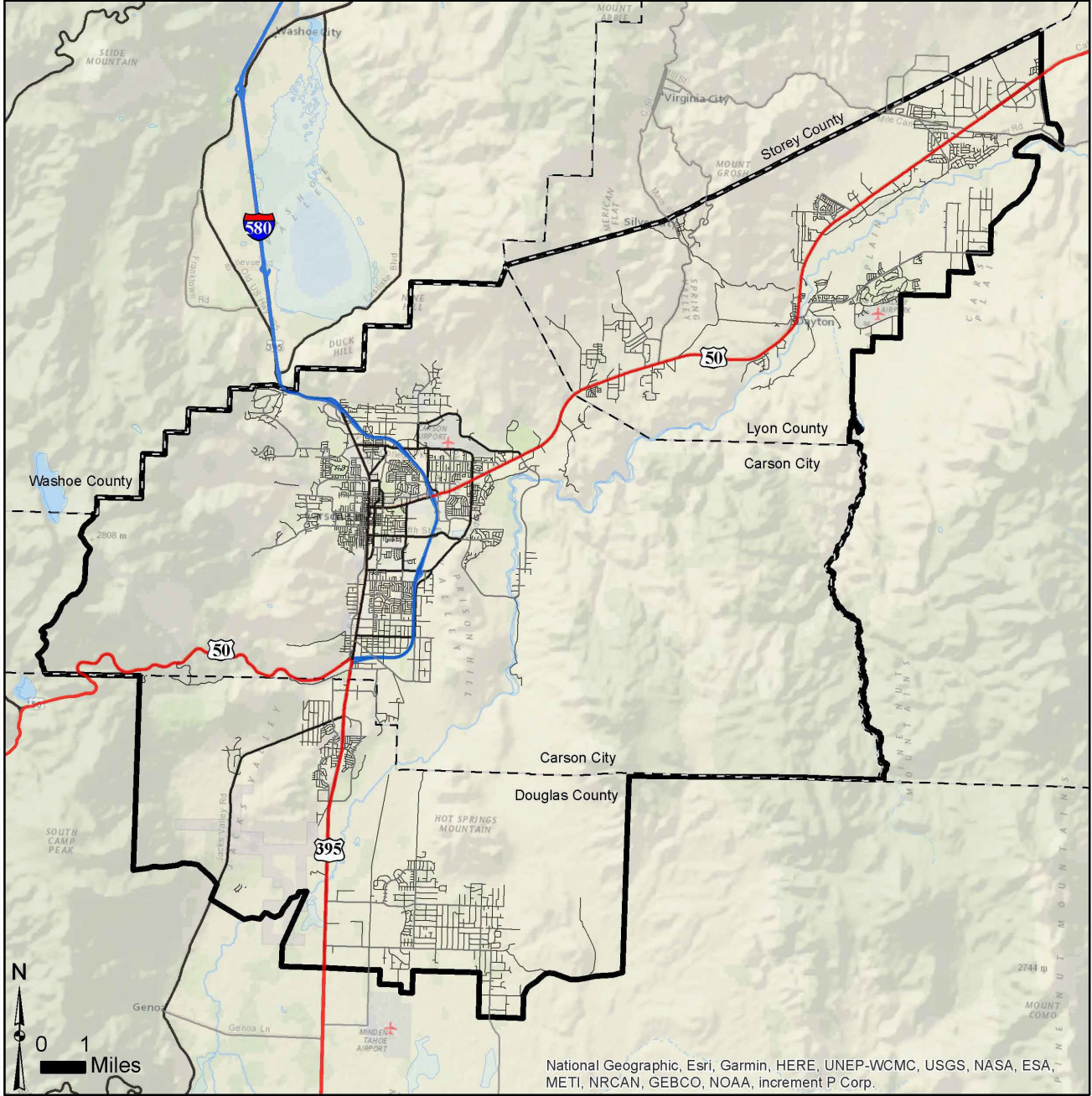
Introduction/ Purpose

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

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

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

**Figure 1: CAMPO MPA
Boundary**



Federal Transportation Legislation

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

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

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

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

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

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

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

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

Federal Planning Emphasis Areas

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

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

Federal Planning Factors

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

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

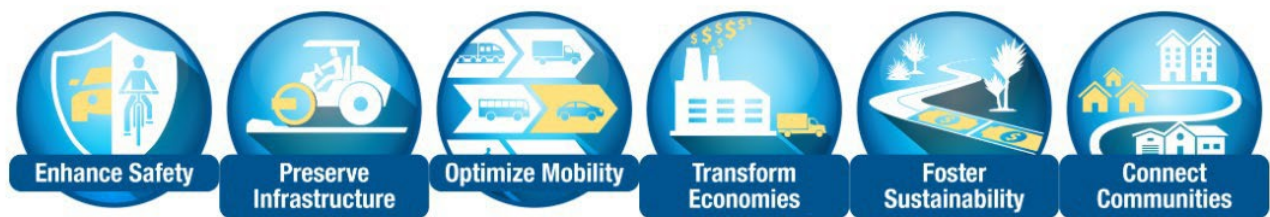
Nevada Strategic Highway Safety Plan (SHSP)

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

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

One Nevada Transportation Plan

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



CAMPO 2050 RTP

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

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

Transit Asset Management

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

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

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

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

Table 1: Transit Agency Tiers

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

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

Financially Constrained Project Listing

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

eSTIP

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

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

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

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

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

Administrative Modifications and Formal Amendments

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

TIP Funding Sources

Federal Highway Administration (FHWA)

| | |
|--------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Carbon 50K-200K | Carbon Reduction Program Funding – areas with population over 50,000 to 200,000 |
| CDS | Congressionally Designated Funding |
| FLAP | Federal Lands Access Program- The FLAP improves transportation facilities that provide access to, are adjacent to, or are located within Federal Lands. |
| HIP | Highway Infrastructure Program (HIP) – Made up of two apportionments: FHWA N4510.826 & FHWA N4510.835; distributed to States, suballocated within States. Projects MUST be on the Federal Aid System, with few exceptions. |
| HSIP | Highway Safety Improvement Program |
| HSIP Penalty Funds | Highway Safety Improvement Program funds created when any State is subject to Section 164 penalties. |
| NHPP | National Highway Performance Program |
| PROTECT Program | Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Discretionary Grant Program |
| RAISE | Rebuilding American Infrastructure with Sustainability and Equity - DOT competitive discretionary grant |
| SRTS | Safe Routes to School |
| STBG 5K-200K | Surface Transportation Block Grant Program (canceled) – areas with population over 5,000 to 200,000 |
| STBG 5K-49K | Surface Transportation Block Grant Program – areas with population over 5,000 to 49,999 |
| STBG 50K-200K | Surface Transportation Block Grant Program – areas with population over 50,000 to 200,000 |
| STBG Statewide | Surface Transportation Block Grant Program – Statewide |
| TAP 5K-200K | Transportation Alternatives Program (canceled) – areas with a population over 5,000 to 200,000 |
| TAP 50K-200K | Transportation Alternatives Program – areas with a population over 50,000 to 200,000 |
| TAP Flex | Transportation Alternatives Program (canceled) – funds flexed by the State DOT to small urban and rural areas |
| TAP Flex STBG | Transportation Alternatives Set-Aside Program – funds for various smaller-scale transportation projects across the state |
| TIGER | Transportation Investment Generating Economic Recovery – DOT competitive discretionary grant |

Department of Housing and Urban Development (HUD)

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

Federal Transit Administration (FTA)

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

Appendix 1: Table 1

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

| Funding Source | Prior | 2025 | 2026 | 2027 | 2028 | 2029 | Total Year (FFY 2025- 2028) |
|----------------------------------------------------|--------------------|---------------------|---------------------|---------------------|---------------------|---------------------|-----------------------------------|
| Carbon Reduction Program 50K-200K (Carson City) | \$0 | \$0 | \$209,000 | \$310,212 | \$0 | \$0 | \$519,212 |
| Congressionally Directed Spending | \$108,342 | \$4,491,658 | \$0 | \$5,600,000 | \$0 | \$0 | \$10,091,658 |
| FHWA FLAP | \$0 | \$0 | \$1,003,000 | \$8,587,000 | \$0 | \$0 | \$9,590,000 |
| FTA 5307 Sm Urb Operating | \$0 | \$1,875,404 | \$1,912,307 | \$0 | \$0 | \$0 | \$3,787,711 |
| FTA 5310 Elderly/Disabled Sm Urb Capital | \$0 | \$0 | \$200,155 | \$222,967 | \$0 | \$0 | \$423,122 |
| FTA 5339 Bus/Fac Sm Urb Capital | \$0 | \$347,928 | \$122,280 | \$125,337 | \$0 | \$0 | \$595,545 |
| HSIP | \$0 | \$0 | \$689,034 | \$4,406,342 | \$0 | \$0 | \$5,095,376 |
| HSIP Section 164 Penalties | \$0 | \$0 | \$5,040,000 | \$0 | \$0 | \$0 | \$5,040,000 |
| NHPP | \$0 | \$0 | \$27,268,250 | \$64,064,786 | \$32,917,500 | \$0 | \$124,250,536 |
| PROTECT PROGRAM | \$0 | \$0 | \$0 | \$2,000,000 | \$0 | \$0 | \$2,000,000 |
| RAISE Grant | \$0 | \$9,300,000 | \$0 | \$0 | \$0 | \$0 | \$9,300,000 |
| STBG 50K-200K | \$0 | \$2,075,750 | \$500,000 | \$2,383,081 | \$2,600,000 | \$0 | \$7,558,831 |
| STBG 5K-49K | \$0 | \$0 | \$3,093,750 | \$0 | \$0 | \$0 | \$3,093,750 |
| STBG FLEX | \$0 | \$0 | \$0 | \$1,950,000 | \$10,972,500 | \$0 | \$12,922,500 |
| TAP 5K-200K STBG | \$0 | \$0 | \$119,209 | \$0 | \$0 | \$0 | \$119,209 |
| TAP FLEX STBG | \$1,648,723 | \$0 | \$725,087 | \$0 | \$0 | \$0 | \$725,087 |
| FEDERAL SUBTOTAL | \$1,757,065 | \$18,090,740 | \$40,882,072 | \$89,649,725 | \$46,490,000 | \$0 | \$195,112,537 |
| Carson City Local - CAMPO | \$779,185 | \$1,398,112 | \$9,054,440 | \$2,728,851 | \$0 | \$20,743,000 | \$13,181,403 |
| Douglas County Local- CAMPO | \$0 | \$0 | \$0 | \$0 | \$200,000 | \$0 | \$200,000 |
| Local Fund | \$361,927 | \$15,887,973 | \$100,000 | \$0 | \$0 | \$0 | \$15,987,973 |
| Lyon County Local - CAMPO | \$0 | \$66,000 | \$0 | \$0 | \$0 | \$0 | \$66,000 |
| NV Com Dev Block Grant | \$0 | \$0 | \$450,000 | \$0 | \$0 | \$0 | \$450,000 |
| LOCAL SUBTOTAL | \$1,141,112 | \$17,352,085 | \$9,604,440 | \$2,728,851 | \$200,000 | \$20,743,000 | \$29,885,376 |
| State Highway Fund | \$510,000 | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$10,000 |
| State Match - NV | \$0 | \$0 | \$1,598,000 | \$4,175,002 | \$2,310,000 | \$0 | \$8,083,002 |
| STATE SUBTOTAL | \$510,000 | \$10,000 | \$1,598,000 | \$4,175,002 | \$2,310,000 | \$0 | \$8,093,002 |
| TOTAL | \$3,408,177 | \$35,452,825 | \$52,084,512 | \$96,553,578 | \$49,000,000 | \$20,743,000 | \$233,090,915 |

Appendix 2: FFY 2025-2028 TIP Signature Page

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

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

Signature of CAMPO Chairperson

Date

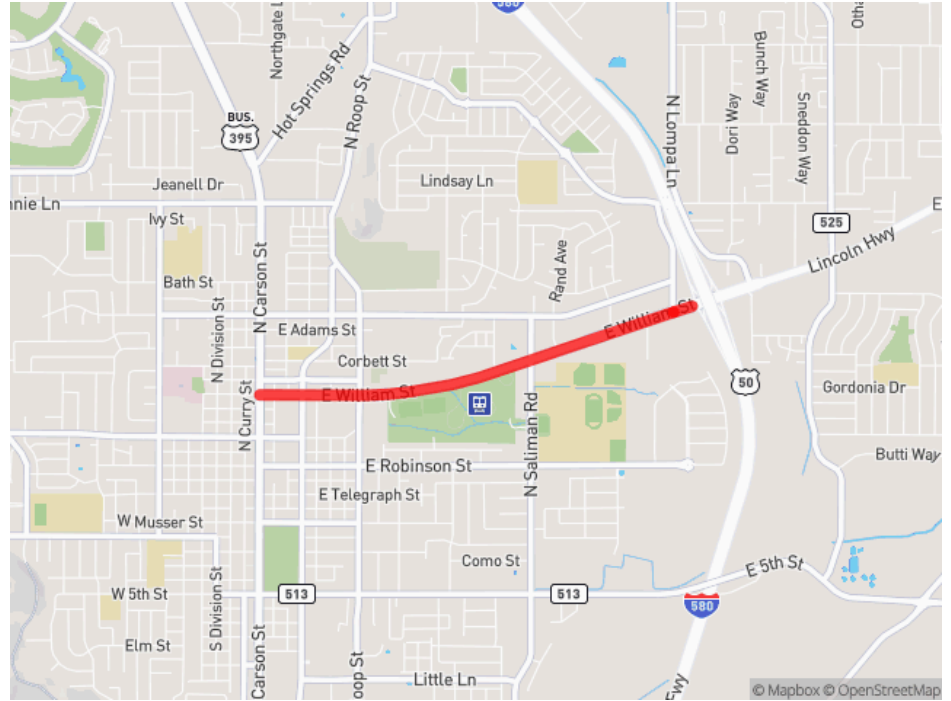
Print Name

Appendix 3: FFY 2025-2028 TIP Project List Version 25-09

CC20210005 - East William Street Complete Street Project

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

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

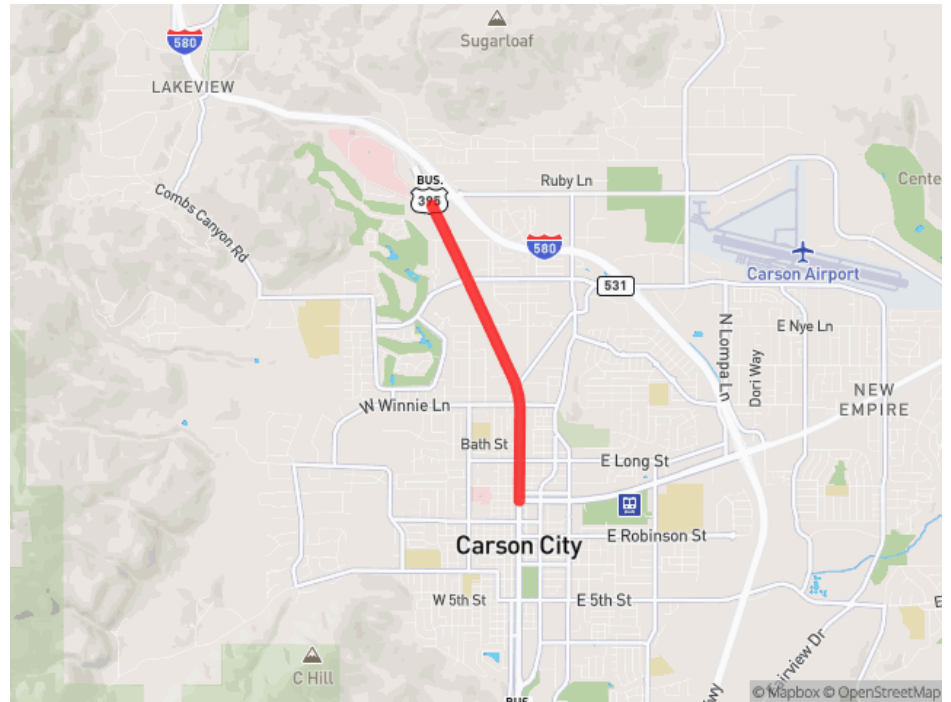


| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|--------------------|-------------|-------|--------------|--------|--------|--------|--------|--------------|
| Construction | LOCAL FUND | \$0 | \$14,854,359 | \$0 | \$0 | \$0 | \$0 | \$14,854,359 |
| Construction | RAISE GRANT | \$0 | \$9,300,000 | \$0 | \$0 | \$0 | \$0 | \$9,300,000 |
| Total Construction | | \$0 | \$24,154,359 | \$0 | \$0 | \$0 | \$0 | \$24,154,359 |
| Total Programmed | | \$0 | \$24,154,359 | \$0 | \$0 | \$0 | \$0 | \$24,154,359 |

CC20210007 - District 5, North Carson Street

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

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

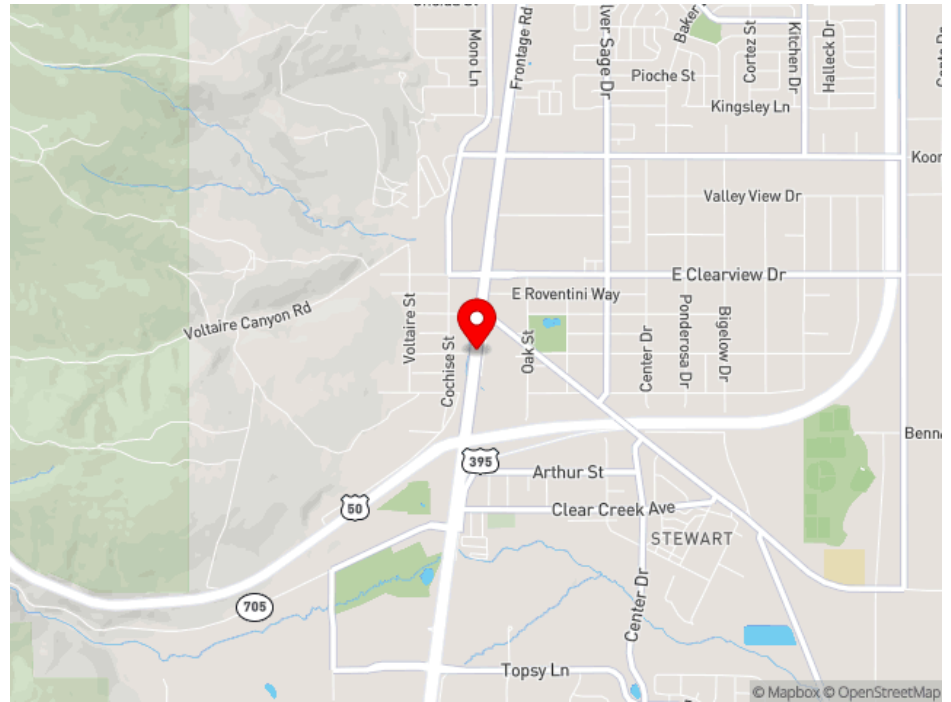


| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|-------------------------------|---------------------------|-------|--------|--------|--------|--------|--------------|--------------|
| Preliminary Engineering | CARSON CITY LOCAL - CAMPO | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,230,000 | \$4,230,000 |
| Total Preliminary Engineering | | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,230,000 | \$4,230,000 |
| Construction | CARSON CITY LOCAL - CAMPO | \$0 | \$0 | \$0 | \$0 | \$0 | \$16,513,000 | \$16,513,000 |
| Total Construction | | \$0 | \$0 | \$0 | \$0 | \$0 | \$16,513,000 | \$16,513,000 |
| Total Future Costs | | \$0 | \$0 | \$0 | \$0 | \$0 | \$20,743,000 | \$20,743,000 |
| Total Programmed | | \$0 | \$0 | \$0 | \$0 | \$0 | \$20,743,000 | \$20,743,000 |

CC20220001 - Appion Way Traffic Signal and Intersection Improvement Project

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

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

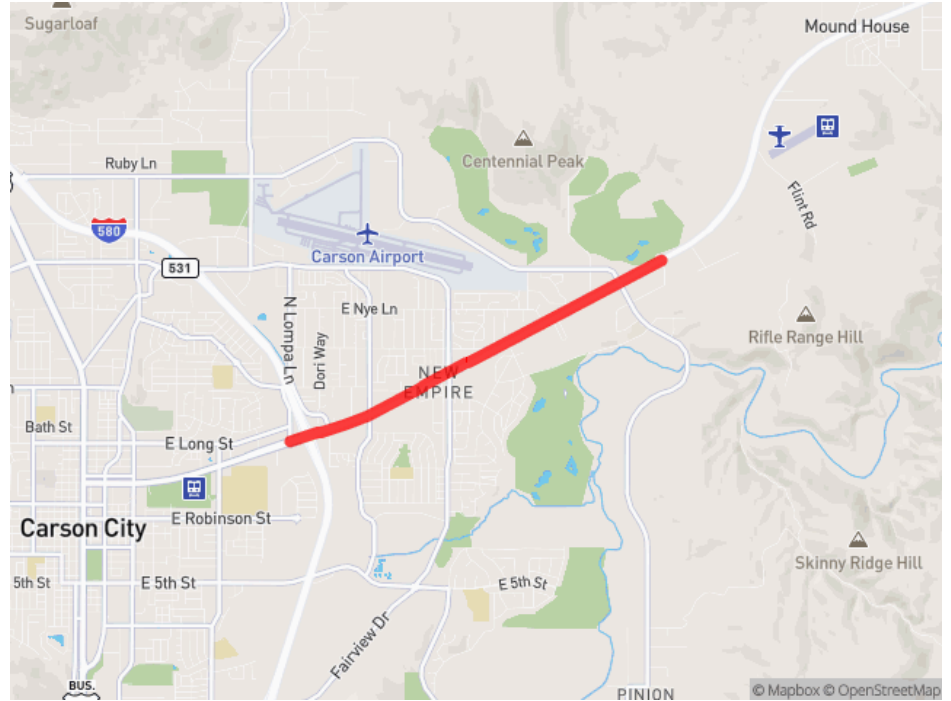


| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|-------------------------------|-----------------------------------|-----------|-------------|--------|--------|--------|--------|-------------|
| Preliminary Engineering | LOCAL FUND | \$317,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$317,000 |
| Total Preliminary Engineering | | \$317,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$317,000 |
| Construction | CONGRESSIONALLY DIRECTED SPENDING | \$0 | \$1,100,000 | \$0 | \$0 | \$0 | \$0 | \$1,100,000 |
| Construction | LOCAL FUND | \$0 | \$263,000 | \$0 | \$0 | \$0 | \$0 | \$263,000 |
| Total Construction | | \$0 | \$1,363,000 | \$0 | \$0 | \$0 | \$0 | \$1,363,000 |
| Total Prior Costs | | \$317,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$317,000 |
| Total Programmed | | \$317,000 | \$1,363,000 | \$0 | \$0 | \$0 | \$0 | \$1,680,000 |

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

Mill and Overlay with ADA and Multimodal Improvements

| | |
|----------------------------|------------------|
| MPO: | CAMPO |
| TIP: | 25-09 |
| Local ID: | - |
| Total Cost: | \$21,195,000 |
| Lead Agency: | Nevada DOT |
| Contact: | Dennis Faulkner |
| NDOT District: | District 2 |
| County: | Carson City |
| Project Type: | Preservation |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | 2027 |
| From: | 0, CC MP 12.6 |
| To: | 0.12, CC MP 15.0 |

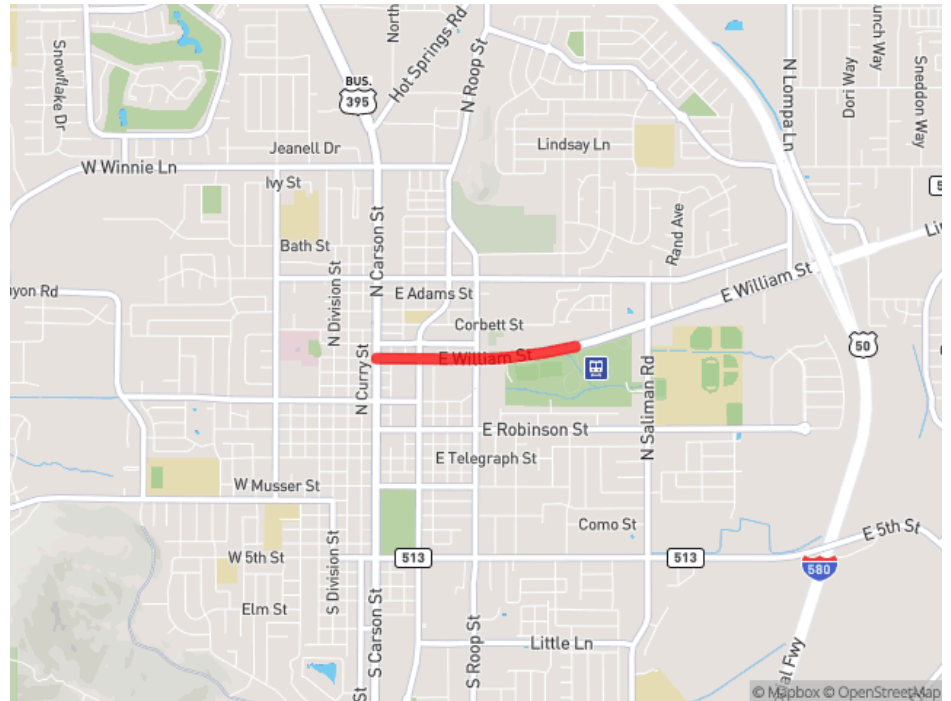


| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|-------------------------------|-----------------------------------|-----------|--------|--------|--------------|--------|--------|--------------|
| Preliminary Engineering | STATE HIGHWAY FUND | \$160,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$160,000 |
| Total Preliminary Engineering | | \$160,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$160,000 |
| Right of Way | STATE HIGHWAY FUND | \$35,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$35,000 |
| Total Right of Way | | \$35,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$35,000 |
| Construction | CARBON REDUCTION PROGRAM 50K-200K | \$0 | \$0 | \$0 | \$310,212 | \$0 | \$0 | \$310,212 |
| Construction | HSIP | \$0 | \$0 | \$0 | \$3,500,000 | \$0 | \$0 | \$3,500,000 |
| Construction | NHPP | \$0 | \$0 | \$0 | \$14,189,788 | \$0 | \$0 | \$14,189,788 |
| Construction | STATE MATCH - NV | \$0 | \$0 | \$0 | \$1,050,000 | \$0 | \$0 | \$1,050,000 |
| Construction | STBG FLEX | \$0 | \$0 | \$0 | \$1,950,000 | \$0 | \$0 | \$1,950,000 |
| Total Construction | | \$0 | \$0 | \$0 | \$21,000,000 | \$0 | \$0 | \$21,000,000 |
| Total Prior Costs | | \$195,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$195,000 |
| Total Programmed | | \$195,000 | \$0 | \$0 | \$21,000,000 | \$0 | \$0 | \$21,195,000 |

CC20220005 - East William Street Overhead Utility Undergrounding Project

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

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

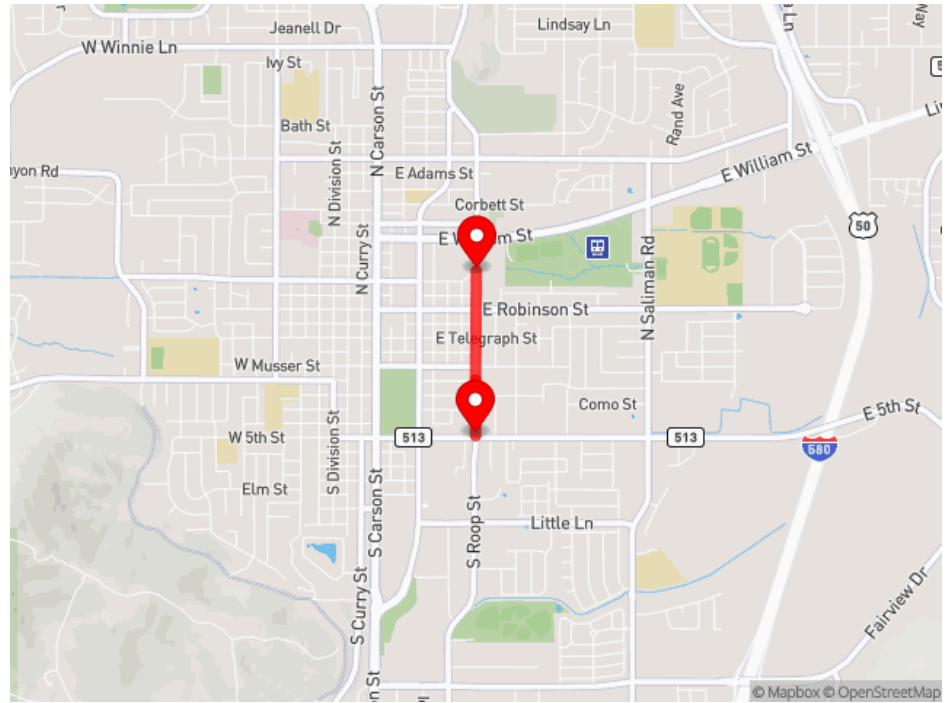


| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|--------------------|-----------------------------------|-------|-------------|--------|--------|--------|--------|-------------|
| Construction | CONGRESSIONALLY DIRECTED SPENDING | \$0 | \$2,000,000 | \$0 | \$0 | \$0 | \$0 | \$2,000,000 |
| Construction | LOCAL FUND | \$0 | \$500,000 | \$0 | \$0 | \$0 | \$0 | \$500,000 |
| Total Construction | | \$0 | \$2,500,000 | \$0 | \$0 | \$0 | \$0 | \$2,500,000 |
| Total Programmed | | \$0 | \$2,500,000 | \$0 | \$0 | \$0 | \$0 | \$2,500,000 |

CC20220008 - Roop Street Capacity Improvements

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

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

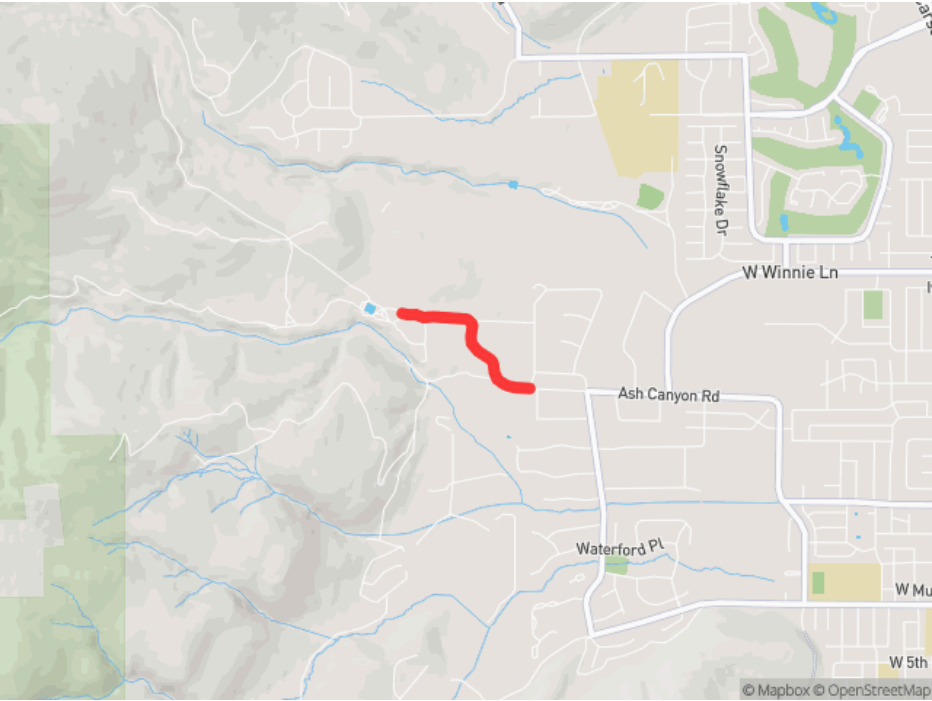


| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|-------------------------------|---------------------------|-----------|--------|-------------|--------|--------|--------|-------------|
| Preliminary Engineering | CARSON CITY LOCAL - CAMPO | \$273,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$273,000 |
| Total Preliminary Engineering | | \$273,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$273,000 |
| Construction | CARSON CITY LOCAL - CAMPO | \$0 | \$0 | \$2,688,000 | \$0 | \$0 | \$0 | \$2,688,000 |
| Total Construction | | \$0 | \$0 | \$2,688,000 | \$0 | \$0 | \$0 | \$2,688,000 |
| Total Prior Costs | | \$273,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$273,000 |
| Total Programmed | | \$273,000 | \$0 | \$2,688,000 | \$0 | \$0 | \$0 | \$2,961,000 |

CC20220009 - District 5 Ash Canyon Road

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

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



| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|-------------------------------|---------------------------|-------|--------|-------------|-------------|--------|--------|--------------|
| Preliminary Engineering | FHWA FLAP | \$0 | \$0 | \$1,003,000 | \$0 | \$0 | \$0 | \$1,003,000 |
| Total Preliminary Engineering | | \$0 | \$0 | \$1,003,000 | \$0 | \$0 | \$0 | \$1,003,000 |
| Construction | CARSON CITY LOCAL - CAMPO | \$0 | \$0 | \$0 | \$410,000 | \$0 | \$0 | \$410,000 |
| Construction | FHWA FLAP | \$0 | \$0 | \$0 | \$8,587,000 | \$0 | \$0 | \$8,587,000 |
| Total Construction | | \$0 | \$0 | \$0 | \$8,997,000 | \$0 | \$0 | \$8,997,000 |
| - | CARSON CITY LOCAL - CAMPO | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Programmed | | \$0 | \$0 | \$1,003,000 | \$8,997,000 | \$0 | \$0 | \$10,000,000 |

CC20220011 - North Lompa Multi Use Path

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

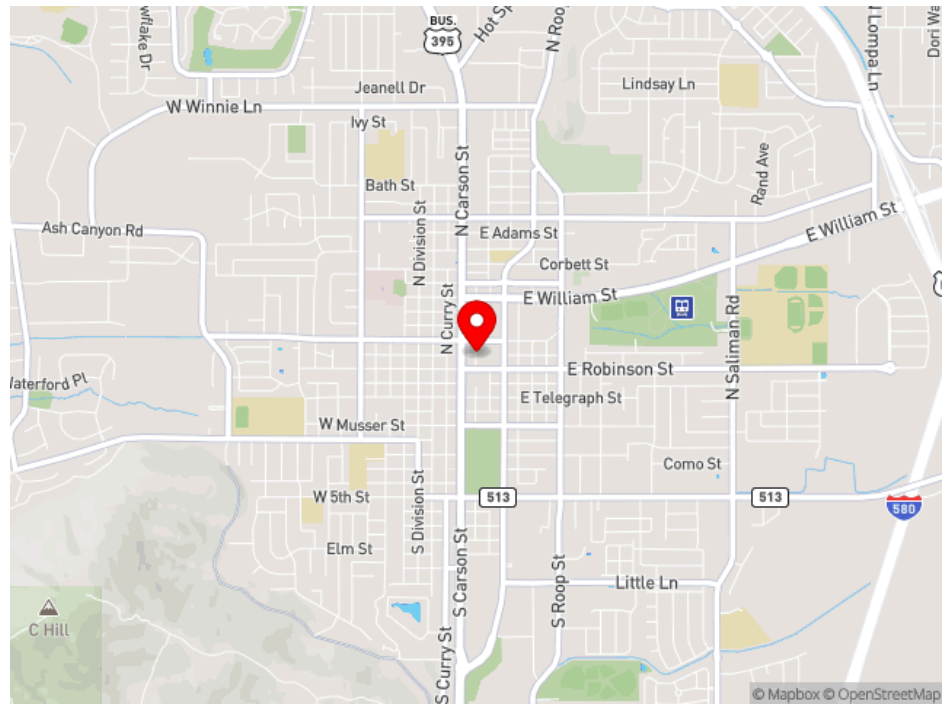
| | |
|----------------------------|----------------------------------|
| MPO: | CAMPO |
| TIP: | 25-09 |
| Local ID: | - |
| Total Cost: | \$1,091,250 |
| Lead Agency: | Carson City |
| Contact: | Kelly Norman |
| NDOT District: | District 2 |
| County: | Carson City |
| Project Type: | Active Transportation (Bike/Ped) |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | 2026 |
| From: | Modoc Court |
| To: | US 50 |

| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|-------------------------------|-----------------------------------|-----------|--------|-----------|--------|--------|--------|-------------|
| Preliminary Engineering | CARSON CITY LOCAL - CAMPO | \$67,087 | \$0 | \$0 | \$0 | \$0 | \$0 | \$67,087 |
| Preliminary Engineering | TAP FLEX STBG | \$40,913 | \$0 | \$0 | \$0 | \$0 | \$0 | \$40,913 |
| Total Preliminary Engineering | | \$108,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$108,000 |
| Construction | CARBON REDUCTION PROGRAM 50K-200K | \$0 | \$0 | \$209,000 | \$0 | \$0 | \$0 | \$209,000 |
| Construction | CARSON CITY LOCAL - CAMPO | \$0 | \$0 | \$49,163 | \$0 | \$0 | \$0 | \$49,163 |
| Construction | TAP FLEX STBG | \$0 | \$0 | \$725,087 | \$0 | \$0 | \$0 | \$725,087 |
| Total Construction | | \$0 | \$0 | \$983,250 | \$0 | \$0 | \$0 | \$983,250 |
| Total Prior Costs | | \$108,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$108,000 |
| Total Programmed | | \$108,000 | \$0 | \$983,250 | \$0 | \$0 | \$0 | \$1,091,250 |

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

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

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



| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|-------------------------------|-------------|-------|--------|-----------|--------|--------|--------|-----------|
| Preliminary Engineering | LOCAL FUND | \$0 | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$100,000 |
| Total Preliminary Engineering | | \$0 | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$100,000 |
| Total Programmed | | \$0 | \$0 | \$100,000 | \$0 | \$0 | \$0 | \$100,000 |

CC20230003 - FTA 5339 Bus/Facility Grant Awards

Grant funding for Buses and Bus Facilities, including funding for the purchase of replacement buses, and to replace curb, gutter, and sidewalk at the downtown transfer station and at other bus stops for ADA-compliance. Includes funding apportioned between FFY 2022 and FFY 2026.

| | |
|----------------------------|-----------------|
| MPO: | CAMPO |
| TIP: | 25-09 |
| Local ID: | - |
| Total Cost: | \$744,433 |
| Lead Agency: | CAMPO |
| Contact: | Kelly Norman |
| NDOT District: | District 2 |
| County: | Carson City |
| Project Type: | Transit - Other |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | - |
| From: | - |
| To: | - |

| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|------------------|---------------------------------|-------|-----------|-----------|-----------|--------|--------|-----------|
| Other | CARSON CITY LOCAL - CAMPO | \$0 | \$86,983 | \$30,570 | \$31,335 | \$0 | \$0 | \$148,888 |
| Other | FTA 5339 BUS/FAC SM URB CAPITAL | \$0 | \$347,928 | \$122,280 | \$125,337 | \$0 | \$0 | \$595,545 |
| Total Other | | \$0 | \$434,911 | \$152,850 | \$156,672 | \$0 | \$0 | \$744,433 |
| Total Programmed | | \$0 | \$434,911 | \$152,850 | \$156,672 | \$0 | \$0 | \$744,433 |

CC20230004 - Curry Street Complete Streets Improvement Project

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

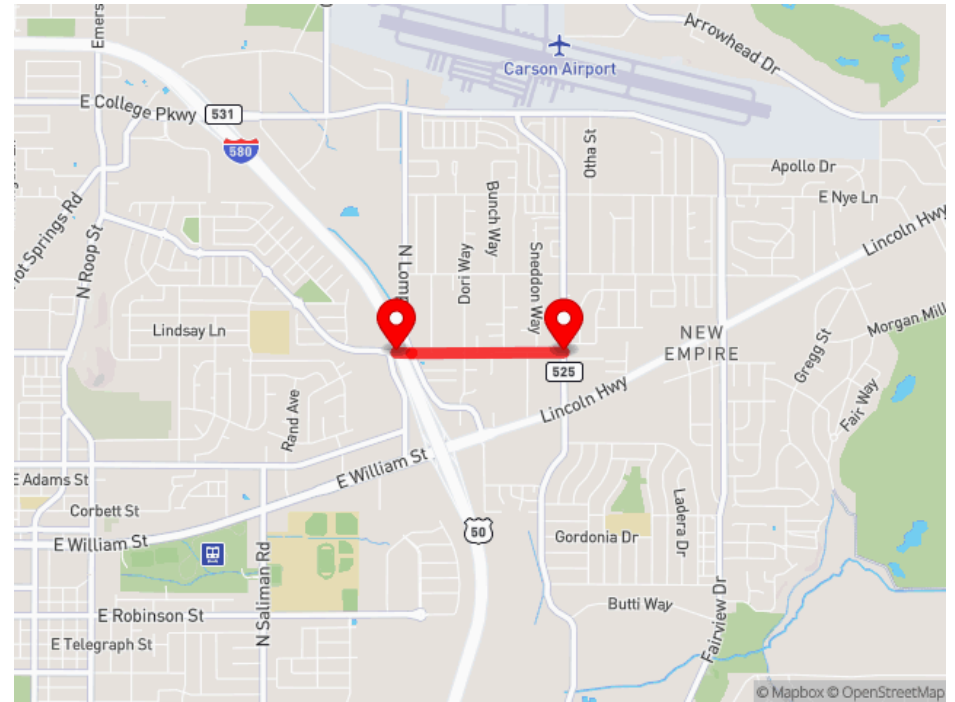
| | |
|----------------------------|----------------------------------|
| MPO: | CAMPO |
| TIP: | 25-09 |
| Local ID: | - |
| Total Cost: | \$5,316,442 |
| Lead Agency: | Carson City |
| Contact: | Kelly Norman |
| NDOT District: | District 2 |
| County: | Carson City |
| Project Type: | Active Transportation (Bike/Ped) |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | 2027 |
| From: | Rhodes St. |
| To: | Lake Glen Dr. |

| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|--------------------------------------|-----------------------------------|------------|------------------|-----------------|--------------------|------------|------------|--------------------|
| Preliminary Engineering | CARSON CITY LOCAL - CAMPO | \$0 | \$67,750 | \$0 | \$0 | \$0 | \$0 | \$67,750 |
| Preliminary Engineering | STBG 50K-200K | \$0 | \$821,750 | \$0 | \$0 | \$0 | \$0 | \$821,750 |
| Total Preliminary Engineering | | \$0 | \$889,500 | \$0 | \$0 | \$0 | \$0 | \$889,500 |
| Right of Way | CARSON CITY LOCAL - CAMPO | \$0 | \$0 | \$85,000 | \$0 | \$0 | \$0 | \$85,000 |
| Total Right of Way | | \$0 | \$0 | \$85,000 | \$0 | \$0 | \$0 | \$85,000 |
| Construction | CARSON CITY LOCAL - CAMPO | \$0 | \$0 | \$0 | \$260,051 | \$0 | \$0 | \$260,051 |
| Construction | CONGRESSIONALLY DIRECTED SPENDING | \$0 | \$0 | \$0 | \$2,600,000 | \$0 | \$0 | \$2,600,000 |
| Construction | STBG 50K-200K | \$0 | \$0 | \$0 | \$1,481,891 | \$0 | \$0 | \$1,481,891 |
| Total Construction | | \$0 | \$0 | \$0 | \$4,341,942 | \$0 | \$0 | \$4,341,942 |
| Total Programmed | | \$0 | \$889,500 | \$85,000 | \$4,341,942 | \$0 | \$0 | \$5,316,442 |

CC20230005 - Carmine Street CDBG Project

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

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



| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|-------------------------------|---------------------------|-----------|--------|-----------|--------|--------|--------|-----------|
| Preliminary Engineering | CARSON CITY LOCAL - CAMPO | \$198,700 | \$0 | \$0 | \$0 | \$0 | \$0 | \$198,700 |
| Total Preliminary Engineering | | \$198,700 | \$0 | \$0 | \$0 | \$0 | \$0 | \$198,700 |
| Construction | CARSON CITY LOCAL - CAMPO | \$0 | \$0 | \$343,600 | \$0 | \$0 | \$0 | \$343,600 |
| Construction | NV COM DEV BLOCK GRANT | \$0 | \$0 | \$450,000 | \$0 | \$0 | \$0 | \$450,000 |
| Total Construction | | \$0 | \$0 | \$793,600 | \$0 | \$0 | \$0 | \$793,600 |
| Total Prior Costs | | \$198,700 | \$0 | \$0 | \$0 | \$0 | \$0 | \$198,700 |
| Total Programmed | | \$198,700 | \$0 | \$793,600 | \$0 | \$0 | \$0 | \$992,300 |

CC20230006 - District 3, Fifth Street Roundabout

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

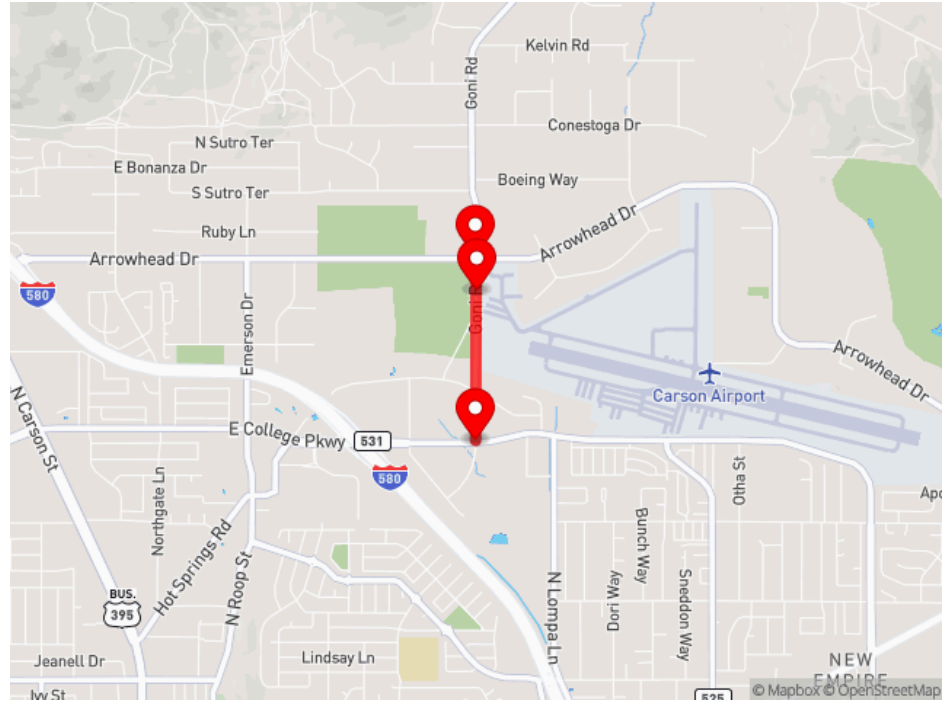
| | |
|----------------------------|-------------------|
| MPO: | CAMPO |
| TIP: | 25-09 |
| Local ID: | - |
| Total Cost: | \$5,029,800 |
| Lead Agency: | Carson City |
| Contact: | Kelly Norman |
| NDOT District: | District 2 |
| County: | Carson City |
| Project Type: | Road Improvement |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | 2027 |
| From: | Fairview Drive |
| To: | Carson River Road |

| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|-------------------------------|-----------------------------------|-------|--------|-----------|-------------|--------|--------|-------------|
| Preliminary Engineering | CARSON CITY LOCAL - CAMPO | \$0 | \$0 | \$250,000 | \$0 | \$0 | \$0 | \$250,000 |
| Total Preliminary Engineering | | \$0 | \$0 | \$250,000 | \$0 | \$0 | \$0 | \$250,000 |
| Construction | CARSON CITY LOCAL - CAMPO | \$0 | \$0 | \$0 | \$1,779,800 | \$0 | \$0 | \$1,779,800 |
| Construction | CONGRESSIONALLY DIRECTED SPENDING | \$0 | \$0 | \$0 | \$3,000,000 | \$0 | \$0 | \$3,000,000 |
| Total Construction | | \$0 | \$0 | \$0 | \$4,779,800 | \$0 | \$0 | \$4,779,800 |
| Total Programmed | | \$0 | \$0 | \$250,000 | \$4,779,800 | \$0 | \$0 | \$5,029,800 |

CC20240003 - Goni Road Rehabilitation

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

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



| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|-------------------------------|---------------------------|-----------|----------|-------------|--------|--------|--------|-------------|
| Preliminary Engineering | CARSON CITY LOCAL - CAMPO | \$195,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$195,000 |
| Total Preliminary Engineering | | \$195,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$195,000 |
| Right of Way | CARSON CITY LOCAL - CAMPO | \$0 | \$50,000 | \$0 | \$0 | \$0 | \$0 | \$50,000 |
| Total Right of Way | | \$0 | \$50,000 | \$0 | \$0 | \$0 | \$0 | \$50,000 |
| Construction | CARSON CITY LOCAL - CAMPO | \$0 | \$0 | \$3,144,200 | \$0 | \$0 | \$0 | \$3,144,200 |
| Total Construction | | \$0 | \$0 | \$3,144,200 | \$0 | \$0 | \$0 | \$3,144,200 |
| Total Prior Costs | | \$195,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$195,000 |
| Total Programmed | | \$195,000 | \$50,000 | \$3,144,200 | \$0 | \$0 | \$0 | \$3,389,200 |

CC20240007 - College and Fairview Preservation and Pedestrian Safety Improvement Project

Roadway Preservation between 5th Street and US 50 and Pedestrian Safety Improvements to improve pedestrian crossing, reduce vehicle speeds, and enhance driver awareness at high risk crossings.

| | |
|----------------------------|-------------------------------------------------------------------------------------------------|
| MPO: | CAMPO |
| TIP: | 25-09 |
| Local ID: | - |
| Total Cost: | \$2,263,365 |
| Lead Agency: | Carson City |
| Contact: | Kelly Norman |
| NDOT District: | District 2 |
| County: | Carson City |
| Project Type: | Road Improvement |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | 2027 |
| From: | 5th Street, College Parkway, Fairview Drive |
| To: | Airport Road, Desatoya Drive, Edmonds Drive, Gordon Street, Imperial Way, Northgate Lane, US 50 |

| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|-------------------------------|---------------------------|-------|--------|-----------|-------------|--------|--------|-------------|
| Preliminary Engineering | CARSON CITY LOCAL - CAMPO | \$0 | \$0 | \$264,000 | \$0 | \$0 | \$0 | \$264,000 |
| Total Preliminary Engineering | | \$0 | \$0 | \$264,000 | \$0 | \$0 | \$0 | \$264,000 |
| Construction | CARSON CITY LOCAL - CAMPO | \$0 | \$0 | \$0 | \$191,923 | \$0 | \$0 | \$191,923 |
| Construction | HSIP | \$0 | \$0 | \$0 | \$906,342 | \$0 | \$0 | \$906,342 |
| Construction | STBG 50K-200K | \$0 | \$0 | \$0 | \$901,100 | \$0 | \$0 | \$901,100 |
| Total Construction | | \$0 | \$0 | \$0 | \$1,999,365 | \$0 | \$0 | \$1,999,365 |
| Total Programmed | | \$0 | \$0 | \$264,000 | \$1,999,365 | \$0 | \$0 | \$2,263,365 |

CC20240008 - FTA 5307 Small Urban Apportionment

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

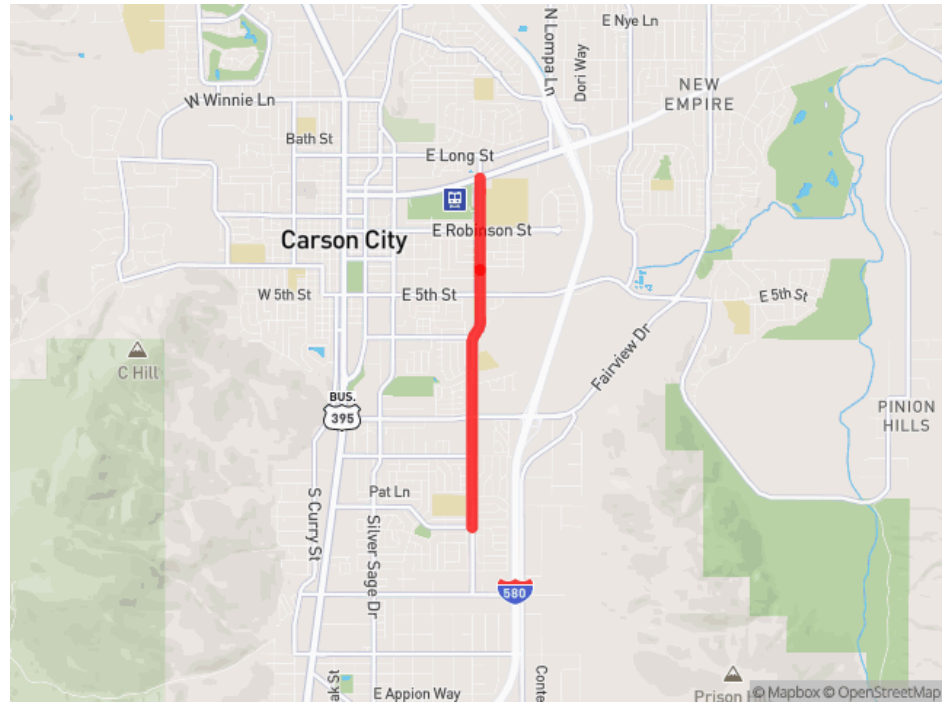
| | |
|----------------------------|-----------------|
| MPO: | CAMPO |
| TIP: | 25-01 |
| Local ID: | - |
| Total Cost: | \$5,806,710 |
| Lead Agency: | CAMPO |
| Contact: | Kelly Norman |
| NDOT District: | District 2 |
| County: | Carson City |
| Project Type: | Transit - Other |
| Air Quality: |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

| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|------------------|---------------------------|-------|-------------|-------------|--------|--------|--------|-------------|
| Other | CARSON CITY LOCAL - CAMPO | \$0 | \$984,672 | \$1,034,327 | \$0 | \$0 | \$0 | \$2,018,999 |
| Other | FTA 5307 SM URB OPERATING | \$0 | \$1,875,404 | \$1,912,307 | \$0 | \$0 | \$0 | \$3,787,711 |
| Total Other | | \$0 | \$2,860,076 | \$2,946,634 | \$0 | \$0 | \$0 | \$5,806,710 |
| Total Programmed | | \$0 | \$2,860,076 | \$2,946,634 | \$0 | \$0 | \$0 | \$5,806,710 |

CC20250001 - Saliman Road School Routes Improvement Project

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

| | |
|----------------------------|----------------------------------|
| MPO: | CAMPO |
| TIP: | 25-06 |
| Local ID: | - |
| Total Cost: | \$879,300 |
| Lead Agency: | Carson City |
| Contact: | Chris Martinovich |
| NDOT District: | District 2 |
| County: | Carson City |
| Project Type: | Active Transportation (Bike/Ped) |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | 2026 |
| From: | Sonoma Street |
| To: | William Street |



| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|-------------------------------|---------------------------|-------|--------|-----------|--------|--------|--------|-----------|
| Preliminary Engineering | CARSON CITY LOCAL - CAMPO | \$0 | \$0 | \$107,000 | \$0 | \$0 | \$0 | \$107,000 |
| Total Preliminary Engineering | | \$0 | \$0 | \$107,000 | \$0 | \$0 | \$0 | \$107,000 |
| Construction | CARSON CITY LOCAL - CAMPO | \$0 | \$0 | \$83,266 | \$0 | \$0 | \$0 | \$83,266 |
| Construction | HSIP | \$0 | \$0 | \$689,034 | \$0 | \$0 | \$0 | \$689,034 |
| Total Construction | | \$0 | \$0 | \$772,300 | \$0 | \$0 | \$0 | \$772,300 |
| Total Programmed | | \$0 | \$0 | \$879,300 | \$0 | \$0 | \$0 | \$879,300 |

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

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

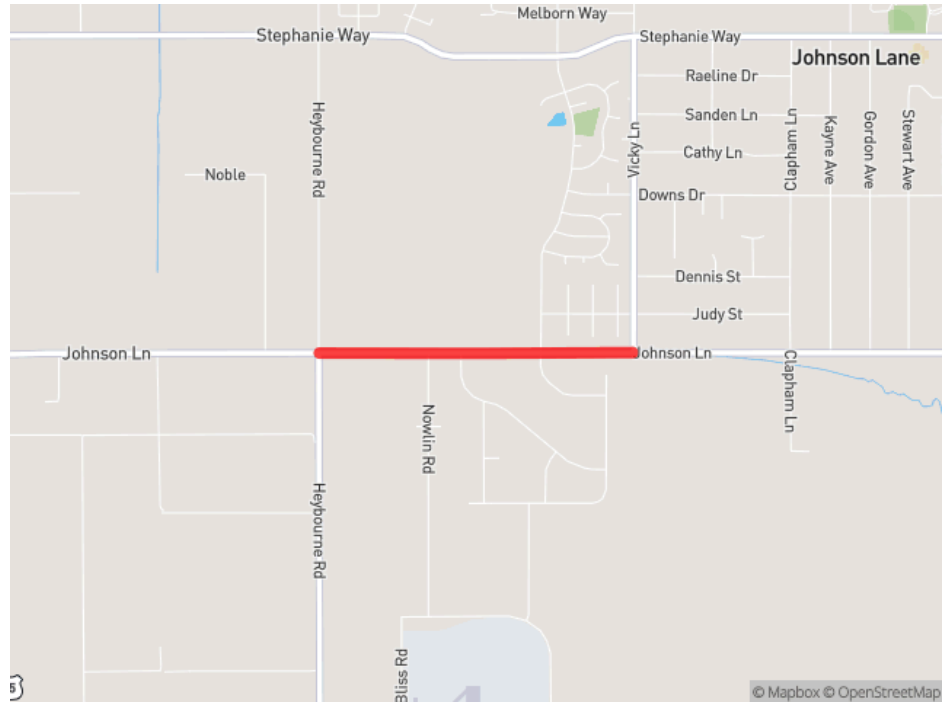
| | |
|----------------------------|-------------------|
| MPO: | CAMPO |
| TIP: | 25-05 |
| Local ID: | - |
| Total Cost: | \$528,903 |
| Lead Agency: | CAMPO |
| Contact: | Chris Martinovich |
| NDOT District: | District 2 |
| County: | Carson City |
| Project Type: | Transit - Other |
| Air Quality: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

| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|------------------|------------------------------------------|-------|--------|-----------|-----------|--------|--------|-----------|
| Other | CARSON CITY LOCAL - CAMPO | \$0 | \$0 | \$50,039 | \$55,742 | \$0 | \$0 | \$105,781 |
| Other | FTA 5310 ELDERLY/DISABLED SM URB CAPITAL | \$0 | \$0 | \$200,155 | \$222,967 | \$0 | \$0 | \$423,122 |
| Total Other | | \$0 | \$0 | \$250,194 | \$278,709 | \$0 | \$0 | \$528,903 |
| Total Programmed | | \$0 | \$0 | \$250,194 | \$278,709 | \$0 | \$0 | \$528,903 |

DO20220007 - Johnson Lane Reconstruction Project

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

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

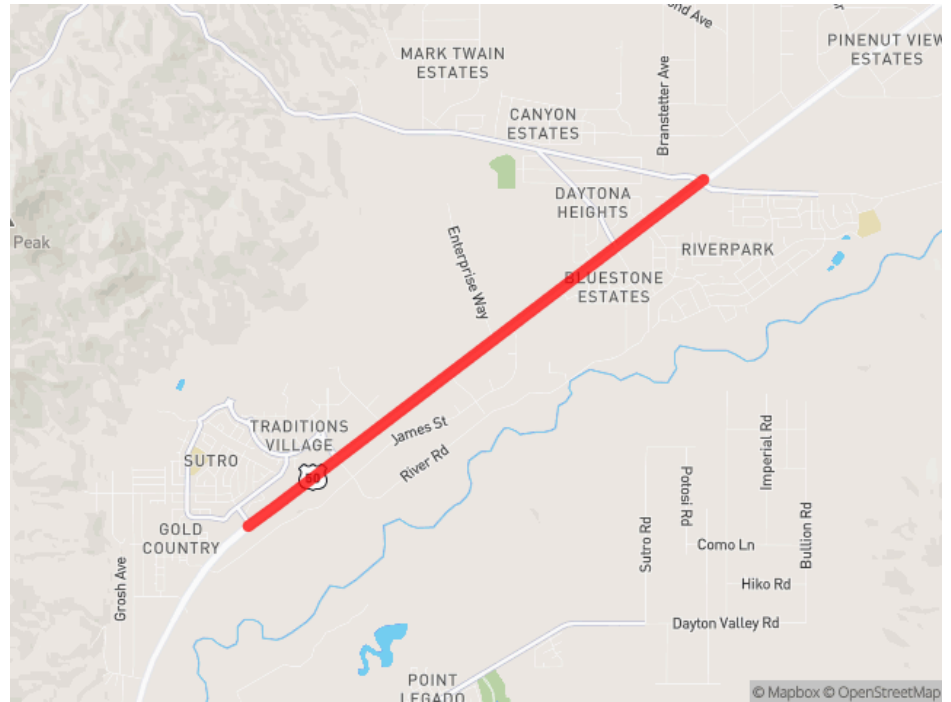


| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|--------------------|------------------|-------|--------|--------|--------|-------------|--------|-------------|
| Construction | DO LOCAL - CAMPO | \$0 | \$0 | \$0 | \$0 | \$200,000 | \$0 | \$200,000 |
| Construction | STBG 50K-200K | \$0 | \$0 | \$0 | \$0 | \$2,600,000 | \$0 | \$2,600,000 |
| Total Construction | | \$0 | \$0 | \$0 | \$0 | \$2,800,000 | \$0 | \$2,800,000 |
| Total Programmed | | \$0 | \$0 | \$0 | \$0 | \$2,800,000 | \$0 | \$2,800,000 |

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

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

| | |
|----------------------------|--------------|
| MPO: | CAMPO |
| TIP: | 25-08 |
| Local ID: | - |
| Total Cost: | \$37,010,000 |
| Lead Agency: | Nevada DOT |
| Contact: | Eric Scheetz |
| NDOT District: | District 2 |
| County: | Lyon |
| Project Type: | Preservation |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | 2026 |
| From: | LY MP 8.0 |
| To: | LY MP 13.8 |

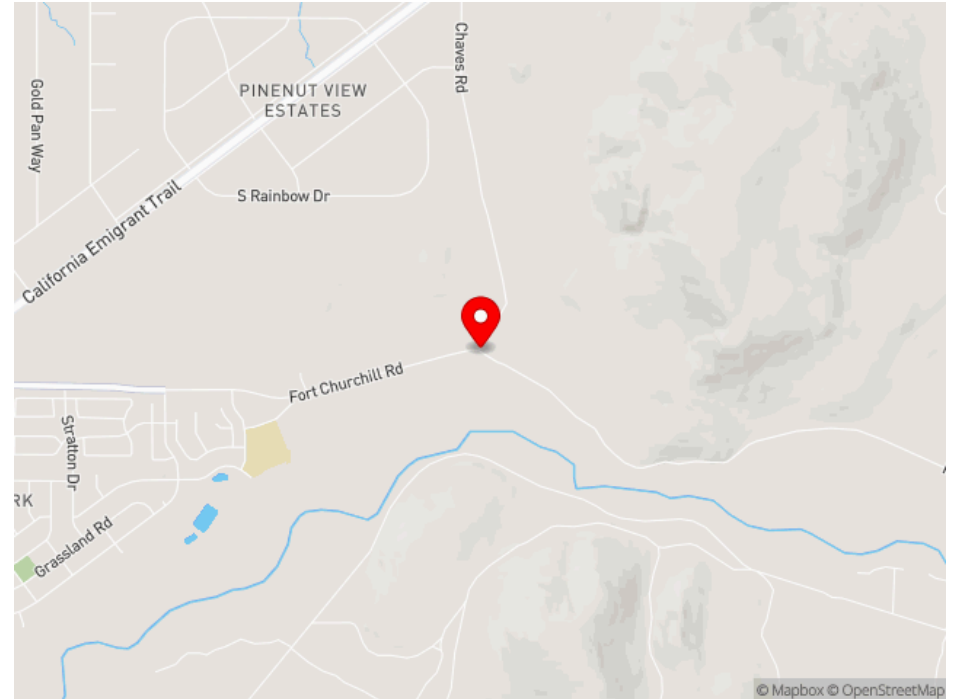


| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|--------------------|----------------------------|-------|----------|--------------|--------|--------|--------|--------------|
| Right of Way | STATE HIGHWAY FUND | \$0 | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$10,000 |
| Total Right of Way | | \$0 | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$10,000 |
| Construction | HSIP SECTION 164 PENALTIES | \$0 | \$0 | \$5,040,000 | \$0 | \$0 | \$0 | \$5,040,000 |
| Construction | NHPP | \$0 | \$0 | \$27,268,250 | \$0 | \$0 | \$0 | \$27,268,250 |
| Construction | STATE MATCH - NV | \$0 | \$0 | \$1,598,000 | \$0 | \$0 | \$0 | \$1,598,000 |
| Construction | STBG 5K-49999 | \$0 | \$0 | \$3,093,750 | \$0 | \$0 | \$0 | \$3,093,750 |
| Total Construction | | \$0 | \$0 | \$37,000,000 | \$0 | \$0 | \$0 | \$37,000,000 |
| Total Programmed | | \$0 | \$10,000 | \$37,000,000 | \$0 | \$0 | \$0 | \$37,010,000 |

LY20240007 - East Dayton Bridge

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

| | |
|----------------------------|--------------|
| MPO: | CAMPO |
| TIP: | 25-09 |
| Local ID: | PRJ-2848 |
| Total Cost: | \$1,320,000 |
| Lead Agency: | CAMPO |
| Contact: | Dustin Homan |
| NDOT District: | District 2 |
| County: | Lyon |
| Project Type: | Studies |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | - |
| From: | - |
| To: | - |



| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|------------------|---------------------------|-------|-------------|--------|--------|--------|--------|-------------|
| Other | LYON COUNTY LOCAL - CAMPO | \$0 | \$66,000 | \$0 | \$0 | \$0 | \$0 | \$66,000 |
| Other | STBG 50K-200K | \$0 | \$1,254,000 | \$0 | \$0 | \$0 | \$0 | \$1,254,000 |
| Total Other | | \$0 | \$1,320,000 | \$0 | \$0 | \$0 | \$0 | \$1,320,000 |
| Total Programmed | | \$0 | \$1,320,000 | \$0 | \$0 | \$0 | \$0 | \$1,320,000 |

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

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

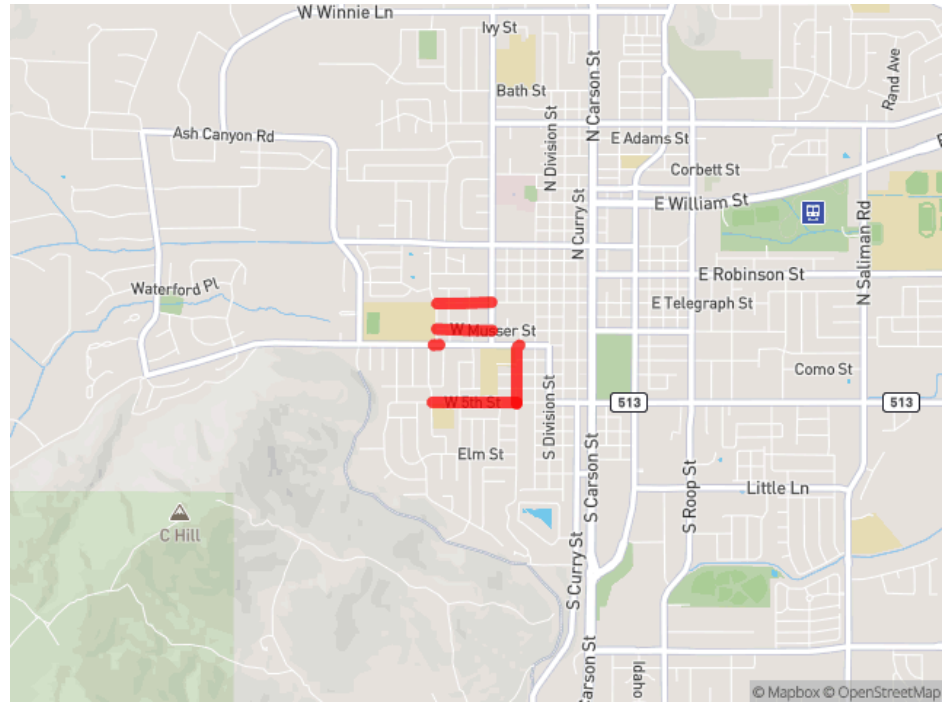
| | |
|----------------------------|----------------------------|
| MPO: | CAMPO |
| TIP: | 25-00 |
| Local ID: | - |
| Total Cost: | \$1,817,917 |
| Lead Agency: | CAMPO |
| Contact: | Mathew Morris |
| NDOT District: | District 2 |
| County: | Carson City, Douglas, Lyon |
| Project Type: | LPA |
|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

| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|-------------------|---------------------------|-------------|--------|-----------|--------|--------|--------|-------------|
| Other | CARSON CITY LOCAL - CAMPO | \$45,398 | \$0 | \$6,275 | \$0 | \$0 | \$0 | \$51,673 |
| Other | LOCAL FUND | \$39,225 | \$0 | \$0 | \$0 | \$0 | \$0 | \$39,225 |
| Other | TAP 50K-200K STBG | \$0 | \$0 | \$119,209 | \$0 | \$0 | \$0 | \$119,209 |
| Other | TAP FLEX STBG | \$1,607,810 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,607,810 |
| Total Other | | \$1,692,433 | \$0 | \$125,484 | \$0 | \$0 | \$0 | \$1,817,917 |
| Total Prior Costs | | \$1,692,433 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,692,433 |
| Total Programmed | | \$1,692,433 | \$0 | \$125,484 | \$0 | \$0 | \$0 | \$1,817,917 |

XS20220006 - Carson Vulnerable User Pedestrian Project

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

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

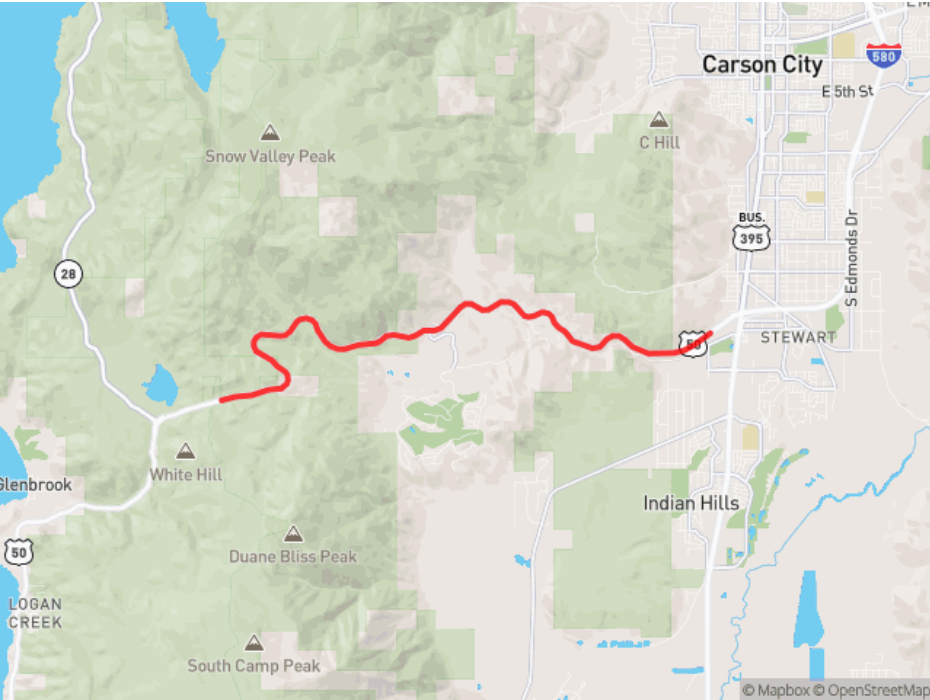


| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|-------------------------------|-----------------------------------|-----------|-------------|--------|--------|--------|--------|-------------|
| Preliminary Engineering | CONGRESSIONALLY DIRECTED SPENDING | \$108,342 | \$0 | \$0 | \$0 | \$0 | \$0 | \$108,342 |
| Preliminary Engineering | LOCAL FUND | \$5,702 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,702 |
| Total Preliminary Engineering | | \$114,044 | \$0 | \$0 | \$0 | \$0 | \$0 | \$114,044 |
| Construction | CONGRESSIONALLY DIRECTED SPENDING | \$0 | \$1,391,658 | \$0 | \$0 | \$0 | \$0 | \$1,391,658 |
| Construction | LOCAL FUND | \$0 | \$270,614 | \$0 | \$0 | \$0 | \$0 | \$270,614 |
| Total Construction | | \$0 | \$1,662,272 | \$0 | \$0 | \$0 | \$0 | \$1,662,272 |
| Total Prior Costs | | \$114,044 | \$0 | \$0 | \$0 | \$0 | \$0 | \$114,044 |
| Total Programmed | | \$114,044 | \$1,662,272 | \$0 | \$0 | \$0 | \$0 | \$1,776,316 |

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

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

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



| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|--------------------|------------------|-------|--------|--------|--------|--------------|--------|--------------|
| Construction | NHPP | \$0 | \$0 | \$0 | \$0 | \$32,917,500 | \$0 | \$32,917,500 |
| Construction | STATE MATCH - NV | \$0 | \$0 | \$0 | \$0 | \$2,310,000 | \$0 | \$2,310,000 |
| Construction | STBG FLEX | \$0 | \$0 | \$0 | \$0 | \$10,972,500 | \$0 | \$10,972,500 |
| Total Construction | | \$0 | \$0 | \$0 | \$0 | \$46,200,000 | \$0 | \$46,200,000 |
| Total Programmed | | \$0 | \$0 | \$0 | \$0 | \$46,200,000 | \$0 | \$46,200,000 |

XS20230002 - US 395 Carson Valley Phase 1

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

| | |
|----------------------------|----------------------------------------------------|
| MPO: | CAMPO |
| TIP: | 25-09 |
| Local ID: | - |
| Total Cost: | \$55,315,000 |
| Lead Agency: | Nevada DOT |
| Contact: | Shawn Paterson |
| NDOT District: | District 2 |
| County: | Carson City, Douglas |
| Project Type: | Preservation |
| Air Quality: | - |
| TCM: | - |
| Construction Start: | 2027 |
| From: | CC 0.0, DO/CC COUNTY LINE, IRONWOOD DR, MP DO 0.00 |
| To: | CC .13, DO/CC COUNTY LINE, I 580, MP DO 1.00 |



| Phase | Fund Source | Prior | FY2025 | FY2026 | FY2027 | FY2028 | Future | Total |
|-------------------------------|--------------------|-----------|--------|--------|--------------|--------|--------|--------------|
| Preliminary Engineering | STATE HIGHWAY FUND | \$290,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$290,000 |
| Total Preliminary Engineering | | \$290,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$290,000 |
| Right of Way | STATE HIGHWAY FUND | \$25,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$25,000 |
| Total Right of Way | | \$25,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$25,000 |
| Construction | NHPP | \$0 | \$0 | \$0 | \$49,874,998 | \$0 | \$0 | \$49,874,998 |
| Construction | PROTECT PROGRAM | \$0 | \$0 | \$0 | \$2,000,000 | \$0 | \$0 | \$2,000,000 |
| Construction | STATE MATCH - NV | \$0 | \$0 | \$0 | \$3,125,002 | \$0 | \$0 | \$3,125,002 |
| Total Construction | | \$0 | \$0 | \$0 | \$55,000,000 | \$0 | \$0 | \$55,000,000 |
| - | STBG FLEX | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total Prior Costs | | \$315,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$315,000 |
| Total Programmed | | \$315,000 | \$0 | \$0 | \$55,000,000 | \$0 | \$0 | \$55,315,000 |