

Federal Fiscal Year

2025 - 2029

**REGIONAL TRANSPORTATION
IMPROVEMENT PROGRAM (RTIP)**

Multimodal Safety
Public Transportation
Complete Streets
Public Participation



Building a Better Community Through Quality Transportation
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Chapter 1: Introduction

The Nevada State Legislature created the Regional Transportation Commission of Washoe County (RTC) in 1979 by consolidating the statutory authorities of the Regional Street and Highway Commission, the Regional Transit Commission, and the Washoe County Area Transportation Study Policy Committee. The responsibilities of the RTC include metropolitan transportation planning, design and construction of major streets and highways, and administration of public transportation systems serving Washoe County. A roadway is considered regional when it is functionally classified as a collector or higher, supports regional travel and goods movement, and is eligible for Federal-aid funding.

RTC serves as the designated Metropolitan Planning Organization (MPO) for the region's urban area, as defined by the United States Census Bureau. In this role, RTC leads a continuing, cooperative, and comprehensive transportation planning process to guide regional decision-making. As part of this responsibility, RTC develops and maintains the following key documents:

- **Regional Transportation Plan (RTP):** A long-range plan that outlines the development of the regional transportation network.
- **Regional Transportation Improvement Program (RTIP):** A short-range program that identifies funded transportation projects scheduled for implementation.
- **Public Participation Plan (PPP):** A framework to ensure community input shapes the transportation planning process.
- **Unified Planning Work Program (UPWP):** A two-year summary of an MPO's planning priorities and activities.
- **Congestion Management Plan (CMP):** An element of the RTP that describes RTC's strategies for monitoring and managing traffic congestion.

Overview of the Regional Transportation Improvement Program (RTIP)

The 2025–2029 RTIP is a five-year program of projects designed to improve the transportation network through implementation of street, highway, transit, bicycle, and pedestrian projects and programs in Washoe County. These projects and programs are organized by Federal Fiscal Year (FFY), which spans October 1 through September 30. The RTIP summarizes projects by FFY and identifies the responsible agency, funding source, and key project details. The RTIP is required by federal regulation and serves as a key document in planning and programming transportation system improvements. The RTIP assists in implementing the Regional Transportation Plan (RTP) by advancing projects from the first ten years of the long-range plan in order to meet the long-range vision for the region (see Chapter 2 for more detail).

Federal transportation program direction and MPO funding authorization were first established in the 1990 Clean Air Act Amendment (CAAA) and the Intermodal Surface

Transportation Efficiency Act (ISTEA) of 1991. These were followed by the Transportation Equity Act for the 21st Century (TEA-21) in 1998, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005, and the Moving Ahead for Progress in the 21st Century Act (MAP-21) in 2012. MAP-21 introduced a performance-based planning framework that was carried forward and expanded by the Fixing America's Surface Transportation (FAST) Act in 2015 and the current Bipartisan Infrastructure Law (BIL), signed into law in 2021. Throughout the rest of this document, these acts will be referred to using their acronyms.

MAP-21 marked a shift toward a performance-based planning framework focused on achieving measurable results. It directed states and MPOs to invest resources in projects that collectively advance national transportation goals. This approach introduced consistent metrics for evaluating safety, condition, mobility, and other key outcomes across all modes. The BIL carries forward and expands this framework, strengthening the role of performance management in federal surface transportation programs.

Conformity with the 1990 Clean Air Act Amendment (CAAA)

The CAAA requires that each state environmental agency develop a State Implementation Plan (SIP). The SIP shows how the state will implement measures designed to improve air quality to meet National Ambient Air Quality Standards (NAAQS) for each criteria air pollutant, according to the schedules included in the CAAA.

Since emissions from motor vehicles make a significant contribution to air pollution, the CAAA also requires that transportation officials make a commitment to programs and projects that will help achieve air quality goals including:

- Providing for greater integration of the transportation and air quality process
- Ensuring that transportation plans, programs and projects conform with the SIP
- Reduction in the growth in vehicle miles traveled (VMT) and congestion in areas that have not attained the U.S. Environmental Protection Agency's (EPA) air quality standards.

Conformity for the RTP and RTIP are demonstrated when projected regional emissions generated by the plan and RTIP do not exceed the region's motor vehicle emissions budgets as established by the SIP. While the MPO is ultimately responsible for making sure a conformity determination is made, the conformity process depends on federal, state and local transportation and air quality agencies working together to meet the transportation conformity requirements. The roles and responsibilities of the partner agencies involved in the air quality conformity analysis are defined in the Washoe County Transportation Conformity Plan. The plan was adopted by RTC and the Washoe County District Board of Health in January 2013.

Federal Performance Management Framework

The BIL continues the legislation authorized under MAP-21, which created a data-driven, performance-based multimodal program to address the many challenges facing the U.S. transportation system. Performance management guides more efficient investment of transportation funds by focusing on national transportation goals, increasing accountability and transparency, and improving decision making. This section describes the performance measures and targets to be used in assessing system performance. RTC will continue to develop annual reports to track progress toward achieving these targets and will continue to gather additional community input throughout the transportation planning process.

The U.S. Secretary of Transportation, in consultation with states, MPOs, and other stakeholders, established national performance measures for several areas: pavement conditions and performance for the Interstate and National Highway System (NHS), bridge conditions, injuries and fatalities, traffic congestion, on-road mobile source emissions, and freight movement on the Interstate System. States, in coordination with MPOs, set performance targets in support of those measures, and state and metropolitan plans describe how program and project selection will help achieve the targets. The RTC has collaborated with the Federal Highway Administration (FHWA) Nevada Division Office, the Nevada Department of Transportation (NDOT), and other stakeholder jurisdictions and agencies to develop performance measures.

The required national performance goals for federal highway programs include the following:

- Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure Condition – To maintain the highway infrastructure asset system in a state of good repair.
- Congestion Reduction – To achieve a significant reduction in congestion on the National Highway System.
- System Reliability – To improve the efficiency of the surface transportation system.
- Freight Movement and Economic Vitality – To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental Sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced Project Delivery Delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Federal Highway Association (FHWA) Transportation Performance Management (PM)

The FHWA defines the Transportation Performance Management (PM) program as a strategic approach that uses system information to make investment and policy decisions to support achievement of national performance goals. The first of three PM Final Rules focuses on safety and supports the Highway Safety Improvement Program (HSIP), as it establishes safety performance measure requirements for the purpose of carrying out the HSIP and to assess fatalities and serious injuries on all public roads.

PM1: Safety Performance Measures

FHWA's PM1 establishes five performance measures as five-year rolling averages to include:

1. Number of Fatalities
2. Rate of Fatalities per 100 million VMT
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

RTC's aspirational vision of zero fatalities and serious injuries on our region's roadways is the only acceptable goal and RTC recognizes that reaching that goal will require time and significant effort by all stakeholders. The annual safety performance targets identified in this document represent an important step in working toward the ultimate goal of eliminating traffic-related deaths and serious injuries.

These safety targets represent interim performance levels on the path toward the long-term goal of zero fatalities and serious injuries. This approach is consistent with guidance from the United States Department of Transportation (DOT) as well as states and MPOs across the nation, including NDOT. RTC is also an active stakeholder in the Vision Zero Truckee Meadows Task Force. RTC recently adopted NDOT's performance targets, and through localized efforts, works toward the statewide goal of zero fatalities. Table 1-1 shows the current targets and status of these measures.

Table 1-1. Statewide Performance on PM1: Safety Performance Measures, 2022

Performance Measures	Performance Target 2023 5-Year Rolling Average	Performance Actual 2023 5-Year Rolling Average	Target Met?
Number of traffic fatalities	347.8 or fewer	365.4	No, exceeded by 5.0%
Number of serious traffic injuries	1,021.3 or fewer	1,069.8	No, exceeded by 4.7%
Traffic fatalities per 100 million VMT	1.279 or fewer	1.347	No, exceeded by 5.3%

Performance Measures	Performance Target 2023 5-Year Rolling Average	Performance Actual 2023 5-Year Rolling Average	Target Met?
Serious traffic injuries per 100 million VMT	3.755 or fewer	3.940	No, exceeded by 4.9%
Number of non-motorized fatalities and serious injuries	262.6 or fewer	301.0	No, exceeded by 14.6%

Source: Nevada Department of Transportation (NDOT), [2024 Performance Management Report](#)

Crash data from 2023 is the most recent data available at the time of this RTIP publication. Further explanation and evaluation of this performance measure, including short-term and long-term strategies for meeting performance targets in the future, can be found in pages 94-99 of NDOT’s 2024 Performance Management report.

PM2: Pavement and Bridge Condition Measures

As part of the Transportation PM program, PM2 relates to the assessment of pavement and bridge condition for the National Highway Performance Program. The six national performance measures developed under PM2 include the percentage of pavements in good condition and percentage of pavements in poor condition on both the Interstate System and non-Interstate National Highway System (NHS), as well as the percentage of bridges in good condition and the percentage of bridges in poor condition.

The national performance measures for assessing pavement condition do not apply to all regional roads and the FHWA requires measures that reflect data elements in the Highway Performance Monitoring System, including International Roughness Index, rutting for asphalt surfaced pavements, faulting for jointed concrete surface pavements, and cracking percent. The method for assessing bridges is based upon elements in the National Bridge Inventory, which examines the condition of the bridge deck, superstructure, substructure, and culverts. The data to support these measures is provided by NDOT, which assesses pavement and bridge infrastructure on a periodic basis.

Table 1-2. Statewide Performance on PM2: Pavement and Bridge Condition Measures, 2022

Performance Measures	Baseline	Target	Actual	Better Than Baseline?	Achieved Target?
Interstate Pavement in Good Condition	81.8%	74.7%	81.2%	No	Yes
Interstate Pavement in Poor Condition	0.3%	1.4%	0.3%	No	Yes
Non-Interstate NHS Pavement in Good Condition	79.4%	55.8%	77.6%	No	Yes
Non-Interstate NHS Pavement in Poor Condition	4.7%	6.5%	4.6%	Yes	Yes
NHS Bridges in Good Condition	42.2%	35.0%	49.4%	Yes	Yes
NHS Bridges in Poor Condition	0.5%	7.0%	1.0%	No	Yes

Source: United States Department of Transportation (U.S. DOT), [2022 Full Performance Period Significant Progress Determination – Nevada](#)

PM3: System Performance, Freight, and Emissions Reduction Measures

FHWA’s PM3 established measures for travel time reliability on the Interstate for all vehicles, for all vehicles on the Interstate and non-Interstate NHS, and for truck traffic on the Interstate. Statewide performance targets and measures for each are included in Table 1-3.

In the table below, reliable travel is defined as the ratio of longer travel times (80th percentile) to normal travel time (50th percentile), using data from FHWA’s National PM Research Data Set or equivalent. User data includes occupancy levels for buses, autos, and trucks.

Table 1-3. Statewide Performance on PM3: System Performance & Freight

RTP Goal	Performance Measures	Performance Target	2023 Performance Measure Status	2023 Performance Target Status
Congestion Reduction	Percentage of person-miles traveled that are reliable on the Interstate System	87% or higher	88.9%	Met goal
	Percentage of person-miles traveled that are reliable on the NHS	87% or higher	93.1%	Met goal
	Truck Travel Time Reliability (TTTR) Index	1.26% or less	1.26%	Met goal

Source: United States Department of Transportation (U.S. DOT), [2022 Full Performance Period Significant Progress Determination – Nevada](#)

FHWA’s PM3 also includes performance measures related to the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and the total emissions reduction of on-road mobile source emissions. Table 1-4 includes regional CMAQ emission reductions for the most recent reporting year.

Table 1-4. Regional Performance on PM3: Emissions Reductions, 2024

Performance Measure Emission Type (CMAQ-Funded Projects)	2024 Emission Reductions (in kg/day)
Carbon Monoxide (CO)	30.340
Nitrogen Oxides (NO _x)	1.555
Volatile Organic Compounds (VOC)	1.307
Particulate Matter, 2.5 µm or smaller (PM _{2.5})	0.080
Particulate Matter, 10 µm or smaller (PM ₁₀)	0.156

Source: Regional Transportation Commission of Washoe County (RTC), 2024 CMAQ Emissions Reporting Submission

Federal Fiscal Year (FFY) 2025-2029 Regional Transportation Improvement Program (RTIP) Summary

Table 1-5 is a summary of the highway, transit capital and operating, bikeway and other projects in the RTIP. The 5-year program has a total cost of approximately \$2.08 billion.

The complete RTIP project listing is contained in Appendix A and represents the status of projects at the time of the adoption of this document. The listing shows the project description, the project limits where applicable, the project phase (preliminary engineering/design, right-of-way, construction, or “other” – operations or equipment purchases), the year programmed, the project costs and the federal, state and/or local contributions to the project cost. Projects that may still be ongoing but have completed funding obligations prior to FFY 2025, or for which the only funding obligations are beyond FFY 2029, are included in the listing. However, amounts obligated outside of the 5-year program are excluded from the totals below and from the financial plan (see Chapter 7).

Over the lifetime of the current RTIP, it is anticipated that there will be amendments or administrative modifications, as it is a living document. To ensure portrayal of the most current status of a given project, those interested are encouraged to search for projects in the electronic Statewide Transportation Improvement Program (eSTIP). The eSTIP can be accessed online at <https://nevadadot.ecointeractive.com>, which contains a searchable and sortable database of projects statewide.

Table 1-5: FFY 2025-2029 Regional Transportation Improvement Program (RTIP) Summary

Project by Mode/Program	Total Cost	% of Total Program
Capacity Improvements	\$932,000,000	45%
Freeway System Improvements	\$354,800,000	17%
Intelligent Transportation Systems (ITS)/Traffic Management	\$70,700,000	3%
Multimodal Corridor Improvements	\$330,800,000	16%
Other Projects/Programs*	\$67,900,000	3%
Pavement Preservation	\$203,100,000	10%
Transit Operating and Capital	\$124,900,000	6%
TOTAL	\$2,070,200,000	100%

*Includes Safe Routes to School, Trip Reduction, Park and Ride, bicycle/pedestrian safety education, and Active Transportation programs; maintenance agreements; and miscellaneous construction projects.

The individual projects in the RTIP were developed through coordination among RTC, NDOT, Washoe County and the Cities of Reno and Sparks, and based on the RTP, which was developed through extensive public outreach. RTC’s Technical Advisory Committee (TAC) and Citizens Multimodal Advisory Committee (CMAC) also provided input.

Capacity and Freeway System Improvements Projects

The RTIP programs approximately \$1.3 billion in capacity and freeway system improvements projects. This funding typically comes from federal BIL programs, RTC

Fuel Tax and state gas tax. Approximately \$355 million are programmed by NDOT for freeway projects, such as improvements to US 395 and I-80. Additional major capacity projects (about \$932 million programmed in total) include design and construction of RTC improvements for Pyramid Highway, Sparks Boulevard, North Virginia Street, and Highland Ranch Parkway. Another \$203 million is allocated to ongoing pavement preservation activities to maximize the useful life of the road network.

Transportation Systems Management and Transportation Demand Management

Transportation system operations improvements maximize the capacity of existing roadways in a highly cost-effective way. RTC conducts a traffic operations program cooperatively with Washoe County, the City of Reno and the City of Sparks. Over the next five years, roughly \$71 million is to be used for the traffic management program, intelligent transportation systems (ITS), intersection geometric and capacity improvements, and traffic calming improvements. Approximately \$7 million of this amount involves NDOT expenditures on similar projects.

Multimodal Corridor Improvements Projects

The RTIP contains roughly \$331 million for multimodal corridor projects. Significant projects include multimodal improvements on Keystone Avenue, West 4th Street, Lemmon Drive, Sun Valley Boulevard, along with the Biggest Little Bike Network project in downtown Reno. Another \$68 million is included for other projects and programs to fund things like the Safe Routes to School, Trip Reduction, Park and Ride, bicycle/pedestrian safety education, and the newly created Active Transportation programs.

Transit Operating and Capital Projects

The RTIP programs approximately \$125 million for public transportation projects during the five-year period. This includes transit system operations, including RTC RIDE fixed-route (with RTC REGIONAL CONNECTOR intercity service), RTC ACCESS paratransit, and RTC FlexRIDE services. Additional transit services such as the Bus Stop Improvements and U-Pass programs are operated with these funds. Most capital outlays are federal funds from FTA Section 5307, Section 5339 and Congestion Mitigation and Air Quality Improvement Program (CMAQ). The primary capital expenditures are the replacement of RTC buses and vans, but also include equipment purchases and bus stops, stations, and facilities improvements. Strategic utilization of these funds has enabled RTC to systematically replace older diesel RIDE buses with new alternative-fuel buses.

Other Regional Transportation Improvement Program (RTIP) Conformities and Certifications

Conformity with the Regional Transportation Plan (RTP)

The projects in the RTIP are developed from the project list and policies included in the RTP and therefore conform to the RTP. The RTIP is the principal mechanism for implementing the transportation projects and programs contained in the RTP.

Financial Capacity

With federal programs, RTC is required to evaluate the financial capacity of the agency to conduct and carry forward the financial requirements related to public transportation operations. The financial capacity analysis is prepared annually by the RTC Finance Department with the budget process. RTC has the financial capacity to continue the street and highway and the public transportation programs through the five-year operating and capital financial model.

Public Involvement

Federal legislation requires that each MPO formally adopt a proactive public involvement process. The intent of the process is an early and continuing involvement of the public in developing transportation plans and programs. RTC most recently updated its Public Participation Plan (PPP) in October 2025, which is compliant with federal regulations and outlines RTC's comprehensive public involvement and education process.

The Federal Transit Administration (FTA) has determined that when a recipient follows the procedures of the public involvement process outlined in the FHWA/FTA planning regulations that pertain to the development of the RTIP, the recipient satisfies the public participation requirements associated with development of the program of projects (POP) that recipients of Section 5307 and 5339 funds must meet. As the MPO and operator of public transit for the region, and in accordance with these federal regulations and its PPP, RTC's public notices of public participation activities and times established for public review of and comments on the RTIP satisfy the POP requirements of the Section 5307 and 5339 programs.

Conformity Determination

The air quality and regulatory conformity analysis determination associated with the RTIP is included as part of this document (see Chapter 8 for details). A finding of conformity by RTC is required before approval of federal program funding for individual projects included in the RTIP. The RTIP will be reviewed and updated every two to four years, allowing consideration and revision of project priorities. The resolution adopting this RTIP incorporates the required findings of conformance. RTC works closely with the Northern Nevada Public Health—Air Quality Management Division (NNPH—AQMD) and other partner agencies involved in air quality analysis through periodic interagency consultation meetings.

Chapter 2: Planning Process

The RTIP is developed in cooperation with state and local governments, including public works and planning officials who propose projects and review the listing prepared by RTC staff. Some of the partner agencies that assist with RTIP development are listed below.

Truckee Meadows Regional Planning Agency (TMRPA)

The TMRPA, created by state legislation in 1989, is responsible for preparing and implementing the Truckee Meadows Regional Plan (referred to as the Regional Plan). The TMRPA is comprised of the Regional Planning Governing Board, the Regional Planning Commission, and staff. The Regional Plan addresses regional urban form, natural resource management, infrastructure, and service provision within Washoe County. The agency implements the Regional Plan by ensuring that master plans of local governments and affected entities conform to adopted policies. RTC is considered an affected entity and as such, the RTP must be in conformance with the Regional Plan.

Nevada Department of Transportation (NDOT)

NDOT is responsible for planning, programming, construction, and maintenance activities involving federal aid and state gas tax funding. Planning and programming of these projects are coordinated with RTC through the RTIP and RTP processes. NDOT also provides funds to RTC for transportation planning and transit operations and provides technical data and analysis to support the regional transportation planning process.

Northern Nevada Public Health (NNPH)

RTC formally partners with NNPH, formerly the Washoe County Health District, through NNPH's participation on the RTC Technical Advisory Committee (TAC) which meets monthly and advises RTC staff and the Board. NNPH Air Quality Management Division (AQMD) and Chronic Disease and Injury Prevention Program actively support transportation investments that improve community health. Additionally, NNPH sponsors several healthy community initiatives based on the concept that health is more than the absence of disease and is defined broadly to encompass a full range of quality-of-life issues such as transportation.

Reno-Tahoe Airport Authority (RTAA)

The RTAA, created in 1977 by the State Legislature, has responsibility for county-wide airport operations and planning. It is the owner and operator of the Reno-Tahoe International and Reno-Stead Airports.

RTC's Planning Process

RTC's planning process is intended to provide decision makers with plans and projects that effectively meet community needs. The effectiveness of a planning program is measured by how well projects are implemented and objectives are achieved.

Transportation planning in Washoe County has been successful due in large part to the unique structure of RTC as both a planning and an implementing agency.

Regional Transportation Plan (RTP) Goals

The goals in the RTP describe a desired end state for the regional multimodal transportation system over the next 20 years. Federal law and regulation establish seven national goals. As explained in USDOT guidance, MPOs should incorporate the national goals into their long-range transportation plans or provide new goals that align with them. In addition, ten planning factors must be considered within the metropolitan transportation planning process. These planning factors address a wide array of issues important to communities.

The goals in the RTP, collectively, are a broad statement that describes the intent behind transportation investments in the region. The goals were used to develop objectives and evaluation factors for project prioritization. Keeping the Plan's goals at the core of project prioritization has resulted in a project list that can best meet the identified transportation goals for the region.

The following nine (unranked) goals were created for the RTP and reflect the desired state of transportation for the region over the next 20 years. Each goal is further discussed in nine goal chapters of the RTP.

- Safety – To achieve a significant reduction in traffic fatalities and serious injuries on regional roadways.
- Maintain Infrastructure Condition – To maintain regional roadway infrastructure in a state of good repair.
- Congestion Reduction – To achieve a significant reduction in congestion on the regional roadway network.
- System Reliability and Resiliency – To improve the efficiency, resiliency, and overall reliability of the multimodal transportation system.
- Efficient Freight Movement and Economic Vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Equity and Environmental Sustainability – To enhance the performance of the transportation system while protecting and enhancing equity and the natural environment.
- Reduced Project Delivery Delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process.
- Accessibility and Mobility – To increase the accessibility and mobility of people on the transportation system and enhance the integration and connectivity of the transportation system.
- Integrated Land-Use and Economic Development – To increase partnership among local jurisdictions and other stakeholders to identify how transportation investments can support regional development goals.

Regional Transportation Plan (RTP) Objectives

Objectives in the RTP support the achievement of the goals for the multimodal transportation system. Objectives are intended to reflect outcomes that are experienced by system users and the public, and integrate objectives described in state transportation plans and processes. Building on previous versions of the RTP and other planning efforts, the RTP addressed the following nine objectives under the nine goals above.

- Safety – Reduce Traffic Fatalities and Serious Injuries
- Maintain Infrastructure Condition – Manage Existing Infrastructure Efficiently
- Congestion Reduction – Manage Vehicle Travel Demand and Reduce Congestion
- System Reliability and Resiliency – Integrate All Travel Modes and Increase Travel Options
- Efficient Freight Movement and Economic Vitality – Improve the Movement of Freight and Goods
- Equity and Environmental Sustainability – Promote Equity and Environmental Justice
- Reduced Project Delivery Delays – Monitor Implementation and Performance
- Accessibility and Mobility – Provide a Regional Transit System and Other Transportation Services
- Integrated Land-Use and Economic Development – Improve Regional Connectivity

The process used to develop these goals and objectives is discussed in detail in Chapter Four of the 2025 update to the 2050 RTP.

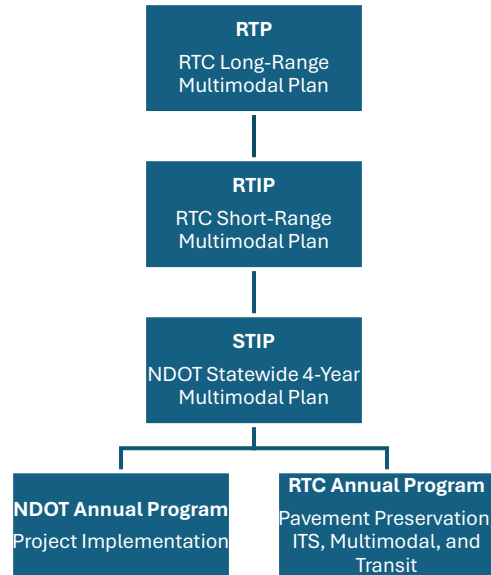
Regional Transportation Improvement Program (RTIP)

The Regional Transportation Improvement Program (RTIP) is a federally required five-year plan that identifies and prioritizes transportation projects for a region. The RTIP includes a subset of projects from a region's RTP. Projects must be included in the RTP to be eligible for inclusion in the RTIP. RTC, as the Metropolitan Planning Organization (MPO) for the region, is responsible for developing the RTIP.

The RTIP provides a summary of projects and programs by Federal Fiscal Year (FFY) and shows the agency responsible for implementing the project, funding source and other related information. The RTIP represents a prioritized program designed to address Washoe County's growing transportation needs. It supports improvements in regional safety, air quality, transportation efficiency, and mobility.

The RTIP assists in implementing the RTP by advancing projects selected from the first ten years of the plan. Additional projects are advanced during biennial adoptions of the RTIP and if more funding becomes available. Figure 2-1 illustrates how the RTP informs project and program implementation through the RTIP.

Figure 2-1. Regional Transportation Commission of Washoe County (RTC) Planning Process



RTC Advisory Committees

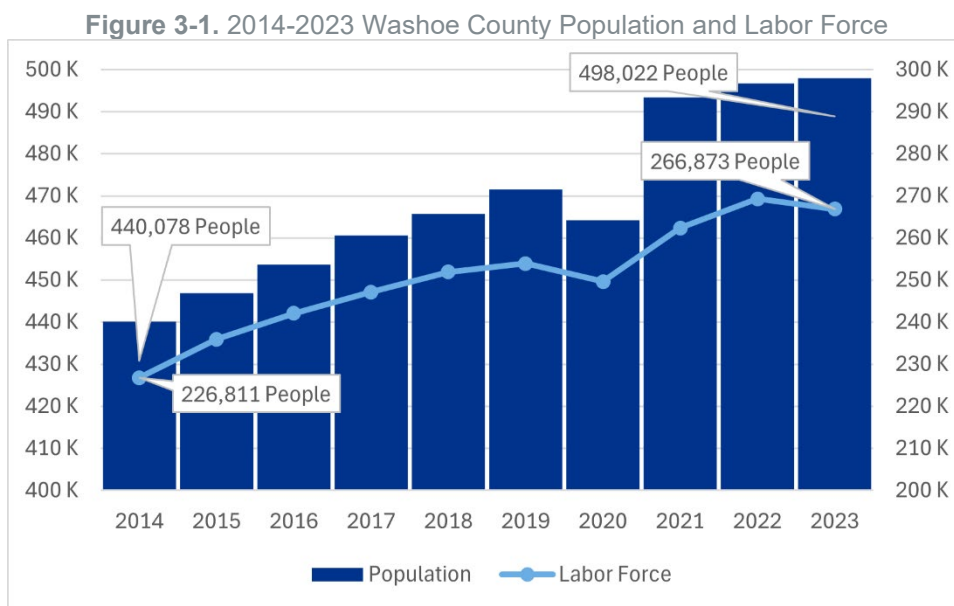
RTC has established two standing advisory committees that actively participate in the transportation planning process and provide additional forums for discussion of regional transportation issues. The Citizens Multimodal Advisory Committee (CMAC) is a self-governing committee that meets once a month and has responsibility for reviewing agency plans and projects, evaluating plan conclusions and recommendations, and providing general public input into the planning process. The CMAC consists of citizens from various jurisdictions of Washoe County appointed by RTC’s Board to provide public input to RTC staff in the conduct of transportation planning activities. CMAC membership is geographically diverse and maintains a balance of members with an interest in or experience with one of the following emphases: RTC RIDE (fixed-route transit), RTC ACCESS (paratransit), bicycle/pedestrian, and general multimodal transportation.

The Technical Advisory Committee (TAC) is composed of planning and public works personnel from each local government, including the Cities of Reno and Sparks and Washoe County. In addition, representatives from NDOT, FHWA, TMRPA, RTAA, NNPH—AQMD, Reno-Sparks Indian Colony, and Washoe County School District provide input on transportation and air quality planning issues. It is the responsibility of this committee to review and comment on plans developed by RTC from a technical standpoint. It also advises and assists RTC planning staff with methods and procedures and recommends technical standards.

Chapter 3 Current and Future Trends

Socioeconomic Trends

Between 2014 and 2023, Washoe County's total population increased by approximately 58,000 people, while the number of people in the labor force grew by about 18,000. Long-term projections estimate that the population will exceed 600,000 by 2050. Other socioeconomic trends also influence travel patterns in Washoe County, including the aging of the population.

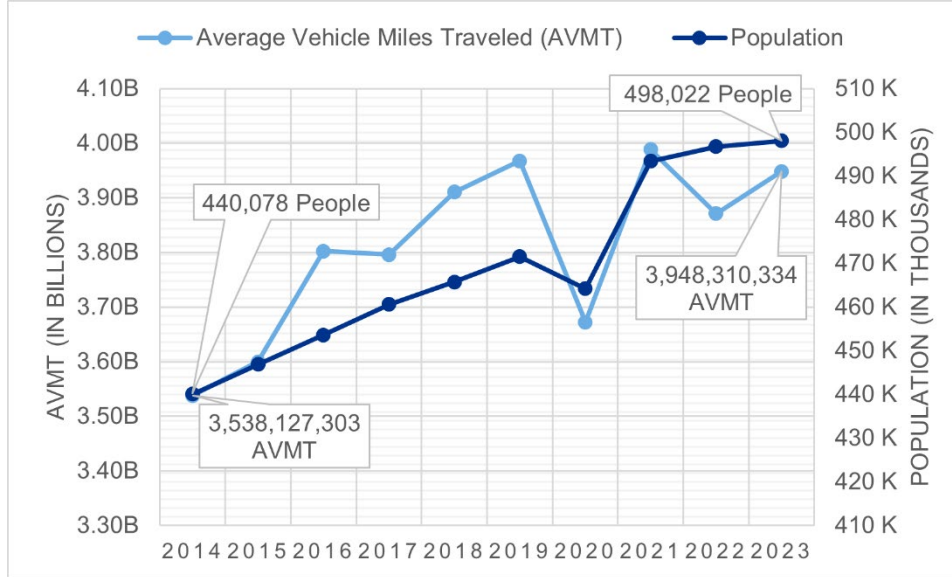


Source: United States Census Bureau, 2014-2023 American Community Surveys

Travel Trends

NDOT tracks Annual Vehicle Miles Traveled (AVMT) in Washoe County through the Highway Performance Monitoring System (HPMS) and publishes annual [HPMS data reports](#). As with population data, 2020 AVMT values were anomalous due to public health measures and travel disruptions associated with the COVID-19 pandemic. From 2014 to 2023, AVMT steadily increased alongside population growth, with Washoe County experiencing an overall increase of approximately 410 million AVMT during this period.

Figure 3-2. Population and Average Vehicle Miles Traveled



Source: NDOT, 2023 Highway Performance Monitoring System (HPMS) Data

Population and Employment Forecasts

Regional planning is a collaborative effort. As the designated MPO, RTC leads transportation planning in the region. The Truckee Meadows Regional Planning Agency (TMRPA) leads planning for land use, infrastructure, and natural resources. Both agencies coordinate closely with each other and with local jurisdictions, including the City of Reno, the City of Sparks, and Washoe County.

Through a shared-use program, RTC and TMRPA coordinate on Geographic Information System (GIS) analysis, data collection, online data access, and the development of the consensus forecast. TMRPA prepares the consensus forecast by averaging projections from multiple reputable sources, such as S&P Global, Woods & Poole, the Truckee Meadows Water Authority (TMWA), and the Nevada State Demographer. The consensus forecast is a key input to the regional travel demand model, which informs the RTP and ultimately the RTIP. The forecast covers all of Washoe County, including Reno, Sparks, and unincorporated areas.

Table 3-1 shows the forecasted growth in population and employment through 2044.

Table 3-1. Washoe County Consensus Forecast

Population and Employment, 2024–2044					
Year	2024	2029	2034	2039	2044
Total Population	515,085	542,057	564,343	584,273	602,455
Total Employment	325,765	338,574	350,380	362,870	376,161

Source: TMRPA [2024 Washoe County Consensus Forecast](#)

Chapter 4: Federal Transportation Programs

Introduction

ISTEA established the modern structure for federal surface transportation programs. Through its reauthorizations, which include TEA-21, SAFETEA-LU, MAP-21, FAST Act, and BIL, this federal transportation framework continues to provide a major portion of the funding for the Federal Fiscal Year (FFY) 2025–2029 Regional Transportation Improvement Program (RTIP).

National Highway Performance Program (NHPP)

The NHPP combined several SAFETEA-LU era programs including the National Highway System (NHS) and Interstate Maintenance and Bridge Programs. The NHPP provides support for improving the condition and performance of the NHS, which includes the construction of new NHS facilities. It ensures that investments of Federal-aid funds are directed toward achieving the performance targets established in each state's NHS asset management plan. As a new function of this program added by BIL, NHPP now also provides support for activities to increase the NHS's ability to withstand and recover from natural disasters.

Surface Transportation Block Grant (STBG) Program

The STBG program provides flexible funding that may be used for projects to preserve or improve the condition and performance of any Federal-aid highway; fund bridge projects on any public road; support non-motorized transportation facilities; and invest in transit capital projects including bus terminals and related facilities. BIL increases the flexibility of these funds, adding several new project categories to the list, including structures to reduce animal-vehicle collisions; installation of electric vehicle charging and vehicle-to-grid infrastructure; projects to enhance travel and tourism; and other project types. NDOT and RTC may use STBG funds for new construction, maintenance, transit, ridesharing and Employer Trip Reduction (ETR), centralized traffic signal control systems, and traffic management programs. The STBG program is divided into "STBG FLEX" (state), "STBG >200K (WA)" (local), and "STBG BRIDGE" funding categories.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ funding category is available to air quality non-attainment/maintenance areas, and the majority of the Truckee Meadows is an air quality maintenance area for specific criteria pollutants identified under the CAAA. Funding from the CMAQ program can only be used for projects that will have substantial air quality benefits or are included in the State Implementation Plan (SIP). CMAQ cannot fund general capacity expansions for single-occupancy vehicles. Programs and projects that CMAQ can fund include programs to improve public transit, ETR programs, intersection improvements, traffic flow improvements that reduce emissions, bicycle/pedestrian facilities, park-and-ride facilities, and programs to restrict vehicle use in areas of emissions concentration.

Highway Safety Improvement Program (HSIP)

The HSIP is a core Federal-aid program with the purpose of achieving a significant reduction in traffic fatalities and serious injuries on all public roads, including locally (non-state)-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety, with a focus on performance.

National Highway Freight Program (NHFP)

The NHFP, first authorized through the FAST Act and continued through BIL, is focused on improving the efficient movement of freight on the designated National Highway Freight Network. Funds are distributed to states by formula for eligible activities, such as construction, operational improvements, freight planning, and performance measurement. A state must have a State Freight Plan approved by FHWA in order to obligate NHFP funds. The Nevada State Freight Plan was approved in September 2016, with an update approved in July 2022, and remains current as of 2025.

Federal Planning Requirements

Federal law outlines several key requirements that guide RTC's planning process. The passage of BIL made no significant regulatory changes pertaining to transportation planning. The most important planning requirements that are included in RTC's planning process are summarized below.

Long-Range Plan

The MPO must prepare a long-range transportation plan that identifies transportation facilities for all modes necessary to serve a 20-year forecast period at a minimum. The long-range plan must include a financial plan that demonstrates how the long-range plan can be implemented, including all public and private revenue sources that are "reasonably expected to be made available to carry out the plan" and recommend additional financing strategies as needed.

Transportation Management Area (TMA) Designation

The Secretary of the Department of Transportation is required to designate all urbanized areas with more than 200,000 population as Transportation Management Areas (TMAs). All TMAs are required to develop a Congestion Management Process (CMP) that supports the effective management of new and existing transportation facilities eligible for federal funding. RTC developed a CMP that was last updated in the 2025 update to the 2050 RTP.

Regional Transportation Improvement Program (RTIP) Development

Federal regulation states that all federally funded projects within the boundaries of a metropolitan planning area serving a TMA shall be selected for implementation from the approved RTIP by the MPO in consultation with the state. It specifies that the RTIP project selection is the responsibility of the MPO.

Project Prioritization and Financial Constraint

Federal regulation also requires that the RTIP prioritize all projects and have a financial plan that demonstrates that funding is available for the projects listed. These requirements are discussed in Chapter 6 (Project Prioritization) and Chapter 7 (Financial Plan) of this document.

Functional Classification

NDOT is required to develop a functional classification of roads and streets and the designation of routes on the Federal-aid highway system in cooperation with local and regional officials. Functional classification identifies and groups roadways by the character of the service they provide. NDOT works with regional partners to update the functional classification of the state's roadways.

Certification

The Secretary of the Department of Transportation is required to certify that each MPO is carrying out its responsibilities under the law. The first certification deadline was September 30, 1993. Recertification must occur every four years. RTC received its most recent certification in 2024; failure to maintain certification may result in withholding of federal funding.

Chapter 5: Public Transportation Capital and Operating Plan

Introduction

The 2023-2027 Transportation Optimization Plan Strategies (TOPS) provides an overview of the current status of public transportation and outlines a plan for future service delivery. Public transportation is a valuable community asset that helps reduce traffic congestion, improve air quality, and provide essential mobility. This service allows local residents to access jobs, education, and commercial activities. By providing transit service along urban corridors, public transportation also helps promote the higher density, mixed use, and walkable communities envisioned in the Truckee Meadows Regional Plan.

RTC Public Transportation Services

RTC provides the following public transportation services to the residents of Washoe County:

- RTC Transit Fixed Routes
 - RTC RIDE
 - RTC RAPID
 - RTC REGIONAL CONNECTOR
- RTC FlexRIDE
- RTC ACCESS
- Tahoe Area Regional Transit and Tahoe Transportation District (through an interlocal cooperative agreement)

RTC RIDE

RTC RIDE, RTC's primary fixed-route transit service, began operating on September 18, 1978. The system is owned by RTC and operated by a private contractor under a turn-key contract. Passage of a one-quarter of a percent sales tax referendum by the voters of Washoe County on September 14, 1982, provided the financial resources necessary to expand fixed-route and paratransit service. As federal transit funding steadily declined over the past several years, the sales tax funding has been critical to continued improvement in public transportation. As part of a larger transportation funding package, transit funding was increased by the adoption of an additional one-eighth percent sales tax effective July 1, 2003, half of which has generally been used for transit and the other half for roadways.

RTC's RIDE system encompasses the Cities of Reno and Sparks and areas of Washoe County, using a fleet of approximately 70 buses on 26 fixed routes. The system operates in a 90 square-mile service area based on a three-quarter mile distance from each fixed route (excluding RTC REGIONAL CONNECTOR).

RTC RAPID

On October 11, 2009, RTC RAPID was introduced. RTC RAPID is a Bus Rapid Transit (BRT) express service, known as the Virginia Line, which serves the Virginia Street corridor from downtown Reno to Meadowood Mall. RTC RAPID includes level-boarding stations with more amenities. The service includes technology that allows the buses to communicate with traffic signals to briefly extend green light durations. Design improvements help vehicles move around other traffic. The RAPID currently operates between 4th STREET STATION and Meadowood Mall and runs seven days a week. This service was recently extended further north on Virginia Street to provide a stronger connection between the University of Nevada, Reno (UNR), downtown Reno, and the Midtown neighborhood. In addition, a second RAPID route, called the Lincoln Line, went into operation December 2018 after construction was completed to provide RTC RAPID service on the 4th Street/Prater Way corridor between CENTENIAL PLAZA STATION in Sparks and 4th STREET STATION in Reno for greater connectivity between downtown Reno and downtown Sparks.

RTC REGIONAL CONNECTOR

RTC REGIONAL CONNECTOR provides a commuter service between Reno and Carson City. The service operates Monday through Friday through a partnership between RTC and Carson City. This route is 33 miles each way and offers free Wi-Fi. It runs three trips in the morning and three trips in the afternoon.

Table 5-1. RTC Transit Fixed Route System Performance Indicators

FY 2024 RTC Transit Fixed Route System Performance Indicators	
Ridership	5,311,032
VRH – Vehicle Revenue Hours	258,698
Rides per VRH	20.5
VRM – Vehicle Revenue Miles (Thousands)	2,939.4
Rides per VRM	1.81

Source: RTC Transit Fixed Route Bus Operating Statistics, June 2024

RTC FlexRIDE

RTC FlexRIDE is a curbside-to-curbside transit service available by requesting a ride through an app or by phone. Rides can be scheduled at the desired travel time and can be expected to arrive at the curb closest to the rider's location within eight to 15 minutes. Fares are the same as the standard RTC RIDE fares. RTC initiated the first FlexRIDE pilot program in Sparks in 2019 and added additional FlexRIDE zones in the North Valleys, Spanish Springs, Somersett/Verdi, and South Meadows. The convenience of this service has made it very popular with customers and resulted in strong ridership increases compared to previously offered fixed-route services.

Table 5-2. RTC FlexRIDE System Performance Indicators

FY 2024 RTC FlexRIDE System Performance Indicators	
Ridership	92,757
VRH – Vehicle Revenue Hours	34,238
Rides per VRH	2.7
VRM – Vehicle Revenue Miles	540,684.6

FY 2024 RTC FlexRIDE System Performance Indicators	
Rides per VRM	0.2

Source: RTC Washoe FlexRIDE Operation Statistics July 2023 through June 2024

RTC ACCESS

In 1988, RTC established RTC ACCESS and assumed direct responsibility for providing door-to-door transportation for people with disabilities in the Truckee Meadows region. RTC ACCESS operates 24 hours a day, 7 days a week, in compliance with Americans with Disabilities Act (ADA) regulations. RTC's ACCESS fleet uses Compressed Natural Gas (CNG), a cleaner burning fuel, for better air quality and lower emissions.

Table 5-3. RTC ACCESS System Performance Indicators

FY 2024 RTC ACCESS System Performance Indicators	
Ridership	121,318
VRH – Vehicle Revenue Hours	61,389
Rides per VRH	2.0
VRM – Vehicle Revenue Miles	931,839
Rides per VRM	0.1

Source: RTC Washoe ACCESS Operation Statistics July 2023 through June 2024

RTC ACCESS also serves limited areas beyond the federally required ADA zone, which is defined as a three-quarter mile buffer around all fixed routes (excluding RTC's REGIONAL CONNECTOR). Because RTC does not have the resources to provide fixed-route and paratransit service to all outlying areas of Washoe County, partnerships have been formed with not-for-profit providers that can serve areas beyond the urban core and other specialized transportation needs. With funds from the sales tax, RTC is able to offer competitive grant opportunities to organizations that provide enhanced mobility for seniors and individuals with disabilities.

Tahoe Area Regional Transit (TART)

Tahoe Area Regional Transit (TART) began operation in February 1975 and is operated by Placer County, California. In 1985, RTC signed an interlocal cooperative agreement with Placer County to fund the extension of the TART system into the Incline Village/Crystal Bay area, which has since been amended to include participation by the Tahoe Transportation District (TTD). TART provides fixed-route service to people living in the communities of Tahoma, Homewood, Tahoe City, Kings Beach, Truckee and Incline Village with four fixed routes daily.

Prioritization of Public Transportation Improvements

Federal legislation requires prioritization of projects in the RTIP. This requirement is consistent with existing RTC practices to evaluate the overall benefit of any public transportation project. The following issues are considered before changes in transit service are made:

1. What is the intent of the project and why is it needed?
2. What are the anticipated benefits?

- a. What user groups or area of the community will benefit from the project?
- b. What existing services or facilities are available to that group or area?
- c. Will the project improve productivity?
- d. Is the project self-sustaining after the initial funding?
3. How will the project improve the availability of public transportation?
 - a. Does the project enhance service level?
4. Does the project improve the overall level of service performance standards?
5. Does the project provide air quality benefits?
6. What is the overall cost effectiveness of the project?
7. Does the project leverage other funding sources?

New or expanded service is evaluated based on current and future demand, as well as cost-effectiveness. Capital improvements are prioritized by RTC for inclusion in the RTIP.

Service and Capital Strategies

Transit is recognized as an essential part of the local economy that helps thousands of Washoe County residents get to work each day. Transit helps shape development patterns and is an economic development tool that supports local zoning and land use policies. Transit also provides a critical public service to residents and visitors that do not drive or do not have an automobile. The environmental benefits of transit service are also well recognized – reducing the number of cars on the road reduces traffic congestion and air pollution.

Attracting new riders and encouraging current riders to take more trips on public transportation requires improving the customers' total transportation experience. It is important not only to expand the service to new areas of the community and to make existing service more frequent where passenger loads warrant, but also to consider other factors including:

- How do passengers get to and from their bus stop?
- What is the waiting environment like?
- Do buses run on time?
- Are the vehicles and passenger amenities clean?
- Is sufficient information about bus stops, routes and schedules readily available to the public?
- How long does it take to travel from origin to destination?

RTC must formulate service and capital strategies based on these factors to attract new riders and encourage existing riders to take more trips while balancing projected system revenues and costs. Because of this, the fiscally constrained transit program maintains the existing service with modifications to be identified through development of an update to the Transit Optimization Plan Strategies (TOPS). This study is ongoing and once complete, will inform future amendments to the FFY 2025-2029 RTIP.

A full list of planned public transportation projects for FFY 2025–2029 is provided in Appendix A.

Chapter 6: Project Prioritization

Identify and Evaluate Strategies

During the most recent Regional Transportation Plan (RTP) update, RTC gathered information about priorities for operational strategies and capacity improvements from stakeholders, the general public, and partner agencies. This included the 2050 RTP Agency Working Group, Inter-County Working Group, RTC Technical Advisory Committee, and RTC Citizens Multimodal Advisory Committee. Input was gathered through meetings of the above-listed committees, RTC Board meetings, and public engagement activities. The evaluation criteria were developed based on the RTP goals, which were informed by the public and agency participation process.

RTC also considered national performance measures and the availability of data in development of the evaluation criteria. The projects identified in the 2025 update to the 2050 RTP were compiled from a variety of sources, including:

- The previous RTP (developed in 2021).
- Corridor plans and studies such as the McCarran Boulevard Corridor Study, Mt. Rose Highway Corridor Study, South Virginia TOD Study, Lemmon Valley Spanish Springs Connector, Regional Freight Plan, Active Transportation Plan, Verdi Regional Transportation Study, and other corridor plans.
- Road Safety Assessments and Safety Management Plans.
- A call for projects from the three member jurisdictions, City of Reno, City of Sparks, and Washoe County.
- Input from the 2050 RTP Agency Working Group, RTC Citizens Multimodal Advisory Committee, RTC Technical Advisory Committee, Inter-County Working Group, and RTC Regional Road Impact Fee Technical Advisory Committee.

Implement and Manage Selected Strategies

The RTP evaluated and prioritized strategies and proposed projects using a data-driven approach that directly linked to the RTP goals. Expected funding for the region over the next 25 years, along with project timing, was then applied to the prioritized project list, resulting in a fiscally constrained project list and a framework for project implementation.

Monitor Strategy Effectiveness

As described in the RTP, RTC monitors the impacts of capacity projects on an ongoing basis. In addition to annual reports, RTC also develops before and after studies of specific projects that assess safety and operational impacts. The regional travel demand model, combined with updates from RTC's traffic count program, will further be used to monitor impacts on regional traffic congestion. An additional tool could be the creation of annual progress reports to document progress on RTP implementation.

The performance measures in the RTP, which will be tracked on an annual basis, are consistent with the CMP evaluation criteria. Monitoring crash and injury data,

construction of multimodal elements such as sidewalks and bicycle facilities, and changes in travel delay will assist RTC in continuously evaluating the suitability of projects in the RTP and Regional Transportation Improvement Plan (RTIP) for effectiveness.

Project Prioritization and Selection

The nine goals outlined in the RTP served as the foundation for RTC's project scoring framework. These goals were used to evaluate how well each proposed project supports regional transportation priorities.

Metrics selected for the scoring tool also reflect federal requirements under BIL including the consideration of housing, growth, and economic development patterns. To address this requirement, one of the evaluation metrics assesses the Truckee Meadows Regional Planning Agency (TMRPA) tier in which each project is located. These tiers, outlined in the TMRPA Regional Plan, define areas by their intended development intensity and timing. This approach helps RTC consider land use compatibility as part of the transportation investment process.

Projects were scored and ranked by type using the first eight RTP goals, while the ninth goal (which is focused on integrated land use and economic development) was used to inform project timing within the plan's implementation horizon. All scoring goals were weighted equally.

Chapter 7: Financial Plan

Financial Constraint

Federal transportation legislation (currently BIL) requires that the RTIP include a financial plan that demonstrates how the RTIP can be implemented and indicates the different sources that are reasonably expected to be made available over the term of the document. Since 1991, fiscal constraint has been a key component of the statewide and metropolitan transportation planning processes. Fiscal constraint means that the RTP, RTIP, and STIP include sufficient financial information to demonstrate that the projects included in those documents can be implemented using committed, available, or reasonably available federal, state, local, and private revenues, with the assurance that the federally supported transportation system is being adequately operated and maintained.

The eSTIP is structured in a manner that projects may only be included in the four or five years of the program if funds for those projects are “available” or “committed.” Federal funding reflected in the eSTIP for projects is based on full apportionment by fund source as identified from the FHWA Financial Management Information System (FMIS) 10A report. All funding for projects is required to be identified by federal fund source, required matching source, and by phase by year. The cumulative total of all funds should not exceed the total of funds reasonably available to RTC or NDOT. Project funding is projected to increase for each year of the RTIP per the estimates of available BIL funds. However, BIL funding is apportioned annually and the amount of available funds projected in future years is subject to change. Additionally, BIL only provides funding and authority through FFY 2026, and future apportionments would be subject to a new transportation bill. Federal funding amounts are updated at the beginning of each active fiscal year based on the FMIS 10A report.

The RTIP includes all modes of transportation, including transit (both operations and maintenance), street widenings, new streets, operations and maintenance of the street network, and bicycle and pedestrian facilities.

The RTP identifies financial assumptions that were developed in a coordinated effort with state and federal agencies as well as local jurisdictions.

Financial Assumptions Summary

To comply with BIL requirements, RTC has prepared the following FFY 2025-2029 RTIP financial assumptions summary. This summary is intended to establish and document the levels of funding anticipated to be made available for the implementation of this improvement program with each fund source addressed separately.

Local Fund Sources

There were several initiatives that made additional local funding available to RTC. In 1982, voters approved of a one-quarter percent sales tax dedicated to public transportation. In 2003, with the approval of Washoe County ballot question WC-2, a 1/8% sales tax was added to implement road and transit projects, and fuel tax indexing was implemented based on the Consumer Price Index (CPI). The one-eighth percent sales tax was split evenly between road and transit projects. In 2008, with the approval of Washoe County ballot question RTC-5, the CPI indexing was discontinued in favor of new indexing provisions calculated on the Producer Price Index (PPI).

Fuel Tax

Following passage of RTC-5, legislation was approved in 2009 to index fuel to PPI and additional bases were added including federal, state, diesel and alternative fuels. Eligible uses for fuel tax include overlays, reconstruction and new construction for regional streets included in the regional road system. RTC dedicates a portion of this funding source to preservation of the existing regional network.

Transit Sales Tax

The single most important funding source for transit in Washoe County continues to be the dedicated five-sixteenths percent sales tax (comprised of the one-quarter percent and half of the one-eighth percent sales tax provisions). The revenue generated by this tax provided more than half the funds necessary for RTC to operate RTC RIDE and RTC ACCESS and to contribute to the TART service. Fluctuations in growth for this source are determined as part of the fiscal constraint process for the RTP and carried over into the RTIP. The amount of available sales tax revenue will greatly affect the level of public transit service RTC can provide.

Road Sales Tax

The other half of the one-eighth percent sales tax is allocated to road projects. This funding source has been used for the pavement preservation program.

Regional Road Impact Fees (RRIF)

Impact fees are levied on new development to offset the cost of providing specific infrastructure improvements necessary to serve that new development. New development can be required to improve and add facilities necessary to maintain an established policy level of service (LOS). Impact fees are calculated and levied on the new development based on the degree that they contribute to the need for identified improvements. The RRIF program was implemented in October 1995 with the 7th Edition effective as of January 31, 2022. The 8th Edition is scheduled to be complete early in calendar year 2026.

State Funding Sources

State funding sources include gas tax, special fuel (diesel) tax, vehicle registration fees, motor carrier fees, driver's license fees and petroleum cleanup funds. For the purposes

of this document, funding is generally from State Gas Tax and accounts for roughly \$162 million in funding for FFY 2025-2029.

Federal Funding Sources

Federal funds for transportation are collected nationally and allocated back to the states through a series of formulas and grants under the existing transportation legislation, which is currently BIL. One of the benefits of BIL is that it provides long-term funding certainty for surface transportation. Overall, BIL largely maintains the program structures and funding shares between highways and transit that were introduced under MAP-21. Federal funding programs require a state or local contribution of funds toward the cost of a project which is referred to as matching funds. The typical match for street and highway programs is five percent and for transit programs it is generally 20 percent.

BIL programs available to RTC and assumed in this document include:

National Highway Performance Program (NHPP)

Funds are used to support the condition and performance of the NHS, for the construction of new facilities on the NHS and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets to be established in the state asset management plan.

Within the Truckee Meadows, NDOT has directed NHPP funding to a variety of projects and programs in the I-80 and I-580/US Highway 395 corridors. For planning and programming purposes, the RTIP shows approximately \$312 million in NHPP funding for these projects in the FFY 2025-2029 timeframe. An additional \$27.4 million is programmed under the Highway Safety Improvement Program (HSIP), \$97.4 million under the Bridge Formula Program, and \$2.2 million under the Railway-Highway Crossings Program.

Surface Transportation Block Grant (STBG) Program

Flexible funding that may be used for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, transit capital and public bus terminals and facilities. These funds provide NDOT and RTC with the opportunity to program funds for new construction, maintenance, transit, ridesharing and ETR, centralized traffic signal control systems and traffic management programs. The RTIP includes “STBG FLEX” (state), “STBG >200K (WA)” (local), and “STBG BRIDGE” funding categories. State STBG funds allocated to the region in the FFY 2025-2029 time period total approximately \$61 million, while local STBG is almost an equivalent amount at approximately \$54.8 million. STBG funding for bridge projects totals roughly \$7.6 million.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

Flexible funding for transportation projects and programs to help meet the requirements of the Clean Air Act through reduction of congestion and improvement of air quality. This program requires specific analysis related to project selection whereby only

projects for which air quality benefits are demonstrated are eligible. To support the requirements of the Clean Air Act, the following projects are being funded in the RTIP:

1. U-Pass Program
2. Replacement of the public transit (RTC RIDE, RTC ACCESS) fleets
3. FlexRIDE and BRT service
4. Trip Reduction Programs
5. Biggest Little Bike Network

CMAQ funds can only be expended in areas identified by the EPA as being in non-attainment of a national air quality standard or in maintenance areas, which subsequently receive an attainment designation from EPA. Within Nevada, these funds are divided between Clark County and Washoe County based upon an approved formula that considers population and the severity of the area's carbon monoxide and ozone air pollution problems. CMAQ funding cannot be used for projects that result in new capacity for single-occupant vehicles. For programming purposes, it has been assumed that CMAQ funding will be nearly \$47.6 million over the five-year term.

All of the RTIP projects considered for CMAQ funding are identified in the 2025 update to the 2050 RTP, which identifies several transit projects as a priority for CMAQ funding. CMAQ has been an important source of funding for the conversion of RTC's bus fleet to cleaner fuels. In addition, the expansion of RTC's Bus RAPID Transit system, which contains the highest ridership of all the fixed route operations, is a high priority for CMAQ funding. The Trip Reduction Program, which helps fund a portion of RTC's VANPOOL program, is also eligible for CMAQ funding. RTC's VANPOOL program is RTC's fastest growing public transportation program. Further, RTC has implemented a successful microtransit service (FlexRIDE) in various areas—or "zones"—throughout the region. The program offers mobility options for people who may live or work outside of RTC's fixed-route service area.

Approximately \$5.4 million in Carbon Reduction Program funds will be used on the SR 430 N. Virginia St. Multimodal project to enhance bicycle and pedestrian facilities along an important north-south connection in Reno.

Transportation Alternatives (TA) Set-Aside Program

Funds are for a variety of alternative transportation projects such as bicycle or pedestrian improvements and Safe Routes to School programs. This RTIP assumes \$2.1 million in TA Set-Aside funding over the five-year term.

FTA Section 5307

Provides grants to urbanized areas with a population of 50,000 or more to support public transportation. The program remained largely unchanged under BIL. The funds projected to be available each year for urbanized areas with populations more than 200,000 are based on a formula that considers the population and density of the region as well as vehicle revenue miles of service. The federal contribution is generally 80

percent for capital or 50 percent for operating expenditures with a required local match of 20 percent or 50 percent, respectively. Approximately \$47.1 million in 5307 funding has been allocated to the FFY 2025-2029 RTIP.

FTA Section 5310

The Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program is a federal program that aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities. Approximately \$2.3 million in 5310 funding has been allocated to the FFY 2025-2029 RTIP.

FTA Section 5339

With the passage of MAP-21, Section 5339 was converted from a discretionary program to a formula-based program and has remained formula-based under BIL. Section 5339 provides funding to replace, rehabilitate and purchase buses and related equipment, and to construct bus-related facilities. Approximately \$18.5 million in 5339 funding has been allocated to the FFY 2025-2029 RTIP. Another \$375,000 in 5337 funding is allocated for capital expenditure.

Financial Summary

Figures 7-1 and 7-2 represent a summary of revenues and expenditures for the FFY 2025-2029 RTIP. Revenues are categorized by the funding source including STBG (Statewide, local, and bridge), CMAQ, NHPP/HSIP, FTA formula (5307, 5310, 5339), TAP (TA Set-Aside) funding, FTA discretionary (FTA Small Starts/other potential grants), FHWA discretionary (RAISE/other potential grants), RTC local funds, and state funds. Expenditures are divided into the transportation mode or program in which the funds are to be expended.

Figure 7-1. FFY 2025-2029 Regional Transportation Improvement Program (RTIP) Revenues

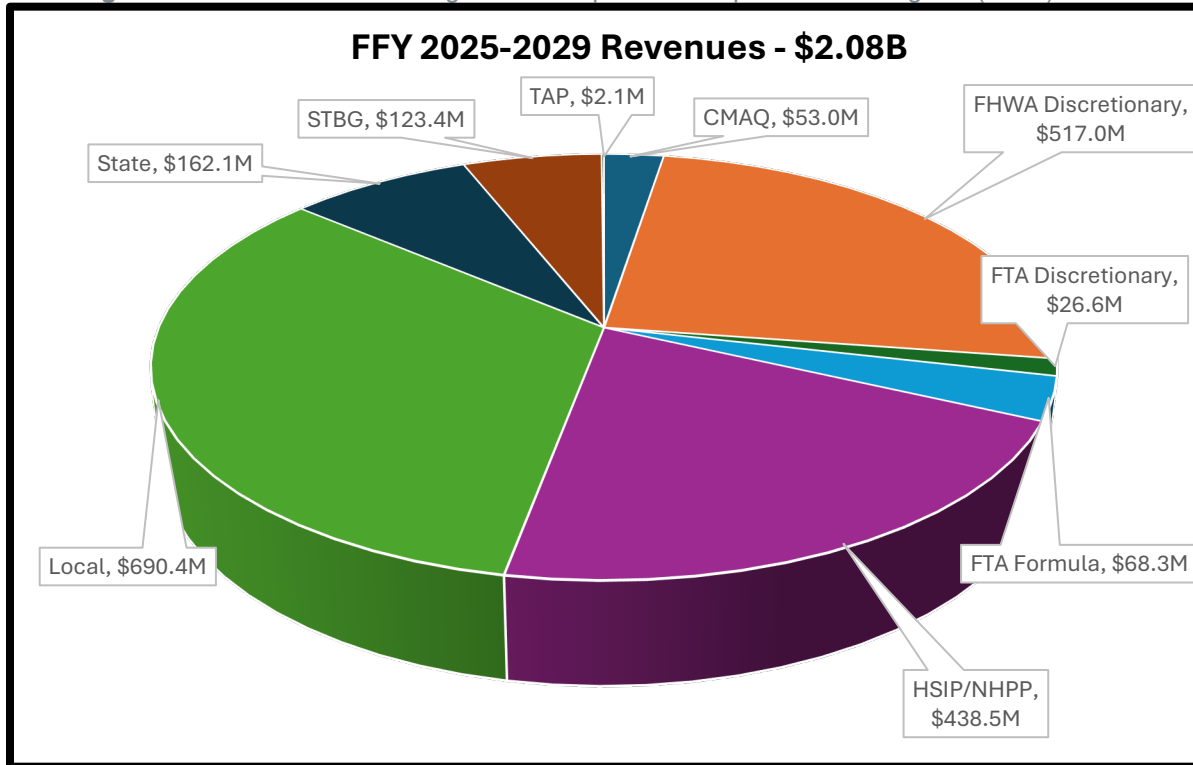
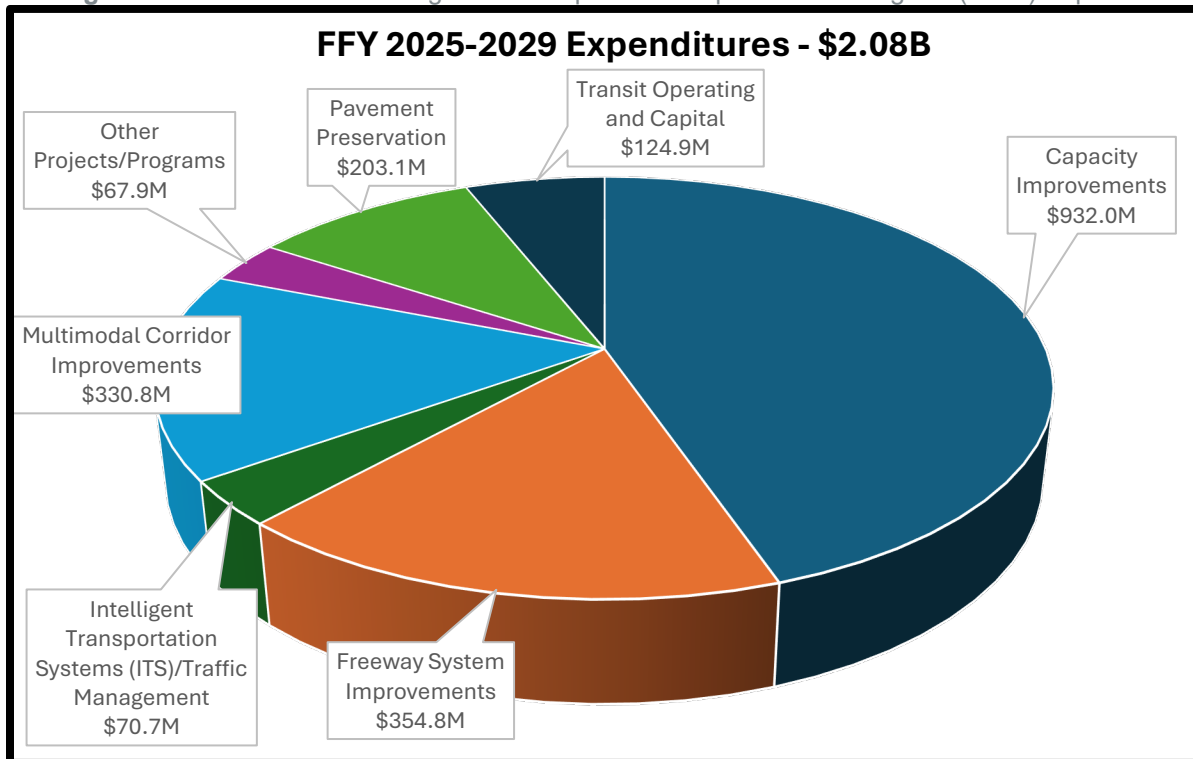


Figure 7-2. FFY 2025-2029 Regional Transportation Improvement Program (RTIP) Expenditures



Chapter 8: Air Quality Analysis and Conformity Determination

Meeting Federal Requirements

CAAA requires that each state environmental agency develop a State Implementation Plan (SIP). The SIP establishes actions designed to improve air quality and meet NAAQS for each criteria air pollutant, according to the schedules included in the CAAA.

Since emissions from motor vehicles make a significant contribution to air pollution, the CAAA also requires that transportation officials make a commitment to programs and projects that will help achieve air quality goals including:

- Providing for greater integration of the transportation and air quality process
- Ensuring that transportation plans, programs and projects conform with the SIP
- Reduction in the growth in vehicle miles traveled (VMT) and congestion in areas that have not attained the EPA's air quality standards.

Conformity for the RTP and this RTIP is demonstrated when projected regional emissions generated by the plan and RTIP do not exceed the region's motor vehicle emissions budgets as established by the SIP. While the MPO is ultimately responsible for making sure a conformity determination is made, the conformity process depends on federal, state and local transportation and air quality agencies working together to meet the transportation conformity requirements. The roles and responsibilities of the partner agencies involved in the air quality conformity analysis are defined in the Washoe County Transportation Conformity Plan.

Status of Air Quality Pollutants

Criteria pollutants are considered on a county-wide basis if actual pollutant levels are exceeded outside of the air quality planning area of the Truckee Meadows. The air quality planning area of the Truckee Meadows is determined by EPA to be Hydrographic Area 87 (HA 87) which is shown in Figure 8-1. The current design values and designation statuses of the criteria pollutants and their NAAQS in Washoe County are listed in Table 8-1. Design values are the statistics that the EPA uses to compare ambient air monitoring data to the NAAQS to determine designations. All designations are codified in 40 CFR § 81.329

Figure 8-1. Truckee Meadows Hydrographic Area 87

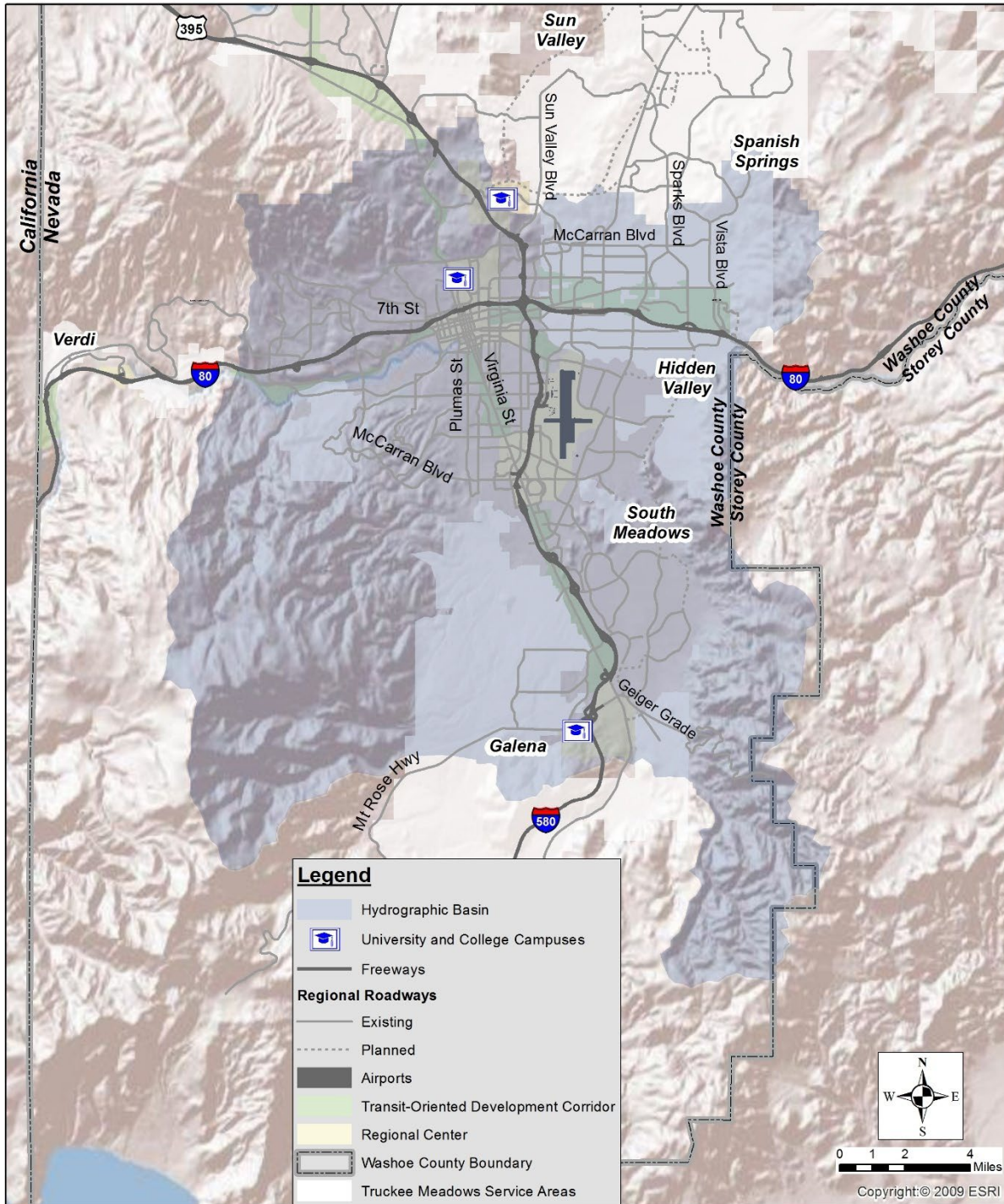


Table 8-1 is from the 2025 update to the 2050 RTP and summarizes Washoe County’s current design values. Design values are the statistic used to compare ambient air monitoring data against the NAAQS to determine designations for each NAAQS.

Table 8-1. Design Values and Designations (as of December 31, 2024)

NAAQS		Design Value ¹	Designations	
Pollutant (Averaging Time)	Level		Unclassifiable / Attainment, or Maintenance	Non-Attainment (classification)
O ₃ (8-hour)	0.070 ppm	0.066 ppm	All HAs	---
PM _{2.5} (24-hour)	35 µg/m ³	34 µg/m ³	All HAs	---
PM _{2.5} (Annual)	9 µg/m ³	7.9 µg/m ³	All HAs	---
PM ₁₀ (24-hour)	150 µg/m ³	1.3 Expected Exceedances	All HAs ²	---
CO (1-hour)	35 ppm	1.7 ppm	All HAs	---
CO (8-hour)	9 ppm	1.2 ppm	All HAs ³	---
NO ₂ (1-hour)	100 ppb	47 ppb	All HAs	---
NO ₂ (Annual Mean)	53 ppb	10 ppb	All HAs	---
SO ₂ (1-hour)	75 ppb	3 ppb	All HAs	---
Pb (Rolling 3-month average)	0.15 µg/m ³	N/A	All HAs	---

¹ NAAQS that has a multi-year average design value (O₃, both PM_{2.5}, PM₁₀, both CO, 1-hr NO₂, and SO₂) has a design value that is affected by wildfire smoke, high winds, prescribed burns, etc.

² Maintenance Area for PM₁₀ – [80 FR 76232](#)

³ Maintenance Area for CO - [73 FR 38124](#), [81 FR 59490](#)

Regional emissions analyses were performed for CO and PM₁₀ to demonstrate document conformity with Motor Vehicle Emissions Budgets in the CO and PM₁₀ State Implementation Plans. The RTC, in collaboration with the local agencies, has also been implementing programs that reduce motor vehicle emissions in the region.

Travel Forecasting Model and MOVES Emission Model

The RTC’s travel demand model was developed in 2024 on the TransCAD platform. The model was calibrated with data collected through the 2023-2024 Regional Household Travel Characteristics Study. The model uses the 2024 Consensus Forecast population and employment provided by the Truckee Meadows Regional Planning

Agency (TMRPA). EPA's MOtor Vehicle Emission Simulator (MOVES) is a state-of-the-science emission modeling system that estimates emissions for mobile sources at the national, county, and project level for criteria air pollutants, greenhouse gases, and air toxics. MOVES5 is now the latest official version of MOVES. The analysis for the RTP uses MOVES5 to calculate emission data.

Air Quality Analysis Plan Requirements

Federal regulations are specific in defining the level of air quality analysis necessary for incorporation into the RTP. Section 93, Title 40 of Code of Federal Regulations (CFR) dated August 15, 1997 (effective September 15, 1997), pertains to the criteria and procedures necessary to analyze the air quality impacts of the RTP. For the purposes of an air quality determination, the analysis years are 2020, 2025, 2030, 2040, and 2050. No air quality analysis is required for the street and highway projects identified as unfunded needs. A summary of requirements is listed below:

- A. The RTP must contribute to emission reductions in CO non-attainment/maintenance areas.
- B. Air quality analysis years must be no more than 10 years apart.
- C. In CO and PM₁₀ non-attainment/maintenance areas, analysis must be performed for both pollutants.
- D. The last year of the RTP (2050) shall also be an analysis year.
- E. An analysis must be performed for each year contained in the motor vehicle emission budget (MVEB) for the HA87 for both CO and PM₁₀, as budgets have been established for these pollutants.
- F. For both CO and PM₁₀, the analysis of emissions for the required years cannot exceed the MVEB.

Air Quality Analysis Crediting Provisions

Federal regulations also allow for crediting procedures over the life of the RTP for the implementation of Transportation Control Measures (TCMs) in which emissions reductions can be quantified. These TCMs are critical to areas such as Washoe County that have and are expected to have continued growth in population and VMT. Several specific TCM measures are in progress or planned in Washoe County that will have quantifiable emissions reductions. These include:

- A. Traffic signal optimization program;
- B. Conversion of the public transit fleet to cleaner fuels;
- C. Implementation of trip reduction programs.

These TCMs have been the focus of studies to quantify the air quality benefit of each. The TCMs are described below. The RTC is not taking any credit for reduced emissions associated with these TCMs but may choose to take credit in the future, if conditions warrant.

Traffic Signal Optimization/Timing Upgrade Program

Traffic signal coordination and improvements seek to achieve two primary objectives: 1) improved traffic flow resulting in improved level of service and 2) mobile source emission reductions through decreased delay, fewer accelerations/decelerations and a decreased number of stops.

The RTC has reviewed several studies and federally accepted models to quantify the reduction of mobile emissions from signal coordination programs. These include signal coordination studies conducted by several cities in southern California and the California Department of Transportation (CALTRANS). A comparison of before and after field studies was conducted and the improvements in all three peak periods were noted. Examples included a statewide average reduction of 14 seconds in stop delay and a 12 percent reduction in the number of stops per mile in the afternoon peak period. Several methodologies were used to take the results of studies to quantify the emission reductions from signal coordination programs.

The pollution reduction results (tons/per day or percentage reduction) from each model vary as some models focus on corridor specific reductions while others are more of an area-wide reduction projection. Pollutant reductions ranged from 11 percent along specific corridors to 3 percent to 4 percent on a regional level.

The RTC has initiated a region-wide traffic signal optimization and improvements program to enhance the capacity of the existing system, improve safety, and reduce traffic congestion in the region. This is an ongoing program that will allow over 400 intersections in the Truckee Meadows to be optimized. Currently, the average is 80 signals/intersections annually.

Conversion of RTC ACCESS and RTC RIDE Fleets to Alternative or Cleaner Burning Fuels

Almost 6 million annual passengers with 19.6 million passenger miles are provided service by the RTC RIDE public transit and RTC ACCESS paratransit. While this is a small percentage of total daily travel, it is important in terms of air quality. All RTC RIDE buses are comprised of electric, hybrid diesel-electric and bio-diesel vehicles. RTC ACCESS cut-away vehicles are fueled by Compressed Natural Gas (CNG). These vehicles can reduce mobile emission totals.

Estimates by the California Air Resources Board between standard urban diesel and biodiesel or CNG determined that NOX emissions from vehicles with CNG or cleaner burning diesels were reduced approximately 60 percent.

Trip Reduction Programs

The RTC’s trip reduction program, RTC SMART TRIPS, encourages the use of sustainable travel modes and trip reductions strategies such as telecommuting, compressed work weeks, and trip chaining. Major components of the program include a bus pass subsidy program in which the RTC matches an employer’s contribution to their employees’ 31-day transit passes up to 20 percent; a subsidized vanpool program, RTC VANPOOL; and an on-line trip matching program, RTC TRIP MATCH, that makes it quick, easy, and convenient to look for carpool partners as well as bus, bike, and walking buddies for either recurring or one time trips. One of the most common deterrents to ridesharing is the fear of being “stranded.”

Consequently, people who either carpool or vanpool to work can sign up for the Guaranteed Ride Home program and be reimbursed for a taxi ride home up to four times a year if an unexpected event prevents normal ridesharing arrangements from working. Making trips safely on foot and by bicycle are also promoted by the RTC SMART TRIPS program throughout the year.

The goals of these programs are to promote trip reduction on a region-wide level, improve air quality, and reduce vehicle miles of travel and traffic congestion. During the period from October 1st, 2023, through September 30th 2024 the air quality benefits of the program were substantial, as shown in Table 8-2. The data included the number of people in each vanpool and the average daily trip mileage. The air pollution calculation was obtained by multiplying the number of passenger trips for each vanpool per month by the average daily trip mileage for each vanpool per month and totaling those results to estimate the total VMT eliminated through the program due to the vanpool passengers not driving alone to work. The reduction in VMT was then multiplied by the pollutant factors per mile with those results outlined in the chart below. The emissions factors per mile for each pollutant were provided by Northern Nevada Public Health Air Quality Management Division (AQMD).

Table 8-2. RTC VANPOOL Air Pollution Reductions
(October 1st, 2023-September 30th, 2024)

Pollutant	Emissions Reduction
Volatile organic compounds (VOC)	64,045.1 lbs
Nitrogen Oxide (NO _x)	35,980.4 lbs
Carbon Monoxide (CO)	476,738.7 lbs
Particulate Matter (PM ₁₀)	256.3 lbs
Particulate Matter (PM _{2.5})	238.4 lbs
Carbon Dioxide (CO ₂)	19,204,552 lbs

The RTC SMART TRIPS program continues to grow and add more participants. RTC TRIP MATCH is a web-based carpool, bike, bus and walking buddy matching service that eliminates single occupant travel miles.

Air Quality Analysis

An emission test on both CO and PM₁₀ must be successfully completed to make a finding of conformity. The area of analysis for these pollutants is HA 87. As stated previously, the CO and PM₁₀ emissions for the required analysis years cannot exceed the established motor vehicle emissions budget. Analysis is performed for 2025, 2030, 2040 and 2050 for both pollutants.

To initiate the air quality conformity determination, the emission levels for the pollutants in each analysis year are generated. For the MOVES emission model, the 2025 model year source types 42, 43, and 51 are derived from 2023 local data provided by the Washoe County School District, RTC, and Waste Management. All other source types use MOVES default values. The numbers for source types 42, 43, and 51 are scaled proportionally to the default total vehicle population for future projections. MOVES defaults for age distribution and source types not listed above were determined to be more representative than local vehicle registration due to the local registration source type categories not aligning with MOVES HPMS categories, a change in data reporting methodology, and data quality concerns. The fuel input data is from MOVES default.

Based on MOVES5 Technical Guidance, PM₁₀ and CO seasonal temperature and humidity data (November, December, and January) from the 2011 baseline inventory year that was used in the 2014 redesignation request and maintenance plans are the meteorological inputs used for the MOVES5 model run in this conformity analysis. This data was from the NWS station at the Reno-Tahoe International Airport.

The VMT for each facility type is derived from the RTC's travel demand model. Many local roads are approximated as centroid connectors in the model network. Since centroid connectors are not actual roads, the VMTs for local roads are estimated as 12.34% (urban) and 6.15% (rural) of the total VMTs based on NDOT's 2023 Annual Vehicle Miles of Travel Report (August 2024). Average weekday speed by facility type from RTC's travel demand model is provided as input to the MOVES model. Since the RTC travel demand model was calibrated to an average weekday, it does not provide accurate weekend speed data. Therefore, weekend speed input data is from MOVES default. Total emissions for each facility type are then added to get a daily emission total for the roadway system in the analysis area. Emission totals are shown in pounds per day (lbs./day).

CO Analysis

The MVEB for carbon monoxide (CO), effective October 31, 2016, is shown in Table 8-3, which also includes the CO emissions for all analysis years of the RTP. CO under all RTP analysis years is within the MVEB.

Table 8-3. CO Emissions Analysis (lbs./day)

Analysis Year	MVEB	RTP Analysis
2025	171,509	54,601
2030	169,959	39,693
2040	169,959	22,476
2050	169,959	17,233

PM₁₀ Analysis

The MVEB for PM₁₀, effective January 6, 2016, is shown in Table 8-4, which also includes the PM₁₀ emissions for all analysis years of the RTP. On-road vehicle exhaust emissions are estimated using MOVES5. PM₁₀ under all RTP analysis years are within the MVEB. The tables supporting this analysis are contained at the end of Appendix C in the RTP.

Table 8-4. PM₁₀ Emissions Analysis (lbs./day)

Analysis Year	MVEB	RTP Analysis
2025	6,473	3,156
2030	6,927	3,137
2040	6,927	2,988
2050	6,927	2,928

Summary

A strong commitment to fund and implement feasible TCM measures must be made if acceptable air quality standards are to be sustained. The local jurisdictions and NDOT, through the RTP process, have made the commitment to fund TCMs such as ridesharing, traffic flow improvements, signal coordination, and conversion of public transit fleet to cleaner burning fuels. The 2025 update to the 2050 RTP update includes significant investments in bicycle and pedestrian infrastructure. Based on existing and planned commitments, the air quality analysis conducted in this chapter demonstrates that the required air quality conformity determination can be made and the RTP (and thereby, this RTIP) has shown to be in conformance with federal air quality regulations.

Appendix A: Federal Fiscal Year (FFY) 2025-2029 Regional Transportation Improvement Program (RTIP) Project Listing

The FFY 2025-2029 RTIP project listing is provided on the following pages. The list has been sorted by project ID and shows the project description, the project limits (where applicable), and includes the funding source by project phase (engineering/design, right-of-way, construction, or other), the FFY each phase is programmed, the total project cost, and the associated federal, state, or local contribution. Projects were identified through outreach and coordination with the public and agency stakeholders through the development of the RTP.

Project cost estimates were derived from the RTP and the Fiscal Year (FY) 2026 RTC Street and Highway Program of Projects. Planning-level cost estimates were developed for each project based on the type of improvement to be implemented. As a project progresses into the design phase, a more detailed cost estimate will be prepared to ensure that sufficient funding is available for project delivery.

WA20110215 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Traffic Management Program - Annual Traffic Signal, ITS Operations, & Intersection Improvements
 Scope: Ongoing cycle of retiming of 1/3 of the regional traffic signals - approximately 150 per year, traffic engineering spot/intersection improvements, Intelligent Transportation Systems (ITS) operations.

Project Type: ITS NDOT District: District 2
 County: Washoe
 Limits: Not Location Specific

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$0	\$10,000,000	\$10,000,000
2026	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$0	\$10,000,000	\$10,000,000
2027	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$0	\$10,000,000	\$10,000,000
2028	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$0	\$10,000,000	\$10,000,000
2029	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$0	\$10,000,000	\$10,000,000
<2025	Prior	\$0	\$0	\$0	\$42,500,000	\$42,500,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$50,000,000	\$50,000,000
All Years Total		\$0	\$0	\$0	\$92,500,000	\$92,500,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA2012101 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Trip Reduction Program
 Scope: Administrative Activities and Vanpool Program

Project Type: TDM NDOT District: District 2
 County: Washoe
 Limits: Not Location Specific

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	FTA 5307 LRG URB OPERATING	\$0	\$0	\$0	\$2,280,000	\$2,280,000
2025	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$120,000	\$120,000
2026	FTA 5307 LRG URB OPERATING	\$0	\$0	\$0	\$2,280,000	\$2,280,000
2026	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$120,000	\$120,000
2027	FTA 5307 LRG URB OPERATING	\$0	\$0	\$0	\$2,280,000	\$2,280,000
2027	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$120,000	\$120,000
2028	CMAQ - WA	\$0	\$0	\$0	\$2,280,000	\$2,280,000
2028	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$120,000	\$120,000
2029	CMAQ - WA	\$0	\$0	\$0	\$2,280,000	\$2,280,000
2029	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$120,000	\$120,000
<2025	Prior	\$0	\$0	\$0	\$12,026,316	\$12,026,316
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$12,000,000	\$12,000,000
All Years Total		\$0	\$0	\$0	\$24,026,316	\$24,026,316

MPO: RTC Washoe Lead Agency: RTC Washoe

WA2012128 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Reno Freeway Service Patrol FFY25-29
 Scope: Provide cost-free assistance to motorists and first responders for a variety of roadway incidents.

Project Type: Program Funding Buckets NDOT District: District 2
 County: Washoe
 Limits: Various Locations

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	HSIP	\$0	\$0	\$0	\$782,496	\$782,496
2025	STATE MATCH - NV	\$0	\$0	\$0	\$205,920	\$205,920
2025	HSIP	\$0	\$0	\$0	\$3,129,984	\$3,129,984
<2025	Prior	\$0	\$0	\$0	\$6,638,716	\$6,638,716
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$4,118,400	\$4,118,400
All Years Total		\$0	\$0	\$0	\$10,757,116	\$10,757,116

MPO: RTC Washoe Lead Agency: Nevada DOT

WA20130078 Plan Revision: 26-00 STATUS Project Changed Federal

Name: RIDE Replacement Vehicles

Scope: Purchase RIDE replacement vehicles. Ongoing vehicle replacement schedule. FHWA funds to be transferred to FTA.

Project Type: Transit - Capital & Rehab

NDOT District: District 2

County: Washoe

Limits: Not Location Specific

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	FTA 5339 BUS/FAC LRG URB CAPITAL	\$0	\$0	\$0	\$4,500,000	\$4,500,000
2025	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$236,842	\$236,842
2026	FTA 5339 BUS/FAC LRG URB CAPITAL	\$0	\$0	\$0	\$4,500,000	\$4,500,000
2026	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$236,842	\$236,842
2027	CMAQ - WA	\$0	\$0	\$0	\$4,500,000	\$4,500,000
2027	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$236,842	\$236,842
2028	FTA 5339 BUS/FAC LRG URB CAPITAL	\$0	\$0	\$0	\$4,500,000	\$4,500,000
2028	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$236,842	\$236,842
2029	CMAQ - WA	\$0	\$0	\$0	\$4,500,000	\$4,500,000
2029	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$236,842	\$236,842
<2025	Prior	\$0	\$0	\$0	\$47,620,411	\$47,620,411
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$23,684,210	\$23,684,210
All Years Total		\$0	\$0	\$0	\$71,304,621	\$71,304,621

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20140044 Plan Revision: 26-03 STATUS Project Changed Federal

Name: Safe Routes to School
 Scope: County wide safe routes to school program

Project Type: Other NDOT District: District 2
 County: Washoe
 Limits: Not Location Specific

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	STBG >200K (WA)	\$0	\$0	\$0	\$243,200	\$243,200
2025	LOCAL FUND	\$0	\$0	\$0	\$12,800	\$12,800
2026	TAP >200K STBG (WA)	\$0	\$0	\$0	\$375,744	\$375,744
2026	LOCAL FUND	\$0	\$0	\$0	\$19,776	\$19,776
<2025	Prior	\$0	\$0	\$0	\$1,779,000	\$1,779,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$651,520	\$651,520
All Years Total		\$0	\$0	\$0	\$2,430,520	\$2,430,520

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20140046 Plan Revision: 26-00 STATUS Project Changed Federal

Name: ACCESS Replacement Vehicles
 Scope: Purchase ACCESS Replacement Vehicles - Ongoing Vehicle Replacement Schedule

Project Type: Transit - Capital & Rehab NDOT District: District 2
 County: Washoe
 Limits: Not Location Specific

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	CMAQ - WA	\$0	\$0	\$0	\$2,100,000	\$2,100,000
2025	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$110,526	\$110,526
2027	CMAQ - WA	\$0	\$0	\$0	\$2,100,000	\$2,100,000
2027	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$110,526	\$110,526
<2025	Prior	\$0	\$0	\$0	\$9,636,526	\$9,636,526
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$4,421,052	\$4,421,052
All Years Total		\$0	\$0	\$0	\$14,057,578	\$14,057,578

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20150003 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Truckee River Shared Use Path
 Scope: Construct Pathway

Project Type: Active Transportation (Bike/Ped) NDOT District: District 2
 County: Washoe
 Limits: From John Champion Memorial Park to East side of the US 395/IR580 overpass. Trail of distance (mile): 0.25

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	\$212,754	\$564,700	\$1	\$0	\$777,455
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$0	\$0
All Years Total		\$212,754	\$564,700	\$1	\$0	\$777,455

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20150006 Plan Revision: 26-00 STATUS Project Changed Federal

Name: ACCESS Capital - Facilities
 Scope: Annual Facilities (Operations and Maintenance) Program

Project Type: Transit - Maintenance NDOT District: District 2
 County: Washoe
 Limits: Not Location Specific

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	FTA 5339 BUS/ FAC LRG URB CAPITAL	\$0	\$0	\$0	\$50,000	\$50,000
2025	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$12,500	\$12,500
2026	FTA 5339 BUS/ FAC LRG URB CAPITAL	\$0	\$0	\$0	\$50,000	\$50,000
2026	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$12,500	\$12,500
2027	FTA 5339 BUS/ FAC LRG URB CAPITAL	\$0	\$0	\$0	\$50,000	\$50,000
2027	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$12,500	\$12,500
2028	FTA 5339 BUS/ FAC LRG URB CAPITAL	\$0	\$0	\$0	\$50,000	\$50,000
2028	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$12,500	\$12,500
2029	FTA 5339 BUS/ FAC LRG URB CAPITAL	\$0	\$0	\$0	\$50,000	\$50,000
2029	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$12,500	\$12,500
<2025	Prior	\$0	\$0	\$0	\$450,000	\$450,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$312,500	\$312,500
All Years Total		\$0	\$0	\$0	\$762,500	\$762,500

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20150011 Plan Revision: 26-00 STATUS **Project Changed** Local

Name: Pavement Preservation Program
 Scope: Annual Pavement Preservation Program - Roadway Reconstruction and Preventive Maintenance

Project Type: Preservation NDOT District: District 2
 County: Washoe
 Limits: Various Locations

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$22,500,000	\$0	\$22,500,000
2026	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$22,500,000	\$0	\$22,500,000
2027	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$22,500,000	\$0	\$22,500,000
2028	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$22,500,000	\$0	\$22,500,000
2029	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$22,500,000	\$0	\$22,500,000
<2025	Prior	\$0	\$0	\$106,600,000	\$0	\$106,600,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$112,500,000	\$0	\$112,500,000
All Years Total		\$0	\$0	\$219,100,000	\$0	\$219,100,000

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20150060 Plan Revision: 26-00 STATUS **Project Changed** Federal

Name: Virginia Street, Bus RAPID Transit Extension
 Scope: Bus RAPID transit extension from the RTC 4th STREET STATION in downtown Reno to the University of Nevada, Reno; improves safety, traffic/bus operations, constructs 3 RAPID stations, adds bus-only lane segment, widens/constructs sidewalks and corrects ADA sidewalk deficiencies in the corridor from Plumb Lane to Liberty Street (within the total project corridor of Plumb Lane to 15th Street). FHWA funding will to be transferred to FTA. A request to enter project development under the FTA Small Starts Program has been submitted and accepted. Funding programmed in the "other" phase is for the acquisition of transit capital such as buses, bus shelters, etc.

Project Type: Transit - Capital & Rehab NDOT District: District 2
 County: Washoe
 Limits: From Plumb Lane to 15th Street. Distance (mile): 2.9

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	\$10,542,142	\$20,670,629	\$62,057,445	\$21,607,451	\$114,877,667
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$0	\$0
All Years Total		\$10,542,142	\$20,670,629	\$62,057,445	\$21,607,451	\$114,877,667

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20170122 Plan Revision: 26-00 STATUS **Project Changed** Federal

Name: Arlington Avenue Bridges Replacement
 Scope: Replace the Arlington Avenue Bridges at the Truckee River

Project Type: Bridge/Structures
 County: Washoe
 Limits: Bridge #: B1531, B1532

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	\$3,300,944	\$0	\$31,300,000	\$0	\$34,600,944
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$0	\$0
All Years Total		\$3,300,944	\$0	\$31,300,000	\$0	\$34,600,944

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20170126 Plan Revision: 26-03 STATUS **Project Changed** Local

Name: Vassar Street Multimodal Improvements
 Scope: Bicycle and sidewalk improvements.

Project Type: Active Transportation (Bike/Ped)
 County: Washoe
 Limits: From Kietzke Lane to Terminal Way. Distance (mile): 0.45

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2028	CARBON REDUCTION PROGRAM > 200K (WA)	\$0	\$0	\$0	\$0	\$0
2028	LOCAL FUEL TAX - RTCWA	\$675,000	\$0	\$0	\$0	\$675,000
2029	CARBON REDUCTION PROGRAM > 200K (WA)	\$0	\$0	\$0	\$0	\$0
2029	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$3,825,000	\$0	\$3,825,000
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$675,000	\$0	\$3,825,000	\$0	\$4,500,000
All Years Total		\$675,000	\$0	\$3,825,000	\$0	\$4,500,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20170130 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Highland Avenue Railroad Crossing
 Scope: CROSSING SURFACE IMPROVEMENTS AND ADJUSTMENT TO CROSSING SIGNAL ARMS TO IMPROVE PEDESTRIAN ACTIVITIES

Project Type: Railroad NDOT District: District 2
 County: Washoe
 Limits: Nearest Cross Street: Highland Avenue

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	RAIL	\$0	\$0	\$918,000	\$0	\$918,000
2026	LOCAL FUND	\$0	\$0	\$102,000	\$0	\$102,000
<2025	Prior	\$28,950	\$0	\$0	\$0	\$28,950
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$1,020,000	\$0	\$1,020,000
All Years Total		\$28,950	\$0	\$1,020,000	\$0	\$1,048,950

MPO: RTC Washoe Lead Agency: Nevada DOT

WA20170132 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Silver Lake Drive Railroad Crossing
 Scope: INSTALL CROSSING SIGNAL AND CROSSING SURFACE IMPROVEMENTS INCLUDING VEHICLE ASSEMBLY GATES, ADDITION OF PEDESTRIAN GATES, RAILROAD CABINET REPLACEMENT, RAILROAD TRAFFIC PREEMPTION AND OTHER IMPROVEMENTS.

Project Type: Railroad NDOT District: District 2
 County: Washoe
 Limits: Nearest Cross Street: Silver Lake Drive

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	RAIL	\$0	\$0	\$1,240,500	\$0	\$1,240,500
2026	LOCAL FUND	\$0	\$0	\$259,000	\$0	\$259,000
2026	STATE HIGHWAY FUND	\$0	\$0	\$66,220	\$0	\$66,220
2026	STATE MATCH - NV	\$0	\$0	\$500	\$0	\$500
<2025	Prior	\$17,000	\$0	\$0	\$0	\$17,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$1,566,220	\$0	\$1,566,220
All Years Total		\$17,000	\$0	\$1,566,220	\$0	\$1,583,220

MPO: RTC Washoe Lead Agency: Nevada DOT

WA20180047 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Reno Bike Project - Major Taylor Program
 Scope: Cycling physical education and safety program

Project Type: Active Transportation (Bike/Ped) NDOT District: District 2
 County: Washoe
 Limits: Not Location Specific

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	TAP >200K STBG (WA)	\$0	\$0	\$0	\$164,964	\$164,964
2026	LOCAL FUND	\$0	\$0	\$0	\$8,682	\$8,682
<2025	Prior	\$0	\$0	\$0	\$215,408	\$215,408
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$173,646	\$173,646
All Years Total		\$0	\$0	\$0	\$389,054	\$389,054

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20180057 Plan Revision: 26-02 Admin Mod STATUS Project Changed Federal

Name: US 395, North Valleys, Golden Valley to Stead, Phase 2
 Scope: On US 395 from Golden Valley Rd. to Lemmon Dr., construct an additional travel lane, aux lane, and rehabilitate existing lanes NB & SB. From Lemmon Dr. to Stead Blvd., construct an additional travel lane and rehabilitate existing lanes NB & SB.

Project Type: Preservation NDOT District: District 2
 County: Washoe
 Limits: Interchange at Golden Valley to Stead

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	BRIDGE FORMULA PROGRAM	\$0	\$0	\$4,679,848	\$0	\$4,679,848
2025	NHPP	\$0	\$0	\$40,027,663	\$0	\$40,027,663
2025	NHPP	\$0	\$0	\$35,962,959	\$0	\$35,962,959
2025	INFRA GRANT	\$0	\$0	\$88,917,130	\$0	\$88,917,130
2025	STATE HIGHWAY FUND	\$0	\$0	\$8,140,584	\$0	\$8,140,584
2025	STATE HIGHWAY FUND	\$10,573,669	\$60,000	\$0	\$0	\$10,633,669
2025	STATE MATCH - NV	\$0	\$0	\$4,245,856	\$0	\$4,245,856
2025	LOCAL FUND	\$0	\$0	\$25,960	\$0	\$25,960
<2025	Prior	\$400,000	\$15,000	\$0	\$0	\$415,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$10,573,669	\$60,000	\$182,000,000	\$0	\$192,633,669
All Years Total		\$10,973,669	\$75,000	\$182,000,000	\$0	\$193,048,669

MPO: RTC Washoe Lead Agency: Nevada DOT

WA20180059 Plan Revision: 26-00 STATUS Project Changed Local

Name: West 4th Street Downtown Reno Improvements
 Scope: Construct enhanced sidewalks, bus/bike lanes, lighting, and intersection improvements.

Project Type: Active Transportation (Bike/Ped) NDOT District: District 2
 County: Washoe
 Limits: From Vine St to Evans Ave. Distance (mile): 0.8

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$7,500,000	\$0	\$7,500,000
<2025	Prior	\$1,000,000	\$0	\$0	\$0	\$1,000,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$7,500,000	\$0	\$7,500,000
All Years Total		\$1,000,000	\$0	\$7,500,000	\$0	\$8,500,000

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20190002 Plan Revision: 26-00 STATUS Project Changed Federal

Name: U-Pass (Ed-Pass) Start-up Program
 Scope: Seed money to establish a Universal Access Transit Pass (U-Pass) program with the University of Nevada, Reno (UNR) and Truckee Meadows Community College (TMCC) to provide unlimited access to RTC RIDE transit routes.

Project Type: Transit - Other NDOT District: District 2
 County: Washoe
 Limits: Not Location Specific

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	CMAQ - WA	\$0	\$0	\$0	\$350,000	\$350,000
2025	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$18,421	\$18,421
2026	CMAQ - WA	\$0	\$0	\$0	\$350,000	\$350,000
2026	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$18,421	\$18,421
2027	CMAQ - WA	\$0	\$0	\$0	\$350,000	\$350,000
2028	CMAQ - WA	\$0	\$0	\$0	\$350,000	\$350,000
2027	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$18,421	\$18,421
2028	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$18,421	\$18,421
2029	CMAQ - WA	\$0	\$0	\$0	\$350,000	\$350,000
2029	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$18,421	\$18,421
<2025	Prior	\$0	\$0	\$0	\$947,368	\$947,368
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$1,842,105	\$1,842,105
All Years Total		\$0	\$0	\$0	\$2,789,473	\$2,789,473

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20190027 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Meadowood Mall Transfer Station Relocation
 Scope: Relocate the RTC RIDE Meadowood Mall Transfer Station within the Meadowood Mall property and implement potential FTA joint development with affordable housing and possible retail.

Project Type: Transit - Other NDOT District: District 2
 County: Washoe
 Limits: Nearest Cross Street:

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	\$625,000	\$95,000	\$6,000,000	\$0	\$6,720,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$0	\$0
All Years Total		\$625,000	\$95,000	\$6,000,000	\$0	\$6,720,000

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20190035 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Traffic Calming Improvements
 Scope: Purchase speed radar signs and Rectangular Rapid Flashing Beacons (RRFBs).

Project Type: Signals & Lighting NDOT District: District 2
 County: Washoe
 Limits: Various Locations

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	\$7,000	\$0	\$0	\$28,790	\$35,790
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$0	\$0
All Years Total		\$7,000	\$0	\$0	\$28,790	\$35,790

MPO: RTC Washoe Lead Agency: Washoe County

WA20190038 Plan Revision: 26-00 STATUS Project Changed Local

Name: Mill Street Capacity & Safety Project
 Scope: Multimodal, operational, safety, and capacity improvements.

Project Type: Capacity NDOT District: District 2
 County: Washoe
 Limits: From 500 ft W of Kietzke Ln to Terminal Way. Distance (mile): 0.8 mile

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$15,500,000	\$0	\$15,500,000
<2025	Prior	\$5,000,000	\$15,000,000	\$0	\$0	\$20,000,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$15,500,000	\$0	\$15,500,000
All Years Total		\$5,000,000	\$15,000,000	\$15,500,000	\$0	\$35,500,000

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20190041 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Sparks Boulevard Corridor - Phase 2
 Scope: Widen roadway from 4 to 6 lanes and construct multimodal improvements.

Project Type: Capacity NDOT District: District 2
 County: Washoe
 Limits: From Lincoln Way to Baring Boulevard. Distance (mile): 1.35

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	STBG FLEX	\$0	\$0	\$9,100,000	\$0	\$9,100,000
2025	STBG >200K (WA)	\$0	\$0	\$28,848,096	\$0	\$28,848,096
2025	STBG >200K (WA)	\$0	\$0	\$24,751,904	\$0	\$24,751,904
2025	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$3,300,000	\$0	\$3,300,000
<2025	Prior	\$6,000,000	\$3,000,000	\$0	\$0	\$9,000,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$66,000,000	\$0	\$66,000,000
All Years Total		\$6,000,000	\$3,000,000	\$66,000,000	\$0	\$75,000,000

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20190042 Plan Revision: 26-00 STATUS **Project Changed** Federal

Name: Sun Valley Blvd. Corridor Improvements
 Scope: Multimodal and drainage improvements along the Sun Valley Boulevard corridor.

Project Type: Active Transportation (Bike/Ped) NDOT District: District 2
 County: Washoe
 Limits: From Scottsdale Road to 7th Avenue. Milepost begins at 1 end at 3.6. Distance (mile): 2.6

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	LOCAL FUEL TAX - RTCWA	\$4,000,000	\$0	\$0	\$0	\$4,000,000
2026	LOCAL FUEL TAX - RTCWA	\$0	\$1,000,000	\$0	\$0	\$1,000,000
2027	CONGRESSIONALLY DIRECTED SPENDING	\$0	\$0	\$2,500,000	\$0	\$2,500,000
2027	ANTICIPATED DISCRETIONARY GRANT	\$0	\$0	\$62,000,000	\$0	\$62,000,000
2027	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$16,650,000	\$0	\$16,650,000
<2025	Prior	\$2,000,000	\$0	\$0	\$0	\$2,000,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$4,000,000	\$1,000,000	\$81,150,000	\$0	\$86,150,000
All Years Total		\$6,000,000	\$1,000,000	\$81,150,000	\$0	\$88,150,000

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20190044 Plan Revision: 26-00 STATUS **Project Changed** Federal

Name: Keystone Avenue Improvements - Package 1
 Scope: Multimodal improvements and Truckee River bridge replacement.

Project Type: Bridge/Structures NDOT District: District 2
 County: Washoe
 Limits: From California Avenue to 1st Street. Distance (mile): 0.5

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	\$5,000,000	\$0	\$0	\$0	\$5,000,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$0	\$0
All Years Total		\$5,000,000	\$0	\$0	\$0	\$5,000,000

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20190047 Plan Revision: 26-00 STATUS Project Changed Federal

Name: I80 East - Washoe
 Scope: PRECONSTRUCTION, DESIGN AND CONSTRUCTION - WIDEN TO THREE LANES EACH DIRECTION

Project Type: Capacity NDOT District: District 2
 County: Washoe
 Limits: From Vista Blvd to USA Parkway. Milepost begins at 19.67 end at 32.75. Distance (mile): 13.08

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	INFRA GRANT	\$6,500,000	\$0	\$0	\$0	\$6,500,000
2025	STATE MATCH - NV	\$500,000	\$0	\$0	\$0	\$500,000
2026	INFRA GRANT	\$18,500,000	\$0	\$0	\$0	\$18,500,000
2026	STATE MATCH - NV	\$3,750,000	\$0	\$0	\$0	\$3,750,000
2027	STBG FLEX	\$0	\$0	\$11,250,000	\$0	\$11,250,000
2027	INFRA GRANT	\$0	\$0	\$91,000,000	\$0	\$91,000,000
2027	NHPP	\$0	\$0	\$33,750,000	\$0	\$33,750,000
2027	STATE MATCH - NV	\$0	\$0	\$34,000,000	\$0	\$34,000,000
2028	NHPP	\$0	\$0	\$70,320,000	\$0	\$70,320,000
2028	STBG FLEX	\$0	\$0	\$23,440,000	\$0	\$23,440,000
2028	INFRA GRANT	\$0	\$0	\$159,520,000	\$0	\$159,520,000
2028	STATE MATCH - NV	\$0	\$0	\$71,750,000	\$0	\$71,750,000
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$29,250,000	\$0	\$495,030,000	\$0	\$524,280,000
All Years Total		\$29,250,000	\$0	\$495,030,000	\$0	\$524,280,000

MPO: RTC Washoe

Lead Agency: Nevada DOT

WA20200013 Plan Revision: 26-00 STATUS Project Changed Federal

Name: I-80 West, Reno - Bridge Replacements CON
 Scope: Replace structures, I-770, I-774 E/W, I-775 E/W, H-767 E/W

Project Type: Bridge/Structures NDOT District: District 2
 County: Washoe
 Limits: Bridge #: I-774

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	STBG BRIDGE	\$0	\$0	\$2,907,000	\$0	\$2,907,000
2025	BRIDGE FORMULA PGM OFF-SYS	\$0	\$0	\$4,206,319	\$0	\$4,206,319
2025	HSIP	\$0	\$0	\$665,973	\$0	\$665,973
2025	HWY INFRA BRIDGE REPLACEMENT	\$0	\$0	\$5,101,591	\$0	\$5,101,591
2025	NHPP	\$0	\$0	\$14,663,697	\$0	\$14,663,697
2025	BRIDGE FORMULA PROGRAM	\$0	\$0	\$60,578,196	\$0	\$60,578,196
2025	STBG FLEX	\$0	\$0	\$1,398,616	\$0	\$1,398,616
2025	STATE MATCH - NV	\$0	\$0	\$5,462,108	\$0	\$5,462,108
2025	LOCAL FUND	\$0	\$0	\$37,000	\$0	\$37,000
<2025	Prior	\$6,655,000	\$550,000	\$0	\$0	\$7,205,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$95,020,500	\$0	\$95,020,500
All Years Total		\$6,655,000	\$550,000	\$95,020,500	\$0	\$102,225,500

MPO: RTC Washoe Lead Agency: Nevada DOT

WA20200023 Plan Revision: 26-00 STATUS Project Changed Federal

Name: FlexRIDE Service
 Scope: New FlexRIDE (microtransit) service in the South Meadows, Spanish Springs and the Verdi/Somerset areas.

Project Type: Transit - Operating NDOT District: District 2
 County: Washoe
 Limits: Various Locations

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	CMAQ - WA	\$0	\$0	\$0	\$2,090,000	\$2,090,000
2025	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$110,000	\$110,000
<2025	Prior	\$0	\$0	\$0	\$4,305,264	\$4,305,264
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$2,200,000	\$2,200,000
All Years Total		\$0	\$0	\$0	\$6,505,264	\$6,505,264

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20200025 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Virginia Street Bus RAPID Transit Extension Operation

Scope: Bus RAPID transit extension from the RTC 4th STREET STATION in downtown Reno to the University of Nevada, Reno; improves safety, traffic/bus operations, constructs 3 RAPID stations, adds bus only lane segment.

Project Type: Transit - Operating

NDOT District: District 2

County: Washoe

Limits: From Plumb Lane to 15th Street. Distance (mile): 2.9

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	CMAQ - WA	\$0	\$0	\$0	\$850,000	\$850,000
2025	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$44,737	\$44,737
2026	CMAQ - WA	\$0	\$0	\$0	\$850,000	\$850,000
2026	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$44,737	\$44,737
2027	CMAQ - WA	\$0	\$0	\$0	\$850,000	\$850,000
2027	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$44,737	\$44,737
2028	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$63,158	\$63,158
2028	CMAQ - WA	\$0	\$0	\$0	\$1,200,000	\$1,200,000
2029	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$63,158	\$63,158
2029	CMAQ - WA	\$0	\$0	\$0	\$1,200,000	\$1,200,000
<2025	Prior	\$0	\$0	\$0	\$2,894,737	\$2,894,737
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$5,210,527	\$5,210,527
All Years Total		\$0	\$0	\$0	\$8,105,264	\$8,105,264

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20200070 Plan Revision: 26-03 STATUS Project Changed Federal

Name: Lemmon Drive Traffic Improvements and Resiliency Project
 Scope: Project will improve traffic operations and add resiliency through stormwater and other improvements.

Project Type: Road Improvement NDOT District: District 2
 County: Washoe
 Limits: From Fleetwood Drive to Ramsey Way. Distance (mile): 3.1

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	LOCAL FUEL TAX - RTCWA	\$0	\$2,000,000	\$0	\$0	\$2,000,000
2027	RAISE GRANT	\$0	\$0	\$25,000,000	\$0	\$25,000,000
2027	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$25,000,000	\$0	\$25,000,000
<2025	Prior	\$4,210,526	\$0	\$0	\$0	\$4,210,526
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$2,000,000	\$50,000,000	\$0	\$52,000,000
All Years Total		\$4,210,526	\$2,000,000	\$50,000,000	\$0	\$56,210,526

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20200073 Plan Revision: 26-00 STATUS Project Changed Federal

Name: SR 445, PYRAMID WAY - 3R AND ADA
 Scope: 2-3/4 INCH COLDMILL, 2 INCH PBS WITH 3/4 INCH OG AND 10% PATCHING. UPGRADE EXISTING RAMPS, DRIVEWAYS AND SELECT SIDEWALK LOCATIONS TO MEET ADA

Project Type: Preservation NDOT District: District 2
 County: Washoe
 Limits: From Nugget Avenue to York Way. Milepost begins at 0 end at 1.38. Distance (mile): 1.38

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	CONGRESSIONALLY DIRECTED SPENDING	\$0	\$0	\$1,000,000	\$0	\$1,000,000
2025	NHPP	\$0	\$0	\$11,493,261	\$0	\$11,493,261
2025	HSIP	\$0	\$0	\$2,041,737	\$0	\$2,041,737
2025	STATE HIGHWAY FUND	\$0	\$0	\$765,002	\$0	\$765,002
2025	LOCAL FUND	\$0	\$0	\$200,000	\$0	\$200,000
<2025	Prior	\$330,000	\$115,000	\$0	\$0	\$445,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$15,500,000	\$0	\$15,500,000
All Years Total		\$330,000	\$115,000	\$15,500,000	\$0	\$15,945,000

MPO: RTC Washoe Lead Agency: Nevada DOT

WA20210003 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Geiger Grade Realignment
 Scope: Construct new roadway alignment on Geiger Grade from Virginia Street to Toll Road

Project Type: Major/New Construction NDOT District: District 2
 County: Washoe
 Limits: From Virginia Street to Toll Road. Milepost begins at 0 end at 0.4. Distance (mile): 0.4

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	LOCAL FUEL TAX - RTCWA	\$0	\$12,000,000	\$0	\$0	\$12,000,000
2028	ANTICIPATED DISCRETIONARY GRANT	\$0	\$0	\$48,000,000	\$0	\$48,000,000
2028	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$12,000,000	\$0	\$12,000,000
<2025	Prior	\$12,000,000	\$0	\$0	\$0	\$12,000,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$12,000,000	\$60,000,000	\$0	\$72,000,000
All Years Total		\$12,000,000	\$12,000,000	\$60,000,000	\$0	\$84,000,000

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20210004 Plan Revision: 26-00 STATUS Project Changed Local

Name: McCarran Blvd Safety and Operations
 Scope: Intersection and operations improvements from Plumb Lane to South Virginia Street and from El Rancho Drive to Rock Boulevard.

Project Type: Interchange/Intersection NDOT District: District 2
 County: Washoe
 Limits: From El Rancho Drive to Rock Boulevard. Milepost begins at 0 end at 0. Distance (mile): 0

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	LOCAL FUEL TAX - RTCWA	\$3,000,000	\$0	\$0	\$0	\$3,000,000
2026	LOCAL FUEL TAX - RTCWA	\$0	\$1,000,000	\$0	\$0	\$1,000,000
2027	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$10,000,000	\$0	\$10,000,000
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$3,000,000	\$1,000,000	\$10,000,000	\$0	\$14,000,000
All Years Total		\$3,000,000	\$1,000,000	\$10,000,000	\$0	\$14,000,000

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20210005 Plan Revision: 26-00 STATUS Project Changed Local

Name: North Valleys North Virginia Street Widening
 Scope: Panther Drive to Stead Blvd

Project Type: Capacity NDOT District: District 2
 County: Washoe
 Limits: From Panther Drive to Stead Blvd. Distance (mile): 3.75

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	LOCAL FUEL TAX - RTCWA	\$0	\$2,000,000	\$0	\$0	\$2,000,000
2027	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$82,000,000	\$0	\$82,000,000
<2025	Prior	\$5,000,000	\$0	\$0	\$0	\$5,000,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$2,000,000	\$82,000,000	\$0	\$84,000,000
All Years Total		\$5,000,000	\$2,000,000	\$82,000,000	\$0	\$89,000,000

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20210006 Plan Revision: 26-00 STATUS Project Changed Local

Name: Pembroke Drive Safety Project
 Scope: Widen roadway with two-way left turn lane from McCarran Blvd to Veterans Pkwy; includes associated safety improvements.

Project Type: Capacity NDOT District: District 2
 County: Washoe
 Limits: From McCarran Blvd to Veterans Pkwy. Distance (mile): 1

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	LOCAL FUEL TAX - RTCWA	\$0	\$1,000,000	\$12,500,000	\$0	\$13,500,000
<2025	Prior	\$2,000,000	\$0	\$0	\$0	\$2,000,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$1,000,000	\$12,500,000	\$0	\$13,500,000
All Years Total		\$2,000,000	\$1,000,000	\$12,500,000	\$0	\$15,500,000

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20210008 Plan Revision: 26-00 STATUS Project Changed Federal

Name: FRWA51, Enhanced Safety Improvements
 Scope: INSTALL NEW SIGNAGE, ADJUST CONCRETE BARRIER RAIL AND NEW STRIPING FOR ENHANCED SAFETY IMPROVEMENTS ,FROM VILLANOVA DR, I 580 EXIT 65A, TO PLUMB LANE; MP WA 0.00 TO MP WA 0.246

Project Type: Safety NDOT District: District 2
 County: Washoe
 Limits: From Villanova Drive to Plumb Lane. Milepost begins at 0 end at 0.25. Distance (mile): 0.25

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	HSIP	\$0	\$0	\$1,372,750	\$0	\$1,372,750
2025	LOCAL FUND	\$0	\$0	\$5,000	\$0	\$5,000
2025	STATE MATCH - NV	\$0	\$0	\$72,250	\$0	\$72,250
<2025	Prior	\$0	\$5,000	\$0	\$0	\$5,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$1,450,000	\$0	\$1,450,000
All Years Total		\$0	\$5,000	\$1,450,000	\$0	\$1,455,000

MPO: RTC Washoe Lead Agency: Nevada DOT

WA20210012 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Sixth Street 4 All
 Scope: Construct bicycle facilities and safety improvements from Virginia Street to 4th Street

Project Type: Active Transportation (Bike/Ped) NDOT District: District 2
 County: Washoe
 Limits: From Virginia Street to 4th Street. Distance (mile): 1.2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	LOCAL FUEL TAX - RTCWA	\$650,000	\$0	\$0	\$0	\$650,000
2027	SAFE STREETS AND ROADS FOR ALL GRANT	\$0	\$0	\$5,963,112	\$0	\$5,963,112
2027	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$14,758,933	\$0	\$14,758,933
2025	SAFE STREETS AND ROADS FOR ALL GRANT	\$2,600,000	\$0	\$0	\$0	\$2,600,000
2026	LOCAL FUEL TAX - RTCWA	\$0	\$100,000	\$0	\$0	\$100,000
2026	SAFE STREETS AND ROADS FOR ALL GRANT	\$0	\$400,000	\$0	\$0	\$400,000
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$3,250,000	\$500,000	\$20,722,045	\$0	\$24,472,045
All Years Total		\$3,250,000	\$500,000	\$20,722,045	\$0	\$24,472,045

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20210014 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Virginia Line BRT Improvements Project

Scope: Improve Virginia Line BRT operations and construct multimodal and ADA improvements from Liberty Street to Meadowood Mall Circle

Project Type: Active Transportation (Bike/Ped)

NDOT District: District 2

County: Washoe

Limits: From Liberty Street to Meadowood Mall Circle. Distance (mile): 3.5 miles

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	FTA 5309 SMALL STARTS	\$0	\$0	\$5,060,000	\$0	\$5,060,000
2025	LOCAL FUEL TAX - RTCWA	\$0	\$1,000,000	\$9,400,000	\$0	\$10,400,000
<2025	Prior	\$2,590,000	\$0	\$0	\$0	\$2,590,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$1,000,000	\$14,460,000	\$0	\$15,460,000
All Years Total		\$2,590,000	\$1,000,000	\$14,460,000	\$0	\$18,050,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20210015 Plan Revision: 26-00 STATUS Project Changed Federal

Name: RTC 4TH STREET STATION Expansion

Scope: Expand footprint and structure of RTC 4TH STREET STATION

Project Type: Transit - Capital & Rehab

NDOT District: District 2

County: Washoe

Limits: Nearest Cross Street:

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	\$0	\$0	\$7,025,000	\$0	\$7,025,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$0	\$0
All Years Total		\$0	\$0	\$7,025,000	\$0	\$7,025,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20210016 Plan Revision: 26-00 STATUS Project Changed Federal

Name: RTC Park and Ride Program

Scope: On-going program to establish strategic park and ride lots throughout the region.

Project Type: TDM

County: Washoe

Limits: Various Locations

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	FTA 5339 BUS/FAC LRG URB CAPITAL	\$0	\$0	\$140,000	\$0	\$140,000
2025	LOCAL SALES TAX - RTCWA	\$0	\$0	\$35,000	\$0	\$35,000
2026	FTA 5339 BUS/FAC LRG URB CAPITAL	\$0	\$0	\$140,000	\$0	\$140,000
2026	LOCAL SALES TAX - RTCWA	\$0	\$0	\$35,000	\$0	\$35,000
2027	FTA 5339 BUS/FAC LRG URB CAPITAL	\$0	\$0	\$140,000	\$0	\$140,000
2027	LOCAL SALES TAX - RTCWA	\$0	\$0	\$35,000	\$0	\$35,000
2028	FTA 5339 BUS/FAC LRG URB CAPITAL	\$0	\$0	\$140,000	\$0	\$140,000
2028	LOCAL SALES TAX - RTCWA	\$0	\$0	\$35,000	\$0	\$35,000
2029	FTA 5339 BUS/FAC LRG URB CAPITAL	\$0	\$0	\$140,000	\$0	\$140,000
2029	LOCAL SALES TAX - RTCWA	\$0	\$0	\$35,000	\$0	\$35,000
<2025	Prior	\$0	\$0	\$437,500	\$0	\$437,500
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$875,000	\$0	\$875,000
All Years Total		\$0	\$0	\$1,312,500	\$0	\$1,312,500

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20210017 Plan Revision: 26-00 STATUS Project Changed Federal

Name: FlexRIDE Replacement Vehicles
 Scope: Vehicle replacement program for the RTC FlexRIDE (microtransit) service.

Project Type: Transit - Capital & Rehab NDOT District: District 2
 County: Washoe
 Limits: Not Location Specific

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	FTA 5310 ELDERLY/DISABLED LRG URB CAPITAL	\$0	\$0	\$0	\$2,251,472	\$2,251,472
2026	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$397,319	\$397,319
2027	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$2,720,000	\$2,720,000
2027	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$480,000	\$480,000
2026	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$468,528	\$468,528
2026	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$82,681	\$82,681
<2025	Prior	\$0	\$0	\$0	\$520,000	\$520,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$6,400,000	\$6,400,000
All Years Total		\$0	\$0	\$0	\$6,920,000	\$6,920,000

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20210021 Plan Revision: 26-00 STATUS Project Changed Local

Name: Pyramid Way Operations Improvements
 Scope: Add southbound lane from Ingenuity Avenue to Egyptian Drive.

Project Type: Capacity NDOT District: District 2
 County: Washoe
 Limits: From Ingenuity Avenue to Egyptian Drive. Milepost begins at 8.85 end at 10.67. Distance (mile): 1.82

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	LOCAL FUEL TAX - RTCWA	\$0	\$300,000	\$0	\$0	\$300,000
2026	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$13,000,000	\$0	\$13,000,000
<2025	Prior	\$1,200,000	\$0	\$0	\$0	\$1,200,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$300,000	\$13,000,000	\$0	\$13,300,000
All Years Total		\$1,200,000	\$300,000	\$13,000,000	\$0	\$14,500,000

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20220011 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Pyramid Hwy/Sparks Blvd Interchange and Connector Improvements - Feasibility and Preliminary Design
 Scope: Preliminary design for improvements to the Pyramid Way and Sparks Blvd/Highland Ranch intersection, including converting existing intersection to a new grade-separated interchange. Preliminary design of the Pyramid/US 395 Connector (new road) between Pyramid Way and US 395.

Project Type: Interchange/Intersection NDOT District: District 2
 County: Washoe
 Limits: From Kiley Pkwy to Wingfield Hills Rd. Milepost begins at 5.05 end at 6.05. Distance (mile): 1.00

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	\$5,000,000	\$0	\$0	\$0	\$5,000,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$0	\$0
All Years Total		\$5,000,000	\$0	\$0	\$0	\$5,000,000

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20220017 Plan Revision: 26-00 STATUS Project Changed Federal

Name: US 395 North Valleys- Preservation
 Scope: Mill and overlay with hydraulic, ITS, and ramp improvements

Project Type: Preservation NDOT District: District 2
 County: Washoe
 Limits: From WA MP 34.1 to WA MP 38.3. Milepost begins at 34.13 end at 38.26. Distance (mile): 4.13

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2028	NHPP	\$0	\$0	\$21,683,750	\$0	\$21,683,750
2028	STBG FLEX	\$0	\$0	\$4,441,250	\$0	\$4,441,250
2028	STATE MATCH - NV	\$0	\$0	\$1,375,000	\$0	\$1,375,000
<2025	Prior	\$225,000	\$0	\$0	\$0	\$225,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$27,500,000	\$0	\$27,500,000
All Years Total		\$225,000	\$0	\$27,500,000	\$0	\$27,725,000

MPO: RTC Washoe Lead Agency: Nevada DOT

WA20220019 Plan Revision: 26-00 STATUS Project Changed Federal

Name: I 580 Bowers to Mount Rose Highway- Preservation
 Scope: Mill and fill w/ OG, profile grind concrete sections

Project Type: Preservation NDOT District: District 2
 County: Washoe
 Limits: From WA MP 5.4 to WA MP 14.95. Milepost begins at 5.36 end at 14.95. Distance (mile): 9.59

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	NHPP	\$0	\$0	\$28,500,000	\$0	\$28,500,000
2026	STATE MATCH - NV	\$0	\$0	\$1,500,000	\$0	\$1,500,000
<2025	Prior	\$300,000	\$0	\$0	\$0	\$300,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$30,000,000	\$0	\$30,000,000
All Years Total		\$300,000	\$0	\$30,000,000	\$0	\$30,300,000

MPO: RTC Washoe Lead Agency: Nevada DOT

WA20220020 Plan Revision: 26-01 STATUS Project Changed State

Name: SR 659 North McCarran Blvd 3R, from N Virginia St to Northtowne Ln.
 Scope: Mill and overlay with SLI, ADA, L&A, and pedestrian safety improvements.

Project Type: Preservation NDOT District: District 2
 County: Washoe
 Limits: From N Virginia to Northtown Ln. Milepost begins at 10.58 end at 12.85. Distance (mile): 2.27

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	\$0	\$130,000	\$0	\$0	\$130,000
>2029	Future	\$0	\$0	\$9,570,154	\$0	\$9,570,154
2025 - 2029 TOTAL		\$0	\$0	\$0	\$0	\$0
All Years Total		\$0	\$130,000	\$9,570,154	\$0	\$9,700,154

MPO: RTC Washoe Lead Agency: Nevada DOT

WA20220021 Plan Revision: 26-00 STATUS Project Changed Federal

Name: SR 445 Spanish Springs, Golden View Drive to Egyptian Drive- Preservation
 Scope: 2.75" cold mill, 2" dense grade with 0.75" open grade

Project Type: Preservation NDOT District: District 2
 County: Washoe
 Limits: From WA MP 4.5 to WA MP 9.0. Milepost begins at 4.5 end at 9.03. Distance (mile): 4.53

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2028	NHPP	\$0	\$0	\$10,640,000	\$0	\$10,640,000
2028	STATE MATCH - NV	\$0	\$0	\$560,000	\$0	\$560,000
<2025	Prior	\$230,000	\$0	\$0	\$0	\$230,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$11,200,000	\$0	\$11,200,000
All Years Total		\$230,000	\$0	\$11,200,000	\$0	\$11,430,000

MPO: RTC Washoe Lead Agency: Nevada DOT

WA20220025 Plan Revision: 26-03 STATUS Project Changed Federal

Name: Sierra St Bridge Replacement
 Scope: Design, ROW, and construction for the Sierra St Bridge Replacement project.

Project Type: Bridge/Structures NDOT District: District 2
 County: Washoe
 Limits: Bridge #: 1

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	BRIDGE FORMULA PGM OFF-SYS	\$0	\$0	\$12,675,000	\$0	\$12,675,000
2026	STBG BRIDGE	\$0	\$0	\$2,882,000	\$0	\$2,882,000
2026	STBG BRIDGE	\$0	\$0	\$1,818,000	\$0	\$1,818,000
2026	LOCAL FUEL TAX - RTCWA	\$0	\$100,000	\$6,625,000	\$0	\$6,725,000
2026	BRIDGE FORMULA PROGRAM	\$0	\$0	\$6,100,000	\$0	\$6,100,000
<2025	Prior	\$3,500,000	\$0	\$0	\$0	\$3,500,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$100,000	\$30,100,000	\$0	\$30,200,000
All Years Total		\$3,500,000	\$100,000	\$30,100,000	\$0	\$33,700,000

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20220026 Plan Revision: 26-00 STATUS Project Changed Local

Name: Keystone Avenue Improvements - Package 2
 Scope: Multimodal improvements and Truckee River bridge replacement.

Project Type: Bridge/Structures NDOT District: District 2
 County: Washoe
 Limits: From California Avenue to 1st Street. Distance (mile): 0.5

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2027	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$30,000,000	\$0	\$30,000,000
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$30,000,000	\$0	\$30,000,000
All Years Total		\$0	\$0	\$30,000,000	\$0	\$30,000,000

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20220027 Plan Revision: 26-00 STATUS Project Changed State

Name: Mt. Rose Corridor Study Recommendations Phase 1 Improvements
 Scope: Construct roundabouts at Bordeaux Dr and Callahan Rd. Add raised median and a shared use path.

Project Type: Major/New Construction NDOT District: District 2
 County: Washoe
 Limits: From Bordeaux Dr to Thomas Creek Rd. Milepost begins at 18.59 end at 21.81. Distance (mile): 3.22

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	LOCAL FUEL TAX - RTCWA	\$3,000,000	\$0	\$0	\$0	\$3,000,000
2028	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$10,000,000	\$0	\$10,000,000
2028	STATE HIGHWAY FUND	\$0	\$0	\$13,000,000	\$0	\$13,000,000
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$3,000,000	\$0	\$23,000,000	\$0	\$26,000,000
All Years Total		\$3,000,000	\$0	\$23,000,000	\$0	\$26,000,000

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20220028 Plan Revision: 26-00 STATUS Project Changed Federal

Name: I-80, Verdi - Bridge Replacements Phase 1
 Scope: Replace Structures, G-772 E/W, I-773 E/W, B-764 E/W, G-765 E/W

Project Type: Bridge/Structures
 County: Washoe
 Limits: Bridge #: G-772 E/W

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	\$5,750,000	\$550,000	\$0	\$0	\$6,300,000
>2029	Future	\$10,535,000	\$550,000	\$86,133,610	\$0	\$97,218,610
2025 - 2029 TOTAL		\$0	\$0	\$0	\$0	\$0
All Years Total		\$16,285,000	\$1,100,000	\$86,133,610	\$0	\$103,518,610

MPO: RTC Washoe

Lead Agency: Nevada DOT

WA20220035 Plan Revision: 26-00 STATUS Project Changed Federal

Name: West 4th St Improvements - West McCarran Blvd to Vine St
 Scope: Construct enhanced sidewalks, bus/bike lanes, and intersection improvements.

Project Type: Active Transportation (Bike/Ped)
 County: Washoe
 Limits: From W. McCarran Blvd to Vine St. Distance (mile): 2.15 mi

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	HSIP	\$0	\$0	\$13,828,000	\$0	\$13,828,000
2025	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$10,107,000	\$0	\$10,107,000
<2025	Prior	\$3,500,000	\$0	\$0	\$0	\$3,500,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$23,935,000	\$0	\$23,935,000
All Years Total		\$3,500,000	\$0	\$23,935,000	\$0	\$27,435,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20230003 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Hydrogen Fuel Cell Buses
 Scope: Purchase of hydrogen fuel cell electric buses to replace aging diesel buses; purchase through award of discretionary funds (5339(c) Low or No Vehicle Emission Program).

Project Type: Transit - Capital & Rehab
 County: Washoe
 Limits: Not Location Specific
 NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	\$0	\$0	\$0	\$8,270,452	\$8,270,452
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$0	\$0
All Years Total		\$0	\$0	\$0	\$8,270,452	\$8,270,452

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20230004 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Hydrogen Fuel Cell Bus Support Equipment/Facilities
 Scope: Purchase of hydrogen fuel tank and station upgrades; purchase through award of discretionary funds (5339(c) Low or No Vehicle Emission Program).

Project Type: Transit - Capital & Rehab
 County: Washoe
 Limits: Not Location Specific
 NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	\$0	\$0	\$0	\$1,270,136	\$1,270,136
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$0	\$0
All Years Total		\$0	\$0	\$0	\$1,270,136	\$1,270,136

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20230005 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Hydrogen Fuel Cell Other Capital Items
 Scope: Project management and training for hydrogen fuel cell bus and station acquisition/construction; funding through award of discretionary funds (5339(c) Low or No Vehicle Emission Program).

Project Type: Transit - Capital & Rehab NDOT District: District 2
 County: Washoe
 Limits: Not Location Specific

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	\$0	\$0	\$0	\$764,500	\$764,500
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$0	\$0
All Years Total		\$0	\$0	\$0	\$764,500	\$764,500

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20230006 Plan Revision: 26-00 STATUS Project Changed Local

Name: Buck Drive Circulation Project
 Scope: Widening of Buck Drive between Lemmon Drive and North Hills Boulevard

Project Type: Capacity NDOT District: District 2
 County: Washoe
 Limits: From Lemmon Dr to North Hills Blvd. Distance (mile): .18 mi

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	LOCAL FUEL TAX - RTCWA	\$0	\$488,836	\$0	\$0	\$488,836
2026	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$3,000,000	\$0	\$3,000,000
<2025	Prior	\$511,164	\$0	\$0	\$0	\$511,164
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$488,836	\$3,000,000	\$0	\$3,488,836
All Years Total		\$511,164	\$488,836	\$3,000,000	\$0	\$4,000,000

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20230007 Plan Revision: 26-00 STATUS Project Changed Local

Name: Military Road Capacity & Safety Project
 Scope: Roadway widening, safety, and multimodal improvements.

Project Type: Capacity NDOT District: District 2
 County: Washoe
 Limits: From Lemmon Dr to Echo Ave. Distance (mile): 2.45

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	LOCAL FUEL TAX - RTCWA	\$0	\$3,000,000	\$0	\$0	\$3,000,000
2026	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$30,858,400	\$0	\$30,858,400
<2025	Prior	\$5,000,000	\$0	\$0	\$0	\$5,000,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$3,000,000	\$30,858,400	\$0	\$33,858,400
All Years Total		\$5,000,000	\$3,000,000	\$30,858,400	\$0	\$38,858,400

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20230008 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Plumas Street Sidewalk - Phase 2
 Scope: Install sidewalk, curb and gutter on the west side of Plumas Street from Mountain View Drive to Brinkby Ave. This will improve safety, encourage non-motorized travel, improve access to transit, and reduce emissions and energy use by encouraging non-motorized travel.

Project Type: Road Improvement NDOT District: District 2
 County: Washoe
 Limits: From Mountain View Dr to Brinkby Ave. Distance (mile): 0.26

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	\$0	\$0	\$402,155	\$0	\$402,155
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$0	\$0
All Years Total		\$0	\$0	\$402,155	\$0	\$402,155

MPO: RTC Washoe Lead Agency: City of Reno

WA20230009 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Pedestrian Ramp Project - Phase 1

Scope: This project will update several pedestrian ramps within various school zoning areas that are currently non-ADA compliant. These ramps provide access to a safe place to walk and a safe place to navigate intersections.

Project Type: ADA

County: Washoe

NDOT District: District 2

Limits: Various Locations

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	\$0	\$0	\$390,000	\$0	\$390,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$0	\$0
All Years Total		\$0	\$0	\$390,000	\$0	\$390,000

MPO: RTC Washoe

Lead Agency: City of Sparks

WA20230010 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Brodhead Park Restoration Project

Scope: The Brodhead Park Restoration Project is a collaborative effort by the City of Reno and One Truckee River (OTR). The goal is to complete a riverbank restoration and vegetation management project at Brodhead Memorial Park along the Tahoe-Pyramid Trail. The project will address critical environmental issues facing the Truckee River including impaired water quality, erosion, aquatic wildlife habitat needs, and vegetation loss. The project is also engaging with the local neighborhood to create an invested stakeholder base to participate in the planning, implementation, and creation of a local neighborhood support system to provide ongoing care of the riverbank restoration.

Project Type: Landscape & Aesthetics

County: Washoe

NDOT District: District 2

Limits: Nearest Cross Street:

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	TAP >200K STBG (WA)	\$91,930	\$0	\$0	\$0	\$91,930
2025	LOCAL FUND	\$4,839	\$0	\$0	\$0	\$4,839
2026	TAP >200K STBG (WA)	\$0	\$0	\$595,523	\$0	\$595,523
2026	LOCAL FUND	\$0	\$0	\$31,343	\$0	\$31,343
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$96,769	\$0	\$626,866	\$0	\$723,635
All Years Total		\$96,769	\$0	\$626,866	\$0	\$723,635

MPO: RTC Washoe

Lead Agency: City of Reno

WA20230016 Plan Revision: 26-00 STATUS Project Changed Local

Name: Butch Cassidy Extension

Scope: New two-lane roadway connection including multimodal path. Extension of west end of Butch Cassidy to Thomas Creek/Mt. Rose Highway intersection.

Project Type: Major/New Construction

NDOT District: District 2

County: Washoe

Limits: From Tuscan Sun Ct to Thomas Creek Rd. Distance (mile): 1/4 mile

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	LOCAL FUEL TAX - RTCWA	\$2,200,000	\$1,500,000	\$0	\$0	\$3,700,000
2026	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$8,000,000	\$0	\$8,000,000
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$2,200,000	\$1,500,000	\$8,000,000	\$0	\$11,700,000
All Years Total		\$2,200,000	\$1,500,000	\$8,000,000	\$0	\$11,700,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20230017 Plan Revision: 26-03 STATUS Project Changed Federal

Name: FlexRIDE/ACCESS expansion vehicles

Scope: vehicle fleet expansion program for FlexRIDE (microtransit) and ACCESS services.

Project Type: Transit - Capital & Rehab

NDOT District: District 2

County: Washoe

Limits: Not Location Specific

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	FTA 5339 BUS/FAC LRG URB CAPITAL	\$0	\$0	\$0	\$952,000	\$952,000
2025	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$168,000	\$168,000
2026	FTA 5339 BUS/FAC LRG URB CAPITAL	\$0	\$0	\$0	\$952,000	\$952,000
2026	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$168,000	\$168,000
2027	FTA 5339 BUS/FAC LRG URB CAPITAL	\$0	\$0	\$0	\$952,000	\$952,000
2027	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$168,000	\$168,000
<2025	Prior	\$0	\$0	\$0	\$1,355,002	\$1,355,002
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$3,360,000	\$3,360,000
All Years Total		\$0	\$0	\$0	\$4,715,002	\$4,715,002

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20230018 Plan Revision: 26-00 STATUS Project Changed Federal

Name: School Zone Safety Infrastructure

Scope: City of Reno, in coordination with Washoe County School District, Safe Routes to School Program, will purchase school zone speed beacon systems that will act as traffic calming devices in various school zones.

Project Type: Safety

NDOT District: District 2

County: Washoe

Limits: Not Location Specific

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	\$0	\$0	\$0	\$82,000	\$82,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$0	\$0
All Years Total		\$0	\$0	\$0	\$82,000	\$82,000

MPO: RTC Washoe

Lead Agency: City of Reno

WA20240001 Plan Revision: 26-00 STATUS Project Changed State

Name: South Meadows Connector - Alignment Study

Scope: Alignment study

Project Type: Studies

NDOT District: District 2

County: Washoe

Limits: Not Location Specific

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	STATE HIGHWAY FUND	\$2,700,000	\$0	\$0	\$0	\$2,700,000
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$2,700,000	\$0	\$0	\$0	\$2,700,000
All Years Total		\$2,700,000	\$0	\$0	\$0	\$2,700,000

MPO: RTC Washoe

Lead Agency: Nevada DOT

WA20240002 Plan Revision: 26-00 STATUS Project Changed Federal

Name: SR 667, KIETZKE LN, RENO, 600FT N OF GENTRY WAY.
 Scope: PEDESTRIAN, LIGHTING, AND ADA IMPROVEMENTS. VUNERABLE ROAD USER SAFETY PROJECT.

Project Type: Safety NDOT District: District 2
 County: Washoe
 Limits: From 600FT N OF GENTRY LN to N OF KIETZKE MANOR. Milepost begins at 23.12 end at 23.27. Distance (mile): 0.15

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	VULNR USER SFTY SPEC RULE IIJA	\$0	\$0	\$1,425,000	\$0	\$1,425,000
2025	STATE MATCH - NV	\$0	\$0	\$75,000	\$0	\$75,000
<2025	Prior	\$600,000	\$0	\$0	\$0	\$600,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$1,500,000	\$0	\$1,500,000
All Years Total		\$600,000	\$0	\$1,500,000	\$0	\$2,100,000

MPO: RTC Washoe Lead Agency: Nevada DOT

WA20240007 Plan Revision: 26-00 STATUS Project Changed Federal

Name: SR667, Kietzke Lane, from South Virginia Street to Plumb Lane; SR653, Plumb Lane, from Kietzke Lane to Terminal Way
 Scope: Pavement preservation project

Project Type: Preservation NDOT District: District 2
 County: Washoe
 Limits: From SOUTH VIRGINA to PLUMB LANE. Milepost begins at 0 end at 1. Distance (mile): 1

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2029	STBG FLEX	\$0	\$0	\$2,655,274	\$0	\$2,655,274
2029	NHPP	\$0	\$0	\$7,965,821	\$0	\$7,965,821
2029	STATE MATCH - NV	\$0	\$0	\$559,005	\$0	\$559,005
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$11,180,100	\$0	\$11,180,100
All Years Total		\$0	\$0	\$11,180,100	\$0	\$11,180,100

MPO: RTC Washoe Lead Agency: Nevada DOT

WA20250003 Plan Revision: 26-00 STATUS **Project Changed** Federal

Name: Multilayer Overlay on Various Structures Throughout Washoe County
 Scope: Multilayer Overlay on Various Structures Throughout Washoe County

Project Type: Bridge/Structures
 County: Washoe
 Limits: Bridge #: I-1001

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	STATE MATCH - NV	\$0	\$0	\$250,000	\$0	\$250,000
2025	BRIDGE FORMULA PROGRAM	\$0	\$0	\$4,750,000	\$0	\$4,750,000
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$5,000,000	\$0	\$5,000,000
All Years Total		\$0	\$0	\$5,000,000	\$0	\$5,000,000

MPO: RTC Washoe

Lead Agency: Nevada DOT

WA20250004 Plan Revision: 26-00 STATUS **Project Changed** Federal

Name: Biggest Little Bike Network
 Scope: Construct bicycle facilities and safety improvements throughout network in downtown Reno. Corridors include: Vine Street from Riverside Drive to University Terrace; Fifth Street from Keystone Avenue to Evans Avenue; Virginia Street from California Avenue to Ninth Street; and Evans Avenue/Lake Street/Sinclair Street from E Ninth Street to Holcomb Avenue (from E Ninth Street to E Fifth Street via Evans Avenue; from E Fifth Street to Holcomb Avenue via Lake Street, which becomes Sinclair Street at Mill Street), with the connection between Evans Avenue and Lake Street made on E Fifth Street.

Project Type: Active Transportation (Bike/Ped)
 County: Washoe
 Limits: From Riverside Drive to University Terrace. Distance (mile): 0.85

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	LOCAL FUEL TAX - RTCWA	\$2,500,000	\$500,000	\$0	\$0	\$3,000,000
2026	CMAQ - WA	\$0	\$0	\$21,042,500	\$0	\$21,042,500
2026	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$1,107,500	\$0	\$1,107,500
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$2,500,000	\$500,000	\$22,150,000	\$0	\$25,150,000
All Years Total		\$2,500,000	\$500,000	\$22,150,000	\$0	\$25,150,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20250007 Plan Revision: 26-00 STATUS Project Changed Federal

Name: US 395A, South Virginia Street, Safety Improvements

Scope: US 395A, So. Virginia St., -from SR 431 Mt. Rose Highway to E. Patriot Blvd MP WA 16.267 to MP WA 20.080 - Safety Improvements

Project Type: Safety

NDOT District: District 2

County: Washoe

Limits: From MNT ROSE HWY to PATRIOT BLVD. Milepost begins at 16.26 end at 20.08. Distance (mile): 3.82

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	HSIP SECTION 164 PENALTIES	\$0	\$0	\$696,032	\$0	\$696,032
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$696,032	\$0	\$696,032
All Years Total		\$0	\$0	\$696,032	\$0	\$696,032

MPO: RTC Washoe

Lead Agency: Nevada DOT

WA20250009 Plan Revision: 26-03 STATUS Project Changed Federal

Name: SR 648, 2nd Street, Safety Repairs to Pedestrian Bridge

Scope: SR 648, 2nd Street, MP WA 0.132 to MP WA 0.155 - Safety Repairs to Pedestrian Bridge P-1356 at Golden Lane

Project Type: Bridge/Structures

NDOT District: District 2

County: Washoe

Limits: Bridge #: P-1356

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	BRIDGE FORMULA PGM OFF-SYS	\$0	\$0	\$1,596,000	\$0	\$1,596,000
2026	STATE MATCH - NV	\$0	\$0	\$84,000	\$0	\$84,000
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$1,680,000	\$0	\$1,680,000
All Years Total		\$0	\$0	\$1,680,000	\$0	\$1,680,000

MPO: RTC Washoe

Lead Agency: Nevada DOT

WA20250010 Plan Revision: 26-00 STATUS New Project Local

Name: Bus Stop Improvements Program
 Scope: Program to maintain and improve systemwide bus stop locations with upgraded facilities and amenities

Project Type: Transit - Capital & Rehab
 County: Washoe
 Limits: Not Location Specific
 NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2027	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$2,000,000	\$2,000,000
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$2,000,000	\$2,000,000
All Years Total		\$0	\$0	\$0	\$2,000,000	\$2,000,000

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20250011 Plan Revision: 26-00 STATUS New Project Local

Name: Active Transportation Program
 Scope: Dedicated annual funding for Active Transportation Program

Project Type: Active Transportation (Bike/Ped)
 County: Washoe
 Limits: Not Location Specific
 NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$0	\$5,000,000	\$5,000,000
2027	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$0	\$5,000,000	\$5,000,000
2028	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$0	\$5,000,000	\$5,000,000
2029	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$0	\$5,000,000	\$5,000,000
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$20,000,000	\$20,000,000
All Years Total		\$0	\$0	\$0	\$20,000,000	\$20,000,000

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20250012 Plan Revision: 26-03 STATUS Project Changed Local

Name: Highland Ranch Parkway Capacity
 Scope: Widen to two lanes in each direction

Project Type: Capacity NDOT District: District 2
 County: Washoe
 Limits: From Sun Valley Blvd to Pyramid Wy. Distance (mile): 2.4 mi

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	LOCAL FUEL TAX - RTCWA	\$6,000,000	\$0	\$0	\$0	\$6,000,000
2027	LOCAL FUEL TAX - RTCWA	\$0	\$1,000,000	\$0	\$0	\$1,000,000
2028	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$55,000,000	\$0	\$55,000,000
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$6,000,000	\$1,000,000	\$55,000,000	\$0	\$62,000,000
All Years Total		\$6,000,000	\$1,000,000	\$55,000,000	\$0	\$62,000,000

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20250013 Plan Revision: 26-03 STATUS Project Changed Local

Name: University Area Roadway Improvements Phase 1
 Scope: Multimodal enhancements adjacent to UNR campus, per the University Area Transportation Study

Project Type: Major/New Construction NDOT District: District 2
 County: Washoe
 Limits: From University Wy to Wells Ave. Distance (mile): 0.65 mi

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	LOCAL FUEL TAX - RTCWA	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2026	LOCAL FUEL TAX - RTCWA	\$0	\$1,000,000	\$0	\$0	\$1,000,000
2027	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$4,400,000	\$0	\$4,400,000
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$1,000,000	\$1,000,000	\$4,400,000	\$0	\$6,400,000
All Years Total		\$1,000,000	\$1,000,000	\$4,400,000	\$0	\$6,400,000

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20250014 Plan Revision: 26-00 STATUS New Project Local

Name: Vista Boulevard Widening
 Scope: Widen Vista Boulevard from 4 to 6 lanes from I-80 to Prater Way

Project Type: Capacity NDOT District: District 2
 County: Washoe
 Limits: From I-80 to Prater Way. Distance (mile): 1.13 miles

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2027	LOCAL FUEL TAX - RTCWA	\$2,000,000	\$0	\$0	\$0	\$2,000,000
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$20,000,000	\$0	\$20,000,000
2025 - 2029 TOTAL		\$2,000,000	\$0	\$0	\$0	\$2,000,000
All Years Total		\$2,000,000	\$0	\$20,000,000	\$0	\$22,000,000

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20250015 Plan Revision: 26-00 STATUS New Project Local

Name: O'Brien's Pass Safety Project
 Scope: Safety improvements and shared use path along Golden Valley Road/W 7th Avenue

Project Type: Safety NDOT District: District 2
 County: Washoe
 Limits: From Spearhead Way to Sun Valley Boulevard. Trail of distance (mile): 2.28 miles

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2028	LOCAL FUEL TAX - RTCWA	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2029	LOCAL FUEL TAX - RTCWA	\$0	\$4,000,000	\$0	\$0	\$4,000,000
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$1,500,000	\$4,000,000	\$0	\$0	\$5,500,000
All Years Total		\$1,500,000	\$4,000,000	\$0	\$0	\$5,500,000

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20250016 Plan Revision: 26-00 STATUS **New Project** Local

Name: Moya Boulevard Capacity Project
 Scope: Widen Moya Boulevard from Red Rock Road to Echo Avenue

Project Type: Capacity NDOT District: District 2
 County: Washoe
 Limits: From Red Rock Road to Echo Avenue. Distance (mile): 2.35 miles

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	LOCAL FUEL TAX - RTCWA	\$2,500,000	\$0	\$0	\$0	\$2,500,000
2026	LOCAL FUEL TAX - RTCWA	\$0	\$1,000,000	\$0	\$0	\$1,000,000
2028	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$20,000,000	\$0	\$20,000,000
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$2,500,000	\$1,000,000	\$20,000,000	\$0	\$23,500,000
All Years Total		\$2,500,000	\$1,000,000	\$20,000,000	\$0	\$23,500,000

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20250017 Plan Revision: 26-00 STATUS **New Project** Local

Name: North Hills Road Capacity Project
 Scope: Widen North Hills Boulevard from Golden Valley Road to Buck Drive

Project Type: Capacity NDOT District: District 2
 County: Washoe
 Limits: From Golden Valley Road to Buck Drive. Distance (mile): 1.03

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2028	LOCAL FUEL TAX - RTCWA	\$3,000,000	\$0	\$0	\$0	\$3,000,000
2029	LOCAL FUEL TAX - RTCWA	\$0	\$4,000,000	\$0	\$0	\$4,000,000
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$24,000,000	\$0	\$24,000,000
2025 - 2029 TOTAL		\$3,000,000	\$4,000,000	\$0	\$0	\$7,000,000
All Years Total		\$3,000,000	\$4,000,000	\$24,000,000	\$0	\$31,000,000

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20250018 Plan Revision: 26-00 STATUS **New Project** Local

Name: Lear Boulevard Connection
 Scope: Complete connection on Lear Boulevard between Military Road and Lemmon Drive

Project Type: Major/New Construction NDOT District: District 2
 County: Washoe
 Limits: From Military Road to Lemmon Drive. Distance (mile): 1.16

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2029	LOCAL FUEL TAX - RTCWA	\$3,000,000	\$0	\$0	\$0	\$3,000,000
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$1,000,000	\$40,000,000	\$0	\$41,000,000
2025 - 2029 TOTAL		\$3,000,000	\$0	\$0	\$0	\$3,000,000
All Years Total		\$3,000,000	\$1,000,000	\$40,000,000	\$0	\$44,000,000

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20250019 Plan Revision: 26-00 STATUS **New Project** Local

Name: Mira Loma Drive Capacity
 Scope: Widen Mira Loma Drive between McCarran Boulevard and Veterans Parkway

Project Type: Capacity NDOT District: District 2
 County: Washoe
 Limits: From McCarran Boulevard to Veterans Parkway. Distance (mile): 0.62 mile

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2029	LOCAL FUEL TAX - RTCWA	\$1,500,000	\$0	\$0	\$0	\$1,500,000
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$1,500,000	\$0	\$0	\$0	\$1,500,000
All Years Total		\$1,500,000	\$0	\$0	\$0	\$1,500,000

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20250020 Plan Revision: 26-00 STATUS **New Project** Local

Name: Pyramid Hwy/US 395 Connector Phase 2
 Scope: Widen Disc Drive from Pyramid Highway to Vista Boulevard

Project Type: Capacity NDOT District: District 2
 County: Washoe
 Limits: From Pyramid Highway to Vista Boulevard. Distance (mile): 1.21 miles

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2029	LOCAL FUEL TAX - RTCWA	\$2,500,000	\$0	\$0	\$0	\$2,500,000
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$2,500,000	\$0	\$0	\$0	\$2,500,000
All Years Total		\$2,500,000	\$0	\$0	\$0	\$2,500,000

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20250021 Plan Revision: 26-00 STATUS **New Project** Local

Name: South Virginia Street Multimodal and ADA North
 Scope: Improve bicycle and ADA facilities on South Virginia Street from Meadowood Mall Circle to Moana Lane

Project Type: Active Transportation (Bike/Ped) NDOT District: District 2
 County: Washoe
 Limits: From Meadowood Mall Circle to Moana Lane. Distance (mile): 1.50 miles

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2029	LOCAL FUEL TAX - RTCWA	\$1,500,000	\$0	\$0	\$0	\$1,500,000
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$1,500,000	\$0	\$0	\$0	\$1,500,000
All Years Total		\$1,500,000	\$0	\$0	\$0	\$1,500,000

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20250022 Plan Revision: 26-00 STATUS **New Project** Local

Name: Keystone Avenue Multimodal Improvements
 Scope: Improve bicycle and pedestrian facilities on Keystone Avenue from First Street to I-80

Project Type: Active Transportation (Bike/Ped) NDOT District: District 2
 County: Washoe
 Limits: From First Street to I-80. Distance (mile): 0.53 mile

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2029	LOCAL FUEL TAX - RTCWA	\$1,500,000	\$0	\$0	\$0	\$1,500,000
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$1,500,000	\$0	\$0	\$0	\$1,500,000
All Years Total		\$1,500,000	\$0	\$0	\$0	\$1,500,000

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20250023 Plan Revision: 26-00 STATUS **New Project** Local

Name: Peckham Lane Multimodal
 Scope: Improved/added sidewalks and bike lanes on Peckham Lane from Lakeside Drive to Airway Drive

Project Type: Active Transportation (Bike/Ped) NDOT District: District 2
 County: Washoe
 Limits: From Lakeside Drive to Airway Drive. Distance (mile): 1.95 miles

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2029	LOCAL FUEL TAX - RTCWA	\$1,500,000	\$0	\$0	\$0	\$1,500,000
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$1,500,000	\$0	\$0	\$0	\$1,500,000
All Years Total		\$1,500,000	\$0	\$0	\$0	\$1,500,000

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20250024 Plan Revision: 26-00 STATUS **New Project** Local

Name: 4th Street Bike Lanes (Sparks)
 Scope: Addition of bike lanes on 4th Street in Sparks from Victorian Avenue to Queen Way

Project Type: Active Transportation (Bike/Ped) NDOT District: District 2
 County: Washoe
 Limits: From Victorian Avenue to Queen Way. Distance (mile): 1.88 miles

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2029	LOCAL FUEL TAX - RTCWA	\$1,500,000	\$0	\$0	\$0	\$1,500,000
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$1,500,000	\$0	\$0	\$0	\$1,500,000
All Years Total		\$1,500,000	\$0	\$0	\$0	\$1,500,000

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20250025 Plan Revision: 26-03 STATUS **Project Changed** Federal

Name: Grand Canyon Area Sidewalk Connectivity
 Scope: This project will be located in Reno, NV, along Grand Canyon Boulevard between Yori Avenue and Kirman Avenue. It involves the construction of new sidewalks to close critical gaps in the existing pedestrian network, creating more continuous and accessible routes.

Project Type: Active Transportation (Bike/Ped) NDOT District: District 2
 County: Washoe
 Limits: From Yori Avenue to Kirman Avenue. Distance (mile): 0.24 mile

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	LOCAL FUND	\$0	\$0	\$0	\$0	\$0
2026	TAP >200K STBG (WA)	\$0	\$0	\$0	\$0	\$0
2026	LOCAL FUND	\$0	\$0	\$12,579	\$0	\$12,579
2026	TAP >200K STBG (WA)	\$0	\$0	\$239,001	\$0	\$239,001
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$251,580	\$0	\$251,580
All Years Total		\$0	\$0	\$251,580	\$0	\$251,580

MPO: RTC Washoe Lead Agency: City of Reno

WA20250026 Plan Revision: 26-03 STATUS Project Changed Federal

Name: Pedestrian Ramp Project - Phase 2

Scope: This proposed project is intended to be a continuation from the 2023 RTC TA Set-Aside Program that improves pedestrian ramp infrastructure near several public schools in the City of Sparks to provide a safer, connected, and reliable alternative mode of transportation that not just serves students, but to include all other users as well. In this new phase, additional elementary school locations have been selected, each with multiple nearby non-ADA complaint pedestrian ramps, with a total of 32 ramps estimated to be updated.

Project Type: Active Transportation (Bike/Ped)

NDOT District: District 2

County: Washoe

Limits: Various Locations

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	LOCAL FUND	\$3,825	\$0	\$0	\$0	\$3,825
2026	TAP >200K STBG (WA)	\$72,675	\$0	\$0	\$0	\$72,675
2027	LOCAL FUND	\$0	\$0	\$12,750	\$0	\$12,750
2027	TAP >200K STBG (WA)	\$0	\$0	\$242,250	\$0	\$242,250
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$76,500	\$0	\$255,000	\$0	\$331,500
All Years Total		\$76,500	\$0	\$255,000	\$0	\$331,500

MPO: RTC Washoe

Lead Agency: City of Sparks

WA20250027 Plan Revision: 26-03 STATUS Project Changed Federal

Name: RTC RIDE and ACCESS - PM
 Scope: Preventive Maintenance - Mechanical

Project Type: Transit - Maintenance
 County: Washoe
 Limits: Not Location Specific

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$3,500,000	\$3,500,000
2025	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$875,000	\$875,000
2026	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$14,727,140	\$14,727,140
2026	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$3,681,785	\$3,681,785
2027	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$3,500,000	\$3,500,000
2027	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$875,000	\$875,000
2028	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$3,500,000	\$3,500,000
2028	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$875,000	\$875,000
2029	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$3,500,000	\$3,500,000
2029	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$875,000	\$875,000
<2025	Prior	\$0	\$0	\$0	\$37,500,000	\$37,500,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$35,908,925	\$35,908,925
All Years Total		\$0	\$0	\$0	\$73,408,925	\$73,408,925

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20250028 Plan Revision: 26-00 STATUS Project Changed Federal

Name: RIDE Capital - Shelters
 Scope: Transit Enhancements/Shelters

Project Type: Transit - Capital & Rehab
 County: Washoe
 Limits: Not Location Specific

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$200,000	\$200,000
2025	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$50,000	\$50,000
2026	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$200,000	\$200,000
2026	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$50,000	\$50,000
2027	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$200,000	\$200,000
2027	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$50,000	\$50,000
2028	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$200,000	\$200,000
2028	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$50,000	\$50,000
2029	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$200,000	\$200,000
2029	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$50,000	\$50,000
<2025	Prior	\$0	\$0	\$0	\$3,350,025	\$3,350,025
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$1,250,000	\$1,250,000
All Years Total		\$0	\$0	\$0	\$4,600,025	\$4,600,025

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20250029 Plan Revision: 26-00 STATUS Project Changed Federal

Name: RIDE Capital - Support Vehicles/Equipment
 Scope: Purchase Support Vehicles/Equipment (RTC Administration) - Annual Program

Project Type: Transit - Capital & Rehab
 County: Washoe
 Limits: Not Location Specific

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$60,000	\$60,000
2025	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$15,000	\$15,000
2026	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$60,000	\$60,000
2026	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$15,000	\$15,000
2027	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$60,000	\$60,000
2027	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$15,000	\$15,000
2028	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$60,000	\$60,000
2028	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$15,000	\$15,000
2029	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$60,000	\$60,000
2029	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$15,000	\$15,000
<2025	Prior	\$0	\$0	\$0	\$505,000	\$505,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$375,000	\$375,000
All Years Total		\$0	\$0	\$0	\$880,000	\$880,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20250030 Plan Revision: 26-00 STATUS Project Changed Federal

Name: RIDE Capital - Equipment
 Scope: Purchase Shop Equipment/Other Equipment - Annual Program

Project Type: Transit - Capital & Rehab
 County: Washoe
 Limits: Not Location Specific

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$200,000	\$200,000
2025	FTA 5307 LRG URB OPERATING	\$0	\$0	\$0	\$50,000	\$50,000
2025	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$62,500	\$62,500
2026	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$200,000	\$200,000
2026	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$62,500	\$62,500
2027	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$200,000	\$200,000
2027	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$62,500	\$62,500
2028	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$200,000	\$200,000
2028	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$62,500	\$62,500
2029	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$200,000	\$200,000
2029	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$62,500	\$62,500
<2025	Prior	\$0	\$0	\$0	\$2,632,500	\$2,632,500
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$1,362,500	\$1,362,500
All Years Total		\$0	\$0	\$0	\$3,995,000	\$3,995,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20250031 Plan Revision: 26-00 STATUS Project Changed Federal

Name: RIDE Capital - Communication/Computer Equipment
 Scope: Purchase Vehicle/Communication/Computer Equipment - Annual Program

Project Type: Transit - Capital & Rehab
 County: Washoe
 Limits: Not Location Specific

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$350,000	\$350,000
2025	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$87,500	\$87,500
2026	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$350,000	\$350,000
2026	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$87,500	\$87,500
2027	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$350,000	\$350,000
2027	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$87,500	\$87,500
2028	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$350,000	\$350,000
2028	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$87,500	\$87,500
2029	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$350,000	\$350,000
2029	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$87,500	\$87,500
<2025	Prior	\$0	\$0	\$0	\$2,926,000	\$2,926,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$2,187,500	\$2,187,500
All Years Total		\$0	\$0	\$0	\$5,113,500	\$5,113,500

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20250032 Plan Revision: 26-00 STATUS Project Changed Federal

Name: RIDE Capital - Bldg. Renovations
 Scope: Building Renovations and Upgrades - Annual Program

Project Type: Transit - Capital & Rehab
 County: Washoe
 Limits: Not Location Specific

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	FTA 5337 GOOD REPAIR	\$0	\$0	\$0	\$75,000	\$75,000
2025	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$90,000	\$90,000
2025	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$63,750	\$63,750
2026	FTA 5337 GOOD REPAIR	\$0	\$0	\$0	\$75,000	\$75,000
2026	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$90,000	\$90,000
2026	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$63,750	\$63,750
2027	FTA 5337 GOOD REPAIR	\$0	\$0	\$0	\$75,000	\$75,000
2027	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$90,000	\$90,000
2027	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$63,750	\$63,750
2028	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$90,000	\$90,000
2028	FTA 5337 GOOD REPAIR	\$0	\$0	\$0	\$75,000	\$75,000
2028	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$63,750	\$63,750
2029	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$90,000	\$90,000
2029	FTA 5337 GOOD REPAIR	\$0	\$0	\$0	\$75,000	\$75,000
2029	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$63,750	\$63,750
<2025	Prior	\$0	\$0	\$10,716,809	\$0	\$10,716,809
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$1,143,750	\$1,143,750
All Years Total		\$0	\$0	\$10,716,809	\$1,143,750	\$11,860,559

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20250033 Plan Revision: 26-00 STATUS Project Changed Federal

Name: ACCESS Operations - ADA
 Scope: ADA-related operating expenses

Project Type: Transit - Other
 County: Washoe
 Limits: Not Location Specific

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	FTA 5307 LRG URB OPERATING	\$0	\$0	\$0	\$700,000	\$700,000
2025	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$175,000	\$175,000
2026	FTA 5307 LRG URB OPERATING	\$0	\$0	\$0	\$700,000	\$700,000
2026	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$175,000	\$175,000
2027	FTA 5307 LRG URB OPERATING	\$0	\$0	\$0	\$700,000	\$700,000
2027	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$175,000	\$175,000
2028	FTA 5307 LRG URB OPERATING	\$0	\$0	\$0	\$700,000	\$700,000
2028	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$175,000	\$175,000
2029	FTA 5307 LRG URB OPERATING	\$0	\$0	\$0	\$700,000	\$700,000
2029	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$175,000	\$175,000
<2025	Prior	\$0	\$0	\$0	\$7,450,600	\$7,450,600
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$4,375,000	\$4,375,000
All Years Total		\$0	\$0	\$0	\$11,825,600	\$11,825,600

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20250034 Plan Revision: 26-00 STATUS Project Changed Federal

Name: ACCESS Capital - Sutro
 Scope: Facilities (Operations & Maintenance)/Equipment - ACCESS Buildings at Sutro Street

Project Type: Transit - Capital & Rehab
 County: Washoe
 Limits: Nearest Cross Street: 600 Sutro Street

NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$64,000	\$64,000
2025	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$16,000	\$16,000
2026	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$64,000	\$64,000
2026	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$16,000	\$16,000
2027	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$64,000	\$64,000
2027	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$16,000	\$16,000
2028	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$64,000	\$64,000
2028	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$16,000	\$16,000
2029	FTA 5307 LRG URB CAPITAL	\$0	\$0	\$0	\$64,000	\$64,000
2029	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$16,000	\$16,000
<2025	Prior	\$0	\$0	\$0	\$750,000	\$750,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$400,000	\$400,000
All Years Total		\$0	\$0	\$0	\$1,150,000	\$1,150,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

WA20250035 Plan Revision: 26-04 STATUS **Project Changed** Federal

Name: I-80 WA WB PATRICK/ WALTHAM
 Scope: WIDEN FOR WB AUX LANE

Project Type: Traffic Operations

County: Washoe

NDOT District: District 2

Limits: Interchange at MP 27.6 to MP 28.4

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	STATE HIGHWAY FUND	\$155,000	\$0	\$0	\$0	\$155,000
2026	STATE HIGHWAY FUND	\$0	\$10,000	\$0	\$0	\$10,000
2026	NHPP	\$0	\$0	\$3,918,750	\$0	\$3,918,750
2026	STBG FLEX	\$0	\$0	\$831,250	\$0	\$831,250
2026	STATE MATCH - NV	\$0	\$0	\$250,000	\$0	\$250,000
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$155,000	\$10,000	\$5,000,000	\$0	\$5,165,000
All Years Total		\$155,000	\$10,000	\$5,000,000	\$0	\$5,165,000

MPO: RTC Washoe

Lead Agency: Nevada DOT

WA20250036 Plan Revision: 26-01 STATUS **New Project** Federal

Name: Surface Treatments on Various Bridge Decks in Washoe County
 Scope: Surface Treatments on Various Bridge Decks in Washoe County

Project Type: Bridge/Structures

County: Washoe

NDOT District: District 2

Limits: Bridge #: I-998

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	BRIDGE FORMULA PROGRAM	\$0	\$0	\$2,850,000	\$0	\$2,850,000
2026	STATE MATCH - NV	\$0	\$0	\$150,000	\$0	\$150,000
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$3,000,000	\$0	\$3,000,000
All Years Total		\$0	\$0	\$3,000,000	\$0	\$3,000,000

MPO: RTC Washoe

Lead Agency: Nevada DOT

WA20250037 Plan Revision: 26-04 STATUS New Project Federal

Name: Revving Up Reliability: Hybrid Bus Replacement for Reno's Aging Fleet
 Scope: Purchase of 19 diesel hybrid buses to remove outdated battery electric buses and improve reliability.

Project Type: Transit - Capital & Rehab
 County: Washoe
 Limits: Not Location Specific
 NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	FTA LOW OR NO EMISSION GRANT PROGRAM - 5339(C)	\$0	\$0	\$0	\$21,551,453	\$21,551,453
2026	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$5,387,868	\$5,387,868
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$26,939,321	\$26,939,321
All Years Total		\$0	\$0	\$0	\$26,939,321	\$26,939,321

MPO: RTC Washoe Lead Agency: RTC Washoe

WA20260041 Plan Revision: 26-04 STATUS New Project Federal

Name: Transit Security Equipment
 Scope: Cameras and other security equipment for RIDE buses and facilities

Project Type: Transit - Other
 County: Washoe
 Limits: Not Location Specific
 NDOT District: District 2

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2026	FTA 5339 BUS/FAC LRG URB CAPITAL	\$0	\$0	\$0	\$1,208,122	\$1,208,122
2026	LOCAL SALES TAX - RTCWA	\$0	\$0	\$0	\$302,030	\$302,030
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$1,510,152	\$1,510,152
All Years Total		\$0	\$0	\$0	\$1,510,152	\$1,510,152

MPO: RTC Washoe Lead Agency: RTC Washoe

XS20220010 Plan Revision: 26-03 STATUS Project Changed Federal

Name: SR 430 N. Virginia St. Multimodal Project

Scope: Construction of Multimodal Trail on N. Virginia St. from N. McCarran Blvd to "Old" Virginia St. Intersection including Improvements to Existing Lighting and Bus Stops. Rehabilitation of the Existing Pavement and Striping by Removal and Replacement.

Project Type: Active Transportation (Bike/Ped)

NDOT District: District 2

County: Washoe

Limits: From N. Virginia Street to N. Virginia Street. Milepost begins at 27.57 end at 29.73. Distance (mile): 2.16

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	LOCAL FUEL TAX - RTCWA	\$967,160	\$0	\$0	\$0	\$967,160
2026	STBG >200K (WA)	\$0	\$0	\$952,063	\$0	\$952,063
2026	HSIP	\$0	\$0	\$3,497,605	\$0	\$3,497,605
2026	NHPP	\$0	\$0	\$8,822,065	\$0	\$8,822,065
2025	LOCAL FUND	\$0	\$107,149	\$0	\$0	\$107,149
2026	STATE MATCH - NV	\$0	\$0	\$255,995	\$0	\$255,995
2026	LOCAL FUEL TAX - RTCWA	\$0	\$0	\$1,108,005	\$0	\$1,108,005
2026	CARBON REDUCTION PROGRAM > 200K (WA)	\$0	\$0	\$5,364,267	\$0	\$5,364,267
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$967,160	\$107,149	\$20,000,000	\$0	\$21,074,309
All Years Total		\$967,160	\$107,149	\$20,000,000	\$0	\$21,074,309

MPO: RTC Washoe

Lead Agency: Nevada DOT

XS20220031 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Villanova Maintenance Facility Replacement - Phase 1

Scope: The maintenance and operations facility located on Villanova Drive will be relocated. ACCESS fleet operations facility and storage yard on Sutro will be expanded and redesigned to accommodate the combined RIDE and ACCESS fleets along with other improvements such as solar, electric bus chargers, workforce training site, expanded parking and maintenance bays, etc. Phase 1 will involve PE only.

Project Type: Transit - Capital & Rehab

NDOT District: District 2

County: Washoe

Limits: Nearest Cross Street: 600 Sutro Street

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	\$7,000,000	\$0	\$0	\$0	\$7,000,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$0	\$0
All Years Total		\$7,000,000	\$0	\$0	\$0	\$7,000,000

MPO: RTC Washoe

Lead Agency: RTC Washoe

XS20220034 Plan Revision: 26-00 STATUS Project Changed Federal

Name: SR 439 USA Parkway- Preservation
 Scope: Mill and fill W/OG, hydraulic improvements, safety improvements, and lighting.

Project Type: Preservation NDOT District: District 2
 County: Washoe
 Limits: From N OF LY/ST COUNTY LINE to WA COUNTY LINE. Milepost begins at 4.26 end at 10.28. Distance (mile): 6.02

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2029	NHPP	\$0	\$0	\$23,512,500	\$0	\$23,512,500
2029	STBG FLEX	\$0	\$0	\$7,837,500	\$0	\$7,837,500
2029	STATE MATCH - NV	\$0	\$0	\$1,650,000	\$0	\$1,650,000
<2025	Prior	\$300,000	\$0	\$0	\$0	\$300,000
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$33,000,000	\$0	\$33,000,000
All Years Total		\$300,000	\$0	\$33,000,000	\$0	\$33,300,000

MPO: RTC Washoe Lead Agency: Nevada DOT

XS20220035 Plan Revision: 26-00 STATUS Project Changed Federal

Name: I-80, Fernley, Painted Rock Interchange to East Fernley Grade Separation
 Scope: 2" cold mill, 2" dense grade with 0.75" open grade and various patching locations

Project Type: Preservation NDOT District: District 2
 County: Lyon, Washoe
 Limits: From WA MP 41.5 to LY MP 5.8. Milepost begins at 41.49 end at 5.84. Distance (mile): -35.65

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
<2025	Prior	\$0	\$5,000	\$0	\$0	\$5,000
>2029	Future	\$0	\$0	\$25,000,000	\$0	\$25,000,000
2025 - 2029 TOTAL		\$0	\$0	\$0	\$0	\$0
All Years Total		\$0	\$5,000	\$25,000,000	\$0	\$25,005,000

MPO: RTC Washoe Lead Agency: Nevada DOT

XS20240015 Plan Revision: 26-00 STATUS Project Changed Federal

Name: Tahoe Pyramid Trail East Feasibility Study (TAP)

Scope: A feasibility study will be completed to identify an alternative transportation and infrastructure route to complete the last segments of the Tahoe Pyramid Trail, connecting Sparks to TRIC, Wadsworth and Fernley.

Project Type: Studies

NDOT District: District 2

County: Lyon, Washoe

Limits: From VISTA BLVD to FERNLEY. Milepost begins at 20 end at 46. Distance (mile): 26

Fiscal Year	Revenue Source	PE	ROW	CON	Other	Total
2025	TAP FLEX STBG	\$0	\$0	\$0	\$332,000	\$332,000
2025	LOCAL FUND	\$0	\$0	\$0	\$19,000	\$19,000
<2025	Prior	\$0	\$0	\$0	\$0	\$0
>2029	Future	\$0	\$0	\$0	\$0	\$0
2025 - 2029 TOTAL		\$0	\$0	\$0	\$351,000	\$351,000
All Years Total		\$0	\$0	\$0	\$351,000	\$351,000

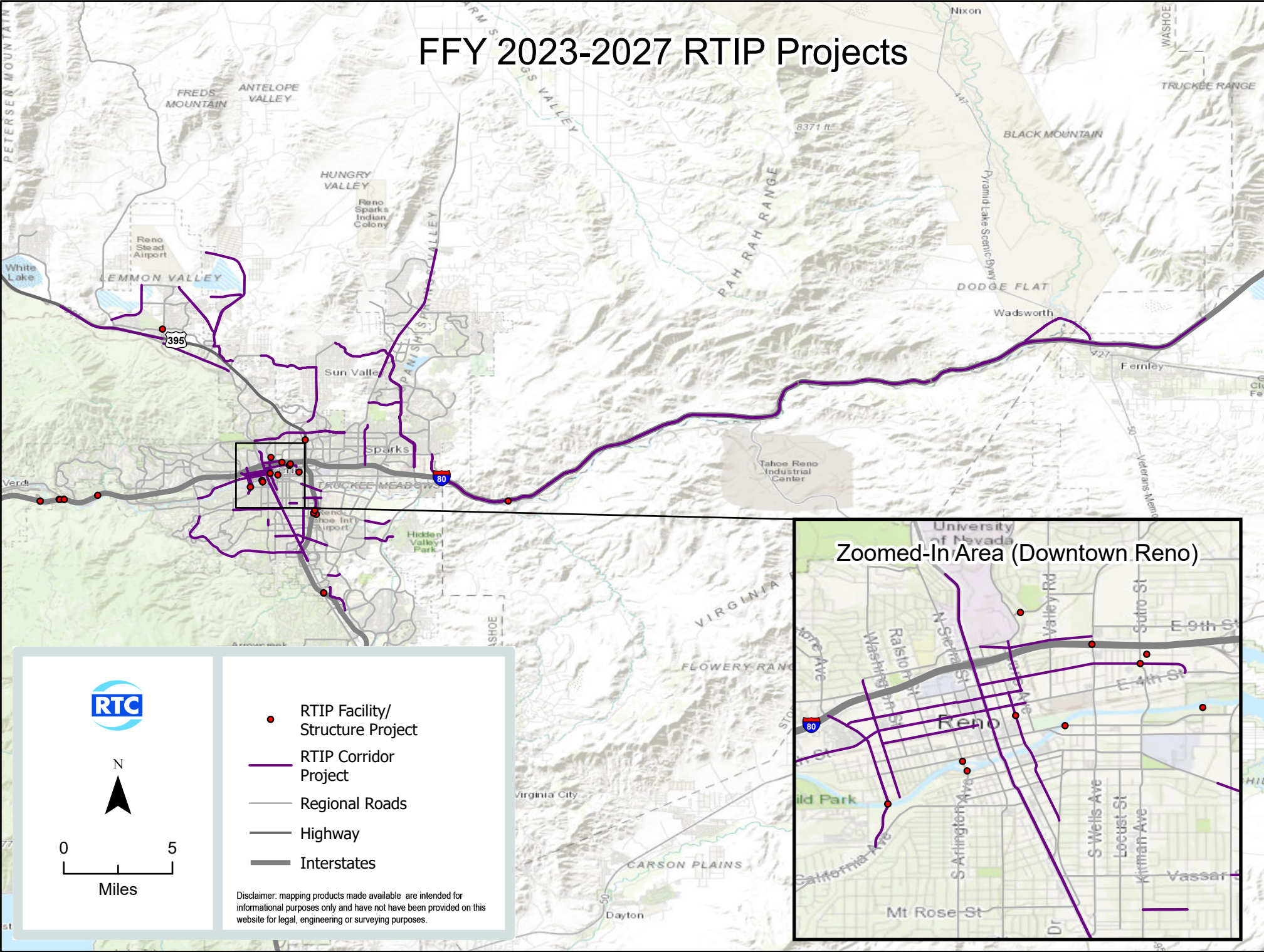
MPO: RTC Washoe

Lead Agency: Nevada DOT

Appendix B: FFY 2025-2029 Regional Transportation Improvement Program Project Location Map

A project location map for the FFY 2025-2029 Regional Transportation Improvement Program is provided on the following page. Detailed information, including a map for location-based projects, can be found online for any of the projects through the electronic Statewide Transportation Improvement Program (eSTIP) at <https://nevadadot.ecointeractive.com>. It should be noted that many of the projects in the RTIP—such as the purchase of vehicles or equipment, the administration of programs, or the operation of transit and demand management services—cannot be mapped because they are not location-specific improvements.

FFY 2023-2027 RTIP Projects



Zoomed-In Area (Downtown Reno)



- RTIP Facility/Structure Project
- RTIP Corridor Project
- Regional Roads
- Highway
- Interstates

Disclaimer: mapping products made available are intended for informational purposes only and have not been provided on this website for legal, engineering or surveying purposes.

Appendix C: Regional Transportation Improvement Program (RTIP) Amendments/Administrative Modifications

The RTIP is required to be updated at least every four years. As projects evolve, changes to schedules, funding sources, or scope may occur. These are handled through either an amendment or an administrative modification. Any changes in the RTIP must be included in the RTP.

Amendments

Amendments are major or substantive changes to the RTIP and must follow the requirements contained in RTC's Public Participation Plan and the Washoe County Transportation Conformity Plan (for air quality analysis if necessary). Amendments are applicable when:

- There are substantial changes to the scope of an existing project that would result in an air quality conformity determination.
- A federally-funded project is added or deleted.
- There is a change in a funding source for a project from non-federal to federal.
- There is an increase of more than 25 percent of the federally-funded portion of a project.

Administrative Modifications

Administrative Modifications are non-substantive changes to the RTIP and include the following:

- Addition or deletion of a phase of an existing project without a major change to the scope.
- Addition of a regionally significant project that does not require air quality conformity and is programmed with 100 percent non-federal funds.
- Minor adjustments to project limits.
- Changes made to an existing project's non-federal funding amounts.
- An increase of less than 25 percent, or any decrease or removal, of the federally-funded portion of a project.
- Movement of existing projects between fiscal years within the RTIP.
- Minor changes to funding sources.

Administrative modifications are typically processed through letter or email between the Nevada Department of Transportation and RTC.