



REGIONAL TRANSPORTATION COMMISSION

REGIONAL ROAD IMPACT FEE TECHNICAL ADVISORY COMMITTEE

MEETING AGENDA

Thursday, February 23, 2017, 2:00pm-4:00pm
1105 TERMINAL WAY, SUITE 108

I. The RTC Engineering Conference Room is accessible to individuals with disabilities. Requests for auxiliary aids to assist individuals with disabilities should be made with as much advance notice as possible. For those requiring hearing or speech assistance, contact Relay Nevada at 1.800.326.6868 (TTY, VCO or HCO); other requests should be directed to RTC Engineering at 775.348.0171.

II. The Regional Road Impact Fee Technical Advisory Committee (RRIF TAC) has a standing item for accepting public comment on topics relevant to the RRIF TAC that are not included on the agenda. No action may be taken on a matter raised under this item of the agenda until the matter itself has been specifically included on an agenda as an item upon which action will be taken. For specific items on the RRIF TAC agenda, public comment will be taken at the time the item is discussed. Individuals providing public comment will be limited to three minutes. Individuals acting as a spokesperson for a group may request additional time. Attempts to present public input in a disruptive manner will not be allowed. Remarks will be addressed to the RRIF TAC as a whole and not to individual members.

III. The RRIF TAC may combine two or more agenda items for consideration and/or may remove an item from the agenda or delay discussion relating to an item on the agenda at any time.

ITEM 1 Approval of Agenda (*For Possible Action*)

ITEM 2 Public Comment - *please read paragraph II near the top of this page*

ITEM 3 RRIF Credit Extension Update (*Informational Only*)

ITEM 4 RRIF 5th Edition – Year 2 Indexing (*Informational Only*)

ITEM 5 RRIF 6th Edition Update (*Informational Only*)

ITEM 6 Public Comment - *please read paragraph II near the top of this page*

ITEM 7 Member Items

a) next RRIF TAC meeting: March 23, 2017

ITEM 8 Adjournment (*For Possible Action*)

The Committee may take action on any item noted for possible action

Posting locations: Washoe Co Admin Bldg, 1001 E. 9th St., Reno, NV; RTC, 1105 Terminal Way., Reno, NV; 4th STREET STATION, 200 E. 4th St., Reno, NV; CENTENNIAL PLAZA, Victorian Square, Sparks, NV; Sparks City Hall, 431 Prater Way, Sparks, NV; Reno City Hall, 1 E. First St., Reno, NV; Incline Village General Imp. Dist., 893 Southwood Blvd., Incline Village, NV; area press & media via fax; RTC website www.rtcwashoe.com.



February 23, 2017

AGENDA ITEM 3

TO: Regional Road Impact Fee Technical Advisory Committee (RRIF TAC)

FROM: Julie Masterpool, P.E.
Engineering Manager - Traffic/RRIF

SUBJECT: Regional Road Impact Fee (RRIF) Credit Extension Update

RECOMMENDATION

Acknowledge receipt of information regarding approval of the extension of the expiration date of Regional Road Impact Fee (RRIF) Credits.

SUMMARY

Amendment No. 1 of the 5th Edition of the RRIF General Administrative Manual (GAM) allowed the extension of the expiration date of existing CCFEA Credits by 10 years beyond current expiration dates. Notification of the offer to extend CCFEA Credits were made through legal notices in the RGJ, public postings at RTC and the Local Jurisdictions, notices on the RTC Website and RTC RRIF Automation program which manages use of the CCFEA Credits, and individual letters sent to Credit Holders' addresses on file. A total of 45 Credit Holders, representing 67% of the existing CCFEA Credits, have applied for the extension.

The CCFEA Amendments have been or will be presented to the local jurisdiction in which the credits were earned for approval at the following meetings.

RTC Board	August 19, 2016
Sparks City Council	September 12, 2016
Washoe County Commissioners	October 25, 2016
Reno City Council	March 8, 2017

Upon approval by all three local jurisdictions, the expiration dates will be extended within the On-line RRIF Automation Program used to manage CCFEA Credits.



REGIONAL TRANSPORTATION COMMISSION

Public Transportation • Streets and Highways • Planning

February 23, 2017

AGENDA ITEM 4

TO: Regional Road Impact Fee Technical Advisory Committee (RRIF TAC)

FROM: Julie Masterpool, P.E.
Engineering Manager - Traffic/RRIF

SUBJECT: Regional Road Impact Fee (RRIF) 5th Edition – Year 2 Indexing

RECOMMENDATION

Acknowledge receipt of information regarding Indexing of the 5th Edition of the Regional Road Impact Fees.

SUMMARY

NRS 278B.225 was established to allow a governing body of a local government which imposes an impact fee to automatically apply an annual inflationary adjustment to the fees to keep them current.

Per NRS, the inflationary adjustment is identified as the rolling five-year average of the percent increase of the Consumer Price Index (CPI) for West Urban Consumers data from the U.S. Bureau of Labor Statistics. Based on the percent increase for 2012 through 2016, the fees would be adjusted by 1.74% (see Attachment A).

The revised schedule of impact fees is shown in Attachment B.

Attachments

Attachment A
Regional Road Impact Fee
Consumer Price Index - All Urban Consumers

Not Seasonally Adjusted

Area: West urban
Item: All items
Base Period: 1982-84=100
Years: 201 to 2016

Year	Annual CPI West Urban	Percent Change	5 Year Rolling Average
2012	232.376	2.2%	
2013	235.824	1.5%	
2014	240.215	1.9%	
2015	243.015	1.2%	
2016	247.705	1.9%	1.74%

Source: US Department of Labor - Bureau of Labor Statistics
(<http://data.bls.gov/cgi-bin/dsrv>)

REGIONAL ROAD IMPACT FEE SCHEDULE (Year 2 Indexing)

Attachment B

Land Use	Unit	North Service Area (\$262.69/VMT)		South Service Area (\$297.58/VMT)	
		VMT ¹	Cost Per Unit ²	VMT ¹	Cost Per Unit ²
Residential					
Single-Family	Dwelling	14.93	\$3,921.96	14.67	\$4,365.50
Multi-Family	Dwelling	9.70	\$2,548.09	9.53	\$2,835.94
Industrial					
General Light Industrial	1,000 GFA	7.30	\$1,917.64	7.17	\$2,133.65
Manufacturing	1,000 GFA	4.00	\$1,050.76	3.93	\$1,169.49
Warehouse	1,000 GFA	3.73	\$979.83	3.66	\$1,089.14
Mini-Warehouse	1,000 GFA	2.62	\$688.25	2.57	\$764.78
Commercial/Retail					
Commercial/Retail	1,000 GFA	26.69	\$7,011.20	26.23	\$7,805.52
Eating/Drinking Places	1,000 GFA	26.69	\$7,011.20	26.23	\$7,805.52
Casino/Gaming	1,000 GFA	48.24	\$12,672.17	47.40	\$14,105.29
Office and Other Services					
Schools	1,000 GFA	10.67	\$2,802.90	10.48	\$3,118.64
Day Care	1,000 GFA	10.67	\$2,802.90	10.48	\$3,118.64
Lodging	Room	5.90	\$1,549.87	5.79	\$1,722.99
Hospital	1,000 GFA	13.85	\$3,638.26	13.61	\$4,050.06
Nursing Home	1,000 GFA	7.96	\$2,091.01	7.82	\$2,327.08
Medical Office	1,000 GFA	37.85	\$9,942.82	37.19	\$11,067.00
Office and Other Services	1,000 GFA	11.55	\$3,034.07	11.35	\$3,377.53
Regional Recreational Facility	Acre	2.39	\$627.83	2.35	\$699.31

¹VMT/Unit

² Cost per Unit is approximate due to rounding; the Actual Fee is \$/VMT x VMT/Unit x # of Units

**Regional Road
Impact Fee
(RRIF)**

**5th Edition
Year 2 Indexing
March 20, 2017**

An informational brochure
brought to you by the



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February 23, 2017

AGENDA ITEM 5

TO: Regional Road Impact Fee Technical Advisory Committee (RRIF TAC)

FROM: Julie Masterpool, P.E.
Engineering Manager - Traffic/RRIF

SUBJECT: Regional Road Impact Fee (RRIF) 6th Edition Update

RECOMMENDATION

Acknowledge receipt of information regarding the update to the Regional Road Impact Fee (RRIF) 6th Edition.

SUMMARY

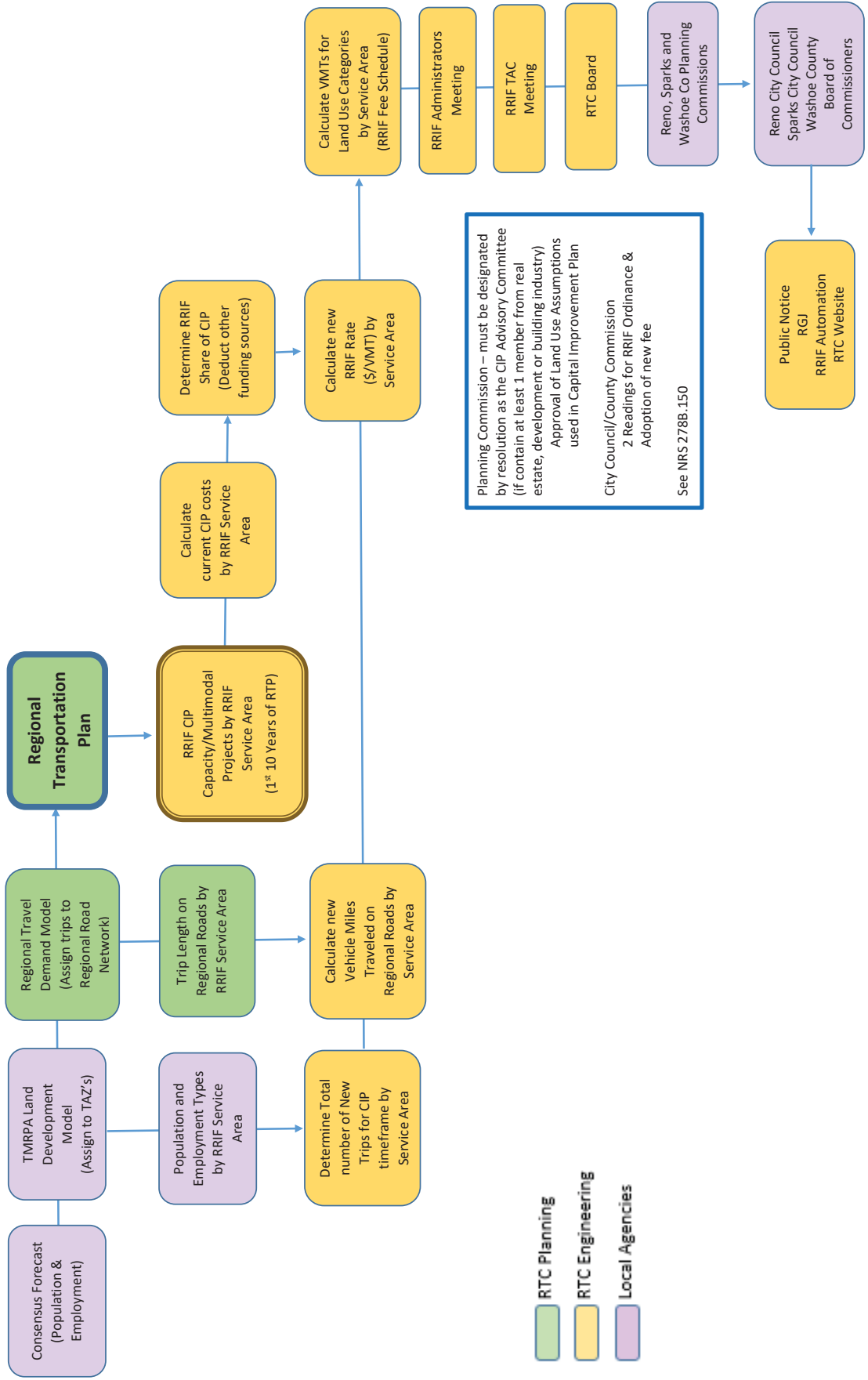
The impact fee statute, NRS 278B, requires a periodic review of the Capital Improvements Plan (CIP) used in the development of impact fees at least once every 3 years. The 5th Edition RRIF CIP and General Administrative Manual (GAM) were adopted by RTC and the three local jurisdictions with the 5th Edition fees implemented on March 2, 2015.

The methodology used to calculate the RRIF fees is outlined in the RRIF Capital Improvement Plan (CIP) document. The RRIF fees are developed using the Consensus Forecast for population and employment which are incorporated into the RTC Travel Demand Model. Based on the projected growth, a 10 year list of roadway capacity projects is developed for each RRIF Service Area (North and South) along with their estimated cost to construct. New development's share of the capacity improvements is determined by deducting Federal, State and Local monies that will be used to supplement the RRIF funds to construct these capacity improvements. Development's share of the CIP is divided by the number of new trips added to the network over the 10 year timeframe to determine the VMT rate (\$/VMT). Attachment A outlines the process for the development of the Regional Road Impact Fee.

The RRIF CIP is based on the first 10 years of the Regional Transportation Plan (RTP). The 2040 RTP is currently under development and a draft list of projects has been approved by the RTC Board. Attachment B lists the proposed RRIF CIP projects by Service Area.

Attachments

Regional Road Impact Fee Development



Draft RRIF 6th Edition
North Service Area
Capital Improvement Plan

Regional Road Impact Fee Capital Improvement Plan in North Service Area

Service Area	Year	Project	Limits	Description	Facility/Improvement	2016 Cost	Notes
N	2022-26	Buck Dr	Lemmon Dr to N Hills Blvd	Widen 2 to 4 lanes	Capacity	\$1,300,000	
N	2022-26	Delores	Lazy 5 Pkwy (west) to Lazy 5 Pkwy (east)	New 2 lane road	Capacity	\$8,100,000	1st 2 lanes non-RRIF funded
N	2022-26	Kiley Ranch Rd	Lazy 5 Pkwy to Henry Orr Pkwy	New 2 lane road	Capacity	\$5,900,000	1st 2 lanes non-RRIF funded
N	2022-26	Lazy 5 Pkwy	David Allen Pkwy to Wingfield Hills Dr	New 2 lane road	Capacity	\$4,600,000	1st 2 lanes non-RRIF funded
N	2022-26	Lazy 5 Pkwy	Delores Dr to Wingfield Hills Dr	New 2 lane road	Capacity	\$6,600,000	1st 2 lanes non-RRIF funded
N	2022-26	Lazy 5 Pkwy	W Sun Valley Arterial to Pyramid Hwy	New 4 lane road	Capacity	\$28,600,000	1st 2 lanes non-RRIF funded
N	2022-26	Lemmon Dr	(A) Between US 395 and Military Road; and (B) between Fleetwood Dr and Deodar Wy	(A) Widen 4 to 6 lanes; and (b) Widen 2 to 4 lanes	Capacity	\$9,600,000	
N	2017-21	Lemmon Drive	US 395 to Military Rd and Fleetwood Dr to Deodar Way	Widen 4 to 6 lanes from US 395 to Military Rd and Widen 2 to 4 lanes from Fleetwood Dr to Deodar Way	Capacity	\$3,000,000	
N	2022-26	Loop Rd	Salomon Circle to Eastern Slope Rd	New 2 lane road	Capacity	\$3,800,000	1st 2 lanes non-RRIF funded
N	2022-26	Military Rd	Lemmon Dr to Echo Ave	Widen 2 to 4 lanes	Capacity	\$17,700,000	
N	2022-26	Moya Blvd	Red Rock Rd to Echo Ave	Widen 2 to 4 lanes	Capacity	\$13,700,000	
N	2022-26	Parr Blvd	Ferrari McLeod to Raggio Pkwy	Widen 2 to 4 lanes	Capacity	\$6,000,000	
N	2017-21	Pyramid Hwy	@ McCarran Blvd	Improve capacity, safety & multimodal access (under construction)	Capacity	\$30,000,000	Other funding sources
N	2022-26	Pyramid Hwy/Sun Valley/US 395 Connector Phase 1	Queen Way to Golden View	Widen Pyramid to 6 lanes from Queen Way to Golden View	Capacity	\$50,500,000	Other funding sources
N	2017-21	Pyramid Hwy/US 395 Connector Phase 1	Queen Way to Golden View	Widen Pyramid to 6 lanes from Queen Way to Golden View (PE/NEPA)	Capacity	\$5,000,000	Other funding sources
N	2022-26	Red Rock Rd	Moya Blvd to Evans Ranch Access	Widen 2 to 4 lanes	Capacity	\$40,700,000	
N	2022-26	Sky Vista Pkwy	Lemmon Dr to Silver Lake Rd	Widen 2 to 4 lanes	Capacity	\$6,900,000	
N	2022-26	Stonebrook Parkway	Delores Dr to La Posada Dr	New 2 lane road	Capacity	\$10,500,000	1st 2 lanes non-RRIF funded
N	2022-26	Whitelake Parkway	Between US 395 ramp terminals	Widen 2 to 4 lanes	Capacity	\$6,000,000	
NS	2017-21	4th St/Prater Way Bus RAPID Transit Project	Evans Ave to Pyramid Hwy	RAPID Extension & Complete Street Improvements	Multimodal	\$57,800,000	
N	2022-26	North Virginia St	Stead Blvd to McCarran Blvd	Sidewalks and bike lanes. An off-street shared-use path may be considered	Multimodal	\$22,015,000	
NS	2017-21	Oddie Blvd/Wells Ave	Kuenzi Ln to Pyramid Way Phase 1 - US 395 to Pyramid Way	Multimodal improvements (corridor study complete)	Multimodal	\$35,010,000	
NS	2017-21	Sierra Street	California Ave to 9th St	Widen sidewalks & add bike lanes	Multimodal	\$4,095,000	

Draft RRF 6th Edition
North Service Area
Capital Improvement Plan

Regional Road Impact Fee Capital Improvement Plan in North Service Area

Service Area	Year	Project	Limits	Description	Facility/Improvement	2016 Cost	Notes
NS	2017-21	Sparks Blvd	Greg to Baring	Multimodal improvements, widen 4 to 6 lanes from Greg to I-80, widen 4-6 lanes I-80 to Springland on the	Multimodal	\$1,600,000	
NS	2022-26	Sparks Blvd	Greg to Baring	Multimodal improvements, widen 4 to 6 lanes from Greg to I-80, widen 4-6 lanes I-80 to Springland on the	Multimodal	\$44,145,000	
N	2017-21	Sun Valley Blvd	2nd Ave to Pyramid Hwy/US 395 Connector	Multimodal improvements PE/NEPA (corridor study complete)	Multimodal	\$3,000,000	
N	2022-26	Sun Valley Blvd	2nd Ave to Pyramid Hwy/US 395 Connector	Multimodal improvements (corridor study complete)	Multimodal	\$41,370,000	
N	2017-21	Victorian Avenue	16th Street to Pyramid Way	Bike lanes	Multimodal	\$2,100,000	
NS	2017-21	Virginia St Bus RAPID Extension	Plumb Ln to 17th St	Pedestrian improvements & pavement reconstruction	Multimodal	\$60,000,000	
N	Program	ADA Accessibility	Spot improvements from the ADA Transition Plan		ADA	\$10,000,000	
N	Program	Ped & Bike Facilities within ROW	Spot improvements systemwide based on BPMP		Multimodal	\$10,000,000	
N	Program	Traffic Signals/ITS Operations /Roundabouts	Systemwide, including: La Posada/Cordoba RAB; Damonte Ranch/I-580; Damonte Ranch/Double R		Capacity	\$26,000,000	
N	Program	Pavement Preservation	Systemwide		PM	\$18,700,000	
N	Program	Debt Service			Debt	\$27,300,000	

\$601,735,000 Total North Service Area

**Draft RRIF 6th Edition
South Service Area
Capital Improvement Plan**

Regional Road Impact Fee Capital Improvement Plan in South Service Area

Service Area	Year	Project	Limits	Description	Facility/Improvement	2016 Cost	Notes
S	2022-26	Arrowcreek Pkwy	Wedge Pkwy to Zolezzi Ln	Widen 2 to 4 lanes	Capacity	\$6,500,000	
S	2022-26	Damonte Ranch Pkwy	Veterans Pkwy to Rio Wrangler Pkwy	New 2 lane road	Capacity	\$7,100,000	1st 2 lanes non-RRIF funded
S	2022-26	Geiger Grade	Toll Rd to Rim Rock	Widen 2 to 4 lanes	Capacity	\$20,600,000	
S	2017-21	Geiger Grade Realignment	Virginia St to Toll Rd	New 4 lane road, PE/NEPA	Capacity	\$5,000,000	1st 2 lanes non-RRIF funded
S	2022-26	Geiger Grade Realignment	Virginia St to Toll Rd	New 4 lane road	Capacity	\$59,000,000	1st 2 lanes non-RRIF funded
S	2017-21	SouthEast Connector	South Meadows Pkwy to Greg St	New 6 lane road (under construction)	Capacity	\$130,000,000	Funded by RTC Bonds
S	2017-21	2nd Street	Keystone Ave to I-580	Multimodal improvements (corridor study completed) Phase 1	Multimodal	\$3,000,000	
NS	2017-21	4th St/Prater Way Bus RAPID Transit Project	Evans Ave to Pyramid Hwy	RAPID Extension & Complete Street Improvements	Multimodal	\$57,800,000	Other funding sources
S	2017-21	Center Street	S Virginia to I-80	Widen sidewalks & add bike lanes	Multimodal	\$5,000,500	
S	2017-21	Forest Street	California Avenue to Mount Rose Street	Bike lanes or cycletrack	Multimodal	\$3,780,000	
S	2017-21	Glendale Ave	Kietzke Ave to McCarran Blvd	Pavement reconstruction & multimodal improvements	Multimodal	\$16,400,000	
S	2022-26	Keystone Ave	California to I-80 (design, permitting, and right-of-way)	Multimodal improvements	Multimodal	\$5,000,000	
S	2017-21	Kietzke Ln	Virginia St to Galletti Way	Multimodal improvements (corridor study complete) Phase 1	Multimodal	\$3,800,000	
S	2022-26	Kietzke Ln	Virginia St to Galletti Way	Multimodal improvements (corridor study initiated) Phase 2	Multimodal	\$8,400,000	
S	2017-21	Mill St/Terminal Way	Reno-Tahoe International Airport to Lake St (downtown Reno)	Multimodal improvements, intersection improvements, additional eastbound lane from Kietzke Ln to US 395, complete	Multimodal	\$1,600,000	
S	2022-26	Mill St/Terminal Way	Reno Tahoe International Airport to Lake St (downtown Reno)	Multimodal improvements; construction (corridor study complete)	Multimodal	\$13,725,000	
NS	2017-21	Oddie Blvd/Wells Ave	Kuenzli Ln to Pyramid Way Phase 1 - US 395 to Pyramid Way	Multimodal improvements (corridor study complete)	Multimodal	\$35,010,000	
NS	2017-21	Sierra Street	California Ave to 9th St	Widen sidewalks & add bike lanes	Multimodal	\$4,095,000	
S	2022-26	South Virginia Street	E Patriot Blvd to Mt. Rose Hwy/Geiger Grade	Add sidewalks and bike lane, convert travel lane to bus/bike lane	Multimodal	\$14,140,000	
NS	2017-21	Sparks Blvd	Greg to Baring	Multimodal improvements, widen 4 to 6 lanes from Greg to I-80, widen 4-6 lanes I-80 to Springland on the east side	Multimodal	\$1,600,000	
NS	2022-26	Sparks Blvd	Greg to Baring	Multimodal improvements, widen 4 to 6 lanes from Greg to I-80, widen 4-6 lanes I-80 to Springland on the east side (corridor study complete)	Multimodal	\$44,145,000	
S	2017-21	Vassar Street	Holcomb Avenue to Terminal Way	Bike lanes	Multimodal	\$3,990,000	
S	2017-21	Vine Street	Riverside Drive to University Terrace	Bike lanes	Multimodal	\$2,975,000	

**Draft RRIF 6th Edition
South Service Area
Capital Improvement Plan**

Regional Road Impact Fee Capital Improvement Plan in South Service Area

Service Area	Year	Project	Limits	Description	Facility/Improvement	2016 Cost	Notes
NS	2017-21	Virginia St. Bus RAPID Extension	Plumb Ln to 17th St	Pedestrian improvements & pavement reconstruction	Multimodal	\$60,000,000	
S	2022-26	W 2nd Street (Reno)	Keystone Avenue to Galletti Way	Enhanced sidewalks, landscaping, bike lanes	Multimodal	\$8,225,000	
S	Program	ADA Accessibility	Spot improvements from the ADA Transition Plan		ADA	\$10,000,000	
S	Program	Ped & Bike Facilities within ROW	Spot improvements systemwide based on BPMP		Multimodal	\$10,000,000	
S	Program	Traffic Signals/ITS Operations /Roundabouts	Systemwide, including: La Posada/Cordoba RAB; Damonte Ranch/I-580; Damonte Ranch/Double Systemwide		Capacity	\$26,000,000	
S	Program	Pavement Preservation			PM	\$18,700,000	
S	Program	Debt Service			Debt	\$27,300,000	
						\$612,885,500	Total South Service Area