



**LOCATION:**

*Meeting via teleconference/Zoom only pursuant to NRS 241.023 and Emergency Directive 006.* **DATE** Jan. 15, 2021  
**TIME** 9:00 a.m.

**REGIONAL TRANSPORTATION COMMISSION  
OF WASHOE COUNTY  
AMENDED BOARD MEETING AGENDA**

\*Item 3.14: recommended action amended

*Meeting via teleconference/Zoom only pursuant to NRS 241.023 and Emergency Directive 006. The meeting may be viewed live on RTC's YouTube channel at:  
[bit.ly/RTCWashoeYouTube](http://bit.ly/RTCWashoeYouTube)*

**PUBLIC NOTICE**

I. Pursuant to Section 1 of Governor Steve Sisolak's Declaration of Emergency Directive 006 ("Directive 006"), the requirement contained in NRS 241.023(1)(b) that there be a physical location designated for meetings of public bodies where members of the public are permitted to attend and participate has been suspended. Pursuant to Section 3 of Directive 006, the requirements contained in NRS 241.020(4)(a) that public notice agendas be posted at physical locations within the State of Nevada has likewise been suspended. Pursuant to Section 5 of Directive 006, the requirement contained in NRS 241.020(3)(c) that physical locations be available for the public to receive supporting material for public meetings has been suspended.

II. The RTC has a standing item for accepting public input on topics relevant to the jurisdiction of the RTC. Because specific items may be taken out of order to accommodate the public and/or the Commission, public input on all items will be received under Item 2. Individuals providing public input will be limited to three minutes. Members of the public may provide public comment and also comment on Agenda Items without being physically present at the meeting by submitting their comments via online Public Comment Form (<https://www.rtcwashoe.com/about/contact/contact-form/>), or by emailing their comments to: [rtcpubliccomments@rtcwashoe.com](mailto:rtcpubliccomments@rtcwashoe.com). Public commenters may also leave a voicemail at (775) 335-0018. *Comments received prior to 4:00 p.m. on January 14, 2021, will be entered into the record.*

III. The Commission 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.

IV. To access the supporting materials for the meeting, please click here: [Meeting Materials](#). In addition, a member of the public may request supporting materials electronically from Denise Thompson at the following email address: [dthompson@rtcwashoe.com](mailto:dthompson@rtcwashoe.com).

V. The RTC appreciates the public's patience and understanding during these difficult and challenging circumstances

**\*\*ROLL CALL\*\***

**PLEDGE OF ALLEGIANCE TO THE FLAG**

**GENERAL BUSINESS:**

- Official welcome of Mayor Ed Lawson, RTC's newest commissioner, representing the City of Sparks
- Election of new RTC Board Chair and Vice Chair for a term of two (2) years *(For Possible Action)*

**PRESENTATIONS:**

- Nevada legislative update – Mike Hillerby, Kaempfer Crowell

**1. APPROVAL OF AGENDA *(For Possible Action)***

**2. PUBLIC INPUT**

*Public Input received prior to 4:00pm January 14, 2021, will be added to the record for this meeting. No live comment will be heard during the meeting. See paragraph II above*

### 3. CONSENT ITEMS

#### *Engineering*

- 3.1 Acknowledge receipt of the monthly Engineering Activity Report *(For Possible Action)*

#### *Public Transportation/Operations*

- 3.2 Acknowledge receipt of the monthly Public Transportation/Operations Report *(For Possible Action)*
- 3.3 Accept a report regarding the future relocation of the RTC's fixed-route Jerry L. Hall Maintenance and Operations facility located at 2050 Villanova Drive *(For Possible Action)*
- 3.4 Approve staff recommendation outlining guidelines for providing free fares on RTC's transit services *(For Possible Action)*

#### *Planning*

- 3.5 Acknowledge receipt of the monthly Planning Activity Report *(For Possible Action)*
- 3.6 Accept the monthly Summary Report for the Technical, Citizens Multimodal and Regional Road Impact Fee Advisory Committees *(For Possible Action)*
- 3.7 Approve the RTC federal priorities and provide direction accordingly *(For Possible Action)*
- 3.8 Approve staff recommended appointments to the RTC's Citizens Multimodal Advisory Committee (CMAC) as alternate members, effective February 2021:
- David Giacomini
  - Matthew Boog
- (For Possible Action)*

#### *Administration/Finance*

- 3.9 Acknowledge receipt of the monthly Procurement Activity Report *(For Possible Action)*

#### *Procurement and Contracts*

- 3.10 Authorize the procurement of armed and unarmed security services and after hours patrol and alarm response at RTC's transit stations and facilities *(For Possible Action)*
- 3.11 Authorize the Executive Director to award a contract to Wood Rogers, Inc. for design of the West 4<sup>th</sup> Street Project in an amount not to exceed \$400,000 *(For Possible Action)*
- 3.12 Authorize the procurement of planning and engineering services for the McCarran Boulevard Corridor Study *(For Possible Action)*
- 3.13 Authorize the procurement of Construction Management Services for the Oddie/Wells Multi-modal Improvements Project (Wells Avenue/I-80 Ramps to Oddie Boulevard/Pyramid Way) *(For Possible Action)*
- 3.14 Approve an Administrative Settlement authorizing the RTC to acquire property (APNs: 020-111-03, 020-111-65, 020-111-36 and 37) from Virginia Reno Partners, LLC in the amount of up to \$666,465 above the appraised value of \$1,502,175, for a total purchase offer of \$2,168,640 *(For Possible Action)*

#### *Inter-Agency Agreements*

- 3.15 Approve an Interlocal Agreement with NDOT for administration and funding of necessary right-of-way acquisition, utility relocation, construction and construction management activities necessary to complete Phase 1 of the Pyramid Highway/US 395 Connector Project at an estimated cost of \$54,100,000; authorize the RTC Executive Director to execute the agreement *(For Possible Action)*
- 3.16 Approve a two-year Interlocal Cooperative Agreement in the amount of \$150,000 with the Center for Advanced Transportation Education and Research (CATER), UNR Civil Engineering Department; authorize the RTC Executive Director to execute the agreement *(For Possible Action)*

~END OF CONSENT AGENDA~

**4. METROPOLITAN PLANNING ORGANIZATION (MPO)**

- 4.1 Receive a report on the 2050 Regional Transportation Plan (RTP) draft project listing and provide direction accordingly (*For Possible Action*)

**5. DIRECTOR REPORTS**

- 5.1 **RTC EXECUTIVE DIRECTOR REPORT** – *verbal report - no action required*
- 5.2 **FEDERAL REPORT** - *no action required*
- 5.3 **NDOT** Monthly updates/messages from NDOT Director Kristina Swallow – *no action required*

**6. PUBLIC INPUT**

*Public Input received prior to 4:00pm January 14, 2021, will be added to the record for this meeting. No live comment will be heard during the meeting. See paragraph II above*

**7. MEMBER ITEMS**

**8. ADJOURNMENT** (*For Possible Action*)

Pursuant to Section 3 of Directive 006, the requirements contained in NRS 241.020(4)(a) that public notice agendas be posted at physical locations within the State of Nevada has likewise been suspended. Current posting locations:

RTC website: [www.rtcwashoe.com](http://www.rtcwashoe.com), State website: <https://notice.nv.gov/>



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

January 15, 2021

**AGENDA ITEM 2**

**TO:** Regional Transportation Commission

**FROM:**

A handwritten signature in black ink, appearing to be "Bill Thomas", written over a horizontal line.

Bill Thomas, AICP  
Executive Director

**SUBJECT: Public Input**

This agenda item allows the public the opportunity to provide information on topics within the jurisdiction of the Regional Transportation Commission (RTC). Any person wishing to wait to provide public comment on a specific agenda item should indicate that item number on the “comment” card. The RTC Chair reserves the right to take all public comment during Public Input. Individuals addressing the Board during the Public Input portion of the meeting will be limited to three minutes total. However, an individual acting as a spokesperson for a group of individuals may request additional time. Individuals are expected to provide public input in a professional and constructive manner.



## REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

January 15, 2021

### AGENDA ITEM 3.1

**TO:** Regional Transportation Commission

**FROM:** Brian Stewart, P.E.  
Engineering Director

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Bill Thomas, AICP  
Executive Director

**SUBJECT: RTC Engineering Activity Report**

### RECOMMENDATION

Acknowledge receipt of the monthly Engineering Activity Report.

### BICYCLE AND PEDESTRIAN IMPROVEMENTS

#### Bus Stop Improvement and Connectivity Program

The program is a multi-year effort to upgrade existing bus stops to comply with state and federal requirements, including the Americans with Disabilities Act (ADA). The first phase of bus stop improvements located within public right-of-way (13 bus stops) is complete. The process of obtaining necessary easements for other locations is ongoing. The design consultant, CA Group submitted easement packages for the second phase (37 bus stops) in July and acquisition work continues.

Comments from the 60% design submittal are being addressed for Phase 3 (45 bus stops) and Phase 4 (90 bus stops) packages. A design review meeting for Phase 3 was held in November and the team is coordinating with the Washoe County School District to determine the best location for bus stops and crossing improvements on Neil Road. Conceptual designs and cost estimates for the Sharlands bus stop are under review to determine the preferred option to carry forward to construction. The acquisition process is underway with title reports on order for Phase 3 and final surveys being conducted.

#### Center Street Multimodal Improvements Project

The 30% design (preliminary design) was completed earlier this month. An Interlocal Cooperative Agreement (ICA) with the City of Reno, based on the preliminary design, will be presented to the RTC Board for approval at a future meeting. The project consists of constructing a two-way cycle track from Ninth Street to Moran Street in Reno. The majority of the improvements include traffic signal, pavement markings and signage modifications. Sidewalk improvements in some locations are planned. The project will provide a dedicated bicycle corridor between the university and downtown/midtown. Design is anticipated to be complete by the end of 2022 for construction beginning in 2023.

### Mill Street (Terminal Way to McCarran Boulevard)

The scope of this project is to design and construct various complete street improvements along Mill Street from Terminal Way to McCarran Boulevard, as identified in the RTC Complete Streets Masterplan completed in July 2016, and the Mill/Terminal corridor study completed in March 2013. The emphasis of this project is to assess and identify improvements for pedestrians, bicyclists and transit riders, as well as motorists. Deficiencies in pedestrian access related to Charter Schools and AACT High School in the area as well as a number of ADA deficient bus stops will be addressed.

Preliminary design is complete and 90% plan review comments have been received from the agencies. Pending right-of-way and permit acquisitions, phasing plans and design will be finalized for construction occurring in 2021.

## **CAPACITY/CONGESTION RELIEF PROJECTS**

### ITS Pilot Project, Design of Phase 2 ITS Connectivity

The pilot project connected traffic signal systems of the City of Reno, the City of Sparks, Washoe County, and NDOT through fiber optic communication lines. This project also includes design of Phase 2A and 2B, which will expand communication to outlying signal systems and install ITS devices to monitor and remotely adjust traffic signals to respond to special events, changing traffic conditions, provide information to drivers and traffic incidents. Construction of the Pilot Project is complete. The ITS Phase 2A Project is complete. Phase 2B is currently under construction with a tentative completion in the winter of 2020.

### ITS Phase 3

The project includes conduit and fiber optic cable at the following locations:

- Lake Street from 1st Street to 2nd Street;
- Lemmon Drive from North Virginia Street to US 395; and
- Rock Boulevard from Greg Street to Prater Way

Also included in ITS Phase 3 is a Road Weather Information Sensor (RWIS) at Sharlands Avenue at Robb Drive. The project will install 20 Gridsmart Performance Packages. These are upgrades to existing Gridsmart detection systems and can detect/count pedestrian and bicycles. Currently, the project is at the final design phase.

### North Valleys Package 3B

Package 3B includes adding capacity to the right turn lane at North Virginia Street/Business 395. This project also includes improvements to two bus stop pads located within the project area and associated access and drainage improvements. Redesign is underway for a part of the storm drain system due to NDOT permitting requirements. The project is scheduled for construction in summer 2021.

### Sparks Boulevard Project

The project seeks to increase safety, maintain roadway capacity, and improve bicycle and pedestrian facilities by widening Sparks Boulevard to six (6) lanes between Greg Street and Baring

Boulevard. Professional engineering services are underway with Atkins North America, Inc. to begin environmental studies and preliminary design.

The RTC, in cooperation with the City of Sparks, Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA), is initiating an Environmental Assessment (EA) to evaluate and document the proposed project's potential impacts.

The project team is working to finalize the alternatives analysis to work towards a preferred alternative. Work is also occurring on the EA process by identifying and evaluating impacted resources adjacent to the project.

#### Traffic Signal Timing 6 Project

Following a three year cycle schedule, the project includes review and timing optimization of approximately one-third (1/3) of the signals in the region per year. For 2020, this begins a new cycle where signals that were retimed in 2016 will be reevaluated and retimed to address the changes to traffic demand. For 2020, approximately ninety-five (95) intersections will have revised timing implemented. Timing plans are developed in coordination with the local entities and the University of Nevada, Reno. In the process, re-evaluation of the other settings such as vehicle passage times are calculated at each intersection to make sure they are up to current standards.

##### Progress through September 2020:

- Plumb Lane (8 Signals) – Hunter Lake to Kirman Avenue – Completed
- Kietzke Lane (8 Signals) – E. 2<sup>nd</sup> Street to Peckham Lane – In Progress
- Mill Street (4 Signals) – Kietzke Lane to Terminal Way – Data Collection
- Plumb Lane (4 Signals) – Kietzke Lane to Terminal Way – Data Collection
- Moana Lane (3 Signals) – Kietzke Lane to Neil Road – Data Collection

#### Traffic Engineering (TE) Spot 9 – Package 1 Project

The project includes:

- Traffic signal improvements at the intersection of Sharlands Avenue and Mae Anne Avenue;
- Installation of battery backup systems for signalized intersections on Sun Valley Drive from Scottsdale Road to 7<sup>th</sup> Street;
- Minor striping improvements to improve traffic flow at Pyramid Way at York Way; and
- Completion of a traffic study to determine potential improvements to the southbound right turn lane at the intersection of Vista Boulevard and Baring Boulevard. This component of the project will not move forward due following a cost benefit analysis.

Titan Electrical Contractors was awarded the construction contract in July 2020 and construction will begin at the end of 2020 when the traffic signal equipment arrives.

#### Traffic Engineering (TE) Spot 9 – Package 2 Project

The project includes various traffic updates throughout the Reno/Incline area:

- Traffic signal cabinet and camera upgrades at various intersections in the Reno area;
- New traffic signal at the intersection of Rock Boulevard/Edison Way; and a
- 4<sup>th</sup> Street/Mesa/Woodland intersection study for future improvements.

Titan Electrical Contractors was awarded the contract. Construction will start on Jan. 13, 2021.

#### Traffic Engineering (TE) Spot 10 – Fuel Tax Project

The project is currently in the preliminary design phase and includes:

- Traffic signal at the intersection of Veterans Parkway and Long Meadow Drive;
- Update traffic signal equipment at the intersection of Victorian Avenue and 16<sup>th</sup> Street; and
- Rectangular Rapid Flashing Beacon (RRFB) installation at various locations within Reno, Washoe County and Sparks.

#### Traffic Engineering (TE) Spot 10 - South Project

The project is currently in the preliminary design phase and includes:

- A new roundabout at the intersection of 4<sup>th</sup> Street and Woodland Avenue;
- Geometric improvements at the nearby intersection of 4<sup>th</sup> Street and Mesa Park Road; and a
- Left turn bay extension for the southbound left turn lane at South Virginia and Kietzke Lane.

#### Traffic Engineering (TE) Spot 10 - North Project

The project is currently in the final design phase and includes:

- A Traffic Signal improvements at the intersection of Clear Acre/N. McCarran Boulevard; and a
- Traffic Signal improvements at the intersection of El Rancho Drive/Victorian Avenue.

The project is expected to advertise in early February 2021.

### **CORRIDOR IMPROVEMENT PROJECTS**

#### Arlington Avenue Bridges

The Arlington Avenue Bridges Project is a feasibility study to analyze possible replacement bridge types and aesthetic themes, document design and environmental criteria, improve safety and multi-modal access in the Wingfield Park area, and review flood-capacity requirements. The crossing of the Truckee River at Arlington Avenue has served the community of Reno and provided access to Wingfield Park for nearly a century. The bridges were built in the 1930's and while structurally safe to drive over they are showing signs of wear resulting from the variety of modifications over the years, their age and the repeated exposure to flood events.

The Stakeholder Working Group has agreed on three alternatives to carry forward for further analysis: 1) single-pier precast concrete girder 2) single-pier cast-in-place concrete box girder 3) clear span rigid frame. The third Stakeholder Working Group meeting was held virtually on December 15, 2020. The meeting focus was on aesthetics and the group gained concurrence on themes to carry forward. Presentations are being developed to update the RTC Board and City of Reno Council on the status of the project. A public informational meeting will be held early this year.

The feasibility study is scheduled to be complete next year. Once the feasibility study is complete, a Request for Proposals will be advertised for the NEPA/Design phase of the project. Construction of the bridges is anticipated to begin in 2026.

#### Lemmon Drive Project

The project includes widening Lemmon Drive from US 395 to Military Road from four lanes to six lanes and reconstructing the US 395/Lemmon Drive interchange (Segment 1) and widening Lemmon Drive from Fleetwood Drive to Chickadee Drive from two lanes to four lanes (Segment 2).

The final design of Segment 1 is underway. The 90% plans and specifications are under agency review. The US 395/Lemmon Drive interchange design continues to progress. The anticipated construction start date is spring 2021.

The project team continues the Level 2 screening process for the top three (3) alternatives. The Top 3 Alternatives were presented to the RTC Board at the August 20, 2020, meeting. The Level 2 screening process includes a qualitative evaluation where the top alternatives are screen on the criteria developed and agreed upon the Technical Advisory Committee (TAC).

#### Oddie Boulevard/Wells Avenue Improvement Project

90% design comments are being reviewed and final design plans are underway. Additional information can be viewed at: <http://oddiewellsproject.com/>.

#### Pyramid Highway and US 395 Connection

NDOT continues to work on the design of Phase 1 that consists of increased roadway capacity and multimodal improvements on Pyramid, from Queen Way to Golden View Drive. Design of this phase is scheduled to be complete in August 2022. An Interlocal Agreement between the RTC and NDOT is being presented to the RTC Board at the January 2021 meeting. Working with FHWA, the RTC will be transferring the recently awarded \$23 million BUILD grant to NDOT for construction of Phase 1 that is scheduled to begin in 2023. The estimated overall Phase 1 cost is \$54.1 million.

#### Sun Valley Boulevard Corridor Improvement Project

Construction activities are complete from Staci Way to Highland Ranch Parkway. The road is open to traffic with no restrictions. The completion of the intersection of Sun Valley Boulevard and 7<sup>th</sup> Avenue is on hold until the spring of 2021 when weather conditions allow construction to resume. Additional information can be viewed at: <http://SunValleyBlvd.org>

#### Truckee River Shared Use Path Project

The proposed pathway will start at John Champion Memorial Park and continue along the south side of the Truckee River.

RTC is working to acquire easements necessary for the pathway. The application for the required United States Army Corp of Engineers (USACE) 408 permit has been approved by Carson Truckee Water Conservancy District contingent on approval by the USACE. The Truckee River Shared Use Path Project has submitted an application to USACE for a Section 408 Permit since portions of the pathway encroach the 14,000 cubic feet per second water surface elevation along the Truckee River. Coordination with USACE continues regarding the processing of the application.

This project was included in the fiscal year (FY) 2017 Program of Projects. The design portion of this project is funded through federal funds and includes oversight by NDOT through a Local Public Agency (LPA) agreement. The project will be constructed by NDOT through the agreement approved for Spaghetti Bowl Xpress (SBX).

#### Virginia Street RAPID Extension

Roadway construction on the project is significantly complete with full public access to the constructed improvements. Outstanding items of work include the delivery and completion of long lead-time scope items. This includes glass panels at the bus rapid transit stations within this segment and landscaping work that is expected to be complete just after the first of the year.

Coordination has occurred over the past reporting period with the FTA regarding starting up revenue service for the extension of the RAPID Virginia Line BRT service, from 4<sup>th</sup> Street Station to UNR. It is anticipated that revenue service of this extension will occur sometime in March 2021.

Additional information can be viewed at: <http://virginiastreetproject.com/>

### **PAVEMENT PRESERVATION PROJECTS**

#### 2021 Preventive Maintenance (Various Locations)

The 2021 Preventive Maintenance project consists of patching, crack sealing and slurry seal activities on approximately 200 lane miles of roadway. Lumos and Associates, Inc., is currently working on the scope for this year's program.

#### Golden Valley Road Rehab Project

The project includes rehabilitation/reconstruction of Golden Valley Road, from Yorkshire Drive to North Virginia Street. Lumos & Associates, Inc., is the consultant for Design and Engineering During Construction services. The RTC and Union Pacific Railroad (UPRR) are entering into an agreement for railroad crossing improvements. Construction is anticipated to begin in the spring of 2021 and be complete by the end of the summer of 2021.

#### Kings Row Rehab Project – Phase 1

The project includes rehabilitation/reconstruction of Kings Row, from Keystone Avenue to Wyoming Avenue. Lumos and Associates, Inc., is the consultant for Design and Engineering During Construction Services. The consultant is currently finalizing the plans. Work is also progressing to obtain rights to easements for ADA compliance. This project is on track for construction in 2021.

### Kings Row Rehab Project – Phase 2

The project includes rehabilitation/reconstruction of Kings Row, from Wyoming Avenue to McCarran Boulevard. Lumos and Associates, Inc. has been selected as the consultant for Design and Engineering During Construction Services. The professional services agreement for this work was approved at the November 2020 RTC board meeting. A notice to proceed for Lumos to commence design work was delivered in December. Early design in investigation related work is planned for early January 2021.

### Newport Lane Rehab Project

The project includes rehabilitation/reconstruction of Newport Lane, from Link Lane to McDaniel Street. CA Group is the consultant for Design and Engineering During Construction Services. Design will be complete in early 2021. The construction start date has not been determined.

### Reno Consolidated 20-01 – Mayberry Drive, California Avenue, and First Street

The project includes rehabilitation/reconstruction of the following street segments: Mayberry Drive, from Memory Lane to California Avenue, California Avenue, from Hunter Lake Drive to Booth Street, and First Street, from Sierra Center to Virginia Street. Nichols Consulting Engineers (NCE) is working on incorporating agency/public comments, design and grading of improvements. Utility coordination meetings and property acquisition are ongoing. Construction is scheduled to begin in the summer of 2021.

### Reno Consolidated 21-01 – Lund Lane, Armstrong Lane, and Yuma Lane

The project includes rehabilitation/reconstruction of the following street segments: Lund Lane, from Wedekind Road to Northtowne Lane, Armstrong Lane, from Susileen Drive to Yuma Lane, and Yuma Lane, from Armstrong Lane to Hunter Lake Drive. Eastern Sierra Engineering (ESE) is the consultant providing Design and Engineering During Construction Services. The project team is currently incorporating agency design review comments and public comments received in September. Design of the project is complete. Advertisement for bids is set for January 13, 2021. Construction is anticipated to begin late spring/early summer of 2021.

### Sky Vista Parkway Widening and Rehabilitation Project

The project includes rehabilitation/widening of Sky Vista Parkway, from just east of Vista Knolls Parkway to Silver Lake Road. Atkins Engineering, SNA-Lavalin (Atkins) is the consultant for Design and Engineering During Construction Services. Final design is anticipated to be complete in May 2021. The construction schedule has yet to be determined pending final design, right-of-way acquisition and coordination with other projects near this project.

### Sparks Consolidated 21-01 – Packer Way and Wild Island Court Project

The project includes rehabilitation/reconstruction of Packer Way, from Glendale Avenue to the Cul de Sac, and Wild Island Court, from Lincoln Way to the Cul de Sac, in the City of Sparks. Wood Rodgers Inc., is the consultant for Design and Engineering During Construction Services. Construction is scheduled for the spring of 2021. 50% plans have been completed and reviewed. Wood Rodgers Inc., has submitted 90% plans and bid documents for review.

**OTHER PROJECTS**

Park Lane RAPID Station Project

The Park Lane RAPID Station is located just south of Plumb Lane on the east side of Virginia Street. The design consultant was Stantec Consulting Services, Inc., and the contractor was Q&D Construction. Construction is now complete and RAPID service to this station began in December.

**REPORT ON NEGOTIATED SETTLEMENT AGREEMENTS FOR THE ACQUISITION OF PROPERTY**

Project	Property Owner	Purchase Amount	Amount Over Appraisal
Mill Street Complete Street Project	Christensen Investments, LLC / Bennafit Investments, LLC	\$9,250.00	\$0
Mill Street Complete Street Project	J&D Parker Family Trust/Bath Family Trust	\$2,700.00	\$0
Mill Street Complete Street Project	Avanzino Family Trust	\$2,740.00	\$0
Mill Street Complete Street Project	Mill Street Properties, LLC	\$2,170.00	\$0
Mill Street Complete Street Project	National Sierra, LLC	\$6,150.00	\$0

**CONTRACTS UP TO \$50,000**

None



**REGIONAL TRANSPORTATION COMMISSION**

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January 15, 2021

**AGENDA ITEM 3.2**

**TO:** Regional Transportation Commission

**FROM:** Mark Maloney  
Director of Public Transportation and  
Operations

Bill Thomas, AICP  
Executive Director

**SUBJECT: RTC Public Transportation and Operations Report**

**RECOMMENDATION**

Acknowledge receipt of the monthly Public Transportation and Operations Report.

**HIGHLIGHTS**



**Mask On Move On Campaign Underway** – RTC is a partner in the Regional Information Center of Washoe County, and is participating in the ‘Mask On Move On’ campaign by displaying public service messaging in both Spanish and English on our buses. *Signs by Tomorrow* created the materials and delivered 134 interior and 7 Tail panels that were installed between December 10-13.



Additionally, Keolis maintenance staff installed ‘Stay Home from Work’ decals and signage throughout the entire RTC RIDE fleet reminding the public to do that part and stay home from work if they are not feeling well.

**New Year’s Eve Safe RIDE Cancelled – Revellers Encouraged to Stay Home** – For the first time in 35 years, RTC made the difficult decision to cancel its annual New Year’s Eve FREE Safe RIDE service to encourage people to stay home and celebrate safely with members of their immediate household. This decision was made to support and comply with Governor Sisolak’s statewide ‘pause’ and the recommendation of the Washoe County Health District to stay home. We owe a debt of gratitude and greatly appreciate the frontline transit workers who continue to provide and maintain essential transit service during these unprecedented times.

**RTC Seeks Participants for RTC Washoe-Uber Rides Pilot Program** – Modeled after the RTC Washoe Senior Ride Program, but with Ubers instead of taxis, RTC is seeking participants for its new one-year pilot program intended to provide flexible transportation options for people in our community. This pilot program provides alternative, reliable and affordable transportation to Washoe County residents who are 60 years and older, RTC ACCESS clients (any age) and Washoe County Veterans (any age). Please note, Washoe Senior Ride Taxi Bucks Program-eligible clients would not be qualified for participation in this pilot program. Up to 50 participants will be accepted. During this pilot, the RTC will subsidize 75% of your fare (up to \$9) for trips on Uber that start and end in the Reno-Sparks area. Users can receive up to five subsidized Uber rides per month. Those interested and eligible are encouraged to apply at [rtcwashoe.com](http://rtcwashoe.com).

### **RTC RIDE KEY HIGHLIGHTS**

- Keolis delivered 60 pumpkin pies to the Reno-Sparks Gospel Mission for their annual Thanksgiving dinner where over 1500 meals were served to our homeless community.
- Keolis held a children’s winter clothing drive and donated new and gently used coats, gloves, hats, scarves and socks to Libby C Booth Elementary school through the “Partners in Education” program.



- On Tuesday, December 22<sup>nd</sup>, Keolis hosted an employee holiday breakfast catered by Einstein Bros Bagels that included an assortment of bagels, cream cheese, a coffee bar, hot cocoa with whipped cream, apple cider and OJ. During the event, Keolis winter hats were handed out to staff as a show of appreciation.

- In an effort to continue its pandemic cleaning protocols, botanical disinfectant wipes have been ordered for the buses. One bucket will be issued per bus to help drivers clean any hot areas.
- The last of the remaining driver shields have been permanently replaced with the pull-down screens.
- ‘Stay-home-from-work’ decal stickers have been placed on the buses, encouraging ill passengers to stay home if they aren’t feeling well.
- Route 9 has been extended to Centennial Plaza to allow for better connections with other RIDE services.
- Operators continue to utilize Zonar, and training is ongoing. Keolis anticipates Zonar to be full throttle into the beginning of the new year.

### **RTC ACCESS KEY HIGHLIGHTS**

- MTM Transit celebrated its employees for the holidays by sending out two \$15 gift cards to each employee conveying a special message to “pay it forward.” One of the cards was meant for the employee to treat themselves and the other to treat a friend for coffee or lunch, or to help someone with their grocery bill.

- MTM wraps up the year providing nearly 109,000 RTC ACCESS trips and taking about 113,000 calls in Reservations and Dispatch.
- MTM's December Safety Blitz focused on a myriad of safety reminders incorporating Christmas movies. Operators correctly answering the questions received candy bags containing important safety messages including "The Only Person Speeding on Christmas Eve Should Be Santa."
- Inclement weather and wet roads have caused backup cameras to become dirty and difficult to see out of. To overcome this, MTM's Maintenance Team placed a long handled wash brush near the window wash bucket for Operator use during their pre-trip inspections before leaving the yard.



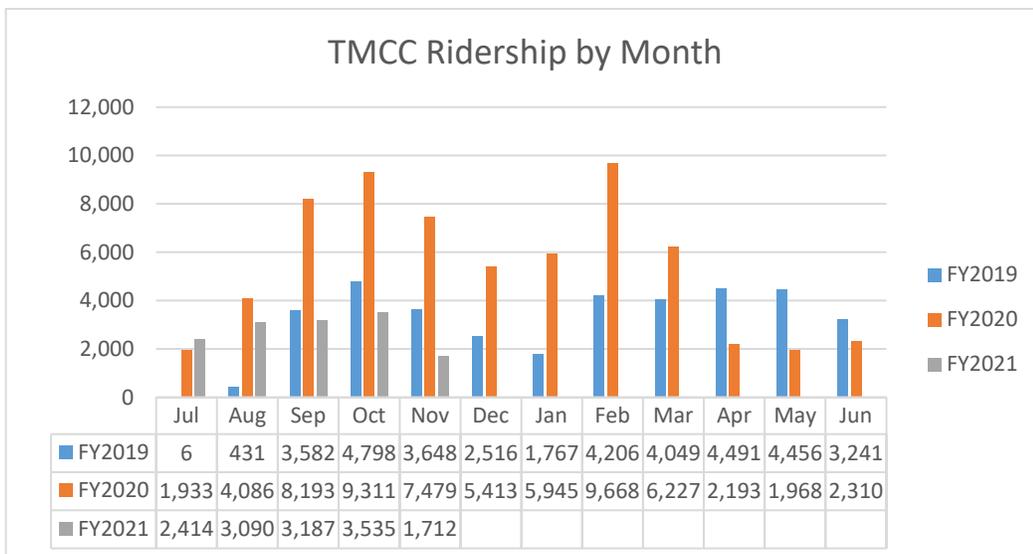
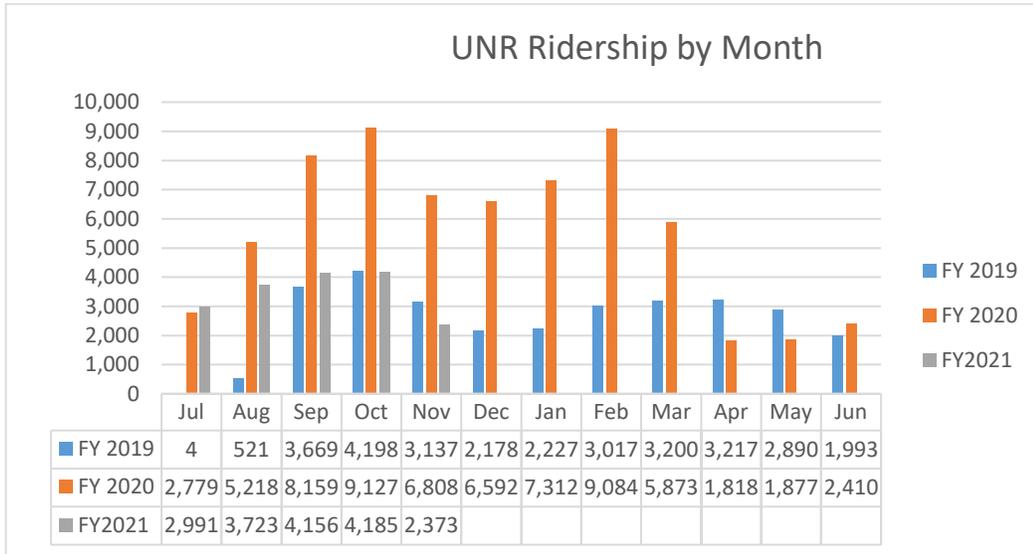
MTM announced the start of a new Diversity & Inclusion program in which employees can become an 'MTM Rainbow Ally for Pride Month and has challenged their employees to take the pledge in becoming a part of the new program!

To be an MTM Rainbow Ally employees are asked to:

- Proudly stand in support of their fellow co-workers who identify as a member of the LGBTQIA+ community.
- Pledge to treat all with kindness, respect and fairness.
- Support the recruitment and retention of individuals from all backgrounds.
- Display inclusion and equality with their words and actions each day.
- Be an educated voter and use available resources to advocate in support of the LGBTQIA+ community.

### **TRANSIT DEMAND MANAGEMENT (TDM) UPDATE**

- Vanpools rose to 227 from 222, with over 130 of those serving the Tahoe-Reno Industrial Center (TRIC). Vans are still running to the Army depot, the prisons and Air National Guard. Tesla continues operations with COVID-19 precautions. We also added a new company, Ritz Carlton, to the vanpool program. We are working with Walmart and Chewy who could join the vanpool program early next year. The vanpool program has not only rebounded to its pre-pandemic level but has added to that total. Staff will continue to monitor this situation.
- RTC staff continues to work with City of Reno Planning staff to finalize the trip reduction ordinance.
- Staff met via Zoom with the student council at UNR. The Senate is looking to vote on adding the fee which would permit the University to charge the students a fee for the ED pass program beginning in FY22.
- Staff continues to work with developers to include bus pass subsidy programs in redeveloped apartment complexes in Reno.
- Below are ridership numbers from the Ed pass program thru November 2020:



Below are some statistics from the RTC Smart Trips website/app. This data is for Federal Year 2020. As envisioned when the app was created, people who are visiting the Truckee Meadows are using the app.

The chart below shows the top 8 pages on the Smart Trips website/app that people have visited and the number of users.

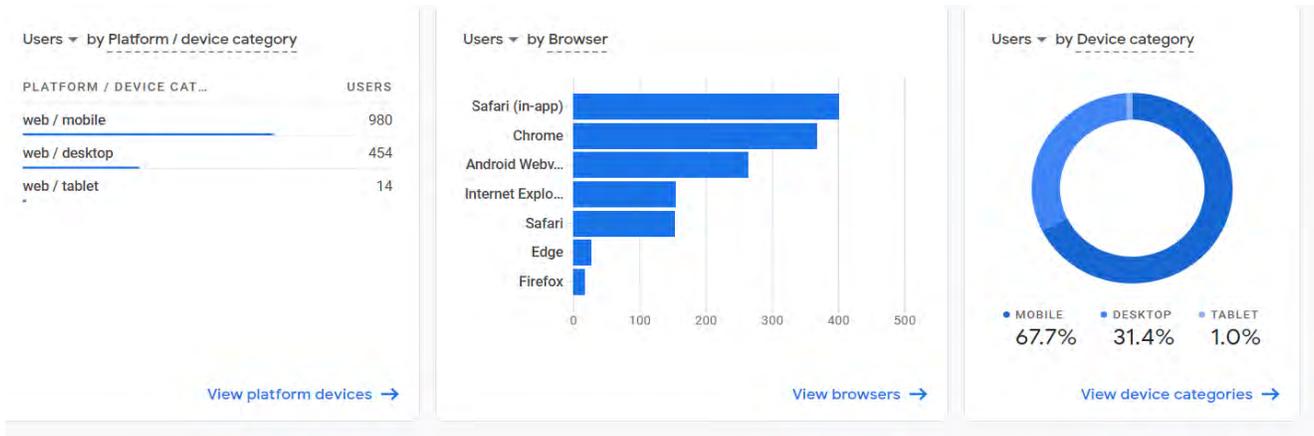
Pages and screens: Page title and screen class + A + Custom Oct 1, 2019 - Sep 30, 2020 10 Go to: 1 < 1-10 of 34 >

Page title and screen class <span>+</span>	Views	Users	New users	Views per user	Average engagement time	Unique user scroll
<b>Totals</b>	<b>11,846</b> 100% of total	<b>1,445</b> 100% of total	<b>1,502</b> 100% of total	<b>8,198</b> Avg 0%	<b>2m 31s</b> Avg 0%	<b>7%</b> 100% of total
1 Smart Trips   Home - Home	3,344	1,210	1,194	2.764	0m 30s	21%
2 Smart Trips   Trip - Search	1,373	463	5	2.965	1m 43s	11%
3 Smart Trips   Home	1,196	139	12	8.604	3m 04s	5%
4 Smart Trips   Sign In	1,094	214	53	5.112	1m 11s	0%
5 Smart Trips   My Account	769	145	0	5.303	1m 03s	0%
6 Smart Trips   What Would You Like To Do?	605	178	2	3.399	0m 25s	11%
7 Smart Trips   Onboarding	546	323	22	1.69	0m 32s	11%
8 Smart Trips   Preferences	517	118	0	4.351	1m 12s	0%

The chart below shows where people reside who visit the website/app. As expected, a good number of them are from the Reno/Sparks area but there are also many out-of-towners, which means that people that are planning to visit our area are checking out their transportation options. As indicated, there are views from 224 different cities.

City <span>+</span>	Users	New users	Engaged sessions	Engagement rate
1 Reno	290	253	334	73.41%
2 Las Vegas	278	255	263	70.13%
3 Sacramento	118	110	349	86.17%
4 Sparks	76	68	191	80.93%
5 (not set)	74	78	58	61.05%
6 Columbia	67	61	63	81.82%
7 Los Angeles	62	56	43	55.84%
8 New York	62	60	51	61.45%
9 Coffeyville	40	38	32	84.21%

Lastly, we can see that by adding the app as a resource for the public, the number of people visiting our site has increased. 68% of visitors are using a mobile device.



### **FY 2020 – Annual Report Summary for the RTC SMART TRIPS Program**

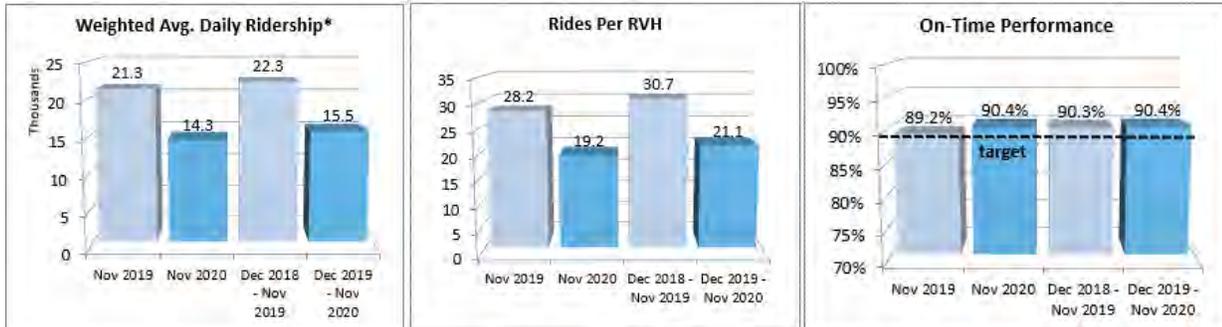
The RTC's trip reduction program, RTC SMART TRIPS, assists businesses and citizens in using sustainable modes of travel and adopting trip reduction strategies. The reduction in vehicle trips is a critical step toward maintaining and improving air quality in the region and lessening traffic congestion. There was marked program growth during Federal Fiscal Year 2020 (October 2019 thru September 2020). Major highlights included:

- The average number of RTC VANPOOL groups increased from 188 to 211, a 12% increase. Shared rides through the program eliminated over 14.5 million vehicle miles of travel, a 2.6% improvement over the previous year.
- Registered users on RTC TRIP MATCH, a web-based carpool, bike, bus, and walking buddy matching service, increased 14% to 2,947 individuals.
- The number of formal business partners remained at 39.
- The new RTC Smart Trips app is generating 67% of the traffic to the site, coming from 224 different cities
- Reno's Trip Reduction Ordinance has moved from the updated planning ordinance to the upcoming business ordinance update.
- The Transportation Management Association for the TRI Center has been moved to FY21 due to the Covid-19.

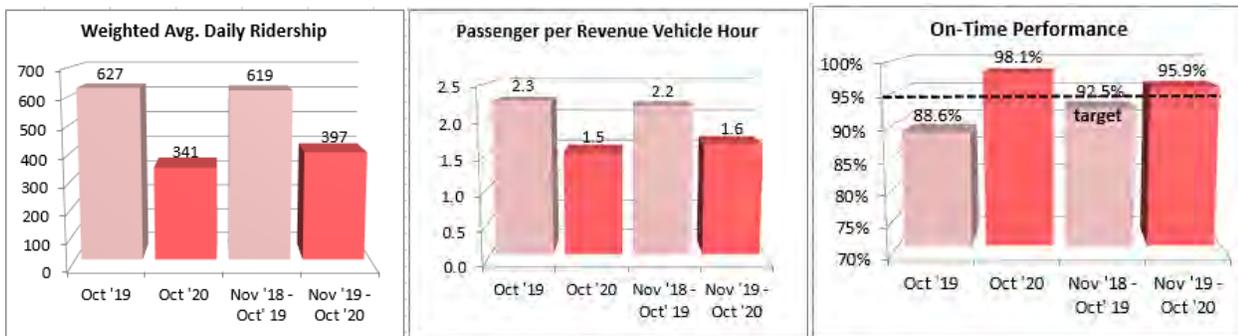
See the attached report for additional program details.

## NOVEMBER 2020 TRANSIT PERFORMANCE

### RTC RIDE



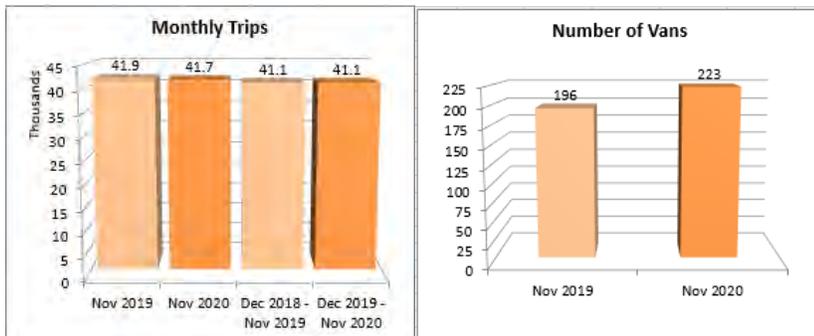
### RTC ACCESS



### TART



### RTC VANPOOL





**REGIONAL TRANSPORTATION COMMISSION**

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Metropolitan Planning Organization of Washoe County, Nevada

January 15, 2021

**AGENDA ITEM 3.3**

**TO:** Regional Transportation Commission

**FROM:** Mark Maloney  
Director of Public Transportation and  
Operations

  
\_\_\_\_\_  
Bill Thomas, AICP  
Executive Director

**SUBJECT: Future relocation of RTC Fixed-Route Bus Maintenance Facility**

**RECOMMENDATION**

Accept a report regarding the future relocation of the RTC’s fixed-route Jerry L. Hall Maintenance and Operations facility located at 2050 Villanova Drive.

**SUMMARY**

As a result of the Nevada Department of Transportation (NDOT) Spaghetti Bowl Project, currently underway, the RTC must plan for the future relocation of the Jerry L. Hall Maintenance and Operations facility located at 2050 Villanova Drive. This facility, originally constructed in 1983 and recently renovated in 2017, is located beneath the I-580 freeway adjacent to Earl Wooster High School. The RTC has a 99 year lease for this property and has been leasing the space from NDOT for the past 38 years. Phase four of the Spaghetti Bowl Project is scheduled for 2035 to 2037 and will require the RTC to relocate its facility and move from this location.

**FISCAL IMPACT**

The anticipated cost to relocate and build a new facility is estimated to be between \$40 to \$50 million dollars. To plan for this impact, the RTC must create a special project account to budget for future facility/property and construction costs.

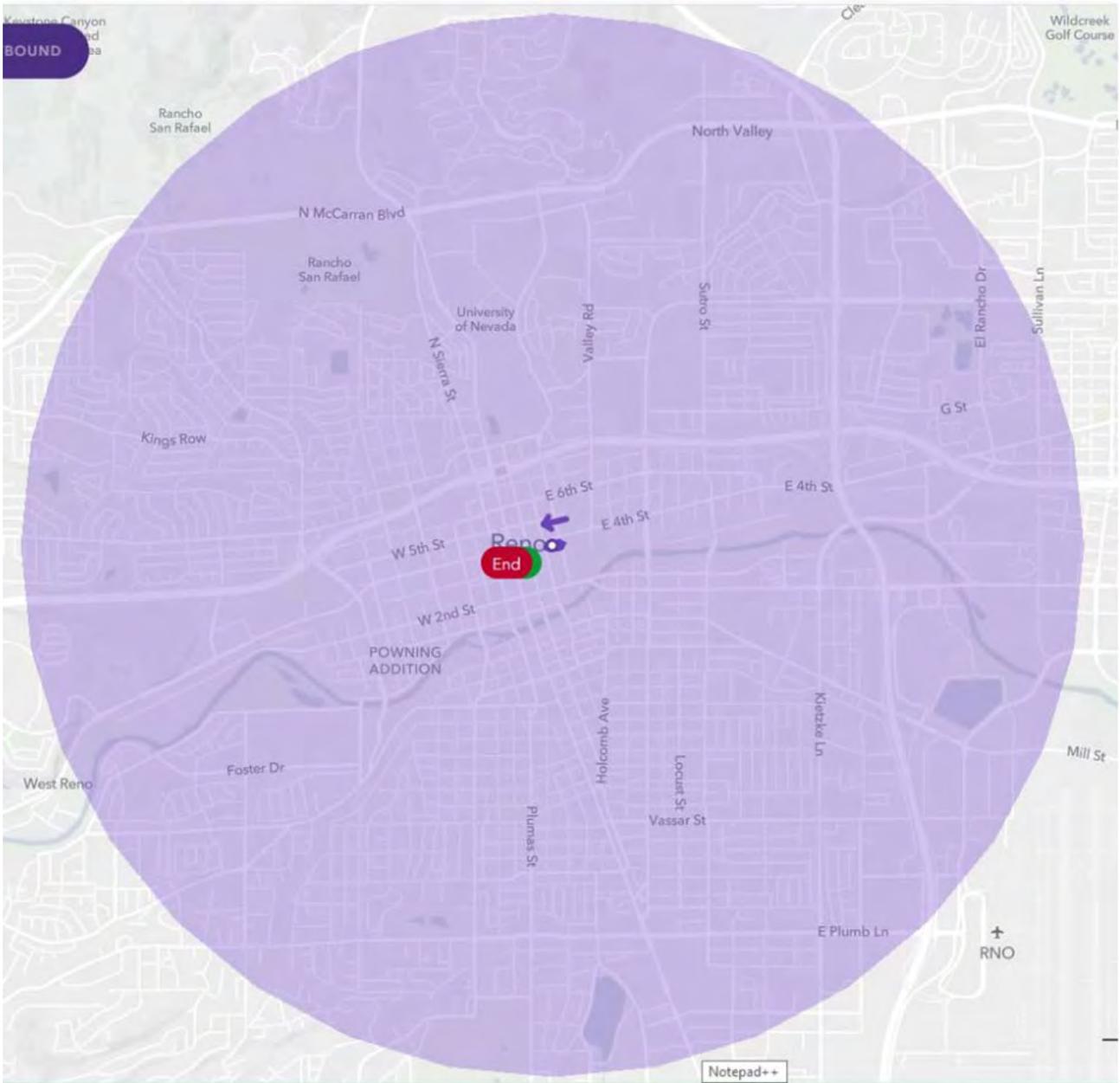
**PREVIOUS ACTIONS BY BOARD**

There have been no previous Board actions taken.

**ADDITIONAL BACKGROUND**

Phase Four of the Spaghetti Bowl Project will remove the Villanova facility from under the freeway as early as 2037. The RTC leases the Villanova facility from NDOT on a 99 year lease. NDOT would be responsible for reimbursing the RTC for the market value of improvements made at this site. To date, those structure improvements include approximately \$25 million dollars.

Given the potential cost of \$40-\$50 million dollars to relocate and build a new facility, RTC must begin looking for opportunities to purchase property(s). To maintain the current operating cost for service to and from the garage, the property(s) must be located within the Reno urban core in a non-residential, 24-hour operational area, as identified in the map below.



Based upon the current facility, the new facility should include and be able to accommodate the following:

- 10 acre site, approximately
- 30,000 sf of maintenance bays
- 45,000 sf of bus parking/covered outdoor storage
- 40 bus parking slots with capacity for 80 buses and/or storage
- 100 employee and 12 service vehicle parking spots
- 20 electric bus chargers with 4000A service
- Diesel fuel, electric bus charging and hydrogen fueling instructure
- Bus wash
- Body repair bay
- Chassis inspection and vehicle inspection pit

Additional detailed information can be found in the attached report titled “RTC New Bus Maintenance Facility 2020.”

Attachment

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# RTC New Bus Maintenance Facility 2020

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**JANUARY 7**

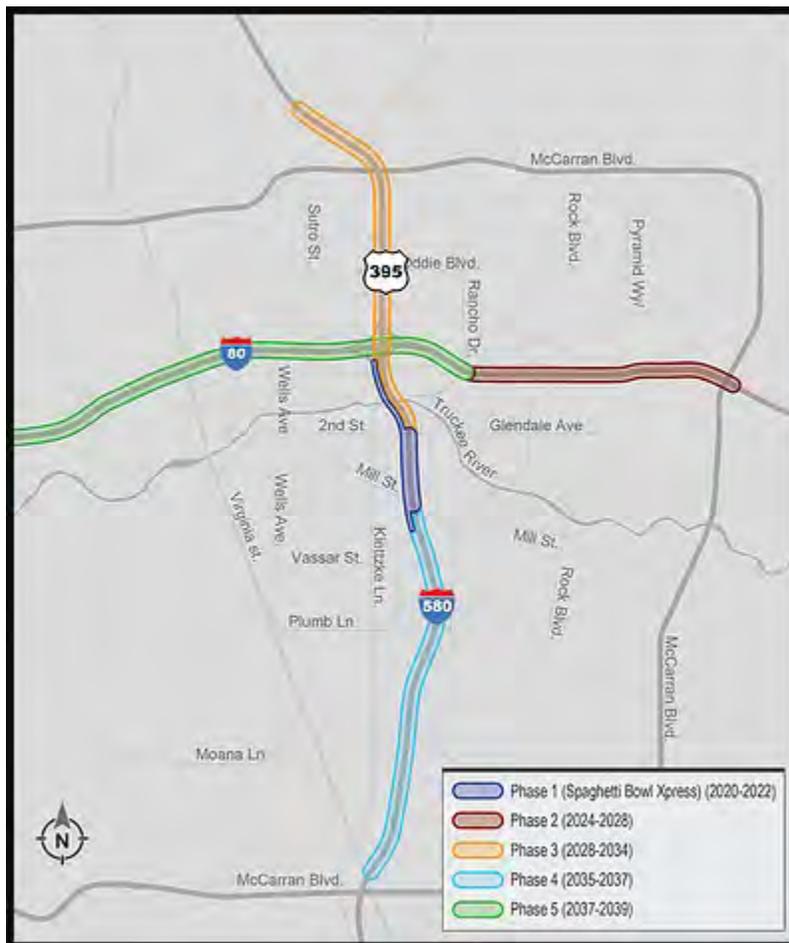
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Regional Transportation Commission of  
Washoe County (RTC)  
Authored by: David Carr, Fleet & Facilities  
Manager



## Draft Study

The Regional Transportation Commission of Washoe County (RTC) is developing an assessment of the current facility needs at the Jerry L. Hall Regional Transit Operations and Maintenance Center at 2050 Villanova Drive and description of need for a new replacement location. The facility was originally constructed in 1983 and renovated in 2017. The RTC is planning relocation from this site due to the Nevada Department of Transportation's (NDOT) Spaghetti Bowl Project which will require the RTC to move out of its current facility during phase four of the project. Phase four of this project is scheduled for 2035 to 2037.



# Existing RTC Transit Maintenance Facility

The existing facility is located on a 6.8 acre site directly under the I-580/395 Interstate at 2050 Villanova Drive across from Earl Wooster High School.

**Existing Facility Summary**

**Approximately 6.8 acre site under the I-580/395 interstate**

**Maintenance bays 32,158 square feet**

**New Maintenance bays 8,730 square feet**

**Bus Storage 57,613 square feet**

**39 bus parking slots with capacity for 78 buses and/or storage**

**80 employee and 12 service vehicle parking spots**

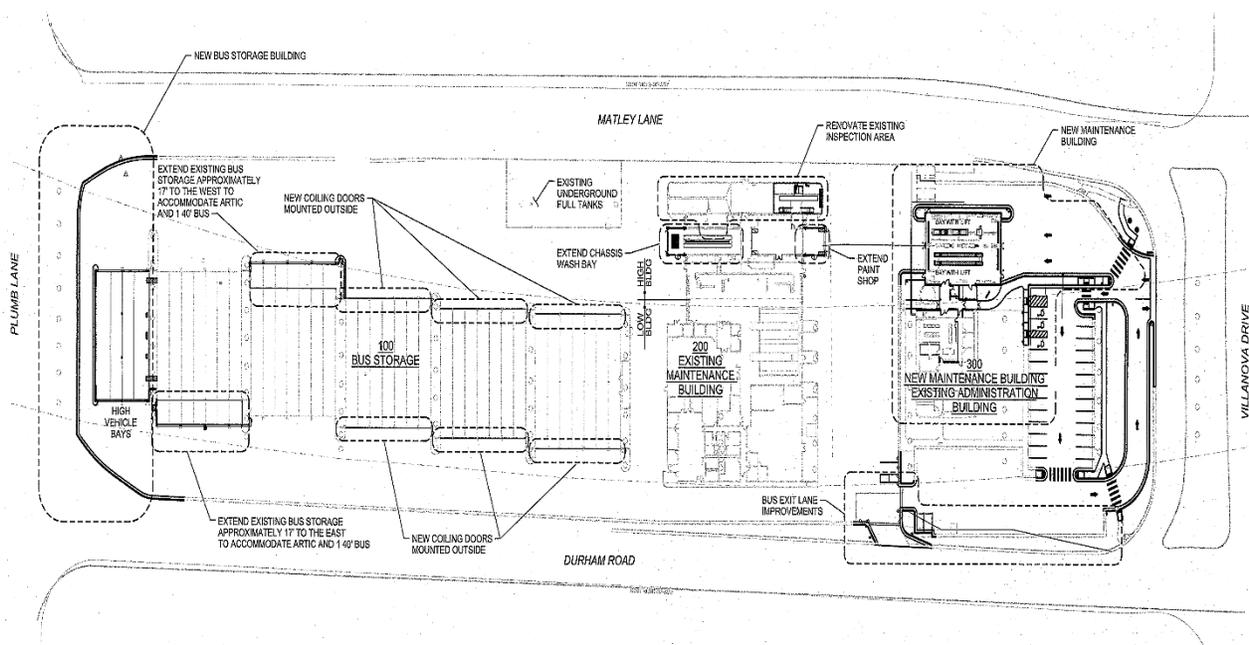
**16 electric bus chargers with 2000A service**

**Diesel Fuel and Electric Bus Charging Infrastructure**

**Bus wash, body repair bay, chassis inspection and vehicle inspection pit.**

The estimated current insurance replacement value for the facility is:

Administration	\$ 3,800,000
Maintenance	\$ 7,600,000
Bus Storage	\$13,500,000
<b>Total Replacement Value</b>	<b>\$24,900,000</b>



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## Proposed RTC Transit Maintenance Facility

This facility proposal is designed for the existing size and mix of the RTC fleet with additional hydrogen fueling infrastructure.

### New Facility Summary

Approximately 10 acre site

Maintenance bays - 30,000 square feet

Bus parking with covered outdoor storage - 45,000 square feet

40 bus parking slots with capacity for 80 buses and/or storage

100 employee and 12 service vehicle parking spots

20 electric bus chargers with 4000A service

Diesel fuel, electric bus charging and hydrogen fueling Infrastructure

Bus wash, body repair bay, chassis inspection and vehicle inspection pit.

#### 1. Transit bus maintenance – 30,000 square feet

- a. Open floor design with 8 pull thru flexible configuration bays, mobile lift equipment, and roll up platforms for working on top of buses.
- b. Inspection pit
- c. Welding area
- d. Body shop and paint area
- e. Tire area
- f. Bus wash plus area for water run off capture

#### 2. Bus storage – 45,000 square feet

- a. 80 covered parking stalls with solar. Solar panels and battery storage benefits include reducing the cost of electricity consumed for battery electric buses as well as reduce overall carbon footprint of the facilities.

#### 3. Turning movements for vehicles – 40,000 square feet

#### 4. Additional bus support area – 40,000 square feet

- a. Queuing buses for cleaning

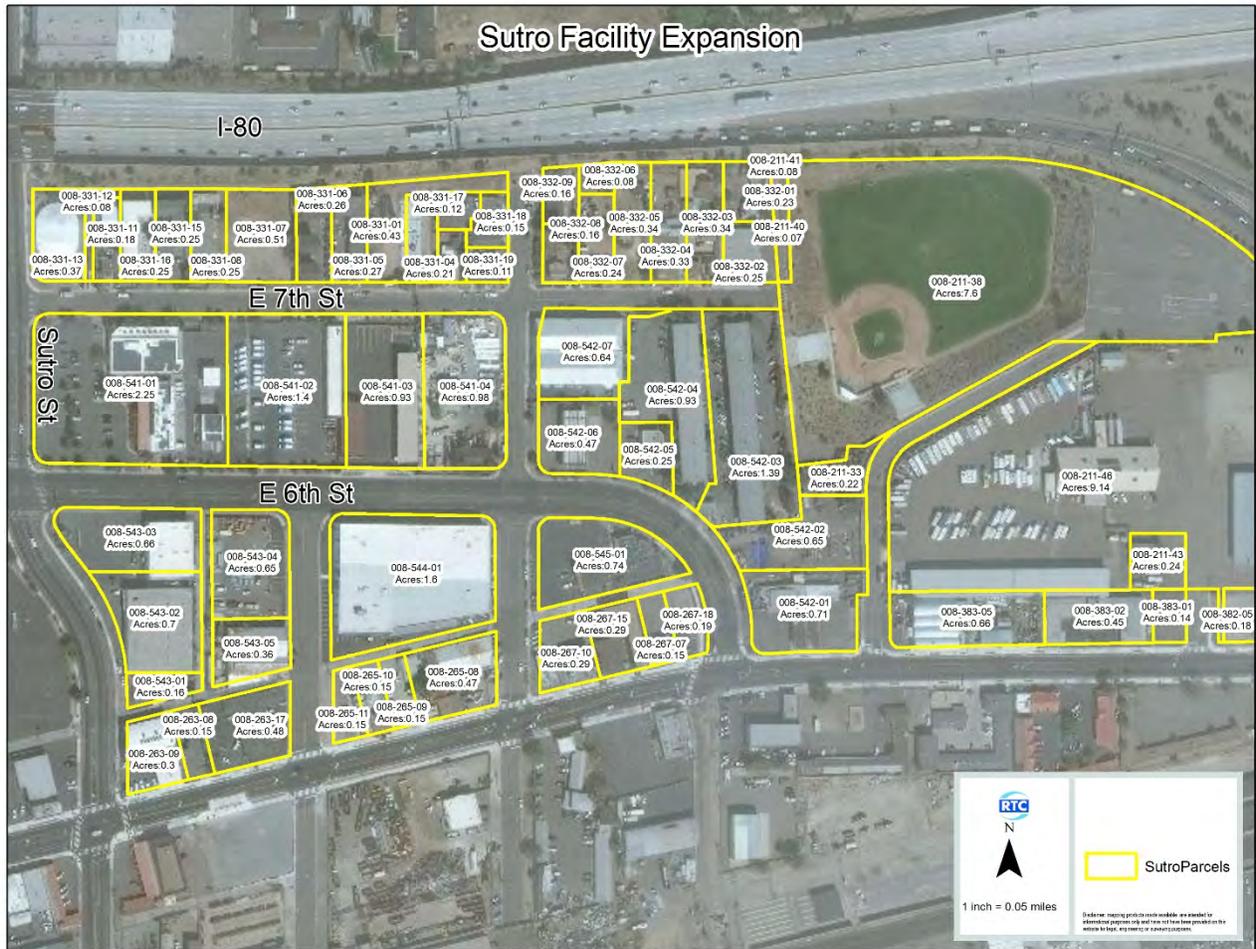
- 
- b. Money vault and farebox/data probing
- 5. Other Storage – 5,000 square feet**
- a. Parts
  - b. Chemical and Battery
  - c. Tire storage
- 6. Administrative Offices – 15,000 square feet**
- a. Conference rooms / large meeting room
- 7. Parking – 48,000 square feet**
- a. 100 stalls for staff
  - b. 10 stalls for service vehicle parking
- 8. Site Power Requirements**
- a. 2000A power (minimum), 4000A maximum.
- 9. Fuel**
- a. Electric
    - i. 15–20 Bus Depot Chargers
    - ii. Bus charger dispensers (can place in–line with bus parking)
  - b. Diesel
    - i. 2 fuel dispensers (can place in–line with bus wash)
    - ii. DPF dispenser
    - iii. Fuel / fluid management system
    - iv. Diesel underground storage tank (UST)
      - 1. Need area for fuel truck access, spill containment and offloading of fuel
      - 2. 96,000 gallon diesel fuel UST (current)
  - c. Lube and oil (UST)
    - i. 2000 gallon motor oil
    - ii. 1000 gallon ATF Type F
    - iii. 1000 gallon ATF Synthetic
    - iv. 1000 gallon Coolant
    - v. Coolant recovery system

- 
- vi. 3000 waste oil
  - d. Hydrogen Fuel - 1,000 – 2,000 square feet (separate space has to be provided with adequate set back)
    - i. Dispenser
    - ii. Fuel storage
    - iii. Fuel maker
  - e. Emergency back-up generator (for facility and/or bus chargers)

## **10. Other**

- a. Administration space can be built on a second or third story, if adequate vertical clearance is available.
- b. Park and ride space could be incorporated into design, if space is available.
- c. Adjacent roads must have capacity for 30,000 lb. buses.
- d. Minimum residential / housing proximate to facility due to noise and fumes from 24/7 operations.
- e. Estimated 10 acres for total facility property needs
- f. The facility should be located as close as possible to the urban core below to minimize the deadhead time and distance for vehicles to and from the garage. For example, by relocating the Villanova facility from its current location to parcels adjacent to the Sutro facility would save approximately 60,000 miles annually of unproductive travel to and from the current Villanova maintenance facility.

# SUTRO FACILITY OPTION





**REGIONAL TRANSPORTATION COMMISSION**

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Metropolitan Planning Organization of Washoe County, Nevada

January 15, 2021

**AGENDA ITEM 3.4**

**TO:** Regional Transportation Commission

**FROM:** James Gee  
Manager of Service Planning  
and Innovation

Bill Thomas, AICP  
Executive Director

**SUBJECT: Guidelines for Free Transit Fares**

**RECOMMENDATION**

Approve staff recommendation outlining guidelines for providing free fares on RTC’s transit services.

**SUMMARY**

RTC’s fare policies and guidelines are addressed in a number of documents, including RTC Management Policy P-12, Public Transportation Fares. Along with the regular fare schedule, the RTC has historically allowed free fares either on specific routes or system-wide for promotional purposes. This document sets forth guidance to provide consistency for the usage of free fares.

**FISCAL IMPACT**

The fiscal impact for providing one day of free fares system-wide (pre-COVID-19) is approximately \$8,000 – \$10,000. This impact is offset indirectly by the value of earned media associated with the promotion of the free fare program. The fiscal impact for providing free fares on a single route or group of routes is dependent on the ridership for the specific routes.

**PREVIOUS ACTIONS BY BOARD**

May 21, 2018 Approval of RTC Management Policy P-12 – Public Transportation Fares

**ADDITIONAL BACKGROUND**

RTC’s fare policies and guidelines are addressed in a number of documents including the Short Range Transit Program (SRTP), the Regional Transportation Plan (RTP) and RTC Management Policy P-12, Public Transportation Fares. In developing fare policy, the RTC Board and staff follow the four objectives contained in RTC Management Policy P-12: (1) ensure the availability of affordable public transportation; (2) provide for equity among public transportation services and

passenger categories; (3) provide a strong incentive for transit use to combat region-wide congestion, air pollution and fuel consumption; and (4) achieve RTC performance standards for farebox recovery to offset system operating costs.

As part of its current fare policy, RTC provides free fares to:

- Children under age 6 (when accompanied by an adult when that person pays the appropriate fare);
- RTC Employees, RTC Commissioners, employees of Keolis, and Citizens Multimodal Advisory Committee members; and
- Personal Care Attendants on ACCESS (as required by ADA regulations).

In addition to the regular fare structure, the RTC Commissioners or its Executive Director have the ability to establish special fares or waive fares at their discretion, including free fares for special events. Below are the special events in 2019 and 2020 for which RTC provided free fares or services.

Event	Notes
St. Patrick's Day	Partial Day System-wide
Earth Day	System-wide
Dump the Pump Day	System-wide (APTA event)
Star Spangled Sparks	Shuttle service
Garlic Fest	Shuttle service
Pride Day	System-wide
Hot August Nights	Specific routes
Rib Cook Off	Shuttle service
Reno Air Races	Specific routes
Election Day	System-wide
Veterans Day	System-wide
New Year's Eve	Partial Day System-wide

In addition to the regular fare structure, the RTC Commissioners or its Executive Director have the ability to establish special fares or waive fares at their discretion. This decision must follow the guidelines established by the federal government as a condition for receiving federal dollars. Below are some of the applicable regulations to be considered when establishing a free fare or special service.

**1. Charter Regulations**

- a. Recipients are prohibited from using FTA-funded equipment and facilities to provide charter service.
- b. The regulations define charter service as follows:
  - i. Transportation provided at the request of a third party for the exclusive use of a bus or van for a negotiated price. The following features may be characteristics of charter service:
    1. A third party pays a negotiated price for the group
    2. Any fares charged to individual members of the group are collected by a third party

3. The service is not part of the regularly scheduled service or is offered for a limited period of time
4. A third party determines the origin and destination of the trip as well as scheduling
- ii. Transportation provided to the public for events or functions that occur on an irregular basis or for a limited duration and:
  1. A premium fare is charged that is greater than the usual or customary fixed-route fare, or
  2. The service is paid for in whole or in part by a third party
- c. The charter regulations include exemptions for specific activities. Exemptions applicable to the RTC are:
  - i. Transportation of employees, contractors, and government officials for the purpose of inspection and oversight functions of transit facilities
  - ii. Emergency preparedness planning and operation
  - iii. Emergency response

## **2. Americans with Disabilities Act Regulations**

- a. Each public entity operating a fixed-route system shall provide paratransit or other special service to individuals with disabilities that is comparable to the level of service provided to individuals without disabilities who use the fixed route system.
- b. The fare for a trip charged to an ADA paratransit eligible rider cannot exceed twice the fare that would be charged to an individual paying full fare (i.e., without regard for discounts) for a similar trip on the agency's fixed route system.
- c. Any reduction in the system-wide fares for RTC RIDE should apply to all of RTC's service offerings (RTC Regional Connector, RTC FlexRIDE, RTC RAPID, and RTC ACCESS).

## **3. Half Fare Requirements**

- a. For fixed-route service, fares charged seniors, persons with disabilities, or an individual presenting a Medicare card during off peak hours will not be more than one half the peak hour fares.
- b. If there are services such as neighborhood circulator and shuttle services with fares that are different from the recipient's fare for its regular local service, separate half fares are needed for each type of service.

## **4. Title VI Regulations**

- a. All promotional or special fares are exempt from Public Participation Policy and Title VI requirements if the duration of the change in fares is less than six months
- b. If the fare change exceeds six months, then RTC will follow its established public participation process including performing a Title VI fare analysis.

## **Types of Permissible Free Fares**

### **1. Service Changes**

- a. Free or reduced fares may be provided in support of service changes either on specific routes or system-wide.

- b. Free or reduced fares may also be provided to promote the availability of specific brands of service.

## **2. Special Events / Public Relations**

- a. For special community events associated with a generally accepted holiday, free or reduced fares may be provided system-wide for a portion of the day or entire day.
- b. For community events at a specific venue, fares should be reduced for only the individual routes serving the venue for a portion of the day or entire day.
- c. Fares may be reduced or eliminated for multi-day events if appropriate.
- d. Fares may be reduced or waived for other promotions such as APTA or RTC sponsored events.

## **3. Ridership Campaigns**

- a. Campaigns to build ridership can include either a system-wide free fare day or be effective on specific routes.
- b. Campaigns may be associated with attracting a specific demographic group to try public transit or to encourage ridership at a specific job or residential site.

## **4. Community Needs**

- a. Fares may be waived due to community disasters or emergencies.

## **Recommended Free Fare Days**

The following free fare events are recommended due to their positive impact on the community. These events demonstrate RTC's willingness to be a good community steward and generate overwhelmingly positive feedback from the community.

1. St. Patrick's Day
2. Election Day
3. Veterans Day
4. New Year's Eve
5. Safety / Vision Zero promotional event

In addition to the days above, as contained in RTC Management Policy P-12, Public Transportation Fares, the RTC Commissioners or its Executive Director have the ability to establish special fares or waive fares at their discretion. This decision must follow the guidelines established by the federal government outlined above.

## **ADVISORY COMMITTEE(S) REPORT**

There are no advisory committee recommendations pertaining to this agenda item.



**REGIONAL TRANSPORTATION COMMISSION**

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Metropolitan Planning Organization of Washoe County, Nevada

January 15, 2021

**AGENDA ITEM 3.5**

**TO:** Regional Transportation Commission

**FROM:** Amy Cummings, AICP, LEED AP  
Deputy Executive Director/Director  
of Planning

  
\_\_\_\_\_  
Bill Thomas, AICP  
Executive Director

**SUBJECT: RTC Planning Department Report**

**RECOMMENDATION**

Acknowledge receipt of the monthly Planning Activity Report.

**PLANNING STUDIES**

*Eagle Canyon Extension Alignment Alternatives and Planning and Environmental Linkages (PEL) Study*

The purpose of the study is to enhance mobility and connectivity between the growing communities of Spanish Springs and Lemmon Valley and to facilitate safe and equitable access to economic and recreational opportunities while preserving the character and heritage of the area. The project team is currently developing a draft report and has concluded a refined environmental analysis on the proposed corridor alignment alternatives.

*Electric and Alternative Fuel Vehicle Infrastructure and Advanced Mobility Plan*

The purpose of this plan is to address existing electric and alternative fuel vehicle infrastructure needs in the area as well as to best prepare for continued advances in mobility technology, including the following:

- Systems planning for autonomous and connected transportation infrastructure
- Systems planning and engineering services for autonomous transit infrastructure
- Traffic analysis for micromobility systems and projects
- Systems planning for electric and hydrogen fuel cell charging infrastructure
- Traffic analysis relating to safety of these proposed systems.

A contract was approved at the September 18, 2020, Board meeting and a kick-off meeting with the consultant team was held on November 2<sup>nd</sup>.

### Automatic Road Feature Extraction from State-Owned Mobile LiDAR Data for Traffic Safety Analysis and Evaluation

The RTC, in partnership with the University of Nevada, Reno (UNR), has received a grant from the US Department of Transportation (DOT) to develop a tool—Automatic Road Feature Extraction from LiDAR (ARFEL)—that automatically extracts highly accurate road geometric features from mobile light-detection-and-ranging (LiDAR) data collected on roads, which will further be used to:

- Analyze relationships between crashes and road factors;
- Identify locations and characteristics of crashes using network screening;
- Select appropriate countermeasures and strategies; and
- Evaluate safety improvement projects.

On September 4, an agreement between USDOT, UNR and RTC was executed. On October 28-30, RTC staff attended an online peer exchange with other grantees to share information on the project. The creation of the tool has begun along with all required auxiliary documentation to meet deadlines previously set by the agreement.

### Bicycle and Pedestrian Planning

RTC is collaborating with other partner agencies on several initiatives to improve bicycle and pedestrian safety & facilities:

- The Bicycle, Pedestrian and Wheelchair Count Program is in its 6<sup>th</sup> year of data collection, data analysis and annual reporting on multimodal transportation and trends in the region. The contract for this project is completed and staff will begin working with the consultant in January.
- RTC staff continues to update the regional bike map.

### Vision Zero Truckee Meadows

- Agendas are posted on [www.visionzerotruckeemeadows.com](http://www.visionzerotruckeemeadows.com). The next meeting is scheduled for December 10, 2020, at 3:00pm.
- Between January 1, 2020, and November 30, 2020, 11 pedestrians and zero bicyclists were killed in Washoe County. During this same time in 2019, there were 14 pedestrian and one bicycle fatalities.
- December 11, 2020, the Vision Zero Task force met for their regular meeting. Discussion about photo enforcement and seeking new members that represent seniors and human behavior were discussed.
- The #Dusk2DawnNV Campaign was continued through November and December. Campaign information is on the website and throughout Midtown and Downtown Sparks safety posters are displayed in businesses' windows. Reflective wrist slappers and backpacks were also distributed to the public. Vision Zero Task Force also gave reflective wear to Children's Cabinet, Eddy House, HOPES Clinic, and the Downtown Ambassadors to help distribute.

### Development Review

RTC staff routinely review development proposals from the local jurisdictions of Washoe County and the Cities of Reno and Sparks. Staff from Planning, Engineering and Public Transportation have reviewed and commented on the following number of development proposals from each of the jurisdictions since the last Board meeting:

- Washoe County – 4
- City of Reno – 4
- City of Sparks – 6

This does not include proposals that were reviewed on which staff did not have any comments.

### **COMMUNITY AND MEDIA OUTREACH ACTIVITIES**

RTC staff conducted the following outreach activities from November 10-December 17:

November 10	Foster Grandparents Presentation – Vision Zero/Pedestrian Safety
November 11	Veterans Day Free Transit
November 11	NV Health Response Statewide Coordination Meeting
November 13	Stuff A Bus: Children In Care Donation Drive
November 23	Regional Information Center Meeting – COVID-19 Response Outreach
November 18	NV Health Response Statewide Coordination Meeting
November 30	Regional Information Center Meeting – COVID-19 Response Outreach
December 2	RTC Citizens Multimodal Advisory Committee (CMAC) Meeting
December 3	RTC Technical Advisory Committee (TAC) Meeting
December 7	Regional Information Center Meeting - COVID-19 Response Outreach
December 10	Stuff A Bus Food Drive for Food Bank of Northern Nevada
December 14	Regional Information Center Meeting - COVID-19 Response Outreach

### Media Relations & Social Media

The RTC issued seven news releases and participated in six media interviews on various topics, including a grant award for transit asset management from the FTA, RTC transit services on a Sunday-level schedule for Thanksgiving Day, free transit on Veterans Day, the Washoe County Stuff A Bus Drive-By Donation Drive for foster and adoptive children, Virginia Street reopening to two-way traffic near the University of Nevada, Reno, a virtual presentation for the Downtown Reno Circulation Study, Midtown crosswalks, bicycle safety, and more.

Social media was used to promote free Veterans Day transit, the Stuff A Bus Drive-By Donation Drive for foster and adoptive children, the virtual community presentation for the Downtown Reno Circulation Study, Vision Zero, the RTC Board meeting, how to celebrate the holidays safely, Thanksgiving transit information and office closures, the Route 18 online survey, a grant award for transit asset management from the FTA, RTC FlexRIDE services, and more.

Social media metrics for the month of November: 73,243 impressions on Facebook, Twitter, YouTube, and Instagram.

*Informational Materials and Video Production*

Four topics were broadcast on KOLO-TV for The Road Ahead with RTC. Segments included RTC FlexRIDE, the Downtown Reno Circulation Study, Stuff A Bus Holiday Food Drive, and Sun Valley Project update.

**COORDINATION WITH PARTNER AGENCIES**

*Truckee Meadows Regional Planning Agency (TMRPA)*

The RTC continues to have coordination meetings with staff from the TMRPA as the agencies progress with the Shared Work Program. Areas for collaboration include population and employment forecasts, and analysis of demographic and socioeconomic issues.

*Nevada Department of Transportation (NDOT)*

The RTC continues to have coordination meetings with staff from NDOT. Areas for collaboration include development of local public agency agreements between NDOT and RTC, maintenance of the regional travel demand model, bicycle and pedestrian improvements, transportation alternatives projects, coordination regarding funding and the State Transportation Improvement Program, One Nevada statewide plan, the I-80 and US 395 widening, improvements to the Spaghetti Bowl, and other ongoing transportation studies.

*Statewide Transportation Planning*

RTC meets monthly with staff from NDOT, the Federal Highway Administration (FHWA), RTC of Southern Nevada, Tahoe Regional Planning Agency, Tahoe Transportation District and the Carson Area Metropolitan Planning Organization to discuss statewide transportation planning issues. Other topics addressed include statewide data for performance measures analysis, comments on proposed rulemaking, and reauthorization of federal transportation legislation.



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

January 15, 2021

**AGENDA ITEM 3.6**

**TO:** Regional Transportation Commission

**FROM:** Amy Cummings, AICP/LEED AP  
Director of Planning, Deputy Executive  
Director

\_\_\_\_\_  
Bill Thomas, AICP  
Executive Director

Mark Maloney  
Director of Public Transportation

Brian Stewart, P.E.  
Engineering Director

**SUBJECT: January 2021 Advisory Committees Summary Report**

**RECOMMENDATION**

Accept the monthly Summary Report for the Technical, Citizens, Multimodal, and Regional Road Impact Fee Advisory Committees.

**SUMMARY**

The RTC has three advisory committees that provide input on a wide range of policy and planning issues as well as key planning documents and the RTC Budget. The committees include:

- The Citizens Multimodal Advisory Committee (CMAC) and is comprised of three individuals who use RTC RIDE, two individuals who use RTC ACCESS, five individuals who represent bicyclists/pedestrians, and five individuals who represent general multimodal transportation. The RTC Board approves appointments to this advisory committee.
- The Technical Advisory Committee (TAC) that includes local public works directors, community development directors and staff from other key agencies.
- The Regional Road Impact Fee Technical Advisory Committee (RRIF TAC) which was created to oversee and advise the local governments regarding land use classification assumptions and the Capital Improvements Plan (CIP) used in the impact fee program. The RRIF TAC consists of three representatives from each local entity, two RTC representatives and four private sector members who are appointed by the RTC Board.

The agenda and minutes of each advisory committee are provided to the RTC Board.

This staff report summarizes comments along with any action taken by the RTC advisory committees.

### **FISCAL IMPACT**

There is no fiscal impact associated with this agenda item.

### **ADDITIONAL BACKGROUND**

The following describes key actions and comments received from the RTC advisory committees.

#### **Citizens Multimodal Advisory Committee (CMAC)**

The CMAC met on January 6, 2021, and received reports on the RTC Travel Demand Model and development of the 2050 Regional Transportation Plan (RTP).

#### **Technical Advisory Committee (TAC)**

The TAC met on January 7, 2021, and received reports on the RTC Travel Demand Model and development of the 2050 RTP.

#### **Regional Road Impact Fee Technical Advisory Committee (RRIF TAC)**

The RRIF TAC did not meet in December.



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

January 15, 2021

**AGENDA ITEM 3.7**

**TO:** Regional Transportation Commission  
**FROM:** Amy Cummings, AICP/LEED AP  
Director of Planning

Bill Thomas, AICP  
Executive Director

**SUBJECT: RTC Federal Priorities**

**RECOMMENDATION**

Approve the RTC federal priorities and provide direction accordingly.

**SUMMARY**

Proposed RTC federal priorities are provided below:

**COVID-19 RESPONSE**

1. *Relief funding through the Surface Transportation Block Grant (STBG) Program* - The COVID-19 crisis is jeopardizing the ability of Metropolitan Planning Organizations and State Departments of Transportation to provide crucial transportation infrastructure investments. The current emergency triggered a significant reduction in gallons of fuel sold, which is a primary funding source for regional road construction in Washoe County.

RTC Washoe recommends utilizing the Surface Transportation Block Grant Program (STBG) under the federal-aid highway program as the funding method for public transportation program and roadway infrastructure stimulus spending. The distribution of funds should use existing formulas and sub-allocation procedures, while removing local match requirements so federal funds cover 100% of project costs. It should allow these funds to be used as the local share for any program, such as STBG, Congestion Mitigation and Air Quality and Metropolitan Planning. Allowing new funds to be used to match other program funds would help ensure an effective and speedier project delivery process.

2. *Relief funding for transit through established formulas* – Additional transit funding would support RTC efforts to continue operations during the economic downturn caused by COVID-19. These programs are the 5307 Urbanized Area Formula, the 5339 Bus and Bus Facilities Formula, and the 5310 Program that provides specialized mobility services to seniors, people with a disability, and for transportation to medical services. Public transit provides access to essential services and for employees to reach essential jobs.

Legislation funding transit agencies should take the CARES Act distribution approach. The House revised HEROES Act, which would provide \$32 billion for transit, reserves \$18.5 billion to be distributed by formula for regions with populations of over 3 million. This leaves small and mid-sized transit agencies across the nation, such as the RTC, to compete for \$10 billion in discretionary grant program money.

3. *Additional Transportation Planning Funding* – RTC proposes allocating additional funds to metropolitan, regional and rural planning organizations through the Metropolitan Planning program, FTA planning funding and the State Planning and Research Program. This will help cover the expected losses planning organizations will face due to additional IT expenses, health care costs and project delays, while preventing staffing losses. These additional planning funds should be provided at 100 percent federal share to reduce the burden on municipalities, which are facing critical challenges to local budgets.
4. *Allow recipients of competitive grants to utilize project cost savings* – When grantees are good stewards of public dollars and bring projects to successful completion under budget, allow the expenditure of all competitive grant dollars on the project and/or allow the repurposing of cost savings on other projects that are related to and support the purpose of the original grant award.
5. *Use FY 2019 National Transit Database (NTD) Reporting for FY 2022 and FY 2023 Apportionments* – RTC requests a hold harmless approach to the allocation of formula funds in the next two fiscal years. Public transportation systems are required to provide reports to the Federal Transit Administration's (FTA) NTD on financial, operating, and asset condition information. This information includes total annual revenue, ridership and revenue vehicle miles, which is then used by FTA in the distribution of § 5307 Urbanized Area Formula Grants and § 5311 Formula Grants for Rural Areas.

FTA apportions funds using NTD data from two years prior to the apportionment year (e.g. Fiscal Year (FY) 2020 data will be used for the FY 2022 apportionment). As a result of the COVID-19 pandemic, transit systems across the country have been impacted with historic decreases in ridership and revenue losses. Therefore, NTD data reported from FY 2020 and FY 2021 would have significant negative impacts on FY 2022 and 2023 apportionments and our efforts to rebuild. The RTC suggests that an approach to hold transit agencies harmless and use FY 2019 data for FY 2022 and FY 2023 apportionments.

## **POLICY PRIORITIES**

6. *Expand Safe Routes to School Program Eligibility* – the RTC supports expanding the existing Safe Routes to School Program, which currently only covers students in kindergarten through grade 8, to include high school students. High school students are a particularly vulnerable population and our community has experienced 14 crashes involving high school students in 2019 alone. This important program funds infrastructure improvements and safety education, as part of an overall effort to improve safety, reduce

motor vehicle related accidents, and increase physical activity of our students through the promotion of walking and bicycling to school.

7. ***Direct Funding Distribution to Metropolitan Planning Organizations*** – Sending funds directly to qualified and experienced Metropolitan Planning Organizations is the best way to assure that stimulus funding gets into local economies quickly and effectively. We have all learned an important lesson from the COVID funding crisis. Those in need of stimulus funds need the resources now. Any means of distribution that has less oversight layers applies the resources rapidly. However, less oversight does not have to mean lower quality results or programs. The FTA method of funding MPOs directly has proven to be a very successful and should be applied with FHWA funding. Strained personnel resources at the federal and state level are not likely to be adequately and effectively addressed in the near term. Until they are, it only makes sense that USDOT use qualified MPOs who have consistently demonstrated the necessary skills and talent to properly administer federal funds to apply new stimulus funds.

RTC is already a direct recipient of federal funds from the FTA. However, funds from the FHWA must currently be administered through NDOT, which can create additional administrative burdens on both RTC and NDOT. RTC proposes an expanded pilot program that would allow RTC to be a direct recipient of FHWA funds to reduce administrative costs and delays.

8. ***Environmental streamlining*** – Reduce project development costs and duration by reducing the duplication of efforts in the National Environmental Policy Act (NEPA) process. This includes reducing duplication in the Section 4(f) of the US Department of Transportation Act of 1966 and Section 106 of the National Historic Preservation Act of 1966 processes and requirements. In addition, limiting the requirements for re-analyzing traffic data for a NEPA document would save time and resources.

## **OTHER POLICY PRIORITIES**

- ***Fully fund the Highway Trust Fund and Mass Transit Account*** – It has been close to a quarter of a century since the federal gas tax has been increased to adequately fund the Federal Highway Trust Fund. For the last decade, general fund revenues and other financing techniques have been used to patch the widening shortfall. This national priority requires a solution before economic growth suffers further due to inadequate infrastructure. RTC encourages Congress to fund a robust surface transportation reauthorization bill by raising the federal gas tax by 25-cents per gallon and indexing to inflation.
- ***Restore funding ratio among FTA's capital investment programs and increase funding for the Section 5339 Bus and Bus Facilities program*** – This would re-establish the funding ratio that previously existed among FTA's Capital Investment Grants, State of Good Repair and Bus and Bus Facilities Programs to a 40-40-20 ratio and also increase funding for the 5339 Bus and Bus Facilities program.

- *Increase funding for the Capital Investment Grant (CIG) Program and make programmatic changes* – RTC supports increased funding for the CIG Program and changes to the CIG risk assessment process, taking into account a grantee’s past performance in its reviews. FTA now requires projects to meet a higher risk probability threshold and RTC recommends adjusting the risk threshold for Small Starts projects from 65% back down to 50%. To promote fairness and equity among projects undergoing a multi-year construction period, which may result in depressed ridership, RTC suggests a “hold harmless” provision so grantees are not negatively affected by changes to their formula funds. Furthermore, the project rating received once the NEPA process is concluded should be considered the final project rating. In addition, for purposes of CIG projects that are completed under budget, the RTC supports the ability to retain excess FTA funds to cover the cost of additional eligible activities not included in the originally defined project.
- *Permit the use of tapered match or delayed local match* – This approach will allow projects to be paid for with the federal funding share first, with state and local funding portion applied later in the projects. Delaying the state and local funding portion would assist agencies that are facing constrained local resources and help ensure successful project development and completion.
- *Improve FTA resources for grantees* – the RTC recognizes that federal employees are regularly asked to “do more with less” and supports fully funding and increasing funding for Federal Transit Administration staff or outside resources.
- *Support Joint Development and Public-Private-Partnerships* – the RTC supports the continuation of FTA’s joint development program and the encouragement of economic development in transit corridors. RTC also supports the creation of incentives for grantees to include private sector participation in transit infrastructure projects, transit service delivery and related economic development projects. RTC supports the use of innovative financing tools, included but not limited to asset-recycling, Build America Bonds, private activity bonds, state infrastructure banks, increased authorization for the Transportation Infrastructure Finance and Innovation Act, and equity investment tax credits.
- *Expand the Vehicle-Miles-Traveled (VMT) Fee Pilot Program* and create a commission to analyze the viability of a national VMT program as an alternative to the gas tax.

## **TRANSIT PRIORITIES**

- *RTC alternative fuels program* – RTC needs to replace 45% of its fixed-route fleet in the next four years due to vehicle age and miles of service. To support the region's air quality and sustainability policies, these older diesel buses must be replaced with lower or no-emission vehicles. This program is critical, it addresses the region's high ozone levels, which can cause health issues for area residents. In addition, not pursuing such a program places the region at risk for becoming a non-attainment area. The electric, electric hybrid, or hydrogen fuel cell bus purchase price (\$898,000) is about \$450,000 higher than that of

new diesel buses. Funding, such as the Low or No Emission Vehicle Program 5339(c) and 5337(b) bus discretionary funds, to supplement local resources and replace aging diesel buses with electric or electric hybrid buses is a key priority.

- ***RTC Bus Maintenance Facility*** – RTC has maximized the utilization of the existing Villanova Bus Maintenance Facility. The existing facility cannot accommodate CNG fueling given its location under an existing highway, requiring a separate facility and location for the RTC’s paratransit vehicles. RTC is also exploring zero-emission technologies such as hydrogen fuel cell buses, which would bring additional maintenance and fueling facility needs. As RTC expands service to keep pace with a growing community and an impending NDOT project necessitates the relocation of the facility, a new site will need to be acquired and a replacement facility developed prior to NDOT’s start of construction. Since the replacement of the RTC’s facility is required by and a direct result of NDOT’s Spaghetti Bowl project, its relocation should be funded under the FHWA program.
- ***Extend the Bus Rapid Transit (RAPID) System: Continue the success of the regional RAPID system through extending the Virginia Line to Mt. Rose Highway and Lincoln Line to Stoker Avenue*** – The 1.3 mile extension of our BRT to Stoker Avenue and the 5 mile extension from Meadowood Mall to Mt. Rose Highway will allow completion of this most critical transit infrastructure. These two areas provide the best near-term opportunity to compliment the current BRT system by adding much needed service in high-density, senior and workforce housing. These projects would directly address two of our most pressing social issues - affordable housing and climate change.

## **HIGHWAY PRIORITIES**

- ***Spaghetti Bowl Improvements*** – The 1-80/I-580/US 395 interchange is the top highway facility priority for RTC. This interchange is the bottleneck for the regional freeway network and has the highest concentration of vehicle crashes in the region and in the State of Nevada. NDOT has identified improvements and has completed the NEPA process for these design concepts.
- ***US 395 Widening*** – Widen US 395 between I-80 and Lemmon Drive. This segment of US 395 is a critical freeway link in the metro region that consistently experiences traffic congestion. It serves the growing residential population as well as the more than 12,000 jobs in the North Valleys region.
- ***I-80 Improvements*** – I-80 is a nationally significant freight corridor and critical for regional mobility within the Truckee Meadows. NDOT studies identified short and long-term investments to improve safety, and travel time reliability between the Spaghetti Bowl and Sparks Boulevard to the Tahoe-Reno Industrial (TRI) Center in Storey County.
- ***Arlington Bridges Replacement*** – This project will replace two bridges over the Truckee River at Arlington Avenue in downtown Reno. The bridges have the lowest structural

rating in the region and the new structures will include safety improvements along with pedestrian and bicycle facilities.

- *Sparks Boulevard Project* – The project will increase safety, provide needed roadway capacity and improve bicycle and pedestrian facilities by widening Sparks Boulevard to six lanes between Greg Street and Baring Boulevard.
- *I-11* – Support the designation of a corridor for the future I-11 through northwestern Nevada.

## **TOP PRIORITIES**

While all the issues covered in this staff report are of critical importance to RTC, there are times when we may be asked to further prioritize our needs. In order to be prepared for the situation where a prompt and nimble response is needed, our 5 top priorities are highlighted in ***bold*** with this report and reiterated here as:

- ***Spaghetti Bowl Improvements***
- ***US 395 Widening***
- ***Arlington Bridges Replacement***
- ***Extend the Bus Rapid Transit (RAPID) System: Continue the success of the regional RAPID system through extending the Virginia Line to Mt. Rose Highway and Lincoln Line to Stoker Avenue***
- ***Direct Funding Distribution to Metropolitan Planning Organizations***

## **FISCAL IMPACT**

There is no fiscal impact with this action.

## **PREVIOUS ACTIONS BY BOARD**

November 15, 2019      Approved the RTC federal priorities.



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

January 15, 2021

**AGENDA ITEM 3.8**

**TO:** Regional Transportation Commission

**FROM:** Amy Cummings, AICP/LEED AP  
Director of Planning, Deputy  
Executive Director

  
\_\_\_\_\_  
Bill Thomas, AICP  
Executive Director

**SUBJECT: Appointments to the Citizens Multimodal Advisory Committee**

**RECOMMENDATION**

Approve staff recommended appointments to the RTC's Citizens Multimodal Advisory Committee (CMAC) as alternate members, effective February 2021:

- David Giacomini
- Matthew Boog

**SUMMARY**

Due to recent turnover on the CMAC, there is a need to appoint new alternate members to the Committee. While the CMAC currently has a full roster of 15 members, there are no alternate members remaining. Should an unexpected vacancy occur, alternate members are typically called upon to fill in for a partial term prior to being appointed as a regular member. This ensures continuity of membership and maintenance of a quorum.

**FISCAL IMPACT**

There is no fiscal impact associated with this agenda item.



**REGIONAL TRANSPORTATION COMMISSION**

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January 15, 2021

**AGENDA ITEM 3.9**

**TO:** Regional Transportation Commission

**FROM:** Stephanie Haddock, CGFM  
Director of Finance/CFO

Bill Thomas, AICP  
Executive Director

**SUBJECT: RTC Procurement Activity Report**

**RECOMMENDATION**

Acknowledge receipt of the monthly Procurement Activity Report.

**PROJECTS CURRENTLY ADVERTISED**

<b><u>Invitations for Bids (IFB)</u></b>	
<b>Project</b>	<b>Due Date</b>
PWP-WA-2021-008 - Reno Consolidated 21-01	February 17, 2021

<b><u>Request for Proposals (RFP)</u></b>	
<b>Project</b>	<b>Due Date</b>
RTC 21-24 Transit Optimization Plan Strategies (TOPS)	January 28, 2021
RTC 21-26 Sutro Bus Wash Replacement	February 5, 2021

**REPORT ON INVITATION FOR BID (IFB) AWARDS**

*Per NRS 332, NRS 338 and RTC’s Management Policy P-13 “Purchasing,” the Executive Director has authority to negotiate and execute a contract with the lowest responsive and responsible bidder on an Invitation for Bid (IFB) without Commission approval.*

There were none.

**PROFESSIONAL SERVICES/CONSULTING AGREEMENTS**

*Per RTC’s Management Policy P-13 Executive Director has authority to approve contracts greater than \$25,000 and less than (or equal to) \$100,000.*

<b>Project</b>	<b>Contractor</b>	<b>Contract Amount</b>
Landscaping Services for RTC Properties	Town and Country Landscaping Company	\$33,735
Specialized Legal Services	Holland and Hart	\$49,500
RRIF GAM	TischlerBise, Inc.	\$50,000

**CHANGE ORDERS AND CONTRACT AMENDMENTS WITHIN EXECUTIVE DIRECTOR'S  
RTC's P-13 PURCHASING POLICY AUTHORITY**

There were none.



**REGIONAL TRANSPORTATION COMMISSION**

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January 15, 2021

**AGENDA ITEM 3.10**

**TO:** Regional Transportation Commission

**FROM:** Rob Reeder  
Administrator Security/Safety

\_\_\_\_\_  
Bill Thomas, AICP  
Executive Director

**SUBJECT: Intent to Issue Request for Proposals for Armed and Unarmed Security Services, After Hours Patrol and Alarm Response**

**RECOMMENDATION**

Authorize the procurement of armed and unarmed security services and after hours patrol and alarm response at RTC’s transit stations and facilities.

**SUMMARY**

For over twenty years, provision of security services at RTC transit station(s) have been essential for secure transit services. A three-year contract (plus two one-year extensions) for armed and unarmed security services, after hours patrol and alarm response for RTC facilities was awarded to Allied Universal Security Services in July 2016. The contract expires on June 30, 2021. The RTC intends to issue an RFP for provision of security services, after hours patrol and intrusion alarm response. The RTC will evaluate responses and make its determination as to which proposal offers best value to the RTC, based on the following criteria and in accordance with designated percentage weight indicated in the following chart:

	<b>Criteria</b>	<b>Points</b>
1.	Work plan, approach and implementation methodology. Response to requirements of this procurement.	25
2.	Qualifications and experience of the project team. Level of commitment of project manager and key team members. If interviews are conducted, this criterion will also include the results of interviews	25
3.	Identification of anticipated issues, problems, challenges and proposed solutions.	20
4.	Sample work products and references	5
5.	Financial statements (Chief Financial Officer will evaluate)	5
6.	Cost	20

The RTC will recommend award of contract to the successful bidder following the competitive bid process. The RFP includes the provision of requested services for three years with two one-year extensions. Proposed contract dates are July 1, 2021, to June 30, 2024, with selected options potentially extending the contract until June 30, 2026.

### **FISCAL IMPACT**

Funding for a potential security service contract has been included in the FY 21 budget. Development of potential contract expense derived from utilization of current security services expenses and inflation factor.

### **PREVIOUS ACTIONS BY BOARD**

April 17, 2020	Award of second one-year contract extension.
June 01, 2016	Award of security services contract to Allied Universal Security Solutions (RTC RFP 16-8).

### **ADDITIONAL BACKGROUND**

There has been provision of security services at our Transit Centers for over 20 years (first with CitiCenter then with Centennial Plaza and 4<sup>th</sup> street Station). Security services are essential to providing an environment that is safe and secure for our Passengers and public.

Attachment

**RTC OF Washoe County  
Security Services Solicitation – Scope of Work**

**PROJECT OVERVIEW**

The RTC operates two transit stations (transfer facilities), one at 200 E. Fourth Street in downtown Reno, Nevada known as “4<sup>th</sup> Street Station” and the second at 1421 Victorian Avenue in downtown Sparks, Nevada known as “Centennial Plaza.” 4<sup>th</sup> Street Station has two buildings, both located on approximately 1 acre of land. Centennial Plaza has two buildings, on approximately 3 acres of land. In total, RTC owns thirteen (13) buildings comprised of some 180,780 square feet on approximately 17 acres of land. Base proposals on the 24-hour presence of uniformed and armed security officers, seven days a week at the transfer facilities. All other RTC facilities will be provided “after hours” patrols and alarm responses. RTC facilities are as follows:

- 4<sup>th</sup> Street Station North Building: Passenger waiting and passenger services
- 4<sup>th</sup> Street Station South Building: RTC-RIDE operations and maintenance
- Centennial Plaza: Main building has passenger waiting, RTC-RIDE operations, Greyhound passenger waiting and ticket office. The facility is also a transfer station for Panasonic and Tesla employees traveling to and from work via private coach vehicles. There is a small maintenance building on the property.
- Villanova Facility (2050 Villanova Drive Reno, Nevada): RTC-RIDE administration, operations, maintenance and bus storage
- Sutro Facility (600 North Sutro Street Reno, Nevada): RTC-ACCESS administration, operations, maintenance and van storage
- RTC Administration Offices (1105 Terminal Way Reno, Nevada): RTC Administration, Administrative services, Engineering, Finance, Planning and Information Technology departments.
- RTC-RAPID (Bus Rapid Transit) Stations: Virginia Street from Meadowood Mall Way to 15<sup>th</sup> Street near the University of Nevada campus (16 stations). Fourth Street at Evans Avenue to Prater Way at 15<sup>th</sup> Street, Sparks, Nevada (8 stations).

**SCOPE OF WORK****GENERAL DESCRIPTION**

The RTC is seeking proposals from qualified firms to provide armed and unarmed security services at 4<sup>th</sup> Street Station, the downtown Reno RTC-RIDE transfer facility, and Centennial Plaza, the downtown Sparks RTC-RIDE transfer facility, 24 hours per day, seven days per week.

Base proposals on the 24-hour presence of uniformed and armed security officer, seven (7) days a week for each day the contract is in effect. There will be a minimum assignment of two uniformed, armed officer at all times for 4<sup>th</sup> Street Station. The minimum assignment for Centennial Plaza shall be one uniformed, armed officer at all times. A full-time officer supervisor will be part of the working staff assigned to 4<sup>th</sup> Street Station. In addition, the officer supervisor or a designee will be available to officers and RTC staff via telephone at all times. An increase in security officer staffing (unarmed and armed officers) will be requested for certain events (e.g., Reno Aces home baseball games, Hot August Nights, Street Vibrations, the Best in the West Rib Cook Off, etc.) or holidays (4<sup>th</sup> of July and New Year’s Eve). In order to maintain safety and security of fixed route operations assignment of security officers to selected coaches may occur. Assignment of patrol officers to selected transit stops may occur to deter vandalism, graffiti and promote security and safety. A marked security vehicle is required to conduct patrol services. The RTC reserves the right to adjust the number and type of security officers assigned to the contract. Adjustment can occur at the Department of Homeland Security Advisory System threat level fluctuates or as other needs occur.

Significant transit center activity is as follows:

**TRANSIT CENTER ACTIVITY**

Activity	Year - 2019	Year - 2018	Year - 2017
Loitering	133	122	158
Trespassing	11	18	257
Medical Assistance Requests	155	131	109
Disorderly Conduct	17	20	36
Graffiti Incidents	0	6	47

Provision of security services will be to the property boundaries of each transit center. The RTC also requests security services in the form of after business hours patrol and alarm responses. The definition of after business hours are non-working hours, weekends and holidays. Please see the following table for estimated hours for armed, unarmed officers, site supervisor, as well as patrol and alarm stops.

2021 Transit Center Security Officer Hours													
Staff	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Totals
CP Officer - ARMED Holiday	24				24		24		24		24	24	144
CP Officer - ARMED Regular	720	696	744	687	720	720	720	744	720	744	696	720	8,631
CP Officer - UNARMED Regular								39					39
4SS Officer - ARMED Holiday	56				56		56		56		56	56	336
4SS Officer - ARMED Regular	1680	1568	1736	1680	1624	1680	1680	1736	1624	1736	1624	1680	20,048
4SS Officer - UNARMED Regular				39	27	36	47						149
Site Supervisor Holiday	8					8			8		8	8	40
Site Supervisor Regular	159	167	167	167	167	167	163	163	163	163	163	163	1,972

**Facility Patrol Stops and After Hours Alarm Responses**

Stops Per Day	Stops Per Year (365 days)	Alarm Responses Per Month	Alarm Responses Per Year
6	2190	1	12

**Route Patrols and Fixed-Route Supervision**

There may be requests to patrol selected RTC fixed routes to deter vandalism, graffiti, shelter take over (by homeless or others) and to promote transit security and safety. Route patrols will consist of an officer checking fixed-route stops for unsafe concerns. Fixed-route supervision consists of officer assignment to an RTC coach to ensure security and safety during route operations. Assignment of route patrols and fixed-route supervision will consist of blocks of time such as two, 4, 6 or 8 hours and shall be considered additional staffing.

**WORK PLAN**

This section summarizes the Scope of Work and level of the chosen contractor involvement required by the RTC. A proposer must submit a detailed Work Plan with their proposal that encompasses all aspects of the efforts described in the following sections. In addition, every Proposer must identify any additional tasks critical to the success of this project.

The work must include project management by the Contractor. The Contractor must provide a Project Manager responsible for the timely completion of the project and to work as a liaison with the RTC Security/Safety Administrator. If a change in Project Manager becomes necessary, the Contractor must obtain the RTC’s approval for the new Project manager before proceeding with the project. Specific Contractor management tasks shall include but are not limited to the following.

## **QUALIFICATIONS AND TRAINING**

### **Supervision of Employees**

The successful Contractor shall furnish appropriate management and supervision of staff as identified by the RTC to ensure the necessary management of personnel and the functions involved in the contract requirements. Management and supervisory personnel must be on duty or immediately available 24-hours a day, 7 days per week and all holidays. The Contractor shall provide periodic audits of the performance of the personnel. Documentation of audits shall include at a minimum, the date of the audit, the time of the audit, the facility or location, personnel, the auditor, the audit findings, at no additional cost to the RTC. The audit forms shall be available to the RTC review upon request. The successful Contractor shall provide a productivity monitoring system at no additional cost to the RTC. The productivity monitoring system shall be capable of determining officer activity, location of activity, time spent and time spent inactive. The productivity monitoring system shall be capable of generating automated reports on a daily basis. The successful Contractor's manager and supervisor are to be equipped with a cellular phone and shall respond when requested with one (1) hour.

### **Project Manager and Project Supervisor Selection**

Successful bidder shall provide resumes for the Project Manager (Area or Account Manager) and Project or Account Supervisor to the RTC Security/Safety Administrator for approval. The successful Contractor must obtain approval from the RTC Security/Safety Administrator before transferring the Area Manager and/or the Account Manager/Supervisor. The RTC reserves the right to request immediate removal of any Contractor staff member for any reason. The RTC Security/safety Administrator reserves the right to selection process involvement for replacement of the Area Manager and the Account Manager/Supervisor.

### **Area Manager**

The successful Contractor will designate a full-time Area Manager to oversee the entire contract and provide the RTC Security/Safety Administrator and/or designee(s) with assistance on various projects that support the RTC's System Security and Emergency Preparedness Program (SSEPP) and RTC's Transit Security Strategy. Such as but not limited to conducting threat and vulnerability assessments; providing security awareness trainings; collecting and analyzing criminal statistics. The Area Manager will act as a liaison with local law enforcement agencies as requested by the RTC Security/Safety Administrator or designee.

### **Qualifications/Availability:**

- Have a minimum of five years of security experience as an Area Manager.
- Have prior experience in providing classroom training.
- Be available 24-hours a day, 7 days per week via telephone and demonstrate the ability to respond to emergencies in a reasonable amount of time.
- Ability to understand and retain knowledge of Federal, State, Local and RTC policies, procedures, rules, regulations, statutes.
- Ability to write, read, understand and implement post orders and other specialized documents as required.
- Ability to maintain a clean, neatly groomed and professional appearance.
- Ability to speak and write fluently in English and to maintain English fluency in stressful and emergency situations.
- Ability to maintain a positive attitude and work ethic.
- Possess above average communication skills for effective interactions with passengers, public, employees, staff of public safety agencies.

## **Training:**

The Area Manager will be required to complete the following courses within the first year of the contract:

- FEMA – Incident Command System Modules, ICS-100 Introduction to ICS, ICS-200 Single Resources and Initial Action Incidents, ICS-300 Intermediate ICS for Expanding Incidents and ICS-400 Advanced ICS Command and General Staff – Complex Incidents
- Two (2) Transportation Safety Institute (TSI) Courses
- US Justice Associate training (must complete before being assigned to any post)
- Citizen’s Arrest Training Procedures (must complete before being assigned to any post)
- Terrorism awareness and response training (must complete within one month of being assigned to post)

## **Account Supervisor**

The successful Contractor should also assign an Account Manager/Supervisor to support the Area Manager position. This individual assigned to oversee Transit Center facilities will serve as one of the armed officers for daily staffing. Candidate shall have a minimum of three years security experience as an Account Manager/Supervisor.

- Be available 24-hours a day, 7 days per week via telephone and demonstrate the ability to respond to emergencies in a reasonable amount of time.
- Supervisor will ensure there is adequate coverage during vacation/sick days.
- Ability to understand and retain knowledge of Federal, State, Local and RTC policies, procedures, rules and regulations.
- Ability to read, understand, implement, and follow post orders and other specialized documents as required.
- Ability to maintain a clean, neatly groomed and professional appearance.
- Ability to maintain a professional and positive demeanor and work ethic.
- Possess above average communication skills for effective interaction with passengers, public, employees and staff of public safety agencies.

## **Training**

Account Manager/Supervisor(s) will be required to complete the following courses within the first year of the contract:

- FEMA – Incident Command System (ICS) Modules, ICS-1- Introduction to ICS, ICS-200 Single Resources and Initial Action Incidents, ICS-300 Intermediate ICS for Expanding Incidents and ICS-400 Advanced ICS Command and General Staff – Complex Incidents.
- Two Transportation Safety Institute (TSI) courses.
- US Justice Associate training (must complete before assignment to any post).
- Citizen’s Arrest Training Procedures (must complete before assignment to any post).
- Terrorism awareness recognition and response training within one month of assignment to a post.

## **Armed Officers**

Each armed security officer assigned to the Procuring Agency contract must meet or exceed, at least one of the following criteria:

- Prior civilian or military law enforcement or corrections experience – 2 years minimum.
- Military experience of 10 years minimum with Honorable Discharge.
- Elite military forces experience (e.g. Navy SEALs, Army Green Beret, and Special Forces), military police or combat arms, 4 years minimum with Honorable Discharge.
- Graduate of a police academy
- Criminal Justice Degree (accredited program recognized higher learning institution).
- Five years' experience as security officer or two years security officer experience and criminal justice or similar degree.

The successful Contractor will ensure Armed Officers meet or exceed the following criteria:

- Ability to understand and retain knowledge of Federal, State, local and RTC policies, procedures, rules and regulations.
- Ability to read, understand and follow post orders and other specialized documents as required.
- Ability to maintain a clean, neatly groomed and professional appearance.
- Ability to speak and write fluently in English and to maintain English fluency in stressful and emergency situations.
- Ability to maintain a professional and positive demeanor and work ethic.
- Possess above average communication skills for to effective interactions with passengers, public, employees, staff of public safety agencies.

### **Training**

Armed Officers will be required to complete the following courses within the first year of the contract:

- FEMA – Incident Command System (ICS) Modules, ICS-100 Introduction to ICS, ICS-200 Single Resources and Initial Action Incidents, ICS-300 Intermediate ICS for Expanding Incidents and ICS-400 Advanced ICS Command and General Staff-Complex Incidents.
- Two Transportation Safety Institute Courses.
- US Justice Associate training (must complete before assignment to any post).
- Citizen's Arrest Training Procedures (must complete before assignment to any post).
- Possess above average communication skills for effective interaction with passengers, public, employees, staff from public safety agencies.
- CPR and basic first aid certified.
- General training of at least eight (8) hours in human relations and conflict resolution.
- An on-site orientation to RTC-RIDE, RTC-ACCESS, the RTC and its transfer facilities. On-site orientation to RTC security systems including Avigilon (CCTV), AMAG access control system, and DMP intrusion detection, reporting system. On-site orientation to the RTC's SSEPP. Orientation for this requirement will be 8 hours and provided by the SSA or designee.
- Weapons training and certification is required.
- Terrorism awareness, recognition and response training within one-month assignment to post.
- Annual training on maintaining positive customer relations and support.

### **Unarmed Officers**

The successful Contractor will provide unarmed officers that satisfy, at least, one of the following criteria:

- Military service – 4 years, minimum with Honorable Discharge.
- Private security or customer service experience – 2 years, minimum.

- Ability to read, understand and follow post orders and other specialized documents as required. Ability to understand and retain knowledge of Federal, State, local and RTC policies, procedures, rules and regulations.
- Ability to maintain a clean, neatly groomed and professional appearance.
- Ability to speak and write fluently in English and to maintain English fluency in stressful and emergency situations.
- Possess above average communication skills for effective interaction with passengers, public, employees and staff from public safety agencies.

## **Training**

Unarmed Officers will be required to complete the following courses within the first year of the contract:

- FEMA – Incident Command system (ICS) Modules, ICS-100 Introduction to ICS, ICS-200 Single Resources and Initial Action Incidents, ICS-300 Intermediate ICS for Expanding Incidents and ICS-400 Advanced ICS Command and General Staff – Complex Incidents.
- Two TSI courses.
- US Justice Associate training (must complete before assignment to any post).
- Citizen Arrest Training Procedures and response training before assignment to any post).
- Terrorism awareness, recognition and response training within one month of assignment to any post.
- Annual training on maintaining positive customer relations and support.

## **Background Record Checks**

The successful Contractor will be required to conduct background investigations on their employees in addition to State of Nevada Guard Card. The background investigation will consist of criminal history review and personal credit history review. The receipt and review of all results occurs prior to any post assignment. Repetition of background checks occurs annually. Failure to submit to a background check at the RTC's discretion will be grounds to terminate the contract.

## **General Duties of Contractor and Officers:**

Typical duties include, but are not limited to

- Acting as an ambassador for the RTC and its Passengers.
- Providing passenger and customer safety.
- Ensuring compliance with City of Reno (4<sup>th</sup> Street Station) or City of Sparks (Centennial Plaza) municipal codes and/or Nevada Revised Statutes pertaining to trespass, vagrancy, vandalism, and crimes against the person.
- Conducting surveillance for suspicious activities and individuals and for unusual packages.
- Patrolling the perimeter and interior of the facility/site.
- Contacting local public safety agencies should the need arise.
- Overseeing and/or assisting the facility or area evacuations.
- Directing and controlling pedestrian and vehicular traffic and parking at the transfer stations.

Security Officers are exposed to intoxicated, disruptive and/or potentially violent individuals on a regular basis.

They may encounter:

- Gang activity

- Mentally impaired or challenged individuals
- Suicide attempts
- Bomb threats
- Work stoppages (strike)
- Robbery
- Drug activity (buy and sell, use of)
- Pick pockets
- Medical emergencies and requests for medical assistance
- Other acts of violence
- Panhandling
- Loitering
- Vandalism
- Graffiti
- Assault and aggravated assault
- Shooting
- Other violations of the RTC fixed-route passenger behavior policy (P-31).

### **Staff Requirements**

All Contractor staff must:

- Be proficient in writing incident reports/making entries in activity logs.
- Comply with RTC policies/procedures relative to Information Security/Communications equipment use.
- Have general training of at least eight hours in human relations and conflict resolution, including sexual harassment.
- Be fit for duty.
- Wear, in open view, an identification badge at all times (provided by Contractor).

No Contractor staff will:

- Stand a post for more than 12 hours within a 24-hour period, including posts other than RTC facilities without first obtaining consent from the SSA. The exception applies to covering a post until properly relieved.
- Possess a concealed weapon.
- Use unauthorized radios, electronic equipment, and audio/visual devices while on duty.
- Make unauthorized /personal cell phone calls.
- Solicit RTC passengers, the public or employees for any reason.

### **General Requirements**

The following requirements are general to the contract.

Contractor must:

- Provide photographs/samples of the proposed Security Officer uniforms.
- Arrange for their staff to testify in a court of law when called upon.
- On an annual basis, make recommendations to revise relevant areas of the "System Security and Emergency Preparedness Plan" (SSEPP) and conduct/revise a Threat and Vulnerability Assessment of each facility assigned to.

## **Document Control**

Contractor will be required to maintain records that support reports, assessments described below:

- Activity Log – Daily completion
- Incident Report – Daily completion
- Summary of Monthly Activity Report – Monthly completion to include number of arrests, number of assaults, numbers disorderly passengers, incidents of trespassing, number of medical responses, incidents of loitering, graffiti, number of officer complaints and compliments, number of officer injuries.
- Facility Inspection Report – Monthly completion and reporting to SSA
- Training Report – Quarterly completion and annual reporting to SSA
- Report of Recommendations to the SSEPP – Annual completion and reporting to the SSA
- Report of Threat and Vulnerability Assessment (for each transit center) – Annual completion and reporting to SSA
- Body camera video files will be stored on RTC computer equipment for a minimum of thirty (30) days for retrospective review and analysis as needed

Copies of each document required by “...reporting to SSA” will be forwarded to the SSA or designee at the increment outlined above. Original copies of the above documents will be maintained at each respective site for (1) one year followed by (2) years at the Contractor office. At the end of three years or applicable contract extension periods or upon termination of the contract whichever is sooner, documents will be returned to the RTC for final disposition. The format and procedure for each of the above documents will be submitted to the SSA for approval prior to submitting the Notice-to Proceed.

## **Information/Document Security**

Contractors will be required to maintain written and electronic reports, records in a manner that does not provide for unauthorized disclosure of Sensitive Security Information (SSI) and/or personal information, i.e., data collected in the course of issuing warnings, incident reports, etc. This includes video/audio files maintained/stored on RTC medium. Additionally, the Contractor must obtain a signed non-disclosure agreement from each staff member that ensures documents and/or drawings that contain “Sensitive Security Information” (SSI) as defined in 49 Code of Federal Regulations (CFR) parts 15, 655 and 1520 and Nevada Revised Statutes (NRS) 239C, will not be disclosed to the public. At no time will documents containing SSI be removed from the facility/post with the exception of the Contractor’s area office. The RTC shall prohibit working on documents from home.

## **Supervision**

There must be an oversight supervisor either on duty or on call for a security officer to contact when on duty. In the event the RTC has a need to contact the supervisor the name of the supervisor and his/her telephone, number must be provided to the RTC Security/Safety Administrator. The supervisor will manage staffing; investigate security complaints, (except those against the supervisor) and follow-up as necessary. Supervisor will be responsible for on-site training and orientation of officers.

## **Uniforms**

Security Officer shall wear the uniform proposed by the security company and agreed to by RTC. Security Officers must present themselves in clean uniforms and groomed while on RTC property.

## **Radios and Cellular Telephones**

The RTC will provide two-way radios at all times to maintain communication with other officers, RTC or the security firms' on-duty supervisor. The Contractor will provide a cellular telephone for 4<sup>th</sup> street Station and Centennial Plaza Officers. Those cell phone numbers shall be available to RTC, RTC-RIDE and RTC-ACCESS employees.

## **Body Cameras**

Contractor will provide each working security officer (who has contact with the public) a body camera worn at all times that shall record all public interactions conducted by officers. Contractor shall provide preservation of body camera video files for a minimum of thirty days for retrospective review and follow-up. Contractor will provide RTC with video management software as necessary to review video files from each body camera.

## **Transit Center Security Offices**

The RTC shall provide a security office containing necessary furniture including desks and chairs. The RTC shall provide successful bidder necessary electronic access control and keys for each Transit Center. Successful contractor shall maintain control of all assigned keys, access control cards and various alarm codes necessary to maintain security provisions at each facility.

## **RTC-RIDE Coordination**

The security firm and its representatives are to check in with RTC-RIDE Road Supervisor(s) assigned to 4<sup>th</sup> Street Station and Centennial Plaza when they are on duty at the site.

## **New Security Officers**

The RTC SSA shall approve all officers assigned to transit stations. Such approval will be dependent upon Contractor documentation and submission of training and orientation. Thoroughly trained security officers must meet FTA requirements for Safety Sensitive Positions prior to standing a post. Staffing change notices to the SSA must occur within one week after a security officer staffing change has occurred. It is the Contractor's responsibility to ensure that all staff, including temporary replacements, meet the pre-disclosed requirements before standing a post.

## **Background Checks**

The RTC requires the Contractor to have conducted a background screening and repeated annually at a minimum must consist of the following:

Research past seven (7) years for criminal history to include a completed police record checks and they must not have:

- -been convicted or pled guilty or nolo contendere to a felony in any jurisdiction.
- -been convicted to pled guilty or nolo contendere to a misdemeanor involving turpitude, acts of dishonesty, or acts against governmental authority, including the use or possession of a controlled substance within a seven-year period.
- -been convicted or pled guilty or nolo contendere to any crime in any jurisdiction involving sale, delivery, or manufacture of a controlled substance.
- -been declared by any court to be incompetent by mental disease or defect (unless the declaration has been removed or expunged).

- Employment/Residential Verification
- Verification of Personal References
- Education
- Citizenship
- Credit Check
- Department of Motor Vehicles

## **Weapons**

Security Officers will be required to carry a semi-automatic pistol (9 mm, .40 cal. or .45 cal.) at all times and have the appropriate state licensing, training certifications, and permanent sheriff's card. The Procuring Agency must give prior approval for an officer to carry or wear any other object with less-than-lethal forces as a mace, OC spray, baton, Taser, or hobble. If you are proposing the use of these devices or materials, provide with your proposal the following:

- Copies of the training curriculum and materials for the specific product or device.
- Procedures for when and under what circumstances the product or device is used.
- Type of documentation to be completed after the product's or device's use which would include a complete description of the incident,
  - the events which led to the incident;
  - what follow-up procedures were used with the individual;
  - what other methods of control were used prior to its use and why it was necessary to use the product or device;
- The effect on anyone and what actions were taken for the individual(s);
- A description of the experience your company has in the use of the product or device and specifically the experience of the officers and those supervising the officers assigned to 4<sup>th</sup> Street Station and Centennial Plaza.

## **Reporting**

Each security officer must prepare certain reports at the conclusion of his/her shift. Reports submission shall be in accordance with the Contractor requirements outlined above. The RTC shall approve the reporting forms prior to first use.

## **Post Orders**

Security Officers must follow the post orders as established. An RTC Official shall approve any post order changes prior to becoming effective.

## **Substitution of Regularly Assigned Security Officers**

The RTC Security/Safety Administrator shall approve any substitution of regularly assigned security officers. The RTC reserves the right to direct the Contractor to remove all assigned security officers. In such an instance, the SSA will provide such directive in writing stating the reason for removal.

## **Compliance with RTC Substance Abuse Policy and Federal Law**

Successful bidder and its armed Security Officers must comply with CFR 49 Part 655 and will be required to document compliance monthly. The successful bidder must comply with all aspects for drug and alcohol monitoring and reporting as defined by the code of federal regulations. Security officers must comply with the RTC's Substance Abuse Policy. A copy of which will provided to the Contractor prior to commencement of services.



**REGIONAL TRANSPORTATION COMMISSION**

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Metropolitan Planning Organization of Washoe County, Nevada

January 15, 2021

**AGENDA ITEM 3.11**

**TO:** Regional Transportation Commission

**FROM:** Scott Gibson, P.E.  
Engineer II

\_\_\_\_\_  
Bill Thomas, AICP  
Executive Director

**SUBJECT: Authorize Executive Director to Award a Professional Services Agreement (PSA) for Design of the West 4<sup>th</sup> Street Project**

**RECOMMENDATION**

Authorize the Executive Director to award a contract to Wood Rogers, Inc., for design of the West 4<sup>th</sup> Street Project in an amount not to exceed \$400,000.

**SUMMARY**

Staff recommends the selection of Wood Rodgers, Inc., from its qualified list of engineering consultants to perform the initial design and engineering services for the West 4<sup>th</sup> Street Project. This project will include a comprehensive look at the function of West 4<sup>th</sup> Street and the design of improvements to enhance mobility options, including future transit operations, bicycle lanes, and pedestrian enhancements to the corridor. The project limits will be from Stoker Ave. on the west to the 4<sup>th</sup> Street Transit Station on the east. The future transit operations component will include a bus turn around at Stoker Ave. and four new stations along West 4<sup>th</sup> Street. As RTC finalizes the scope of work and compensation and proceeds into design, RTC will continue to coordinate with City of Reno staff to understand the impacts of proposed development in the area.

This authorization for the Executive Director to award the contract is an exception from Sec. IV.B.5 of RTC Management Policy P-13 – Procurement, Contracting and Contract Administration. That section states that the Board will award contracts that exceed \$100,000, and requires staff to present the material terms of the contract to the Board at that time. This exception will allow staff to finalize the material terms of the contract, and then proceed with project design on an accelerated timeframe following contract award.

**FISCAL IMPACT**

Appropriations for the project design and engineering services are included in the FY 21 Budget.

**PREVIOUS ACTIONS BY BOARD**

There have been no previous actions or direction on this item.



**REGIONAL TRANSPORTATION COMMISSION**

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January 15, 2021

**AGENDA ITEM 3.12**

**TO:** Regional Transportation Commission

**FROM:** Amy Cummings, AICP/LEED AP  
Deputy Executive Director/Director  
of Planning

  
\_\_\_\_\_  
Bill Thomas, AICP  
Executive Director

**SUBJECT:** Approve the procurement for the selection of Engineering Professional Services for the McCarran Boulevard Corridor Study

**RECOMMENDATION**

Authorize the procurement of planning and engineering services for the McCarran Boulevard Corridor Study.

**SUMMARY**

The Regional Transportation Commission of Washoe County (RTC), in coordination with the Nevada Department of Transportation (NDOT), is proposing the development of the McCarran Boulevard Corridor Study to identify short- and long-term transportation improvements to the loop road and develop a funding strategy for project implementation. Study recommendations will be incorporated into NDOT’s long-range plan and programs and the RTC Regional Transportation Plan (RTP).

This procurement will begin the process of a qualification-based selection to select a Service Provider to perform Engineering services to develop the McCarran Boulevard Corridor Study.

**FISCAL IMPACT**

The RTC entered into a cooperative agreement with NDOT, through which NDOT will provide funding for the study.

**PREVIOUS ACTIONS BY BOARD**

November 20, 2020                      Approved the cooperative agreement with NDOT for funding of the McCarran Boulevard Corridor Study

### **ADDITIONAL BACKGROUND**

The purpose of this project is to conduct a multimodal analysis for transportation improvements on the McCarran Boulevard loop. The study will identify recommendations for enhancing mobility options, improving safety, and addressing economic development efforts within the corridor that could potentially have significant traffic impacts; with the goal of maintaining consistency of the roadway character throughout, where feasible and within the context of the varying land use pattern. The plan will identify short- and long-term improvements and develop a funding strategy.

### **ADVISORY COMMITTEE(S) RECOMMENDATION**

There are no advisory committee recommendations regarding this report.

Attachments

# McCarran Boulevard Corridor Study

## Scope of Work

### Purpose and Objective

**Project Limits:** Entire McCarran Boulevard Loop

**Project Objective:** The purpose of this project is to conduct a multimodal analysis for transportation improvements on the McCarran Boulevard loop. The study will identify recommendations for enhancing mobility options, improving safety, and addressing economic development efforts within the corridor that could potentially have significant traffic impacts; with the goal of maintaining consistency of the roadway character throughout, where feasible and within the context of the varying land use pattern. The plan will identify short and long term improvements and develop a funding strategy. Study recommendations will be incorporated into the Nevada Department of Transportation's (NDOT) long-range plan and programs and the RTC Regional Transportation Plan (RTP).

**Project Need:** McCarran Boulevard is a ring road approximately 23 miles in length that largely encircles the Reno-Sparks urbanized area and sections of the roadway carry some of the highest traffic volumes in the region, including high percentages of freight traffic. It also provides direct access to some of the largest employers in the region and has multiple interchanges with the Interstate system as well as other major freeway and arterial facilities such as US 395 and Pyramid Highway. The character of the McCarran Boulevard corridor varies widely throughout the region. Sections of the roadway are highly urbanized while others are more suburban or rural in nature. The roadway traverses industrial, commercial, and residential land uses, and has varying speed limits and traffic patterns throughout. Sections of McCarran Boulevard are also utilized by several transit routes operated by RTC. Due to the varying nature of development that has occurred alongside the corridor over the past several decades, and the piecemeal construction of the roadway itself, McCarran Boulevard does not necessarily function or operate in the manner it was intended to as a high capacity bypass or beltway. There have been several localized studies and improvements implemented along sections of McCarran in recent years that weren't necessarily completed within the context of the roadway as a whole. This has resulted in somewhat of an "identity crises" for the ring road, and this project seeks to establish a consistent framework for improvements going forward.

The CONSULTANT is responsible for carrying out tasks 1 through 4 as listed below to conduct the McCarran Boulevard Corridor Study. To conduct this work the RTC will provide the consultant the Model output runs and copies of prior RTC studies.

## **Task 1: Project Management**

- 1.1 Perform day-to-day work to administer interrelated activities, manage personnel and resources, prepare and submit monthly invoices, monitor schedules and budgets, and prepare and distribute project progress reports as required.
- 1.2 Organize and conduct an initial kick-off meeting to clarify and refine study schedule, discuss overall study objectives, establish project management team's roles and responsibilities, and identify potential information sources.
- 1.3 Organize and conduct weekly status meetings (or as needed) with the RTC staff to explain the study progress, details and seek consensus on the tasks and milestones.
- 1.4 Provide frequent communication with RTC project manager and assistant project manager, team leads, and subconsultants to ensure that all project activities move forward in a coordinated manner.
- 1.5 Follow a documented QA/QC program so that all project deliverables meet or exceed the appropriate standard of care. Within two weeks of the notice to proceed (NTP), the consultant team will provide a detailed work plan for the project. The work plan will be delivered to the RTC project manager/assistant project manager for review and comment.
- 1.6 Provide materials to RTC staff to present to the RTC Board and Advisory Committees.

### ***Deliverables:***

- Quality Control Plan,
- Schedule,
- Presentation and meeting materials where applicable, and
- Monthly invoices.

## **Task 2: Information Gathering and Analysis**

- 2.1 CONSULTANT will compile all information into a GIS database where layers will be created to identify the limits of each plan, study, or project, issues discussed and recommendations provided. A detailed description of the data that will be included in the database is provided in subsequent tasks. This methodology will provide the stakeholders with an understanding of the time and spatial distribution of issues and recommendations as well as overlaps and gaps that may exist.
- 2.2 CONSULTANT will review and synthesize the analysis and recommendations of other recent studies and projects in the corridor as well as the results of the additional traffic operations and safety analyses as described herein. Studies and projects include but are not limited to the following:
  - NDOT Road Safety Assessments (RSAs) and Safety Management Plans SMPs

- Proposed projects in the existing RTP, One Nevada Transportation Plan, Nevada State Freight Plan, and Statewide Transportation Improvement Program (eSTIP)
- Relevant Traffic Impact Studies (TIS) for pending development proposals
- Land use master plans for the jurisdictions of the City of Reno, City of Sparks, and Washoe County

**2.3** CONSULTANT will undergo a data collection effort to identify roadway characteristics on McCarran Boulevard. As part of this task, the team will:

- a. Identify the existing roadway geometry including such features as number of travel lanes, existing right-of-way, traffic control at intersections as well as mid-block crossing, multimodal facilities (sidewalks, bike lanes, off-street paths), access control, and roadway lighting.
- b. Provide traffic data such as posted speed limits, existing annual average daily traffic (AADT) volumes, AM and PM peak period intersection level of service (LOS) and/or bottleneck data, and roadway operation metrics (speed and travel time data, user delay, etc.).
- c. Provide safety data such as the number, frequency, and severity of crashes, as well as the type of crashes. Highlight crashes resulting in fatalities and those which involved pedestrians or bicyclists.
- d. Coordinate with RTC staff to obtain forecast traffic data such as AADT and LOS.

**2.4** CONSULTANT will consolidate all the pedestrian and bicycle facility needs, solutions and strategies throughout the corridor previously identified within the completed or ongoing studies. To perform this task the CONSULTANT will:

- a. Identify gaps or barriers in the pedestrian and bicycle network
- b. Identify the pedestrian crossing desire lines and accessibility at pedestrian traffic generators such as shopping centers, civic services, and existing transit stop locations.
- c. Identify intersections with potential speed and sight distance issues that would create safety concerns or an increased risk for conflicts between vehicles and pedestrians and/or bicyclists.

**2.5** CONSULTANT will collect information from NDOT regarding pavement conditions along McCarran Boulevard with a focus on:

- a. Identifying pavement needs and strategies in the corridor.
- b. Providing recommendations on prioritization for potential improvements based on any opportunities identified through pavement preservation/maintenance needs.

- 2.6** CONSULTANT will perform an evaluation of the transit elements as below:
- a. Coordinate with RTC to collect information on transit stop characteristics including, stop utilization, accessibility, and programmed or planned improvements.
  - b. Identify potential locations adjacent to the roadway or within the corridor for park and ride lot opportunities.

***Deliverables:***

- GIS Database,
- Technical Memo documenting inventory, identified issues and implementation strategies for elements listed above.

**Task 3: Stakeholder Engagement and Public Involvement**

- 3.1** CONSULTANT will facilitate bi-monthly project Technical Advisory Committee (TAC) meetings, including representatives from RTC, NDOT, Cities of Reno and Sparks, Washoe County, and other agencies as appropriate, to be held during the study period. The purpose of the TAC is to review technical study issues and provide technical guidance for development of strategies by the stakeholder group. A total of five (5) meetings is anticipated to be conducted for the duration of the project.
- 3.2** CONSULTANT will undertake public involvement activities with the goal of maintaining a dialogue as to the future of the corridor. This will be accomplished through active engagement of stakeholder groups and activities as follows:
- a. In coordination with staff, the CONSULTANT shall develop presentation materials to convey progress throughout the development of the study.
  - b. The Consultant shall identify community activities that provide potential opportunities to engage the public and solicit feedback on the study.
  - c. The CONSULTANT shall compile the results of public engagement into a Public involvement memorandum.
  - d. The CONSULTANT shall reserve social media accounts and develop a website to serve as an information resource regarding development of the study. Management of the pages will include proactively posting appropriate project information, graphics, and photographs, connecting with appropriate agencies and stakeholders, and monitoring online conversations to correct misinformation. The CONSULTANT will develop a monthly schedule of messages in coordination with RTC project management and communications to be posted several times each week.
- 3.3** CONSULTANT will develop a comprehensive Stakeholder database for review and approval by RTC. Consultant will maintain and update the database in a format approved by the RTC. The consultant will provide the RTC with the final database at the end of the study.

- 3.4** CONSULTANT will conduct up to 10 stakeholder meetings with neighborhood groups, businesses, or other interested organizations with a stake in project implementation along the corridor. The purpose of the meetings are to: receive feedback and validation from the stakeholders on existing studies, planned projects and initiatives and other pertinent corridor information; listen and document stakeholder issues with respect to project implementation; develop criteria to help inform priorities and implementation strategies. Stakeholder activities may include:
- Data identification (including existing plans),
  - Data validation,
  - Data organization,
  - Immediate, short, and long-range action plans,
  - Identify implementation strategies,
  - Data integration with identified strategies,
  - Negotiate formal and informal agreements as necessary, and
  - Strategies to advocate for the future of McCarran Boulevard with the broader community.
- 3.5** The CONSULTANT will coordinate with RTC staff on all logistics for the stakeholder meetings including invites, securing meeting locations, agendas, meeting materials, and equipment and meeting and action items. The consultant will provide a final Stakeholder engagement memorandum to the RTC at the end of the study.

***Deliverables:***

- Agenda, meeting materials and minutes of meetings,
- Public involvement memorandum, and
- Stakeholder engagement memorandum.

**Task 4: Implementation and Financing Plan**

- 4.1** Under this task CONSULTANT will identify funding sources and prepare an implementation plan for short and long term improvements. CONSULTANT, along with input from stakeholders, will use a range of metrics to evaluate potential improvements, prior to including them in an overall implementation plan for the corridor. The evaluation information will be displayed in a typical criteria matrix format. This type of display will enable decision makers to see, at a glance, how each project or strategy compares overall. This evaluation matrix will be used to develop a tentative list of projects and strategies by proposed implementation order. The list could be divided into sub lists of projects of similar types, such as pedestrian/streetscape improvements. Stakeholder input is critical at this stage prior to finalizing a list of projects by proposed implementation order. Additionally, the CONSULTANT's team will identify potential funding sources in a parallel effort and will enhance stakeholder's capacity to secure resources in the future.
- 4.2** CONSULTANT will prepare a conceptual design level plan for improvements and strategies. This will include concept layouts, cost estimates, and right of way needs.

- 4.3 CONSULTANT will prepare a draft implementation and financing plan and distribute it for review to the RTC, City of Reno, and other partner agencies.
- 4.4 CONSULTANT will revise the draft implementation and financing plan based on the comments from the RTC, NDOT, Cities of Reno and Sparks, Washoe County and other partner agencies and present the plan to the stakeholders.
- 4.5 CONSULTANT will incorporate comments and produce the Final Implementation and Financing Plan.

***Deliverables***

- Electronic copy of the draft report to the RTC, and participating agencies,
- Electronic copy of the revised report to the RTC and stakeholders, and
- Six 6 hard copies of the final report and 15 electronic copies.

**Data to be provided by RTC**

- Model output runs and other data sources
- Copies of prior RTC studies

**Evaluation/Scoring Sheet**

**McCarran Boulevard Corridor Study**

**1. Project Approach: (35 pts)**

- a. Teams will be evaluated based on the following:
  - i. Demonstration of sound Transportation Planning techniques and holistic approach to a planning study
  - ii. Multimodal nature of approach and integration of land use pattern and form
  - iii. Innovative Planning, Traffic Engineering, and Transportation Safety techniques and strategies and context sensitive solutions
  - iv. Innovative public engagement strategies and an equitable and inclusionary process
  - v. Demonstration of project cost estimation and implementation scheduling

**2. Past Performance: (20 pts)**

- a. Project teams will be evaluated on their past performance of similar projects or projects which include techniques and analysis that is included in the proposers approach to this project.
- b. List RTC and/or NDOT project(s), if any, as well as details of at least three similar projects, other than RTC or NDOT project(s), including project name, project staff, initial project budget and final budget, project dates, and the name and contact information for a client representative.

**3. Project Team: (15 pts)**

- a. Teams will be evaluated based on the individual experience, technical capabilities, education, and certifications of each proposed project staff member.
- b. Project Teams must include resumes of all proposed project staff members.
- c. Successful teams will include experts from multiple disciplines (Transportation Planning, Traffic Engineering, Urban Design, Public Engagement, Land Use Planning, Environmental Analysis) with a wide variety of specialties (Roadway and Utility Design, Micro-Simulation, Traffic Modeling, School Zone Safety and Operations, Public Engagement, Social Media Engagement) in order to provide the holistic analysis required for this project. Successful teams will also have experience on projects with diverse stakeholders from multiple government agencies.

- d. Project teams must submit an organizational chart indicating the Project Manager and all proposed project staff.

**4. Local Knowledge & Experience: (15 pts)**

- a. Project teams will be evaluated based on their understanding of and experience with past and current transportation planning issues both in the project area and Washoe County as a whole.

**5. Capacity and Availability: (15 pts)**

- a. Demonstrate the anticipated availability of the key personnel for the duration of the project. Specify if the availability of the key personnel will change during the project. List significant projects and any RTC projects that the key personnel are currently working on or are committed to work on, the percentage of time allocated to each project and the completion date for each project.
- b. Demonstrate the capacity of the project team to meet the needs of the project tasks. Consider the prime consultant's and sub-consultant's depth of staffing and other resources.
- c. Provide a commitment that the proposer will provide key personnel as needed to successfully complete the project.



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Metropolitan Planning Organization of Washoe County, Nevada

January 15, 2021

**AGENDA ITEM 3.13**

**TO:** Regional Transportation Commission

**FROM:** Maria D. Paz Fernandez, P.E.  
Engineer II

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Bill Thomas, AICP  
Executive Director

**SUBJECT: Approve the Request for Proposals (RFP) for the Selection of Construction Management Services for the Oddie/Wells Multi-modal Improvements Project**

**RECOMMENDATION**

Authorize the procurement of Construction Management Services for the Oddie/Wells Multi-modal Improvements Project (Wells Avenue/I-80 Ramps to Oddie Boulevard/Pyramid Way).

**SUMMARY**

The Regional Transportation Commission of Washoe County (RTC), in coordination with the City of Reno, City of Sparks and the Nevada Department of Transportation (NDOT), is currently in the final design phase of the Oddie/Wells Multi-modal Improvements Project.

This project will revitalize the 3.2-mile corridor by creating a safer corridor with improved bicycle and pedestrian facilities on Wells Avenue beginning at the intersection of the I-80 westbound ramps in Reno and extending to Oddie Boulevard at Pyramid Way in Sparks.

The RTC has an existing Professional Services Agreement (PSA) with Stantec Consulting Services, Inc. (Stantec) for final design, bidding services and engineering support services during construction.

This Request for Proposals (RFP) will begin the process of a qualification based selection of one (1) firm to perform Construction Management Services during the construction of the proposed improvements. A draft of the Scope of Services and Evaluation/Scoring Sheet is provided as Attachment A.

**FISCAL IMPACT**

Appropriations are included in the FY 21 Budget and FY 21 Program of Projects.

**PREVIOUS ACTIONS BY BOARD**

- |                   |   |
|-------------------|---|
| December 18, 2020 | Approved Amendment No. 1 of the Professional Services Agreement (PSA) with Stantec to include El Rancho Drive rehabilitation design.                      |
| December 20, 2019 | Approved the Professional Services Agreement (PSA) with Stantec for the Final Design of the Oddie/Well Corridor Project.                                  |
| April 19, 2019    | Acknowledged receipt of an update on the Oddie/Wells Corridor Project Progress Update.  |
| April 20, 2018    | Approved the selection of Stantec and a Professional Services Agreement (PSA) for the Preliminary Engineering Design of the Oddie/Wells Corridor Project. |
| August 17, 2017   | Approved the Request For Proposals (RFP) for the Preliminary Design of the Oddie/Wells Corridor Project.  |

Attachment

**ATTACHMENT A**  
**SCOPE OF SERVICES**  
**FOR THE**  
**CONSTRUCTION CONSTRUCTION MANAGEMENT SERVICES**  
**ODDIE/WELLS MULTIMODAL IMPROVEMENTS**  
**PROJECT NO. 0512013**

**INTRODUCTION**

The Regional Transportation Commission of Washoe County (RTC), in coordination with the City of Reno, City of Sparks, and the Nevada Department of Transportation (NDOT), is currently in the final design phase of the Oddie/Wells Multimodal Improvements Project (Project).

The Project will maintain the existing roadway configuration and will include multi-modal and safety improvements. Starting at Wells Avenue at I-80 Ramps in Reno to Oddie Boulevard at Pyramid Way in Sparks, the plans include pedestrian and bicycle facilities separated from travel lanes throughout much of the corridor along with streetscape enhancements. Within the existing right of way, the project has landscaped parkway planters and medians, in conjunction with coordinated hardscape, lighting and fencing.

The Design Engineering Consultant is Stantec Consulting Services, Inc (Stantec). Stantec will provide engineering support during construction services for the Project.

This Request for Proposals (RFP) seeks to select one (1) firm for construction management services of the proposed improvements.

The anticipated construction date is June 2021.

**PROJECT DESCRIPTION**

The Project is located in northeast Reno and southwest Sparks. The Project will reconstruct the existing lanes adding concrete raised median for safety while perpetuating the existing business access along the approximately 3.2 mile corridor.

For pedestrians and bicyclists, the proposed design includes a separated, 10-foot-wide, shared-use path along the west side of Wells Avenue connecting the existing path along I-80 by UNR farms and Sutro Street, and sidewalk along the east side. From Sutro Street to Pyramid Way, a raised cycle track with sidewalk separated by a landscape strip in both directions.

New lighting is anticipated along the corridor. Additional pedestrian lighting will be installed in conjunction with the landscape (trees) and roadway lightning.

A new screen wall will harmonize the appearance of the corridor along residential areas.

## **SCOPE OF SERVICES**

### **1. CONTRACT ADMINISTRATION**

The CONSULTANT shall provide effective construction administration that will deliver the Project within established schedules and budgets. The initial construction administration tasks, activities, and deliverables are expected to include, but may not be limited to, the following:

- Attend the preconstruction conference
- Facilitate weekly construction meetings
- Perform construction coordination working directly with the RTC Project Manager in conjunction with representatives from the City of Reno, City of Sparks and NDOT
- Provide document control (submittals, RFI's, etc) by using a software to track and manage these documents
- Responsible for obtaining and reviewing baseline schedule and monthly schedule updates from the contractor
- Review and provide recommendations on contractor's traffic control plans
- Review and stamp contractor's submittal for conformance to the contract documents, including plantmix bituminous pavement and Portland Cement concrete mix designs
- Review and provide recommendations on test results
- Review and provide recommendations on contractor's construction schedule and work progress
- Review construction for acceptance and/or mitigation
- Obtain and verify material and equipment certifications are in compliance with the plans, specifications and approved submittals
- Provide verification and approval of contractor's monthly pay request
- Supervise the inspection, surveying and material testing activities
- Provide recommendations to the RTC for any necessary construction changes due to field conditions
- Assist in change order review and approval
- Track and distribute requests for information to the Design Engineer
- Prepare letter of substantial completion

The CONSULTANT shall provide sufficient personnel who possess the experience, knowledge, and character to adequately perform the requested services. These services will encompass serving as the RTC's Construction Manager under the direction of the RTC Project Manager including interpretation of the requirements of the Construction Contract Documents, assessing the acceptability of the Construction Contractor's work and material testing throughout the duration of construction.

The CONSULTANT's Construction Manager shall be a licensed Professional Civil Engineer registered in the State of Nevada and must have at least five (5) years of experience in successful public works construction management in the northern Nevada area.

### **2. CONSTRUCTION SURVEYING**

The CONSULTANT shall provide construction staking as follows:

- One set of preliminary grading stakes at 50' stations denoting offsets and cut or fill to finish grade. This set of stakes will also delineate clearing and grubbing limits.
- One set of stakes for the roadway improvements consisting of offset and, when required, line stakes for the proposed vertical and horizontal roadway centerline alignments, edge of pavement and retaining walls. Construction stakes will be set at angle points, grade breaks, radius points, begin and end of horizontal and vertical curves, high and low points of vertical curves, and points on line not to exceed 100' station increments on tangent runs and 50' increments along curves.
- One set of stakes for the curb and gutter and related improvements consisting of offset and, when required, line stakes for the proposed valley gutter, curb and gutter, median curbs, sidewalk, driveway approaches, and pedestrian ramp improvements. Stakes will be set at angle points, grade breaks, radius points, pedestrian ramp ¼ points around curb returns, centerline pedestrian ramps, begin and end of driveways, begin and end of curves, and points on-line not to exceed 50' station increments.
- One set of offset stakes for sewer and storm drains including proposed manholes, connection points, pipe ends, drop inlets, catch basins, and headwall corners.
- One set of red tops at 50 feet centers for subgrade preparation.
- Painted marks for the proposed striping consisting of paint marks at the beginning of striping, 50' intervals on tangent runs, angle points, end of striping, begin of curves, 25' intervals along curves, end of curves, and radius points.
- Location of proposed signage consisting of a stake set at the actual location of the proposed sign based upon station and offset. Stakes will delineate the type of sign proposed for each location and will correspond to the sign schedule referenced on the plan set.
- Location of existing utilities to be raised upon completion of paving, including water and gas valve risers, utility pull boxes and vaults, traffic signals, street and path lighting will be staked to facilitate raising to finish grade.
- Roadway survey monuments will be referenced in four directions and reset upon completion of paving improvements.

### **3. INSPECTION**

The CONSULTANT shall provide one (1) full time inspector during all construction activities. 10-hour work days and approximately 415 working day contract period are anticipated. This inspector will:

- Monitor the work performed by the Contractor and verify that the work is in accordance with the plans and specifications
- Assist in issue resolution with the RTC, contractor personnel, utility agencies, the public and others
- Prepare daily inspection reports, submitted weekly to RTC and CC'd to the appropriate government jurisdiction(s).
- Provide quantity reports and assist in contractor's monthly progress payments

- Provide verification of the distribution of public relation notices required to be delivered by the contractor
- Assist in preparation of the Punch List
- Maintain a field blueline set of drawings to incorporate contractor record drawing mark-ups

Additional inspectors shall be provided during mainline paving days to monitor plantmix bituminous pavement placement and in-place density tests.

#### **4. MATERIALS TESTING**

The CONSULTANT shall provide the following:

- Material Testing for compliance with the specifications and testing requirements per the latest edition of the Standard Specifications for Public Works Construction (Orange Book) and NDOT Standard Specifications (Silver Book).
- AC Plant Inspection and Testing.
- Asphalt Cement Testing.
- On-site Nuclear Gauge Testing & Sampling during the placement of aggregate base and fill materials, on-site thin-lift Nuclear Gauge testing & sampling for plantmix bituminous pavement placement, and on-site PCC testing & sampling. Test frequency shall comply with the latest edition of the Orange Book.
- Plantmix Bituminous Pavement Testing.
- Plantmix Bituminous Pavement Coring and Lab Testing.
- Top Lift Longitudinal Joint Testing and Coring.

The CONSULTANT shall provide certified testing personnel in accordance with the Nevada Alliance for Quality Transportation Construction/Western Alliance for Quality Transportation Construction (NAQTC/WAQTC) guidelines. Personnel provided for testing must be acceptable to the RTC prior to performance of work on the Project.

The CONSULTANT shall provide an AASHTO accredited laboratory equipped to provide material testing for compliance with the specifications per the latest edition of the Standard Specifications for Public Works (Orange Book) and Standard Specifications (Silver Book) test procedures.

#### **5. PUBLIC OUTREACH**

The CONSULTANT shall inform the public and stakeholders of the construction activities and how the impacts will affect the traveling public, local businesses, and customers. Outreach will be performed using a variety of different communication methods to reach out to all interested parties.

The project website is currently available at [OddieWellsProject.com](http://OddieWellsProject.com)

The RTC is responsible for managing and uploading the webpage. The CONSULTANT will provide updated project information about the project on a weekly basis.

Notices will be handed out for traffic control impacts and for driveway closures and/or access closures.

## **6. RECORD DRAWINGS**

The CONSULTANT shall provide record drawings for the completed project. The final record drawings must be identified, dated, and signed as the record drawings and must also contain the Engineer of Record's stamp and signature.

## **EXCLUSIONS**

The following services are not part of the requested construction management (CM) services:

- **Engineering Design:** Engineering design related services during construction will be provided through a separate contract and are therefore not a part of the CM services to be provided.

DRAFT



## EVALUATION/SCORING SHEET

RFP IDENTIFICATION #21-20

Proposer Name: \_\_\_\_\_

**Numerical Values for Scoring: Excellent = 90-100, Very Good = 80-89, Good = 70-79, Unacceptable = 0-69.**

Evaluation Factor	Weighting (%)	Max Points	Pre-Consensus Meeting Score	Consensus Meeting Revised Score (if applicable)	Final Post-Interview Revised Score (if applicable)	Descriptions of Strengths/Weaknesses and Explanations of Revised Scores (if any)
<p><b>Factor 1 - Project Team:</b></p> <p>a) Provide an organizational chart of the Project Team, including sub-consultant(s), and the responsibilities of the team members;</p> <p>b) List personnel with their years of experience in construction oversight, length of employment with their current firm, training, education, licenses, capabilities, and strengths related to their role on this project.</p> <p>c) For each key person identified, list at least two comparable projects in which he/she has played a key role. If a project listed for a key person is the same as one listed in Past Projects, provide just the project name and the role of the key person. For other projects, also provide the project owner and an owner reference.</p> <p>d) Provide a summary of the project team members' experience working together on projects of similar scope.</p>	<b>30%</b>	<b>100</b>	Score:	Score:	Score:	<p>Strength(s):</p> <p>Weakness(es):</p> <p>Explanation of Revised Score(s) (if any):</p>
<p><b>Factor 2 - Past Performance:</b></p> <p>Briefly describe relevant projects completed by the Project Team by providing the following information for each relevant project:</p> <p>a) Project owner and reference (include name, current phone number, and title/role during the project);</p>	<b>30%</b>	<b>100</b>	Score:	Score:	Score:	<p>Strength(s):</p> <p>Weakness(es):</p> <p>Explanation of Revised Score(s) (if any):</p>

Evaluation Factor	Weighting (%)	Max Points	Pre-Consensus Meeting Score	Consensus Meeting Revised Score (if applicable)	Final Post-Interview Revised Score (if applicable)	Descriptions of Strengths/Weaknesses and Explanations of Revised Scores (if any)
<ul style="list-style-type: none"> <li>b) Description of the services provided by the Project Team on each project;</li> <li>c) List the Project Team members that worked on each project and their role on the project;</li> <li>d) Dates the services were provided, if the services were provided within the original schedule budget. Provide a brief description of any schedule and budget issues including how they may have been mitigated;</li> <li>e) Original agreement amount for services and a brief description of any amendments;</li> <li>f) Describe the notable project challenges and how the services provided by the team and/or individual team members contributed to successful outcomes.</li> </ul>						
<p><b>Factor 4 - Project Approach:</b> Proposer's approach to identify and implement the project requirements in the Scope of Services.</p> <ul style="list-style-type: none"> <li>a) Describe the Project Team's understanding of the project and associated requirements contained in Exhibit A - Scope of Services.</li> <li>b) Identify and describe specific methods used to complete each project requirement (specific to project). Consider staffing strategies and opportunities that could result in cost effective management and implementation of proposed services.</li> <li>c) Discuss the Construction Managers Partnering philosophies. Provide examples of successful application(s) of applied partnering principles of the team and/or team members.</li> </ul>	<b>25%</b>	<b>100</b>	Score:  Weighted Points:	Score:  Weighted Points:	Score:  Weighted Points:	<p>Strength(s):</p> <p>Weakness(es):</p> <p>Explanation of Revised Score(s) (if any):</p>

Evaluation Factor	Weighting (%)	Max Points	Pre-Consensus Meeting Score	Consensus Meeting Revised Score (if applicable)	Final Post-Interview Revised Score (if applicable)	Descriptions of Strengths/Weaknesses and Explanations of Revised Scores (if any)
<p><b>Factor 3 - Availability and Capacity:</b></p> <p>a) Demonstrate the anticipated availability of the key personnel for the duration of the project. Specify if the availability of the key personnel will change during the project. List significant projects that the key personnel are working on or are committed to work on, the percentage of time allocated to each project and the anticipated completion date for each project.</p> <p>b) Demonstrate the capacity of the Project Team to meet the needs of the project. Consider the prime consultant's and sub-consultant's depth of staffing and other resources.</p> <p>c) Provide a commitment that the proposer will provide key personnel as needed to successfully complete the project</p>	10%	100	Score:  Weighted Points:	Score:  Weighted Points:	Score:  Weighted Points:	<p>Strength(s):</p> <p>Weakness(es):</p> <p>Explanation of Revised Score(s) (if any):</p>
<p><b>Factor 5 – Proximity of Project Team:</b></p> <p>a) Describe your firm's location(s) In the geographical area.</p> <p>b) Identify the location of the office/lab which will provide primary project control for this project.</p> <p>c) Provide a percentage of work to be completed at each location.</p>	5%	100	Score:  Weighted Points:	Score:  Weighted Points:	Score:  Weighted Points:	<p>Strength(s):</p> <p>Weakness(es):</p> <p>Explanation of Revised Score(s) (if any):</p>
<b>TOTAL:</b>	<b>100%</b>	<b>100</b>				

Name of Evaluator (print): \_\_\_\_\_

Employer: \_\_\_\_\_

Signature of Evaluator: \_\_\_\_\_

Date: \_\_\_\_\_



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

January 15, 2021

**AGENDA ITEM 3.14**

**TO:** Regional Transportation Commission

**FROM:** Brian Stewart, P.E.  
Director of Engineering

Bill Thomas, AICP  
Executive Director

**SUBJECT: Administrative Settlement with Virginia Reno Partners, LLC for APNs: 020-111-03, 020-111-65, 020-111-36 and 020-111-37 for the Virginia Line Northbound Peppermill Station Project**

**RECOMMENDATION**

Approve an administrative settlement authorizing the RTC to acquire property (APNs: 020-111-03, 020-111-65, 020-111-36 and 020-111-37) from Virginia Reno Partners, LLC in the amount of \$497,825 above the appraised value of \$1,502,175, for a total purchase offer of \$2,000,000 (*For Possible Action*).

**SUMMARY**

In December 2020, the RTC presented a purchase offer to the Virginia Reno Partners, LLC (the “Owner”) for APNs 020-111-03 and 020-111-65, based upon the just compensation amount of \$1,502,175 (as appraised to include damages). Those two parcels are needed to construct the Virginia Line Northbound Peppermill Station Project. The offer was rejected by Virginia Reno Partners, LLC and negotiations continued including numerous discussions with the Owner’s representative over issues and concerns. Primarily, the issue was that the Owner had to acquire those two parcels and two other parcels (APNs 020-111-36 and 020-111-37) to complete its acquisition for a proposed commercial business that was then later denied permitting by the City of Reno. The Owner refused to sell only the two parcels that RTC offered to purchase. Instead, the Owner offered to sell all four parcels for \$2,168,640. Considering potential delay and legal costs that would be necessary for condemnation proceedings, RTC Staff accounted for costs to demolish and to conduct site remediation on one of the additional parcels and then provided an offer of \$2,000,000 for all four parcels. The Owner accepted.

The proposed settlement is contingent upon approval by the Board and concurrence from the Federal Transit Administration, as necessary. Should the Board decline to approve the proposed settlement, RTC will continue to attempt to negotiate for the purchase of the property until a complaint in eminent domain is filed with the court. Thereafter, the RTC will continue to attempt

to negotiate a resolution that is fair and equitable, but resolution through court proceedings as opposed to a purchase agreement may become necessary.

### **FISCAL IMPACT**

The costs to acquire the subject property interests have been budgeted.

### **PREVIOUS ACTIONS BY BOARD**

November 20, 2020                      Approved Interlocal Cooperative Agreement between the Board of Commissioners of Washoe County, the Regional Transportation Commission of Washoe County and City of Reno Program of Projects, to include the Virginia Line Northbound Peppermill Station Project.

### **ADDITIONAL BACKGROUND**

Federal Transit Administration (FTA) concurrence that the RTC RAPID Virginia Line Northbound Peppermill Station project be considered a Categorical Exclusion (CE) under 23CFR771.117(d)(1) in August 2020. Consistent with RTC's 2040 Regional Transportation Plan (RIP) and FY 2020-2024 Regional Transportation Improvement Program (RTIP), RTC is planning to construct of a full-sized northbound RAPID station on South Virginia Street between Gentry Way and Hubbard Way, sidewalk improvements compliant with the ADA, and extension of a bus-only lane. The existing bus stop does not provide full ADA accessibility or sufficient seating capacity. RTC began operating RAPID transit in this corridor in 2009.



**REGIONAL TRANSPORTATION COMMISSION**

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Metropolitan Planning Organization of Washoe County, Nevada

January 15, 2021

**AGENDA ITEM 3.15**

**TO:** Regional Transportation Commission

**FROM:** Doug Maloy, P.E.  
Engineering Manager

Bill Thomas, AICP  
Executive Director

**SUBJECT: Interlocal Agreement with the Nevada Department of Transportation (NDOT) for Phase 1 of the Pyramid Highway/US 395 Connector Project**

**RECOMMENDATION**

Approve an Interlocal Agreement with NDOT for administration and funding of necessary right-of-way acquisition, utility relocation, construction and construction management activities necessary to complete Phase 1 of the Pyramid Highway/US 395 Connector Project at an estimated cost of \$54,100,000; authorize the RTC Executive Director to execute the agreement.

**SUMMARY**

Phase 1 of the project includes capacity and multimodal improvements on Pyramid from Queen Way to Golden View Drive. Pyramid will be widened to six (6) lanes (three lanes in each direction) from Queen Way to Los Altos Parkway. Improvements north of Los Altos Parkway to Golden View will include safety, access management and multimodal. In this segment, Pyramid will remain four (4) lanes (two lanes in each direction). Phase 1 also includes esthetic enhancements, noise walls and screen walls at various locations, as well as traffic operations, lighting and intersection improvements to accommodate the widening.

The improvements are in accordance with Phase 1 of Arterial Alternative 3 of the Pyramid Highway/US 395 Connector Project’s Environmental Impact Statement (EIS). The Federal Highway Administration (FHWA) issued the Record of Decision for the project on December 7, 2018.

This agreement (see Attachment A) defines the roles and responsibilities for the remaining administration of Phase 1. The overall budget for all remaining activities is \$54,100,000 and consists of federal, state and local funds. The agreement specifically identifies by fund type and amount how the funds that comprise the overall budget will be obligated. Under a separate agreement with the United States Department of Transportation (USDOT), the RTC will transfer the recently awarded \$23 million BUILD grant to NDOT to be included in the funding of this project.

**FISCAL IMPACT**

Refer to the Interlocal Agreement and funding exhibit (Attachment A). The overall budget for all remaining activities is \$54,100,000 and consists of federal, state and local funds in accordance with the Regional Transportation Improvement Plan (RTIP). As a result of this agreement, \$14,100,000 in local (Fuel Tax) funds will be allocated for expenditure. The fuel tax fund amount is included in the FY 2022 budget.

**PREVIOUS ACTIONS BY BOARD**

September 20, 2019                      Approved a Cooperative Agreement to reimburse NDOT for Phase 1 design in the amount of \$1,500,000 with Fuel Tax funds.

January 18, 2019                      Adopted the FY 2020 Fuel Tax Program of Projects that included Phase 1 design.

Attachment

**INTERLOCAL AGREEMENT**

This Agreement, made and entered into on \_\_\_\_\_, by and between the State of Nevada, acting by and through its Department of Transportation, hereinafter called the "DEPARTMENT", and the Regional Transportation Commission of Washoe County, 1105 Terminal Way, Reno, Nevada 89502, hereinafter called the "RTC".

**WITNESSETH:**

WHEREAS, an Interlocal Agreement is defined as an agreement by public agencies to "obtain a service" from another public agency; and

WHEREAS, pursuant to the provisions contained in Chapter 408 of the Nevada Revised Statutes (NRS), the Director of the DEPARTMENT may enter into those agreements necessary to carry out the provisions of the Chapter; and

WHEREAS, NRS 277.180 authorizes any one or more public agencies to contract with any one or more other public agencies to perform any governmental service, activity, or undertaking which any of the public agencies entering into the agreement is authorized by law to perform and refers to such as an interlocal contract; and

WHEREAS, the Federal Highway Administration (FHWA) issued a record of decision on December 7, 2018 for the Pyramid Highway/ US 395 Connector Project. The DEPARTMENT and the RTC wish to construct Phase 1 of Arterial Alternative 3 (Preferred Alternative) as described in the Final Environmental Impact Statement ("FEIS") dated June 2018; and

WHEREAS, the Pyramid Highway/ US 395 Connector Phase 1 is widening Pyramid Highway (State Route 445) from four (4) to six (6) lanes (Queen Way to Los Altos Parkway) and multimodal improvements from Los Altos Parkway to Golden View Drive (WA MP 2.0 – 4.5) (hereinafter "PROJECT"); and

WHEREAS, the PROJECT is an important capacity and multimodal transportation project prioritized in the Regional Transportation Plan; and

WHEREAS, on October 28, 2019, the DEPARTMENT and the RTC entered into Agreement R544-19-015 for DEPARTMENT to prepare 30%, 60%, 90% and Final plans, specifications, and cost estimates for the PROJECT; and

WHEREAS, the RTC is the recipient of federal transportation funds that will be used to construct the PROJECT; and

WHEREAS, DEPARTMENT will use those funds and other state and local funds to provide all necessary right-of-way acquisition, utility relocation, construction, and construction management necessary to complete the PROJECT; and

WHEREAS, the parties will work together to construct a project that not only meets engineering criteria, but is also fiscally responsible, environmentally sound, and aesthetically pleasing; and

WHEREAS, the services of the DEPARTMENT will be of benefit to each other and to the people of the State of Nevada; and

WHEREAS, the DEPARTMENT is willing and able to perform the services described herein.

NOW, THEREFORE, in consideration of the promises and of the mutual covenants herein contained, it is agreed as follows:

## ARTICLE I - RTC AGREES

### Funding

1. To provide the local funding identified in Exhibit A, attached hereto and incorporated herein, for the PROJECT.
2. To take all actions necessary to transfer to the DEPARTMENT rights in, and permission to directly receive and use, the federal funding identified in Exhibit A.
3. To reimburse the DEPARTMENT monthly for the local match portion of authorized costs of the PROJECT.
4. To reimburse the DEPARTMENT monthly for other authorized costs of the PROJECT to be paid for with the local funding identified in Exhibit A.
5. To reimburse the DEPARTMENT within forty-five (45) calendar days after receipt of the DEPARTMENT's invoice and backup documentation.

### Project Administration

6. To assign a representative and designated point of contact for grants management and finance/accounting matters.
7. To assign a representative and designated point of contact for project management matters involved with right-of-way acquisition, utility relocation, construction, and construction management.

### Construction

8. To review the bid proposal from the lowest responsive and responsible bidder prior to the DEPARTMENT's award of the construction contract.
9. To review and approve change orders, as requested.
10. To observe, review and inspect work, as requested, with the understanding that any and all items of concern shall be reported to the DEPARTMENT's Resident Engineer and not the contractor.

## ARTICLE II - DEPARTMENT AGREES

### Funding

1. To fund authorized costs of the PROJECT using the funding sources identified in Exhibit A, including, but not limited to, the DEPARTMENT's internal costs and consultant support services.
2. To provide the state funding identified in Exhibit A for the PROJECT.

3. To prioritize and obligate funding to meet the local match requirements identified in Exhibit A.
4. To obligate any expiring portion of “HIP” funds by September 30, 2021.
5. To obligate “BUILD Grant” funds in the amount identified in Exhibit A by September 30, 2022.
6. To obligate any “STBG” funds by September 30, 2022.
7. To invoice the RTC monthly for the local match portion of authorized costs of the PROJECT.
8. To invoice the RTC monthly for other authorized costs of the PROJECT to be paid for with the local funding identified in Exhibit A.
9. To provide the DEPARTMENT’s grant submittals to the RTC so that the RTC can track the schedule, progress, and costs/expenditures for the PROJECT, and compliance with the requirements of the “BUILD Grant.”

#### Project Administration

10. To establish a project identification number(s) by which to track all PROJECT costs/expenditures.
11. To invoke any DEPARTMENT authority necessary to administer and complete the PROJECT including, but not limited to, right-of-way acquisition, utility relocation, procurement, construction, construction management, quality control, and quality and control testing and materials testing in accordance with federal, state, and local laws, regulations, and policies.
12. To ensure compliance with the Record of Decision (ROD) signed on December 7, 2018 and applicable environmental laws and regulations.
13. To invite the RTC to PROJECT meetings, including but not limited to, field reviews, utility relocation meetings, and the pre-construction conference.
14. To prepare the FHWA “Major Project Requirements” including, but not limited to, the Cost Risk Analysis (CRA), Value Engineering (VE), Project Management Plan (PMP) and Financial Plan for the PROJECT.
15. To prepare and submit all other reports and submittals to FHWA as required to ensure reporting meets the requirements of the “BUILD Grant” and all other grant requirements and approvals.

#### Right-of-Way

16. To provide all services necessary to complete right-of-way acquisition for the PROJECT.
17. To ensure all applicable right-of-way laws and regulations are met and to document those actions with the DEPARTMENT’s administrative requirements.

18. To invoke the DEPARTMENT's authority under NRS 408.210(4) to require relocation or adjustment of any encroachments, including utility facilities occupying the DEPARTMENT's right-of-way, pursuant to DEPARTMENT permits issued pursuant to NRS 408.210 and/or NRS 408.423, in order to accommodate the construction of the PROJECT.

### Construction

19. To allow the RTC to review the bid proposal from the lowest responsive and responsible bidder prior to the DEPARTMENT's award of the construction contract.

20. To provide all services necessary to complete construction of the PROJECT pursuant to the Final plans and specifications approved by the RTC.

21. To allow the RTC to observe, review, and comment on construction work. Any such comments shall be immediately directed to the DEPARTMENT's Resident Engineer only and shall not interfere with the contractor's construction activities.

22. To request that RTC review, comment, and approve PROJECT change orders as well as other changes to the contract documents, plans, and specifications.

### ARTICLE III - IT IS MUTUALLY AGREED

1. The term of this Agreement shall be from the date first written above through and including December 31, 2026, or until the construction of all improvements contemplated herein have been completed and accepted by the DEPARTMENT, whichever occurs first.

2. This Agreement shall not become effective unless and until approved by appropriate official action of the governing body of each party.

3. The funding sources and amounts identified in Exhibit A are the only funding sources and amounts currently anticipated to be necessary and available for the PROJECT. Exhibit A shall be amended to include any additional funding sources or amounts that may be necessary and available in the future.

4. Whenever possible, the PROJECT will first be funded with BUILD Grant funds, followed by other federal funds, followed by state and local funds. The parties will work together to specify uses and priorities of the funding sources as part of the application for the BUILD Grant, and any amendments thereto, as well as during the PROJECT and at completion of the PROJECT.

5. The parties agree to allow each other to observe and inspect project construction, and to review applicable change orders in a timely manner which prevents PROJECT delay. All change order requests shall be made in writing. Each party shall complete its review of all change orders submitted to it by the other party, within five (5) working days after service of such change orders. In the event the RTC does not provide the DEPARTMENT with a written response to the DEPARTMENT's change orders within five (5) working days following the DEPARTMENT's service of such change orders, the DEPARTMENT will proceed with the change orders so as not to delay the PROJECT and will assume no liability therefore. No response from RTC within the time frame shall constitute the RTC's consent to and acceptance of such change orders.

6. The RTC shall provide additional funding (in addition to the amounts in Exhibit A) to pay for one hundred percent (100%) of costs associated with change orders that are not deemed necessary by the DEPARTMENT.

7. The DEPARTMENT shall provide additional funding (in addition to the amounts in Exhibit A) to pay for one hundred percent (100%) of costs associated with change orders that are not deemed necessary by the RTC.

8. In the event that both parties agree a change order is necessary to meet the intent of the PROJECT design or is necessary for the constructability of the design and the change order would result in the PROJECT cost exceeding the funding identified in Exhibit A, each party agrees to provide additional funding (in addition to the amounts in Exhibit A) to each pay for fifty percent (50%) of the excess cost.

9. This Agreement may be terminated by either party prior to the date set forth above, provided that a termination shall not be effective until thirty (30) calendar days after a party has served written notice upon the other party. This Agreement may be terminated by mutual consent of both parties. This Agreement may be terminated unilaterally by either party without cause, provided that the terminating party will reimburse the other party for all costs incurred up to the point of termination together with all costs incurred by the other party because of the termination. The parties expressly agree that this Agreement shall be terminated immediately if for any reason federal and/or State Legislature funding ability to satisfy this Agreement is withdrawn, limited, or impaired.

10. The parties agree to work cooperatively to avoid and resolve conflicts at the lowest possible level. If conflicts cannot be resolved at those levels, conflicts will be elevated to, and resolved by, the Director of the DEPARTMENT and the Executive Director of the RTC.

11. All notices or other communications required or permitted to be given under this Agreement shall be in writing and shall be deemed to have been duly given if delivered personally in hand, by facsimile with simultaneous regular mail, or by certified mail, return receipt requested, postage prepaid on the date posted, and addressed to the other party at the address set forth below:

FOR DEPARTMENT:

Kristina L. Swallow, P.E., Director  
Attn: Jae Pullen, P.E.  
Nevada Department of Transportation  
Division: Project Management (015)  
1263 South Stewart Street  
Carson City, Nevada 89712  
Phone: 775-888-7589  
E-mail: jpullen@dot.nv.gov

FOR RTC:

Bill Thomas, AICP, Executive Director  
Attn: Brian Stewart, P.E., Director of Engineering  
Regional Transportation Commission of Washoe County  
1105 Terminal Way  
Reno, Nevada 89520  
Phone: 775-335-1880  
E-mail: bstewart@rtcwashoe.com

12. Each party agrees to keep and maintain under generally accepted accounting principles full, true, and complete records and documents (written, electronic, computer related, or otherwise) pertaining to this Agreement and present, at any reasonable time, such information for inspection, examination, review, audit, and copying at any office where such records and documentation are maintained. Such records and documentation shall be retained for three (3) years after final payment is made, or longer if required for receipt of the funding sources identified in Exhibit A.

13. Failure of either party to perform any obligation of this Agreement shall be deemed a breach. Except as otherwise provided for by law or this Agreement, the rights and remedies of the parties shall not be exclusive and are in addition to any other rights and remedies provided by law or equity, including, but not limited to, the recovery of actual damages and the prevailing party's reasonable attorney's fees and costs.

14. The parties do not waive and intend to assert available NRS Chapter 41 liability limitations in all cases. Agreement liability of both parties shall not be subject to punitive damages. Actual damages for any DEPARTMENT breach shall never exceed the amount of funds which have been appropriated for payment under this Agreement, but not yet paid, for the fiscal year budget in existence at the time of the breach.

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

16. To the fullest extent of NRS Chapter 41 liability limitations, each party shall indemnify, hold harmless, and defend, not excluding the other's right to participate, the other from and against all liability, claims, actions, damages, losses, and expenses, including, but not limited to, reasonable attorneys' fees and costs, caused by the negligence, errors, omissions, recklessness, or intentional misconduct of its own officers, employees, and agents. Such obligation shall not be construed to negate, abridge, or otherwise reduce any other right or obligation of indemnity which would otherwise exist as to any party or person described herein. This indemnification obligation is conditioned upon the performance of the duty of the party seeking indemnification (indemnified party) to serve the other party (indemnifying party) with written notice of an actual or pending claim, within thirty (30) calendar days of the indemnified party's notice of such actual or pending claim or cause of action. The indemnifying party shall not be liable for reimbursement of any attorney's fees and costs incurred by the indemnified party due to said party exercising its right to participate with legal counsel.

17. The parties are associated with each other only for the purposes and to the extent set forth in this Agreement. Each party is and shall be a public agency separate and distinct from the other party and shall have the right to supervise, manage, operate, control, and direct performance of the details incident to its duties under this Agreement. Nothing contained in this Agreement shall be deemed or construed to create a partnership or joint venture, to create relationships of an employer-employee or principal-agent, or to otherwise create any liability for one agency whatsoever with respect to the indebtedness, liabilities, and obligations of the other agency or any other party.

18. Failure to declare a breach or the actual waiver of any particular breach of this Agreement or its material or nonmaterial terms by either party shall not operate as a waiver by such party of any of its rights or remedies as to any other breach, including another breach of the same provision.

19. The illegality or invalidity of any provision or portion of this Agreement shall not affect the validity of the remainder of the Agreement and this Agreement shall be construed as if such provision did not exist. The unenforceability of such provision or provisions shall not be held to render any other provision or provisions of this Agreement unenforceable.

20. Neither party shall assign, transfer, or delegate any rights, obligations, or duties under this Agreement without the prior written consent of the other party.

21. Except as otherwise expressly provided by this Agreement, all or any property presently owned by either party shall remain in such ownership upon termination of this Agreement, and there shall be no transfer of property between the parties during the course of this Agreement.

22. Pursuant to NRS Chapter 239, information or documents may be open to public inspection and copying. The parties will have the duty to disclose unless a particular record is confidential by law or a common law balancing of interests.

23. Each party shall keep confidential all information, in whatever form, produced, prepared, observed, or received by that party to the extent that such information is confidential by law or otherwise required by this Agreement.

24. The parties hereto represent and warrant that the person executing this Agreement on behalf of each party has full power and authority to enter into this Agreement and that the parties are authorized by law to perform the services set forth herein.

25. This Agreement and the rights and obligations of the parties hereto shall be governed by, and construed according to, the laws of the State of Nevada. The parties consent to the exclusive jurisdiction of the Nevada state district courts for enforcement of this Agreement. The actual PROJECT costs shall be determined by adding together the total costs incurred by the DEPARTMENT for right-of-way engineering, right-of-way acquisition, the relocation of utilities, construction engineering, and construction costs.

26. The DEPARTMENT will award the construction contract in accordance with its rules and procedures under the Standard Specifications for Road and Bridge Construction to the lowest responsive and responsible bidder. The DEPARTMENT has the right to reject any and all bid proposals determined not to be in the best interest of the State.

27. Any recipient or subrecipient of funds under this Agreement agrees to comply with the Federal Funding Accountability and Transparency Act and implementing regulations at 2 CFR Part 170, including Appendix A, available at <http://edocket.access.gpo.gov/2010/pdf/2010-22705.pdf>.

28. It is specifically agreed between the parties executing this Agreement that it is not intended by any of the provisions of any part of this Agreement to create in the public or any member thereof a third party beneficiary status hereunder, or to authorize anyone not a party to this Agreement to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of this Agreement.

29. This Agreement constitutes the entire agreement of the parties and such is intended as a complete and exclusive statement of the promises, representations, negotiations, discussions, and other agreements that may have been made in connection with the subject matter hereof. Unless an integrated attachment to this Agreement specifically displays a mutual intent to amend a particular part of this Agreement, general conflicts in language between any such attachment and this Agreement shall be construed consistent with the terms of this Agreement. Unless otherwise expressly authorized by the terms of this Agreement, no modification or amendment to this Agreement shall be binding upon the parties unless the same is in writing and signed by the respective parties hereto and approved by the Attorney General.

IN WITNESS WHEREOF, the parties have executed this Agreement on the day and year first above written.

Regional Transportation Commission  
of Washoe County

State of Nevada, acting by and through its  
DEPARTMENT OF TRANSPORTATION

\_\_\_\_\_  
Bill Thomas, AICP, Executive Director

\_\_\_\_\_  
Director

Approved as to Legality and Form:

\_\_\_\_\_  
Deputy Attorney General

SAMPLE

**EXHIBIT A**

	<b>Total Award</b>	<b>Federal Funds</b>	<b>Local Fuel Tax Funds</b>	<b>State Funds</b>	<b>Special Conditions Notes</b>
<b>Funding Sources</b>					
<b>HIP</b> (Highway Infrastructure Program)	\$ 4,174,616	\$ 3,965,885	\$ 208,731		Reference Grant Agreement; Match ratio 95/5
<b>BUILD Grant</b> (Better Utilizing Investments to Leverage Development)	\$ 28,750,000	\$ 23,000,000	\$ 5,750,000		Reference Grant Agreement; Funds will be used for construction; Match ratio 80/20
<b>STBG</b> Funds (Surface Transportation Block Grant)	\$ 8,456,963	\$ 8,034,115	\$ 422,848		Reference Grant Agreement; Match ratio 95/5
<b>State Highway Funds (NDOT)</b>	\$ 5,000,000			\$ 5,000,000	Reference Grant Agreement
<b>Local Fuel Tax Funds</b> (RTC Washoe)	\$ 7,718,421		\$ 7,718,421		Reference Grant Agreement
<b>TOTAL</b>	<b>\$ 54,100,000</b>	<b>\$ 35,000,000</b>	<b>\$ 14,100,000</b>	<b>\$ 5,000,000</b>	

SAMPLE



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

January 15, 2021

**AGENDA ITEM 3.16**

**TO:** Regional Transportation Commission

**FROM:** Blaine Petersen  
Engineer II

Bill Thomas, AICP  
Executive Director

**SUBJECT: UNR Transportation Research Agreement 2021 - 2022**

**RECOMMENDATION**

Approve a two-year interlocal cooperative agreement in the amount of \$150,000 with the Center for Advanced Transportation Education and Research (CATER), UNR Civil Engineering Department; authorize the RTC Executive Director to execute the agreement.

**SUMMARY**

This cooperative agreement (see Attachment A) provides funding for CATER to perform technical services needed to supplement those of the RTC for the purpose of improving design, research of current traffic engineering practices, traffic signal equipment testing, and other traffic engineering related studies in Washoe County.

UNR has been conducting research and preparing studies and reports for the RTC through cooperative research agreements since 2007. This is the sixth two-year agreement. The work conducted through this program has found its way into RTC projects and specifications and has helped the RTC to continually to improve traffic operations in the region.

Past work performed by UNR under Cooperative Agreements included preparation of a Complete Streets - Guide to Road Conversions and Lane Widths, Kietzke Lane Incident Response Plan, a Flashing Yellow Arrow Study, controller simulation for California/Keystone/Booth Street intersection, and other research supporting complex traffic signal timing.

**FISCAL IMPACT**

This agreement is funded through the Fuel Tax Program’s “UNR Transportation Research” operating budget and included in the FY 21 approved budget.

**PREVIOUS ACTIONS BY BOARD**

October 19, 2019                      Approved the fifth two-year cooperative agreement for the UNR Transportation Research Program Attachment

Attachment

**INTERLOCAL COOPERATIVE AGREEMENT**

This Agreement is dated and effective as of January 22, 2021, by and between the Regional Transportation Commission of Washoe County, Nevada, hereinafter called the RTC, and the Board of Regents, Nevada System of Higher Education, on behalf of the University of Nevada, Reno, hereinafter called the UNIVERSITY,

**WITNESSETH:**

WHEREAS, the parties to this Agreement are public agencies and authorized to enter into agreements in accordance with NRS 277.080 through 277.180; and

WHEREAS, NRS 277.110 authorizes any two or more public agencies to enter into agreements for the “joint exercise of powers, privileges and authority”; and

WHEREAS, pursuant to NRS 277.180, if it is reasonably foreseeable that a public agency will be required to expend more than \$25,000 to carry out such an agreement, the agreement must set forth fully the purposes, powers, rights, objectives and responsibilities of the parties, be ratified by appropriate official action of the governing body of each party, and be in writing; and

WHEREAS, the purpose of this Agreement is for the RTC to provide funding to the UNIVERSITY to perform certain research and engineering support activities to achieve increased safety and efficiency of traffic operations of regional streets and highways in Washoe County, Nevada; and

WHEREAS, the RTC and the UNIVERSITY have been entering into substantially similar biennial agreements since 2013.

NOW, THEREFORE, in consideration of the promises and mutual covenants herein contained, it is agreed as follows:

**ARTICLE I - UNIVERSITY AGREES:**

1. To perform the tasks, and provide the deliverables, identified in Exhibit A.
2. To invoice the RTC for each task after completing the task and providing the deliverable(s) reasonably in accordance with the Task description. The UNIVERSITY will not be entitled to any agreed upon funding for the task unless and until it completes the task and provides the agreed upon deliverable(s).

3. To complete all tasks, and provide all deliverables, pursuant to schedules agreed to by the RTC, but no later than December 31, 2022.

#### ARTICLE II - RTC AGREES:

1. To provide funding to the UNIVERSITY upon completion of each task in the amounts identified in Exhibit A. The total amount to be provided to the UNIVERSITY shall not exceed \$150,000.

2. To allow the UNIVERSITY to observe, review, and inspect associated traffic engineering related projects with the understanding that the UNIVERSITY will report all items of concern to the RTC's Project Manager.

#### ARTICLE III - IT IS MUTUALLY AGREED

1. The term of this Agreement shall be from the date first written above through and including December 31, 2022.

2. This Agreement may be terminated at any time by either party without cause, provided that a termination shall not be effective until thirty (30) days after a party has served written notice upon the other party. The parties expressly agree that this Agreement shall be terminated immediately if, for any reason, RTC's funding ability to satisfy this Agreement is withdrawn, limited, or impaired. If this agreement is terminated pursuant to the foregoing, the UNIVERSITY shall be paid for services provided prior to termination in an amount equal to the percentage of the task and deliverable completed prior to termination.

3. All notices or other communications required or permitted to be given under this Agreement shall be in writing and shall be deemed to have been duly given if delivered personally in hand, by telephonic facsimile or electronic mail with simultaneous regular mail, or mailed certified mail, return receipt requested, postage prepaid on the date posted, and addressed to the other party at the address set forth below:

FOR RTC:

Brian Stewart, P.E., Engineering Director  
Attn.: Blaine Petersen, P.E., Traffic Engineer  
Regional Transportation Commission  
1105 Terminal Way, Suite 108  
Reno, NV 89502  
Phone: (775) 335-1897  
Fax: (775) 348-0170  
E-mail: [bpetersen@rtcwashoe.com](mailto:bpetersen@rtcwashoe.com)

FOR UNIVERSITY:

TECHNICAL MATTERS:

Dr. Zong Tian  
Department of Civil and Environmental Engineering  
University of Nevada, Reno  
Reno, NV 89557-0152  
Phone: (775) 784-1232  
Fax: (775) 784-1390  
E-mail: [zongt@unr.edu](mailto:zongt@unr.edu)

CONTRACTUAL MATTERS:

Thomas Landis  
Grants and Contracts Manager  
Office of Sponsored Projects/325  
University of Nevada, Reno  
Phone: (775) 784-4040  
Fax: (775) 784-6680  
E-mail:

4. Reserved.

5. Any and all completed reports, materials, studies, photographs, negatives, drawings or other documents prepared in the performance obligations under this Agreement shall be deemed public information unless specifically and lawfully classified confidential. Both parties shall ensure no such documents are used for commercial purposes other than performance of obligations under this Agreement.

6. To the fullest extent of NRS Chapter 41 liability limitations, each party agrees to indemnify, hold harmless and defend the other from and against all liability, claims, actions, damages, losses, and expenses, including but not limited to reasonable attorneys' fees and costs, caused by the negligence, errors, omissions, recklessness or intentional misconduct of the party, its officers, employees and agents. Such obligation shall not be construed to negate, abridge, or otherwise reduce any other right or obligation of indemnity which would otherwise exist as to any party or person described herein. This indemnification obligation is conditioned upon the performance of the duty of the party seeking indemnification (indemnified party), to serve the other party (indemnifying party) with written notice of actual or pending claim, within 30 days of the indemnified party's notice of actual or pending claim or cause of action. The indemnifying party shall not be liable for reimbursement of any attorney's fees and costs incurred by the indemnified party due to said party exercising its right to participate with legal counsel.

7. The parties do not waive and intend to assert available NRS Chapter 41 liability limitations in all cases. Agreement liability of both parties shall not be subject to punitive damages.

Actual damages for any RTC breach shall never exceed the amount of funds which have been appropriated for payment under this Agreement, but not yet paid, for the fiscal year budget in existence at the time of the breach.

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

9. An alteration ordered by the RTC which substantially changes the services provided for by the expressed intent of this Agreement will be considered extra work, and shall be specified in an Amendment which will set forth the nature and estimated scope thereof. The method of payment for extra work shall be specified at the time the amendment is written.

10. This Agreement and the rights and obligations of the parties hereto shall be governed by, and construed according to, the laws of the State of Nevada. The parties consent to the jurisdiction of the Nevada district courts for enforcement of this Agreement.

11. The illegality or invalidity of any provision or portion of this Agreement shall not affect the validity of the remainder of the Agreement and this Agreement shall be construed as if such provision did not exist. The unenforceability of such provision shall not be held to render any other provision or provisions of this Agreement unenforceable.

12. All or any property presently owned by either party shall remain in such possession upon termination of this Agreement, and there shall be no transfer of property between the parties during the course of this Agreement.

13. It is specifically agreed between the parties executing this Agreement that it is not intended by any of the provisions of any part of the Agreement to create in the public or any member thereof a third party beneficiary status hereunder, or to authorize anyone not a party to this Agreement to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of this Agreement.

14. Each party agrees to keep and maintain under generally accepted accounting principles full, true and complete records and documents pertaining to this Agreement and present, at any reasonable time, such information for inspection, examination, review, audit and copying at any office where such records and documentation is maintained. Such records and documentation shall be maintained for three (3) years after final payment is made.

15. The parties are associated with each other only for the purposes and to the extent set forth in this Agreement. Each party is and shall be a public agency separate and distinct from

the other party and each party only has the right to supervise, manage, operate, control and direct performance of the details incident to its respective duties under this Agreement. Nothing contained in this Agreement shall be deemed or construed to create a partnership or joint venture, to create relationships of an employer-employee or principal-agent, or to otherwise create any liability for one agency whatsoever with respect to the indebtedness, liabilities, and obligations of the other agency or any other party.

16. Neither party shall assign, transfer, subcontract, or delegate any rights, obligations or duties under this Agreement without the prior written consent of the other party.

17. The parties hereto represent and warrant that the person executing this Agreement on behalf of each party has full power and authority to enter into this Agreement and that the parties are authorized by law to engage in the cooperative action set forth herein.

18. Pursuant to NRS 239.010, information or documents may be open to public inspection and copying. The parties will have the duty to disclose unless a particular record is confidential by law or a common law balancing of interests.

19. Each party shall keep confidential all information, in whatever form, produced, prepared, observed or received by that party to the extent that such information is confidential by law or otherwise required by this Agreement.

20. This Agreement shall not become effective until and unless approved by appropriate official action of the governing body of each party.

21. This Agreement, including the program elements to be incorporated herein per Article I, paragraph 3, constitutes the entire agreement of the parties and such is intended as a complete and exclusive statement of the promises, representations, negotiations, discussions, and other agreements that may have been made in connection with the subject matter hereof. Unless an integrated attachment to this Agreement specifically displays a mutual intent to amend a particular part of this Agreement, general conflicts in language between any such attachment and this Agreement shall be construed consistent with the terms of this Agreement. Unless otherwise expressly authorized by the terms of this Agreement, no modification or amendment to this Agreement shall be binding upon the parties unless the same is in writing and signed by the respective parties hereto.

IN WITNESS WHEREOF, the parties have executed this Agreement on the day and year first above written.

REGIONAL TRANSPORTATION COMMISSION  
OF WASHOE COUNTY

---

Bill Thomas, AICP  
Executive Director

BOARD OF REGENTS,  
NEVADA SYSTEM OF HIGHER EDUCATION  
on behalf of the University of Nevada, Reno

---

Charlene Hart  
Associate Vice President for Research Administration

SAMPLE



# **RTC Traffic Engineering Support**

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## **Scope of Work**

**Submitted to**

**Regional Transportation Commission of Washoe County**

**Submitted by**

**Center for Advanced Transportation Education and Research  
Department of Civil & Environmental Engineering  
University of Nevada, Reno  
Reno, NV 89557  
Email: [zongt@unr.edu](mailto:zongt@unr.edu)  
Tel: (775)784-1232  
Fax: (775)784-1390**

**September 20, 2020**

## PROJECT BACKGROUND

Since 2013, the Regional Transportation Commission of Washoe County (RTC) and the Center for Advanced Transportation Education and Research (CATER) at the University of Nevada, Reno, has been initiating a biannual agreement at the amount of \$150,000. Under this agreement, CATER staff conducts various research and engineering support activities to promote safe and efficient traffic operations in the region. RTC as well as other local agencies come up with the project needs and develop appropriate task orders. UNR CATER completes the tasks according to the scope, budget, and schedule agreed upon by both parties.

This proposal is developed for fiscal years of 2021 and 2022. Several research tasks have been identified and are described below.

## PROPOSED RESEARCH TASKS

### **Task 1: Signal Coordination Accommodating Bicycle Traffic**

In order to improve mobility for all road users, RTC plans to implement bike path at several locations in the region. One of the locations is Center Street, connecting Downtown Reno and the UNR campus. A two-way bike path will be designed on the west side of Center Street. The objective of this research is to develop and implement strategies for accommodating the bike path and its bike traffic in the signal timing plan, which has been traditionally focused on serving automobile traffic. The research should also look at other locations where bike path will be implemented, so that a balanced good quality of service can be provided to both vehicular traffic and bike traffic. The outcome of the research can not only improve the transportation systems in the region, but also serve a good reference for other agencies in the nation that engage in similar initiatives.

### **Task 2: Night-time Signal Coordination**

Similar to many other jurisdictions, the signal coordination in the Reno-Sparks region is generally turned off at night times when traffic demand level is not high enough. The justification of such an operation is that running coordination, when traffic volume level is low, can result in minor street vehicles unnecessarily waiting for the main street to terminate while seeing no vehicles on the main street. This is one of the common driver complaints about signal timing. On the other hand, vehicles generally experience more stops on the main street if signal coordination is turned off, which is another source of driver complaints. One possible strategy that can address both issues is to run coordination but with a shorter cycle length. This research will investigate if such a strategy is applicable at selected arterials in the region. Any transition issues due to shorter cycle not accommodating pedestrian timings must also be investigated.

**Task 3: Preemption and Pedestrian Timing**

Preemption by emergency vehicles is one of the major disruptions to a coordinated signal system. Preemption causes traffic signals going out of coordination. The transition time for getting back to coordination depends on many factors, among which selecting appropriate transition method and its related parameters can play a major role. There are also safety concerns regarding pedestrians crossing signalized intersections during the transition period. This research task will investigate the impact of emergency vehicle preemption and develop strategies for minimizing the transition impact. Several traffic scenarios will be designed and analyzed in the lab first, using the hardware-in-the-loop simulation technology. A case study will also be included by selecting one representative arterial to demonstrate the effectiveness of the recommended strategies.

**Task 4: Signal Cycle and Split Estimation**

Based on the experience of the regional signal re-timing project sponsored by the RTC, it has been proven that signal re-timing can be accomplished more cost-effectively without conducting comprehensive turning volume counts. By directly using cycle and phase splits obtained through various sources, signal timing process can be expedited and with a much lower cost. The objective of this research task is to develop a formal procedure for estimating cycle and phase splits. One approach is to use the split history logged by signal controllers. The other approach is to estimate such parameters based on volume counts, but with a simplified methodology. For example, the methodology would yield a recommended set of cycle length and phase splits with a targeted volume-to-capacity ratio. The successful completion of this task will result in a documentation of cycle and split estimation, which not only needed by RTC, but also by agencies across the country.

**BUDGET**

The proposed tasks and the related costs are shown in Table 1. The total budget and cost of the tasks is \$150,000, thus only up to four tasks would be accomplished. A final selection of the tasks will be decided at the project kick-off meeting.

**Table 1. Project Tasks and Costs**

<b>Tasks</b>	<b>Estimated Cost</b>
Task 1 – Signal Coordination Accommodating Bicycle Traffic	\$40,000
Task 2 – Night-time Coordination	\$40,000
Task 3 – Preemption and Pedestrian Timing	\$40,000
Task 4 – Signal Cycle Length and Split Estimation	\$30,000
<b>Total Project Cost</b>	<b>\$150,000</b>



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

January 15, 2021

**AGENDA ITEM 4.1**

**TO:** Regional Transportation Commission

**FROM:** Amy Cummings, AICP/LEED AP  
Deputy Executive Director/Director  
of Planning

\_\_\_\_\_  
Bill Thomas, AICP  
Executive Director

**SUBJECT: 2050 Regional Transportation Plan (RTP)**

**RECOMMENDATION**

Receive a report on the 2050 Regional Transportation Plan (RTP) draft project listing and provide direction accordingly.

**SUMMARY**

The RTC is evaluating projects for consideration in the 2050 Regional Transportation Plan. A virtual public meeting and online survey were open from December 17 through January 14 to gather community feedback regarding the evaluation and prioritization of projects. A discussion with and survey of partner agency staff was conducted through the Technical Advisory Committee and RTP Agency Working Group. Staff is scheduled to seek input from the Sparks City Council, Reno City Council and Washoe County Commission the week of January 11.

The attachment includes the preliminary draft for the 2050 RTP fiscally constrained project listing. Staff is requesting input on this project listing prior to initiating the air quality conformity analysis on these projects. A draft 2050 RTP document will be circulated for review in February, with a final draft anticipated for completion in March.

**FISCAL IMPACT**

2050 RTP development is included in the Unified Planning Work Program.

**PREVIOUS ACTIONS BY BOARD**

December 18, 2020            Received a report on the 2050 Regional Transportation Plan (RTP)

November 20, 2020           Received a report on the 2050 Regional Transportation Plan (RTP)

August 20, 2020	Received a report on the 2050 Regional Transportation Plan (RTP) Transportation call for projects and provided direction
June 19, 2020	Approved 2050 RTP Guiding Principles
December 20, 2019	Received report on the 2050 RTP visioning exercise
November 15, 2019	Received report regarding the 2050 RTP public and agency outreach process and schedule
August 17, 2018	Approved Amendment No. 1 to the 2040 RTP
May 21, 2017	Approved 2040 RTP

**ADDITIONAL BACKGROUND**

The RTC issued a call for projects in an effort to seek agency and public input about projects to consider in the 2050 RTP. The RTC implemented an online survey to seek input from the public on potential new projects, which was open from June 22 through July 20, 2020. RTC is evaluating projects that were suggested for potential inclusion in the plan. The preliminary evaluation of projects, along with safety and traffic congestion data, is attached.

A virtual public meeting was held in November and December for the Downtown Reno Circulation Study, which is a component of the RTP. Staff are currently reviewing and addressing public comments about the proposed safety and mobility improvements in Downtown Reno.

The RTP is the RTC’s long-range transportation plan as required under Title 23, Part 450 of the Code of Federal Regulations (CFR). It contains major transportation projects and programs for Washoe County for all modes of travel. It functions as the major tool for implementing long-range transportation planning. The RTP captures the community’s vision of the transportation system and identifies the projects, programs and services necessary to achieve that vision that will be implemented by RTC, member entities and Nevada Department of Transportation (NDOT).

**ADVISORY COMMITTEE(S) RECOMMENDATION**

The Citizens Multimodal Advisory Committee and Technical Advisory Committee received a report on the 2050 RTP development process.

Attachment

**Preliminary DRAFT 2021-2025 Listing for Discussion**

<b>Program</b>	<b>Description</b>	<b>Annual Amount</b>	<b>5 Year Amount</b>
Bicycle, Pedestrian & ADA	Bus stop ADA improvements, other bike/ped spot improvements	\$3,000,000	\$15,000,000
Traffic Signals, ITS Operations & Intersections	3-5 intersection improvements per year	\$10,000,000	\$50,000,000
Pavement Preservation	Preventive & corrective maintenance, reconstruction	\$22,500,000	\$112,500,000
Debt Service		\$23,000,000	\$115,000,000

<b>Projects</b>	<b>Limits</b>	<b>Cost</b>
<b>Freeway</b>		
US 395 Add SB Lane, Aux Lanes, NB & SB	N. McCarran to Golden Valley	\$94,750,000
Spaghetti Bowl Phase 2	Spaghetti Bowl	\$85,000,000
<b>Capacity</b>		
<b>- Construction</b>		
Lemmon Drive Segment 1 Widen 4 to 6 lanes	US 395 and Military Rd	\$22,500,000
Lemmon Drive Segment 2 Widen 2 to 4 lanes/Reconstruct	Fleetwood Dr to Ramsay	\$39,000,000
McCarran Blvd Intersection & Operations	Keitzke to Greensboro	\$10,000,000
Mill Street	Keitzke to Terminal	\$60,000,000
Pyramid Hwy	Queen Way to Golden View	\$54,100,000
Sky Vista Parkway Widen 2 to 4 lanes	Silver Lake Rd to Lemmon Dr	\$15,800,000
Sparks Boulevard	Greg Street to N side of Baring Blvd	\$40,000,000
<b>- Design</b>		
Damonte Ranch Pkwy - Widen	Double R to I 580	\$400,000
Geiger Grade New 4 Lane Rd	Virginia St to Toll Rd	\$5,000,000
North Virginia Street widening	Panther to Stead Blvd	\$5,000,000
Pembroke Dr - Widen	McCarran to Veterans	\$2,000,000
S. Virginia Street - Add NB lane	Longley Ln to I-580	\$2,000,000
Steamboat Pkwy and Damonte Ranch Pkwy - Widen	Veterans Pkwy to Promenade Wy	\$400,000
<b>Privately Constructed Roads (to be added)</b>		
<b>Multimodal</b>		
3rd St Bike Facility	Vine st - Evans St	\$7,500,000
4th Street - Multimodal	Stoker Ave to Evans Ave	\$35,000,000
5th Street - Multimodal	Keystone to Evans	\$8,000,000
Arlington Avenue Replace existing bridges	At Truckee River	\$25,500,000
Center Street Widen sidewalks & add bike lanes	9th Street to Moran	\$10,000,000
E 6th Street Bicycle Facility & Safety Improvements	Virginia St to 4th St	\$6,000,000
Keystone Ave Multimodal Improvements	California to I-80 & Truckee Bridge replacement	\$5,000,000
Moana - Multimodal	Skyline Blvd to Plumas	\$5,600,000
Mt. Rose Highway Improvements	Geiger Grade to Joy Lake Rd	\$10,000,000
Oddie Blvd/Wells Ave Multimodal Improvements	Kuenzli Ln to Pyramid Way	\$36,000,000
S. Virginia Street Multimodal and ADA	Plumb Lane to Meadowood	\$25,900,000
Sun Valley Blvd Multimodal Improvements	7th Ave to Scottsdale	\$36,000,000
Vassar Street Bike Facility	Kietzke Ln to Terminal Way	\$4,300,000
Vine Street Bike Facility	Riverside Drive to University Terrace	\$11,300,000

**Preliminary DRAFT 2026-2030 Listing for Discussion**

Program	Description	Annual Amount (est)	5 Year Amount
Bicycle, Pedestrian & ADA	Bus stop ADA improvements, other bike/ped spot improvements	\$3,500,000	\$17,500,000
Traffic Signals, ITS Operations & Intersections	3-5 intersection improvements per year	\$11,500,000	\$57,500,000
Pavement Preservation	Preventive & corrective maintenance, reconstruction	\$25,000,000	\$125,000,000
Debt Service		\$23,000,000	\$115,000,000
<b>Projects</b>	<b>Limits</b>	<b>YOE Cost Rounded</b>	
<b>Freeway</b>			
US 395 Additional lane in each direction	Golden Valley to Stead Blvd	\$79,177,000	
US 395 Additional Northbound Lane - Design	Clear Acre to Parr	\$19,115,000	
Spaghetti Bowl Phase 2	Spaghetti Bowl	\$73,088,000	
<b>Capacity</b>			
Buck Dr Widen 2 to 4 lanes	Lemmon Dr to N Hills Blvd	\$1,912,000	
Damonte Ranch Pkwy - Widen	Double R to I 580	\$4,723,000	
Eagle Canyon Extension Widen 2 to 4 lanes - Design	Pyramid Hwy to W Calle de la Plata	\$2,000,000	
Geiger Grade New 4 Lane Rd	Virginia St to Toll Rd	\$84,445,000	
Military Rd Widen 2 to 4 lanes	Lemmon Dr to Echo Ave	\$25,412,000	
Moya Boulevard Widen 2 to 4 lanes	Red Rock Rd to Echo Ave	\$19,678,000	
Moya Boulevard Extension	Lemmon Dr to Echo Ave	\$74,100,000	
N. Hills Blvd	Golden Valley Rd to Buck Dr	\$20,465,000	
N Virginia Street Widen 2-4 lanes & Multimodal	Panther Dr to Stead Blvd	\$43,291,000	
Pembroke Dr - Widen	McCarran to Veterans	\$19,790,000	
Pyramid Hwy/395 Connector Phase 2	Widen Disc Dr from Pyramid to Vista Blvd	\$22,300,000	
Pyramid/395 Connector Phase 3 (Connector) - Design	US 395 to Pyramid Hwy south of Sparks Blvd	\$50,000,000	
Red Rock Rd Widen 2 to 4 lanes	US 395 to Placerville Dr	\$58,246,000	
S. Virginia Street - Add NB lane	Longley Ln to I-580	\$23,613,000	
Sparks Blvd Multimodal Improvements and widen 4 to 6 lanes	Greg St to Baring Blvd	\$44,977,000	
Steamboat Pkwy and Damonte Ranch Pkwy - Widen	Veterans Pkwy to Promenade Wy	\$4,610,000	
Vista Boulevard Widen 4 to 6 lanes	I-80 to Prater Way	\$11,244,000	
White Lake Pkwy - Widen	US 395 to Village Pkwy	\$38,231,000	
<b>Privately Constructed Roads - to be added</b>			
<b>Multimodal</b>			
4th Street Bike lanes (Sparks)	Victorian Ave to Queen Way	\$6,747,000	
4th Street Pedestrian & Safety Improvements (Reno)	Stoker to McCarran	\$20,240,000	
El Rancho Dr / Dandini Blvd Sidewalks	Raggio Pkwy to Sullivan Ln	\$20,690,000	
Greg St Sidewalks and Bike lanes	Mill Street to Vista Blvd	\$29,123,000	
Keystone Ave Multimodal Improvements	California to I-80 & Truckee Bridge replacement	\$61,169,000	
Keystone Ave Sidewalks and Bike Lanes	Coleman Dr to Peavine Rd	\$1,012,000	
McCarran - Pedestrian Improvements	Baring to Pyramid	\$12,594,000	
McCarran Blvd Multimodal & Safety Improvements	Greg to Prater	\$10,682,000	
Mill St/Terminal Way Multimodal Improvements	Airport to downtown Reno	\$27,436,000	
N Virginia St Sidewalks and buffered bike lanes	Panther Dr to McCarran Blvd	\$17,878,000	
NW McCarran Safety and Bike Lanes	4th Street to N Virginia	\$10,570,000	
Rock Blvd Enhanced Sidewalks and Bike Lanes	Victorian Ave to McCarran Blvd	\$7,309,000	
Rock Blvd Sidewalks and bike lanes	Greg St to Glendale Ave	\$3,823,000	
Sierra St Widen Sidewalks	California Ave to 9th St	\$5,060,000	
Sutro - MultiModal	N McCarran to Oddie Blvd	\$8,995,000	

**Preliminary DRAFT 2031-2050 Listing for Discussion**

Program	Description	Annual Amount (est)	20 Year Amount
Bicycle, Pedestrian & ADA	Bus stop ADA improvements, other bike/ped spot improvements	\$4,570,000	\$91,400,000
Traffic Signals, ITS Operations & Intersections	3-5 intersection improvements per year	\$15,232,000	\$304,640,000
Pavement Preservation	Preventive & corrective maintenance, reconstruction	\$30,000,000	\$600,000,000
Debt Service		\$23,000,000	\$230,000,000
<b>Total</b>		<b>\$57,882,000</b>	<b>\$1,226,040,000</b>
<b>Projects</b>	<b>Limits</b>	<b>YOE Cost Rounded</b>	
<b>Freeway</b>			
Spaghetti Bowl Phases 3-5	Spaghetti Bowl	\$761,602,000	
US 395 Widen for Connector traffic - add'l NB lane	Clear Acre to Parr Blvd	\$248,282,000	
US 395 Widening - Design	Stead to Red Rock Rd	\$53,617,000	
I-580 Widening	Neil Rd to S Virginia St/Kietzke Ln	\$53,617,000	
I-80 Widening	W McCarran Blvd to Keystone Ave	\$60,471,000	
I-80 Widening	Garson Rd to West 4 <sup>th</sup> St	\$193,295,000	
I-80 Operations & Capacity	Vista Blvd to US Parkway	\$338,532,000	
<b>Capacity</b>			
9th Street Extension	To N Wells Ave	\$3,351,000	
Arrowcreek Pkwy - Widen	Wedge Pkwy to Thomas Creek Rd	\$35,948,000	
Arrowcreek Pkwy Widen 2 to 4 lanes	Wedge Pkwy to Zolezzi Ln	\$12,643,000	
Eagle Canyon Extension Widen 2 to 4 lanes	Pyramid Hwy to W Calle de la Plata	\$14,500,000	
Eagle Canyon Extension New 4 lane road	Lemmon Valley to Spanish Springs	\$213,249,000	
Echo Ave - Extension	Red Rock Rd to Moya Blvd	\$29,702,000	
Estates Dr - Reconstruct	Lemmon Dr to Golden Valley Rd	\$48,895,000	
Golden Valley Road/7th Avenue (O'Brien Pass)	N Hills to W 7th Ave	\$111,042,000	
Highland Ranch Parkway - Widen	Pyramid to Sun Valley Blvd	\$45,239,000	
Lemmon Dr - Extension	To Red Rock Rd	\$161,460,000	
McCarran Blvd	Plumb Ln to Mayberry Dr	\$20,868,000	
McCarran Boulevard Widen 4 to 6 lanes	El Rancho Dr to Rock Blvd	\$40,822,000	
McCarran Boulevard Widen 4 to 6 lanes	Sky Mountain Dr to I80	\$12,033,000	
McCarran Boulevard Widen 4 to 6 lanes	7th St to N Virginia St	\$95,353,000	
McCarran Widening	Mayberry to 4th Street	\$61,994,000	
Mira Loma Drive Widen 2 to 4 lanes	McCarran to Veterans	\$14,318,000	
North Virginia - New Road	Stead to White Lake	\$86,213,000	
Panther Extension	N. Virginia to Panther to N. Hills Blvd	\$12,947,000	
Pyramid/395 Connector Phase 3 Construct Connector	US 395 to Pyramid Hwy south of Sparks Blvd	\$378,300,000	
Pyramid/395 Connector Phase 4 System Ramps	System Ramps at US 395	\$85,800,000	
Pyramid Way Phase 5 Widen 2 to 4 lanes	Sparks Blvd to Calle de la Plata	\$205,500,000	
Pyramid/395 Phase 6 West Sun Valley Interchange	Interchange and local improvements	\$60,200,000	
Rio Wrangler - Widen	Spring Flower Dr to Western Skies Dr	\$3,503,000	
Robb Dr Ext	4th Street to I-80	\$28,332,000	
S. McCarran - Widen	Manzanita to Plumb	\$117,896,000	
S. McCarran - Widen	Lakeside to Manzanita	\$43,564,000	
Silver Knolls Blvd - New Road	Red Rock Rd to Silver Knolls Blvd	\$74,485,000	
SS/ER Parkway - New Road	Red Rock Rd to Mud Spring Dr	\$144,400,000	
TRI Center Northern Connection	La Posada to TRI Center	\$495,498,000	

# ATTACHMENT C

TRI Center Southern Connection	Eastern Daybreak Boundary to USA Parkway	\$68,392,000
Vista - Widening	Wingfield Pkwy to Hubble Dr	\$40,060,000
Vista Knoll Pkwy Ext	To Lemmon Dr	\$8,987,000
West Sun Valley Arterial New 4 lane road	Dandini Blvd to Eagle Canyon	\$112,260,000
<b>Multimodal</b>		
7th St/University Terr Buffered Bike Lanes	Sierra St to McCarran Blvd	TBD
7th Street - Bike Lanes	Stoker Ave to N McCarran	\$18,431,000
9th St Buffered Bike Lanes	Evans Ave - Valley Rd	TBD
9th St/G St Enhanced sidewalks and bike lanes	Wells Avenue to El Rancho Drive	\$8,530,000
Baring Boulevard Bike Lanes	McCarran Blvd to Vista Blvd	\$11,424,000
Casazza Dr/Kirman/Wrondel Way Buffered Bike Lanes	Locust St - Grove St	TBD
Center St/Mary St Buffered Bike Lanes	Liberty St - Plumas St	TBD
Eastlake Blvd Bike Lanes or Multi-Use Path	Old US 395 to I-580 Interchange	\$61,690,000
Forest St Bike Facility	California Ave to Mount Rose St	\$7,159,000
Golden Valley Rd Bike Lanes	N Virginia St to North Hills Blvd	\$6,702,000
Holcomb Ave Buffered Bike Lanes	Center St - Vassar St	TBD
Kietzke Ln Multimodal Improvements	Galletti Way to Virginia St	\$13,252,000
Kirman Buffered Bike Lanes	Casazza Dr - Kuenzli St	TBD
Lake Street - Replace existing Bridge	At Truckee River	\$27,570,000
Lakeside Drive Bike Lanes	McCarran Blvd to Plumb Ln	\$11,881,000
McCarran - Pedestrian Improvements	Baring to Pyramid	\$17,060,000
Neil Rd - Bike Lane	Kietzke to S Virginia	\$3,808,000
NW McCarran Safety and Bike Lanes	4th Street to N Virginia	\$14,318,000
Peckham - Multimodal	Lakeside Dr to Airway Dr	\$26,199,000
Plumas St Buffered Bike Lanes	Mary St - Moana Ln	TBD
Plumas/Mary Street - Multimodal	California to Moana Ln	\$28,789,000
Plumb Lane Sidewalks and Bike Lanes	Lakeside Dr to Kietzke Lane	\$8,530,000
Plumb Ln Bike lanes and Sidewalks	Kietzke Lane to Terminal Way	\$5,179,000
Prater Way Bike Lanes	Pyramid Way to Petes Way	\$59,557,000
S Virginia Street - Add sidewalks & bike lane, travel lane to bus/bike	E Patriot Blvd to Arrowcreek	\$35,186,000
SE McCarran MultiUse Path	Longley Lane to Neil Road	\$11,576,000
Sierra St - Multimodal	9th Street to N. Virginia	\$20,411,000
Sierra Street Replace existing bridge	Truckee River	\$29,093,000
Skyline Blvd Bike Lanes	Cashill Blvd to Arlington Ave	\$17,974,000
South Meadows Pkwy Bike lanes	I-580 NB Ramps to Double Diamond Pkwy	\$10,205,000
Sutro St Buffered Bike Lanes	McCarran - Kuenzli	TBD
Sutro/Kirman - Sidewalks	Truckee River to Plumb Lane	TBD
Vassar Street Bike Facility	Holcomb to Kietzke	\$4,300,000
Vista Blvd Sidewalks and Bike Lanes	Greg St to S Los Altos Pkwy	\$13,709,000
Wells Ave Bike Lanes, bike/ped facilities over Truckee River	Moran St to E 9th St	\$12,338,000
West 4th Street -Multimodal	S McCarran to I-80	\$43,411,000
West Reno Bike Path - Truckee River Connections	S McCarran to Idelwild Park	TBD
Yori Ave Sidewalks and bike lanes	Moana Ln to Plumb Ln	\$10,205,000
Zolezzi Lane Sidewalks	S Virginia Street to Thomas Creek Rd	\$10,205,000



**REGIONAL TRANSPORTATION COMMISSION**

*Metropolitan Planning • Public Transportation & Operations • Engineering & Construction*

Metropolitan Planning Organization of Washoe County, Nevada

January 15, 2021

**AGENDA ITEM 5.1**

**TO:** Regional Transportation Commission

**FROM:** Bill Thomas, AICP<sup>BT</sup>  
Executive Director

**SUBJECT:** Director's Report

Monthly verbal update/messages from RTC Executive Director Bill Thomas – *no action will be taken on this item.*



**REGIONAL TRANSPORTATION COMMISSION**

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January 15, 2021

**AGENDA ITEM 5.2**

**TO:** Regional Transportation Commission

**FROM:** Bill Thomas, AICP<sup>BT</sup>  
Executive Director

**SUBJECT:** Federal Report

Monthly update/messages from RTC Executive Director Bill Thomas – *no action will be taken on this item.*

**Federal Update for RTC of Washoe County**  
**Prepared by Cardinal Infrastructure and Thompson Coburn**  
**January 15, 2021 Board Meeting**  
**Prepared January 7, 2021**

**Secretary Chao Resigns**

On January 7<sup>th</sup>, Secretary of Transportation Elaine Chao announced her resignation. Per the order of succession, Steven Bradbury, who currently serves as U.S. Department of Transportation General Counsel and has assumed the duties and responsibilities of the Deputy Secretary is the presumptive Acting Secretary following Secretary Chao's departure on January 11<sup>th</sup>. However, under the Vacancies Reform Act, the President can make an "acting" appointment for the remaining days of the Administration.

**Senate Majority**

Democrats gained control of the Senate after both Jon Ossoff and Raphael Warnock won their run-off elections in Georgia. This win means the Senate will have a 50-50 split, with Vice President Harris serving as the tiebreaking vote, giving Democrats a one vote majority. This has only happened three times in United States history: 1881, 1954, and 2001.

The change in majority means Democrats will now have committee chair positions and control over the floor agenda. This will alter committee priorities and likely make it less challenging to confirm Administration nominations. While a Democratic majority will provide many benefits to the party and its agenda, nearly all legislation requires 60 votes in the Senate to advance, which means bipartisan cooperation with Republicans might occur.

We would expect Democrats to use a legislative process known as "reconciliation" to allow for expedited consideration of bills that are related to the federal budget, spending, debt limits, or tax policy. There is an exception that it cannot be used to increase the deficit and bills are subject to the so-called "Byrd Rule" that enables lawmakers to block provisions that are considered extraneous.

In 2001, Republican Leader Trent Lott and Democratic Leader Tom Daschle worked out an agreement to split committee memberships and to pass a rules package that enabled legislation to be brought to the floor regardless of partisan deadlock in those committees. Senate Majority Leader McConnell has previously referred to that 2001 compromise as a model for how he would hypothetically try to structure governance in the chamber in the event of a 50-50 split when asked back in 2016; however, in this case, he would not have the benefit of his party controlling the Executive Branch.

**Changes in 117<sup>th</sup> Congress and Biden Administration**

Major federal agency rulemakings, interim rules, guidance, statements of policy, etc. issued as of mid-August, 2020 are eligible for elimination under the Congressional Review Act (CRA). Without being subject to judicial review, Congress may disapprove any rules issued during the last 60 legislative/session days of the previous Congress by passage of a joint resolution which is required to be presented to the President. Historically, the CRA grew out of the loss of the legislative veto which was ruled unconstitutional by the Supreme Court

The CRA is infrequently used and had only been used once prior to the 115<sup>th</sup> Congress. The Republican Congress had passed multiple joint resolutions of disapproval. Given the significant difference in policy between the Trump Administration and incoming Biden Administration, we may see renewed interest by Democrats to utilize this legislative tool, especially with a Democratic majority in the Senate. Notable rules, guidance, etc., for transportation include:

- Emergencies and the National Environmental Policy Act Guidance
- Program for Eliminating Duplication of Environmental Reviews
- Project Management Oversight
- FEMA interim policy on Work Eligible for Public Assistance
- Final Circular: Guidance on Joint Development

Furthermore, it is very likely that President Biden will revoke, modify or supersede Executive Orders issued by President Trump. Notable Executive Orders include:

- Establishing Discipline and Accountability in the Environmental Review and Permitting Process for Infrastructure Projects (i.e, One Federal Decision)
- Enforcing the Regulatory Reform Agenda (i.e, two-for-one policy)
- Expediting Environmental Reviews and Approvals for High Priority Infrastructure Projects
- Buy American and Hire American
- Combating Race and Sex Stereotyping
- Accelerating the Nation's Economic Recovery From the COVID-19 Emergency by Expediting Infrastructure Investments and Other Activities
- Regulatory Relief To Support Economic Recovery
- Establishing a Presidential Advisory Council on Infrastructure

Memoranda issued by the Trump Administration can also be amended or rescinded by an Executive Order or another memorandum. Notable memoranda include:

- Memorandum on Reviewing Funding to State and Local Government Recipients of Federal Funds That Are Permitting Anarchy, Violence, and Destruction in American Cities
- One Federal Decision Framework for the Environmental Review and Authorization Process for Major Infrastructure Projects
- Memorandum of Understanding Implementing One Federal Decision
- Guidance on Regulatory Reform Accountability

### **Climate Change Agenda**

Climate change initiatives remain at the forefront of the congressional agenda, and include a variety of legislative efforts, including surface transportation reauthorization, infrastructure, tax credits, etc. This priority will now be magnified with Democratic control in the Senate.

The House has reauthorized the Select Committee on the Climate Crisis, which has jurisdiction to investigate "policies, strategies, and innovations to achieve substantial and permanent reductions in pollution and other activities that contribute to the climate crisis...", but no jurisdiction to move legislation. The 116th Congress report of the Select Committee included transportation legislation to advance this mission. Similar to its charge under the previous Congress, the Select Committee will develop a report of policy recommendations, to be submitted to the House by December 31, 2022.

The House rules also provide that "the Chair of the Committee on Budget may adjust an estimate to exempt the budgetary effects of measures to prevent, prepare for, or respond to economic or public health consequences resulting from the COVID-19 pandemic...[or] climate change."

For example, this rule would permit the Committee to no longer factor in PAYGO (pay-as-you-go); a budget rule requiring that tax cuts and mandatory spending increases be paid for by tax increases or cuts in mandatory spending. At this time, there are no clear parameters on what is eligible under this provision; however, public transit, congestion mitigation, and other issue areas may qualify.



**REGIONAL TRANSPORTATION COMMISSION**

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Metropolitan Planning Organization of Washoe County, Nevada

January 15, 2021

**AGENDA ITEM 5.3**

**TO:** Regional Transportation Commission

**FROM:** Kristina Swallow, Director NDOT

**SUBJECT: Nevada Department of Transportation**

Monthly verbal update/messages from NDOT Director Kristina Swallow – *no action will be taken on this item.*



**REGIONAL TRANSPORTATION COMMISSION**

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Metropolitan Planning Organization of Washoe County, Nevada

January 15, 2021

**AGENDA ITEM 6**

**TO:** Regional Transportation Commission

**FROM:**

A handwritten signature in black ink, appearing to be "Bill Thomas", written over a horizontal line.

Bill Thomas, AICP  
Executive Director

**SUBJECT: Public Input**

This agenda item allows the public the opportunity to provide information on topics within the jurisdiction of the Regional Transportation Commission (RTC). Any person wishing to wait to provide public comment on a specific agenda item should indicate that item number on the “comment” card. The RTC Chair reserves the right to take all public comment during Public Input. Individuals addressing the Board during the Public Input portion of the meeting will be limited to three minutes total. However, an individual acting as a spokesperson for a group of individuals may request additional time. Individuals are expected to provide public input in a professional and constructive manner.