



REGIONAL TRANSPORTATION COMMISSION
OF WASHOE COUNTY

REGIONAL ROAD IMPACT FEE
TECHNICAL ADVISORY COMMITTEE
MEETING AGENDA

THURSDAY, FEBRUARY 25, 2021
8:30AM-10:00AM

Meeting via teleconference/Zoom only pursuant to NRS 241.023 and Emergency Directive 006.

The meeting will be streamed live via the RTC YouTube channel and can be watched by following this link:
bit.ly/RTCWashoeYouTube

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. Members of the public may provide public comment by one of the following: (1) submitting comments via online Public Comment Form (<https://www.rtcwashoe.com/about/contact/contact-form/>); (2) emailing comments to: rtcpubliccomments@rtcwashoe.com; or (3) leaving a voicemail at (775) 335-0018. **Comments received prior to 4:00 p.m. on February 24, 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. Requests for supporting documents and all other requests should be directed to RTC Engineering & Construction at (775) 348-0171. The supporting materials for the meeting will be available at www.rtcwashoe.com. In addition, a member of the public may request supporting materials electronically from Lee Anne Olivas at the following email address: lolivas@rtcwashoe.com.

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

1. CALL TO ORDER

1.1 Roll Call

2. PUBLIC COMMENT

Public input received prior to 4:00pm Wednesday, February 24, 2021, will be added to the record for this meeting. No live comment will be heard during the meeting. See paragraph II above.

3. APPROVAL OF AGENDA (For Possible Action)

4. CONSENT ITEMS

Minutes

4.1 Approval of the January 28, 2021 Meeting Minutes (For Possible Action)

5. DISCUSSION ITEMS AND PRESENTATIONS

5.1 Acknowledge receipt of a report on COVID-19 impacts on transportation trends related to traffic volumes and vehicle miles traveled (*For Possible Action*)

5.2 Acknowledge receipt of a report on the project lists in the draft 2050 Regional Transportation Plan (*For Possible Action*)

5.3 Acknowledge receipt of a report on the RRIF General Administrative Manual and projects proposed to be included in the Capital Improvement Plan (*For Possible Action*)

6. MEMBER ANNOUNCEMENTS AND UPDATES

Announcements and updates to include requests for information or topics for future agendas. No discussion will take place on this item.

7. PUBLIC COMMENT

Public input received prior to 4:00pm February 24, 2021, will be added to the record for this meeting. No live comment will be heard during the meeting. See paragraph II above.

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, State website: <https://notice.nv.gov/>

**REGIONAL TRANSPORTATION COMMISSION (RTC)
REGIONAL ROAD IMPACT FEE (RRIF)
TECHNICAL ADVISORY COMMITTEE**

Meeting Minutes

Thursday, January 28, 2021

Members Present:

Alex Velto, City of Reno (*joined meeting late*)
Amy Cummings, Regional Transportation Commission
Brian Stewart, Regional Transportation Commission
Dwayne Smith, Washoe County
Jim Rundle, City of Sparks
John Krmpotic, Private Sector
Jon Ericson, City of Sparks
Kraig Knudsen, Private Sector
Larry Chesney, Washoe County Planning Commission
Mitchell Fink, Washoe County
Randy Walter, Private Sector

Members Absent:

Kurt Dietrich, City of Reno Public Works
Mike Mischel, City of Reno
Ted Erkan, Private Sector

Guests

Carl Savely
Claudia Hanson
Damien Kerwin

RTC Staff:

Adam Spear

Amber Bowsmith

Bill Thomas

Blaine Petersen

Dale Keller

Dan Doenges

Hannah Yue

Jelena Williams

Lee Anne Olivas

Xuan Wang

The meeting was called to order at 8:38am. Roll call was taken to ensure there was a quorum.

Item 1: Approval of Agenda

The agenda was approved.

Item 2: Public Comment

None

Item 3: Approval of the September 24, 2020 Meeting Minutes

The September 24, 2020 Meeting Minutes were approved.

Item 4: 2050 Regional Transportation Plan (RTP) Report

Dan Doenges of the RTC Planning Department provided an update and discussed next steps for the 2050 RTP Update (see Attachment A). Dan stated outreach efforts have been successful, even with the effects of COVID. RTC staff has presented to several agency Councils and Commissions, held community planning workshops, provided presentations to the public and elected officials, and asked the community to participate in surveys. Dan discussed goals that include improving safety, integrating land use and economic prosperity, promoting healthy communities and sustainability, managing existing systems efficiently, integrating all types of transportation, and promoting regional connectivity. Other goals include promoting equity and environment justice, improving freight and goods movements, investing strategically, and monitoring implementation and performance.

Proposed projects maps for 2021-2025, 2026-2030 and 2031-2050 were presented and discussed. Jon Ericson of the City of Sparks asked about the design of Geiger Grade. Dan stated Geiger Grade needed to be re-evaluated due to right-of-way needs and new development that has gone in since the original design. In the 2026-2030 period, there will be more capacity in the North Valleys. The RTC is working with NDOT on a McCarran Corridor Study. Dan noted that the 2031-2050 proposed projects fall outside of the Capital Improvement Plan (CIP). Most of the projects in that time are conceptual at this point.

Dan discussed some upcoming or proposed studies such as a Mt. Rose Hwy. study with NDOT, the Verdi area, and Virginia Street Downtown. In addition, he noted Transit System priorities including FlexRIDE expansions. Next steps include completing project evaluation and prioritization, modeling and air quality analysis and finalizing the draft plan for public comments.

John Krmptic asked how North Valleys capacity projects are prioritized as far as cost. Dan stated the projects shown in out years include inflation. The RTC used a consultant to help determine estimates based on preliminary concepts.

Per members' request, the Proposed Projects maps will be distributed electronically after the meeting and the lists are included as part of the agenda packet.

A motion to accept a report on the 2050 Plan Update was approved unanimously.

Item 5: RRIF General Administrative Manual (GAM) Overview Discussion

Dale Keller of the RTC Engineering & Construction Department provided an update on the 7th Edition RRIF GAM Update (see Attachment B). Dale provided some background on the 6th Edition rates including how the RRIF share is determined by service area. Dale discussed the status of the 7th Edition Update that includes clarifying the process for adding new projects to the CIP and ensuring the eligibility determination and appeals process is clearly defined. Another action is to define eligible RRIF improvements. That may include the removal of programmatic intersection and multi-modal improvements.

There was discussion about adding new projects to the CIP including how modeling may need to be updated yearly. Adding or changing projects within the CIP may affect rates. Randy Walter noted traffic signal improvement may be conditions of approval for a project and could become an exaction. He recommended more discussion on the topic. Bill Thomas stated for traffic signals, the element that needs to be looked at is time. The system needs to be justified based on equity and is adaptable.

A motion to accept a report on the RRIF General Administrative Overview was approved unanimously

Item 6: Public Comment

None

Item 7: Member Items

- The next RRIF TAC meeting is scheduled for February 25, 2021 at 8:30am via teleconference.
- John Krmptotic asked if the RTC was aware of any current data or studies regarding trip reduction criteria as a result of COVID and the shift to remote working. John asked the RTC to address two points: trip reduction on land uses and any shifting of fees as a result.

Item 8: Adjournment

There being no further business, the meeting adjourned at 9:38am.

Respectfully Submitted,

Lee Anne Olivas



- **Purpose of RTP:**
 - Identify the transportation guiding principles & goals for the region
 - Identify transportation investments through 2050
- **Implement community-based process**
- **Plan completion by May 2021**



- **The guiding principles of the RTC are to support:**
 - **Safe and healthy communities**
 - **Economic prosperity and innovation**
 - **Sustainability**
 - **Increase travel choices**



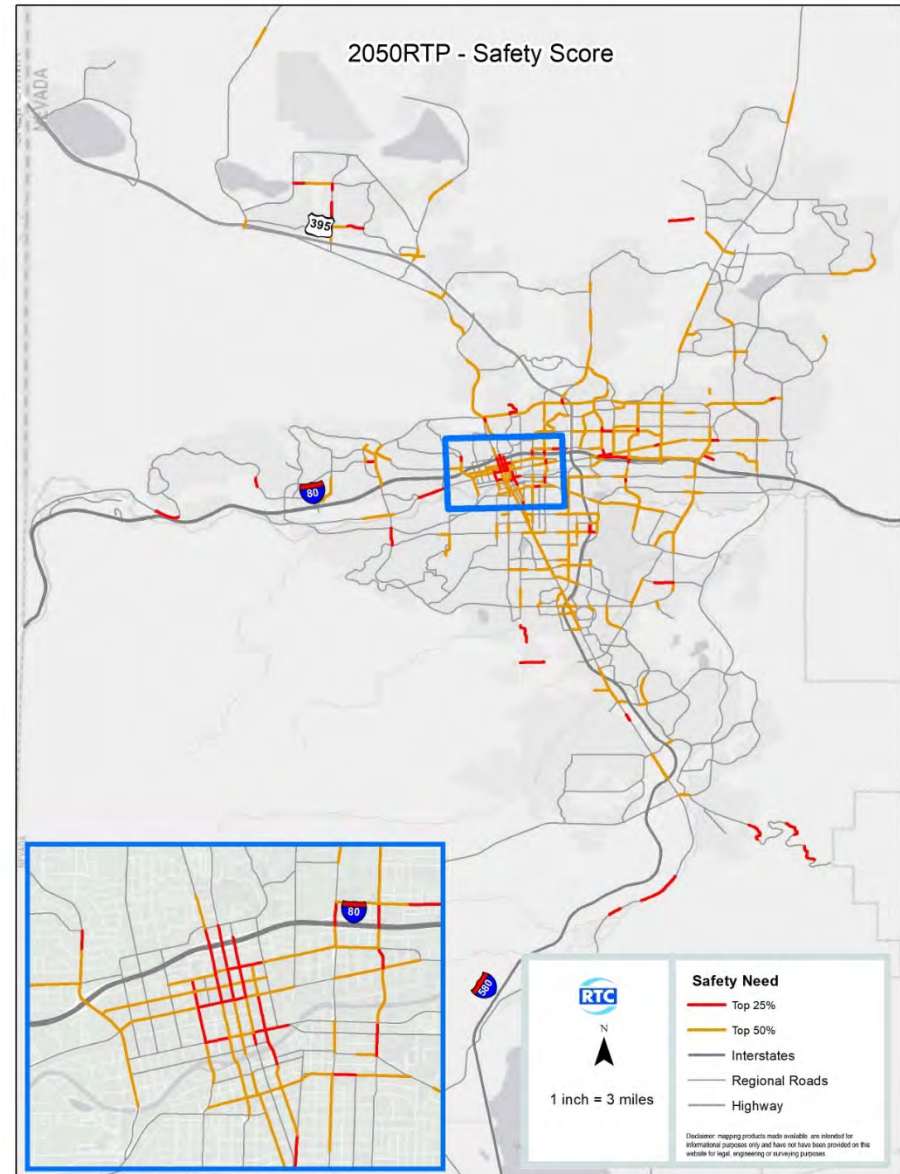


Community-Based Planning

- RTP Agency Working Group
- Inter-County Working Group
- RTC Advisory Committees
- Community Planning Workshops & Forums
- Virtual Presentations/Surveys/Social Media
- Coordinated Human Services Transportation Plan
- Presentations to Elected Officials



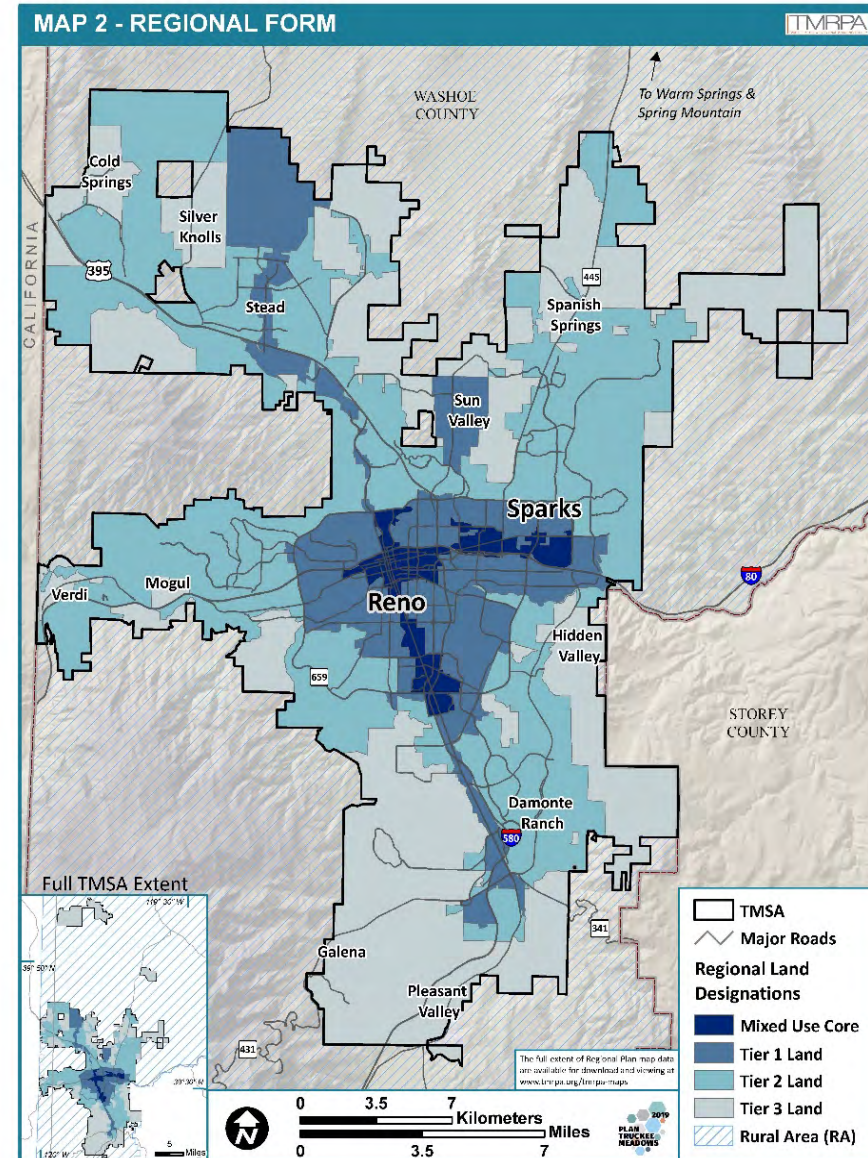
- Vision Zero Truckee Meadows
- Community Awareness & Education
- Safe Routes to School
- Nevada Strategic Highway Safety Plan
- Complete Streets Master Plan





Integrating Land Use & Economic Prosperity

- Transit Oriented Development
- Affordable Housing
- Local & Tribal Government Planning
- Economic Development Partners
- Supporting Travel & Tourism
- TMRPA Regional Plan





Promoting Healthy Communities & Sustainability

- Nevada Climate Initiative
- Air Quality/Transportation Conformity
- RTC Sustainability Plan
- Active Transportation Improvements
- Natural Resources





Other RTP Goals

- Manage existing systems efficiently
- Integrate all types of transportation
- Promote regional connectivity
- Promote equity and environmental justice
- Improve freight and goods movement
- Invest strategically
- Monitor implementation & performance



- **Vision & Goals: In-person workshop & online survey (February 2020)**
- **Call for projects: Virtual public meeting & online survey (June/July 2020)**
- **Alternatives evaluation & prioritization: Virtual public meeting & online survey (December 2020/January 2021)**

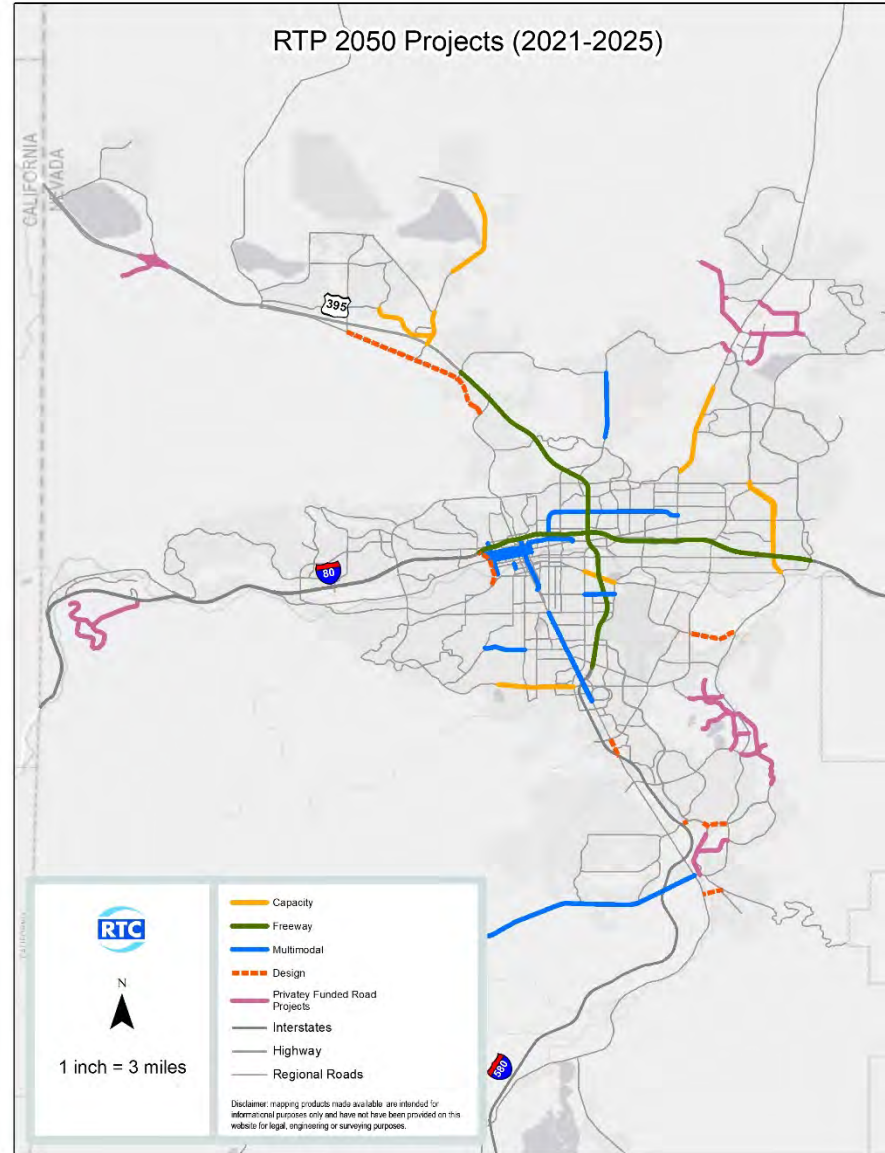


Project Evaluation Criteria

- Safety
- Traffic volumes/congestion
- Project readiness
- Regional Plan land use priority
- Private/other agency funding
- Equity
- Bike/Pedestrian Connectivity
- Flood mitigation
- Public input
- Agency Working Group input



Proposed Projects: 2021-2025

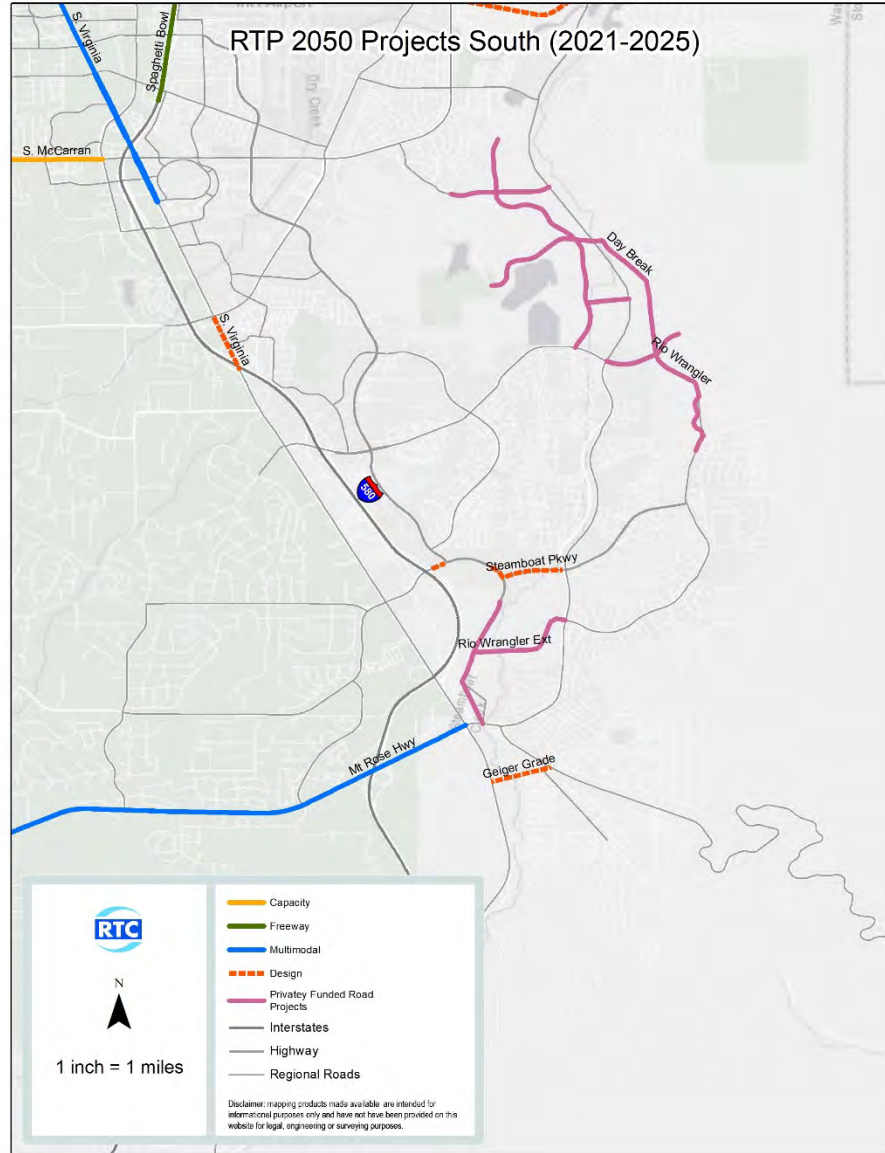


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Proposed Projects: 2021-2025

Detail of South Meadows Area

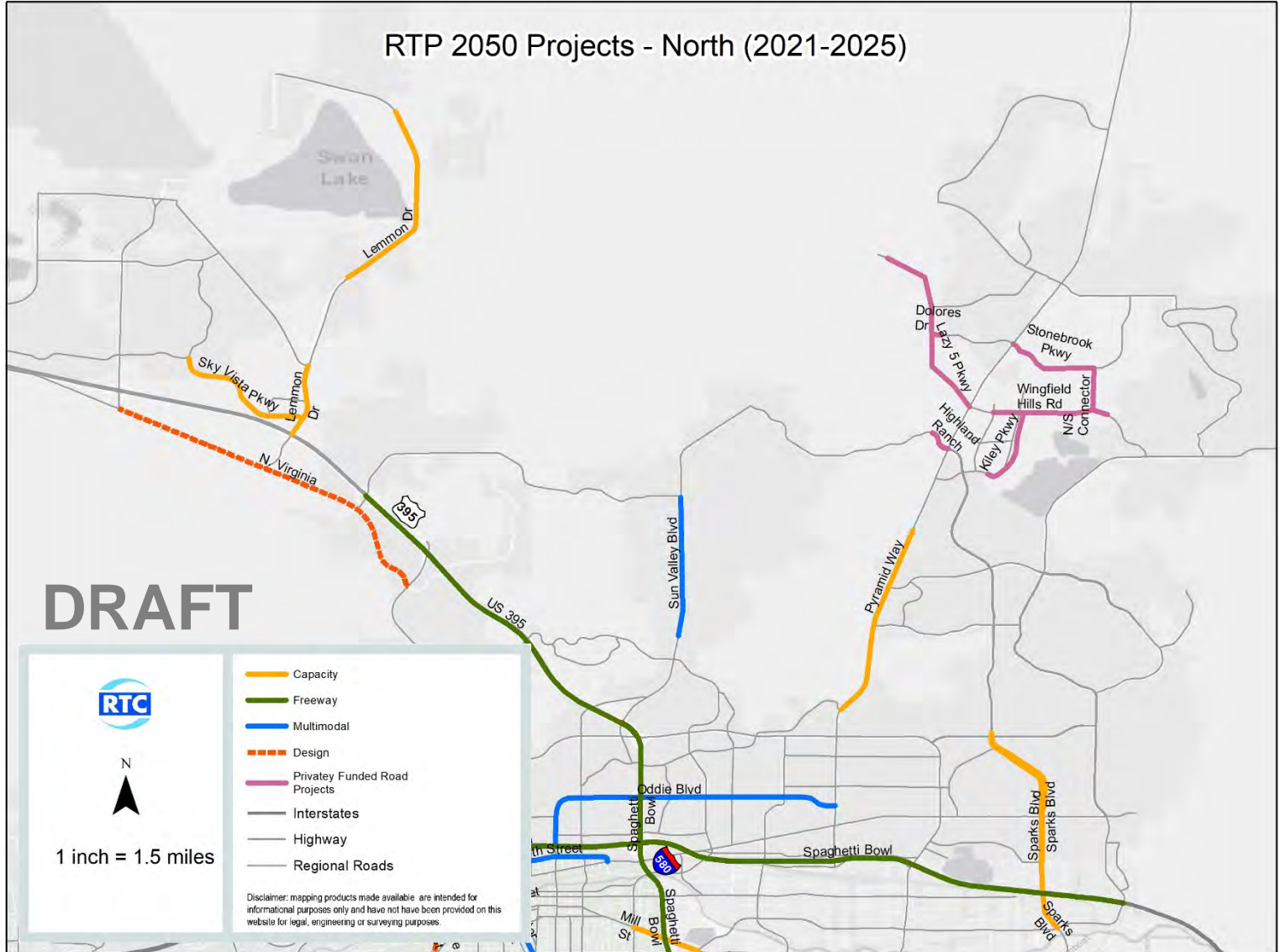


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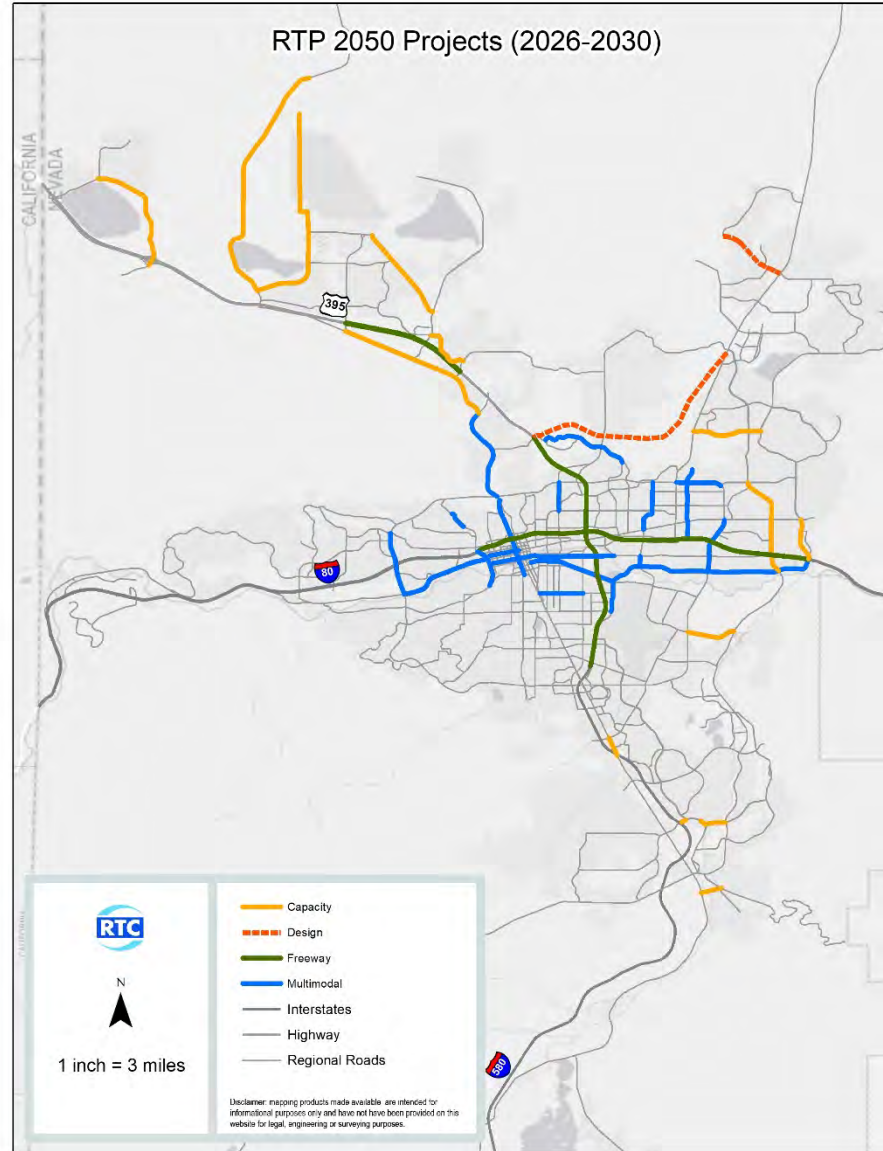
Proposed Projects: 2021-2025

Detail of North Valleys Area





Proposed Projects: 2026-2030



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Proposed Projects: 2031-2050

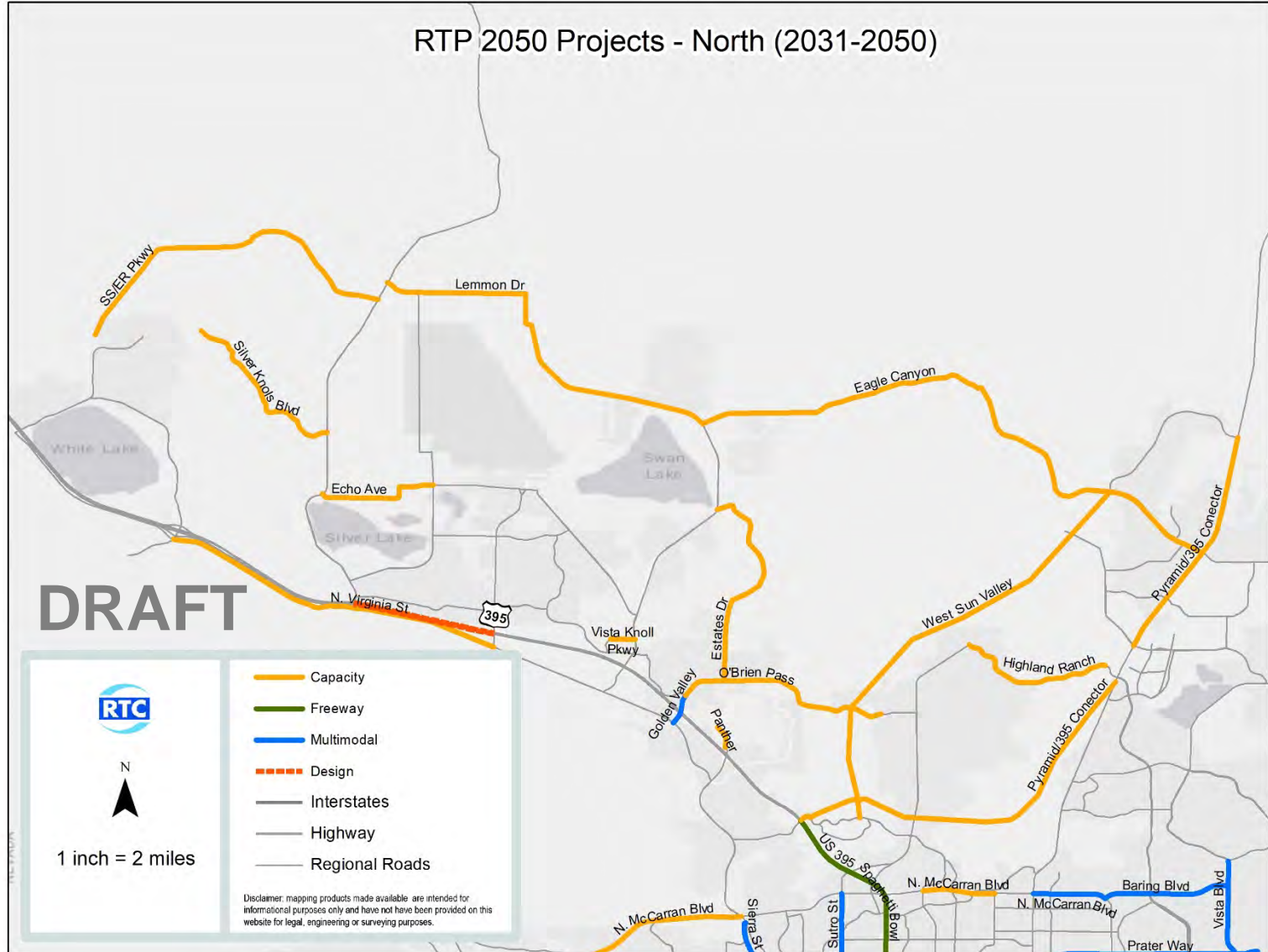


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Proposed Projects: 2031-2050

Detail of North Valleys Area



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
Projects	Limits	YOE Cost Rounded	
Freeway			
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	
Capacity			
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	
Privately Constructed Roads - to be added			
Multimodal			
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
Total		\$57,882,000	\$1,226,040,000
Projects	Limits	YOE Cost Rounded	
Freeway			
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 th St	\$193,295,000	
I-80 Operations & Capacity	Vista Blvd to US Parkway	\$338,532,000	
Capacity			
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	

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
Multimodal		
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



Upcoming/Proposed Planning Studies

- Mt. Rose Highway
- McCarran Loop
- Verdi Area
- Virginia Street Downtown
- Midtown Follow-up/Evaluation
- Downtown/Midtown Parking



Priorities for the Transit System

- Productive, cost effective, high-quality transit service
- Workforce mobility & attraction of new riders
- Innovative approaches to mobility
- Maintain existing service levels and expand if additional revenue becomes available





FlexRIDE Expansions

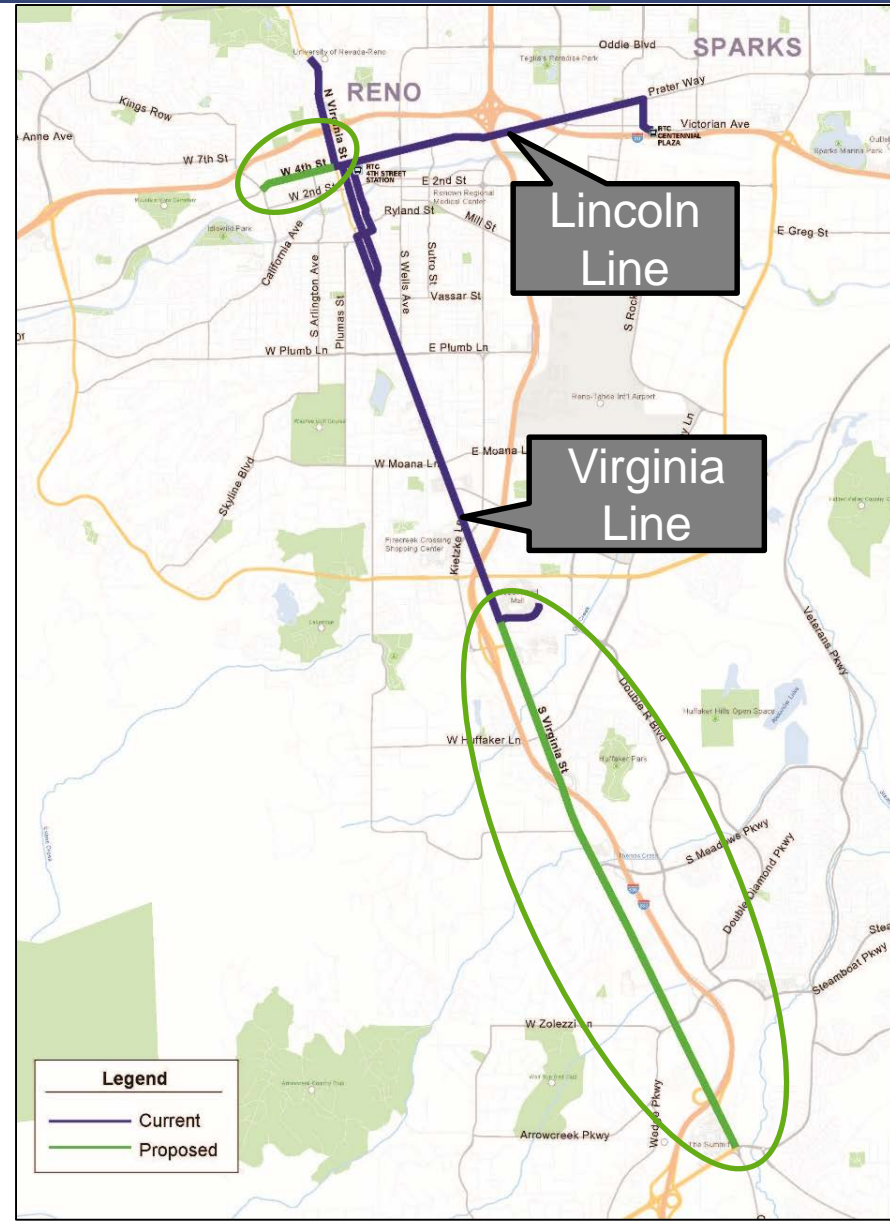
- Replace lower-performing routes
- Strategically provide service to outlying areas
- Expansions feasible if funding becomes available





RAPID Long Term Vision

- Extend RAPID service
 - Virginia Line to Mt. Rose Hwy/Geiger Grade
 - Lincoln Line to Keystone Ave
- Expand transit mode share
- Collaborate to bring housing and employment density to RAPID corridors
- Attract new riders
- Additional capital and operating funds needed





- Next Steps
 - Virtual public meeting & online survey through 1/14
 - Complete project evaluation & prioritization
 - Modeling & air quality analysis
 - Finalize draft plan for public comment
- Visit www.rtcwashoe.com for more information





THANK YOU

Amy Cummings

**Deputy Executive Director/
Director of Planning**

Regional Transportation Commission
of Washoe County

acummings@rtcwashoe.com

rtcwashoe.com
Your RTC. Our Community.





REGIONAL TRANSPORTATION COMMISSION

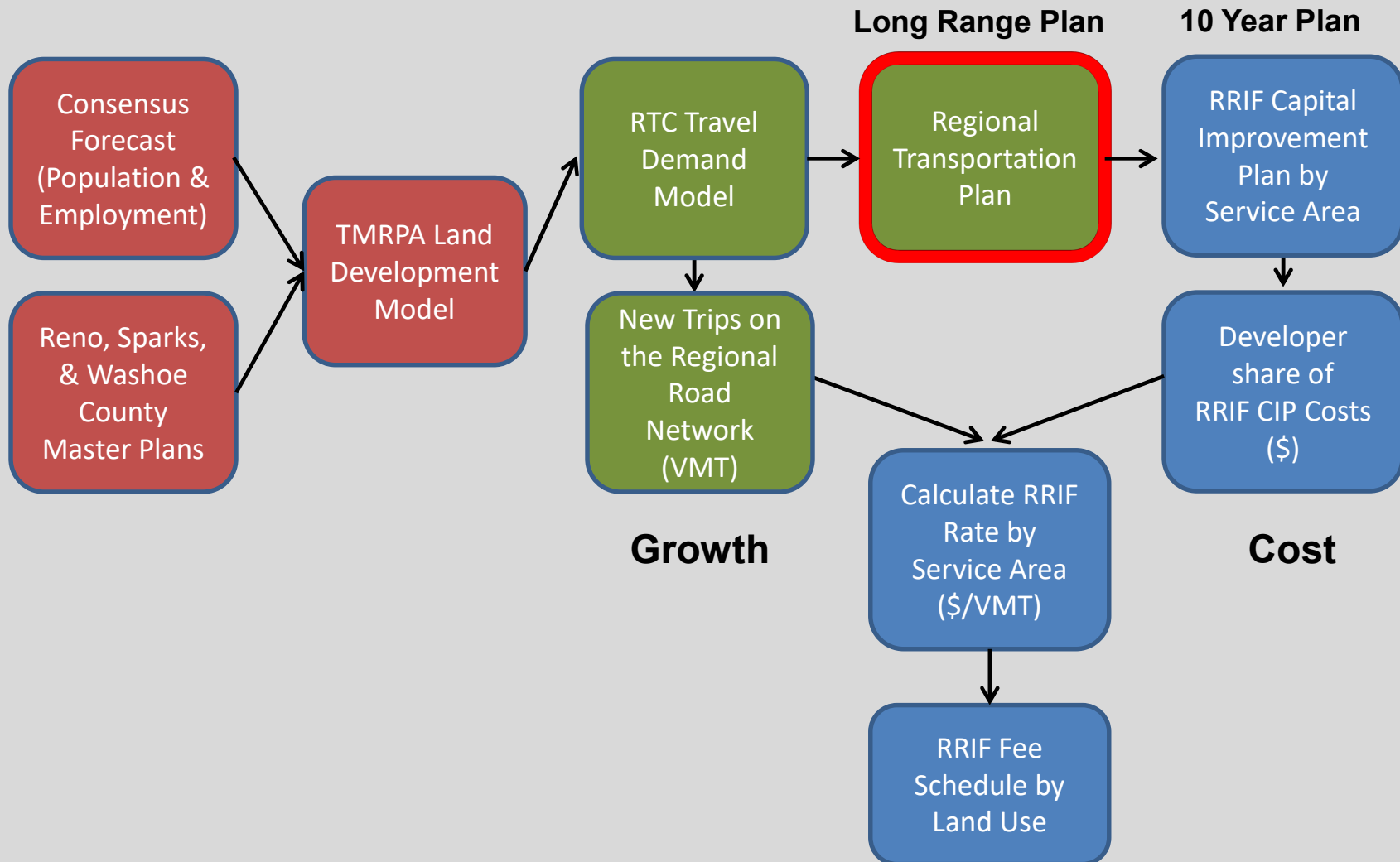
Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

7th Edition RRIF GAM Update



Regional Road Impact Fee Development



6th Edition Impact Fee Rates



<i>Description</i>	<i>North Service Area</i>	<i>South Service Area</i>
1 st 10 Years Capacity Related RTP projects	\$427,729,055	\$301,352,036
Other Funding Sources	(\$324,445,934)	(\$228,584,992)
RRIF Share by Service Area	\$103,283,121	\$72,767,044
VMT Growth by Service Area	322,046	232,352
\$/VMT for RRIF Share	\$320.71	\$313.18

$$\text{RRIF Share (\$)} / \text{VMT Growth} = \text{\$/VMT Rate}$$

Draft 7th Ed. RRIF CIP – Projects



1. See Agenda Packet Item 5 – Attachments A & B

Current Status of 7th Edition



1. RRIF Capital Improvement Plan (CIP) and Methodology
 - Clarify the process for adding new projects

2. Clearly Define Eligible RRIF Improvements
 - Removal of Programmatic Intersection Improvements
 - Removal of Programmatic Multimodal Improvements

3. Eligibility Determination and Appeals Process

**ATTACHMENT A
NORTH CAPITAL IMPROVEMENT PLAN**

Timeframe A #1	Service Area	Roadway	Limits	Description	RTP \$	Comments
2026-30	N	Buck Dr	Lemmon Dr to N Hills Blvd	Widen 2 to 4 lanes	\$1,912,000	
2021-25	N	Dolores Drive	Existing Dolores west to Lazy 5 Pkwy	New 2 lane road	\$1,500,000	
2021-25	N	Highland Ranch Pkwy	Five Ridges to Pyramid Hwy	Widen 2 to 4 lanes	TBD	New Project
2021-25	N	Kiley Pkwy	Wingfield Hills Rd to Henry Orr Pkwy	New 2 lane road	\$6,400,000	
2021-25	N	Lazy 5 Pkwy	W Sun Valley Arterial to Pyramid Hwy	New 4 lane road west of Pyramid Hwy transitioning to 2 lanes at future development entrance	\$27,600,000	
2021-25	N	Lemmon Drive	US 395 to Military Rd	Widen 4 to 6 lanes - US 395 to Military Rd	\$22,500,000	
2021-25	N	Lemmon Drive	Fleetwood Dr to Chickadee Dr	Widen 2 to 4 lanes - Fleetwood Dr to Chickadee Dr	\$39,000,000	
2022-26	N	Loop Rd	Salomon Circle to Eastern Slope Rd	New 2 lane road	\$4,900,000	Project Removed due to feasibility/need
2026-30	N	Military Rd	Lemmon Dr to Echo Ave	Widen 2 to 4 lanes	\$25,412,000	
2026-30	N	Moya Blvd	Red Rock Rd to Echo Ave	Widen 2 to 4 lanes	\$19,678,000	
2026-30	N	Moya Blvd Extension	Lemmon Dr to Echo Ave	New 2 lane road	\$74,100,000	New Project - 1st 2 lanes not RRIF Eligible
2026-30	N	N. Hills Blvd	Golden Valley Rd to Buck Dr	Widen 2 to 4 lanes	\$20,465,000	New Project
2021-25	N	N/S Connector Rd	Stonebrook Pkwy to Wingfield Hills Rd	New 2 lane road	\$8,400,000	
2026-30	N	North Virginia St	McCarran Blvd to Panther	Sidewalks and bike lanes. An off-street shared-use path may be considered	\$17,878,000	
2026-30	N	North Virginia St	Panther to Stead Blvd	Widen from 2 to 4 lanes and multimodal improvements	\$43,291,000	
2021-25	N	Oddie Blvd/Wells Ave	I-80 to Pyramid Way	Multimodal improvements	\$36,000,000	
2022-26	N	Rain Blvd	Ferrari MeLead to Raggio Pkwy	Interchange improvements	\$7,700,000	Improvements constructed
2017-21	NS	Pedestrian & Bicycle Facility Improvements	Spot improvements systemwide based on RDMIP	\$1 million per year	\$5,500,000	Program removed from RRIF eligibility and RRIF funding
2022-26	NS	Pedestrian & Bicycle Facility Improvements	Spot improvements systemwide based on RDMIP	\$1.20 million per year	\$6,400,000	Program removed from RRIF eligibility and RRIF funding
2021-25	N	Pyramid Hwy/Sun Valley/US 395 Connector Phase 1	Queen Way to Golden View	Widen Pyramid to 6 lanes from Queen Way to Golden View	\$54,100,000	
2026-30	N	Pyramid Hwy/Sun Valley/US 395 Connector Phase 2	Disc Drive Widening	Widen Disc drive from Pyramid Hwy to Vista Blvd	\$22,300,000	New Project
2026-30	N	Red Rock Rd	US 395 to Placerville Drive	Widen 2 to 4 lanes	\$58,246,000	
2026-30	NS	Sierra Street	California Ave to 9th St	Widen sidewalks & add bike lanes	\$5,060,000	
2021-25	N	Sky Vista Pkwy	Lemmon Dr to Silver Lake Rd	Widen 2 to 4 lanes	\$15,800,000	
2021-25	NS	Sparks Blvd	Greg to Baring	Multimodal improvements, widen 4 to 6 lanes - Greg to I-80, widen 4-6 lanes - I-80 to Springland	\$40,000,000	
2026-30	NS	Sparks Blvd	Greg to Baring	Multimodal improvements, widen 4 to 6 lanes - Greg to I-80, widen 4-6 lanes - I-80 to Springland	\$44,977,000	
2017-21	N	Stonebrook Parkway	La Posada Dr to N/S Connector Rd	New 2 lane road	\$11,300,000	Improvements constructed
2021-25	N	Stonebrook Parkway	N/S Connector Rd to Pyramid Highway	New 2 lane road	\$8,100,000	
2021-25	N	Sun Valley Blvd	7th Ave to Scottsdale	Multimodal improvements	\$25,000,000	
2017-21	NS	Traffic Signals: ITS Operations & Intersection	Systemwide	\$2.6 million per year	\$14,100,000	Program removed from RRIF eligibility and RRIF funding
2022-26	NS	Traffic Signals: ITS Operations & Intersection	Systemwide	\$3.22 million per year	\$16,600,000	Program removed from RRIF eligibility and RRIF funding
2021-25	N	Victorian Avenue	16th Street to Pyramid Way	Bike lanes	\$2,300,000	
2026-30	N	Vista Blvd	I-80 to Prater Way	Widen 4 to 6 lanes	\$11,244,000	New Project
2021-25	N	Whitelake Parkway	US 395 Interchange Improvements	Interchange improvements	\$28,000,000	Project Cost and description updated
2021-25	N	Whitelake Parkway	US 395 to Town Center North Road	Widen 2 to 4 lanes	\$2,800,000	New Project
2021-25	N	Wingfield Hills Rd	Existing Wingfield Hills Rd west to David Allen Pkwy	New 4 lane road	\$5,000,000	

**ATTACHMENT B
SOUTH CAPITAL IMPROVEMENT PLAN**

Timeframe A #1	Service Area	Roadway	Limits	Description	RTP \$	Comments
2017-21	S	2nd Street	Keystone Ave to I-580	Multimodal improvements (corridor study completed) Phase 1	\$3,000,000	Project Removed due to feasibility/need
2021-25	S	4th Street (Reno)	Keystone Avenue to Evans Ave	Enhanced sidewalks and bus/bike lanes, intersection improvements	\$35,000,000	
2022-26	S	Arrowcreek Pkwy	Wedge Pkwy to Zolezzi Ln	Widen 2 to 4 lanes	\$8,300,000	Moved to RTP outer years (2031-2050)
2021-25	S	Center Street	Moran to 9th Street	Widen sidewalks & add bike lanes	\$10,000,000	
2021-25	S	Damonte Ranch Pkwy	Veterans Pkwy to Rio Wrangler Pkwy	New 2 lane road	\$7,100,000	1st 2 lanes not RRIF Eligible
2026-30	S	Damonte Ranch Pkwy	I-580 to Double R	Roadway widening	\$4,723,000	New Project
2021-2025	S	Day Break	South Meadows Pkwy to Rio Poco Rd	Traffic and circulation improvements	TBD	New Project
2017-21	S	Forest Street	California Avenue to Mount Rose Street	Bike facility	\$4,100,000	Project Removed due to feasibility/need
2022-26	S	Geiger Grade	Toll Rd to Rim Rock	Widen 2 to 4 lanes	\$26,300,000	Project Removed due to feasibility/need
2026-30	S	Geiger Grade Realignment	Virginia St to Toll Rd	New 4 lane road	\$84,445,000	1st 2 lanes not RRIF Eligible
2017-21	S	Glendale Ave	Kietzke Ave to McCarran Blvd	Pavement reconstruction & multimodal improvements	\$46,400,000	Improvements constructed
2026-30	S	Keystone Ave	California to I-80	Multimodal improvements and Truckee River bridge replacement	\$61,169,000	
2022-26	S	Kietzke Ln	Virginia St to Galletti Way	Multimodal improvements Phase 2	\$10,700,000	Moved to RTP outer years (2031-2050)
2017-21	S	Kietzke Ln	Virginia St to Galletti Way	Multimodal improvements Phase 1	\$4,800,000	Moved to RTP outer years (2031-2050)
2021-25	S	McCarran Blvd	Kietzke to Greensboro	Intersection and Operations	\$10,000,000	New Project
2026-30	S	Mill Street	Kietzke to Terminal	Roadway widening and multimodal	\$60,000,000	New Project
2026-30	S	Mill St/Terminal Way	Reno Tahoe International Airport to Lake St (downtown Reno)	Multimodal & intersection improvements, add EB lane from Kietzke Ln to US 395	\$27,436,000	
2017-21	NS	Pedestrian & Bicycle Facility Improvements	Spot improvements systemwide based on BMP	\$1 million per year	\$5,500,000	Program removed from RRIF eligibility and RRIF funding
2022-26	NS	Pedestrian & Bicycle Facility Improvements	Spot improvements systemwide based on BMP	\$1.20 million per year	\$6,400,000	Program removed from RRIF eligibility and RRIF funding
2026-30	S	Pembroke Drive	McCarran Blvd to Veterans Pkwy	Roadway widening and multimodal	\$19,790,000	New Project
2022-26	S	Plumb Lane	Lakeside Drive to Kietzke Lane	Sidewalks and bike lanes	\$8,200,000	Moved to RTP outer years (2031-2050)
2026-30	S	Rio Wrangler Extension North	South Meadows Pkwy to Bucephalus Pkwy	New 2 lane road	TBD	New Project - 1st 2 lanes not RRIF Eligible
2026-30	S	Rio Wrangler Extension South	Damonte Ranch Pkwy to Veterans Pkwy	New 2 lane road	TBD	New Project - 1st 2 lanes not RRIF Eligible
2026-30	S	S. Virginia Street	I-580 to Longley	Add NB Lane	\$23,613,000	New Project
2026-30	NS	Sierra Street	California Ave to 9th St	Widen sidewalks & add bike lanes	\$5,060,000	
2026-30	S	South Meadows Extension	Mojave Sky Drive to Rio Wrangler	New 4 lane road	TBD	New Project - 1st 2 lanes not RRIF Eligible
2022-26	S	South Virginia Street	E. Patriot Blvd to Mt. Rose Hwy/Geiger Grade	Add sidewalk and bike lane, convert travel lane to bus/bike lane	\$16,000,000	Moved to RTP outer years (2031-2050)
2017-21	S	South Virginia Street	South of Arrowcreek Pkwy to the I-580 interchange	Safety and multimodal improvements including traffic signal and median	\$5,000,000	Moved to RTP outer years (2031-2050)
2021-25	NS	Sparks Blvd	Greg to Baring	Multimodal improvements, widen 4 to 6 lanes - Greg to I-80, widen 4-6 lanes - I-80 to Springland	\$40,000,000	
2026-30	NS	Sparks Blvd	Greg to Baring	Multimodal improvements, widen 4 to 6 lanes - Greg to I-80, widen 4-6 lanes - I-80 to Springland	\$44,977,000	
2026-30	S	Steamboat Pkwy	Promenade Way to Veterans Pkwy	Widen from 4 to 6 lanes	\$4,610,000	New Project
2017-21	NS	Traffic Signals, ITS Operations & Intersections	Systemwide	\$2.6 million per year	\$14,100,000	Program removed from RRIF eligibility and RRIF funding
2022-26	NS	Traffic Signals, ITS Operations & Intersections	Systemwide	\$3.32 million per year	\$16,600,000	Program removed from RRIF eligibility and RRIF funding
2021-25	S	Vassar Street	Holcomb Avenue to Terminal Way	Bike lanes	\$4,300,000	
2021-25	S	Vine Street	Riverside Drive to University Terrace	Bike lanes	\$11,300,000	
2022-26	S	W 2nd Street (Rene)	Keystone Avenue to Galletti Way	Enhanced sidewalks, landscaping, bike lanes	\$10,500,000	Project Removed due to feasibility/need



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

MEETING DATE: February 25, 2021

AGENDA ITEM 2

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

From: Dale Keller, P.E., Engineering Manager

RECOMMENDED ACTION – PUBLIC INPUT

This agenda item allows the public the opportunity to provide information on topics within the jurisdiction of the Regional Road Impact Fee Technical Advisory Committee (RRIF TAC). Any person wishing to wait to provide public comment on a specific agenda item should indicate that item number on the “comment” card. The RRIF TAC reserves the right to take all public comment during Public Input. Individuals addressing the RRIF TAC 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

MEETING DATE: February 25, 2021

AGENDA ITEM 5.1

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

From: Dale Keller, P.E., Engineering Manager

RECOMMENDED ACTION

Acknowledge receipt of a report on COVID-19 impacts on transportation trends related to traffic volumes and vehicles miles traveled (VMT).

BACKGROUND AND DISCUSSION

The COVID-19 pandemic along with stay-at-home orders have changed transportation patterns in the region, the state, and the country. Various transportation agencies and transportation analysis firms have researched this period of volatility for transportation planning and use.

The Nevada Department of Transportation (NDOT) showed traffic volumes in the Reno-Sparks area dropped by 34% in the April through June 2020 timeframe compared to the year prior. As of January 2021, traffic volumes were still down 13%. See Attachment B.

Similarly and per StreetLight Data, Inc. (Attachment B), U.S. VMT dropped an unprecedented 40.2% in April 2020 compared to 2019. VMT has been steadily climbing, with vehicle travel stabilizing.

Further research and analysis will need to be performed to understand the long-term trends regionally and nationwide.

ATTACHMENT(S)

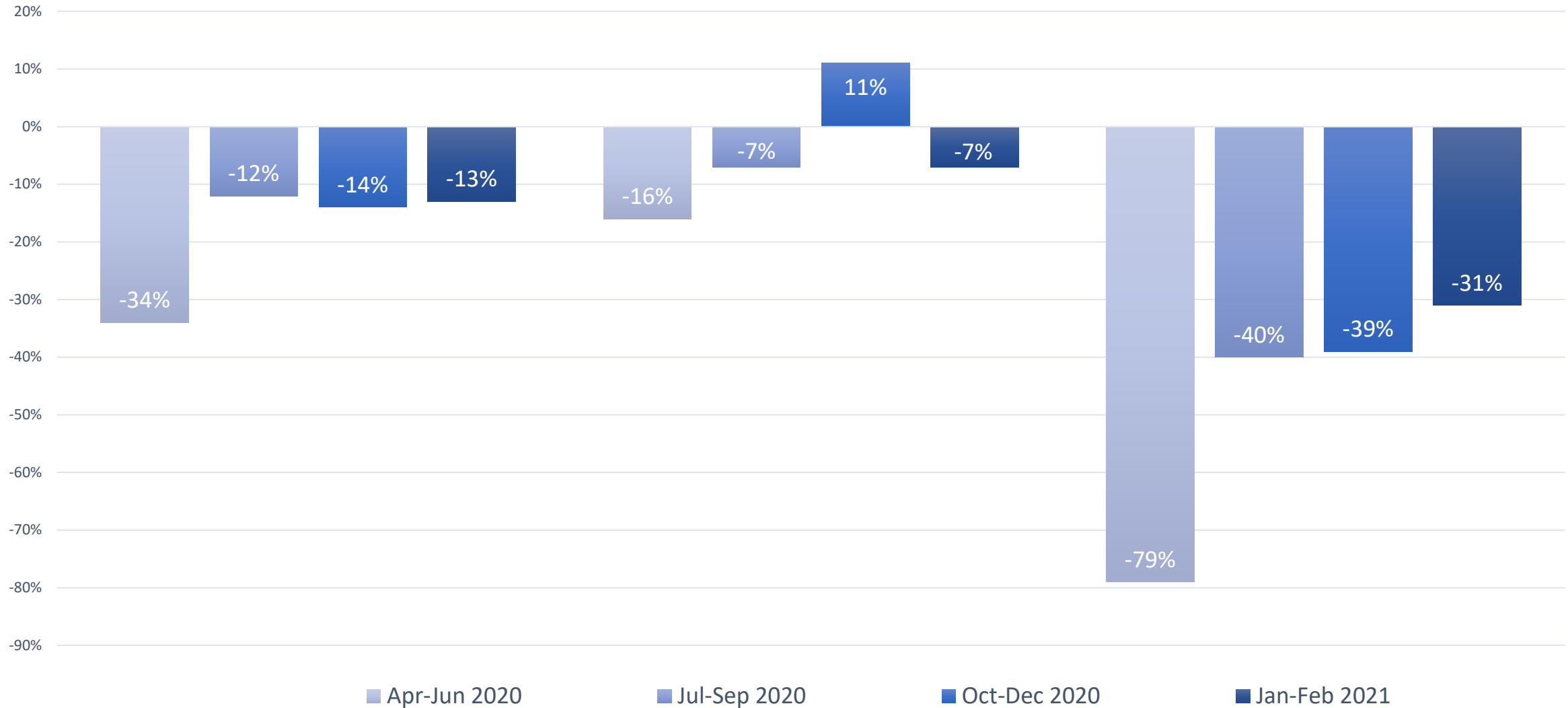
- A. NDOT COVID Traffic Trends
- B. StreetLight Data COVID Transportation Trends

COVID TRAFFIC IMPACTS

Reno

Elko

Las Vegas



E-BOOK

COVID TRANSPORTATION TRENDS

What You Need to Know
About the “New Normal”



STREETLIGHT

The New Normal?

Remember the long-ago days of March, when hopes were high that the pandemic would last only a few months? As 2020 draws to a close, indeed some transportation indicators like vehicle miles traveled (VMT) are trending back to pre-COVID levels. But, spoiler alert: That's only a superficial takeaway.

Looking closer, we are seeing a shift to an entire "new normal" for transportation. Analyzing travel metrics at a granular level with rich data overlays reveals deeper upheavals that transportation professionals should be monitoring closely through the end of 2020 and beyond. Because it's all going to keep changing.

This research report takes advantage of StreetLight Data's transportation metrics to provide data-driven insights on vehicular and bicycle travel so far in 2020. Our analysis sheds light on emerging trends that will continue to influence agencies' efforts to manage transportation amid sweeping behavioral changes in our communities.

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I. VEHICLE TRAVEL STILL VOLATILE	4
II. THE DEATH OF PEAK AM CONGESTION	8
III. SPOTLIGHT ON ESSENTIAL EMPLOYEES	11
IV. THE RENAISSANCE OF BICYCLING	16
V. THE NEW METRICS THAT MATTER	19



COVID TRENDS UPDATE WEBINAR

Get the latest, because the world will change even as we go to print with this e-book.

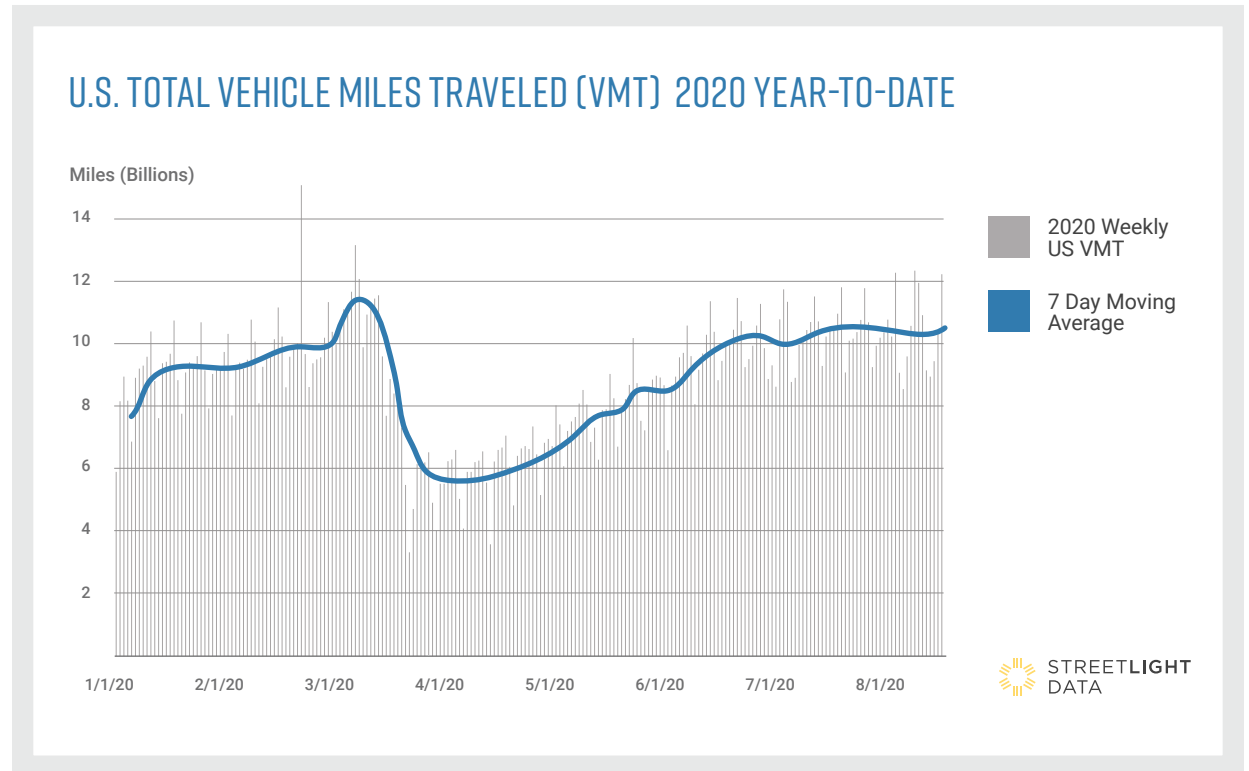
Register now at streetlightdata.com/COVID-ebook-webinar

I. VEHICLE TRAVEL STILL VOLATILE

Over the last few months, COVID-induced stay-at-home orders have changed how we shop, how we learn, how we get health care — and have introduced a period of unprecedented volatility for transportation planning and use.

In any given year, U.S. VMT rises or falls only about 1 to 2%. Even during the “great recession” of 2008 (our most recent major dip), VMT declined only 3.5%. By April 2020, however, VMT dropped an unprecedented 40.2% compared to 2019.

At StreetLight, we’ve been watching VMT closely, using our daily [VMT Monitor](#). After bottoming on Easter Sunday of this year, VMT has been steadily climbing, with a post-June plateau suggesting that vehicle travel is stabilizing. The trendline may look like a return to normal, but it’s not.



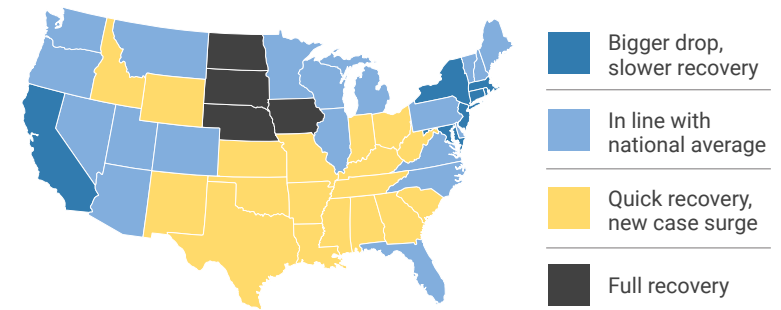
Since bottoming out in April, total VMT has recovered to near pre-COVID levels, but still remains below levels of July 2019.

Our year-over-year comparison of July 2020 VMT reveals it is **still 16.3% lower** than in July 2019. While some transportation experts predicted a VMT “rebound” making up the difference for the year as a whole, we don’t see indications of that level of recovery.

We do see that VMT correlates with several pandemic-related factors (discussed below), and these factors vary by region. This deeper insight can help planners monitor, and even predict, VMT fluctuations in response to pandemic policies and disease progression.

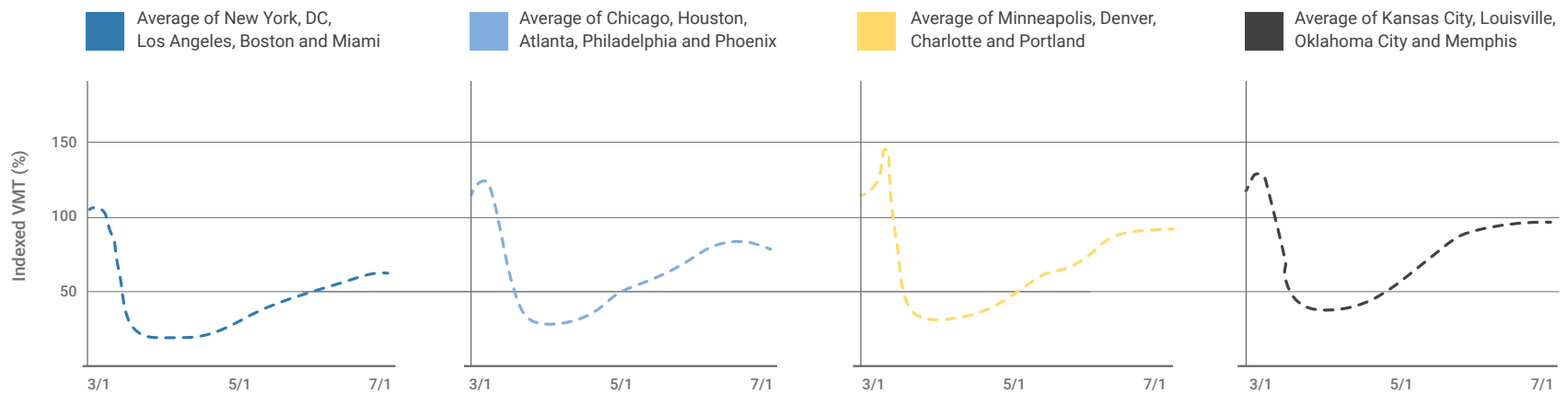
Boston Consulting Group’s [analysis of StreetLight’s VMT data](#) found that specific demographics correlate strongly with VMT fluctuations. Analyzing these correlations divides the U.S. into four key “archetypes,” each associated with a particular VMT trendline.

PAGE OF VMT RECOVERY



STREETLIGHT DATA

BCG

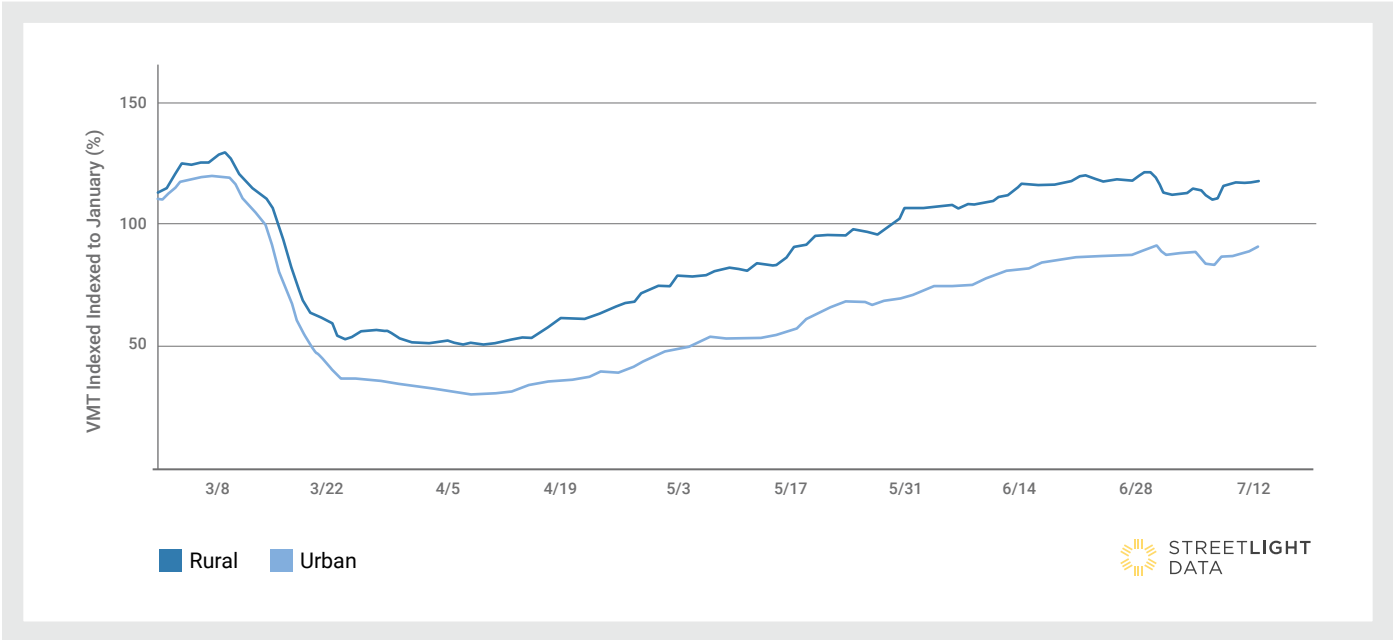


States can be grouped into four pattern clusters based on how quickly VMT declined and rebounded. Analyzing individual cities within each of the four clusters shows the timeline of VMT recovery.

VMT trends vary significantly among the four cohorts BCG discovered. For example, Northeast states fall into a group with a larger drop in VMT and a slower recovery. This trend correlates with demographic factors including higher income, higher average population density, and higher share of professional services employment. States with a faster recovery trend have lower income levels, less population density, and fewer professional services jobs.

In addition, BCG’s analysis shows that rural areas sustained higher VMT levels than urban areas during stay-home orders and work-from-home policies. This trend has held true for the entirety of the pandemic period.

Throughout the pandemic, rural areas across the U.S. have had consistently higher VMT than urban areas.



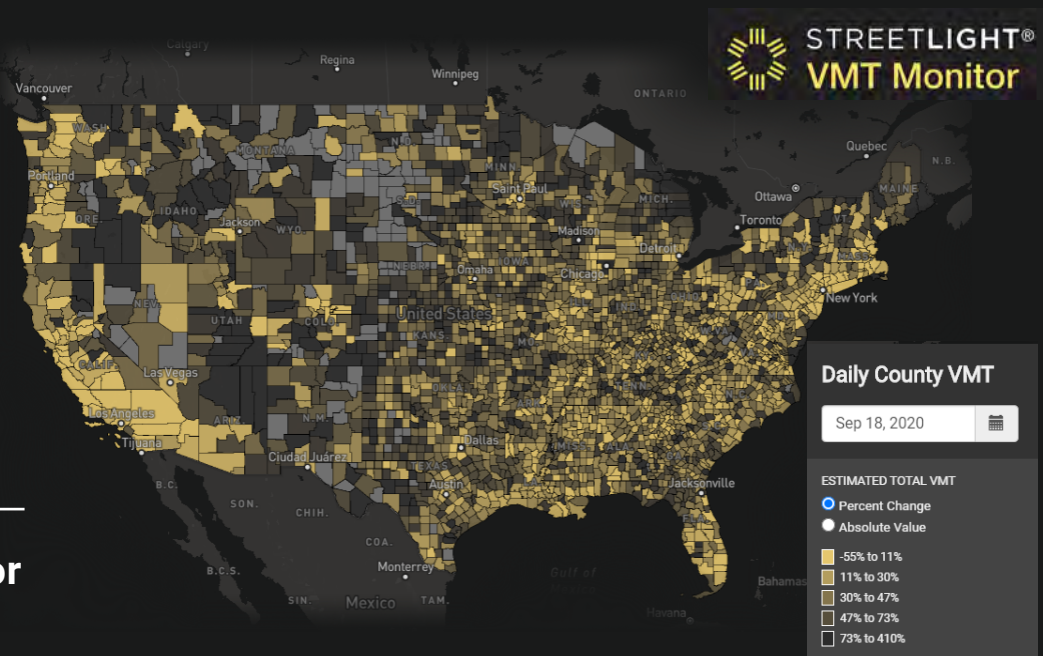
If the U.S. sees sequential waves of COVID outbreaks, or if government officials (local or national) enforce preventive lock-down measures, regional nuances in correlative factors will directly affect VMT. We encourage readers to monitor VMT at the county level to keep up to date on potential impact.

Get latest VMT data for your county

View daily metrics for 3,100+ counties to monitor the return of vehicle activity or analyze the impact of VMT on gas tax or emissions.



streetlightdata.com/VMT-monitor



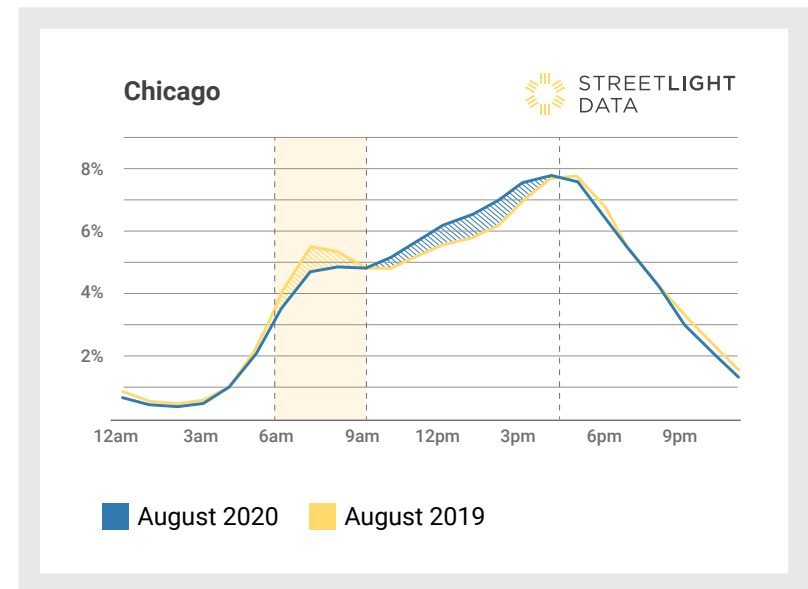
II. THE DEATH OF PEAK AM CONGESTION

The PricewaterhouseCoopers U.S. Remote Work Survey* reveals that 77% of office employees are currently working from home at least one day a week – and the survey projects that 55% will do so post-COVID.

Since many employers enacted work-from-home policies in spring, peak commuting travel in the U.S. has undergone tremendous change. If you're seeing fewer traffic jams on your local highways in the morning, you're not alone.

Our analysis of hourly travel in five major U.S. metro areas reveals that there is no such thing as “peak AM” anymore. Instead of the typical sharp increase in morning travel, followed by a drop and then an afternoon peak, our August 2020 VMT analysis shows weekday traffic building gradually toward a more sustained afternoon high. Millions of commuters no longer head to a distant office in the morning, and they have new flexibility for mid-day grocery shopping and other in-person errands as more businesses gradually reopen their doors.

DISTRIBUTION OF DAILY VMT BY TIME OF DAY

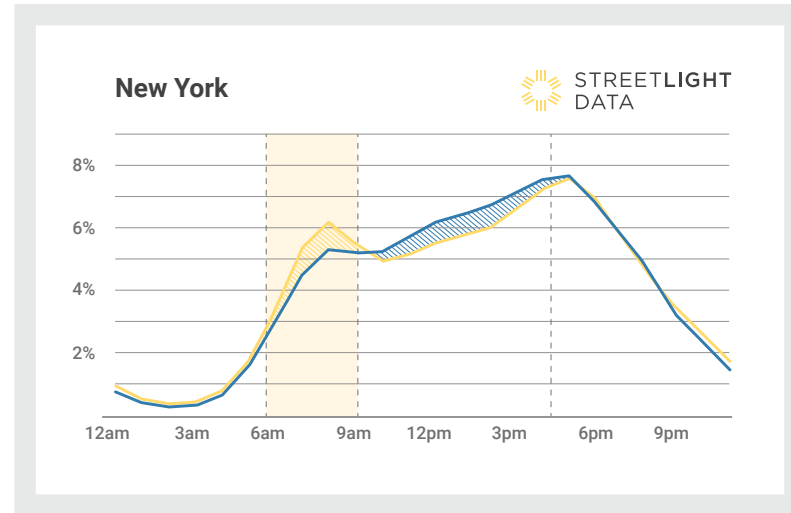
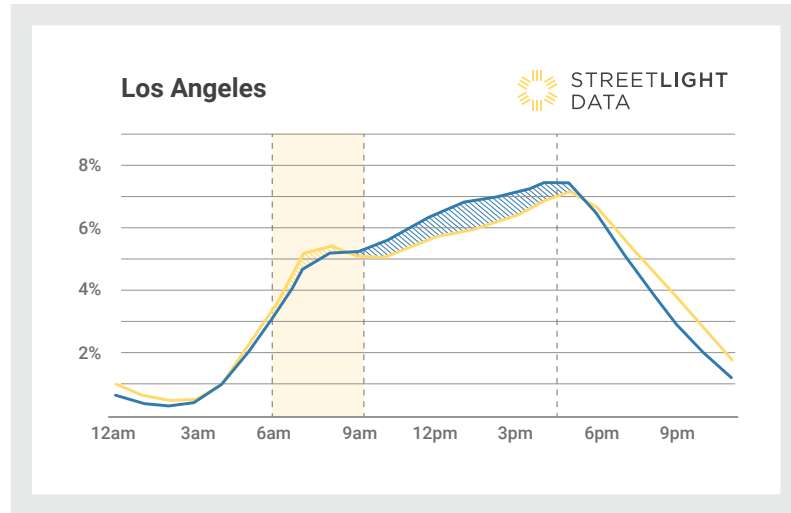


Shaded area indicates a year-over-year drop in peak AM travel, and increase in peak PM travel.

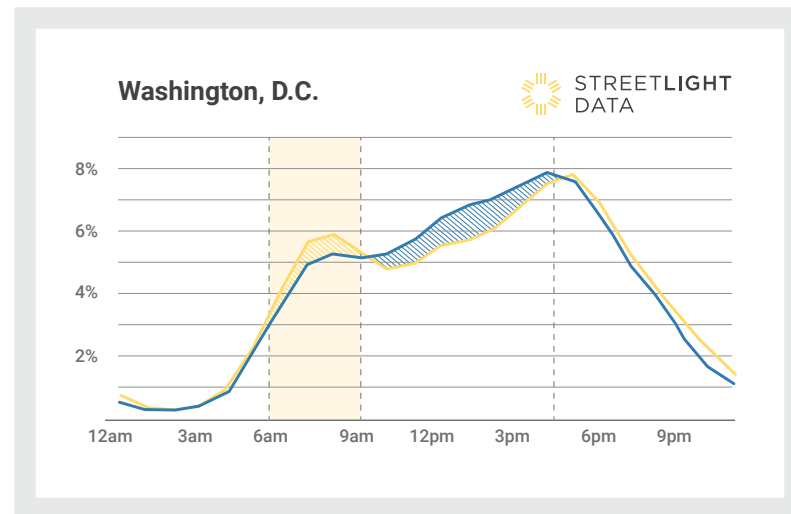
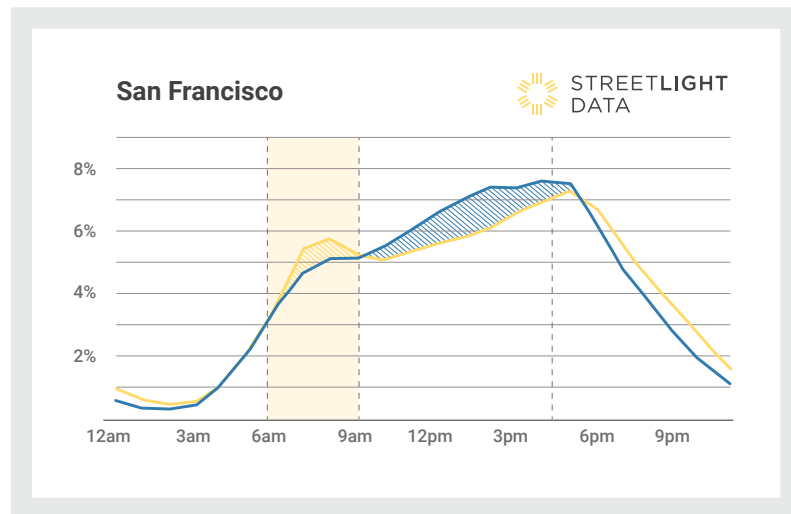
* PWC's June 2020 survey of executives and office workers can be found on [pwc.com](https://www.pwc.com)

Additional U.S. metro areas on the next page >>

DISTRIBUTION OF DAILY VMT BY TIME OF DAY (CONT'D)



■ August 2020
■ August 2019



While major metros still have peak PM commutes, those peaks aren't as pronounced as they used to be. In Washington D.C., for example, we see a slightly earlier peak for PM travel than during the same period in 2019, but the buildup to that point is a steady increase instead of a sudden jump.

In fact, the Los Angeles and San Francisco metros are seeing a “mini rush hour” just after lunch, with two PM peaks in those cities showing longer periods of lighter congestion. That PM congestion is beginning earlier, but ending sooner, with freeways returning to normal loads as much as an hour early vs. 2019.

All five metros we studied have this “peak-spreading” tendency, with more vehicle travel during midday than in 2019. We validated this behavior against permanent counter data from state DOT sources and see similar changes in AM peak-spreading.

We also analyzed where trips originate, finding that Chicago and Washington, D.C. showed an increase in trip starts further away from the traditional downtown/core urban areas, and a decrease in city center trip starts.

This decoupling of VMT and congestion — which will likely persist to some degree after COVID is over — shakes the foundations of many of our models and decision-making tools for transportation infrastructure, investment, funding, mode choice, and more. With uncertain budgets, localities will need to efficiently monitor and prioritize in order to maximize resources.

Analyze resident, worker, and visitor traffic in your region

Dive deeper into local travel patterns of commuters and other vehicle drivers



streetlightdata.com/trip-purpose

III. SPOTLIGHT ON ESSENTIAL EMPLOYEES

Our analysis in Section II showed that COVID-induced VMT decreases were less pronounced in rural areas. We also discovered that this trend was especially true in counties heavy with essential industries. Our granular data also lets us examine the travel habits of essential employees, regardless of their geographic location.

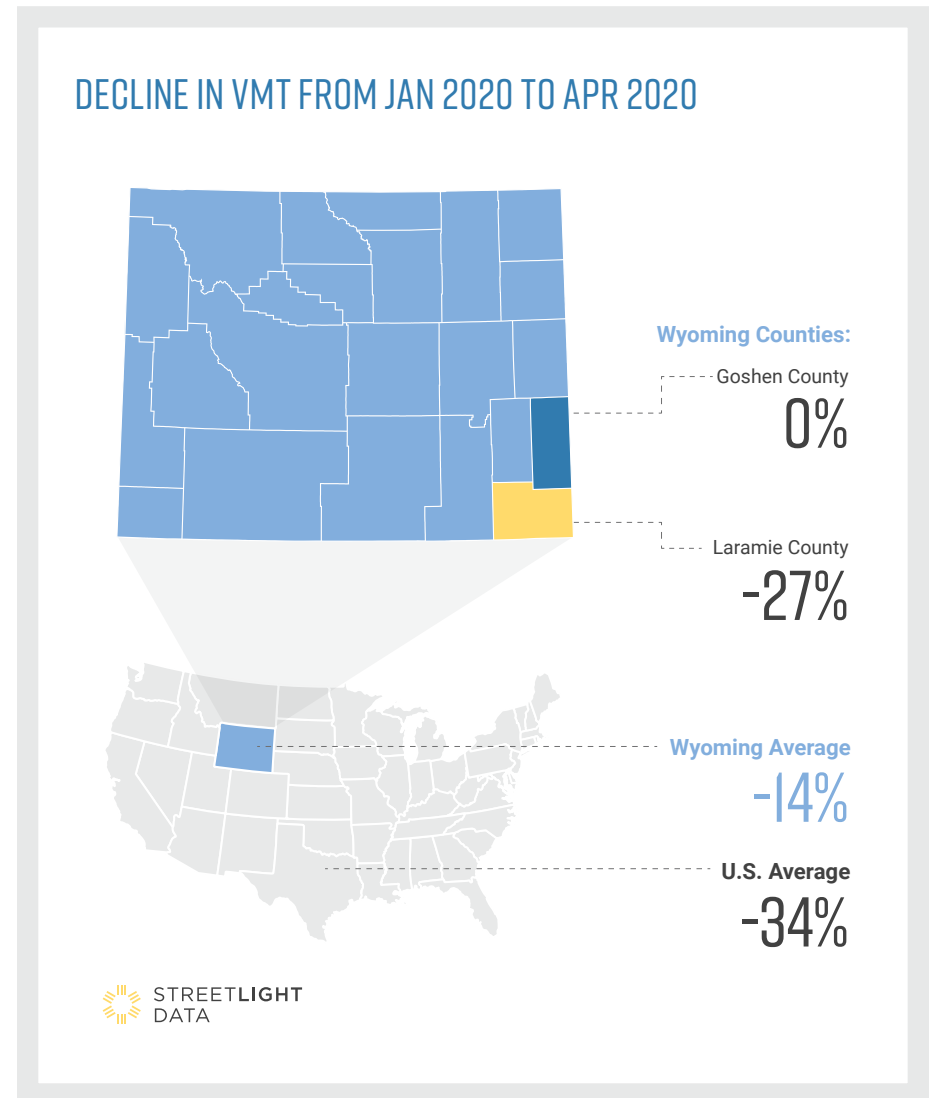
This important traveler must get to work reliably and easily – not only for critical businesses to function during a pandemic, but to support economic growth during an eventual recovery.

The availability of LBS data means that we can go “back in time” to analyze March and April metrics. This reveals insights about mobility during the height of the pandemic.

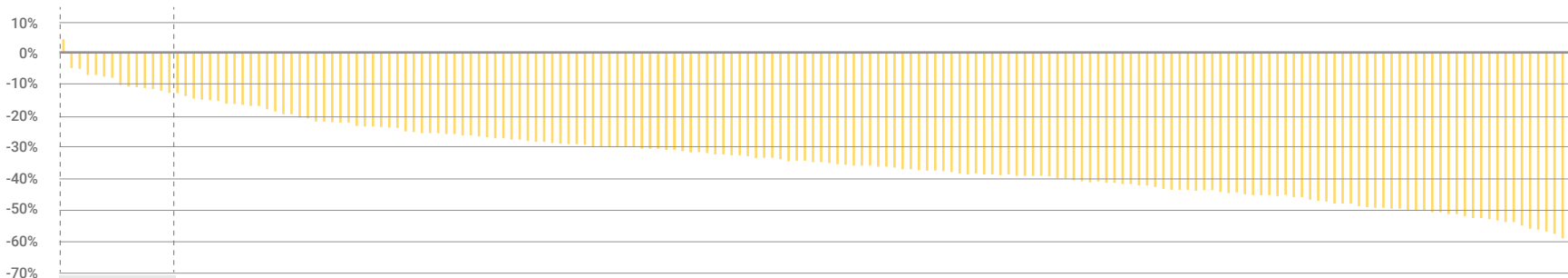
Our county-level VMT Metrics highlight that areas of the U.S. supporting essential industries showed little VMT decline, even while much of the country was closing up shop and encouraging residents to stay home.

For example, Goshen County, the top ranching county in Wyoming, saw flat VMT in late April. But neighboring Laramie County, home to the state’s capitol, saw VMT drop 27%, closer to the U.S. average decline during this time.

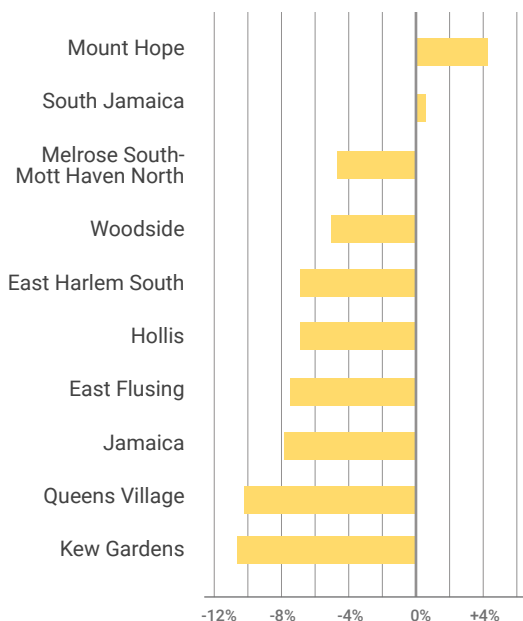
Likewise, Iowa’s Kossuth County, the state’s top producer of corn, soybeans, and other food crops, registered a gain of 6% in VMT in late April, while Park County (home to capital city Des Moines) dropped 35%.



CHANGE IN COMMUTE TRIPS BY NYC NEIGHBORHOOD, APR. 2020 VS. APR. 2019



DETAIL

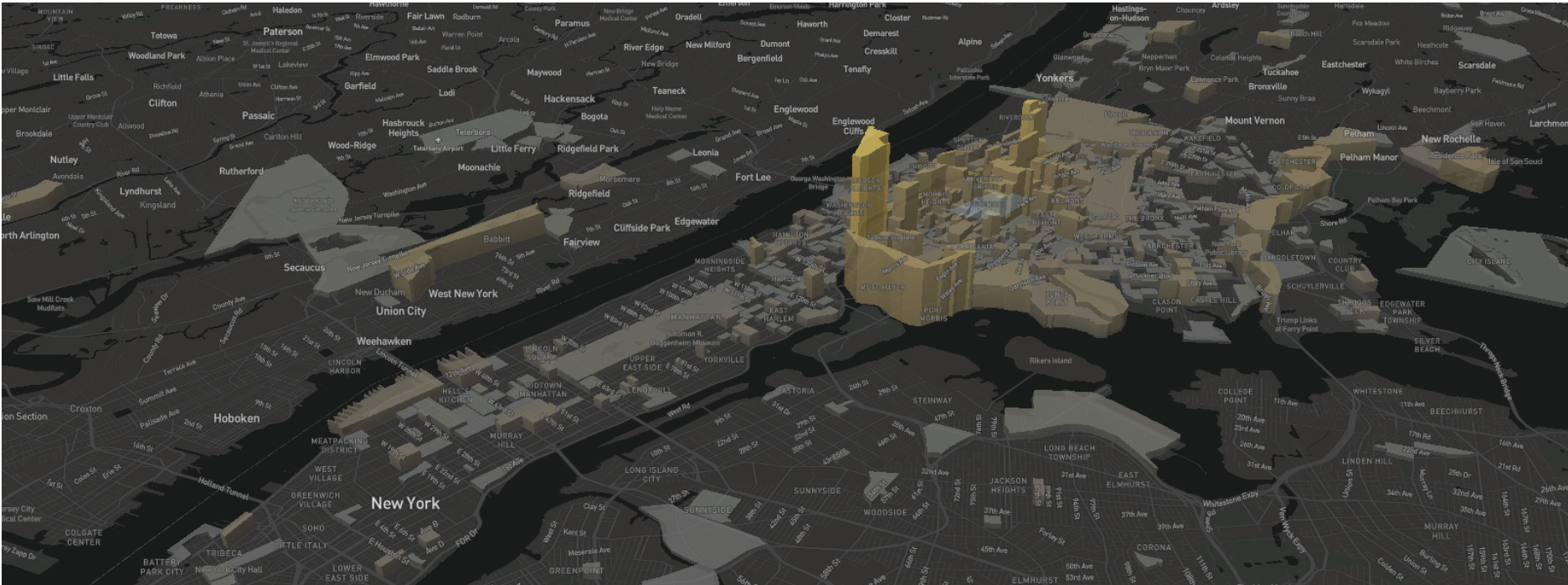


Drilling deeper, we examined VMT down to zip code, and also went “back in time” to see where travel remained high during peak quarantine in different parts of individual cities.

The *New York Times* used our Metrics to study where commuting travel rose and fell in all 188 New York City neighborhoods during April, and ranked them from highest (most travel) to lowest (least travel). Aligning with BCG’s finding that VMT correlates with income levels, this analysis also found that travel dropped more in neighborhoods with higher income levels, populated by office workers and non-essential employees able to work from home.

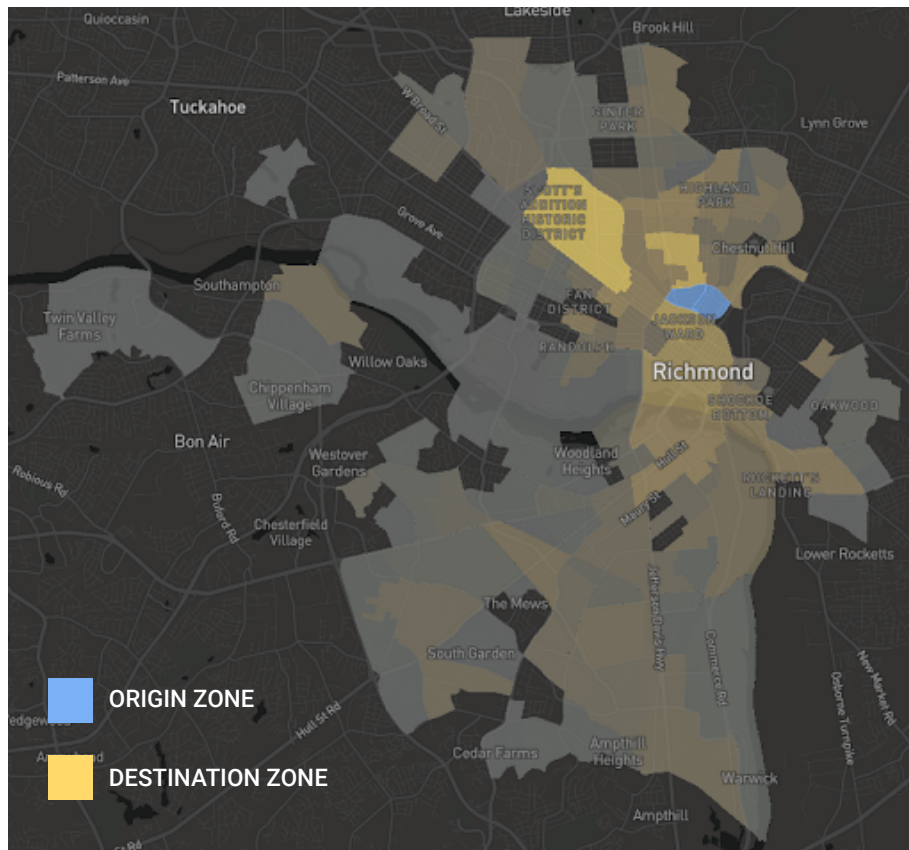
The *New York Times* study identified several Manhattan, Queens and Bronx neighborhoods with VMT declines greater than 40%. The Mount Hope neighborhood of the Bronx stood out because VMT increased markedly during stay-home orders. Further study showed Mount Hope to be home to a high percentage of New York City's essential employees – valuable information for any locality looking to ease commuting for this cohort.

TOP DESTINATION ZONES FOR TRIPS ORIGINATING IN MOUNT HOPE

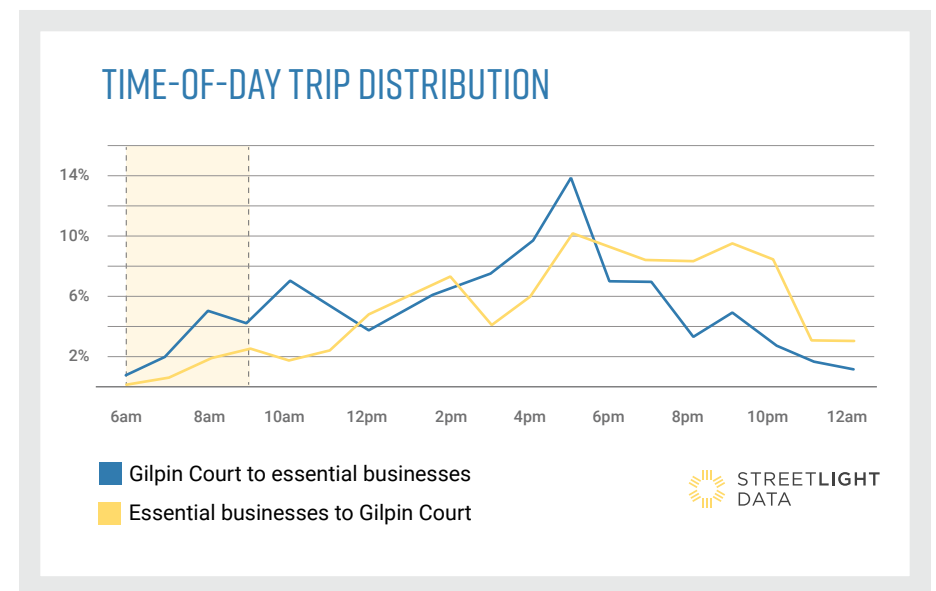


Three dimensional map indicating destination zones for essential employees in Mount Hope, New York. Taller zones indicate higher volume of trips ending in that zone.

In StreetLight's own [analysis of equitable transit access in Richmond, Virginia](#), we focused on the Gilpin Court neighborhood because of its high correlation with demographic factors associated with essential employees. In addition, Census data for Gilpin Court indicates a high percentage of households without access to vehicles.



Highly traveled routes between essential employees living in Gilpin Court (blue) and nearby businesses (yellow).



We then zeroed in on travel patterns between Gilpin Court and nearby essential services, including a hardware store and a large grocery store. Overlaying transit route maps between these locations, we found a lack of transit coverage for Gilpin Court residents.

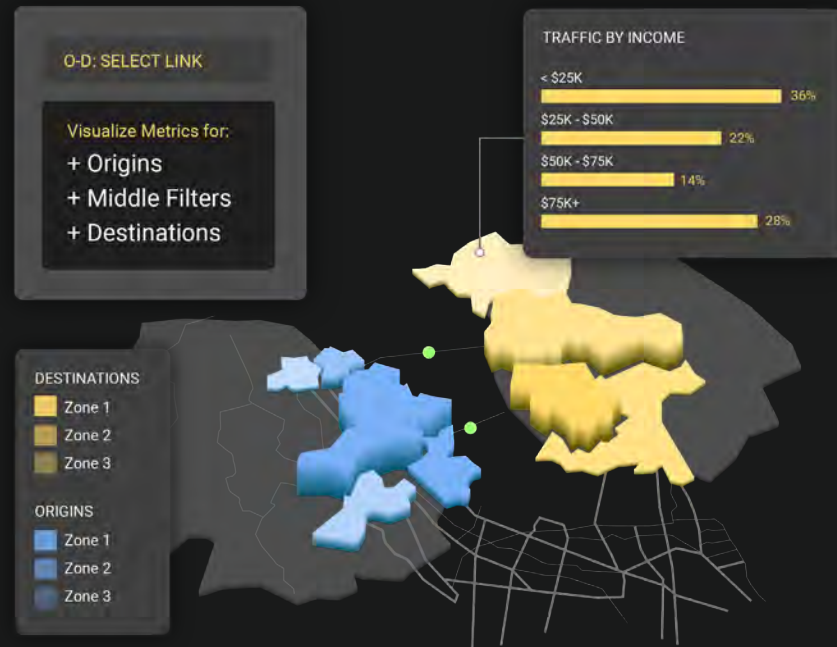
We also found that travel among these likely essential employees didn't follow traditional peak AM and PM patterns. This correlates with the national decline of peak AM travel, but this observation warrants further analysis since many essential employees are also likely off-hours shift workers.

Optimize mobility for essential workers in your communities

Get demographic metrics for Origin-Destination analyses, including race and income, to measure impact across populations and neighborhoods.



streetlightdata.com/social-equity



IV: THE RENAISSANCE OF BICYCLING

StreetLight's year-over-year [analysis of bicycle travel](#) conducted in May 2020 confirmed the anecdotal cycling "boom" during quarantine and the sustained periods of work-from-home that followed. This initial rush of cycling activity fed Slow Streets movements amid calls for increased safety.

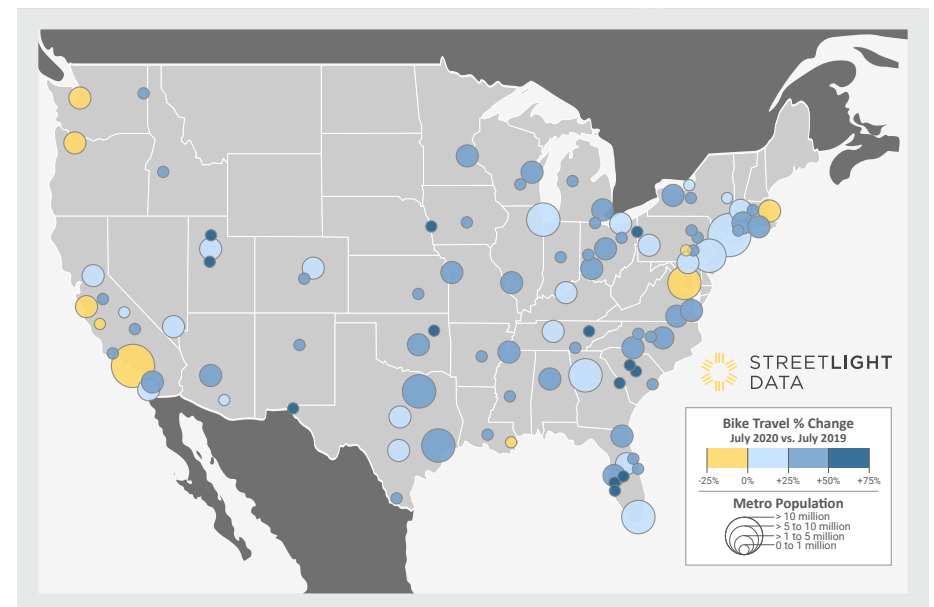
We analyzed 100 of America's most-populated MSAs, and initially found that cycling actually *dropped* in cities with previously high levels of cycling commuting, including San Francisco, Seattle, Chicago, Philadelphia, and New York. [A subsequent study by BloombergNEF](#) using StreetLight Metrics confirmed that these declines were concentrated during weekdays, when large cohorts previously commuting to the office by bicycle were now working from home.

However, bicycle activity in those cities decreased less than vehicle miles traveled did, suggesting that even if they aren't commuting, residents of a city with strong bike infrastructure are still increasing the use of bikes as a percentage of all travel during COVID.

Conversely, cycling activity *doubled* during May and June in metro areas not known for bike commuting, including Ogden (UT), Lakeland (FL), Knoxville (TN), Columbia (SC), and Provo (UT).

One might think that increase could be due to these areas' popularity for mountain biking, road biking, and/or triathlon training. But our analysis showed that even though average trip lengths increased, they remained below five miles on average, much shorter than a typical road or mountain biking workout, implying that "everyday cycling" (versus specialized athletic training) likely also increased.

In July, we see that on average the metros we analyzed gave back some of their gains.



Of the 10 metros with increased year-over-year bike travel for May, three have nearly recovered back to pre-COVID levels by July: Chicago, New York, and Philadelphia. All three cities also saw substantial recovery in VMT by July, with the Chicago metro back to normal, New York 15% below pre-COVID VMT levels, and Philadelphia 19% below.

July 2020 cycling activity remains below 2019 levels in San Francisco, Washington, D.C., and Boston. This enduring drop dovetails with sustained lower VMT in those cities related to office closures in the urban core and anecdotal reports of city residents temporarily relocating.

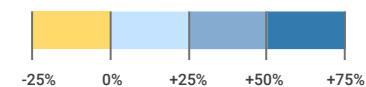
In addition, as many as 15 smaller U.S. metros have by July lost at least 50% of their year-over-year biking gains observed in May. These include historically car-friendly California metro areas anchored by Oxnard-Thousand Oaks, Bakersfield, and Riverside.

By and large, however, the remaining 70+ U.S. metro areas continued to see substantial year-over-year bicycling gains in July.

In sum, our July analysis shows a nationwide 12% year-over-year gain in bike ridership on average, with VMT trailing about 15% for the same period – encouraging data for what could be a rejuvenation of bicycling in this country.

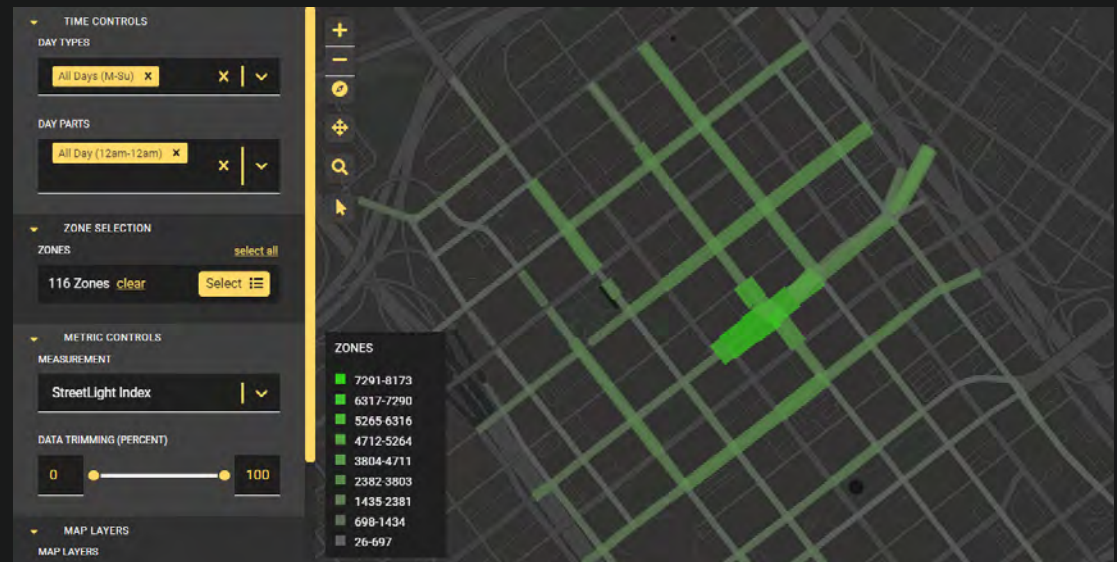
TREND IN BIKE RIDERSHIP FROM MAY 2020 TO JULY 2020

	May 2020 YOY Increase	Trend	July 2020 YOY Increase
Oxnard-Thousand Oaks-Ventura, CA Metro Area	Dark Blue	▼	Dark Blue
Bakersfield, CA	Dark Blue	▼	Dark Blue
Milwaukee-Waukesha-West Allis, WI	Dark Blue	▼	Dark Blue
Houston-The Woodlands-Sugar Land, TX	Dark Blue	▼	Dark Blue
Minneapolis-St. Paul-Bloomington, MN-WI	Dark Blue	▼	Dark Blue
Tampa-St. Petersburg-Clearwater, FL	Dark Blue	▼	Dark Blue
Richmond, VA	Dark Blue	▼	Dark Blue
Riverside-San Bernardino-Ontario, CA	Dark Blue	▼	Dark Blue
San Antonio-New Braunfels, TX	Dark Blue	▼	Light Blue
Orlando-Kissimmee-Sanford, FL	Light Blue	▼	Light Blue
Salt Lake City, UT	Light Blue	▼	Light Blue
Denver-Aurora-Lakewood, CO	Light Blue	▼	Light Blue
Nashville-Davidson—Murfreesboro—Franklin, TN	Light Blue	▼	Light Blue
San Diego-Carlsbad, CA	Light Blue	▼	Light Blue
Harrisburg-Carlisle, PA	Light Blue	▼	Yellow
Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	Yellow	▲	Light Blue
New York-Newark-Jersey City, NY-NJ-PA	Yellow	▲	Light Blue
Chicago-Naperville-Elgin, IL-IN-WI	Yellow	▲	Light Blue
San Francisco-Oakland-Hayward, CA	Yellow	—	Yellow
Washington-Arlington-Alexandria, DC-VA-MD-WV	Yellow	—	Yellow
Boston-Cambridge-Newton, MA-NH	Yellow	—	Yellow



Explore 2019 and 2020 Bicycle and Pedestrian Metrics

Get access to data from the last few months to compare bike and ped trends to last year's metrics to understand the impact of COVID-19.



streetlightdata.com/bike-ped

V: THE NEW METRICS THAT MATTER

The trends covered in this report wouldn't have been identifiable without the Location-Based Services (LBS) data we used to uncover them. LBS data populates the core StreetLight Metrics used for this research, including Origin-Destination, Vehicle Miles Traveled, Trip Volume, and Trip Attributes.

Creating a comprehensive, focused report within minutes using LBS data allows transportation agencies to form and test hypotheses quickly, freeing resources to solve problems instead of figuring out what the problems are.

And the problems are growing. We hear that from our customers, which include a cross section of public agencies and private organizations across the transportation industry. They are focused on a handful of particularly dynamic issues the pandemic has introduced:

- budget uncertainty
- transit, bicycle, and other alternate mode use (or disuse)
- deeper focus on safety and transportation equity
- trip purpose (including commuting)

How do we adjust and manage transportation to respond to these changes? Conditions are shifting more quickly than ever, and we want to help you stay effective.

Throughout this report, we provided specific references (and links to) StreetLight Metrics to help you move beyond national and regional insights, and zero in on your own counties, cities, zip codes, and zones.

You can also learn more about on-demand access to AADT, O-D, Top Routes, and more on our Transportation Metrics page referenced below.



We invite you to peruse these multimode “essentials for everyday” traffic analyses further on our website at streetlightdata.com/transportation-metrics

 COVID Q3 WEBINAR

COVID Trends Live Update

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Get the data as it emerges.



MARTIN MORZYNSKI



PHAEDRA HISE



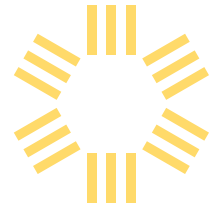
THOMAS GROGAN



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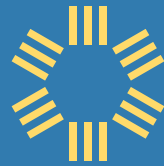
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About StreetLight Data



StreetLight Data pioneered the use of Big Data analytics to help transportation professionals solve their biggest problems. Applying proprietary machine-learning algorithms to over four trillion spatial data points over time, StreetLight measures diverse travel patterns and makes them available on-demand via the world's first SaaS platform for mobility, StreetLight InSight®. From identifying sources of congestion to optimizing new infrastructure to planning for autonomous vehicles, StreetLight powers more than 6,000 global projects every month.

For more information please visit: streetlightdata.com.



STREETLIGHT

Big Data for Mobility

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REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

MEETING DATE: February 25, 2021

AGENDA ITEM 5.2

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

From: Dale Keller, P.E., Engineering Manager

RECOMMENDED ACTION

Acknowledge receipt of a report on the project list in the draft 2050 Regional Transportation Plan (RTP).

BACKGROUND AND DISCUSSION

At the January 28, 2020, RRIF TAC Meeting, committee members accepted a report on the 2050 RTP draft project listing and the TAC requested a follow-up agenda item to further discuss the draft project list.

The attachments include the preliminary draft for the 2050 RTP fiscally constrained project listing. A draft 2050 RTP document will be circulated for review in February, with a final draft anticipated for completion in March.

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).

ATTACHMENT(S)

- A. Preliminary Draft 2021-2025 Project Listing
- B. Preliminary Draft 2026-2030 Project Listing
- C. Preliminary Draft 2031-2050 Project Listing

Preliminary DRAFT 2021-2025 Listing for Discussion

Program	Description	Annual Amount	5 Year Amount
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

Projects	Limits	Cost
Freeway		
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
Capacity		
- Construction		
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
- Design		
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
Privately Constructed Roads (to be added)		
Multimodal		
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
Projects	Limits	YOE Cost Rounded	
Freeway			
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	
Capacity			
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	
Privately Constructed Roads - to be added			
Multimodal			
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
Total		\$57,882,000	\$1,226,040,000
Projects	Limits	YOE Cost Rounded	
Freeway			
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 th St	\$193,295,000	
I-80 Operations & Capacity	Vista Blvd to US Parkway	\$338,532,000	
Capacity			
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
Multimodal		
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/Wrondey 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

MEETING DATE: February 25, 2021

AGENDA ITEM 5.3

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

From: Dale Keller, P.E., Engineering Manager

RECOMMENDED ACTION

Acknowledge receipt of a report on the RRIF General Administrative Manual (GAM) and projects proposed to be included in the Capital Improvement Plan.

BACKGROUND AND DISCUSSION

At the January 28, 2020, RRIF TAC Meeting, committee members accepted a report on the potential changes to the RRIF GAM 6th Edition including the RRIF Capital Improvement Plan (CIP) draft project listing. The TAC requested a follow-up discussion on the draft project list and the possible elimination of stand-alone multimodal and intersection projects.

The RRIF fees are based on the development of a regional impact fee capital improvement plans that identify planned projects over a 10 year timeframe to provide roadway capacity to accommodate new development within each Service Area. The projects were identified based on analysis of existing and forecasted conditions, regional travel demand model outputs incorporating the adopted land use assumptions, and the professional judgment of transportation planners of the RTC and participating local governments.

The cost per service unit is determined by dividing the cost of providing additional roadway capacity by the amount of new capacity supplied. NRS 278B requires that impact fees take into account other funding sources. The major sources of funding for improvements to the regional roadway network are based on Federal, State, Regional (Fuel Tax, and Sales Tax) plus Other Revenue Sources, i.e., private development.

With the upcoming 7th Edition of the RRIF GAM, the RTC is seeking to provide clarity on Offset-Eligible Improvements identified on the RRIF CIP by removing stand-alone traffic signal intersection improvement projects and multimodal improvement projects from the RRIF CIP.

ATTACHMENT(S)

- A. North Service Area – RRIF Capital Improvement Plan (DRAFT)
- B. South Service Area – RRIF Capital Improvement Plan (DRAFT)

**ATTACHMENT A
NORTH CAPITAL IMPROVEMENT PLAN**

Timeframe A #1	Service Area	Roadway	Limits	Description	RTP \$	Comments
2026-30	N	Buck Dr	Lemmon Dr to N Hills Blvd	Widen 2 to 4 lanes	\$1,912,000	
2021-25	N	Dolores Drive	Existing Dolores west to Lazy 5 Pkwy	New 2 lane road	\$1,500,000	
2021-25	N	Highland Ranch Pkwy	Five Ridges to Pyramid Hwy	Widen 2 to 4 lanes	TBD	New Project
2021-25	N	Kiley Pkwy	Wingfield Hills Rd to Henry Orr Pkwy	New 2 lane road	\$6,400,000	
2021-25	N	Lazy 5 Pkwy	W Sun Valley Arterial to Pyramid Hwy	New 4 lane road west of Pyramid Hwy transitioning to 2 lanes at future development entrance	\$27,600,000	
2021-25	N	Lemmon Drive	US 395 to Military Rd	Widen 4 to 6 lanes - US 395 to Military Rd	\$22,500,000	
2021-25	N	Lemmon Drive	Fleetwood Dr to Chickadee Dr	Widen 2 to 4 lanes - Fleetwood Dr to Chickadee Dr	\$39,000,000	
2022-26	N	Loop Rd	Salomon Circle to Eastern Slope Rd	New 2 lane road	\$4,900,000	Project Removed due to feasibility/need
2026-30	N	Military Rd	Lemmon Dr to Echo Ave	Widen 2 to 4 lanes	\$25,412,000	
2026-30	N	Moya Blvd	Red Rock Rd to Echo Ave	Widen 2 to 4 lanes	\$19,678,000	
2026-30	N	Moya Blvd Extension	Lemmon Dr to Echo Ave	New 2 lane road	\$74,100,000	New Project - 1st 2 lanes not RRIF Eligible
2026-30	N	N. Hills Blvd	Golden Valley Rd to Buck Dr	Widen 2 to 4 lanes	\$20,465,000	New Project
2021-25	N	N/S Connector Rd	Stonebrook Pkwy to Wingfield Hills Rd	New 2 lane road	\$8,400,000	
2026-30	N	North Virginia St	McCarran Blvd to Panther	Sidewalks and bike lanes. An off-street shared-use path may be considered	\$17,878,000	
2026-30	N	North Virginia St	Panther to Stead Blvd	Widen from 2 to 4 lanes and multimodal improvements	\$43,291,000	
2021-25	N	Oddie Blvd/Wells Ave	I-80 to Pyramid Way	Multimodal improvements	\$36,000,000	
2022-26	N	Rain Blvd	Ferrari MeLead to Raggio Pkwy	Interchange improvements	\$7,700,000	Improvements constructed
2017-21	NS	Pedestrian & Bicycle Facility Improvements	Spot improvements systemwide based on ADMP	\$1 million per year	\$5,500,000	Program removed from RRIF eligibility and RRIF funding
2022-26	NS	Pedestrian & Bicycle Facility Improvements	Spot improvements systemwide based on ADMP	\$1.20 million per year	\$6,400,000	Program removed from RRIF eligibility and RRIF funding
2021-25	N	Pyramid Hwy/Sun Valley/US 395 Connector Phase 1	Queen Way to Golden View	Widen Pyramid to 6 lanes from Queen Way to Golden View	\$54,100,000	
2026-30	N	Pyramid Hwy/Sun Valley/US 395 Connector Phase 2	Disc Drive Widening	Widen Disc drive from Pyramid Hwy to Vista Blvd	\$22,300,000	New Project
2026-30	N	Red Rock Rd	US 395 to Placerville Drive	Widen 2 to 4 lanes	\$58,246,000	
2026-30	NS	Sierra Street	California Ave to 9th St	Widen sidewalks & add bike lanes	\$5,060,000	
2021-25	N	Sky Vista Pkwy	Lemmon Dr to Silver Lake Rd	Widen 2 to 4 lanes	\$15,800,000	
2021-25	NS	Sparks Blvd	Greg to Baring	Multimodal improvements, widen 4 to 6 lanes - Greg to I-80, widen 4-6 lanes - I-80 to Springland	\$40,000,000	
2026-30	NS	Sparks Blvd	Greg to Baring	Multimodal improvements, widen 4 to 6 lanes - Greg to I-80, widen 4-6 lanes - I-80 to Springland	\$44,977,000	
2017-21	N	Stonebrook Parkway	La Posada Dr to N/S Connector Rd	New 2 lane road	\$11,300,000	Improvements constructed
2021-25	N	Stonebrook Parkway	N/S Connector Rd to Pyramid Highway	New 2 lane road	\$8,100,000	
2021-25	N	Sun Valley Blvd	7th Ave to Scottsdale	Multimodal improvements	\$25,000,000	
2017-21	NS	Traffic Signals: ITS Operations & Intersections	Systemwide	\$2.6 million per year	\$14,100,000	Program removed from RRIF eligibility and RRIF funding
2022-26	NS	Traffic Signals: ITS Operations & Intersections	Systemwide	\$3.22 million per year	\$16,600,000	Program removed from RRIF eligibility and RRIF funding
2021-25	N	Victorian Avenue	16th Street to Pyramid Way	Bike lanes	\$2,300,000	
2026-30	N	Vista Blvd	I-80 to Prater Way	Widen 4 to 6 lanes	\$11,244,000	New Project
2021-25	N	Whitelake Parkway	US 395 Interchange Improvements	Interchange improvements	\$28,000,000	Project Cost and description updated
2021-25	N	Whitelake Parkway	US 395 to Town Center North Road	Widen 2 to 4 lanes	\$2,800,000	New Project
2021-25	N	Wingfield Hills Rd	Existing Wingfield Hills Rd west to David Allen Pkwy	New 4 lane road	\$5,000,000	

**ATTACHMENT B
SOUTH CAPITAL IMPROVEMENT PLAN**

Timeframe A #1	Service Area	Roadway	Limits	Description	RTP \$	Comments
2017-21	S	2nd Street	Keystone Ave to I-580	Multimodal improvements (corridor study completed) Phase 1	\$3,000,000	Project Removed due to feasibility/need
2021-25	S	4th Street (Reno)	Keystone Avenue to Evans Ave	Enhanced sidewalks and bus/bike lanes, intersection improvements	\$35,000,000	
2022-26	S	Arrowcreek Pkwy	Wedge Pkwy to Zolezzi Ln	Widen 2 to 4 lanes	\$8,300,000	Moved to RTP outer years (2031-2050)
2021-25	S	Center Street	Moran to 9th Street	Widen sidewalks & add bike lanes	\$10,000,000	
2021-25	S	Damonte Ranch Pkwy	Veterans Pkwy to Rio Wrangler Pkwy	New 2 lane road	\$7,100,000	1st 2 lanes not RRIF Eligible
2026-30	S	Damonte Ranch Pkwy	I-580 to Double R	Roadway widening	\$4,723,000	New Project
2021-2025	S	Day Break	South Meadows Pkwy to Rio Poco Rd	Traffic and circulation improvements	TBD	New Project
2017-21	S	Forest Street	California Avenue to Mount Rose Street	Bike facility	\$4,100,000	Project Removed due to feasibility/need
2022-26	S	Geiger Grade	Toll Rd to Rim Rock	Widen 2 to 4 lanes	\$26,300,000	Project Removed due to feasibility/need
2026-30	S	Geiger Grade Realignment	Virginia St to Toll Rd	New 4 lane road	\$84,445,000	1st 2 lanes not RRIF Eligible
2017-21	S	Glendale Ave	Kietzke Ave to McCarran Blvd	Pavement reconstruction & multimodal improvements	\$46,400,000	Improvements constructed
2026-30	S	Keystone Ave	California to I-80	Multimodal improvements and Truckee River bridge replacement	\$61,169,000	
2022-26	S	Kietzke Ln	Virginia St to Galletti Way	Multimodal improvements Phase 2	\$10,700,000	Moved to RTP outer years (2031-2050)
2017-21	S	Kietzke Ln	Virginia St to Galletti Way	Multimodal improvements Phase 1	\$4,800,000	Moved to RTP outer years (2031-2050)
2021-25	S	McCarran Blvd	Kietzke to Greensboro	Intersection and Operations	\$10,000,000	New Project
2026-30	S	Mill Street	Kietzke to Terminal	Roadway widening and multimodal	\$60,000,000	New Project
2026-30	S	Mill St/Terminal Way	Reno Tahoe International Airport to Lake St (downtown Reno)	Multimodal & intersection improvements, add EB lane from Kietzke Ln to US 395	\$27,436,000	
2017-21	NS	Pedestrian & Bicycle Facility Improvements	Spot improvements systemwide based on BMP	\$1 million per year	\$5,500,000	Program removed from RRIF eligibility and RRIF funding
2022-26	NS	Pedestrian & Bicycle Facility Improvements	Spot improvements systemwide based on BMP	\$1.20 million per year	\$6,400,000	Program removed from RRIF eligibility and RRIF funding
2026-30	S	Pembroke Drive	McCarran Blvd to Veterans Pkwy	Roadway widening and multimodal	\$19,790,000	New Project
2022-26	S	Plumb Lane	Lakeside Drive to Kietzke Lane	Sidewalks and bike lanes	\$8,200,000	Moved to RTP outer years (2031-2050)
2026-30	S	Rio Wrangler Extension North	South Meadows Pkwy to Bucephalus Pkwy	New 2 lane road	TBD	New Project - 1st 2 lanes not RRIF Eligible
2026-30	S	Rio Wrangler Extension South	Damonte Ranch Pkwy to Veterans Pkwy	New 2 lane road	TBD	New Project - 1st 2 lanes not RRIF Eligible
2026-30	S	S. Virginia Street	I-580 to Longley	Add NB Lane	\$23,613,000	New Project
2026-30	NS	Sierra Street	California Ave to 9th St	Widen sidewalks & add bike lanes	\$5,060,000	
2026-30	S	South Meadows Extension	Mojave Sky Drive to Rio Wrangler	New 4 lane road	TBD	New Project - 1st 2 lanes not RRIF Eligible
2022-26	S	South Virginia Street	E. Patriot Blvd to Mt. Rose Hwy/Geiger Grade	Add sidewalk and bike lane, convert travel lane to bus/bike lane	\$16,000,000	Moved to RTP outer years (2031-2050)
2017-21	S	South Virginia Street	South of Arrowcreek Pkwy to the I-580 interchange	Safety and multimodal improvements including traffic signal and median	\$5,000,000	Moved to RTP outer years (2031-2050)
2021-25	NS	Sparks Blvd	Greg to Baring	Multimodal improvements, widen 4 to 6 lanes - Greg to I-80, widen 4-6 lanes - I-80 to Springland	\$40,000,000	
2026-30	NS	Sparks Blvd	Greg to Baring	Multimodal improvements, widen 4 to 6 lanes - Greg to I-80, widen 4-6 lanes - I-80 to Springland	\$44,977,000	
2026-30	S	Steamboat Pkwy	Promenade Way to Veterans Pkwy	Widen from 4 to 6 lanes	\$4,610,000	New Project
2017-21	NS	Traffic Signals, ITS Operations & Intersections	Systemwide	\$2.6 million per year	\$14,100,000	Program removed from RRIF eligibility and RRIF funding
2022-26	NS	Traffic Signals, ITS Operations & Intersections	Systemwide	\$3.32 million per year	\$16,600,000	Program removed from RRIF eligibility and RRIF funding
2021-25	S	Vassar Street	Holcomb Avenue to Terminal Way	Bike lanes	\$4,300,000	
2021-25	S	Vine Street	Riverside Drive to University Terrace	Bike lanes	\$11,300,000	
2022-26	S	W 2nd Street (Rene)	Keystone Avenue to Galletti Way	Enhanced sidewalks, landscaping, bike lanes	\$10,500,000	Project Removed due to feasibility/need



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

MEETING DATE: February 25, 2021

AGENDA ITEM 7

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

From: Dale Keller, P.E., Engineering Manager

RECOMMENDED ACTION – PUBLIC INPUT

This agenda item allows the public the opportunity to provide information on topics within the jurisdiction of the Regional Road Impact Fee Technical Advisory Committee (RRIF TAC). Any person wishing to wait to provide public comment on a specific agenda item should indicate that item number on the “comment” card. The RRIF TAC reserves the right to take all public comment during Public Input. Individuals addressing the RRIF TAC 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.