REGIONAL ROAD IMPACT FEE PROGRAM

CAPITAL IMPROVEMENTS PLAN

7TH EDITION

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REGIONAL ROAD IMPACT FEE SYSTEM
CAPITAL IMPROVEMENTS PLAN

I. INTENT AND HISTORY

The Regional Road Impact Fee (RRIF) program was established in November 1995 pursuant to NRS chapter 278B, *Impact Fees for New Development*. The collection of RRIF fees began in February 1996.

The RRIF program was established by Washoe County, the City of Reno, the City of Sparks, and the Regional Transportation Commission of Washoe County (RTC), within the framework of an interlocal cooperative agreement as authorized by the *Interlocal Cooperation Act* in NRS chapter 277. The RRIF General Administrative Manual (the "RRIF GAM") establishes the guidelines and procedures by which Washoe County, the City of Reno, the City of Sparks, and the RTC jointly administer the RRIF program.

RRIF fees are a charge imposed on new development to finance the costs of certain "street projects" and "facility expansions" necessitated by and attributable to new development. NRS 278B.020; NRS 278B.050; NRS 278B.130. The RRIF program is a way to charge new development its proportionate fair share of those costs.

Pursuant to NRS 278B, impact fee programs require the preparation and adoption of a "capital improvements plan." This 7th Edition of the RRIF capital improvements plan (this "RRIF CIP") was prepared and adopted in connection with the 7th Edition of the RRIF GAM.

This RRIF CIP complies with the requirements in NRS 278B.170 to both establish and explain the methodology used to calculate the amount of the RRIF fees as shown on the RRIF fee schedule presented in Exhibit A. The City of Reno, the City of Sparks, and Washoe County have each adopted ordinances to automatically increase the impact fees annually to account for inflation as authorized by NRS 228B.225. This RRIF CIP also establishes the complete and exclusive list of "street projects" and "facility expansions" that can be funded with RRIF fees, and against which RRIF fees can be credited if a developer constructs part or all of a project on the list.

RTC is the designated Metropolitan Planning Organization (MPO) for the urbanized area of Reno, Sparks and Washoe County. As the MPO, RTC is responsible for developing and approving the long-range Regional Transportation Plan, the short-range Regional Transportation Improvement Plan, and other planning documents. This RRIF CIP uses data and analysis developed by RTC's Planning Department, including the RTC's 2050 Regional Transportation Plan (the "2050 RTP"). This RRIF CIP then makes adjustments to that analysis for purposes of this RRIF CIP.

II. SERVICE AREAS/BENEFIT DISTRICTS

Impact fees must be assessed uniformly within defined "service areas" as defined in NRS 278B.100. Impact fee service areas serve two distinct purposes. The first purpose is for fee calculation (the impact fee schedule applies to all new development within a defined service area). The second purpose is to show benefit to fee-paying development (the impact fees collected in the service area are spent within the service area).

Initially, the RRIF program was created using a single service area with three benefit districts under the assumption that a single regional service area is appropriate for a regional road network. The network functions as a system to facilitate the movement of traffic throughout the region. Travel on the network during the peak-hour, the most critical time period, tends to be dominated by relatively long commuting trips.

The benefit districts are shown in Exhibit B and are defined as follows:

- Northwest Benefit District – Starting at the southwest corner of the district at the California Nevada state line and Interstate 80, follow the state line north to the northern boundary of the Washoe County North Valleys Area (i.e., northern boundary of the Red Rock Hydrographic Basin boundary), then east along the northern boundary of the North Valleys Planning Area (i.e. northern boundary of the Red Rock and Bedell Flat Hydrographic Basin boundary), then south along the eastern edge of the North Valleys Planning Area (i.e. eastern boundary of the Bedell Flat and Antelope Valley Hydrographic Basin boundary) to the western edge of the Washoe County Sun Valley Planning Area boundary, then continue south along the western edge of the Sun Valley Planning Area to US 395 at the Sutro Street terminus then southeast along the US 395 alignment to Interstate 80, then west along Interstate 80 to the state line.
- Northeast Benefit District – Starting at the southwest corner of the district at the US395/Interstate 80 interchange, follow US 395 northwest to the Sutro Street terminus, then continue north along the western edge of the Washoe County Sun Valley Planning Area to the eastern edge of the Washoe County North Valleys Planning area, then north to the western edge of the Washoe County Warm Springs Planning Area, then north to the northwest corner of the Warm Springs Planning Area, then east along the northern boundary of the Warm Springs Planning Area, then southwest and south along the boundary of the Warm Springs Planning Area, then west along the southern boundary of the Warm Springs Planning Area to the eastern edge of the Washoe County Spanish Springs Planning Area and the Washoe County Truckee Canyon Planning Area, then southwest along the western edge of the Truckee Canyon Planning Area to Interstate 80, then west along Interstate 80 to US 395.

- South Benefit District – Starting at the northwest corner of the district at the California/Nevada line and Interstate 80, follow Interstate 80 east to the western edge of the Washoe county Truckee Canyon Planning Area, then south along the Washoe County/Storey County line to the Washoe County/Carson City line, then west along the Washoe County/Carson City line to the southern jurisdictional line of the Tahoe Regional Planning Agency and the Washoe County Tahoe Planning Area, then north along the California/Nevada line to Interstate 80.

During the update to the 5th Editions of the RRIF GAM and CIP, the geographic area defining the service boundary was modified to meet the requirements of NRS 278B.100 as amended in 2007. As amended, NRS 278B.100 prohibits a single service area from incorporating an entire city (or county) whose population is over 15,000. A North Service Area was created by combining the Northeast and Northwest Benefit Districts and the South Benefit District was used as the boundary of the South Service Area. The boundaries of the North Service Area and the South Service Areas divide both the City of Reno and Sparks, to meet the requirements of NRS 278B.100. The service areas are shown in Exhibit B.

Separate capital improvement plans and resulting RRIF fees are calculated for each service area. Revenue generated from the payment of RRIF fees can only be spent within the service area in which it was collected.

III. RRIF NETWORK

NRS chapter 278B authorizes the imposition of an "impact fee" for a "street project" defined as "arterial or collector streets or roads which have been designated on the streets and highways master plan adopted by the local government pursuant to NRS 278.220, including all appurtenances, traffic signals and incidentals necessary for any such facilities." *See* NRS 278B.130 (definition of "street project"). NRS chapter 278B also authorizes the imposition of an "impact fee" for a "facility expansion" defined as "the expansion of the capacity of an existing facility associated with a capital improvement to serve new development." *See* NRS 278B.040 (definition of "facility expansion).

The RRIF Program uses RTC's transportation planning efforts as reflected in the 2050 RTP to define the network of regional roads that are either existing or planned in the first 10 years of the 2050 RTP (the "RRIF Network"). RTC maintains a database of all arterial and collector streets and roads, including segment lengths and number of lanes. For purposes of the RRIF Program, the RRIF Network includes existing or planned arterial or collector streets and roads that meet the following criteria:

1. Arterials categorized as "High Access Control" as defined in the 2050 RTP
2. Arterials categorized as "Moderate Access Control" as defined in the 2050 RTP
3. Arterials categorized as "Low Access Control" as defined in the 2050 RTP

4. Collectors that have a forecast volume of at least 14,000 annualized average daily trips at "build-out," which is defined as full development based on the approved land use assumptions in each jurisdiction
5. Freeway and highway ramps that connect to arterial or collector streets and roads that are included in the RRIF Network are considered arterial or collector streets and roads

The RRIF Network only includes arterial or collector streets and roads that meet the criteria above that are either existing or planned in the first 10 years of the RTP.

IV. STREET PROJECTS AND FACILITY EXPANSIONS NECESSITATED BY AND ATTRIBUTABLE TO NEW DEVELOPMENT

NRS 278B.170(1) requires that this RRIF CIP include "[a] description of the existing capital improvements and the costs to upgrade, improve, expand or replace those improvements to meet existing needs or more stringent safety, environmental or regulatory standards." NRS 278B.170(2) requires that this RRIF CIP include "[a]n analysis of the total capacity, level of current usage and commitments for usage of capacity of the existing capital improvements." NRS 278B.170(3) requires that this RRIF CIP include "[a] description of any part of the capital improvements or facility expansions and the costs necessitated by and attributable to the new development in the service area based on the approved land use assumptions." NRS 278B.170(7) requires that this RRIF CIP include "the projected demand for capital improvements or facility expansions required by new service units projected over a period not to exceed 10 years."

The 2050 RTP describes the existing capital improvements in each service area by identifying the existing arterial and collector streets and roads that are included in the RRIF Network. However, the 2050 RTP does not identify which planned projects (or percentages of projects) include costs to upgrade, improve, expand or replace those capital improvements to meet existing needs or more stringent safety, environmental or regulatory standards. Further analysis (described below) is required to identify those projects (or percentages of projects) and costs.

The 2050 RTP analyzes the existing capital improvements in terms of total capacity, level of current usage, and commitments for usage of the capacity by analyzing the regional road network as a whole over a period of 30 years. The 2050 RTP establishes the desired level of service for the RRIF Network. The 2050 RTP identifies a list of all planned capital improvements and facility expansions for the regional road network over a period of 30 years needed to meet that level of service.

This RRIF CIP uses the list of projects in the 2050 RTP to identify a list of planned capital improvements and facility expansions for the RRIF Network over the first 10 years of the 2050 RTP. Sound engineering and planning judgment is then applied to make the following adjustments to that list:

1. Programs of projects that are not necessitated by and attributable to new development were removed.
2. Programs of projects (without specifically identified projects) were removed to provide clarity about which specific capital improvements or facility expansions are included in the list.
3. The projects were analyzed to determine the percentage of the cost of each project that adds capacity to the RRIF Network, as compared to the cost of each project to upgrade, improve, expand or replace existing capital improvements.
4. The projects were analyzed to determine the percentage of each project that is attributable to new development in the service area based on the approved land use assumptions.
5. If a project crosses the service area boundary, the costs were divided between the service areas based on the length of the project within each service area.

Following those adjustments, the resulting list of projects is the planned capital improvements and facility expansions necessitated by and attributable to new development in each service area. The list of projects for each service area is attached as Exhibit C.

The costs of the projects listed in Exhibit C reflect the portion of each project (and resulting costs) that is necessitated by and attributable to new development. The total cost of all projects in the North Service Area is $452,103,200, and in the South Service Area is $263,510,650. The combined total cost is $715,613,850.

V. SERVICE UNIT - VEHICLE MILES OF TRAVEL (VMT)

NRS chapter 278B requires this RRIF CIP to use a "service unit" defined as a "standardized measure of consumption, use, generation or discharge which is attributable to an individual unit of development calculated for a particular category of capital improvements or facility expansions." *See* NRS 278B.110 (definition of "service unit").

This RRIF CIP uses average weekday Vehicle Miles of Travel (VMT) as the service unit. VMT is the product of vehicle trips generated by type of land use, multiplied by the average trip length.

VI. IMPACT FEE SCHEDULE EQUIVALENCY TABLE

NRS 278B.170(5) requires this RRIF CIP to include "[a]n equivalency or conversion table which establishes the ratio of a service unit to each type of land use, including but not limited to, residential, commercial and industrial uses."

This section describes the determination of appropriate equivalency rates that estimate the VMT generated by each type of land use. Trip generation rates, expressed as average weekday Vehicle Trip Ends (VTE) by land use type, are from the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition). Rates were established for specific land use types within the broader categories of residential, office, commercial, industrial, and institutional land uses. Rates are per dwelling unit, 1,000 square feet of gross floor area, or other appropriate unit of development.

Since ITE rates represent the total number of trips (inbound and outbound) associated with a specific land use, all trip rates have been divided by two to eliminate double-charging any particular trip. This places the burden of travel equally between the origin and destination of the trip.

Trip adjustment factors also include adjustments to accommodate pass-by and diverted trips. Pass-by trips are those trips that are already on a particular route for a different purpose and simply stop at a particular development on that route. For example, a stop at a convenience store on the way home from the office is a pass-by trip for the convenience store. A pass-by trip does not create an additional burden on the street system and therefore should not be counted in the assessment of impact fees. A diverted trip is similar to a pass-by trip, but a diverted trip is made from the regular route to make an interim stop. On a system-wide basis, this trip also does not add an additional burden on the street system, so it is not considered in assessing impact fees.

In addition, residential development has a larger trip adjustment factor of 52% to account for commuters leaving Washoe County for work. In other words, residential development is assigned all inbound trips plus 20% of outbound trips to account for job locations outside of Washoe County, calculated as follows. According to the 2017 National Household Travel Survey weekday work trips are typically 24.75% of production trips (i.e., all out-bound trips). As shown in the Census Bureau's web application, OnTheMap indicates that approximately 20% of resident workers traveled outside the county for work in 2018. In combination, these factors (0.2475 x 0.50 x 0.20 = 0.02) support the additional 2% allocation of trips to residential development.

For commercial development, the trip adjustment factor is less than 50% because retail development attracts vehicles as they pass by on arterial and collector roads. For an average shopping center, ITE data indicate 34% of the vehicles that enter are passing by on their way to some other primary destination. The remaining 66% of attraction trips have the commercial site as their primary destination. Because attraction trips are half of all trips, the trip adjustment factor is 66% multiplied by 50%, or approximately 33% of the trip ends.

Many institutional land uses, like schools, also have significant pass-by and diverted link trips as children are dropped off and picked up by parents on their way to some other primary destination. Given this travel pattern, the pass-by adjustment for schools and daycare utilized the commercial trip adjustment factor.

The average trip length, measured in miles, is derived from the regional travel demand model that the RTC Planning Department created as part of the 2050 RTP. The recommended trip lengths by service area for the regional road network excludes travel on local streets and freeways. The average trip length is 3.58 miles for the North Service Area and 3.36 miles for the South Service Area.

Trip length weighting factors are used to account for trip length variations by the type of land use. Per the 2019 National Household Travel Survey, vehicle trips from residential development account for 121% of the average trip length. Conversely, shopping trips associated with commercial development are roughly 66% of the average trip length while other non-residential development typically accounts for trips that are 73% of the average for all trips.

The result of combining trip generation and trip length information is an equivalency table establishing the number of VMT generated by various land use types per unit of development. The equivalency rates are presented in Tables 1 and 2.

Table 1
North Service Area
Service Unit Generation by Land Use

Land Use Type	*Development Unit*	*Avg Wkdy Veh Trip Ends*	*Trip Rate Adjustment*	*Trip Length Adjustment*	*7th Ed North VMTs*
Residential					
Single Unit	Dwelling	9.04	52%	121%	20.36
3+ Units per Structure	Dwelling	5.76	52%	121%	12.97
Industrial					
Light Industrial	1000 Sq Ft	4.96	50%	73%	6.48
Manufacturing	1000 Sq Ft	3.93	50%	73%	5.14
Warehouse	1000 Sq Ft	1.74	50%	73%	2.27
Mini-Warehouse	1000 Sq Ft	1.51	50%	73%	1.97
Commercial					
Retail and Eating/Drinking Places	1000 Sq Ft	37.75	33%	66%	29.43
Casino Gaming Area	1000 Sq Ft	46.05	50%	73%	60.17
Office & Other Services					
Lodging	Room	3.35	50%	73%	4.38
Public Park	Acre	0.78	50%	73%	1.02
Schools and Daycare	1000 Sq Ft	19.52	33%	73%	16.83
Hospital	1000 Sq Ft	10.72	50%	73%	14.01
Nursing Home	1000 Sq Ft	6.64	50%	73%	8.68
Office and Other Services	1000 Sq Ft	9.74	50%	73%	12.73
Medical Office	1000 Sq Ft	34.80	50%	73%	45.47

The VMT for each land use type is the resulting calculation of Average Weekday Vehicle Trip Ends x Trip Rate Adjustment x Trip Length Adjustment x Average Trip Length for the North Service Area (3.58 miles).

Table 2
South Service Area
Service Unit Generation by Land Use

Land Use Type	*Development Unit*	*Avg Wkdy Veh Trip Ends*	*Trip Rate Adjustment*	*Trip Length Adjustment*	*7th Ed South VMT's*
Residential					
Single Unit	Dwelling	9.04	52%	121%	19.11
3+ Units per Structure	Dwelling	5.76	52%	121%	12.18
Industrial					
Light Industrial	1000 Sq Ft	4.96	50%	73%	6.08
Manufacturing	1000 Sq Ft	3.93	50%	73%	4.82
Warehouse	1000 Sq Ft	1.74	50%	73%	2.13
Mini-Warehouse	1000 Sq Ft	1.51	50%	73%	1.85
Commercial					
Retail and Eating/Drinking Places	1000 Sq Ft	37.75	33%	66%	27.63
Casino Gaming Area	1000 Sq Ft	46.05	50%	73%	56.48
Office & Other Services					
Lodging	Room	3.35	50%	73%	4.11
Public Park	Acre	0.78	50%	73%	0.96
Schools and Daycare	1000 Sq Ft	19.52	33%	73%	15.80
Hospital	1000 Sq Ft	10.72	50%	73%	13.15
Nursing Home	1000 Sq Ft	6.64	50%	73%	8.14
Office and Other Services	1000 Sq Ft	9.74	50%	73%	11.95
Medical Office	1000 Sq Ft	34.80	50%	73%	42.68

The VMT for each land use type is the resulting calculation of Average Weekday vehicle Trip Ends x Trip Rate Adjustment x Trip Length Adjustment x Average Trip Length for the South Service Area (3.36 miles).

VII. PROJECTED VEHICLE MILES OF TRAVEL (VMT) FOR EACH SERVICE AREA

NRS 278B.170(4) requires "[a] table which establishes the specific level or quantity of use, consumption, generation or discharge of a service unit for each category of capital improvements or facility expansions."

This RRIF CIP uses the regional travel demand model that the RTC Planning Department created as part of the 2050 RTP to determine the 10 year growth in VMT. The travel demand model uses TMRPA's Population & Employment model based on the 2020 Consensus Forecast to predict where and what type of growth will occur. Information on that future growth is incorporated into the travel demand model by location (travel analysis zones). Population is converted to number of housing units and housing types based on statistical data from the 2019 American Community Survey for Washoe County. Employment is broken down into employment categories and total square footage using

standardized square foot per employee by employment type. Projections are calculated for 2020 and 2030 and prorated for the intermediate years to determine the 10-year growth.

Table 3 and Table 4 below show the projected 10-year growth in VMT per service area (highlighted in green).

Table 3
North Service Area Travel Demand

North Service Area	***2020***	***2030***	***2020-2030 Increase***
Total Population	290,770	324,257	33,487
Total Housing Units	126,450	140,981	14,531
Single Housing Units	86,522	96,465	9,943
2+ Housing Units	39,928	44,517	4,588
Industrial Jobs	13,557	14,734	1,177
Commercial Jobs	13,204	14,422	1,218
All Other Services Jobs	62,398	70,944	8,546
Total Jobs	89,159	100,100	10,941
KSF			
Industrial KSF	30,308	32,940	2,631
Commercial KSF	6,602	7,211	609
All Other Services KSF	21,269	24,182	2,913
Vehicle Trips			
Single Unit Trips	410,429	457,594	47,165
2+ Units Trips	120,684	134,552	13,869
Industrial Trips	26,368	28,658	2,289
Commercial Trips	82,244	89,831	7,587
All Other Services Trips	103,581	117,767	14,186
Total Vehicle Trips	743,306	828,402	85,096
Weekday Vehicle Miles of Travel (VMT)	2,834,609	3,159,978	325,369

Table 4
South Service Area Travel Demand

South Service Area	*2020*	*2030*	*2020-2030 Increase*
Total Population	181,560	202,470	20,910
Total Housing Units	78,957	88,030	9,073
Single Housing Units	54,025	60,233	6,208
2+ Housing Units	24,932	27,797	2,865
Industrial Jobs	39,564	41,874	2,310
Commercial Jobs	25,751	26,523	772
All Other Services Jobs	152,785	157,159	4,374
Total Jobs	218,100	225,556	7,456
KSF			
Industrial KSF	88,451	93,615	5,164
Commercial KSF	12,876	13,262	386
All Other Services KSF	52,079	53,570	1,491
Vehicle Trips			
Single Unit Trips	256,276	285,727	29,450
2+ Units Trips	75,356	84,016	8,660
Industrial Trips	76,952	81,445	4,493
Commercial Trips	160,397	165,205	4,809
All Other Services Trips	253,623	260,884	7,261
Total Vehicle Trips	822,604	877,277	54,673
Weekday Vehicle Miles of Travel (VMT)	2,514,815	2,709,249	194,434

VIII. COST PER VEHICLE MILES TRAVELLED (VMT) FOR EACH SERVICE AREA

This RRIF CIP determines the cost per VMT by dividing the unfunded portion of the costs of the projects listed in Exhibit C (the "RRIF Share") by the projected increase in VMT in each service area. A separate cost per VMT is determined for each service area.

In order to determine the unfunded portion, this RRIF CIP takes into account other available funding sources (federal, state and local funds) that are available to pay for the costs of the projects listed in Exhibit C. Those other available funding sources are accounted for in order to avoid possible double payment for growth-related improvements from those funding sources. The amount of other available fundings sources is determined using the financial plans and revenue projections developed in conjunction with the first 10 years of the 2050 RTP, with further detail and adjustments for purposes of this RRIF CIP. *See* 2050 RTP, Chapter 11 – Investing Strategically. The following table presents the results of those calculations:

Table 5
Funding Needs and Available Funding Sources

Funding Source	2021-2030 Total
Total Cost	$715,613,850
Available Local, State and Federal Funding Sources	$583,050,431
Unfunded Portion (i.e., the RRIF Share)	$132,563,419

The other available funding sources are regional in nature and are not required to be used in one service area or the other. Therefore, this RRIF CIP developed a formula to determine the percentage of the RRIF Share that should be attributable to each service area. This RRIF CIP calculated the total costs of all projects listed in Exhibit C by service area. This RRIF CIP then divided the total costs in each service area, by the combined cost of both service areas, to determine the percentage of the total RRIF Share for each service area. The following table presents the results of those calculations:

Table 6
Percentage of RRIF Share by Service Area

Project Costs	North Service Area	South Service Area	2021-2030 Total
2050 RTP: Capacity Related Improvements	$452,103,200	$263,510,650	$715,613,850
% Capacity Related RTP	63.18%	36.82%	100%

For purposes of this RRIF CIP, 63.18% of the RRIF Share is attributable to the North Service Area and 36.82% of the RRIF Share is attributable to the South Service Area. The RRIF Share in each service area was then divided by the projected increase in VMT in each service area to determine the cost per VMT in each service area. The following table presents the results of the calculations above:

Table 7
Cost per Vehicle Miles Traveled (VMT)

Description	North Service Area	South Service Area
Total RRIF Share	$132,563,419	
% RRIF Eligible RTP	63.18%	36.82%
RRIF Share by Service Area	$83,749,561	$48,813,858
VMT Growth by Service Area	325,369	194,434
$/VMT for RRIF Share	$257.40	$251.06

IX. RRIF FEE SCHEDULE

The RRIF fee for a given land use type is the product of the VMT generated by each type of land use and the cost per VMT. The RRIF fees for each land use type in each service area are presented in Exhibit A.

EXHIBIT A
REGIONAL ROAD IMPACT FEE SCHEDULE

Development Type	*Development Unit*	*VMT North*	*7th Ed RRIF North*	*VMT South*	*7th Ed RRIF South*
Residential					
Single Unit	Dwelling	20.36	$5,240.66	19.11	$4,797.76
3+ Units per Structure	Dwelling	12.97	$3,338.48	12.18	$3,057.91
Industrial					
Light Industrial	1000 Sq Ft	6.48	$1,667.95	6.08	$1,526.44
Manufacturing	1000 Sq Ft	5.14	$1,323.04	4.82	$1,210.11
Warehouse	1000 Sq Ft	2.27	$584.30	2.13	$534.76
Mini-Warehouse	1000 Sq Ft	1.97	$507.08	1.85	$464.46
Commercial					
Retail and Eating/Drinking Places	1000 Sq Ft	29.43	$7,575.28	27.63	$6,936.79
Casino Gaming Area	1000 Sq Ft	60.17	$15,487.76	56.48	$14,179.87
Office & Other Services					
Lodging	Room	4.38	$1,127.41	4.11	$1,031.86
Public Park	Acre	1.02	$262.55	0.96	$241.02
Schools and Daycare	1000 Sq Ft	16.83	$4,332.04	15.80	$3,966.75
Hospital	1000 Sq Ft	14.01	$3,606.17	13.15	$3,301.44
Nursing Home	1000 Sq Ft	8.68	$2,234.23	8.14	$2,043.63
Office and Other Services	1000 Sq Ft	12.73	$3,276.00	11.95	$3,000.17
Medical Office	1000 Sq Ft	45.47	$11,703.98	42.68	$10,715.24

EXHIBIT B

RRIF SERVICE AREAS

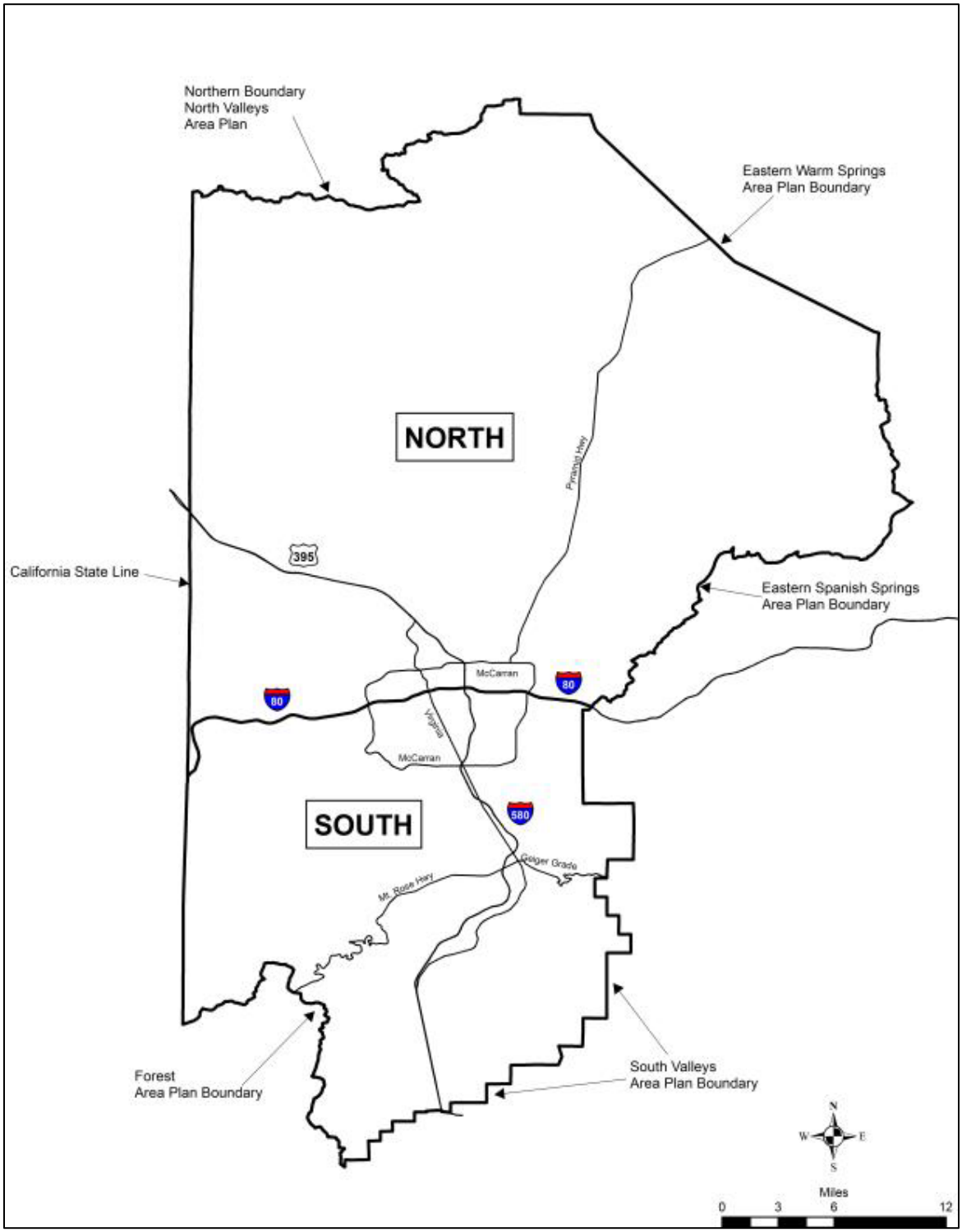

EXHIBIT B

RRIF BENEFIT DISTRICTS

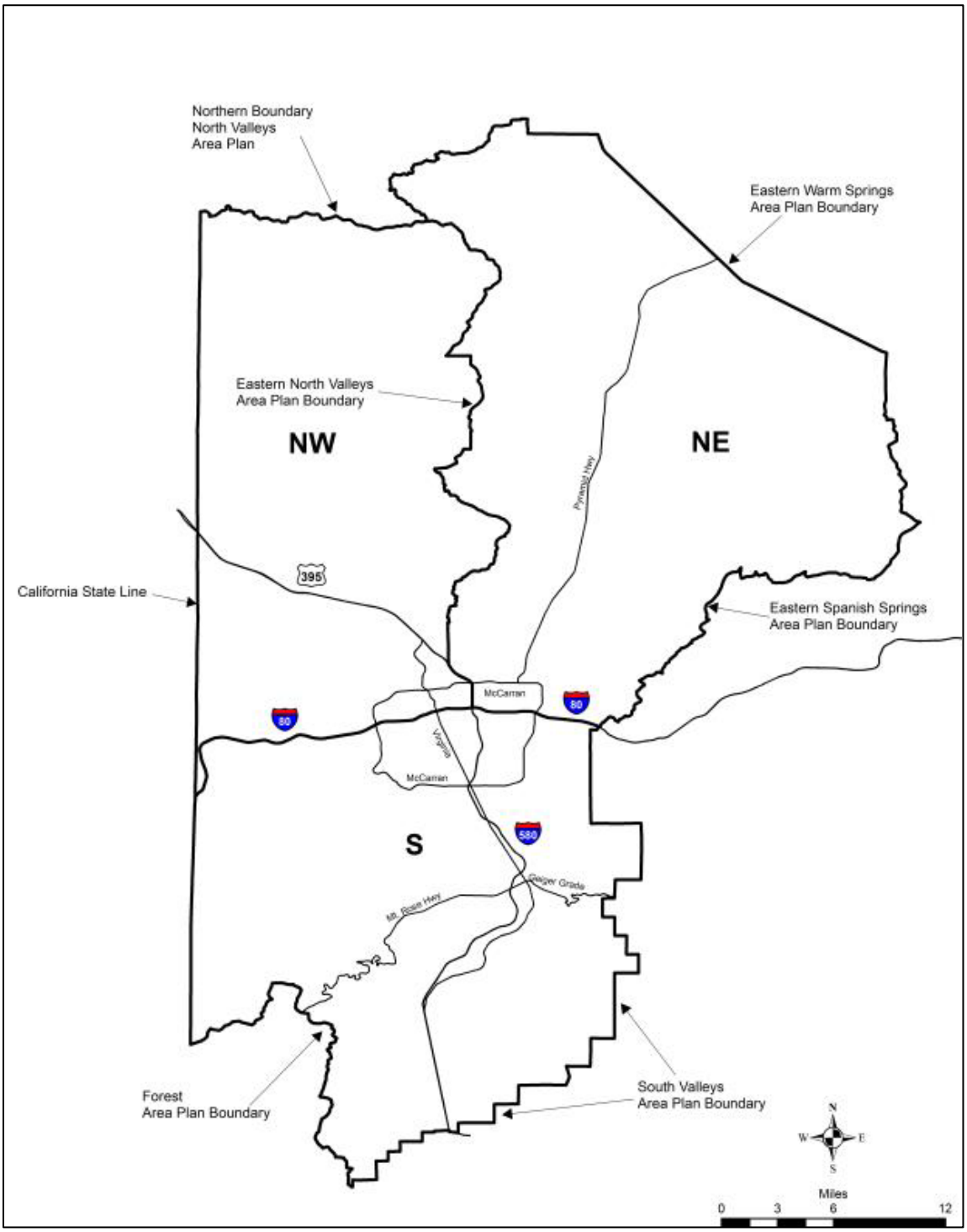

Exhibit C

CIP Street Projects and Facility Expansion

North Benefit District

RTP Time Frame	Service Area	Roadway	Limits	Description	RTP ($)	Capacity Related North ($)
2026-30	N	Buck Dr	Lemmon Dr to N Hills Blvd	Widen 2 to 4 lanes	$ 1,912,000	$ 1,912,000
2021-25	N	Dolores Drive (Private)	Existing Dolores west to Lazy 5 Pkwy	New 2 lane road	$ 1,500,000	$ 180,000
2021-25	N	Highland Ranch Pkwy (Private)	Five Ridges to Pyramid Hwy	Widen 2 to 4 lanes	$ 1,400,000	$ 1,400,000
2021-25	N	Kiley Pkwy (Private)	Wingfield Hills Rd to Henry Orr Pkwy	New 2 lane road	$ 6,400,000	$ 768,000
2021-25	N	Lazy 5 Pkwy (Private)	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	$ 6,624,000
2021-25	N	Lemmon Drive	US 395 to Military Rd	Widen 4 to 6 lanes - US 395 to Military Rd	$ 22,500,000	$ 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	$ 39,000,000
2026-30	N	Military Rd	Lemmon Dr to Echo Ave	Widen 2 to 4 lanes	$ 25,412,000	$ 25,412,000
2026-30	N	Moya Blvd	Red Rock Rd to Echo Ave	Widen 2 to 4 lanes	$ 19,678,000	$ 19,678,000
2026-30	N	Moya Blvd Extension	Lemmon Dr to Echo Ave	New 2 lane road	$ 74,100,000	$ 8,892,000
2026-30	N	N. Hills Blvd	Golden Valley Rd to Buck Dr	Widen 2 to 4 lanes	$ 20,465,000	$ 20,465,000
2021-25	N	N/S Connector Rd (Private)	Stonebrook Pkwy to Wingfield Hills Rd	New 2 lane road	$ 8,400,000	$ 1,008,000
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	$ 2,741,000
2026-30	N	North Virginia St	Panther to Stead Blvd	Widen from 2 to 4 lanes and multimodal improvements	$ 43,291,000	$ 43,291,000
2021-25	N	Oddie Blvd/Wells Ave	I-80 to Pyramid Way	Multimodal improvements	$ 36,000,000	$ 5,400,000
2021-25	N	Parr Blvd	Ferrari McLeod to Raggio Pkwy	Interchange improvements	$ 7,700,000	$ 770,000
2021-25	N	Pyramid Hwy/Sun Valley/US 395Connector Phase 1	Queen Way to Golden View	Widen Pyramid to 6 lanes from Queen Way to Golden View	$ 54,100,000	$ 54,100,000
2026-30	N	Pyramid Hwy/Sun Valley/US 395Connector Phase 2	Disc Drive Widening	Widen Disc drive from Pyramid Hwy to Vista Blvd	$ 22,300,000	$ 22,300,000
2026-30	N	Red Rock Rd	US 395 to Placerville Drive	Widen 2 to 4 lanes	$ 58,246,000	$ 58,246,000
2026-30	NS	Sierra Street	California Ave to 9th St	Widen sidewalks & add bike lanes	$ 5,060,000	$ 75,900
2021-25	N	Sky Vista Pkwy	Lemmon Dr to Silver Lake Rd	Widen 2 to 4 lanes	$ 15,800,000	$ 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	$ 36,000,000
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	$ 40,479,300
2021-25	N	Stonebrook Parkway (Private)	N/S Connector Rd to Pyramid Highway	New 2 lane road	$ 8,100,000	$ 972,000
2021-25	N	Sun Valley Blvd	7th Ave to Scottsdale	Multimodal improvements	$ 25,000,000	$ 3,000,000
2021-25	N	Victorian Avenue	16th Street to Pyramid Way	Bike lanes	$ 2,300,000	$ 345,000
2026-30	N	Vista Blvd	I-80 to Prater Way	Widen 4 to 6 lanes	$ 11,244,000	$ 11,244,000
2021-25	N	Whitelake Parkway (Private)	US 395 Interchange Improvements	Interchange improvements	$ 28,000,000	$ 4,200,000
2021-25	N	Whitelake Parkway (Private)	US 395 to Town Center North Road	Widen 2 to 4 lanes	$ 2,800,000	$ 2,800,000
2021-25	N	Wingfield Hills Rd (Private)	Existing Wingfield Hills Rd west to DavidAllen Pkwy	New 4 lane road	$ 5,000,000	$ 2,500,000
						$ 452,103,200

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Exhibit C

CIP Street Projects and Facility Expansion

South Benefit District

RTP Time Frame	Service Area	Roadway	Limits	Description	RTP ($)	RRIF Share North ($)
2021-25	S	4th Street {Reno}	Keystone Avenue to Evans Ave	Enhanced sidewalks and bus/bike lanes, intersection improvements	$ 35,000,000	$ 5,250,000
2021-25	S	Center Street	Moran to 9th Street	Widen sidewalks & add bike lanes	$ 10,000,000	$ 1,500,000
2021-25	S	Damonte Ranch Pkwy (Private)	Veterans Pkwy to Rio Wrangler Pkwy	New 2 lane road	$ 7,100,000	$ 1,065,000
2026-30	S	Damonte Ranch Pkwy (Private)	I-580 to Double R	Roadway widening	$ 4,723,000	$ 4,723,000
2021-2025	S	Day Break (Private)	South Meadows Pkwy to Rio Poco Rd	Traffic and circulation improvements	$ 10,400,000	$ 10,400,000
2026-30	S	Geiger Grade Realignment	Virginia St to Toll Rd	New 4 lane road	$ 84,445,000	$ 42,222,500
2026-30	S	Keystone Ave	California to I-80	Multimodal improvements and Truckee River bridge replacement	$ 61,169,000	$ 9,175,350
2021-25	S	McCarran Blvd	Keitzke to Greensboro	Intersection and Operations	$ 10,000,000	$ 10,000,000
2021-25	S	Meridian & Santerra (Verdi) (Private)	Verdi Regional Road Network	Traffic and circulation improvements	$ 27,500,000	$ 27,500,000
2026-30	S	Mill Street	Keitzke to Terminal	Roadway widening and multimodal	$ 60,000,000	$ 60,000,000
2026-30	S	Mill St/Terminal Way	Reno Tahoe Interna. onal Airport to Lake St{downtown Reno}	Multimodal & intersection improvements, add EB lane from Kietzke Ln to US 395	$ 27,436,000	$ 27,436,000
2026-30	S	Pembroke Drive	McCarran Blvd to Veterans Pkwy	Roadway widening and multimodal	$ 19,790,000	$ 19,790,000
2026-30	S	Rio Wranlger Extension North (Private)	South Meadows Pkwy to Bucephaius Pkwy	New 2 lane road	$ 6,000,000	$ 900,000
2026-30	S	Rio Wranlger Extension South (Private)	Damonte Ranch Pkwy to Veterans Pkwy	New 2 lane road	$ 4,700,000	$ 705,000
2026-30	S	S. Virginia Street	I-580 to Longley	Add NB Lane	$ 23,613,000	$ 23,613,000
2026-30	NS	Sierra Street	California Ave to 9th St	Widen sidewalks & add bike lanes	$ 5,060,000	$ 683,100
2026-30	S	South Meadows Extension (Private)	Mojave Sky Drive to Rio Wranlger	New 4 lane road	$ 6,200,000	$ 3,100,000
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	$ 4,000,000
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	$ 4,497,700
2026-30	S	Steamboat Pkwy	Promenade Way to Veterans Pkwy	Widen from 4 to 6 lanes	$ 4,610,000	$ 4,610,000
2021-25	S	Vassar Street	Holcomb Avenue to Terminal Way	Bike lanes	$ 4,300,000	$ 645,000
2021-25	S	Vine Street	Riverside Drive to University Terrace	Bike lanes	$ 11,300,000	$ 1,695,000
						$ 263,510,650

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