



**REGIONAL TRANSPORTATION COMMISSION
CITIZENS MULTIMODAL ADVISORY COMMITTEE**

MEETING AGENDA

**Wednesday, July 5, 2023, at 5:30 p.m.
MEETING TO BE HELD VIA ZOOM ONLY**

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- I. This meeting will be held via Zoom in accordance with Assembly Bill 253 (2021). There will be no physical location. For those requiring hearing or speech assistance, contact Relay Nevada at 1-800-326-6868 (TTY, VCO or HCO).
 - II. The committee 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.
 - III. Members of the public may attend the meeting via Zoom by registering at:
https://us02web.zoom.us/webinar/register/WN_vw1Yq2HhTCC29pJyCOpATA

Registered persons will receive an email from Zoom with a link to the meeting and instructions on how to join the meeting. Registered persons should follow the instructions from Zoom to join the meeting. Registered persons can participate by telephone or video via Zoom. To provide public comment during the meeting via Zoom, please make sure your computer or device has a working microphone. Use the "Chat" feature to submit a request to make a comment. When the time comes to make public comments, you will be invited to speak. If you cannot register via Zoom but want to attend the meeting via telephone, please call 1-253-215-8782 or 1-346-248-7799 (WEBINAR id: 881 9832 2841; webinar passcode: 287295) on the day of the meeting. If you wish to provide public comment during the meeting, please contact Agency Services at (775) 348-0171 prior to 4:00 p.m. on the day before the meeting and provide the telephone number you will be calling from as well as the item(s) you would like to comment on. When the time comes to make public comments, you will be invited to speak.
 - IV. Public comment is limited to three minutes per person.
 - V. Members of the public may also provide public comment in advance of the meeting by one of the following methods: (1) submitting comments via online Public Comment Form (www.rtcwashoe.com/about/contact/contact-form/); or (2) emailing comments to: rtcpubliccomments@rtcwashoe.com. Comments received prior to 4:00 p.m. on the day before the meeting will be forwarded to members of the committee and included in the minutes of the meeting.
 - VI. The supporting materials for the meeting can be found at www.rtcwashoe.com. If you need to request a copy of the supporting materials, please contact Agency Services by phone at (775) 348-0171 or by email at agencyservices@rtcwashoe.com.
 - VII. RTC staff will make reasonable efforts to assist and accommodate individuals with disabilities. Please call Agency Services at (775) 348-0171 in advance so that arrangements can be made.
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ITEM 1 Roll Call/Call to Order

ITEM 2 Approval of Agenda (*For Possible Action*)

ITEM 3 Public Comment - *please read paragraphs III, IV, and V near the top of this page*

ITEM 4 Approval of the May 3, 2023, Meeting Minutes (*For Possible Action*)

ITEM 5 Election of Chair and Vice-Chair for Fiscal Year 2024 (*For Possible Action*)

ITEM 6 Recommend Funding for Transportation Alternatives Set-Aside (TA Set-Aside) Projects for the Federal Fiscal Year 2023-2024 Cycle (*For Possible Action*)

ITEM 7 Member Announcements/Agenda Items for Future CMAC Meetings (*For Possible Action*)

ITEM 8 RTC/RIDE/ACCESS Staff Items (*Informational Only*)

ITEM 9 Public Comment - *please read paragraphs III, IV, and V near the top of this page*

ITEM 10 Adjournment (*For Possible Action*)

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

**REGIONAL TRANSPORTATION COMMISSION
CITIZENS MULTIMODAL ADVISORY COMMITTEE
MEETING MINUTES
WEDNESDAY MAY 3, 2023**

MEMBERS PRESENT

Jeff Bonano
Sue-Ting Chene
Lindsey Costello, Chair
Damien Cole

Vince Harris
Michael May
Ann Silver, Vice Chair
Greg Newman

CMAC MEMBERS ABSENT

Dennis Colling
Paul Hewen
Benjamin Miller

David Giacomini
Mayuko Majima

RTC STAFF

Dan Doenges
Jim Gee
Xuan Wang
Jeff Wilbrecht

Ed Park
Christian Schonlau
Lolita Davis

CMAC GUEST

Cole Peiffer, Alta Planning & Design

Eric Ammerman, Tesla

ITEM 1. ROLL CALL/CALL TO ORDER

The Citizens Multimodal Advisory Committee (CMAC) meeting was conducted as a Zoom Webinar. The meeting was called to order at 5:30 p.m. by Xuan Wang, RTC Senior Technical Planner.

ITEM 2. APPROVAL OF AGENDA

The agenda was approved as submitted.

ITEM 3. PUBLIC COMMENT

There were no comments given.

ITEM 4. APPROVAL OF THE APRIL 5, 2023, MEETING MINUTES

The CMAC April 5, 2023, meeting minutes were approved as submitted.

ITEM 5. REVIEW A REPORT FROM THE RTC'S DIRECTOR OF FINANCE REGARDING THE FISCAL YEAR 2023 INCREASE IN THE INDEXED FUEL TAXES IN WASHOE COUNTY

Christian Schonlau, RTC Finance Director, gave a presentation on a report regarding the fiscal year 2023 increase in the indexed fuel taxes in Washoe County. A copy of the presentation is on file at the RTC Metropolitan Planning Department.

Ann Silver asked who determines the rate cap 7.8 percent. Christian Schonlau, RTC, stated the tax is statutory, voter petitioned and passed by the legislature.

Jeff Bonano made a motion to acknowledge receipt of a report from the RTC's Director of Finance regarding the fiscal year 2023 increase in the indexed fuel taxes in Washoe County.

Greg Newman seconded.

The motion carried unanimously.

ITEM 6. ACKNOWLEDGE RECEIPT OF THE FISCAL YEAR 2024 RTC TENTATIVE BUDGET

Christian Schonlau, RTC Finance Director, gave a presentation on the fiscal year 2024 RTC tentative budget. A copy of the presentation is on file at the RTC Metropolitan Planning Department.

Ann Silver asked how are 1700 new jobs created. Christian Schonlau, RTC, responded that jobs are tracked through public works employment data. RTC projects presents many opportunities for laborers, equipment operators, electricians, etc. Also, there are about 300 employees with contractor Keolis which makes the number closer to 2000. Damien Cole asked if the employees transfer from one project to the next. Christian Schonlau, RTC, stated RTC does not hire directly. Contractors are responsible for the project hiring and there are instances of repeat employment but majority is unique project opportunities.

Ann Silver asked for examples of new capital investments in the community. Christian Schonlau, RTC, gave new buses, facilities improvement to Centennial and 4th Street Station, ADA improvements, pavement preservation projects, Oddie/Wells, Sky Vista and bridge improvement projects as some examples.

Jeff Bonano made a motion to acknowledge receipt of the fiscal year 2024 RTC tentative budget.

Lindsey Costello seconded.

The motion carried unanimously.

ITEM 7. ACKNOWLEDGE RECEIPT OF PRESENTATION ON THE MIDTOWN RENO POST-CONSTRUCTION EVALUATION STUDY

Jeff Wilbrecht, RTC Engineering Manager, gave a presentation on the Midtown Reno Post-Construction Evaluation Study. A copy of the PowerPoint presentation is on file at the RTC Metropolitan Planning Department.

Greg Newman commented on the reduction and amount of traffic on the Midtown Reno area and requested for a roundabout on the California Avenue area for the south bound northbound travel of the businesses concerns. A discussion continued on the Midtown Reno Post-Construction Evaluation Study. Damien Cole commented on the concerns at Midtown Reno area up to the University couplet at Sierra Street.

Damien Cole made a motion to acknowledge receipt of presentation on the Midtown Reno Post-Construction Evaluation Study.

Ann Silver seconded.

The motion carried unanimously.

ITEM 8. REVIEW A REPORT FROM THE RTC'S PUBLIC TRANSPORTATION DEPARTMENT REGARDING THE BUS STOP IMPROVEMENT AND CONNECTIVITY PROGRAM

Ed Park, RTC Senior Transit Planner, gave a presentation on the Bus Stop Improvement and Connectivity Program. A copy of the PowerPoint presentation is on file at the RTC Metropolitan Planning Department.

Lindsey Costello had comments on the project plans for irrigation dip in the north valleys area. Ed Park, Senior Transit Planner, stated the improvements were made at the last phase of the project.

Lindsey Costello made a motion to review a report from the RTC's Public Transportation Department regarding the Bus Stop Improvement and Connectivity Program.

Greg Newman seconded.

The motion carried unanimously.

ITEM 9. ACKNOWLEDGE RECEIPT OF PRESENTATION ON RTC ACTIVE TRANSPORTATION PLAN

Dan Doenges, RTC Director of Planning and Cole Peiffer from Alta Planning and Design gave a presentation on the RTC Active Transportation Plan (ATP). A copy of the PowerPoint presentation is on file at the RTC Metropolitan Planning Department.

Cole Peiffer, Alta Planning and Design shared links with more information.

<https://washoeatp.altaplanning.cloud/#/home>
<https://www.rtcwashoe.com/mpo-reports/atp/walkandroll@rtcwashoe.com>

Lindsey Costello made a motion to acknowledge receipt of presentation on RTC Active Transportation Plan.

Sue-Ting Chene seconded.

The motion carried unanimously.

ITEM 10. MEMBER ANNOUNCEMENTS/AGENDA ITEMS FOR FUTURE CMAC MEETINGS

Sue-Ting Chene announced May is Bike month and shared links from the Washoe County Health District's website for Biketopia.

https://www.washoecounty.gov/health/programs-and-services/cchs/chronic-disease-prevention/PA_Nutrition/bike-month.php
<https://www.eventbrite.com/cc/biketopia-bike-month-2023-2052359>

Damien Cole announced he has t-shirts for Truckee Meadows Bicycle Alliance.

ITEM 11. RTC/RIDE/ACCESS STAFF ITEMS

Jim Gee, RTC Service Planning and Innovation Manager, announced phase 2 of the TOPS Service Plan changes will start Saturday, May 6th.

ITEM 12. PUBLIC COMMENT

There were no public comments.

ITEM 13. ADJOURNMENT

The meeting adjourned at 7:18 p.m.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

MEETING DATE: July 5, 2023

AGENDA ITEM 5

To: Citizens Multimodal Advisory Committee

From: Xuan Wang
Senior Technical Planner

RECOMMENDED ACTION

Election of Chair and Vice-Chair for Fiscal Year 2024.

BACKGROUND AND DISCUSSION

The Policies Governing the Citizens Multimodal Advisory Committee (CMAC) state that elections for Chair and Vice-Chair will be held annually at the July meeting. The newly elected members will serve a one-year term.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

MEETING DATE: July 5, 2023

AGENDA ITEM 6

To: Citizens Multimodal Advisory Committee

From: Graham Dollarhide
Senior Technical Planner

RECOMMENDED ACTION

Recommend funding for Transportation Alternatives Set-Aside (TA Set-Aside) projects for the federal fiscal year 2023-2024 cycle.

BACKGROUND AND DISCUSSION

As the Metropolitan Planning Organization (MPO) for the region, the RTC is tasked with administering the federal Transportation Alternatives (TA) Set-Aside Program for funding sub-allocated to the Reno-Sparks metropolitan planning area. Eligible recipients of the funding include local governments, transportation agencies, tribal governments, and non-profits. Eligible uses include construction and planning-related improvements to non-motorized mobility; construction of turnouts, overlooks, and viewing areas; preservation and rehabilitation of historic transportation facilities; Safe Routes to School programs; and environmental mitigation activities related to transportation facilities. Requirements for the program are established in current and prior federal statutes.

The Board recently approved updated guidelines, scoring criteria, and application materials which were also presented to the Advisory Committees. Following approval of these documents, the RTC held a call for projects, open to eligible applicants for 12 weeks, receiving applications for four projects. RTC staff reviewed the applications for completeness and compliance with the TA Set-Aside regulations. All applications were deemed eligible and were ranked per the scoring criteria.

The amount of project funding requested, a total of \$1,695,779 in federal funds, initially exceeded the estimated \$1,609,726 in available funding. Staff proceeded to meet with applicants, beginning with the agency receiving the lowest overall score, to discuss potential scalability of each project. After meeting with One Truckee River staff, it was determined the project cost could be reduced without reducing the project's scope. One Truckee River's corresponding budget adjustment brought the total request for all four projects to \$1,605,000, which achieves fiscal constraint.

RTC staff recommends fully funding all projects according to submitted budgets, including One Truckee River's adjusted budget. A summary of each project with associated budget and scoring is attached. Complete application packets received by RTC are also included in the attachment.

Attachment

TA Set-Aside FFY 2023/FFY 2024 Project Scoring and Budgets

Score	Agency/Project Description	Total Cost	TA Set-Aside Funds	Local Match
11	City of Reno: Plumas Street Sidewalk Project Phase 2. Install sidewalk on the west side of Plumas Street from the Reno Tennis Center located at 2601 Plumas Street to connect to the existing sidewalk north of the Alpine Skilled Nursing Center at 3101 Plumas Street. Installing a sidewalk where one currently does not exist will improve safety and mobility, encourage non-motorized travel, improve access to public transit, and create a healthier community.	\$ 402,155	\$ 382,047	\$ 20,108
11	Truckee Meadows Parks Foundation: Rosewood Trailhead Project. To provide a safe pedestrian and bicycle access point to the Veterans multi-use pathway, that will further connect users to nearby trail systems. To commence a trailhead design process with a private-sector firm that will initiate a survey of the site, develop design opportunities, and culminate with the selection of facility options. Deliverables will also include a bid-ready set of plans, engineers estimate, and construction documents for the next phase of the project, or the Rosewood Trailhead Phase Two Construction Project (not a part of this current funding request).	\$ 173,684	\$ 165,000	\$ 8,684
10	City of Sparks: City of Sparks Pedestrian Ramp Project - Phase 1. Providing safe, reliable pedestrian connectivity to schools is necessary to provide for the residents of Sparks. This project will update approximately 50 pedestrian ramps within each school zoning areas that are currently non-ADA compliant. These ramps provide access to a safe place to walk and a safe place to navigate intersections. Pedestrian travel is a fundamental and necessary transportation mode that encourages safer and healthier communities.	\$ 390,000	\$ 370,500	\$ 19,500
9	One Truckee River (under the Truckee River Foundation): Broadhead Park Restoration Project. The Broadhead Park Restoration Project is a collaborative effort by the City of Reno and One Truckee River (OTR). The goal is to complete a riverbank restoration and vegetation management project at Brodhead Memorial Park along the Tahoe-Pyramid Trail. The project will address critical environmental issues facing the Truckee River including impaired water quality, erosion, aquatic wildlife habitat needs, and vegetation loss. The project is also engaging with the local neighborhood to create an invested stakeholder base to participate in the planning, implementation, and creation of a local neighborhood support system to provide ongoing care of the riverbank restoration.	\$ 723,635	\$ 687,453	\$ 36,182
Total		\$ 1,689,474	\$ 1,605,000	\$ 84,474

TA Set-Aside FFY 2023/FFY 2024											
Agency/Project Description	Project Benefits / Safety Enhancement				Equity and Environmental Justice		Project Readiness (infrastructure)		Project Readiness (non-infrastructure)		Total
	Criterion 1 Q1	Criterion 1 Q2	Criterion 1 Q3	Criterion 1 Q4	Criterion 2 Q1	Criterion 2 Q2	Criterion 3 Q1.a	Criterion 3 Q1.b	Criterion 3 Q2.a	Criterion 3 Q2.b	
	Project is in an adopted plan, study, program, or aligns with at least one stated goal of RTP or ONTP? (description of context of the plan / study / program must be provided and consistent with any RTP / ONTP goals selected) (1 Point)	Project provides traffic calming measures or safety measures that benefit non-vehicle road users (clear explanation is provided) (2 Points)	Project serves multiple modes of transportation (clear explanation is provided) (1 Point)	The project provides connectivity to an existing transportation facility or provides clear benefits to the community according to the stated purpose of the TA Set-Aside Program (clear explanation is provided) (1 Point)	Project located in an area serving an Environmental Justice population (additional context about the area served by the project is provided) (1 point)	Project provides access to essential services, including medical, employment, or educational facilities (description of how access to each applicable service is provided) (1 point)	Project would be easy to construct and can be implemented within the next 12 months. The project does not require acquisition of right-of-way, utility relocation, and/or project meets categorical exclusion. (30% design or equivalent provided) (5 points)	Project will take up to 36 months to construct. Project includes right-of-way acquisition, includes utility relocation, and/or the project will require an environmental assessment / impact statement. (description of how project meets criteria is provided) (1 point)	Educational / outreach program is established and schools / partnerships have been identified. Project evaluation criteria is in place to measure program effectiveness. Project can be implemented within 12 months. (evidence of program / project criteria included) (5 points)	Educational / outreach program will need to be developed, partnerships will need to be established and identified. Evaluation criteria will need to be developed to measure the effectiveness of the project. This project may take 24 months or more to implement. (description provided) (1 point)	
City of Reno: Plumas Street Sidewalk Project Phase 2 (infrastructure)	1	2	0	1	1	1	5	n/a	n/a	n/a	11
City of Sparks: City of Sparks Pedestrian Ramp Project - Phase 1 (infrastructure)	1	2	0	1	1	0	5	n/a	n/a	n/a	10
One Truckee River (Truckee River Foundation): Broadhead Park Restoration Project (infrastructure)	1	0	1	1	1	0	5	n/a	n/a	n/a	9
Truckee Meadows Parks Foundation: Rosewood Trailhead Project (infrastructure)	1	2	1	1	1	0	5	n/a	n/a	n/a	11



REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY
Transportation Alternatives (TA) Set-Aside Program Grant Application

Submit application materials by May 19, 2023, to gdollarhide@rtcwashoe.com

Attach additional pages if needed.

Applicant Agency **City of Reno**

Applicant Agency Address, City, State, Zip
1 East First Street, 8th Floor, Reno NV 89501

Contact Person's Information

Name **Jonathan Smith, PE** Title **Senior Civil Engineer**

Phone Number **775-334-3880** Email Address **Smithj@reno.gov**

Project Name **Plumas Street Sidewalk Project Phase 2**

Description of Project Location and Limits (must include map as separate attachment)
 This project is located on the west side of Plumas Street near the Washoe Golf Course. This will connect sidewalk from 2601 Plumas Street to 3101 Plumas Street.

Project Description (include need, benefits, and relation to goals selected below)
 Install sidewalk on the west side of Plumas Street from the Reno Tennis Center located at 2601 Plumas Street to connect to the existing sidewalk north of the Alpine Skilled Nursing Center at 3101 Plumas Street. Installing a sidewalk where one currently does not exist will improve safety and mobility, encourage non-motorized travel, improve access to public transit, and create a healthier community.

Which goals of the Regional Transportation Plan and/or One Nevada Plan do the project address (check all that apply)?

Regional Transportation Plan

- Improve and Promote Safety
- Promote and Foster Equity and Environmental Justice
- Integrate Land-Use and Economic Development
- Improve Freight and Goods Movement
- Invest Strategically
- Engage the Public and Encourage Community Involvement
- Promote Healthy Communities and Sustainability
- Manage Existing Systems Efficiently
- Integrate All Types of Transportation
- Enhance Regional Connectivity

One Nevada Transportation Plan

- Enhance Safety
- Preserve Infrastructure
- Optimize Mobility
- Transform Economies
- Foster Sustainability
- Connect Communities

Source of Match Funds (list source(s) of funds and indicate whether funds are cash or in-kind; in-kind match requires further explanation)

Street Fund

Project Schedule (describe the projected project schedule and indicate whether it is part of a phased project; attach additional documentation as appropriate)

Design, Bidding and Award: 12 months
Construction: 45 Working Days

Ongoing Maintenance (describe the ongoing maintenance requirements after the project has been implemented, including cost and agency(ies) responsible).

City of Reno

Is the project included in an adopted plan, study or program, or does it align with at least one stated goal of the Regional Transportation Plan or One Nevada Plan? Describe the context of the plan, study, or program (description must be consistent with goals selected on page 1).

The Plumas sidewalk project is ranked as a high priority in the Regional Transportation Commission Bicycle & Pedestrian Master Plan. Improving accessibility and sidewalk connectivity, by removing access barriers such as missing sidewalk sections, is a goal in the City of Reno ADA Transition Plan.

Does the project provide traffic calming measures or safety measures that benefit non-motorized road users? If yes, please explain.

Yes. This project will provide sidewalk where none currently exist and provide non-motorized road users a safe and accessible path that is separated from motorized vehicles.

Does the project serve multiple modes of transportation? If yes, please explain.

No.

Does the project provide connectivity to an existing regional transportation facility or provide clear benefits to the community according to the stated purpose of the TA Set-Aside Program? If yes, please explain.

Yes. This project will provide sidewalk connectivity connecting to two existing bus stops. One is located on the west side of Plumas Street just south of Urban Road and the other is in front of the Reno Tennis Center.

SCORING CRITERION #2: Equity and Environmental Justice (2 points possible)

Is the project located in an area serving an Environmental Justice population as identified in Chapter 9 of the [2050 Regional Transportation Plan](#) (see pg 166)? Provide additional context about the area served by the project.

Yes, this project is serving an Environmental Justice population and specifically targeting an area with limited or no existing pedestrian infrastructure and will provide a safe pedestrian route.

Does the project provide access to essential services, including medical, employment, or educational facilities? Please describe how access to each applicable service is provided.

Yes, this project will provide sidewalk access from Moana Lane to the Reno Tennis Center, a City of Reno Parks and Recreation public facility, located 2601 Plumas Street. Providing a fully connected sidewalk on the west side of Plumas will allow pedestrian access to a crosswalk at Mountain View Drive to access Anderson Elementary School and Virginia Lake Park.

SCORING CRITERION #3: Project Readiness (5 points possible)

Infrastructure Projects (respond to one of the following implementation scenarios)

Project would be relatively easy to construct and can be implemented within the next 12 months. The project does not require acquisition of right-of-way, utility relocation, and/or project meets the criteria for a categorical exclusion, according to 23 C.F.R. 771.117(c): Note: 30% design or equivalent documentation must be provided. Describe how project meets this criteria.

Yes, this project will be relatively easy to construct and will meet the criteria for a categorical exclusion according to 23 C.F.R. 771.117(c). This project will not have any significant impacts on any natural, cultural, recreational, historic or other resource, and will not have any significant environmental impacts. This project will be within existing right of way and will not require any right of way acquisition.

Project will likely take up to 36 months to construct. Project includes right-of-way acquisition, utility relocation, and/or the project will require an environmental assessment/impact statement. Describe how project meets this criteria.

N/A

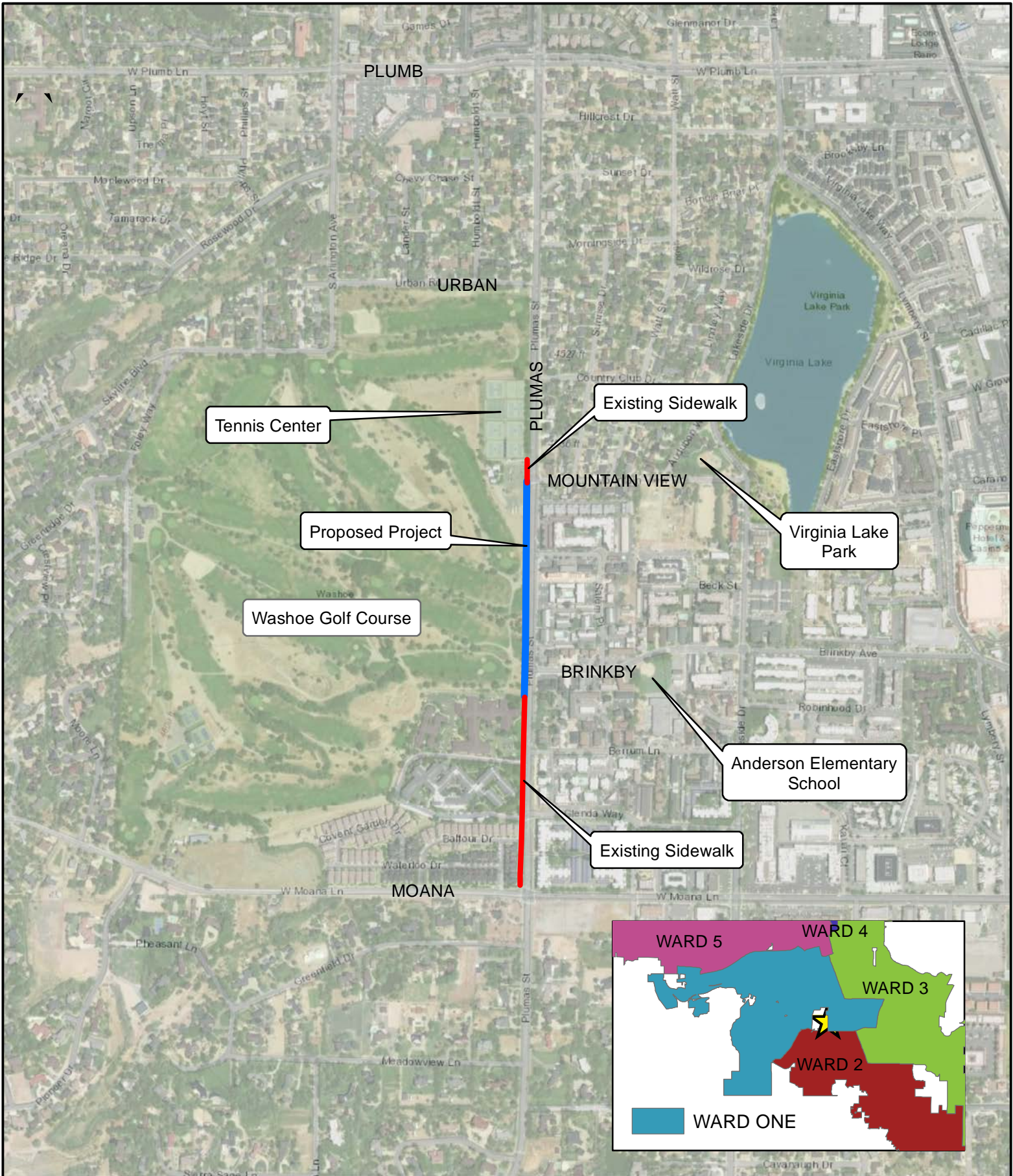
Non-infrastructure Projects (respond to one of the following implementation scenarios)

Educational/outreach program is established and schools/partnerships have been identified. Project evaluation criteria is in place to measure program effectiveness. Project can be implemented within 12 months. Note: evidence of an educational/outreach program, communication about the program with schools and/or other partners, and project evaluation criteria must be included as a separate attachment. Describe how project meets this criteria.

N/A

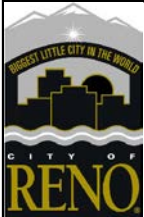
Educational/outreach program will need to be developed, partnerships will need to be established and identified. Evaluation criteria will need to be developed to measure the effectiveness of the project. This project may take 24 months or more to implement. Describe how project meets this criteria.

N/A



**RTC TA SET ASIDE PROGRAM
PLUMAS STREET SIDEWALK CONNECTIVITY**

Date: May 2023



City of Reno
Public Works

VICINITY MAP

The information herein is approximate and is intended for display purposes only.

PLUMAS SIDEWALK PROJECT

PHASE 2



Construct Sidewalk at South end of Reno Tennis Center located at 2601 Plumas Street and connect to existing sidewalk located at 3101 Plumas Street



Install concrete retaining post curb along golf course to accommodate elevation differential where needed

Remove and reset fence posts as needed to construct new sidewalk for length of project



Remove existing catch basin and replace with type 4R



Remove and Replace existing commercial driveway to meet current ADA standards.

Connect Sidewalk to existing sidewalk located just north of 3101 Plumas Street

2023 City of Reno
Plumas Street Sidewalk Project Phase 2
Engineer's Estimate

				Engineer's Estimate	
Item No.	DESCRIPTION	TOTAL QTY	UNIT	Unit Price	Amount
1	Construct PCC sidewalk (4")	6,500	SF	\$18.00	\$117,000.00
2	Construct PCC retaining curb	1,300	LF	\$50.00	\$65,000.00
3	Remove and reset fence post	98		\$650.00	\$63,700.00
4	Remove and replace PCC commercial driveway approach (6") and transitions with aggregate base	500	SF	\$50.00	\$25,000.00
5	Install type 4R storm drain catch basin	1	EA	\$6,500.00	\$6,500.00
6	Protect and adjust existing manhole structure to new finish grade	1	EA	\$2,500.00	\$2,500.00
7	Traffic Control	1	LS	\$40,000.00	\$40,000.00
8	Contingency	1	LS	\$30,000.00	\$30,000.00
	Subtotal				\$ 349,700.00
	Design & Construction Management	15%			\$ 52,455.00
	Total				\$ 402,155.00



REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY
Transportation Alternatives (TA) Set-Aside Program Grant Application

Submit application materials by May 19, 2023, to gdollarhide@rtcwashoe.com

Attach additional pages if needed.

Applicant Agency

Applicant Agency Address, City, State, Zip

Contact Person's Information

Name

Title

Phone Number

Email Address

Project Name

Description of Project Location and Limits (must include map as separate attachment)

Project Description (include need, benefits, and relation to goals selected below)

Which goals of the Regional Transportation Plan and/or One Nevada Plan do the project address (check all that apply)?

Regional Transportation Plan

- Improve and Promote Safety
- Promote and Foster Equity and Environmental Justice
- Integrate Land-Use and Economic Development
- Improve Freight and Goods Movement
- Invest Strategically
- Engage the Public and Encourage Community Involvement
- Promote Healthy Communities and Sustainability
- Manage Existing Systems Efficiently
- Integrate All Types of Transportation
- Enhance Regional Connectivity

One Nevada Transportation Plan

- Enhance Safety
- Preserve Infrastructure
- Optimize Mobility
- Transform Economies
- Foster Sustainability
- Connect Communities

PROJECT COST ESTIMATE (a detailed project budget must be included as a separate attachment)

Total Project Cost \$	Amount Reimbursable to Applicant Agency \$	Applicant Agency Match Requirement (5%) \$
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Source of Match Funds (list source(s) of funds and indicate whether funds are cash or in-kind; in-kind match requires further explanation)

Project Schedule (describe the projected project schedule and indicate whether it is part of a phased project; attach additional documentation as appropriate)

Ongoing Maintenance (describe the ongoing maintenance requirements after the project has been implemented, including cost and agency(ies) responsible).

SCORING CRITERION #1: Project Benefits/Safety Enhancement (5 points possible)

Is the project included in an adopted plan, study or program, or does it align with at least one stated goal of the Regional Transportation Plan or One Nevada Plan? Describe the context of the plan, study, or program (description must be consistent with goals selected on page 1).

Does the project provide traffic calming measures or safety measures that benefit non-motorized road users? If yes, please explain.

Does the project serve multiple modes of transportation? If yes, please explain.

Does the project provide connectivity to an existing regional transportation facility or provide clear benefits to the community according to the stated purpose of the TA Set-Aside Program? If yes, please explain.

SCORING CRITERION #2: Equity and Environmental Justice (2 points possible)

Is the project located in an area serving an Environmental Justice population as identified in Chapter 9 of the [2050 Regional Transportation Plan](#) (see pg 166)? Provide additional context about the area served by the project.

Does the project provide access to essential services, including medical, employment, or educational facilities? Please describe how access to each applicable service is provided.

SCORING CRITERION #3: Project Readiness (5 points possible)

Infrastructure Projects (respond to one of the following implementation scenarios)

Project would be relatively easy to construct and can be implemented within the next 12 months. The project does not require acquisition of right-of-way, utility relocation, and/or project meets the criteria for a categorical exclusion, according to 23 C.F.R. 771.117(c): Note: 30% design or equivalent documentation must be provided. Describe how project meets this criteria.

Project will likely take up to 36 months to construct. Project includes right-of-way acquisition, utility relocation, and/or the project will require an environmental assessment/impact statement. Describe how project meets this criteria.

Non-infrastructure Projects (respond to one of the following implementation scenarios)

Educational/outreach program is established and schools/partnerships have been identified. Project evaluation criteria is in place to measure program effectiveness. Project can be implemented within 12 months. Note: evidence of an educational/outreach program, communication about the program with schools and/or other partners, and project evaluation criteria must be included as a separate attachment. Describe how project meets this criteria.

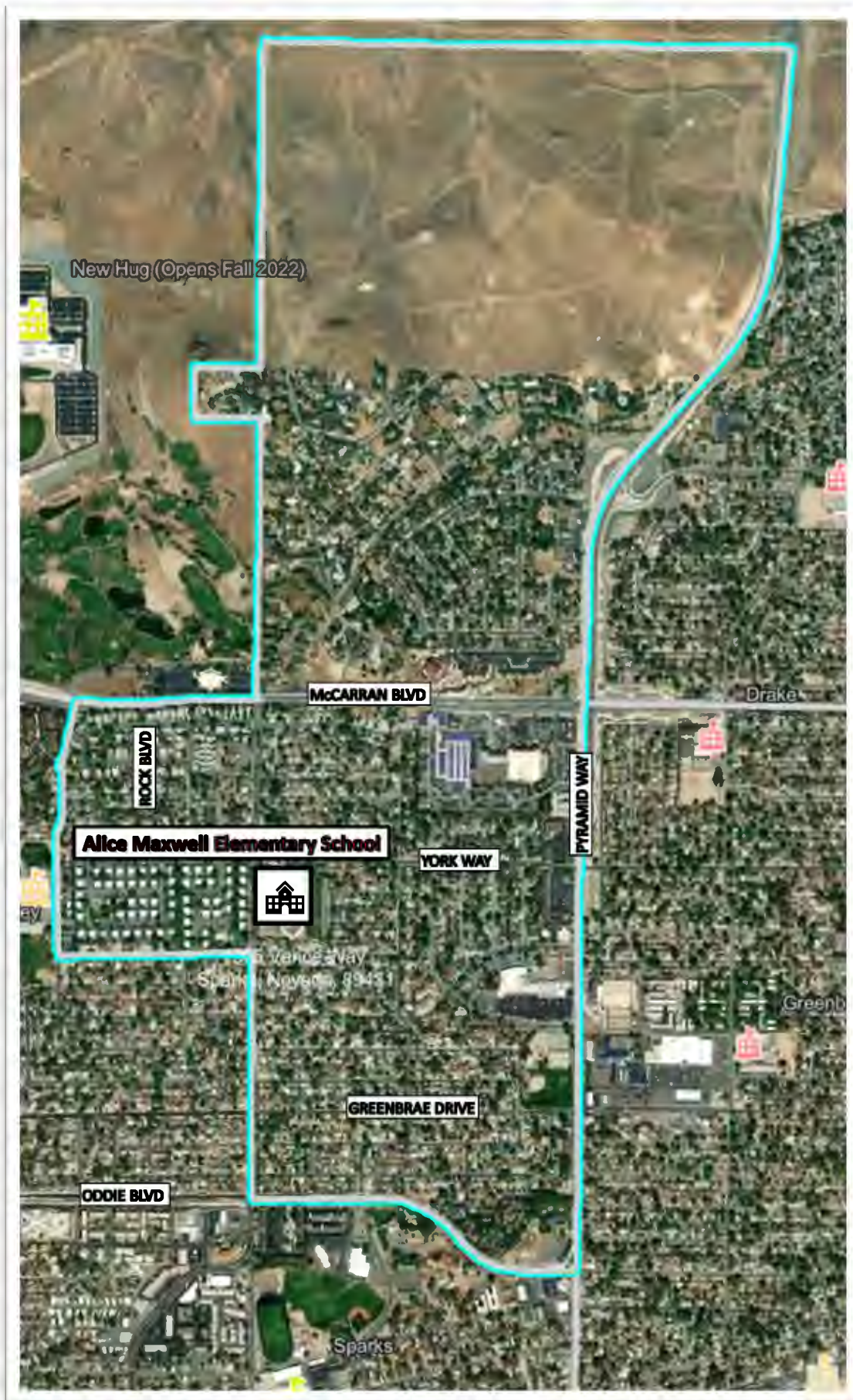
Educational/outreach program will need to be developed, partnerships will need to be established and identified. Evaluation criteria will need to be developed to measure the effectiveness of the project. This project may take 24 months or more to implement. Describe how project meets this criteria.

TA SET ASIDE PROPOSAL
 CITY OF SPARKS PEDESTRIAN RAMP PROJECT - PHASE 1
 ESTIMATE OF COSTS - MAY 2023

		Engineers Estimate of Probable Costs			
Bid Item	Description	Quantity	Units	Unit Price	Amount
1	Remove Existing and Install ADA Accessible Ramp	50	EA	\$6,000.00	\$300,000.00
2	Force Account/ 30% Contingency	1	LS	\$1.00	\$90,000.00

TOTAL	\$390,000.00
City of Sparks 5% Match	\$19,500.00
TA Set Aside Amount Requested	\$370,500.00

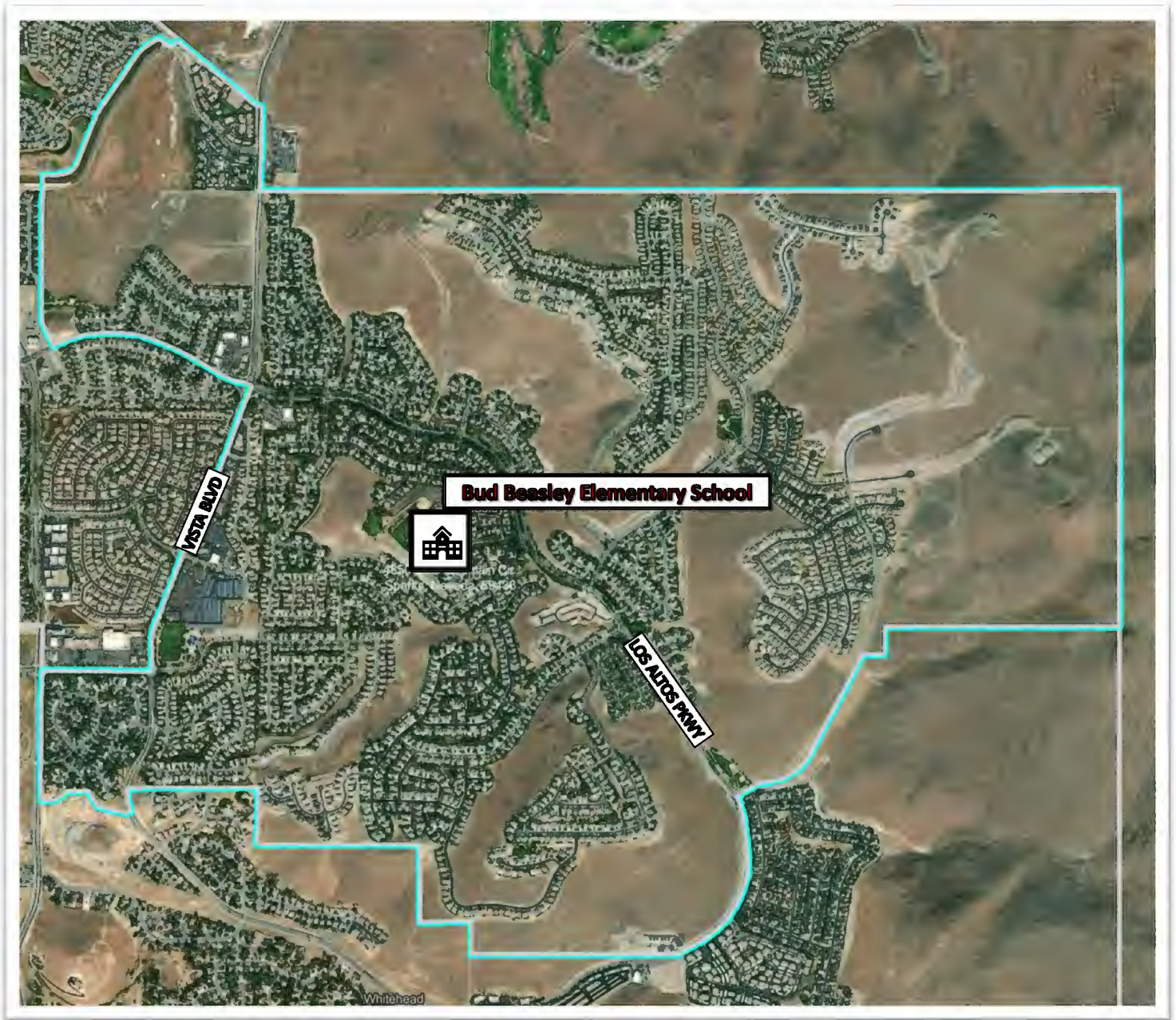
Alice Maxwell Elementary School Zone



Lincoln Park Elementary School Zone



Bud Beasley Elementary School Zone



Sepulveda Elementary School Zone



Jerry Whitehead Elementary School Zone





Example of an Existing Non-Compliant Pedestrian Ramp



REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY
Transportation Alternatives (TA) Set-Aside Program Grant Application

Submit application materials by May 19, 2023, to gdollarhide@rtcwashoe.com

Attach additional pages if needed.

Applicant Agency **One Truckee River (under the Truckee River Foundation)**

Applicant Agency Address, City, State, Zip
P.O. Box 18153, Reno, Nevada 89511

Contact Person's Information

Name **Iris Jehle-Peppard** Title **Executive Director**

Phone Number **775-450-5489** Email Address **iris@onetruckkeeriver.org**

Project Name **Brodhead Park Restoration Project**

Description of Project Location and Limits (must include map as separate attachment)
 The project location includes restoration of the riverbank along the south side of the Truckee River between the Kuenzli Street and Wells Avenue bridges in the City of Reno. The project area is along the Tahoe-Pyramid Trail, which is a key transportation corridor for pedestrians and cyclists east of downtown Reno. Attachment A shows the project location.

Project Description (include need, benefits, and relation to goals selected below)
 See attached.

Which goals of the Regional Transportation Plan and/or One Nevada Plan do the project address (check all that apply)?

Regional Transportation Plan

- Improve and Promote Safety
- Promote and Foster Equity and Environmental Justice
- Integrate Land-Use and Economic Development
- Improve Freight and Goods Movement
- Invest Strategically
- Engage the Public and Encourage Community Involvement
- Promote Healthy Communities and Sustainability
- Manage Existing Systems Efficiently
- Integrate All Types of Transportation
- Enhance Regional Connectivity

One Nevada Transportation Plan

- Enhance Safety
- Preserve Infrastructure
- Optimize Mobility
- Transform Economies
- Foster Sustainability
- Connect Communities

Source of Match Funds (list source(s) of funds and indicate whether funds are cash or in-kind; in-kind match requires further explanation)

Match funds include \$92,775 in cash match from the Truckee River Fund for the Project's Milestone I which has been completed and Milestone II to reach 60% design which is currently ongoing. A detailed budget with the match sources is included as Attachment C.

Project Schedule (describe the projected project schedule and indicate whether it is part of a phased project; attach additional documentation as appropriate)

The project is phased. Milestone I included the completion of 30% design plans, which were finalized in December 2022. Milestone II which includes completing 60% design plans is fully funded and will begin in summer 2023 with an expected completion in fall 2023. Milestone III, for which funding is being requested, is expected to start in early 2024 with final design work and permitting being completed in the first half of the year and implementation beginning in fall 2024 with an expected completion in 2025.

Ongoing Maintenance (describe the ongoing maintenance requirements after the project has been implemented, including cost and agency(ies) responsible).

Ongoing maintenance should be relatively minimal; however, One Truckee River will work to create a neighborhood system to support the ongoing vegetation care including coordinated maintenance in collaboration with the City of Reno and conduct replacement plantings as needed. Final plans would incorporate replacement of 20% of plants to account for potential mortality (in addition to overplanting that would occur during initial implementation). It is expected ongoing maintenance would be required (especially in the first five years after implementation), including supplemental water (during the first two years after construction) to establish vegetation. OTR will coordinate with the City of Reno on this effort. Support letters for the project are included in Attachment D.

Is the project included in an adopted plan, study or program, or does it align with at least one stated goal of the Regional Transportation Plan or One Nevada Plan? Describe the context of the plan, study, or program (description must be consistent with goals selected on page 1).

The Project aligns with RTC's 2050 Regional Transportation Plan. It falls under the following two goals: "promote healthy communities and sustainability" (pg. 45) and "engaging the public and encourage community involvement" (pg. 47). The project encourages active transportation by improving bicycle and pedestrian accessibility. Additionally, the project has an extensive public outreach component that has engaged with and will continue to engage the local community surrounding Brodhead Park. The ultimate goal of the public outreach will be to create an engaged community that understands the importance of maintaining restored vegetation and encourages public involvement in the ongoing care to create a sense of ownership of the riverbank and park.

Does the project provide traffic calming measures or safety measures that benefit non-motorized road users? If yes, please explain.

There are no traffic calming measures or safety measures that benefit non-motorized road users.

Does the project serve multiple modes of transportation? If yes, please explain.

The project promotes the use of the existing paved Tahoe-Pyramid Trail that serves pedestrians and cyclists. This section of the trail provides an off-street transportation path for non-motorized users to travel safely. The project will improve the existing path and the surrounding area.

Does the project provide connectivity to an existing regional transportation facility or provide clear benefits to the community according to the stated purpose of the TA Set-Aside Program? If yes, please explain.

Yes, the project benefits the community by improving safety and accessibility for all users of the existing pedestrian and cycling trail along the Truckee River. The project is focused on creating safe, connected, and equitable access to the trail and improving sustainability of the area by reducing erosion and improving vegetation in an off-street transportation path.

SCORING CRITERION #2: Equity and Environmental Justice (2 points possible)

Is the project located in an area serving an Environmental Justice population as identified in Chapter 9 of the [2050 Regional Transportation Plan](#) (see pg 166)? Provide additional context about the area served by the project.

Yes, the project is located in an area serving an Environmental Justice population based on RTC’s map. Additionally, data from the American Community Survey (data from 2015-2019) and compiled by Nevada Tomorrow shows that the zip code (89501) where Brodhead Park is located has metrics indicating that it is a disadvantaged community. In this zip code, 49.7% of residents spend more than 30% of their income on rent. This is an indicator that the population has limited financial resources to spend on other necessities, such as exercise, recreation, or transportation. In the same zip code, 25.1% of all people are living below the poverty level, 63.4% of people with disabilities are living below the poverty level, and 40% of children are living below the poverty level.

Does the project provide access to essential services, including medical, employment, or educational facilities? Please describe how access to each applicable service is provided.

The project does not provide direct access to essential services; however, the project does promote equitable access to outdoor spaces and improves a transportation corridor for pedestrians and cyclists.

SCORING CRITERION #3: Project Readiness (5 points possible)

Infrastructure Projects (respond to one of the following implementation scenarios)

Project would be relatively easy to construct and can be implemented within the next 12 months. The project does not require acquisition of right-of-way, utility relocation, and/or project meets the criteria for a categorical exclusion, according to 23 C.F.R. 771.117(c): Note: 30% design or equivalent documentation must be provided. Describe how project meets this criteria.

The project is at 30% design with funding already secured to reach 60% design. The 30% design plans are included in Attachment B. Permitting is anticipated to be relatively minimal for this project. The project does not require acquisition of right-of-way or utility relocation. The project is located on public land owned by the City of Reno within Washoe County and would be subject to City of Reno and Washoe County codes and ordinances. An aquatic delineation will be completed as part of the 60% design work to determine whether an Army Corps of Engineers 404 or 408 will be required, although these permits are not likely to be required based on the current design concept.

Project will likely take up to 36 months to construct. Project includes right-of-way acquisition, utility relocation, and/or the project will require an environmental assessment/impact statement. Describe how project meets this criteria.

Non-infrastructure Projects (respond to one of the following implementation scenarios)

Educational/outreach program is established and schools/partnerships have been identified. Project evaluation criteria is in place to measure program effectiveness. Project can be implemented within 12 months. Note: evidence of an educational/outreach program, communication about the program with schools and/or other partners, and project evaluation criteria must be included as a separate attachment. Describe how project meets this criteria.

Educational/outreach program will need to be developed, partnerships will need to be established and identified. Evaluation criteria will need to be developed to measure the effectiveness of the project. This project may take 24 months or more to implement. Describe how project meets this criteria.

Project Description

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

Many of the riverbank areas at Brodhead Park are characterized by an absence or poor establishment of vegetation, which is partly the result of human activity along the river. Soil stabilization measures by vegetation and other physical erosion mitigation measures are needed to protect soils and water quality and support establishment and longevity of restored vegetation. Steep eroding slopes subjected to flood flows require more robust measures such as planted riprap.

The project also includes measures intended to improve public safety. Conceptual designs were developed and proposed to improve bank conditions and prevent aggravated erosion in a manner that would maintain and increase pedestrian river access and enjoyment along the Tahoe-Pyramid Trail. There are several areas along the paved path where the grade can be raised, and native shrubs planted and logs placed to redirect pedestrians to more stabilized river access points. Six stabilized river access paths are currently proposed that would incorporate one or more types of surface treatments to prevent erosion. Proposed boulder step trails would create river access paths out of an erosion control measure between Kuenzli Street Bridge and the public restroom.

The main benefits of the project will be to reduce erosion along the Tahoe-Pyramid Trail and on the riverbanks by improving vegetation and creating controlled access points to the river from the paved pathway. One Truckee River installed a public restroom at Brodhead Park in 2020 to improve public restroom access along the Tahoe-Pyramid Trail east of downtown Reno. The restroom has been highly successful, and this restoration project builds on the existing momentum to improve the trail for all users in this area.

Milestone I of the Brodhead Park Restoration Project included creating 30% design plans and was completed in December 2022 (Attachment B). Milestone II is currently underway and will result in 60% design plans. This grant application is for Milestone III of the project which includes the following elements: 1) develop 100% restoration design plans; 2) obtain permitting for implementation; and 3) implement restoration project, including site preparation, slope stabilization or bioengineering materials, plant materials, and labor for installation.

Attachment A
Project Location Map

Brodhead Park 30% Conceptual Restoration Design, Basis of Design Report



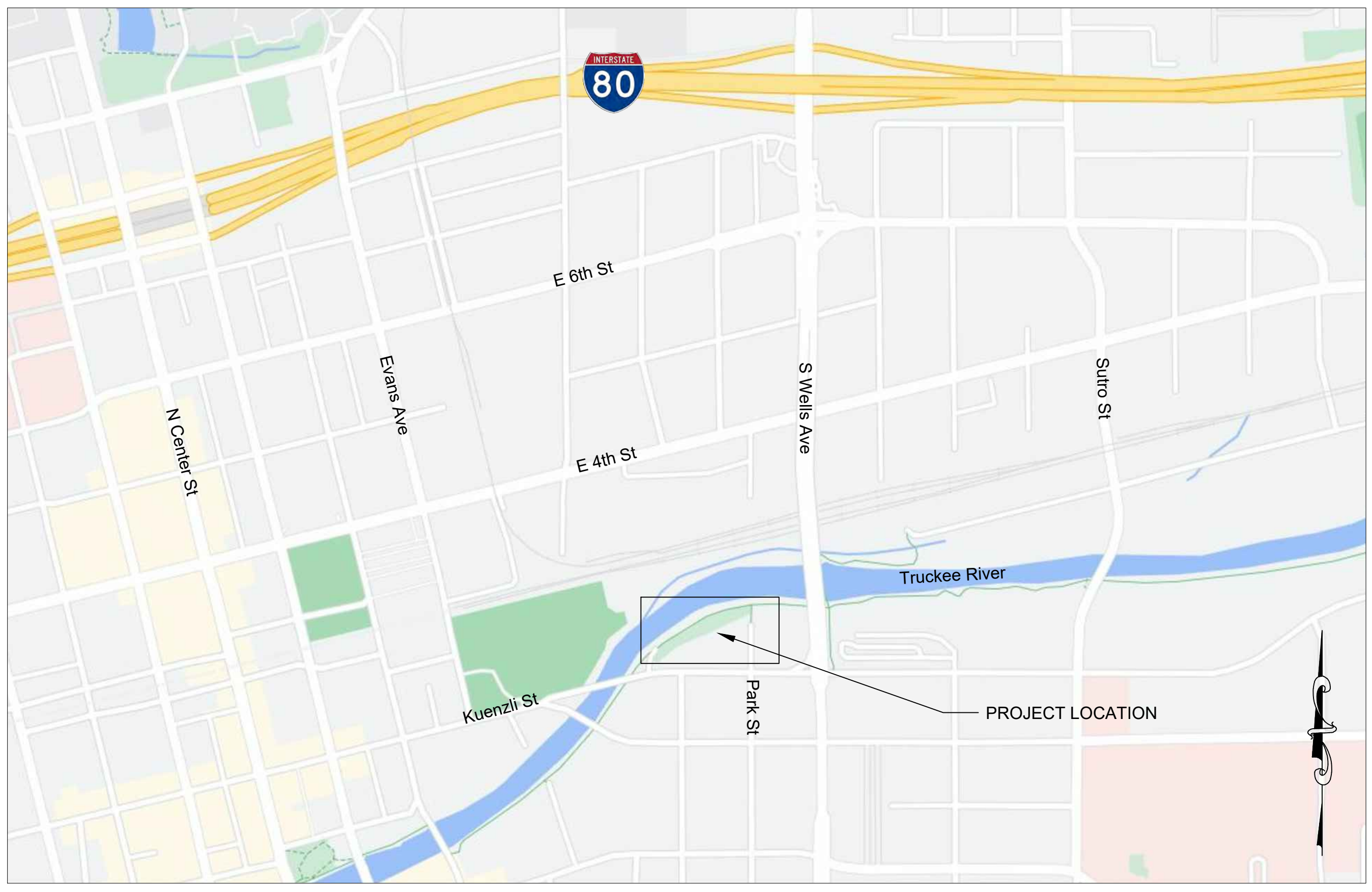
Figure 1. Project location.

Attachment B

30% Design Plans for Brodhead Restoration Project

Brodhead Park Restoration

WASHOE COUNTY, NV



VICINITY MAP
1"=500'



SITE MAP
1"=100'

APPROVED: _____

TBD, TBD

DESIGNED: _____

CAROL Y. BEAHAN, P.E., WILDSCAPE ENGINEERING, INC.

SHEET INDEX:		
NUMBER	NAME	SHEET TITLE
1	G-1	TITLE SHEET
2	G-2	GENERAL NOTES
3	G-3	SHEET INDEX
4	C-1	PLAN AND PROFILE
5	C-2	PLAN AND PROFILE
6	C-3	SECTIONS
7	L-1	PLANTING PLAN PLACEHOLDER
8	L-2	PLANTING DETAILS
9	D-1	MISC. DETAILS
10	D-2	MISC. DETAILS

30% DESIGN NOT FOR CONSTRUCTION

Brodhead Park Restoration
Reno, NV 89502

Title Sheet

Designed: CYB Drawn: JA Checked: CYB
File Date: 06/08/2022

REVISIONS:

No.	Date	Description

Notes:

Sheet Scale: AS SHOWN



**Brodhead Park
Restoration**
Reno, NV 89502

Notes

Designed: CYB	Drawn: JA	Checked: CYB
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File Date: 06/17/2022

REVISIONS:		
No.	Date	Description

Notes:

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GENERAL NOTES

- CONSTRUCTION SHALL TAKE PLACE FROM X:XX AM TO X:XX PM MONDAY THROUGH FRIDAY. NO WORK TO BE CONDUCTED WEEKENDS OR HOLIDAYS UNLESS OTHERWISE APPROVED ON A CASE BY CASE BASIS.
- THE LOCATION AND EXTENT OF EXISTING UNDERGROUND UTILITIES IN THE PROJECT AREA ARE SHOWN BASED ON AVAILABLE RECORDS AND SHALL BE CONSIDERED APPROXIMATE AND NOT NECESSARILY COMPLETE.
- THE CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT (USA) AT 811/1-800-642-2444 OR <https://www.usanorth811.org> AT LEAST 48 HOURS PRIOR TO ANY EXCAVATION WORK TO ENSURE UTILITY AVOIDANCE.**
- CONTRACTOR SHALL CONTROL ACCESS, AND MAINTAIN ALL SIGNS, BARRICADES, OR OTHER DEVICES NECESSARY TO CONTROL TRAFFIC THROUGH THE CONSTRUCTION AREA AND MAINTAIN PUBLIC SAFETY IN ACCORDANCE WITH THESE PLANS, THE STANDARD SPECIFICATIONS, FEDERAL HIGHWAY ADMINISTRATION (FHWA) MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) 2003 EDITION.
- NO GRADING OR LAND DISTURBANCE WITH RESPECT TO THE PROJECT WILL OCCUR AFTER OCTOBER 15 UNLESS PRIOR APPROVAL IS OBTAINED FROM THE NEVADA DIVISION OF ENVIRONMENTAL PROTECTION (NDEP)
- THE CONTRACTOR SHALL MAINTAIN A SET OF AS-BUILT PLANS ONSITE SHOWING "AS-CONSTRUCTED" CHANGES MADE TO DATE. UPON COMPLETION OF THE PROJECT CONTRACTOR SHALL PROVIDE FINAL AS-BUILT PLANS TO ONE TRUCKEE RIVER (OTR) AND THE CITY OF RENO.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTING ALL TEMPORARY EROSION CONTROL MEASURES RELEVANT TO THIS PROJECT. THE EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP).
- PROVIDE AND MAINTAIN TEMPORARY TOILET FACILITIES IN ACCORDANCE WITH STATE HEALTH DEPARTMENT, AND CITY OF RENO REQUIREMENTS. DO NOT LOCATE TEMPORARY TOILET FACILITIES ADJACENT TO A NATURAL WATER SOURCE, IN A WETLAND OR RIPARIAN AREA, OR IN A LOCATION TO CAUSE A PUBLIC HEALTH HAZARD, CONTAMINATION OR NUISANCE. AT COMPLETION OF WORK, REMOVE TOILET FROM PROJECT SITE.
- SOURCES OF CONSTRUCTION WATER FOR THE PROJECT TBD (PLACEHOLDER)
- CONSTRUCT REQUIRED SUBGRADE PRIOR TO PLACEMENT OF STRUCTURES OR FILL.
- ALL RIPARIAN AND LANDSCAPED AREAS SHALL BE GRADED TO NATURAL SHAPES THAT TRANSITION SMOOTHLY TO ADJACENT FEATURES AND GRADES.

- THE CONTRACTOR SHALL ONLY USE DESIGNATED SITES FOR STORAGE OF EQUIPMENT AND MATERIALS AS SHOWN ON THESE PLANS AND IS RESPONSIBLE FOR THE SECURITY OF ALL EQUIPMENT AND MATERIALS.
- THE CONTRACTOR SHALL MAINTAIN COPIES OF ALL NECESSARY PERMITS, LICENSES AND AGENCY APPROVALS OBTAINED PRIOR TO PERFORMANCE OF THE WORK.
- NO TREES OR RIPARIAN VEGETATION SHALL BE REMOVED UNLESS NOTED TO BE REMOVED IN THE PLANS OR SPECIFICATIONS, OR AS DIRECTLY SPECIFIED ON-SITE BY THE ENGINEER. TREES CONFLICTING WITH GRADING WILL BE LIMBED OR REMOVED UPON CITY OF RENO APPROVAL.
- EQUIPMENT DELIVERY, SUPPLY DELIVERY AND SERVICE/FUELING VEHICLES WILL ONLY ENTER AND EXIT SITE WORK AREAS VIA THE APPROVED CONSTRUCTION ACCESS POINT(S) DURING NORMAL WORKING HOURS.
- THE CONTRACTOR SHALL CLEANUP SPILLS IMMEDIATELY AND NOTIFY APPROPRIATE AGENCIES OF SPILLS AND CLEANUP PROCEDURES. REFUELING AREAS AND ANY EQUIPMENT REPAIR OR SIMILAR ACTIVITY WILL ONLY TAKE PLACE IN DESIGNATED STAGING AREAS.
- PRIOR TO PROJECT IMPLEMENTATION ONE TRUCKEE RIVER AND THE CITY OF RENO WILL NOTIFY THE PUBLIC REGARDING ANY TEMPORARY CLOSURE OF THE PARK OR PATHWAY. IMMEDIATELY PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL INSTALL FENCING AND ADEQUATE SIGNAGE TO INDICATE THAT THE TRAIL IS TEMPORARILY CLOSED UNTIL CONSTRUCTION IS COMPLETE.
- A TOTAL OF (X) TREES 14" DIAMETER OR LARGER ARE EXPECTED TO BE REMOVED IN ORDER TO ACCOMMODATE CONSTRUCTION AS SHOWN ON SHEET C-X.
- OFFHAUL AND PROPERLY DISPOSE OF ALL EXCESS MATERIAL NOT INCORPORATED AS BACKFILL OR INTO PRESCRIBED ONSITE TREATMENTS.

LEGEND:

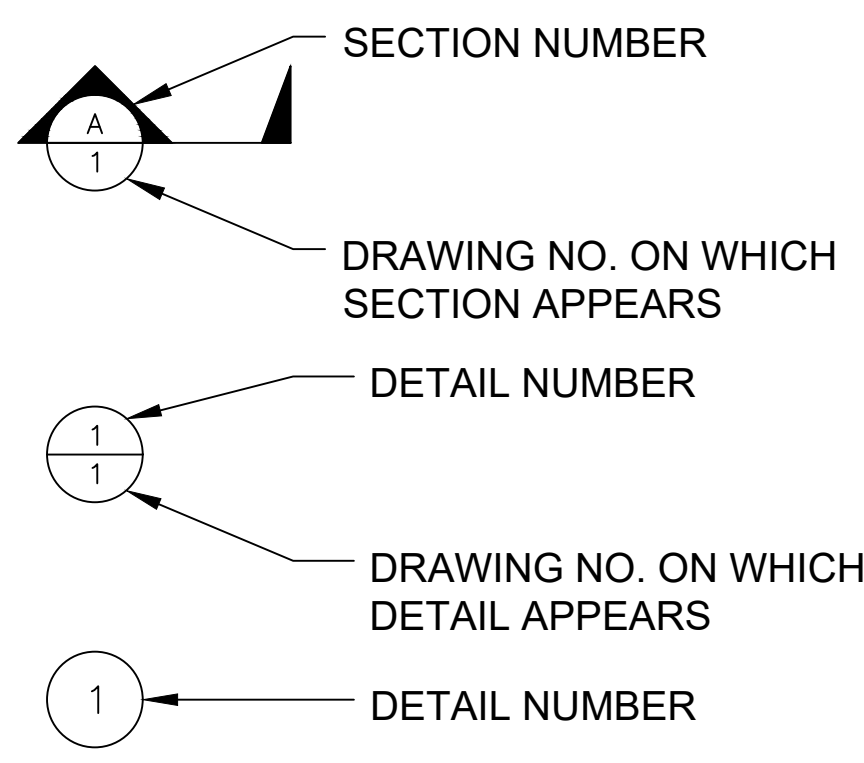
- EX MINOR CONTOUR
- EX MAJOR CONTOUR
- PROPOSED GRADE
- PARCEL BOUNDARY
- EX PAVED TRAIL
- SEDIMENT BARRIER (X, D-X)
- EXCLUSION FENCE (X, D-X)
- TURBIDITY CURTAIN
- OVERHEAD LINE (OH E)
- UNDERGROUND TELEPHONE (UG T)
- SANITARY SEWER (SS)
- STORM DRAIN (SD)
- 14K WSL
- PROJECT BOUNDARY
- RETAINING WALL
- N TRAIL
- EX UTILITY POLE
- PLANTED RIP RAP
- SOIL AND BIODEGRADABLE NETTING
- LOG CRIB WALL
- KEYED IN LOGS
- UPLAND ZONE PLANT PALETTE
- TRANSITIONAL ZONE PLANT PALETTE
- OVERBANK ZONE PLANT PALETTE
- WOODS ROSE AND SKUNKBUSH SUMAC

ABBREVIATIONS

AC	ASPHALT CONCRETE
AB	AGGREGATE BASE
APPROX/~	APPROXIMATELY
CDFW	CA DEPARTMENT OF FISH AND WILDLIFE
CFS	CUBIC FEET PER SECOND
CL	CENTERLINE
CONC	CONCRETE
DBH	DIAMETER BREST HEIGHT
DIAM	DIAMETER
EG	EXISTING GRADE
EX	EXISTING
EL	ELEVATION
FT	FEET
ENF	EL DORADO NATIONAL FOREST
INV	INVERT
LB	LEFT BANK
LG	LARGE
LOD	LIMIT OF DISTURBANCE
MAX/MIN	MAXIMUM/MINIMUM
N	NEW
NIC	NOT IN CONTRACT
NTS	NOT TO SCALE
OC	ON CENTER
OHWM	ORDINARY HIGH WATER MARK
OTR	ONE TRUCKEE RIVER
PR	PROPOSED GRADE
PVC	POLYVINYL CHLORIDE
RB	RIGHT BANK
RC	RELATIVE COMPACTION
RSP	ROCK SLOPE PROTECTION
SF	SQUARE FOOT
STA	STATION
TBD	TO BE DETERMINED
TRWC	TRUCKEE RIVER WATERSHED COUNCIL
TYP	TYPICAL
VERT	VERTICAL
W/	WITH
WSE	WATER SURFACE ELEVATION
#	NUMBER
%	PERCENT
'	FEET
"	INCHES
@	AT
3:1	HORIZONTAL TO VERTICAL SLOPE

CONTACT THE ENGINEER FOR SYMBOLS OR ABBREVIATIONS NOT SHOWN

DRAWING SYMBOLS



UTILITIES:

CABLE TELEVISION: CHARTER COMMUNICATIONS: 888.369.2408
 NATURAL GAS: NV ENERGY: 775.834.4444
 ELECTRIC: NV ENERGY: 775.834.4444
 SEWER AND STORM DRAIN: CITY OF RENO SEWER SERVICE: 775.334.2095
 WATER: TRUCKEE MEADOWS WATER AUTHORITY: 775.834.8080
 TELEPHONE: ATT: 800.288.2020

TOPOGRAPHY AND AERIAL IMAGE SOURCE AND CONTROL:

TOPOGRAPHY SOURCE - TRUCKEE TOPOBATHYMETRIC LiDAR (10.05.2014)
 HORIZONTAL CONTROL - NAD83 WEST US FEET (1984)
 VERTICAL CONTROL - NAVD88 (GEOID99)
 AERIAL IMAGE - BING 2021

30% DESIGN NOT FOR CONSTRUCTION



SHEET INDEX:

NUMBER	NAME	SHEET TITLE
1	G-1	TITLE SHEET
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4	C-1	PLAN AND PROFILE
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Designed: CYB	Drawn: JA	Checked: CYB
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File Date: 06/08/2022

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FOR CONSTRUCTION

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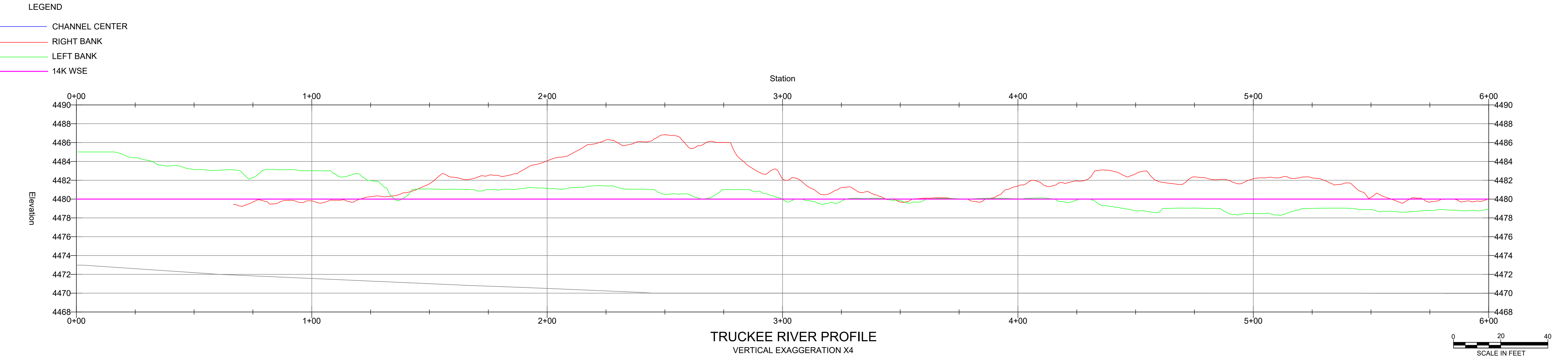
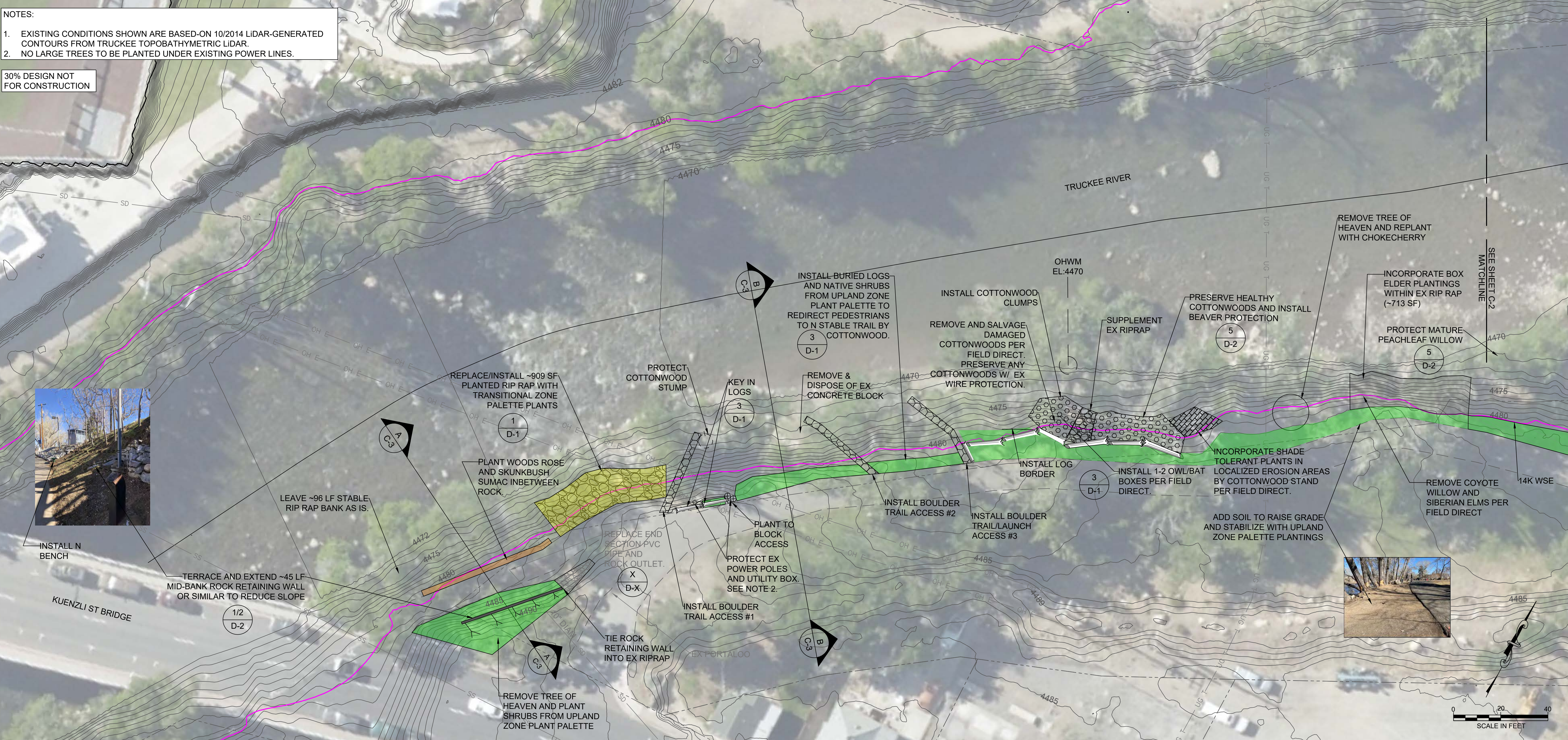
No.	Date	Description

Notes:

Sheet Scale: AS SHOWN

NOTES:
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2. NO LARGE TREES TO BE PLANTED UNDER EXISTING POWER LINES.

30% DESIGN NOT FOR CONSTRUCTION



LEGEND
 — CHANNEL CENTER
 — RIGHT BANK
 — LEFT BANK
 — 14K WSE



**Broadhead Park
Restoration**
Reno, NV 89502

Plan and Profile

Designed: CYB
Drawn: JA
Checked: CYB
File Date: 06/16/2022

REVISIONS:

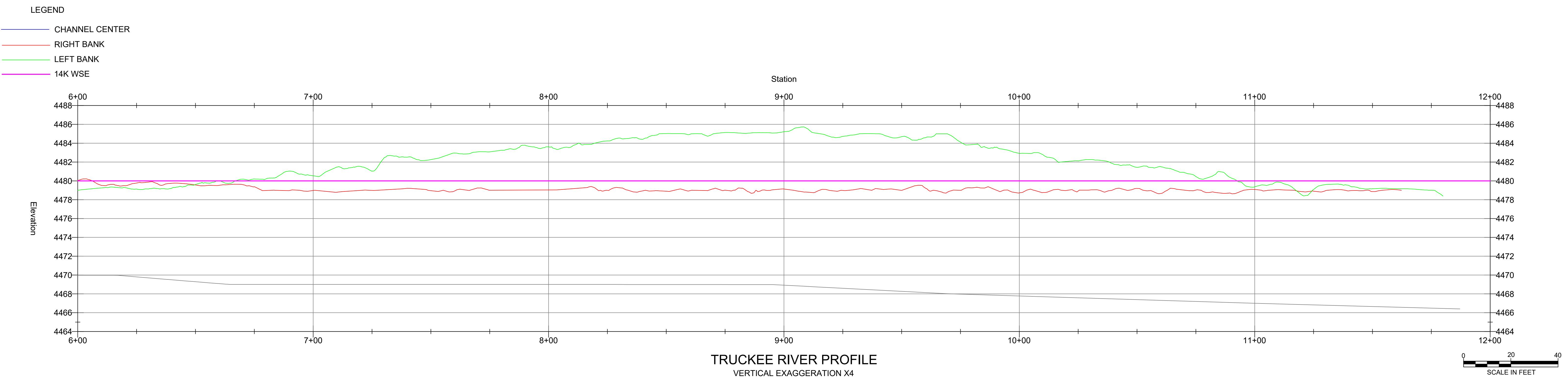
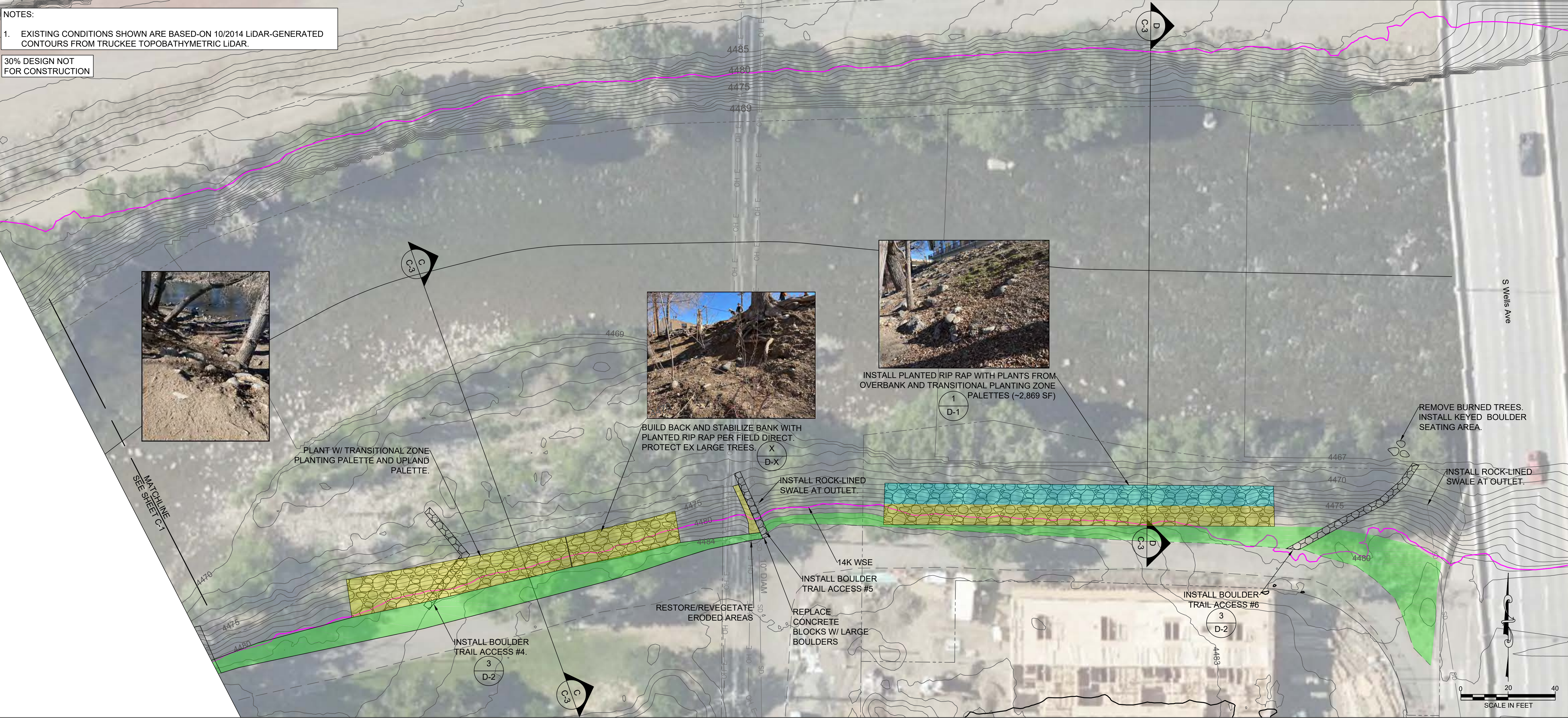
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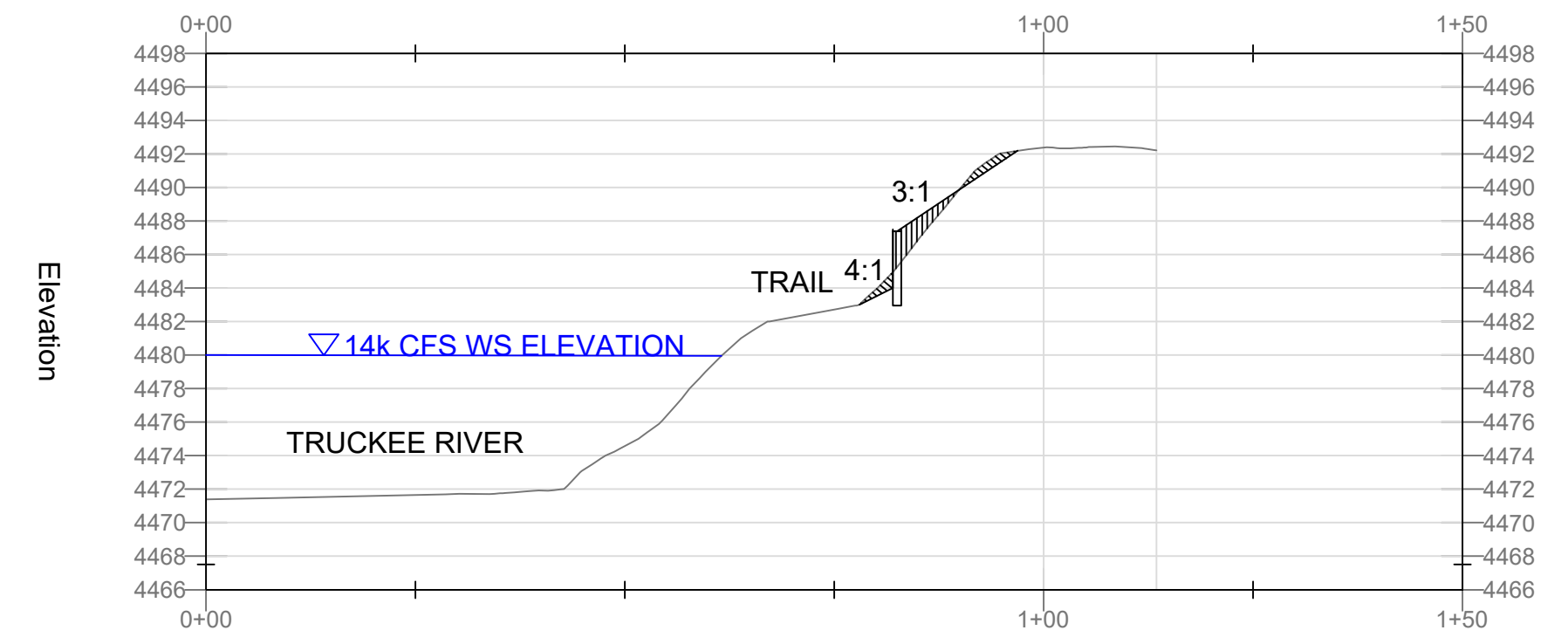
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30% DESIGN NOT FOR CONSTRUCTION

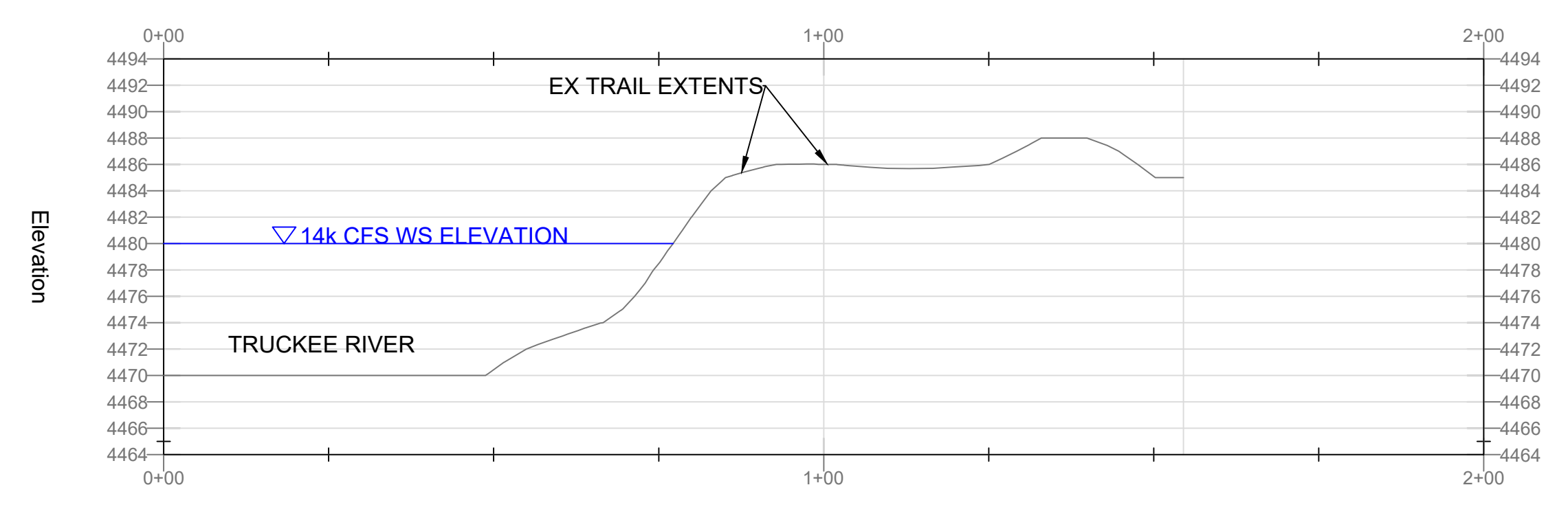




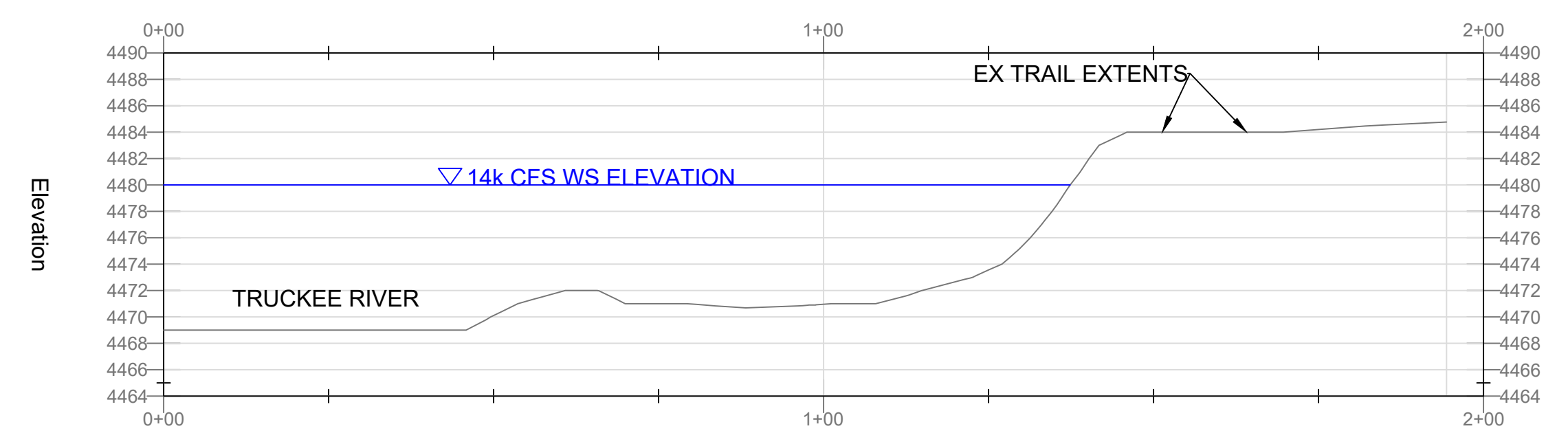
- LEGEND**
- CUT
 - FILL
 - RIP RAP



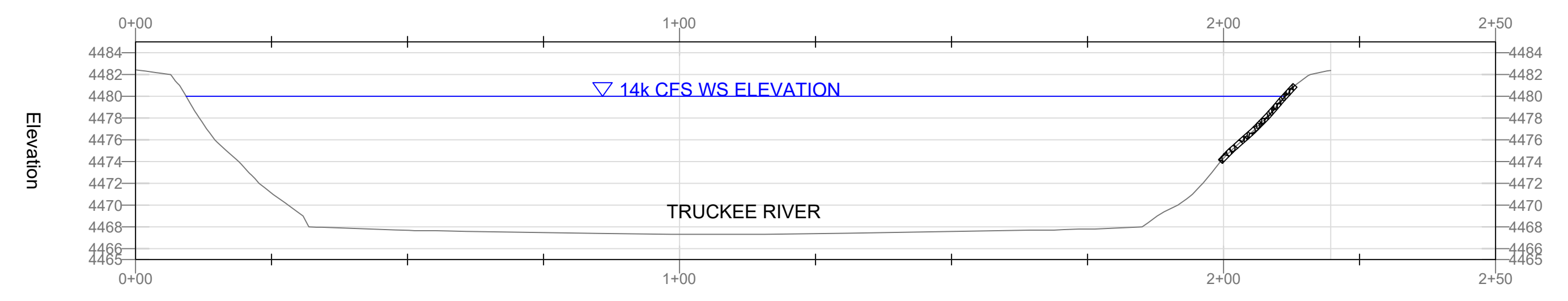
SECTION A-A
VERTICAL EXAGGERATION X2



SECTION B-B
VERTICAL EXAGGERATION X2



SECTION C-C
VERTICAL EXAGGERATION X2



SECTION D-D
VERTICAL EXAGGERATION X2

**Brodhead Park
Restoration**
Reno, NV 89502

Sections

Designed: CYB	Drawn: JA	Checked: CYB
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File Date: 06/17/2022

REVISIONS:

No.	Date	Description

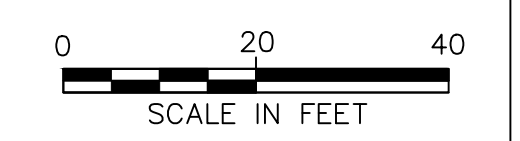
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C-3

6 of 10

30% DESIGN NOT FOR CONSTRUCTION



Attachment C

Detailed Project Budget

<i>One Truckee River</i>			
Brodhead Park Restoration Project Budget			
Estimated Income	Secured TRF	Request to RTC	Total Budget
Secured funds from Truckee River Fund (TRF) for Milestone I and II	\$ 149,515		\$ 149,515
Request to RTC TA Set-Aside Program for Milestone III			
Total Estimated Income	\$ 149,515		\$ 149,515
Estimated Expenses	Secured TRF	Request to RTC	Total Budget
Milestone I - 30% Design			
Direct Expenses			
OTR Executive Director to oversee planning process and to and to conduct public outreach about the project (36 hrs.)	\$ 2,692		\$ 2,692
Environmental Consultant to conduct restoration plan development to 30%	\$ 28,836		\$ 28,836
Engineering design for restoration plan development to 30%	\$ 24,250		\$ 24,250
Total of Direct Expenses	\$ 55,778		\$ 55,778
In-Direct Expenses 25% including accounting and bookkeeping, printing and reproductions, postage, office supplies, insurance, utilities, tel-communications, dues, and subscriptions.	\$ 13,945		\$ 13,945
Total for Milestone I - Completed in Winter of 2022	\$ 69,723	\$ -	\$ 69,723
Milestone II - 60% Design			
Direct Expenses			
OTR Executive Director to oversee the planning process (9 hrs.)	\$ 675		\$ 675
Environmental Consultant to conduct restoration plan development to 60%	\$ 31,604		\$ 31,604
Engineering design for restoration plan development to 60%	\$ 18,694		\$ 18,694
Topographic Survey	\$ 12,860		\$ 12,860
Total of Direct Expenses	\$ 63,833		\$ 63,833
In-Direct Expenses 25% including accounting and bookkeeping, printing and reproductions, postage, office supplies, insurance, utilities, tel-communications, dues, and subscriptions.	\$ 15,958		\$ 15,958
Total for Milestone II - Estimated Completion by Fall 2023	\$ 79,791		\$ 79,791
Milestone III - Completion of Design, Permitting, and Implementation			
Direct Expenses			
OTR Executive Director to oversee planning and preparation (288hrs) to oversee the completion of the planning, permitting, and installation and to conduct public outreach about the project		\$ 21,078	
Environmental Consultant to conduct restoration plan development to 100%		\$ 78,181	
Engineering design for restoration plan development to 100%		\$ 104,182	
Environmental Consultant Bid and Construction Oversight and Permit Closeout		\$ 34,455	
Engineering Bid and Construction Oversight and Permit Closeout		\$ 51,683	
Plant Propagation		\$ 10,000	
Aquatic Resources Delineation		\$ 20,000	
Permit preparation (administrative draft of permits, ready to submit)		\$ 34,715	
Site Preparation/Temp Erosion Control		\$ 7,695	
Bank Erosion Control & Trail Improvements		\$ 178,415	
Mobilization & Demobilization		\$ 22,083	
City of Reno Permits		\$ 3,500	
Total of Direct Expenses		\$ 565,987	
Contingency (25%)		\$ 141,497	
In-Direct Expenses 10% including accounting and bookkeeping, printing and reproductions, postage, office supplies, insurance, utilities, tel-communications, dues, and subscriptions.		\$ 70,748	
Total for Milestone III - Estimated Completion in 2025		\$ 778,232	\$ -
Total Expenses	\$ 149,514	\$ 778,232	\$ 927,746

Attachment D
Letters of Support



May 9, 2023

Dear Regional Transportation Commission of Washoe County,

On behalf of the City of Reno, Parks and Recreation, I am providing a letter of support for the One Truckee River Brodhead Park Restoration Project ("Project"). The Project includes restoration and vegetation management efforts and erosion control. It will decrease invasive species along the Tahoe-Pyramid Trail, a renowned recreational pathway along the Truckee River. The Project will provide water pollution prevention and improve wildlife connectivity along the urban reach of the Truckee River Corridor in Reno, Nevada.

The Brodhead Park Restoration Project has completed 30% design with City of Reno and Carson-Truckee Water Conservation District engagement and guidance. Truckee River Fund awarded \$79,000 to take the Project to 60% design. One Truckee River ("OTR") estimates completion of 60% design by late summer of 2023.

City of Reno, Parks and Recreation, supports the Brodhead Park Restoration Project efforts to apply for grant funding from RTC's Transportation Alternatives (TA) Set-Aside Program Grant Application to conduct design work from 60% to 100%, permitting, and installation.

This Project will improve a segment of the renowned recreational trail, the Tahoe-Pyramid Trail, linking communities to the Truckee River from Lake Tahoe to Pyramid Lake. It is an interregional bicycle and pedestrian connector that is a valuable asset to the Truckee Meadows region.

Please don't hesitate to reach out to me in regard to this support of One Truckee River Brodhead Park Restoration Project efforts.

Sincerely,

A handwritten signature in blue ink, appearing to be "N. Ulliyot", is written over a horizontal line.

Nathan Ulliyot, Director
City of Reno, Parks and Recreation



REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY

5/4/2023

Dear Regional Transportation Commission of Washoe County,

On behalf of City of Reno, I am providing a letter of support for the One Truckee River Brodhead Park Restoration Project (Project). The Project includes restoration and vegetation management efforts and erosion control. It will decrease invasive species along the Tahoe-Pyramid Trail, a renowned recreational pathway along the Truckee River. The Project will provide water pollution prevention and improve wildlife connectivity along the urban reach of the Truckee River Corridor in Reno, Nevada.

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City of Reno supports the Brodhead Park Restoration Project efforts to apply for grant funding from RTC's Transportation Alternatives (TA) Set-Aside Program Grant Application to conduct design work from 60% to 100%, permitting, and installation.

This Project will improve a segment of the renowned recreational trail, the Tahoe-Pyramid Trail, linking communities to the Truckee River from Lake Tahoe to Pyramid Lake. It is an interregional bicycle and pedestrian connector that is a valuable asset to the Truckee Meadows region.

Please don't hesitate to reach out to me in regard to this support of One Truckee River's Brodhead Park Restoration Project efforts.

Sincerely,

A handwritten signature in black ink, appearing to read 'David Lake', written over a horizontal line.

David Lake, PE

Associate Civil Engineer
Utility Services

City of Reno

Cell: 775-741-0046

Email: laked@reno.gov



a 501(c)(3) organization

www.tahoepyrnidtrail.org

REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY

May 17, 2023

Dear Regional Transportation Commission of Washoe County,

On behalf of the Tahoe-Pyramid Trail, I am providing a letter of support for the One Truckee River Brodhead Park Restoration Project (Project). The Project includes restoration and vegetation management efforts and erosion control. It will decrease invasive species along the Tahoe-Pyramid Trail, a renowned recreational pathway along the Truckee River. The Project will provide water pollution prevention and improve wildlife connectivity along the urban reach of the Truckee River Corridor in Reno, Nevada.

The Brodhead Park Restoration Project has completed 30% design with City of Reno and Carson-Truckee Water Conservation District engagement and guidance. Truckee River Fund awarded \$79K to take the Project to 60% design. OTR estimates completion of 60% design by late summer of 2023.

The Tahoe-Pyramid Trail supports the Brodhead Park Restoration Project efforts to apply for grant funding from RTC's Transportation Alternatives (TA) Set-Aside Program Grant Application to conduct design work from 60% to 100%, permitting, and installation.

This Project will improve a segment of the renowned recreational trail, the Tahoe-Pyramid Trail, linking communities to the Truckee River from Lake Tahoe to Pyramid Lake. It is an interregional bicycle and pedestrian connector that is a valuable asset to the Truckee Meadows region.

Please don't hesitate to reach out to me in regard to this support of One Truckee River's Brodhead Park Restoration Project efforts.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark D. Cameron'.

Mark D. Cameron
Executive Director

One Truckee River

Brodhead Park Restoration Project Milestone III

Estimated Income	Match	Request to RTC	Total Budget
<i>Pending funds</i> from Truckee River Fund (TRF) for Milestone III	14,878		14,878
<i>Pending funds</i> from Western Regional Water Commission for Milestone III	21,304		21,304
Request to RTC TA Set-Aside Program for Milestone III		687,453	687,453
Total Estimated Income	36,182	687,453	723,635
Estimated Expenses	Match	Request to RTC	Total Budget
Milestone III - Completion of Design, Permitting, and Implementation			
Direct Expenses			
OTR Executive Director to oversee planning and preparation (576 hrs.) to oversee the completion of the planning, permitting, and installation and to conduct public outreach and partner and volunteer coordination during and after the implementation of the Project	25,170	16,994	42,164
Engineering design for restoration plan development to 100%		91,930	91,930
Engineering Bid and Construction Oversight and Permit Closeout		51,685	51,685
Plant Propagation		25,000	25,000
Aquatic Resources Delineation Permit preparation (administrative draft of permitsto submit)		20,000	20,000
Site Preparation/Temp Erosion Control		34,715	34,715
Culverts		7,694	7,694
Bank Erosion Control & Trail Improvements include one year warranty		178,420	178,420
Mobilization & Demobilization		22,090	22,090
City of Reno Permits		3,500	3,500
Monitoring and Adaptive Management		26,200	26,200
Total of Direct Expenses	25,170	478,228	503,398
Contingency (25%)	6,293	119,557	125,850
Indirect expenses 15% including accounting and bookkeeping, printing and reproductions, postage, office supplies, insurance, utilities, tel-communications, dues, and subscriptions.	4,719	89,668	94,387
Total for Milestone III - Estimated Completion in 2025	36,182	687,453	723,635

Funds secured from Truckee River Fund for Milestone I and II totaled \$149,515.



REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY
Transportation Alternatives (TA) Set-Aside Program Grant Application

Submit application materials by May 19, 2023, to gdollarhide@rtcwashoe.com

Attach additional pages if needed.

Applicant Agency **Truckee Meadows Parks Foundation**

Applicant Agency Address, City, State, Zip
50 Cowan Drive, Reno Nevada 89509

Contact Person's Information

Name **Jay Howard** Title **Trails Program Manager**

Phone Number **775 301-3098** Email Address **jay@tmparksfoundation.org**

Project Name **Rosewood Trailhead Project**

Description of Project Location and Limits (must include map as separate attachment)
 Please see attached grant application supplemental information document.

Project Description (include need, benefits, and relation to goals selected below)
 Please see the attached grant application supplemental information document.

Which goals of the Regional Transportation Plan and/or One Nevada Plan do the project address (check all that apply)?

Regional Transportation Plan

- Improve and Promote Safety
- Promote and Foster Equity and Environmental Justice
- Integrate Land-Use and Economic Development
- Improve Freight and Goods Movement
- Invest Strategically
- Engage the Public and Encourage Community Involvement
- Promote Healthy Communities and Sustainability
- Manage Existing Systems Efficiently
- Integrate All Types of Transportation
- Enhance Regional Connectivity

One Nevada Transportation Plan

- Enhance Safety
- Preserve Infrastructure
- Optimize Mobility
- Transform Economies
- Foster Sustainability
- Connect Communities

Source of Match Funds (list source(s) of funds and indicate whether funds are cash or in-kind; in-kind match requires further explanation)

Please see the attached grant application supplemental document.

Project Schedule (describe the projected project schedule and indicate whether it is part of a phased project; attach additional documentation as appropriate)

Please see the attached grant application supplemental information document.

Ongoing Maintenance (describe the ongoing maintenance requirements after the project has been implemented, including cost and agency(ies) responsible).

Please see the attached grant application supplemental information document.

Is the project included in an adopted plan, study or program, or does it align with at least one stated goal of the Regional Transportation Plan or One Nevada Plan? Describe the context of the plan, study, or program (description must be consistent with goals selected on page 1).

Please see the attached grant application supplemental information document.

Does the project provide traffic calming measures or safety measures that benefit non-motorized road users? If yes, please explain.

Please see the attached grant application supplemental information document.

Does the project serve multiple modes of transportation? If yes, please explain.

Please see the attached grant application supplemental information document.

Does the project provide connectivity to an existing regional transportation facility or provide clear benefits to the community according to the stated purpose of the TA Set-Aside Program? If yes, please explain. Please see the attached grant application supplemental information document.

SCORING CRITERION #2: Equity and Environmental Justice (2 points possible)

Is the project located in an area serving an Environmental Justice population as identified in Chapter 9 of the [2050 Regional Transportation Plan](#) (see pg 166)? Provide additional context about the area served by the project.

Please see the attached grant application supplemental information document.

Does the project provide access to essential services, including medical, employment, or educational facilities? Please describe how access to each applicable service is provided.

Please see the attached grant application supplemental information document.

SCORING CRITERION #3: Project Readiness (5 points possible)

Infrastructure Projects (respond to one of the following implementation scenarios)

Project would be relatively easy to construct and can be implemented within the next 12 months. The project does not require acquisition of right-of-way, utility relocation, and/or project meets the criteria for a categorical exclusion, according to 23 C.F.R. 771.117(c): Note: 30% design or equivalent documentation must be provided. Describe how project meets this criteria.

This project represents the phase one design phase of the Rosewood Trailhead project. As indicated above, this portion of the overall project will result in all levels of design, but not construction activities (yet), and will be completed within a 12-month timeframe. This project will allow for phase 2 construction to happen, yet phase two is not anticipated to need utility relocation or right of way acquisition. Phase two construction will be eligible for categorical exclusion as well.

Project will likely take up to 36 months to construct. Project includes right-of-way acquisition, utility relocation, and/or the project will require an environmental assessment/impact statement. Describe how project meets this criteria.

N/A

Non-infrastructure Projects (respond to one of the following implementation scenarios)

Educational/outreach program is established and schools/partnerships have been identified. Project evaluation criteria is in place to measure program effectiveness. Project can be implemented within 12 months. Note: evidence of an educational/outreach program, communication about the program with schools and/or other partners, and project evaluation criteria must be included as a separate attachment. Describe how project meets this criteria.

N/A

Educational/outreach program will need to be developed, partnerships will need to be established and identified. Evaluation criteria will need to be developed to measure the effectiveness of the project. This project may take 24 months or more to implement. Describe how project meets this criteria.

N/A



**Regional Transportation Commission of Washoe County
Transportation Alternatives (TA) Set-Aside Program Grant Application**

Rosewood Trailhead Phase One Design Project
Supplemental Information to the Grant Application (fillable document)

Description of Project Location and Limits:

The project site address is: 6800 Pembroke Drive, Reno Nevada 89502. This location can be found on the southwest corner of Pembroke Drive and Veterans Parkway in south Reno. The extent of the project limits is the existing facility parking lot with the addition of a 50-foot perimeter or boundary. Additional minor limits may be required for utility connections in the area of the Rosewood visitor center such as sewer, water, and power.

Project Description:

Purpose and Need: To provide a safe pedestrian and bicycle access point to the Veterans multi-use pathway, that will further connect users to nearby trail systems. To commence a trailhead design process with a private-sector firm that will initiate a survey of the site, develop design opportunities, and culminate with the selection of facility options. Deliverables will also include a bid-ready set of plans, engineers estimate, and construction documents for the next phase of the project, or the Rosewood Trailhead Phase Two Construction Project (not a part of this current funding request).

This application represents the design phase of the Rosewood Trailhead project; a task that will enable the planning and design of a formal trailhead facility in an existing parking lot of the Rosewood Nature Study Area, to include a bid-ready plan set and specifications document. Rosewood itself was once the City of Reno Rosewood Lakes Golf Course. The non-profit Truckee Meadows Parks Foundation was selected to oversee the development and operation of the site. The Rosewood parking lot has significant potential for being developed into a formal trailhead, but is in need of upgrading and development to meet this goal. The facility and parking lot is located in an area that is adjacent (or near) to a number of regional trail systems – primarily the Veterans Parkway shared use path, Truckee River Path or Tahoe Pyramid Trail, and the Washoe County Hidden Valley Regional Park trail system. The concept of transforming the Rosewood parking lot into a formalized trailhead facility includes many project elements that represent commonly accepted trailhead amenities, as well as a direct connection to the Veterans pathway. Please see the attached list of conceptual project elements.

It meets the goals of local and State transportation plans in the following categories:

1. *Improve and Promote Safety or Enhance Safety: the project elements that are described in this application such as off-roadway designated parking, lighting, fencing and gates, and way-finding signage, will all serve to enhance safety. Currently, there are no formal and developed trailhead parking areas for the Veterans Shared Use Path, and vehicles are parking on road shoulders in high traffic areas.*
2. *Enhance Regional Connectivity Connect Communities, and Environmental Justice: Connectivity in communities is greatly enhanced by providing for the access needs of trails and pathways in the Rosewood area. A formalized trailhead will allow and encourage users to utilize these local trails and pathways. And since the trailhead is free and open to anyone from the public sector, environmental justice is improved.*
3. *Optimize mobility and Integrate All Types of Transportation: Trailheads for non-motorized uses on trails and pathways does a lot to optimize all forms of mobility, in this case micro mobility, and fully integrates all forms of transportation.*
4. *Sustainability and Healthy Communities: Non-motorized uses greatly enhance environmental sustainability by removing vehicles from roadways (as people choose non-motorized forms of transportation over standard vehicles). The physical and mental benefits of non-motorized and recreational activities are well documented as well.*

Source of Match Funds:

Cash match will be based on funding related to Truckee Meadows Parks Foundation paid staff time for Rosewood Trailhead project management and contract oversight, anticipated to be the Truckee Meadows Trails program manager. These personnel funds will be from non-Federal sources secured by the Truckee Meadows Parks Foundation, and are anticipated to be from the E.L. Cord Foundation. This local cash match may also include fundraising from other similar private foundation sources.

Project Schedule:

Informal preliminary discussions have occurred with potential design consulting firms. Much of the conceptual scope and estimated timeline of project activities are based on these consultations. Further project actions will begin once funding is secured. Anticipated project milestones, and the total months for each design level are:

- *1 month: Project activities will begin once the funding agreement and notice to proceed (NTP) is in place. The formal request for qualifications (RFQ) and scope of work, quote selection, and contracting process will be executed.*
- *1 month: survey, existing conditions analysis, geotechnical report, utilities survey and assessment, preliminary project feasibility and constraints report.*
- *3 months: 30% design level - design alternatives evaluation, alternatives reporting, presentation and selection. Federal environmental clearance activities will begin.*
- *3 months: 60% design level, preferred design alternative – initial plan set review and engineers estimate. Truckee Meadows Parks Foundation fund-raising for Phase Two Construction will begin at the end of this period.*
- *3 months: 90% final design level - final plan set and budget review, and preliminary specifications document review.*

- *1 month: 100% design level - delivery of the bid-ready plan set, engineers estimate, and project specifications document.*

Total Rosewood Trailhead Phase 1 Design project period: 12 months.

Ongoing Maintenance:

Since this is a design-only phase of the project, there is no maintenance at this time. But, ongoing maintenance for the Rosewood Trailhead (once phase two construction is implemented) is expected to be minimal. There will likely be restriping needs in 5-10 years after operation, and repaving needs in 25 or more years, but these are items more related to capital improvements, and will be done by future projects, and fund-raising efforts. Any and all needs for routine maintenance and items like light replacements, graffiti removal, replacement of damaged items at the trailhead, signage etc, will be the responsibility of, and implemented by, the Truckee Meadows Parks Foundation, and related operational budgets.

Is the project included in an adopted plan, study, or program, or does it align with at least one stated goal of the Regional Transportation Plan or One Nevada Plan?

Yes. The Rosewood Trailhead supports regional transportation goals such as those seen in the RTC 2050 Transportation Plan. Those goals are: 1. Improve and Promote Safety 2. Integrate All Types of Transportation and 3. Promote Healthy Communities and Sustainability. Other regional plans have similar goals geared toward the support of micro-modal transportation. This includes the goals of the One Nevada Transportation Plan, that are: 1. Enhance safety 2. Preserve infrastructure 3. Optimize mobility 4. Foster sustainability and 5. Connect communities. This project will meet several goals of the Truckee Meadows Regional Planning Agency's 2019 Regional Plan as well, such as Improve Public Facilities, Land Use, and Transportation; and Goal #1 for the plan, Improve the Quality of Regional Living. The development of the Rosewood Trailhead also meets the mission and goals of the Truckee Meadows Parks Foundation for community support, inclusion and equity, and promotion of micro-modal transportation and adaptive cycling. Lastly, signage and wayfinding alternatives will follow with the goals of the Rosewood Master Plan, and the recently completed Rosewood Signage Plan.

Does the project provide traffic calming measures or safety measures that benefit non-motorized road users?

Yes. It has often been demonstrated in regional transportation and trails plans that trailhead facilities represent a level of safety not seen over having people just park along roadways. Many times, over the last year, staff at Rosewood have seen vehicles park along Pembroke Drive near Veterans Parkway on the narrow road shoulder, in order to access the pathway. This represents an unsafe situation for operators and pedestrians alike. The Rosewood Trailhead would give users the opportunity, and even encouragement, to park in a designated parking lot and not along open roadways. The degree of safety and security always increases for non-motorized

users with the formalizing of a facility for a designated use. I would cite several measures associated with this project that increase safety: 1. Designated off-roadway parking for pathway users 2. Overhead and pathway lighting in parking area 3. Security fencing and automatic gate(s) 4. Established direct and safe connection to the Veterans pathway system. It is widely accepted that a formalized trailhead facility provides a much higher level of safety for vehicle operators and trail users alike over simple on-street parking.

Does the project serve multiple modes of transportation?

Yes. The development of the Rosewood Facility will indeed serve multiple modes of general transportation. A Trailhead serves the needs of recreation activities, as well as our daily transportation needs. This facility will provide a park and ride (walking, bicycling, etc) for connections throughout south and southeast Reno, and even southeastern Sparks. The non-motorized micro mobility user groups that will be accommodated at this facility include: Walkers, Runners, Hikers, (traditional) Bicycles and E-bikes, Scooters and Mopeds, as well as Adaptive Cycles, which typically include Trikes, or various forms of 3-wheeled machines that can be operated by legs or arms. The Reno Adaptive Cycling Center is now available at the Rosewood Nature Study facility. The membership-based program will allow people with disabilities to utilize the City's adaptive bikes and go directly onto regional pathways, getting rid of the need for adaptive bike transportation to sites by users.

Does the project provide connectivity to a regional transportation facility, or provide clear benefits to the community?

Yes. This trailhead project proposes to support a high level of connection between communities and public services. The Veterans Parkway pathway (to include the striped section) connects from the Geiger Grade roundabout in the south to the Sparks Blvd region in the north. There are 6 major residential developments, multiple restaurants, and at least 3 major shopping areas along this route (Demonte Ranch shopping center, South Meadows shopping, and the Legends shopping mall). Countless destinations can be accessed just 2 miles north on the Veterans pathway by connecting with the Truckee River Path or the 114-mile Tahoe Pyramid Trail (connecting Tahoe City to Pyramid Lake). It is a very reasonable ride on a bicycle, or other multimodal means, to travel into the heart of the Reno area along the river, even the Reno City Plaza and downtown area itself. The Truckee River Path also connects multiple city and county parks, such as Cottonwood, Rock, Fishermans, Idlewild, Wingfield and Mayberry parks. There are no other two pathways in the Truckee Meadows that make such a high number of regional connections with public facilities.

Is the project located in an area serving an environmental justice population as identified in Chapter 9 of the 2050 Plan?

Yes. This project will allow for a formal trailhead facility where none exists at this time. Walking, biking, and other forms of micro-mobility frequently occur on the Veterans pathway system,

although access to the path is often limited to users of the immediate region due to the lack of trailhead facilities. This parking and access issue represents a major barrier to use of the pathway. The development of the Rosewood Trailhead facility will greatly improve access to the region's recreational and transportation opportunities for users outside of the immediate area. Reno and Sparks have a high number of low-income neighborhoods and otherwise 'underserved' communities with respect to accessible recreation opportunities as well. These areas include the underserved and lower income communities of older Reno homes to the west of Rosewood. Rosewood is a facility that is 'open to all', whereas many of the recreation facilities in Reno and Sparks are subject to varying levels of exclusivity such as membership-based clubs at high cost or closed developments with assessor parcel number (APN) requirements.

Rosewood has also become the location for the City of Reno Adaptive Cycling Center. The facility will maintain alternative cycling equipment that is designed for people with disabilities. This opportunity and the improved ADA design at the Trailhead will allow for a much higher level of access for residents throughout the Truckee Meadows, and full accommodation for all user groups.

It is a major goal of the Truckee Meadows Parks Foundation to serve a role in helping to increase Justice, Equity, Diversity, Accessibility, and Inclusion (JEDI) in Parks, Trails, and Open Spaces. JEDI is a foundational principle in everything that the Parks Foundation does and promotes.

Does the project provide access to essential services?

Yes. As indicated above, this trailhead project proposes to support a high level of connection between communities and public services along the Veterans Parkway pathway system. There are many residential developments, shopping malls, and a wide variety of businesses. This includes employment, medical, and educational facilities. For example, the Damonte High School and Middle School are within 2 miles (to the east) of the Veterans pathway. And can easily be accessed through residential roadways. Several elementary schools are near the pathway as well. In addition, the Renown hospital is less than a mile west of Veterans path, as well as smaller medical offices in Mall type areas. The Truckee River Path passes along multiple business and residential areas as well.

Again, there are no other two pathways in the Truckee Meadows that make such a high number of regional connections with businesses and public facilities.



02/01/2023

Rosewood Trailhead Project

Pre-Planning Scope Elements

Transportation Alternatives Grant Program - planning application for planning/design services

Include:

- site survey
- geotechnical report
- 30% design options (landscaping, lighting, restroom, shared use path, etc)
- 60% design
- 90 - 100% construction-ready bid documents and plan set

Requested: Proposed Scope of Work and Budget / Informal Project Quote

Informal Quote due: Mar 20, 2023

Project Element	Description
Parking Lot	Slurry seal, patching where needed, curb repair where needed. Possible full replacement.
Parking Lot	Striping, designated parking spaces - marked with 'trailhead', directional arrows from entrance to designated parking.
Parking Lot	Lighting. Consider either full pole downlights (standard parking lot lights), or 4-foot pathway down lights. Solar options?
Gate and Fencing	Automatic gate (new mechanism and gate), touch keypad, programming for auto open/close. Replacement of older chain link with modern decorative fencing.
Landscaping	Full landscaping and drip system irrigation, auto timers, deciduous trees and native shrubs/grasses, plant mulch, add to or repair existing DG land cover. Consider all native / xeriscape with rock/mulch cover and temporary irrigation (5-yr for plant establishment).
Share Use Path	Option 1: Approximately ¼ mile of divided/separated class 1 shared use path. 10-foot width paved asphalt, 1-foot DG shoulders and drainage structures as needed. Probable removal of concrete sidewalk. Location: From Rosewood parking lot east to intersection of Pembroke and Veterans with concrete apron tie-in to existing intersection crossing and

	Veterans pathway south. No landscaping. Option 2: a simple connection made following the same Class 1 standards from the northeast end of the parking lot to the Pembroke/Veterans intersection. Install lockable man-gate in existing fence.
Signage	Simple wayfinding signage with descriptions, 'You Are Here' Veterans Pathway map with landmarks, street crossings, TPT connection (north) and Veterans pathway (south). Limited site related interpretive signage? Rosewood Nature Study Area signage plan elements.
Site Amenities	Resting/preparation area. 4-post covered kiosk (steel, metal roof, 10-12 foot diameter), concrete pad, bench(s), possible picnic table(s), bicycle maintenance station, outdoor trash enclosures.
Restroom	Options review. Rosewood facility (with existing restrooms). Consider Rosewood visitor center (limited) hours. CXT vault toilet / wet CXT / portable toilet/pad / Portland Loo.

- Supporters and Sponsors (match funding assistance): RTC and NDOT (granting entities), City of Reno, HV&T, TPT, Truckee Meadows Bicycle Alliance, local Foundations. EDAWN.
- Potential Design Consultants: Stantec, Wood Rogers, Design Workshop.
- TAP/TA grant program: planning and design application.
- Consultants to provide grant application assistance - general site plan.
- Public scoping activities.
- City of Reno - TMT working group review

April 3, 2023

Truckee Meadows Parks Foundation
 Jay Howard
 50 Cowan Drive
 Reno, Nevada 89509
 jay@tmparksfoundation.org

RE: Rosewood Trailhead Project; Proposal for Site Survey, Geotechnical, and Design Services

Jay,

Thank you for contacting us with regards to the proposed Rosewood Trailhead Project for the Rosewood Nature Study Area located at 6800 Pembroke Drive (APN 021-160-44). As we understand, the Truckee Meadows Park Foundation (TMPF) is currently seeking services for a proposed scope of work for the Rosewood Trailhead Project at the Rosewood Nature Study Area which consists of reconstruction of the existing parking lot, construction of an approximately quarter-mile separated Class I Shared Use Path, additional lighting and gates, new restroom facilities, new covered rest areas, and associated new signage and landscaping. The covered rest area is anticipated to be a 4-post covered kiosk supported on standard spread foundations. Structures are anticipated to be lightly loaded. These elements are further outlined in more detail in the attached Pre-Planning Scope Elements attached to this proposal.

SCOPE OF SERVICES

1. Environmental Clearance to Support and NDOT/FHWA CatEx:

Wood Rodgers will coordinate with NDOT environmental staff to provide data and reports to support NDOT's development of an FHWA CE (Categorical Exclusion). Our initial discussions with NDOT have indicated that the following will need to be addressed at a minimum: biological resources, cultural resources, water resources/wetlands, environmental justice and 4f uses, if necessary. Once we are under contract with TMPF, Wood Rodgers will provide NDOT staff with the project area and request a final list of resources that NDOT requires be evaluated for potential impacts under NEPA.

The project area was previously surveyed for the Southeast Connector Project. On behalf of Wood Rodgers, Great Basin Consulting Group, LLC, (GBGC) per NDOT requirements will provide A Class I Record Search, NDOT Screening Form including determination of effect, and will provide any coordination with NDOT cultural resources staff necessary.

Sub-Total for Task 1

\$15,000 TM

2. Surveying and Mapping Services

2.1 Topographic Design Survey

\$8,500 LS

Wood Rodgers will provide a topographic survey for the project site. An unmanned aircraft will be utilized to collect digital photographs. The aerial imagery will be collected over the subject parcel, plus adjacent roadways. Approximately seven acres of the NW portion of the parcel will be mapped topographically. Ground control and photo identification points will be established and measured by Wood Rodgers. One (1) foot contour intervals will be generated from the digital photographs. The horizontal control shall be based on published data provided by the Nevada GPS and the North American Datum of 1983 (NAD83). The vertical control shall be based on published data provided by the City of Reno and the North American Vertical Datum of 1988 (NAVD 88). Existing conditions and 2D planimetric features shall be located which will include fences, roads, street improvements, driveways, paths, buildings, walls, etc. Drainage (sewer and storm water) features and structures, visible from the surface of the ground, shall be located, and invert elevations, pipe types and sizes will be obtained. Utility (water, gas, power and communications) features and structures, visible from the surface of the ground, shall be located. Project accuracy will conform to general accepted professional specifications established by the ASPRS Positional Accuracy Standards for Digital Geospatial Data (2014).

2.2 Utility Locating

\$4,200 LS

Wood Rodgers will utilize a private underground utility locating service sub-consultant to mark existing utility locations that cannot be determined from surface evidence. Utility markings will be field located with the topographic survey, and will be used in conjunction with the utility findings map provided by the sub-consultant and utility dip information to create an existing utility base map.

2.3 Title Report

\$2,000 TM

Wood Rodgers will request a title report from a local title company for the subject property due to the lack of available assessment and recorded information on the subject property. The title report will also be used for easement plotting purposes.

2.4 Boundary Survey

\$6,500 LS

Wood Rodgers will perform a field boundary survey for a portion of the subject parcel to determine the southerly right-of-way of Pembroke Drive and the westerly right-of-way of Veterans Parkway directly adjacent to the project area. We will search for and locate existing property monumentation. In the event that existing monumentation is not found, we will search for and locate adjacent properties in order to assist in the re-establishment of the subject right-of-way lines directly adjacent to the project area. Wood Rodgers will analyze calculated and measured distances and compare found monumentation to record maps, deeds, right-of-way plans and title documentation. A resolved right-of-way/property line will be provided and, if necessary, we will meet with the client to discuss boundary conflicts and possible courses for problem resolutions. All easements of record as shown in the requested title report will be plotted and shown for the project area. Deliverables shall include an ACAD file of the resolved right-of-way lines and existing easements for the project area.

Sub-Total for Task 2

\$21,200 LS/TM

3. Geotechnical Services

Wood Rodgers will perform pavement coring and base/subgrade sampling by advancing hand augers to a depth of five feet below the existing grade (or until refusal is encountered) at two (2) to three (3) test hole locations to assess existing pavement conditions. Cores will be labeled and documented for dimensions and visual observations. Each exploration will be logged by geotechnical personnel for soil characteristics (particle size, plasticity, texture, soil color, moisture, consistency, and stratigraphy). Samples of the subgrade soils will be obtained for laboratory testing on soil moisture (ASTM D2216), gradation (ASTM D6913), plasticity (ASTM D4318), and R-Value (ASTM D2844). Sulfate testing will also be performed to assess the site soils' effect on concrete elements. Explorations will be backfilled immediately after advance with the readily available site soils.

To compliment the hand augers in the pavement area, Wood Rodgers will perform United States Army Corps of Engineers (USACE) Dynamic Cone Penetrometer (DCP) testing at one of the test hole locations. The DCP consists of a 5/8-inch diameter steel rod with a steel cone attached to one end, which is driven into the base or subgrade by means of a sliding dual mass hammer. The depth of cone penetration is measured at selected penetration or hammer drop intervals. This penetration is related to the California Bearing Ratio (CBR), which is a subgrade strength parameter, using relationships developed by the USACE.

In addition to the hand augers, a shear wave velocity profile will be measured to a depth of 100 feet; this information will allow for Site Class determination as required by the International Building Code (IBC).

Upon completion of our exploration, laboratory, and office studies, a geotechnical letter will be completed for the project and will present the following:

- Description of the project site with the approximate locations of our explorations, shown on a Site Plan.
- Descriptive logs of the explorations performed for this study.
- General summary of the site soils and geology.
- Summary of surface and ground water conditions encountered.
- Discussion regarding site seismicity and parameters for design.
- Site preparation and grading recommendations developed for standard spread foundations.
- Types of suitable foundations, appropriate footing depths and widths, anticipated settlements.
- Concrete and concrete slab-on-grade support options.
- Drainage considerations that may affect foundation and concrete slab-on-grade performance.
- Structural pavement sections.
- Recommendations for additional exploration as appropriate.

Field exploration can begin within 5 to 7 days of receiving written authorization to proceed. A written report will be available within about three to four weeks after the completion of the field investigation. One electronic copy of the report will be provided.

Sub-Total for Task 3

\$6,900 LS

4. Preliminary Design Services:

4.1 Preliminary Site Alternatives \$7,500 TM

Wood Rodgers will work with TMPF staff to prepare conceptual site plan alternatives (up to 3) including each of the project elements. This will include parking reconfiguration, gate location, landscape areas, shared-use path alignment with trail material/cover, signage locations (wayfinding, information kiosk, interpretive, etc.), rest/prep area locations, trash locations, bicycle maintenance station, and location of new restroom (if feasible). Options will include planning level cost for consideration when selecting materials, number of signs, restroom review and options, length of trails material, and landscape.

4.3 Preliminary Landscape Plan \$5,000 LS

Wood Rodgers will prepare a preliminary landscape plan for review with the preliminary engineering plans. The preliminary landscape plan will generally depict planting areas and up to two schematic designs for landscape areas.

4.3 Final Landscape Plan \$10,000 LS

Wood Rodgers will prepare a final landscape plan for review with the final engineering plans. The final landscape plan will depict specific planting areas and irrigation regimes based on the City of Reno Design Standards.

Sub-Total for Task 4 \$25,500 LS/TM

5. Civil Design Services:

5.1 Preliminary Civil Improvement Plans - 30% and 60% Design \$25,500 LS

- Wood Rodgers will develop site improvement plans based on the client selected alternative with respect to the project site improvements. This scope of work is to include the necessary onsite improvements for the development as currently understood, in one phase, which will include civil improvements to within five feet of any building footprints.
- It is our understanding that the proposed restroom facility will be a standalone manufactured unit that will be placed on-site and will require utility connections to include sanitary sewer, domestic water and electrical service.
- Said plans shall be based on the site plan developed with the client during the site plan development phase, and will include a detailed site demolition plan, site plan, grading plan, utility plan, erosion control plan, hydrologic basins map and any necessary supplemental plans such as standard details, soils boring logs, etc.
- Progress sets as deliverables are anticipated to occur at 30% and 60% CD milestones. Additional progress sets will be billed to the Client as a change order to this contract on a time and materials basis.
- Said plans shall conform to the City of Reno Public Works Design Manual and any applicable design criteria and specifications provided by the Client.

- Client to provide prior to commencement of design for the final improvement plans, the building footprint and door (ingress/egress) locations for each building along with utility points of connection and demand calculations as necessary.

The client understands that material modifications made to building footprints, utility connection points, doorway locations, etc. may require changes to the civil improvement plans. Such changes will be billed to the client as a change order to this contract.

5.2 Misc. Exhibit Preparation

\$3,000 TM

- At the Client’s request, Wood Rodgers will prepare any exhibits that may be required. As the extent of this task is unknown at this time, the work will be performed on a Time & Materials basis.

Sub-Total for Task 5

\$28,500 LS/TM

6. Final Design & Construction Documents :

6.1 Final Civil Improvement Plans & Construction Docs – 90% & 100% Design

\$18,500 LS

- Wood Rodgers will develop final improvement plans and construction documents based on comments during the final 60% design review.
- Said plans shall be based on the site plan developed with the client during the site plan development phase, and will include a detailed site demolition plan, site plan, grading plan, utility plan, erosion control plan, hydrologic basins map and any necessary supplemental plans such as standard details, soils boring logs, etc.
- Progress sets as deliverables are anticipated to occur at 30% and 60% CD milestones. Additional progress sets will be billed to the Client as a change order to this contract on a time and materials basis.
- Said plans shall conform to the City of Reno Public Works Design Manual and any applicable design criteria and specifications provided by the Client.
- Client to provide prior to commencement of design for the final improvement plans, the building footprint and door (ingress/egress) locations for each building along with utility points of connection and demand calculations as necessary.

The client understands that material modifications made to building footprints, utility connection points, doorway locations, etc. may require changes to the civil improvement plans. Such changes will be billed to the client as a change order to this contract.

6.2 Technical Drainage Report

\$6,500 LS

- Wood Rodgers will prepare a Hydrology Report and Model in conformance with the City of Reno Design Manual, the Truckee Meadows Regional Design Manual and the NDOT Drainage Manual for the civil improvements proposed. This report will include modeling of on-site storm drain systems as well as an examination of the current infrastructure available to service the site.
- The existing storm drain infrastructure in place is marginal and may not support the developed state runoff that will be generated from the site. This may require the use of on-site detention

either above or below ground to mitigate the developed flows and to ensure no adverse impacts on surrounding properties.

- As the site is over 1 acre in size, it is subject to the City of Reno's Low Impact Development Ordinance, and as such, will be required to demonstrate low impact development measures to mitigate developed state storm water discharges. Wood Rodgers will coordinate with the Design Team to design LID measures that mitigate developed state flows while keeping project economics in mind.

6.3. Technical Sewer Report **\$2,500 LS**

- Wood Rodgers will prepare a Sanitary Sewer Report in accordance with the City of Reno Design Manual for the improvements proposed. This report will describe the improvements proposed, provide hydraulic analysis of the sewer facilities on site, and confirm total anticipated flows for the full project with respect to downstream capacity.
 - *It is not anticipated at this time that offsite improvements to the existing sewer system will be necessary to support development of this project. In addition, sewer monitoring in support of the technical sewer report is not included. If required during permit review, an Extra Work Authorization to this contract will be submitted to the Client for review and approval prior to commencement of that work.*

6.4 TMWA Water Project **\$6,500 LS**

- Wood Rodgers will prepare separate water improvement plans as necessary for the onsite public water facilities per TMWA requirements. We have anticipated this separate TMWA water project to consist of the necessary domestic and landscape irrigation service facilities in conjunction with the on-site civil improvement permit.
- Wood Rodgers will be required to prepare separate water plans with plan and profile drawings detailing any public water main improvements, domestic services, irrigation services, and fire hydrants. This water plan set is required to be reviewed and approved by TMWA and Washoe County Health Department prior to the issuance of any permits by the City of Reno. Hydraulic analysis and main sizing for all public water mains to be provided by TMWA.
 - *It is not anticipated at this time that offsite improvements to the public water system will be necessary to support development of the project. Should that change as a result of TMWA's modeling of the system, an Extra Work Authorization to this contract will be submitted to the Client for review and approval prior to commencement of that work.*

6.5 Dry Utility Design Coordination **\$3,000 TM**

- Wood Rodgers will provide support on an as needed basis to coordinate the application for and design of the utilities (electric, gas, phone, CATV) for the site with the applicable utility companies. Each utility company will then provide its own design for use in construction. The client's architect and trade consultants shall provide submittal information including but not limited to demand calculations, utility connection points, meter and panel specifications, etc.

6.6 Construction Cost Estimating/Bond Estimate **\$6,000 TM**

- Wood Rodgers will prepare on-site private construction and development cost estimates as requested by the Client at 30%, 60%, and 100% design milestones. In addition, Wood Rodgers will prepare a public improvements bond estimate and will coordinate with the Client to provide

the required improvement agreement documents associated with the civil improvement permit. As the extent of this task is unknown at this time, the work will be performed on a Time & Materials basis.

Sub-Total for Task 5 **\$43,000 LS/TM**

7. Design Team Meetings & Coordination

Wood Rodgers will meet, coordinate and collaborate with the Client and Design Team throughout the life of the project. This line item is intended to be used for periodic meetings and work effort necessary to coordinate with the numerous disciplines involved. As the extent of this work effort is unknown, a Time & Materials budget not to be exceeded without prior written authorization is proposed.

Sub-Total for Task 7 **\$10,000 TM**

Total Estimated Fee **\$150,100 LS/TM**

Total Estimate with 10% Contingency for unforeseen Design Changes **\$165,000 LS/TM**

The above costs are estimates based on the proposed scope of work. These costs do not include agency fees or permit costs, project bidding support, construction engineering and inspection, resident engineer services during construction, or actual construction costs.

Should you have any questions please do not hesitate to contact me at dkirkland@woodrogers.com or by phone (775) 828-7742.

Thanks!



Derek Kirkland, AICP
Principal Planner

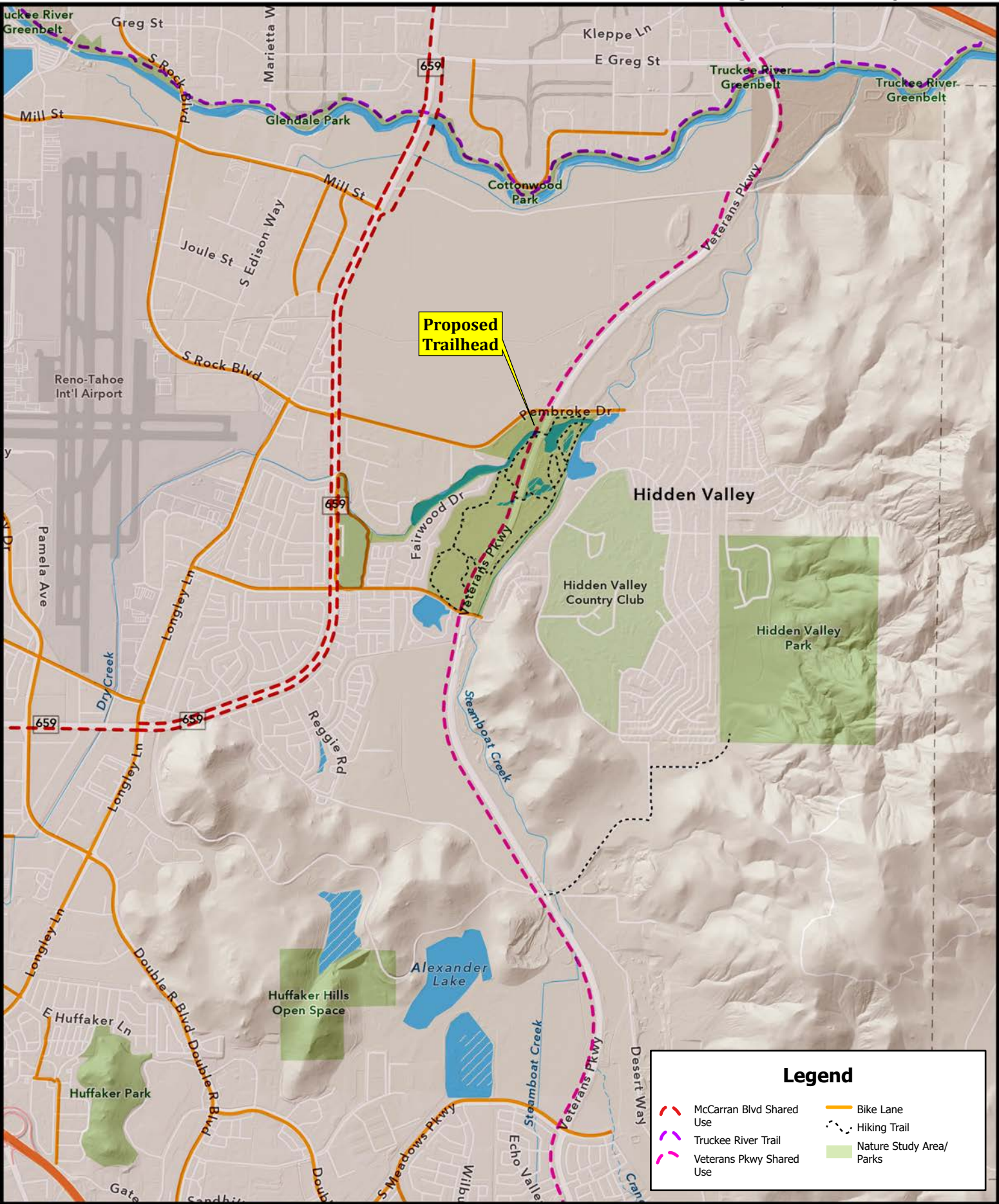
Legend

- 6800 Pembroke Dr
- Rosewood Nature Study Area

Rosewood Trailhead Project_Regional Location

Write a description for your map.

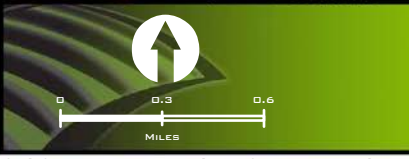




Proposed Trailhead

Legend

- McCarran Blvd Shared Use
- Truckee River Trail
- Veterans Pkwy Shared Use
- Bike Lane
- Hiking Trail
- Nature Study Area/Parks






Rosewood Trailhead
Truckee Meadows Trails

April 2023

WOOD RODGERS
 BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
 1361 Corporate Boulevard Reno, NV 89502
 Tel: 775.823.4068 Fax: 775.823.4068

Legend

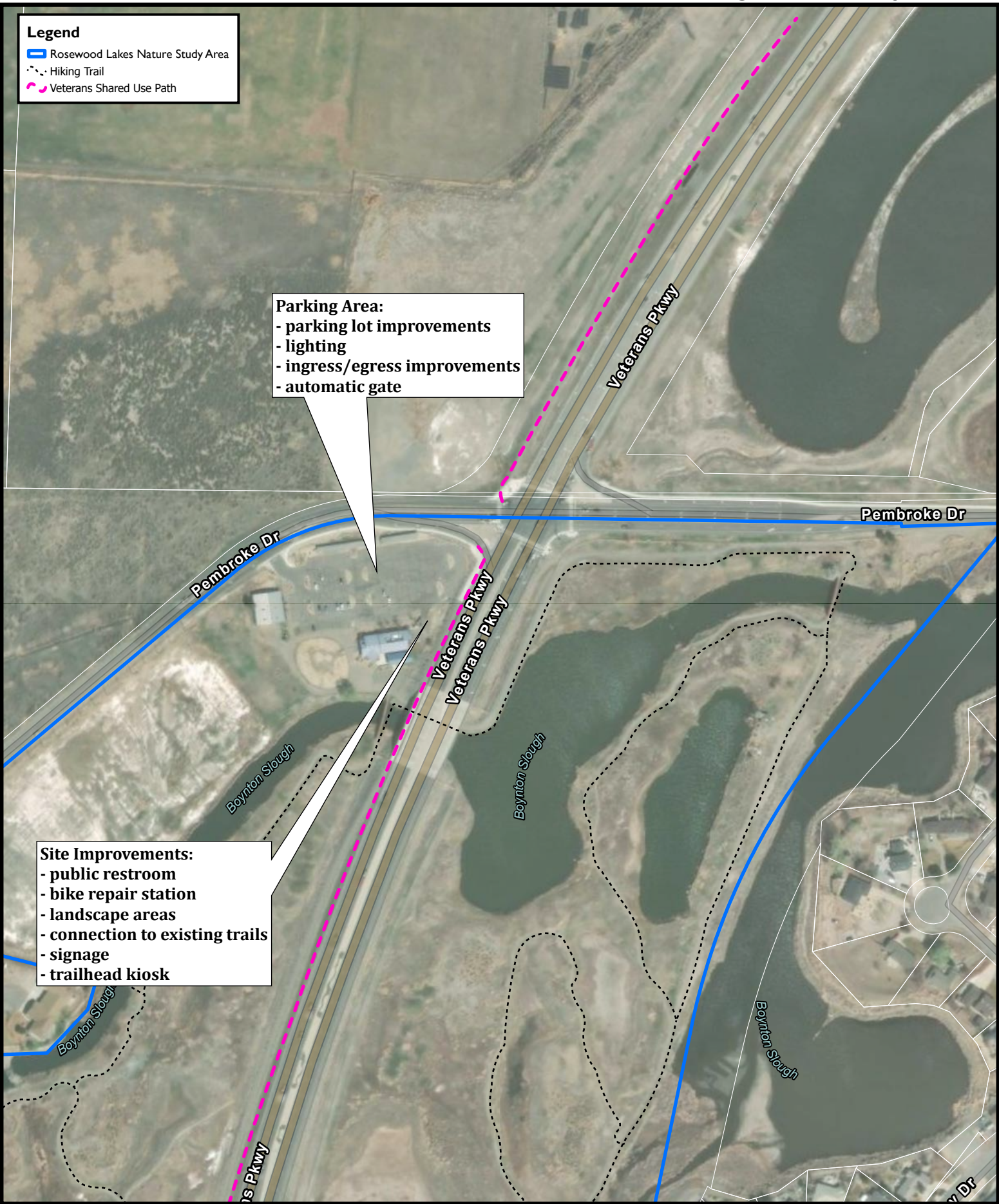
-  Rosewood Lakes Nature Study Area
-  Hiking Trail
-  Veterans Shared Use Path

Parking Area:

- parking lot improvements
- lighting
- ingress/egress improvements
- automatic gate

Site Improvements:

- public restroom
- bike repair station
- landscape areas
- connection to existing trails
- signage
- trailhead kiosk



Rosewood Trailhead

Truckee Meadows Trails

April 2023



WOOD RODGERS

BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

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Reno, NV 89502

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Fax: 775.823.4068

SCHEMATIC DESIGNS



Conceptual Rendering of Signage and Lighting. The phrase 'and Trailhead' would be added to the potential monument sign.



Rosewood Parking Lot: Current Conditions

Rosewood Trailhead Project Conceptual Structures

Truckee Meadows Trails - Truckee Meadows Parks Foundation



March 31, 2023

Dear Committee Members,

I write this letter today in support of the Phase One Rosewood Trailhead Design project, a funding request of the regional Truckee Meadows Trails program, and the Truckee Meadows Parks Foundation.

This task will enable the planning and design of a formal trailhead facility in an existing parking lot at the Rosewood Nature Study Area, to include preliminary survey and planning, design alternatives, and a bid-ready plan set and project specifications document. This trailhead could serve as an integral hub for trail connectivity, commute options, and event site for future fundraising events. This area has been recognized as a potential site for adaptive trail development opportunities, providing a unique destination for people of all abilities.

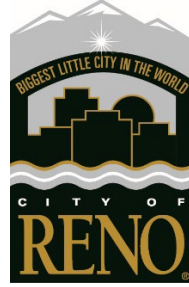
The Rosewood parking lot, home of Truckee Meadows Parks Foundation, has significant potential for being developed into a formal trailhead, but is in need of upgrading and development to meet this goal. The facility and parking lot is located in an area that is proximal to a number of regional trail systems – primarily the Veterans Parkway share use path, Truckee River Path or Tahoe Pyramid Trail (2 miles to the north and connected by the Veterans pathway), and the Washoe County Hidden Valley Regional Park trail system (approx. 3 miles to the east and connected by roadways and striped bike lanes).

On behalf of Washoe County, we encourage the approval of funding for this important project, which will improve the connections of micro-modal transportation in our region, and improve safety for user groups by providing a fully developed trailhead facility in southeast Reno.

Thank you.

Christina Thayer, Trails Program Coordinator

Washoe County Parks, Recreation, and Open Space



April 12, 2023

Transportation Alternatives Grant Program
Nevada Department of Transportation
Grant Review Committee

Dear Committee Members,

I write this letter today in support of the Phase One Rosewood Trailhead Design project, a funding request of the regional Truckee Meadows Trails program, and the Truckee Meadows Parks Foundation.

This task will enable the planning and design of a formal trailhead facility in an existing parking lot at the Rosewood Nature Study Area, to include preliminary survey and planning, design alternatives, and a bid-ready plan set and project specifications document. Rosewood itself is a 'work in progress' as it was once the City of Reno Rosewood Lakes Golf Course. The non-profit Truckee Meadows Parks Foundation was invited in to oversee the development and operation of this old golf course into a functioning wetland area, or nature study area, complete with a visitor center in the old golf course club house. The Rosewood parking lot has significant potential for being developed into a formal trailhead, but is in need of upgrading and development to meet this goal. The facility and parking lot is located in an area that is proximal to a number of regional trail systems – primarily the Veterans Parkway share use path, Truckee River Path or Tahoe Pyramid Trail (2 miles to the north and connected by the Veterans pathway), and the Washoe County Hidden Valley Regional Park trail system (approx. 3 miles to the east and connected by roadways and striped bike lanes). The concept of transforming the Rosewood parking lot into a formalized trailhead facility includes many project elements that represent commonly accepted trailhead amenities, as well as a direct alignment connection to the Veterans pathway adjacent to the Rosewood property.

On behalf of the City of Reno, we encourage the approval of funding for this important project, which will improve the connections of micro-modal transportation in our region, and improve safety for user groups by providing a fully developed trailhead facility in southeast Reno.

Thank you.

A handwritten signature in black ink, appearing to read "N. Ulliyot".

Nathan Ulliyot, Director of Parks and Recreation

City of Reno Parks and Recreation