



**REGIONAL TRANSPORTATION COMMISSION
CITIZENS MULTIMODAL ADVISORY COMMITTEE
MEETING AGENDA**

**Wednesday, June 5, 2019 at 5:30 pm
Regional Transportation Commission
1st Floor Conference Room
1105 Terminal Way, Reno NV 89502**

I. The Regional Transportation Commission 1st floor conference room is accessible to individuals with disabilities. Requests for auxiliary aids to assist individuals with disabilities should be made with as much advance notice as possible. For those requiring hearing or speech assistance, contact Relay Nevada at 1.800.326.6868 (TTY, VCO or HCO). Requests for supporting documents and all other requests should be directed to RTC Metropolitan Planning at 775-348-0480. Supporting documents may also be found on the RTC website: www.rtcwashoe.com.

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

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

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

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

ITEM 3 Approval of the May 1, 2019 Meeting Minutes (*For Possible Action*)

ITEM 4 Acknowledge Receipt of Report from the Nevada Department of Transportation (NDOT) (*For Possible Action*)

ITEM 5 Receive a Report on the Status of the Virginia Street Bus RAPID Transit Extension Project (*For Possible Action*)

ITEM 6 Recommend Approval of the Congestion Mitigation and Air Quality Improvement Program (CMAQ) Project Selection Guidance (*For Possible Action*)

ITEM 7 Recommend Approval of the Proposed Amendment No. 3 to the Regional Transportation Improvement Plan (RTIP) (*For Possible Action*)

ITEM 8 Reports (*Written reports only unless Committee wishes discussion*)

- a. RTC Board Minutes
- b. Engineering Department Monthly Report
- c. Public Transportation and Operations Department Monthly Report
- d. Planning Department Report
- e. Procurement Report
- f. Administrative Services Activity Report

ITEM 9 Member Announcements/Agenda Items for Future CMAC Meetings (*For Possible Action*)

ITEM 10 RTC/RIDE/ACCESS Staff Items (*Informational Only*)

ITEM 11 Public Comment - *please read paragraph II near the top of this page*

ITEM 12 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 1, 2019

CMAC Members Present

Alan (Chun) Chao
Genevieve Parker
Mark Nichols
Paul Malikowski
Chair, Jeff Bonano

Sigurd Jaunarajs
Gabrielle Enfield
Molly O'Brien
Suraj P. Verma
Harvey Katz

CMAC Members Absent

Majima Mayuko
Vice-Chair, Dora Uchel
Kyle Smith

Mark Tadder
Laura Azzam

RTC Staff

Dan Doenges
Rebecca Kapuler
Stephanie Haddock

Julie Masterpool
Jelena Williams
Jacqueline Maldonado

CMAC Guest

Public guest

The Citizens Multimodal Advisory Committee (CMAC) met in the RTC 1st Floor Conference Room, 1105 Terminal Way, Reno, Nevada. The meeting was called to order at 5:31 p.m. by the Chair, Jeff Bonano.

ITEM 1. APPROVAL OF AGENDA

The agenda was approved with agenda Item 7. moved after agenda Item 4.

ITEM 2. PUBLIC COMMENT

There were no public comments.

ITEM 3. APPROVAL OF THE APRIL 3, 2019 MEETING MINUTES

The minutes of the CMAC meeting April 3, 2019, were approved as submitted.

ITEM 4. RECOMMEND APPROVAL OF THE DRAFT FY 2020 RTC BUDGET

Jelena Williams, RTC Financial Manager gave a presentation on the draft FY 2020 RTC Budget. A copy of the PowerPoint presentation is on file at the RTC Metropolitan Planning Department. The final budget is scheduled for presentation to the RTC Board for adoption on May 20, 2019, after a public hearing. She then asked if there were questions.

Harvey Katz asked about the draft attachments FY 2020 RTC budget for the operating and capital expenditures. Paul Malikowski also discussed the RTC budget expenses and NRS investments with RTC staff.

A comment was made from a public guest on the electric buses and their maintenance for the RTC INTERCITY.

Mark Nichols made a motion to recommend approval of the draft FY 2020 RTC Budget.

Gabrielle Enfield seconded.

The motion carried unanimously.

Agenda Item 7. was moved before agenda Item 4.

ITEM 7. ACKNOWLEDGE RECEIPT OF A PRESENTATION ON THE REGIONAL ROAD IMPACT FEE PROGRAM AND RECOMMEND APPROVAL OF THE RRIF GAM AND CIP *(Agenda Item 7. Was moved after agenda Item 4.)*

Julie Masterpool, RTC RRIF Program Manager, gave a presentation on the Regional Road Impact Fee (RRIF), RRIF General Administrative Manual (RRIF GAM) and Capital Improvement Plan (CIP). A copy of the PowerPoint presentation is on file at the RTC Metropolitan Planning Department. A list of the North and South service area CIP was given at the meeting for review. The proposed changes to the RRIF program will be taken to the RTC Board for approval in May 20, 2019. She then asked if there were questions. A discussion continued on the proposed changes and recommendations to the RRIF GAM and CIP and also on the North and South service area CIP and the impact fees.

Gabrielle Enfield asked about the revisions on the RRIF editions. Julie stated the editions are updated every two to three years along with the RTP.

Harvey asked about the individual impact fees of the North and South service area and the size of vehicles allowed. Julie stated impact fees are calculated individually in the North and South service area and there is no restrictions on the size of vehicles on the service area.

Paul asked about the previous FY RRIF fees. Julie stated the total previous FY RRIF fees was 5 million estimate. He asked about if the RRIF promotes the use of Public Transportation. Julie stated the RRIF funds mobility projects not transit. A discussion continued on the North and South service area.

Genevieve Parker made a motion to acknowledge receipt of a presentation on the Regional Road Impact Fee Program and recommend approval of the RRIF GAM and CIP.

Mark seconded.

The motion carried unanimously.

Agenda Item 7. was moved before agenda Item 5.

ITEM 5. ACKNOWLEDGE RECEIPT OF REPORT ON THE RTC TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE PROGRAM CALL FOR PROJECTS

Rebecca Kapuler, RTC Planner briefed the committee on the report of the RTC Transportation Alternatives (TA) Set Aside Program Call for Projects. The applications received will be presented to the TAC and CMAC for discussion and recommendation to the RTC Board. She then asked if there were questions. A discussion continued on the program call for project and the FFY 2019 TA Set-Aside funding available amount of \$136,000 followed.

Mark made a motion to acknowledge receipt of the report on the RTC Transportation Alternatives (TA) Set-Aside Program Call for Projects.

Alan (Chun) Chao seconded.

The motion carried unanimously.

ITEM 6. REPORTS

There was no discussion on the reports.

Agenda Item 7. Was moved after agenda Item 4.

ITEM 8. MEMBER ANNOUNCEMENTS/AGENDA ITEMS FOR FUTURE CMAC MEETINGS

Genevieve gave an announcement for Bike Month in May and to go to www.bikewashoe.org for more information.

ITEM 9. RTC/RIDE/ACCESS STAFF ITEMS

Rebecca announced a repair clinic from 4:00 p.m. to 6:00 p.m. at RTC Fourth Street Station (4SS) on May 13, 2019.

ITEM 10. PUBLIC COMMENT

There were no comments given.

ITEM 11. ADJOURNMENT

The meeting adjourned at 6:32 p.m.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

June 5, 2019

AGENDA ITEM 4

TO: Citizens Multimodal Advisory Committee

FROM: Kevin Verre
Nevada Department of Transportation

SUBJECT: Nevada Department of Transportation (NDOT) Update

RECOMMENDATION

Acknowledge receipt of report from the Nevada Department of Transportation (NDOT).

SUMMARY

NDOT will provide a quarterly update, when available, regarding safety issues, projects, plans, and initiatives as they relate to CMAC.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

June 5, 2019

AGENDA ITEM 5

TO: Citizens Multimodal Advisory Committee

FROM: Jeff Wilbrecht
Engineer II

SUBJECT: Virginia Street Bus RAPID Transit Extension Project

RECOMMENDATION

Receive a report on the status of the Virginia Street Bus RAPID Transit Extension Project.

SUMMARY

Staff will provide an update on the status of the Virginia Street Bus RAPID Transit (BRT) Extension Project. The following outline summarizes various aspects of the project.

Roadway Design:

The 100 percent design plans for the project are complete.

Early Work Utility Project:

Construction activities associated with the utility relocations within the South Virginia-Midtown segment of the project are complete. The project team is in the process of closing out this stage of the project.

Roadway Reconstruction and BRT Project:

The RTC and Construction Manager at Risk (CMAR) executed an agreement for the construction work following approval at the May board meeting.

With the receipt of a Letter of No Prejudice from the FTA, roadway reconstruction in the South Virginia-Midtown segment of the project is on schedule to start June 17, 2019. Work in the North Virginia-UNR segment of the project is anticipated to begin mid-2020. With these anticipated start dates, the roadway construction and BRT improvements of both segments are scheduled to be complete by the end of 2020.

Outreach Activities:

The project team has continued its communications efforts as part of our strategic approach to keep stakeholders informed of construction activity, project updates, and listen to and address concerns and questions they may have.

In May, RTC and SNC canvassed the Midtown area schedule for the first part of roadway reconstruction. The canvassing included door-to-door outreach with businesses to check-in and inform them of planned construction, the various sources to find information about the project, and outreach activities planned.

Also during this reporting period, the project team continued bi-weekly Virginia Street Project meetings on Thursdays at 9 a.m. at The Saint in Midtown Reno to provide a discussion forum for stakeholders. By partnering with the City of Reno, Sierra Nevada Construction (SNC), local business owners, and community members, these meetings have been an opportunity to discuss how the project is progressing and listen to our stakeholders. Based on feedback from our stakeholders, the meetings will be moving to a biweekly schedule.

The RTC has also continued the weekly project-update videos that started in March to provide the public with visual information in a new format. The videos are posted on social media sites, YouTube, the project website and in our weekly stakeholder updates.

The RTC has continued community outreach and is working with City of Reno staff, and its newly formed Design Review Committee, to proceed with the final design finishes, including seating and bike racks. The Design Review Committee meets on the second Thursday of each month at The Saint, immediately following RTC's outreach meetings.

The community is encouraged to continue to share their positive Midtown experiences on social media using the hashtag #VirginiaStreetProject for an opportunity to receive a gift card to a participating Midtown business.

The project team continues to meet with stakeholders throughout the Midtown corridor, including one-on-one meetings with individual business owners and small groups to provide information about the project, scheduled utility outages, and traffic control.

As part of the Virginia Street project outreach plan, the project team is partnering with participating Midtown businesses who enroll in the Business Patronage Program to help promote, advertise, and market to customers during construction. This includes special events specifically created to encourage the public to visit Midtown. All Midtown businesses are encouraged to enroll. To date, there are 238 businesses enrolled in the program.

Supporting the project team's goal of strong and extensive outreach and community awareness, there have been a number of media stories published and broadcast about the project that illustrate the accessibility to Midtown and progress of construction. Much of the coverage has been positive underscoring construction is not as bad as was expected by many of the businesses, and in some cases business has increased or remained steady. Additionally, the Lyft 50 percent discount up to \$10 has helped transport visitors to Midtown. Project information continues to be communicated weekly through the Project Stakeholder Update, which is electronically distributed to subscribers.



REGIONAL TRANSPORTATION COMMISSION

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Metropolitan Planning Organization of Washoe County, Nevada

June 5, 2019

AGENDA ITEM 6

TO: Citizens Multimodal Advisory Committee

FROM: Daniel Doenges, PTP, RSP
Planning Manager

**SUBJECT: RTC Congestion Mitigation and Air Quality Improvement Program (CMAQ)
Project Selection Guidance**

RECOMMENDATION

Recommend approval of the Congestion Mitigation and Air Quality Improvement Program (CMAQ) Project Selection Guidance.

SUMMARY

In an effort to provide more transparency, RTC staff has drafted guidance on the CMAQ project selection process to better explain how CMAQ funds are prioritized and programmed. This document identifies eligible uses of CMAQ funds, references past RTC projects that have utilized these funds, describes the projects selection process for all RTC projects, and outlines reporting guidelines for the programming of projects utilizing CMAQ funds. Staff is seeking recommendation of approval of the CMAQ Project Selection document.

Attachments

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THE REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY

CMAQ Project Selection

Guidance on Project Selection for Use of CMAQ
Funds in Washoe County

June 2019

This document describes the process and criteria used for prioritizing projects and allocating CMAQ funding within Washoe County.

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Introduction

With passage of the Clean Air Act Amendments of 1990, Congress made great strides in America's efforts to attain National Ambient Air Quality Standards (NAAQS). The 1990 amendments required further reduction in the amount of allowable vehicle tailpipe emissions, initiated more stringent control measures in areas that failed to meet the NAAQS (known as nonattainment areas), and provided for a stronger link between transportation and air quality planning. The Congestion Mitigation and Air Quality Improvement (CMAQ) Program was created in 1991 by transportation legislation known as the Intermodal Surface Transportation Efficiency Act (ISTEA). The CMAQ program was implemented to support surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief. The program has been reauthorized with each successive transportation bill up to and including the current Fixing America's Surface Transportation (FAST) Act.

State departments of transportation (DOTs) are recipients of CMAQ funds, which are sub-allocated to metropolitan planning organizations (MPOs). MPOs are responsible for the distribution of CMAQ funds to approved projects within their respective planning areas. The Regional Transportation Commission of Washoe County (RTC) is the MPO for the Reno-Sparks Urban Area, and is responsible for selecting projects to receive CMAQ funding in Washoe County.

Eligible Activities

Funds may be used for a transportation project or program that is included in the current Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP), and is likely to contribute to the attainment or maintenance of a national ambient air quality standard (NAAQS), with a high level of effectiveness in reducing air pollution.

Relevant Project Types

Acceptable types of projects fall under three general categories:

1. Capital Projects
2. Operating Assistance
3. Planning and Project Development

Funds have to be applied directly to a project or program. Operating assistance can only be used for a *new* project for five years, ideally tapering downward in contribution over the five years. The use of CMAQ funds for operating expenses is designed to ease the implementation of projects that may take some time to mature and support themselves at acceptable levels. This type of assistance is most commonly used with new transit services. CMAQ funds may also be used for the planning/project development of a specific project that meets the criteria for their use. CMAQ funds, however, cannot be used for general planning efforts such as major investment studies, commuter preference surveys, transit master plans, etc. Public private partnerships (PPP) projects are permitted to use CMAQ funds as long as the project demonstrates clear benefits to the public in terms of emission reductions.

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In addition, projects must contribute to air quality benefits related to criterion pollutants causing nonattainment or maintenance status for the area. Washoe County currently is designated as a maintenance area for carbon monoxide (CO) and particulate matter less than 10 microns in diameter (PM₁₀). Thus, projects utilizing CMAQ funds should demonstrate a clear relationship between reduction/avoidance of these criterion air pollutants. Figure 1 shows the portion of Washoe County that is currently in maintenance for CO and PM₁₀.

RTC is a regional partner with the Washoe County Health District – Air Quality Management Division (WCHD – AQMD) participating in EPA’s Ozone Advance program, which includes voluntary initiatives to improve ozone levels. The initiatives focus on three categories of strategies — technology, behavior, and the built environment. Resolutions supporting the Ozone Advance program have been adopted by the District Board of Health, Board of County Commissioners, City of Reno, City of Sparks, Regional Planning Governing Board, and RTC. This program supports additional transportation options to reduce motor vehicle trips and VMT (vehicle miles traveled) and a clean and efficient motor vehicle fleet mix in Washoe County.

All CMAQ projects must demonstrate the three primary elements of eligibility: transportation identity, emissions reduction, and location in or benefitting a nonattainment or maintenance area. Some examples of eligible activities under CMAQ include:

1. Transit investments, including transit vehicle acquisitions and construction of new facilities or improvements to facilities that increase transit capacity
2. Alternative fuel projects including participation in vehicle acquisitions, engine conversions, and refueling facilities
3. Travel demand management strategies and shared ride services
4. Pedestrian and bicycle facilities and promotional activities that encourage bicycle commuting
5. Projects that improve traffic flow, such as intersection improvements/ITS infrastructure

Some examples of these types of projects that have been implemented in Washoe County include the establishment and expansion of a bus rapid transit (BRT) system, the purchase of electric buses and charging infrastructure, and the purchase of compressed natural gas (CNG) paratransit vehicles.

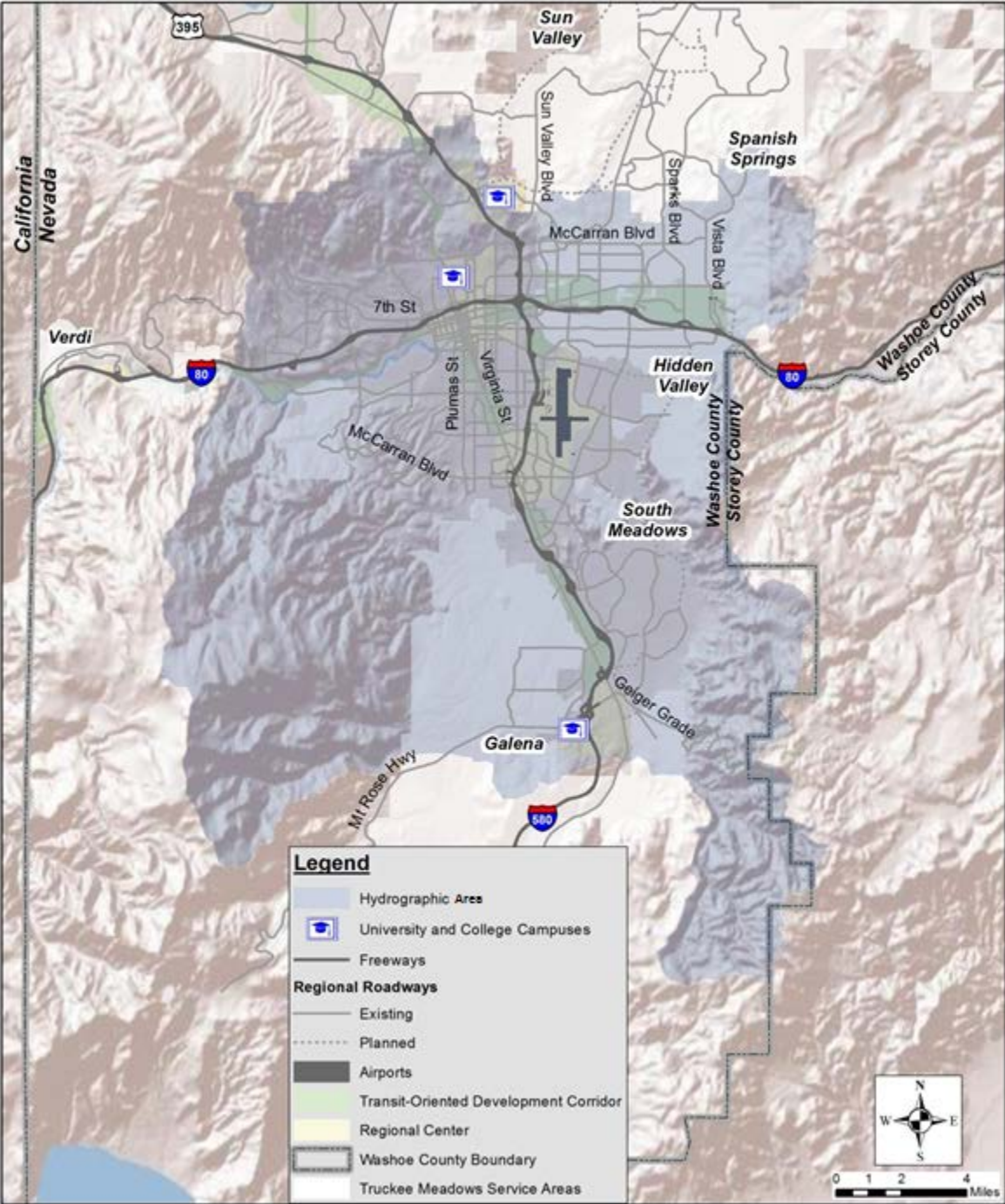
Explicitly ineligible projects include:

1. Light-duty vehicle scrappage programs
2. Bike share program operations
3. Projects that increase single-occupant-vehicle (SOV) capacity
4. Routine maintenance and rehabilitation projects
5. Stand-alone projects to purchase fuel
6. Purchase of transportation models or air quality monitoring equipment
7. Litigation costs of Federal-aid (including CMAQ) projects

For additional information, definitive guidance, and program stipulations, please refer to the following link: [Congestion Mitigation and Air Quality Improvement \(CMAQ\) Program](#)

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Figure 1: Washoe County CO and PM₁₀ Maintenance Area



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Previous Uses of CMAQ Funds in Washoe County

There are several types of projects that are eligible for the use of CMAQ funding. Funds can be used for programs through either the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA). Flexing funds to the FTA is a common practice nationwide, and an efficient use of the funds in Nevada. When flexed to the FTA, CMAQ funds can free up and leverage other limited FTA funding to provide for larger-scale and more meaningful projects that otherwise might not be feasible. While local sales tax can be used for transit projects, state legislation (Nevada Revised Statutes) prevents the use of local fuel tax revenues from funding transit costs.

CMAQ has funded many critical transportation improvements in Washoe County. Successful local examples include the following projects:

RTC Electric Bus Program

The RTC is a leader in the adoption of electric bus technology. The four electric buses purchased through a TIGGER grant put into service in 2014 have eliminated over 53,000 gallons of diesel fuel use. This improves air quality in the Truckee Meadows providing health benefits to the urban area. RTC purchased 17 all-electric buses in 2017 using CMAQ funds, resulting in about 30% of the fixed route fleet being fully electric. The Villanova Maintenance Facility was expanded and upgraded to better accommodate electric buses. RTC has a goal to transition the entire fixed route fleet to electric vehicles by 2030. CMAQ funds have also been used to construct bus stations to accommodate the electric buses and to purchase CNG vans.

Virginia Street RAPID

This transit project improved frequency of service, reliability, and on-time performance for the most heavily trafficked transit route in Washoe County. With improvements like level boarding stations, low emission hybrid diesel/electric vehicles, and signal priority, passenger travel time and experience has significantly improved. High quality service like this is capable of attracting new riders including those that formerly drove. This results in both air quality and congestion reduction benefits. In addition to these CMAQ qualifying benefits, the project also improves public transportation service, an identified goal of the 2040 Regional Transportation Plan (RTP). The project additionally benefits the community by improving transportation options and mobility options for residents of Washoe County, especially those with limited personal transportation options. CMAQ funds were used to help pay for the first years of operating expense for the Virginia Street RAPID.



Figure 2: RAPID Bus at Station

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Pyramid/McCarran Intersection Improvement

The intersection of McCarran Boulevard and Pyramid Highway is a major bottleneck for commuters from outlying communities such as Sun Valley and Spanish Springs and a high crash location. During peak commuting hours the intersection had poor levels of service that resulted in motorists idling at the light for long periods. In addition to negatively impacting air quality, this congestion degrades quality of life and causes driver frustration. The Pyramid/McCarran intersection project provided right hand turning pockets, additional left turn lanes, and provided operational improvements on Pyramid Highway. A paved multi-use path was added as part of the project to improve alternative mode accessibility. CMAQ funds were used to pay for capital improvement costs.

Smart Trips Program

The Smart Trips program is an on-going travel demand management (TDM) program that helps parties interested in ride-sharing find carpooling, cycling, walking, or transit partners to share their commute with. Users input their origin and destination addresses, and the program searches the existing database of users for possible matches. The Smart Trips program also includes vanpooling services that benefit commuters with long distance commutes. TDM strategies such as Smart Trips program are cost-effective ways to reduce congestion and confer air quality benefits. By encouraging roadway users to travel in high occupancy vehicles, existing capacity can be used more efficiently. This reduces the cost of roadway maintenance, need for expansion, and the local/community impacts associated with roadway expansion. CMAQ funds are used to pay for ongoing operating expenses of the Smart Trips program.

4th Street/Prater Way Bus RAPID Transit Project

4th St/Prater Way is an innovative and truly multi-modal transportation project that has received acclaim and multiple types of federal funding including Small Starts, TIGER VI, and CMAQ. The project reconstructed the crumbling roadway and sidewalk on 4th Street/Prater Way from the 4TH STREET STATION in downtown Reno to CENTENNIAL PLAZA in downtown Sparks. The project included utility undergrounding and relocation, new pavement, traffic calming, expanded/improved sidewalks, dedicated bike lanes, and high-quality RAPID bus service. The RAPID service on 4th Street/Prater Way used fully electric, Proterra buses (made in the U.S.A.), with level-boarding stations. This project responds to the existing high-level of alternative mode share on the corridor by renovating the substandard infrastructure to make use of alternative modes safer and more convenient. This roadway is the most significant surface street connection between the city of Sparks and Reno. By improving multi-modal facilities, more travelers will use non-automobile transportation modes on this corridor resulting in air quality improvements. CMAQ funds were used on this project for capital costs.



Figure 3: 4th St/Prater Way Visualization

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Project Selection Process

Regional Transportation Plan

The RTC updates the Regional Transportation Plan (RTP) every four years using a performance-based process founded on community input.

The RTP process incorporates several project selection criteria, including safety, land use compatibility, level of multimodal connectivity and operational improvement, travel demand, and community input. Projects are identified for consideration in the RTP through a variety of ways:

- Previous RTP developed
- Corridor plans and studies such as the North Valleys Multimodal Transportation Study, Reno-Sparks Freeway Study, Short Range Transit Plan, Complete Streets Master Plan, Bicycle-Pedestrian Master Plan, and other corridor plans
- Road Safety Assessments and Safety Management Plans
- Community workshops and other public comments
- Issue-based forums
- Online surveys
- Input from the following throughout development: RTP Agency Working Group, the RTC Citizens Multimodal Advisory Committee (CMAC), RTC Technical Advisory Committee (TAC), and RTC Regional Road Impact Fee Technical Advisory Committee (RRIF TAC).

The manner in which CMAQ funds are programmed addresses all of the Guiding Principles identified in the adopted RTP. Specifically, the electrification of the fixed route transit fleet directly addresses the Guiding Principles in the following way:

- Safe and Healthy Communities – A reduction in harmful pollutants improves the air quality for all residents in the Truckee Meadows, and particularly benefits those at higher risk for respiratory conditions.
- Economic Development and Diversification – Reliable transit service helps connect residents with employment in the region and can support nearby local business.
- Sustainability – Transit, in general, offers a more sustainable transportation alternative to single-occupancy vehicles. In addition, the electric fleet reduces reliance on unsustainable fossil fuels and utilizes a more affordable energy source to transport riders.
- Increased Travel Choices – When combined with safe bicycle and pedestrian infrastructure, transit enhances connectivity within the transportation network, especially for those that are transit-dependent for a variety of reasons.

Once the RTP draft has been completed, a 21-day public comment period is initiated per the RTC Public Participation Plan. During the public comment period, the document is brought before the RTC advisory committees (TAC and CMAC) for final review and to receive a recommendation for adoption by the RTC Board. The public comment period culminates in a public hearing for the document, and it is presented to the Board for adoption. After Board adoption a formal transmittal is sent to NDOT, FHWA, FTA, and EPA for a conformity determination.

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Congestion Management Process

An overview of the Congestion Management Process (CMP) evaluation criteria is provided below. These factors are integrated into the RTP project selection process.

1. Safety: Safety is a guiding principle and goal of the RTP and projects that address safety issues at high crash locations or deficiencies identified through Road Safety Assessments (RSAs) or Safety Management Plans (SMPs) are identified. All RTC projects are designed to appropriate safety design standards. For programmatic investments that include multiple projects, such as traffic signal upgrades and pavement preservation, some of these projects are located in high crash locations while others are not.

2. Land Use Compatibility: The next level of screening is for land use compatibility. The Regional Plan and land use plans of Reno and Sparks identify Transit Oriented Development Districts (TODs) and Regional Centers as locations where the streetscape should be walkable and focus on pedestrian amenities rather than accommodating high speed auto traffic. Locations with school crossings or other areas of high transit and pedestrian activity are noted as being less suitable for roadway widenings.

3. Multimodal Connectivity (Pedestrian & Bicycle): Improving travel choices through multimodal connectivity is another guiding principle of the RTP, and projects are scored on the level of non-motorized capacity they are expected to provide. The evaluation process identifies which projects include bicycle or pedestrian components.

4. Multimodal Connectivity (Transit): Projects are also scored on the level of transit capacity and amenities they are expected to provide. The evaluation process identifies which projects include transit components.

5. ITS/Operational Improvement: Operational improvements, such as traffic signal or fiberoptic communication systems upgrades, are also important investments to improve traffic flow while minimizing the need for new vehicle capacity. The evaluation process identifies which projects include an ITS or operational improvement component.

6. Community Input: The RTP process provides an opportunity for local residents to identify their top transportation priorities. The RTC utilizes several tools such as surveys and public outreach events to allow participants to select the projects that reflect their top priorities. The responses from public outreach are tabulated and included in the project selection process.

7. Traffic Congestion: Results of the regional travel demand model are used to identify which projects address areas of high traffic congestion. The evaluation process identifies which projects are located in areas with existing or forecast traffic congestion, defined as either Level of Service (LOS) E or F in the travel demand model. Following the project screening, RTC staff develops a draft fiscally constrained project listing for review by the RTC Agency Working Group and the RTC advisory committees. After incorporating feedback from these groups, the draft project listing is presented to the RTC Board for approval.

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Air Quality Interagency Consultation Working Group

Air quality and transportation agencies regularly consult with each other because joint planning assists both conformity assessments and air pollution reduction efforts. This planning and consultation process is open stakeholders and members of the public.

Consultation is required when the RTC programs transportation improvements through the development of the RTP and RTIP. The RTC consults with all interested agencies, such as the WCHD – AQMD, Nevada Department of Transportation (NDOT), Nevada Division of Environmental Protection (NDEP), U.S. Environmental Protection Agency (EPA), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Truckee Meadows Regional Planning Agency (TMRPA) prior to making adopting or amending the RTP or RTIP.

Specific tasks of the of the Air Quality Interagency Consultation Working Group include the evaluation and selection of planning models, methodologies, and assumptions utilized in the analysis of emissions estimates associated with proposed transportation improvements. The Working Group also reviews analysis results to determine that the anticipated emissions resulting from collective transportation improvements do not exceed Motor Vehicle Emissions Budgets (MVEBs) for any of the criteria air pollutants for any given timeframe. This group makes a recommendation regarding conformity of the RTP and RTIP with the NAAQS.

Regional Transportation Improvement Program

Once the draft RTP has been developed, and has been determined to meet air quality conformity by the Interagency Consultation Working Group, the RTIP is updated with the project listing for the first five years of the RTP. It is at this time that the proposed projects are programmed utilizing various funding sources, including CMAQ funds.

As previously stated, the RTIP identifies project and program expenditures and the funds used to implement them. For a project to be considered for the use of CMAQ funds it must meet the following conditions:

1. It must be a CMAQ-eligible project based upon the criteria outlined in the Introduction section of this document
2. It must be identified in the RTP or further the goals and objectives outlined in the plan
3. It must be adopted into the RTIP

Projects should include quantitative estimates of air quality benefits including the gross impact on air quality over the lifetime of the project/program. The method of determining the air quality benefits should be logical and repeatable. Demonstrated methods of calculating air quality impacts for common types of projects are included in Appendix A. The RTC may consult WCHD - AQMD to validate the estimates of air quality impacts of proposed projects.

Based on the input from the public and partner agencies through the process described above, RTC staff makes recommendations on which eligible projects to fund with CMAQ during development of the RTIP. Depending on available funding, project needs, and the prioritization informed by the RTP, the RTC

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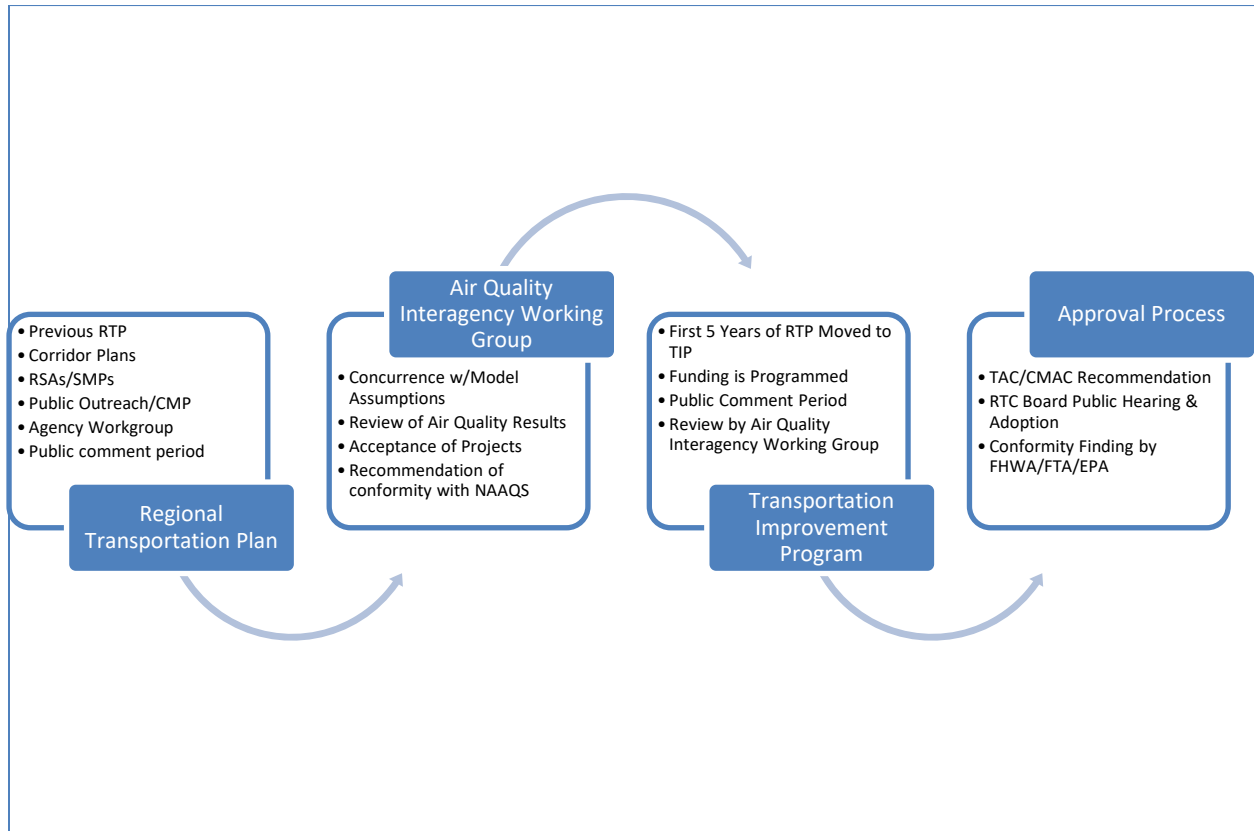
evaluates the best use of CMAQ funds in relation to performance management and support of the Guiding Principles and Goals of the agency.

RTC staff will evaluate candidate projects based on their cost-effectiveness, support of regional transportation objectives/goals, and additional benefits peripheral to air quality and congestion mitigation, and program them through proposed updates to the RTIP.

Once the RTIP has been updated, a 21-day public comment period is initiated per the RTC Public Participation Plan. During the public comment period, the document is brought before the RTC advisory committees (TAC and CMAC) for final review and receives a recommendation for adoption by the RTC Board. The public comment period culminates in a public hearing for the document, and it is presented to the Board for adoption. After Board adoption a formal transmittal is sent to NDOT, FHWA, FTA, and EPA for a conformity determination.

Figure 2 depicts the process outlined above. It should be noted that either an update or an amendment to the RTP will result in a similar action to the RTIP. However, there are circumstances where an update or an amendment could occur to the RTIP without necessitating an amendment to the RTP. In general, this occurs when projects are added to the RTIP that are exempt from an air quality analysis.

Figure 2: RTC Washoe Project Selection Process



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During Federal Fiscal Year (FFY) 2018, the RTC experienced a permanent reduction in the amount of its annual CMAQ funding allocation. As a result of a policy decision regarding the distribution of CMAQ funds within the state, RTC received over a 45% cut in funds.

The FAST Act continues the legislation authorized under MAP-21, which created a data-driven, performance-based multimodal program to address the many challenges facing the U.S. transportation system. Performance management will lead to more efficient investment of transportation funds by focusing on national transportation goals, increasing accountability and transparency, and improving decision making. The CMAQ project selection process is a component of the RTC performance management program.

One of the noteworthy performance management targets identified in the RTP that the RTC has committed to is to operate a fully-electric, zero-emission, fixed-route transit fleet by 2030. That target is well on its way to being achieved, due in no small part to the flexing of CMAQ funds for electric bus purchases. As of the date of this document, RTC currently has 21 electric buses in service. In addition, the buses have been placed on routes that experience the highest ridership such as the Bus RAPID Transit (BRT) routes that have the most frequent headways. This maximizes their use and realizes the most emissions benefits.

Appendix A provides information regarding established methods of calculating air quality improvements for common types of CMAQ projects. Local emission factors produced by the WCHD - AQMD are included in Appendix B to ensure local relevance. These emission factors should be used in all calculations.

Project benefits should be stated in terms of kilograms per day of emission reduction for all applicable criteria pollutants.

DRAFT

Appendix A – Air Quality Analysis Methodologies

Reporting Guidelines

- Emission benefits should be reported in terms of kilogram/day of pollutants removed
- AADT may be used if time specific data is unavailable
- Submit working calculations for review
- Use the Washoe County specific emission factors for estimates

Common CMAQ Projects

The FHWA Office of Natural Environment has developed a series of tools to provide technical support and resources for the implementation of the CMAQ Program. CMAQ project justification as well as annual reporting require the development of reliable air quality benefit estimates. Realizing that every project sponsor may not have the capacity for developing independent air quality benefit estimates, the FHWA has begun to develop a series of spreadsheet based tools to facilitate the calculation of representative air quality benefit data. The CMAQ Emissions Calculator Toolkit is offered as an additional resource to assist DOTs, MPOs and project sponsors in the project justification process. The RTC may use a preferred methodology to generate air quality benefit information for various project types. The tool kit is being released in modules by project type and the main website can be found at: https://www.fhwa.dot.gov/environment/air_quality/cmaq/toolkit/.

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Appendix B – Washoe County Emissions Factors

Air Quality Analysis Support Documentation

Table B-1
Emission Factor (lbs./VMT) for Paved Road Fugitives PM₁₀

Facility Type	2015	2020	2025	2030	2035	2040
Local	0.00081	0.00080	0.00080	0.00080	0.00080	0.00080
Collector	0.00081	0.00080	0.00080	0.00080	0.00080	0.00080
Minor	0.00033	0.00033	0.00033	0.00033	0.00033	0.00033
Major	0.00012	0.00012	0.00012	0.00012	0.00012	0.00012
Freeway	0.00012	0.00012	0.00012	0.00012	0.00012	0.00012
Ramps	0.00012	0.00012	0.00012	0.00012	0.00012	0.00012

NOTES:

- Emission factors for Paved Roads PM₁₀ are calculated from an equation in EPA’s AP42, Section 13.2.1, 1/11. The 2015 emission factors are calculated based on actual 2015 climatic data for Reno, whereas the 2020 to 2040 emission factors are calculated based on the 30-year Normal Climate data for Reno from 1981 to 2010.
- Emission factors for On-Road CO and PM₁₀ are not available, they are calculated in MOVES 2014a and the output is generated as total emissions.

Table B-2
VMT by Facility Type by Analysis Year (Hydrographic Area #87)

Facility Type	2015	2020	2025	2030	2035	2040
Local	638,992	682,012	716,763	757,082	786,302	815,778
Collector	210,322	223,128	232,348	236,342	243,186	248,072
Minor	698,575	747,067	788,370	833,160	859,981	891,318
Major	1,317,781	1,484,768	1,563,816	1,582,074	1,652,137	1,716,468
Freeway	2,308,412	2,395,702	2,517,715	2,737,759	2,847,243	2,964,986
Ramps	449,826	469,855	489,370	516,828	531,565	543,216
Total	5,623,909	6,002,532	6,308,382	6,663,244	6,920,414	7,179,839

DRAFT

**Table B-3
Emissions (lbs./day)**

Analysis Year	CO	On-Road Vehicles PM₁₀	Diesel Idling PM₁₀	Paved Road Fugitive PM₁₀	Unpaved Road Fugitives PM₁₀	Road Construction PM₁₀	Total PM₁₀ Emissions
2015	73,274	1,111	26	1,320	1,423	191	4,071
2020	54,331	945	19	1,493	1,733	206	4,395
2025	42,308	839	14	1,608	2,019	215	4,695
2030	33,721	789	11	1,622	2,310	223	4,955
2035	29,587	791	10	1,712	2,597	229	5,339
2040	28,354	819	10	1,731	2,886	235	5,681



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

June 5, 2019

AGENDA ITEM 7

TO: Citizens Multimodal Advisory Committee

FROM: Daniel Doenges, PTP, RSP
Planning Manager

SUBJECT: Regional Transportation Improvement Plan (RTIP) Amendment No. 3

RECOMMENDATION

Recommend approval of the proposed Amendment No. 3 to the Regional Transportation Improvement Plan (RTIP).

SUMMARY

RTC staff is proposing Amendment No. 3 to the RTIP due to a proposed change by the Nevada Department of Transportation (NDOT) of the funding source for the Spaghetti Bowl Express (SBX) project. The project is currently programmed with approximately \$132,000,000 in state funds, but the majority will be replaced with federal funds; including Surface Transportation Block Grant (STBG) and National Highway Performance Program (NHPP) funds. An air quality analysis for the proposed amendment is not required as the change is to the funding source of an existing project that has already been determined to meet transportation conformity.

As a component to this amendment, the RTC is also considering programming STBG funds for the purchase maintenance vehicles for the Cities of Reno and Sparks to perform debris/snow removal on existing and planned off-street and separated bicycle and pedestrian facilities such as multi-use paths and cycle tracks.

The public comment period for the amendment is scheduled to begin on June 27, and will close on July 18. A public hearing will be held at the RTC Board meeting on July 19.

Attachment

Amendment 19-04 RTC Washoe
Transportation Improvement Program Fiscal Year 2018-2022

WA20180043 (Ver 2) 19-04 **FEDERAL**

Title: I 580 Improvements South of Spaghetti Bowl

Description: Reconfigure Wells Ave Entrance to EB I 80. Widen EB I 80 to SB I 580 Ramp to 2 lanes. Widen I 580 SB to 3 lanes. Rehab/Replace 7 Bridges. Add sound walls.

Project Type: Rd Improvement **AQ:** Non-Exempt **TCM:** Yes **NDOT:** District 2

County: Washoe **Limits:** From I 80 to Mill Street Interchange of Distance (mile) 1.27 Milepost begins at 24.47 ends at 25.74

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2019	Local Fund	\$0	\$0	\$30,000,000	\$0	\$30,000,000
2019	NHPP	\$0	\$0	\$7,363,426	\$0	\$7,363,426
2019	NHPP AC	\$0	\$0	\$81,136,574	\$0	\$81,136,574
2019	STBG State-Wide	\$0	\$0	\$11,000,000	\$0	\$11,000,000
2019	STBG State-Wide AC	\$0	\$0	\$14,500,000	\$0	\$14,500,000
2019	State Gas Tax	\$5,000,000	\$7,000,000	\$0	\$0	\$12,000,000
2019	State Match - Nv	\$0	\$0	\$6,000,000	\$0	\$6,000,000
2019-2023 TOTAL		\$5,000,000	\$7,000,000	\$150,000,000	\$0	\$162,000,000
ALL YEARS TOTAL		\$5,000,000	\$7,000,000	\$150,000,000	\$0	\$162,000,000

MPO **RTC Washoe**

Lead Agency **Nevada DOT**

AGENDA ITEM 3.1

**REGIONAL TRANSPORTATION COMMISSION
WASHOE COUNTY, NEVADA**

FRIDAY

9:00 A.M.

April 19, 2019

PRESENT:

**Bob Lucey, Washoe County Commissioner, Chairman
Neoma Jardon, Reno City Council Member, Vice Chair
Vaughn Hartung, Washoe County Commissioner
Oscar Delgado, Reno City Council Member
Ron Smith, Sparks City Council Member**

**Lee G. Gibson, RTC Executive Director
Dale Ferguson, Legal Counsel
Kristina Swallow, Director of NDOT**

The regular monthly meeting, held in the Chambers of the Washoe County Commission, 1001 E. 9th Street, Reno, Nevada, was called to order by Chairman Lucey. Following the roll call and the Pledge of Allegiance to the Flag of our country, the Board conducted the following business:

PROCLAMATIONS:

- PROCLAMATION READ INTO THE RECORD BY CHAIRMAN LUCEY, RECOGNIZING MAY 2019 AS: NATIONAL BIKE MONTH; BICYCLE SAFETY MONTH IN WASHOE COUNTY, NEVADA; AND WASHOE COUNTY BIKE MONTH

The proclamation was accepted by Mr. John McCann, President of the Truckee Meadows Bicycle Alliance.

RECOGNITIONS:

- RECOGNITION OF THE 2019 ST. PATRICK'S DAY FREE RIDE SPONSORS

Mr. Michael Moreno, RTC Public Affairs Manager, presented certificates and spoke in recognition of sponsors: Atkins, CA Group, Cumulus Media Reno, HDR, KOLO 8 TV, NCE, SNC, and Lamar Advertising, for their generous support of the St. Patrick's Day Free Ride service.

Item 1 APPROVAL OF AGENDA

Chairman Lucey requested that Item 7.2 be moved up to immediately follow Item 2.2.

On motion of Commissioner Hartung, seconded by Vice Chair Jardon, which motion unanimously carried, Chairman Lucey ordered that the agenda for this meeting be approved with the aforementioned change.

Item 2.1 PUBLIC INPUT

Chairman Lucey opened the meeting to public input and called on anyone wishing to speak on topics relevant to the Regional Transportation Commission (RTC) that are not included in the current agenda.

Mr. Ryan McKinney, local resident, requested an update on the Microtransit Program at a future meeting. He also suggested that a light should be installed at the intersection of Pyramid and Holman because there is a crosswalk there that is frequently used.

There being no one else wishing to speak, the Chair closed public input.

Item 2.2 ADVISORY COMMITTEES SUMMARY REPORT

On motion of Mayor Smith, seconded by Vice Chair Jardon, which motion unanimously carried, Chairman Lucey ordered that receipt of the monthly Summary Report for the Technical, Citizens Multimodal and Regional Road Impact Fee Advisory Committees be acknowledged..

Item 7.2 RECEIVE A REPORT ON THE VISION ZERO TASK FORCE OF THE TRUCKEE MEADOWS - NO ACTION REQUIRED

Ms. Rebecca Kapuler, RTC Planner, addressed the Board to give a presentation update on the Vision Zero Program. Vision Zero cities have data showing a decrease in fatalities and injuries, and an increase in livability, mobility, physical activity, and economic revitalization. A regional task force began in our area October 2017 to look at data, make action plans and try to refocus and redirect how business has been done in the past with a goal of making our community a safer place for all. There are currently four focus areas the team has been collecting data at: Midtown, West 4th St, the University, and Downtown Sparks. They are also providing backpacks with reflective striping on them to make people using them easier to see at night and, hopefully, preventing vehicle/pedestrian accidents.

Mr. Michael Moreno, RTC Public Affairs Manager, added that the RTC has also continued their “Don’t Kill a Dream” campaign to compliment the Vision Zero Program.

Vice Chair Jardon asked if there is a plan for educational outreach at the shelter sites.

Ms. Kapuler confirmed, adding that the RTC partners and ambassadors who are handing out the backpacks are also educating recipients on the proper use of the backpacks and the safety benefits they could provide.

No action was taken on this item.

(Presentation available by contacting dthompson@rtcwashoe.com)

Item 3.1 thru 3.13 CONSENT ITEMS

Commissioner Delgado requested a brief discussion on Item 3.9 prior to the motion.

The Commissioner then asked what specific improvements are planned for North McCarran and Sutro.

Mr. Brian Stewart, RTC Director of Engineering, responded that this amendment adds additional services to the maintenance and preservation program (pavement preservation).

Commissioner Delgado said he is looking more for design changes for safety improvements, mostly because that intersection is fairly close to Hug High School.

Mr. Stewart said a better alignment configuration of the roadway is being planned for safety improvements in the turn lanes, but mostly it is for pavement improvements.

Commissioner Delgado thanked him and there was no further discussion on any consent item.

Minutes

3.1 Approve the minutes of the March 15, 2019, meeting (*For Possible Action*)

Engineering

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

3.3 Approve a qualified list of consultants to provide engineering design and construction management services for the Intelligent Transportation Systems (ITS) Program (*For Possible Action*)

3.4 Approve a qualified list of consultants to provide engineering design and construction management services for the Traffic Engineering Program (*For Possible Action*)

Public Transportation/Operations

3.5 Acknowledge receipt of the monthly Public Transportation/Operations Report (*For Possible Action*)

Planning

3.6 Acknowledge receipt of the monthly Planning Activity Report (*For Possible Action*)

Administration

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

3.8 Acknowledge receipt of the report regarding indexed fuel taxes in Washoe County as required by NRS 373.065 (*For Possible Action*)

Procurement and Contracts

- 3.9 Approve Amendment No. 1 to the existing Professional Services Agreement (PSA) between the RTC and CA Group, Inc. in the amount of \$23,260 for a new total not to exceed amount of \$263,895, for additional preliminary and final design services related to the Sutro Street/McCarran Boulevard Intersection and Sutro Street from Kuenzli Street to 4th Street of the Reno Consolidated 19-01 Project; authorize the RTC Executive Director to execute the Amendment (*For Possible Action*)**
- 3.10 Approve the letter agreements with Reno-Sparks Cab Company, Whittlesea Checker Taxi and Yellow Cab for the Washoe Senior Ride program of discounted taxi fares; authorize the RTC Executive Director to execute the letter agreements (*For Possible Action*)**
- 3.11 Approve Amendment No. 2 to the existing Professional Services Agreement (PSA) between the RTC and Headway Transportation, LLC, formerly Traffic Works, LLC, in the amount of \$38,080 for a new not to exceed amount of \$806,080, for additional final design services and engineering services during construction related to Package 3B of the North Valleys Improvement Project; authorize the RTC Executive Director to execute the amendment (*For Possible Action*)**
- 3.12 Approve a lease agreement with the Truckee Meadows Regional Planning Agency (TMRPA) for office space at 1105 Terminal Way; authorize the RTC Executive Director to execute the lease (*For Possible Action*)**

Inter-agency Agreements

- 3.13 Approve a Cooperative Agreement with NDOT for installing Phase 1 of the Spaghetti Bowl Project otherwise known as the Spaghetti Bowl Xpress (SBX) in the amount of \$10,000,000 per year for three (3) fiscal years; authorize the RTC Chairman to execute the agreement (*For Possible Action*)**

On motion of Commissioner Hartung, seconded by Commissioner Delgado, which motion carried unanimously, Chairman Lucey ordered that Consent Items 3.1 through 3.13 be approved.

Item 4.1 thru 4.3 DIRECTOR REPORTS

Item 4.1 RTC Executive Director Report

E.D. Gibson spoke briefly on the following topics, some of which were upcoming at the time of this meeting:

- 1. Status of Assembly Bill 270 which authorizes a regional transportation commission to dispose of certain property: The bill is being reprinted with the RTC microtransit amendment and will then be voted on by the full Assembly. Assemblywoman Sarah Peters is the sponsor.
- 2. On Wednesday, April 10th, the FTA announced an allocation of \$40.4 million for the Virginia Street Project. This is a significant milestone on the path to receive a Capital Investment Grant agreement, anticipated in late July.

Agenda Item 8a.

Staff toured the project with Senator Cortez Masto, highlighting the improvements that will be built, the project schedule and the RTC business support program. Senator Cortez Masto expressed her support of the project and the event was covered by local media.

3. Federal Discretionary Grants (attachments were provided at the dais).
4. The U.S. Department of Transportation released the Notice of Funding Opportunity for the Fiscal Year 2019 Better Utilizing Investments to Leverage Development, otherwise known as the BUILD Grant.

Staff would like to submit an application for the Pyramid Highway Phase 1 Widening and will keep the Board informed of the progress regarding this opportunity.

5. In celebration of Earth Day, all RTC Transit Services will be free to everyone on Monday, April 22nd.

The RTC will also be participating in the Truckee Meadows Earth Day Event at Mayberry Park on Sunday, April 28th, to promote the RTC Smart Trips Program.

6. On Wednesday, April 24th, the RTC is hosting a community meeting for the Sun Valley Transportation Improvement Project. The meeting will be held at the Sun Valley Neighborhood Center on W. 6th Avenue in Sun Valley. The meeting was livestreamed on Facebook.
7. The RTC RIDE service change will occur on May 4th. There will be slight modifications to the weekend route schedules, similar to what was done last fall for the weekday schedules.
8. Staff has started looking into opportunities to improve pedestrian conditions on Wedekind Road. (an attachment was provided at the dais)
9. Lastly, E.D. Gibson reminded everyone that the RTC May Board meeting will be held on May 20th, in the Washoe County Chambers at 9am. The change of date is required to comply with a state law regarding the approval of our budget.

Commissioner Hartung asked why the Pyramid Hwy. Phase I widening project is only going to Golden View; or will it continue east to Sparks Blvd.

E.D. Gibson responded that at this time the project is planned for Golden View because that is the terminus the environmental document covers. However, once in final design, there may be slight changes. There is an opportunity to use BUILD funds for this project.

Mr. Doug Maloy, Engineering Manager, added that with the SouthEast Connector in place, the lane requirements of any additional widening to that point are bypassed by the off-ramp and interchange at Sparks Blvd. in a future phase.

Commissioner Hartung then asked if the improvements planned for Wedekind are widening or pedestrian improvements.

E.D. Gibson replied that at this time, the focus is on pedestrian and bus stop improvements to help protect pedestrians.

Item 4.2 RTC Federal Report

A written update is available in the staff report materials for this item, but E.D. Gibson also highlighted that the University of NV, Reno, the City of Reno and Easy Mile have submitted a grant application to the USDOT for Fiscal Year 2018 Automated Driving demonstration grant program funds. 73 applications were received for up to \$60 million.

Ray Tellis has been appointed the new Regional Administrator for FTA in Region IX. He comes from the Los Angeles office where he oversaw several billion dollars' worth of transit and subway improvements so understands the importance of getting projects done and moving them quickly. He was very supportive of the Virginia Street project.

Item 4.3 NDOT Director Report

Kristina Swallow, Director of NDOT, started off saying that she is excited about Earth Day and plans to ride the bus there, and is also looking forward to bike month.

She anxiously anticipates the implementation of the One Nevada Plan and using it to become a more outcome based, data driven program.

Director Swallow then mentioned that the snowpack in the Sierras was 200% above normal, which challenges NDOT to meet the needs of the regional roads. The snow blowers are very old (17 - 47 years old) and as a result, as much as half of the fleet was down. The good news is that six new blowers have been authorized for purchase and should arrive sometime during next winter.

The design-build proposals for the Spaghetti Bowl Express are due in May; selection will be made in June and the selected proposal will go to the Transportation Board in August for their approval. Construction is planned for early next year and should be complete in 2022. The east to south ramp will be widened to two lanes; I-580 will be widened to six lanes; the 2nd St, Glendale and Mill St interchanges will be modified to increase the weaving distance which will help with congestion and safety. They are also looking into constructing a portion of the Truckee Meadows multi-use path. Currently, NDOT staff is waiting on the final EIS and a Record of Decision which should come in this summer.

The second project mentioned is the I-80 east expansion out to USA Parkway. The hope is to add one lane in each direction which is the fastest improvement possible. The Transportation Board has also challenged NDOT staff to look into other options for getting people out to the USA Parkway area.

Lastly, Dir. Swallow announce that NDOT Deputy Director Bill Hoffman had retired.

Agenda Item 8a.

Vice Chair Jardon thanked Director Swallow for NDOT's commitment and support of the Downtown Improvement District program, along with the RTC's support. She also thanked Ms. Swallow for her participation in a public meeting pertaining to North McCarran on the speeding problems and the pedestrian/bicycle issues that have recently occurred.

Commissioner Hartung asked if the Wells on-ramp will remain as is after the Spaghetti Bowl project is completed.

Dir. Swallow invited Dale Keller to the podium for a response.

Mr. Keller addressed the Board and said that the on-ramp is being kept where it is but there will be some ramp weaving to better accommodate the traffic problems occurring today. During the Xpress project, there will be striping added to better control traffic.

Commissioner Hartung then asked if dedicated lanes have been considered for traffic control.

Mr. Keller responded that it has been looked into, but the Spaghetti Bowl Xpress project should help to control those issues.

Commissioner Hartung then asked what the status is of the acceleration lane coming off the haul road on Pyramid Way.

Sondra Rosenberg, NDOT Assistant Director for Planning, addressed the Board and said that the project is currently advertised and should be a pretty quick project.

Chairman Lucey thanked Director Swallow for meeting with he and his staff to discuss matters of mutual interest. He then mentioned the illegal U-turns being made on Mt. Rose Highway to avoid stoplights. He would like to have some of the speeding issues looked into along with having center concrete dividers added in certain areas. He then brought up exit 61 on northbound I-580 and the problems that occur on the freeway when that exit backs up. Currently, there is only a stop-sign at the end of the exit. Next, the Chairman said he would like quarterly meetings to be held with NDOT and all of the regional entities to get on the same page with regard to roads and transit.

Lastly, the Chairman would like to chat about the state owned roads within the region that are being maintained by the county or another local entity.

Item 5.1 PUBLIC TRANSPORTATION AND OPERATIONS

5.1 Acknowledge receipt of the draft Smart Trips 2 Work program (*For Possible Action*)

Mr. Scott Miklos, RTC Trip Reduction Analyst, addressed the Board to provide an overview of the Smart Trips 2 Work program as was required by the City of Reno. He explained how the program works overall and how it benefits both employers and employees.

Vice Chair Jardon said she was recently out near Tesla and was surprised at how many RTC Smart Trip vans were out there.

Mr. Miklos said that as of the last count (before this meeting), there were 94 vans for all of the Tri Center. The vans hold between seven and twelve passengers, so approximately 600-700 per day. My Ride to Work carries another 1,400-1,500 passengers, so a total of about 2,000 cars per day are taken off the road between these two programs. He added that Tesla volunteers to participate in the Smart Trips 2 Work program which is helpful in recruiting and retaining employees.

Chairman Lucey then opened the topic to public comment.

Ms. Charlene Albee, representing Washoe County Health - Air Quality Mgmt. Division, expressed their appreciation of RTC's work and the enhancement of the Safe Trips 2 Work program. The most recent submission of air quality readings showed that three of the monitors now exceed the Ozone Ambient Air Quality Standard. This is the first step in the County not obtaining that health-based standard. Ms. Albee then explained that any way we can get more cars off the road will help to meet the standard.

There being no one else wishing to speak, the Chairman closed public comment.

On motion of Vice Chair Jardon, seconded by Commissioner Hartung, which motion carried unanimously, Chairman Lucey ordered that receipt of the report be acknowledged.

Items 6.1 THRU 6.7 ENGINEERING

6.1 Acknowledge receipt of the Virginia Street Bus Rapid Transit (BRT) Extension monthly progress report (*For Possible Action*)

Mr. Jeff Wilbrecht, RTC Project Manager, addressed the Board to provide a presentation update on the project. He explained that the side-streets in the project will be completed prior to Virginia Street itself, except from Plumb Lane to Mt. Rose Street where there are no side streets. Work on this portion of the project is anticipated to conclude in approximately November 2019. At that time, the Virginia Street portion of the project will begin and should conclude at the end of 2020.

In the middle of 2020, work will begin on the North Virginia St. portion of the project near UNR. The two biggest components of that part of the project are between 8th and 9th Streets and the roundabout near Lawler Event Center.

Mr. Wilbrecht then spoke about right-of-way on the project, the ongoing public meetings and workshops, and he showed some of the design concepts for the transit shelters. Upon conclusion, Mr. Wilbrecht offered to answer questions.

Vice Chair Jardon thanked everyone for their commitment to the project and making it unique to the Virginia Street history.

Agenda Item 8a.

Chairman Lucey thanked the RTC and staff for going above and beyond what many other transit agencies would do with regard to public input and communication.

On motion of Mayor Smith, seconded by Commissioner Hartung, which motion carried unanimously, Chairman Lucey ordered that receipt of the progress report be acknowledged.

(This presentation may be obtained by contacting Denise Thompson at dthompson@rtcwashoe.com.)

6.2 Acknowledge receipt of the Oddie/Wells Multi-modal Improvements Project update report (*For Possible Action*)

Ms. Maria Fernandez, RTC Project Manager, addressed the Board to give a presentation update and then answered questions regarding the recommendation to acknowledge receipt of the update, as set forth in the briefing materials for this agenda item.

Commissioner Hartung asked if sound walls will be installed in certain areas.

Ms. Paz Fernandez explained that a noise assessment will be done to see if sound walls will be needed; however, there will be some sort of screen or fencing to install where sound walls are not required.

Commissioner Delgado asked if Ms. Paz Fernandez is asking for consideration of the two options for the area from 9th St. to Sutro.

Ms. Paz Fernandez responded that the two options have been submitted to the City of Reno staff for review. She added that maintenance is a big issue as well, so if the City is not able to maintain the final design, then other options should be considered.

Commissioner Delgado would prefer that the entire project be designed in the same manner so that it doesn't look like any specific area is given more consideration than another. He also asked why the project stops at 9th St. and doesn't go all the way to the freeway.

Ms. Paz Fernandez responded that right-of-way becomes an issue past 9th St. which is outside of the budgeted funding for the project. The right-of way is also owned by UNR Agriculture so it is restricted for farming use only. Even if it were possible, right-of-way would also greatly delay the project.

Commissioner Delgado would like to keep this conversation going with the City, RTC and UNR in order to have a complete project. Next, he asked about the deteriorating bridge and wants to make sure the area is appealing once the project is completed.

Mayor Smith asked if there are any other raised bicycle tracks in the region.

Ms. Paz Fernandez said there are some in Southern Nevada but none in our region.

Agenda Item 8a.

Mayor Smith commented that specialized equipment must be purchased for ongoing maintenance on a raised track as well.

On motion of Commissioner Hartung, seconded by Mayor Smith, which motion carried unanimously, Chairman Lucey ordered that Consent receipt of the project update be acknowledged.

(This presentation may be obtained by contacting Denise Thompson at dthompson@rtcwashoe.com.)

6.3 Acknowledge receipt of the Lemmon Drive Project Update (*For Possible Action*)

Mr. Brian Stewart, RTC Director of Engineering, addressed the Board to provide a presentation update on the current status of the Lemmon Drive project and then answered questions regarding the recommendation to acknowledge receipt of the update, as set forth in the briefing materials for this agenda item.

Commissioner Hartung asked for clarification as to whether this is one project that is split into two segments.

Mr. Stewart confirmed and said that he has also been working with NDOT because the portion near US-395 has to be coordinated with their widening project.

Commissioner Hartung also asked how the project limits can be changed.

E.D. Gibson said staff will work with the consultant to determine the logical termini and if the termini changes, the RTP will be amended and the project will move forward.

On motion of Commissioner Hartung, seconded by Vice Chair Jardon, which motion carried unanimously, Chairman Lucey ordered that receipt of the project update be acknowledged.

(This presentation may be obtained by contacting Denise Thompson at dthompson@rtcwashoe.com.)

Chairman Lucey suggested that the next four items, 6.4 thru 6.7, be voted on in a block motion.

Commissioner Hartung agreed and made a motion to block vote 6.4 thru 6.7, the motion was seconded by Chairman Lucey. (E.D. Gibson then read each of the items into the record)

Mayor Smith asked Chief Legal Counsel Dale Ferguson if a block vote is okay. Mr. Ferguson confirmed.

Chairman Lucey then opened the item to public comment.

Mr. Lars Perry, representing Paul and Carol, LLC, addressed the Board and said he currently has a meeting scheduled to come to a resolution as soon as possible. They also have a question on the methodology of how the appraisal amount was comprised. Their intent is not to delay the project. He asked that Item 6.5 not be included in the motion.

Mr. Bernie Carter, owner of 1215 South Virginia, to say that he had met with the RTC several times on-site and his understanding was that RTC would not request a permanent easement for their site. The property owners were in agreement with a temporary easement. He added that the challenge is to keep the business open so they would like a stipulation included in the right-of-way agreement saying that if the business is not kept open, there would be a penalty of \$10,000 per day. He then requested that this property be pulled from the block vote.

There being no one else wishing to speak, the Chairman closed public comment.

- 6.4 Approve a Resolution of Condemnation authorizing RTC's legal counsel to commence condemnation proceedings to acquire a permanent easement and a temporary construction easement located on APN 014-125-06, and a permanent easement and a temporary construction easement located on APN 014-125-07 from 1215 South Virginia LLC, necessary to construct the Virginia Street Bus Rapid Transit Extension Project (*For Possible Action*)**
- 6.5 Approve a Resolution of Condemnation authorizing RTC's legal counsel to commence condemnation proceedings to acquire a temporary construction easement on APN 014-066-01 from Paul & Carol Oelsner, LLC, necessary to construct the Virginia Street Bus Rapid Transit Extension Project (*For Possible Action*)**
- 6.6 Approve a Resolution of Condemnation authorizing RTC's legal counsel to commence condemnation proceedings to acquire two permanent easements and a temporary construction easement on APN 011-272-20 from Sampuran Hotels, Inc., necessary to construct the Virginia Street Bus Rapid Transit Extension Project (*For Possible Action*)**
- 6.7 Approve a Resolution of Condemnation authorizing RTC's legal counsel to commence condemnation proceedings to acquire two temporary construction easements located on APN 011-183-13 and a permanent easement and a temporary construction easement located on APN 011-183-15 from Redbird Reno Liberty DE LLC and 50 West Liberty DE LLC necessary to construct the Virginia Street Bus Rapid Transit Extension Project (*For Possible Action*)**

Under discussion, Commissioner Humke asked if negotiations will continue even if the resolution of condemnation is approved.

Mr. Ferguson confirmed and said that quite often, agreement is found after the resolution has been approved.

Vice Chair Jardon asked how many parcels total are needed for this project and did anyone else ask for a similar damages clause.

Mr. Ferguson stated that there are 129 parcels needed and no one else has requested a damages clause that he is aware of.

A vote of the block vote motion was taken and passed unanimously.

On motion of Commissioner Delgado, seconded by Mayor Smith, which motion carried unanimously, Chairman Lucey ordered that Items 6.4 through 6.7 be approved.

****Commissioner Delgado departed the meeting at 11:02 a.m.****

Items 7.1 THRU 7.3 PLANNING

7.1 Acknowledge receipt of report on the draft FY 2020-2021 Unified Planning Work Program (UPWP) *(For Possible Action)*

Ms. Amy Cummings, RTC Deputy Executive Director, gave a presentation on the draft UPWP and explained that it includes several projects being carried over from the previous year along with new projects that have been added. The final UPWP will be brought to the Board for approval in May.

Commissioner Hartung asked if the Eagle Canyon extension will be going through Hungry Valley through to Lemmon Valley and out to the Tri Center.

Ms. Cummings responded that this segment is only from Lemmon to Pyramid along with improvements to the existing Eagle Canyon.

On motion of Commissioner Hartung, seconded by Vice Chair Jardon, which motion carried unanimously by those present, Chairman Lucey ordered that receipt of the draft FY 2020-2021 Unified Planning Work Program be acknowledged.

(This presentation may be obtained by contacting Denise Thompson at dthompson@rtcwashoe.com.)

7.2 Receive a report on the Vision Zero Task Force of the Truckee Meadows - *No Action Required*

This item was taken just before the consent items as requested under approval of the agenda, Item 1.

7.3 Approve a resolution supporting the Reno Spaghetti Bowl Project *(For Possible Action)*

Ms. Amy Cummings, RTC Deputy Executive Director, explained that this resolution is simply to confirm the RTC's commitment to the full project. Similar resolutions are being requested from all stakeholders in the project.

On motion of Vice Chair Jardon, seconded by Commissioner Hartung, which motion carried unanimously by those present, Chairman Lucey ordered that the resolution supporting the Reno Spaghetti Bowl Project be approved.

Items 8.1 THRU 8.2 PLANNING

8.1 Acknowledge receipt the FY 2020 RTC Tentative Budget and Goals (*For Possible Action*)

Ms. Stephanie Haddock, RTC Director of Finance and CFO, addressed the Board and gave a presentation on the draft budget for FY 2020, as set forth in the briefing materials for this agenda item.. The final budget will be brought back on May 20th for Board approval.

She discussed the following topics, expenditures and fund balances:

- Tentative Agency Goals
- Current Local Economy
- RTC Revenues (Grant Funding, Sales Tax, Fuel Tax)
- Annual Producer Price Index
- Taxable Gallons Sales Trends
- RTC Expenditures (Public Transportation, Street & Highway)
- Capital Budget

E.D. Gibson added that ADA improvement funding has been included in this budget per Board request and funding for safety initiatives has also been included.

Vice Chair Jardon asked if there is an allocation of regions that the pavement preservation and road rehab funding will applied to.

Mr. Brian Stewart, RTC Director of Engineering, said he did not have that map with him at the meeting but because of the extreme weather last year, there is some project carry-over from 2018 for pavement preservation. He then explained how projects are chosen and offered to bring further information.

Commissioner Hartung had some questions pertaining to the Regional Road Impact Fee program and CCFEAs.

Ms. Haddock explained that she got her numbers from Julie Masterpool who provided an estimated amount. She then agreed to discuss the program further with the commissioner in a separate meeting.

Chairman Lucey asked how CMAQ funding portions are allocated by NDOT. He would like to see an increase to this region's allocation if at all possible as our region is growing very quickly.

On motion of Commissioner Humke, seconded by Mayor Smith, which motion carried unanimously by those present, Chairman Lucey ordered that receipt of the FY 2020 RTC Tentative Budget and Goals be acknowledged.

(This presentation may be obtained by contacting Denise Thompson at dthompson@rtcwashoe.com.)

8.2 Legal Issues - Report, discussion and possible action and/or direction to legal counsel and staff following receipt of information on legal issues. The RTC may, consistent with Chapter 241 of NRS, decide to interrupt the public meeting at any time to conduct a closed session to confer with legal counsel and possibly deliberate on legal issues. Any action on pending legal matters will be made when the public meeting is reconvened.

Legal Counsel Dale Ferguson said he had no items for discussion.

Item 9 PUBLIC INPUT

Chairman Lucey opened the meeting to public input and called on anyone wishing to speak on topics relevant to the Regional Transportation Commission (RTC) that are not included in the current agenda.

There being no one wishing to speak, the Chair closed public input.

Item 10 MEMBER ITEMS

There were no member items.

Item 11 ADJOURNMENT

There being no further business to come before the Board, the meeting adjourned at 11:32 a.m.

BOB LUCEY, Chairman
Regional Transportation Commission



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

May 20, 2019

AGENDA ITEM 3.2

TO: Regional Transportation Commission

FROM: Brian Stewart, P.E.
Engineering Director

Lee G. Gibson, AICP
Executive Director

SUBJECT: RTC Engineering Activity Report

RECOMMENDATION

Acknowledge receipt of the monthly Engineering Activity Report.

CAPACITY/CONGESTION RELIEF PROJECTS

ITS Pilot Project, Design of Phase 2 ITS Connectivity

This pilot project will connect traffic signal systems of the City of Reno, the City of Sparks, Washoe County, and NDOT through fiber optic communication lines. This project also includes design of Phase 2A and 2B, which will expand communication to outlying signal systems and install ITS devices to monitor and remotely adjust traffic signals to respond to special events, changing traffic conditions, provide information to drivers and traffic incidents. Construction of the Pilot Project is complete. The ITS Phase 2A Project began on June 7, 2018 and is now complete. Phase 2B is currently under design and NDOT permit review with advertisement scheduled for summer 2019.

North Valleys Improvements

Package 3 is currently in final design stages. Package 3 will include installation of a new traffic signal at the Lemmon Drive/North Virginia Street intersection. The advertisement was issued on April 11, 2019 with construction taking place in summer 2019.

Package 3B is currently at 90% design. Package 3B includes adding capacity to the right turn lane at North Virginia Street/Business 395. This Project also includes improvements to two bus stop pads located within the Project area, and associated access and drainage improvements. Construction of this package is tentatively scheduled for late summer of 2019.

Regional Road Impact Fees (RRIF) funds and Fuel Tax funds have been allocated as part of the 2019 Program of Projects for this project. RRIF funds have been allocated as part of the 2020 Program of Projects for this project.

Pyramid and McCarran Intersection Improvement

The project is complete. RTC staff and consultants continue to work through final warranty items with the contractor and the City of Sparks. NDOT has provided relief of maintenance to Granite and taken over maintenance responsibilities. RTC is working with NDOT and the City of Sparks to resolve irrigation system issues. Landscape establishment has been extended to July 31, 2019.

Traffic Engineering (TE) Spot 7 Project

The TE Spot 7 project construction is ongoing with the scheduled completion anticipated in March 2019. However, the remaining paving and striping operations will not resume until suitable temperatures are reached.

The TE Spot 7 project included a new traffic signal at the intersection of Prater Way and Lillard Drive and continues improvements to regional intersections focusing on enhancements to traffic signal operations: including replacement of malfunctioning video detection cameras with in-ground loop detectors and battery backup systems to keep traffic signals operating during power outages. The traffic signal at Prater Way and Lillard Drive is complete.

The scope of the TE Spot 7 project also includes:

Remove Pedestrian Scramble

Victorian at 11th & 14th

Battery backup systems

Sparks Blvd. at Springland/O'Callahan

New signal cabinet, detection loops and battery backup system

Prater at Howard (new cabinet and remove split phase)

Prater at Pullman

Prater at Vista

Vista at Whitewood

Virginia at 9th

South Meadows at I-580 southbound off ramp (add cabinet to west intersection)

Mill at Wells (add loops north and south legs)

Replace old video detection system

Pyramid at Golden View

Mt Rose at Wedge

South Meadows at Double R

Longley at Maestro

Longley at Patriot

Virginia at Grove

Install Flashing Yellow Arrow (FYA)

Mill at I580 SB on- ramp westbound to southbound left turn

Mill at I580 NB on- ramp westbound to northbound left turn

Traffic Signal Coordination 5 Project

Following a three year cycle schedule, the project includes review and timing optimization of approximately one-third (1/3) of the signals in the region per year. For 2018, 92 intersections were re-timed. For 2019, nine corridors, roughly 230 intersections will have new timing implemented. Timing plans are developed in coordination with RTC/UNR. In the process, re-evaluation of the clearance intervals and pedestrian crossing times are calculated at each intersection to make sure it is up to current standards.

Process for signal retiming

1. Collect traffic & signal data
2. Input timings into model and evaluate existing signal timing & develop new timing.
3. Implement timing in the field
4. Fine-tune timing
5. Conduct before-after studies

Completed Corridors (196 signals as of May 2019)

1. Wells Avenue – (Ryland Street to E. 9th Street)
2. Vista Boulevard – (Eastbound I-80 Off/On Ramps to S. Los Altos Parkway)
3. Sparks Boulevard – (Eastbound I-80 Off/On Ramps to Los Altos Parkway)
4. N. McCarran Boulevard/Clear Acre Lane – (Sutro Street to Sullivan/N. McCarran Boulevard to Scottsdale)
5. Pyramid Highway (Disc Dr. to Lazy 5)
6. Kietzke Ln/Mill Street – (Peckham Lane to Glendale Avenue/Kietzke Lane to Terminal Way)
7. W. McCarran Boulevard/Mae Anne – (Plumb Lane to W. 7th Street/W. McCarran to Sierra Highlands)
8. S. McCarran/Kietzke Lane/Virginia Street
 - a. On McCarran Blvd - Greensboro Drive to Mill Street
 - b. On Virginia St. – Kietzke Ln to S. McCarran Blvd
 - c. On Kietzke Ln. – S. Virginia St. to Sierra Rose Dr.
 - d. On Longley Ln – Peckham Ln to S. McCarran Blvd.
9. Pyramid Way
 - a. I-80 to Sparks Blvd including two intersections of McCarran Boulevard at Rock Boulevard & 4th Street
10. Downtown Reno (45 signals)
11. Keystone Ave (6 Signals) – W. 7th St. to W. 1st St.
12. Damonte Ranch (7 signals) – Zolezzi Ln to Double R Blvd, and Double R Blvd at Double Diamond
13. Rock Blvd (9 signals) – Greg St to Prater Way
14. Sun Valley Blvd (6 Signals) – Dandini to 7th Ave

Progress as of Mid-April 2019

- Prater Way – Evans Ave to 15th St – TSP implementation completed for Prater Way.
- Sun Valley Blvd (6 Signals) – New timing completed.

- South Meadows Pkwy (5 signals) – Virginia St to Double R – New Timing under development.
- Sutro St (9 Signals) – Data collection initiated
- S. Virginia St (19 Signals) – Data Collection initiated

Traffic Engineering (TE) Spot 8 – Package 1 Project

Currently under design with 90% plans. Advertisement for construction is scheduled for June 2019.

The scope of this project includes:

Flashing Yellow Arrow – East/West

Keystone Avenue at 7th Street
East Lincoln Way at Marina Gateway Drive
Mill Street at Kirman Avenue

Flashing Yellow Arrow – North/South

McCarran Boulevard at Neil Road

Battery Back-Up Systems

Mae Anne Avenue at Coit Plaza
Oddie Boulevard at I-80 Ramps (both sides)
Wells Avenue at I-80 Ramps (both sides)
Wells Avenue at 6th Street

Traffic Signal

Evans Avenue at Enterprise Road

Traffic Engineering (TE) Spot 8 – Package 2 Project

The project includes a new traffic signal at the intersection of Red Rock Road and Silver Lake Road and capacity improvements at the North McCarran Boulevard and U.S. 395 Interchange. The project is out for advertisement. The bid opening is scheduled for May 29, 2019.

CORRIDOR IMPROVEMENT PROJECTS

4th Street/Prater Way Bus Rapid Transit (BRT) Project (Evans Avenue to Pyramid Way)

Construction is complete. Traffic Signal Prioritization (TSP) for the buses is now working and under evaluation.

Virginia Street RAPID Extension

A detailed monthly progress report will be given on this project for May. Additional information can be viewed at: <http://virginiastreetproject.com/>

Truckee River Shared Use Path Project

The proposed pathway will start at John Champion Memorial Park and continue along the south side of the Truckee River. The existing pathway in this segment of the river currently crosses to the north side of the river at the park as it continues eastward. The proposed pathway will be about 2,400 lineal feet in length, continuing below Interstate 580 (I-580) to meet up with the existing pathway located near the Walmart east of I-580. This project was included in the fiscal year (FY)

2017 Program of Projects. The design portion of this project is funded through federal funds and includes oversight by NDOT through a Local Public Agency (LPA) agreement.

Thirty percent design plans have been reviewed and work continues on the environmental documentation that is required for the project.

Pyramid Highway and US 395 Connection

Signature of the ROD by FHWA was received on December 7, 2018. In accordance with the EIS and the RTC's RTP, design and construction of the project is phased over approximately 20 years. The current estimated cost of the overall project is \$800 million and will relieve congestion on the Pyramid Highway, McCarran Boulevard and other regional roads and provide connectivity between the North Valleys, Sun Valley and Spanish Springs.

Oddie Boulevard/Wells Avenue Improvement Project (Preliminary Design Phase)

Thirty percent (30%) design plan comments from the cities of Reno and Sparks have been received. Meetings with city staff have been held to discuss the proposed "raised cycle track" maintenance challenges. City of Reno staff will present bike box, raised cycle track, lightning, fencing, and landscape alternatives at the May 22, 2019, Reno City Council Meeting.

Sun Valley Boulevard Corridor Improvement Project (Preliminary Design Phase)

Preliminary design work is underway with a 30% design scheduled at the end of June 2019 and 60% design by the end of January 2020. A Public Meeting was held on April 24, 2019 at the Sun Valley Neighborhood Center. Discovery of inadequate drainage systems to handle existing storm water flow is presenting project challenges. Addressing existing drainage systems fall outside the scope of project. Maintenance of the proposed new facilities may also present challenges to Washoe County, NDOT, and Sun Valley General Improvement District (GID).

BICYCLE AND PEDESTRIAN IMPROVMENTS (2018)

Keystone Avenue at California Avenue

The final design builds upon Alternative F as identified in the Keystone Avenue Corridor Study. Anticipated improvements include the re-alignment of the Keystone and California intersection, lane reconfigurations, pavement section reconstruction, sidewalk, curb and gutter, new PROWAG compliant pedestrian sidewalks and ramps and other incidentals necessary for the final design of this facility. The design is complete and the project is out for Bid. Construction is now expected to begin in June and occur primarily during Reno High School's (RHS) summer break.

Mill Street (I-580 to McCarran Boulevard)

The scope of this project is to design and construct various complete street improvements along Mill Street from I-580 to McCarran Boulevard, as identified in the RTC Complete Streets Masterplan completed in July 2016 and the Mill/Terminal corridor study completed in March 2013. Although this roadway segment has had some existing complete street treatments, more improvements are needed to conform to the RTC masterplan. The emphasis of this project is to assess and identify improvements for pedestrians, bicyclists, and transit riders as well as motorists. Deficiencies in pedestrian access related to Charter Schools and AACT High School in the area as well as a number of ADA deficient bus stops will be addressed. Preliminary design continues with 50% plan review completed and 90% plans under development. ROW impacts are minor, but

numerous. Identifying and addressing those issues will be a major focus over the coming months. Construction is not anticipated to begin until early 2020.

PAVEMENT PRESERVATION PROJECTS

2018 Preventive Maintenance (Various Locations)

The 2018 Preventive Maintenance Program was suspended last fall and construction will resume in late May.

2019 Preventive Maintenance (Various Locations)

Bids were received in March and the project has been awarded to the low bidder, Sierra Nevada Construction, Inc. Construction is anticipated to begin in May.

Clean Water Way

The limits of this project are from East McCarran Boulevard to second gated entrance to the Truckee Meadows Water Reclamation Facility (TMWRF). The Professional Services Agreement was awarded to Eastern Sierra Engineering, P.C. on April 12, 2018. The project includes reconstruction of the existing roadway, correction of any localized drainage deficiencies, and other features necessary for the rehabilitation of Clean Water Way. The project recently advertised for bids and was awarded to Sierra Nevada Construction Inc. (SNC). Work will begin as soon as the environmental conditions are favorable enough to install the improvements.

Reno Consolidated 19-01- Sutro Street, 1st Street, Lake Street, and State Street Project

The project includes rehabilitation/reconstruction of the following street segments: Sutro Street from Commercial Row to 4th Street and from McCarran Boulevard to 1,400' north, 1st Street from Center to Lake, Lake Street Truckee River Bridge, and State Street from Virginia to Sinclair Street. The project will advertise for bids in late June/early July with construction beginning in August of this year.

Reno Consolidated 19-02 – North Hills Boulevard and Hunter Lake Drive Project

The Professional Services Agreement was awarded to Wood Rodgers, Inc. on October 1, 2018. The project includes rehabilitation/reconstruction of the following street segments: North Hills Boulevard from Golden Valley Road to Lemmon Drive (including Buck Drive intersection) and the intersection of Hunter Lake Drive at Foster Drive. Ninety percent (90%) plans were submitted to City of Reno on April 18, 2019. We are working with the City to address comments and move forward with 100% plans.

Reno Consolidated 19-03 – Sierra Highlands Drive, Colbert Drive, Hammill Lane, Ralston Street, and Ohm Place Project

The Professional Services Agreement for design and engineering during construction was awarded to Eastern Sierra Engineering (ESE). The project includes rehabilitation/reconstruction of the following street segments: Sierra Highlands Drive from the NDOT right-of-way on McCarran Boulevard to Idlebury Way; Colbert Drive from Longley Lane to 300 feet northwest of Longley Lane; Hammill Lane from Kietzke Lane to the eastern terminus; Ralston Street from University Terrace to Eleventh Street; and Ohm Place from Mill Street to 500 feet south. ESE is in the 90%

design stages of the project. The project is scheduled to advertise at the end of May 2019 with construction scheduled to start the middle of July 2019.

Sparks Consolidated 19-01 – 15th Street, Franklin Way, Hulda Court, and El Rancho Sidewalk Project

The Professional Services Agreement was awarded to CFA, Inc. on October 1, 2018. This project is scheduled to advertise in mid-May 2019. The project includes rehabilitation/reconstruction of the following street segments: 15th Street from C Street to Prater Way, Franklin Way from the Rail Road crossing to East Greg Street, Hulda Court, and sidewalk improvements on El Rancho Drive from G Street to Oddie Boulevard. It is anticipated that construction will begin in July.

REPORT ON NEGOTIATED SETTLEMENT AGREEMENTS FOR THE ACQUISITION OF PROPERTY

Project	Property Owner	Purchase Amount	Amount Over Appraisal
Virginia Street BRT Extension	Montrose Properties Nevada, LLC	\$6,308.00	\$0
Virginia Street BRT Extension	Montrose Properties Nevada, LLC	\$5,020.00	\$0
Virginia Street BRT Extension	Donner Inn LP	\$7,241.00	\$0
Virginia Street BRT Extension	TMMR 1-DE SPE, LLC	\$17,675.00	\$0
Virginia Street BRT Extension	TMMR 1-DE SPE, LLC	\$11,990.00	\$0
Virginia Street BRT Extension	TMMR 1-DE SPE, LLC	\$20,245.00	\$0
Virginia Street BRT Extension	TMMR 1-DE SPE, LLC	\$11,430.00	\$0
Virginia Street BRT Extension	660TS, LLC	\$1,890.00	\$0
California & Keystone Avenues Interchange Enhancements	7-ELEVEN, INC.	\$20,720.00	\$2,800.00

CONTRACTS UNDER \$50,000

None

ENGINEERING ON-CALL WORK ASSIGNMENTS

Attachment A summarizes the work assignments on the engineering pre-qualified on-call lists. Engineering Department consultant assignments are reported after Board approval of the professional services agreement with each firm.

ADVISORY COMMITTEE(S) RECOMMENDATION

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

Attachment



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

May 20, 2019

AGENDA ITEM 3.4

TO: Regional Transportation Commission

FROM: David F. Jickling
Director of Public Transportation and
Operations

Lee G. Gibson, AICP
Executive Director

SUBJECT: RTC Public Transportation and Operations Report

RECOMMENDATION

Acknowledge receipt of the monthly Public Transportation and Operations Report.

HIGHLIGHTS

Earth Day – RTC staff participated in a number of Earth Day events this year beginning with a celebration at TMCC on April 18th. Staff shared information about the Smart Trips program with participants and unveiled the UPass demonstration program scheduled to begin July 1st bringing free fares to students and staff at TMCC and UNR.



On Monday, April 22, staff participated in the University of Nevada, Reno's, Earth Day celebration on campus. This event occurred on the actual Earth Day and coincided with free transit provided all day by the RTC. The UNR event featured one of our electric buses and staff provided information on the UPass demonstration program, Smart Trips, bicycling and walking options as well the upcoming fixed-route service change.

The final Earth Day event took place on Saturday, April 27, at Mayberry Park. This event was designed to be low impact with zero waste. RTC hosted a very simply display about Smart Trips and vanpool options, answering questions throughout the day from participants.

UNR Guest Lecturers – On April 18th, public transportation staff gave a presentation to approximately 50 students enrolled in CEE 362 - Transportation Engineering. The presentation focused on public transportation in Washoe County and RTC’s electric bus program. Staff discussed the fixed-route service (RTC RIDE), our paratransit demand response service (RTC ACCESS), funding, and ridership demographics; electric buses and infrastructure; transit signal priority, and a potential project on autonomous bus and car integration with Lidar intersections. Overall, the presentation helped the students understand the aspects of public transportation, electric buses and infrastructure, and special projects in the pipeline. Students posed great questions, and had great interactions with staff.



Electric Bus and Infrastructure Tour – On April 23rd, RTC gave a tour of our electric buses and infrastructure to Utah Transit Authority (UTA) officials from Salt Lake City. Staff shared RTC’s maintenance and operational experiences related to our fleet of 21 Proterra electric buses. UTA shared their experience operating and maintaining New Flyer electric buses.

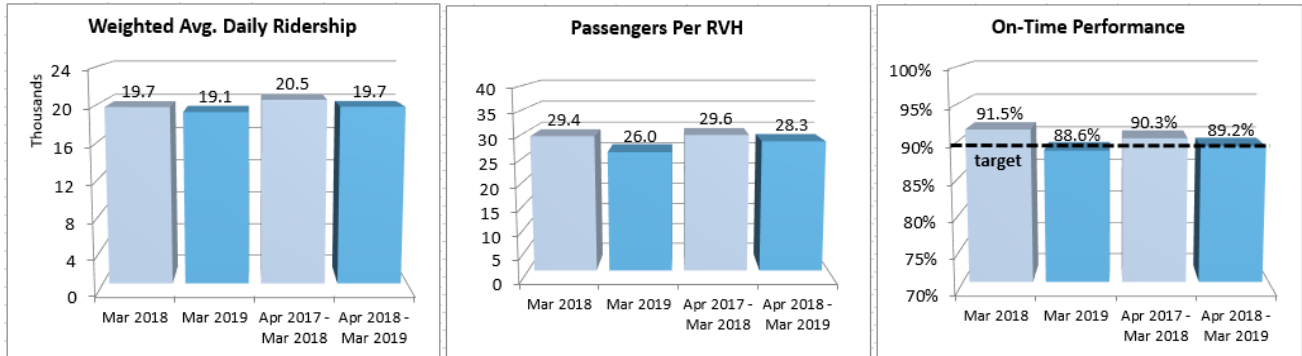
UTA is formulating strategies for their bus replacement and is considering having a combination of buses with different propulsion systems for its fleet (diesel, CNG, and electric). This tour helped UTA gain a better understanding of the Proterra electric bus and charging infrastructure.

TRANSIT DEMAND MANAGEMENT (TDM) UPDATE

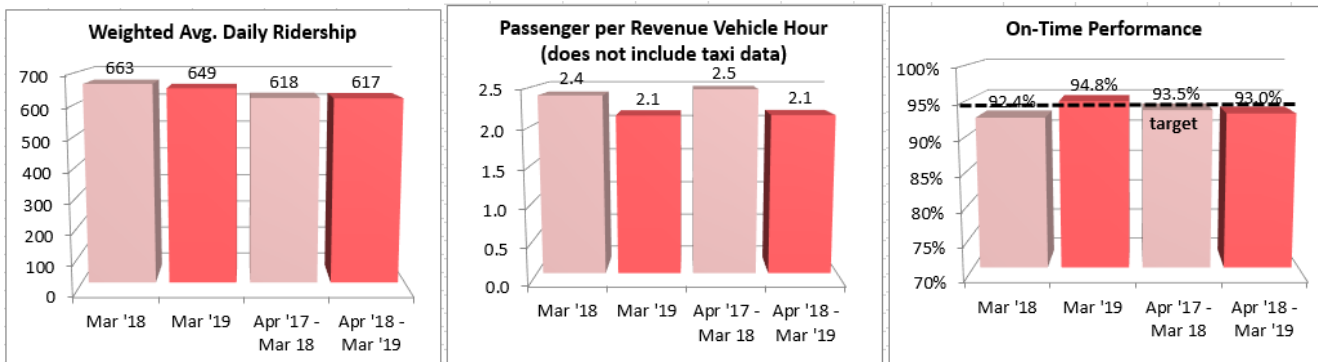
- **Vanpools increased** from 164 to 171 with about 100 vans serving the Tahoe Reno Industrial Center (TRI).
- **Updated Smart Trips website.** TripSpark, a national ridesharing website developer, is working on developing a Smart Trips App for both Google and Apple smart phones. We have secured the developing rights for both Google and Apple so we can proceed. The apps should be available by the end of May.

MARCH 2019 TRANSIT PERFORMANCE

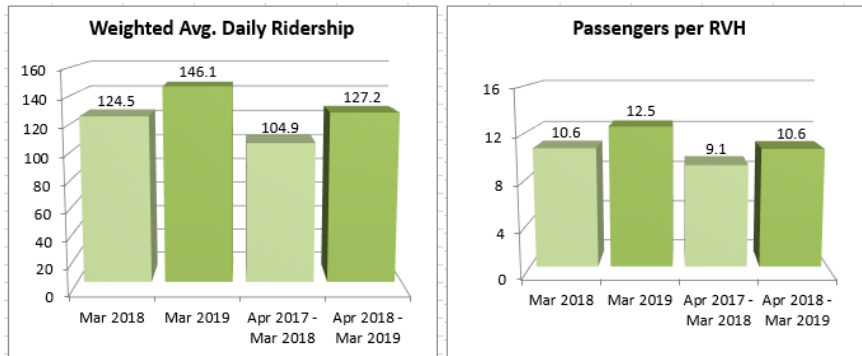
RTC RIDE



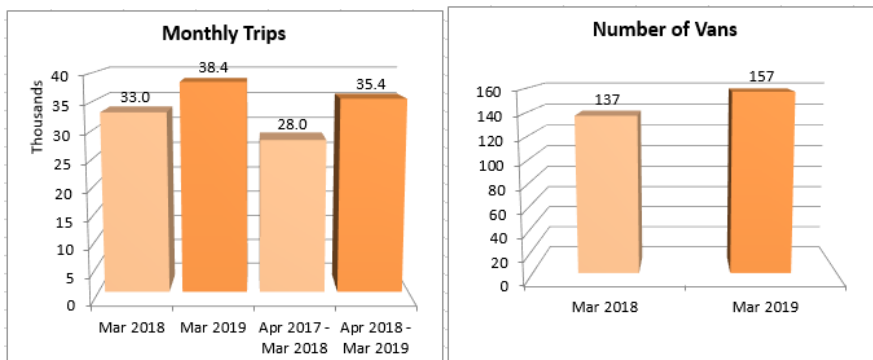
RTC ACCESS



TART



RTC VANPOOL





REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

May 20, 2019

AGENDA ITEM 3.5

TO: Regional Transportation Commission

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

Lee G. Gibson, AICP
Executive Director

SUBJECT: RTC Planning Department Report

RECOMMENDATION

Acknowledge receipt of the monthly Planning Activity Report.

PLANNING STUDIES

Virginia Street Bus RAPID Transit Extension Project

Staff continue to support community outreach efforts and provide technical support for the Small Starts process for this project. The Virginia Street project team continues extensive outreach activities with Midtown businesses and other stakeholders, identified under community outreach activities.

South Meadows Multimodal Transportation Study

The South Meadows Multimodal Transportation Study started in December 2018 and is moving forward. The first public meeting for the project was held on March 26th at Damonte Ranch High School. Project progress will be updated on the RTC website under Metropolitan Planning, Corridor Studies. This multimodal study of the South Meadows area will identify needs and transportation improvements for regional roads in the study area. The study will focus on traffic operations, safety, pedestrian and bicycle connectivity, and transit service needs.

University Area Multimodal Transportation Study

This study will take into account the current and future development plans slated to occur on or near the university campus in the coming years and will identify needed connectivity, safety, and access improvements for vehicle and alternative transportation modes on regional roads. In addition, it will include an in-depth analysis of land use and roadway network scenarios in the UNR Gateway District. A Technical Advisory Committee meeting and series of walking audits were held for this project.

ADA Transition Plan Update

The ADA Transition Plan internal draft has been completed and the RTC stakeholder team is in the process of reviewing and commenting on the draft report. Staff will be asking these different stakeholders to provide input and comment on the draft plan prior to it being finalized. Stakeholder meetings continue to take place on a monthly basis to update internal project stakeholders and provide input on the project. This project is on schedule.

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

The Request for Proposals (RFP) for this study was issued on March 19. Proposals are due on April 25. It is anticipated that a contract will be awarded at the June 21 Board meeting.

Bicycle and Pedestrian Planning

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

- Bicycle and Pedestrian Count Program – RTC has conducted bi-annual bicycle, pedestrian and wheelchair counts at 40 locations throughout the region.
- The RTC continues to partner with the Truckee Meadows Bicycle Alliance (TMBA). TMBA will be hosting Bike Month during the month of May and RTC is working with the advocacy coalition to help promote bicycling to work during the month.
- May 13th RTC partnered with Reno Bicycle Project to host a free bicycle repair clinic at the RTC 4TH STREET STATION from 4-6pm. The purpose of this was to promote the free repair station at both transit stations and help people get their bikes ready for Bike Month.
- During the month of May 40 intersections have been enhanced with green bike lanes. The funding for this project was through a collaborative TA Set-Aside grant between RTC, City of Reno, City of Sparks, and Washoe County. The purpose of the green bike lanes is to enhance potential conflict areas between bicyclists and vehicles, ultimately making the roadway safer.

Vision Zero

- The Vision Zero Task Force provided an update to the RTC Board in April.
- The Task Force is working on completing an action plan and identifying clear and measureable goals that will help our region reach zero pedestrian fatalities.
- Between January 1, 2019, and April 30, 2019, there have been 7 pedestrian fatalities in Washoe County. Last year during the same timeframe there were 3.
- The next Vision Zero Task Force Meeting is scheduled for April 11, 2019, at the RTC administration office.

Sustainability Planning

RTC has created a Green Team of agency staff to advance initiatives outlined in the RTC Sustainability Plan. The RTC received a certificate of recognition for its commitment to Environmental Compliance and Corporate Social Responsibility through the American Consumer Council's Green C Self-Certification Program. Achieving a Green Business Certification was identified as a short-term goal in the Sustainability Plan. The Sustainable Purchasing Policy has

been implemented and staff are actively purchase more sustainable items. The Green Team worked with IT to install a paper-tracking software which has helped in identifying the total amount of paper printed throughout the agency. This will assist the RTC in tracking the impact of paper reduction strategies in an effort to reduce paper usage by ten percent. RTC is also participating in the City of Reno Sustainability & Climate Advisory Committee and continues to be an active member in the regional SPINN Committee.

RTC Affordable Housing Study

RTC held a Technical Advisory Committee meeting to start this study and also sought preliminary input from the HOME Consortium. The project team is currently developing an inventory of potential candidate sites for affordable housing near transit routes and conducting additional stakeholder meetings. A Technical Advisory Committee meeting is scheduled for May 14.

Development Review

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

- Washoe County – 1
- City of Reno – 3
- City of Sparks – 1

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

COMMUNITY AND MEDIA OUTREACH ACTIVITIES

RTC staff conducted the following outreach activities from April 17 to May 17:

- | | |
|----------|---|
| April 17 | Reno Sparks Chamber Business Roundtable with Senator Rosen |
| April 17 | Mentoring UNR Engineering Capstone Class - Oddie Pedestrian Bridge Group Education Outreach |
| April 18 | Senator Cortez Masto tours Midtown following FTA allocation announcement |
| April 22 | Earth Day Free Transit Event |
| April 23 | Reno Access Advisory Board Meeting - Mill Street Complete Streets Improvement Presentation |
| April 23 | Reno Access Advisory Board Meeting - Oddie Wells Project Presentation |
| April 24 | Sun Valley Transportation Improvement Project Community Meeting |
| April 25 | Virginia Street Project Weekly Community Meeting |
| April 27 | Kids on Big Rigs Event - electric bus display |
| April 29 | Mentoring UNR Engineering Capstone Class - Highland Ranch Parkway Signal Group Education Outreach |
| May 1 | Older Americans Month Opening Ceremonies |
| May 1 | RTC Technical Advisory Committee (TAC) Meeting |
| May 1 | RTC Citizens Multimodal Advisory Committee (CMAC) Meeting |

May 2	UNR Study Pop-Up Meeting
May 2	UNR Study Walking Audit
May 2	Ward 1 NAB Meeting - California/Keystone Project Outreach
May 3	UNR Study Walking Audit
May 7	Vision Zero Presentation at Nevada Transportation Conference
May 8	Sparks Consolidated 19-01 Project Community Meeting
May 9	Virginia Street Project Weekly Community Meeting
May 13	RTC and Reno Bike Project Bike Fix-It Station at 4TH STREET STATION
May 14	Reno Consolidated 19-01 Project Community Meeting Engineering outreach
May 15	Virginia Street Project Door-to-Door Outreach for businesses and residents
May 16	Virginia Street Project Weekly Community Meeting
May 17	Virginia Street Project Door-to-Door Outreach for businesses and residents

Media Relations & Social Media

The RTC issued five news releases and participated in 17 media interviews on various topics, including the service change, RTC free Earth Day transit, Senator Cortez Masto's Midtown tour, Older Americans Month, the Sun Valley Project community meeting, the Sparks roadway projects meeting, the Keolis contract, and green bike lanes.

Social media was used to promote weekly Virginia Street Project update videos, RTC's free transit on Earth Day, Senator Cortez Masto's Midtown tour after the FTA allocation announcement, the Virginia Street Project communication preferences survey, the Sun Valley Transportation Improvements Meeting, NDOT's North McCarran meeting, Truckee Meadows Earth Day event, a livestream on Facebook of the Sun Valley Transportation Improvements meeting, the South Meadows Study online survey, RTC's service change, NDOT's Keystone On- and off-ramp weekend closures, UNR Study pop-up meeting, Older Americans Month, Bike Month, the Sparks roadway projects and more.

Social media metrics the month of April: 50,786 people reached on Facebook and Twitter.

Informational Materials and Video Production

Four topics were broadcast on KOLO-TV for The Road Ahead with RTC. Segments included the Sun Valley Transportation Improvements Project, the service change, a Virginia Street Project update and RTC's Bike-Fix It Station/Bike Month.

COORDINATION WITH PARTNER AGENCIES

Truckee Meadows Regional Planning Agency (TMRPA)

The RTC continues to have coordination meetings with staff from the TMRPA as the agencies progress with the Shared Work Program. Areas for collaboration include population and employment forecasts, the Regional Plan update, affordable housing studies, and analysis of demographic and socioeconomic issues. RTC is a participant in the weekly Regional Plan Update meetings with the local jurisdictions and other stakeholder agencies.

Nevada Department of Transportation (NDOT)

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

Statewide Transportation Planning

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



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

May 20, 2019

AGENDA ITEM 3.7

TO: Regional Transportation Commission

FROM: Stephanie Haddock, CGFM
Director of Finance/CFO

Lee G. Gibson, AICP
Executive Director

SUBJECT: RTC Procurement Activity Report

RECOMMENDATION

Acknowledge receipt of the monthly Procurement Activity Report.

PROJECTS CURRENTLY ADVERTISED

Invitations for Bids (IFB)

Project	Due Date
RTC 19-20 Provision of Janitorial/Porter Services	May 20, 2019
North Valleys Improvements – Package 3	May 9, 2019
Keystone & California Intersection	May 8, 2019

Request for Proposals (RFP)

Project	Due Date
RTC 19-12 Preliminary and Final Design for Center Street Cycle Track	May 23, 2019

REPORT ON BID AWARDS

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

Project	Contractor	Award Date	Contract Amount
2019 Preventative Maintenance	Sierra NV Construction	March 29, 2019	\$6,161,007
Purchase and Delivery of Bus Stop and Bus Shelter Lighting	Urban Solar	April 25, 2019	\$258,400
RTC Vanpool – Option Year 2	Enterprise Leasing Company West, LLC	May 2019	\$957,000
FuelMaster AIM Install	Syn-Tech Inc.	May 1, 2019	\$26,268

CHANGE ORDERS AND AMENDMENTS WITHIN EXECUTIVE DIRECTOR'S AUTHORITY

There were none.