



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

**Wednesday, May 1, 2019 at 5:30 pm  
Regional Transportation Commission  
1<sup>st</sup> Floor Conference Room  
1105 Terminal Way, Reno NV 89502**

I. The Regional Transportation Commission 1<sup>st</sup> 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](http://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 April 3, 2019 Meeting Minutes (*For Possible Action*)

**ITEM 4** Recommend Approval of the Draft FY 2020 RTC Budget (*For Possible Action*)

**ITEM 5** Acknowledge Receipt of Report on the RTC Transportation Alternatives (TA) Set-Aside Program Call for Projects (*For Possible Action*)

**ITEM 6** 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 7** Acknowledge Receipt of a Presentation on the Regional Road Impact Fee Program and Recommend Approval of the RRIF GAM and CIP (*For Possible Action*)

**ITEM 8** Member Announcements/Agenda Items for Future CMAC Meetings (*For Possible Action*)

**ITEM 9** RTC/RIDE/ACCESS Staff Items (*Informational Only*)

**ITEM 10** Public Comment - *please read paragraph II near the top of this page*

**ITEM 11** Adjournment (*For Possible Action*)

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



## REGIONAL TRANSPORTATION COMMISSION

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

Metropolitan Planning Organization of Washoe County, Nevada

May 1, 2019

### AGENDA ITEM 7

**TO:** Citizens Multimodal Advisory Committee

**FROM:** Julie Masterpool, P.E.  
RRIF Program Manager

**SUBJECT: 6<sup>th</sup> Edition Regional Road Impact Fee (RRIF) General Administrative Manual (GAM) and Capital Improvement Plan (CIP)**

### RECOMMENDATION

Acknowledge receipt of a presentation on the Regional Road Impact Fee Program and recommend approval of the RRIF GAM and CIP.

### SUMMARY

In accordance with the provisions of the Interlocal Cooperative Agreement entered into by the RTC, Washoe County, the City of Reno, and the City of Sparks, the RTC is responsible for initiating periodic reviews of the program and proposing modifications to the participating governments. The review process is undertaken by the RTC in conjunction with the RRIF Technical Advisory Committee (RRIF TAC), which includes local government technical experts, development representatives from the private sector, members of the local planning commissions, and the RTC.

The RRIF Capital Improvement Plan (RRIF CIP) outlines the methodology used to calculate the RRIF fees. The proposed changes to the RRIF CIP include the following:

- New list of capacity improvement projects based on the first 10 years of the 2040 Regional Transportation Plan Amendment No. 1 and divided into separate CIPs for the North and South Service Area.
- Cost of the improvements included in the proposed RRIF CIPs adjusted to 2019 dollars and new development's share of the CIPs adjusted to account for anticipated federal, state, and local funding.
- Growth in development units, measured in Vehicle Miles Travelled (VMTs), based on the 2016 Consensus Forecast.
- Updated average trip lengths on the regional road network based on the 2040 Travel Demand Model.
- Updated average daily traffic (ADT) for individual land uses based on the ITE 10<sup>th</sup> Edition Trip Generation Manual.

The analysis resulted in new impact fee rates for the North and South Service Areas and are presented in the RRIF Schedule in Attachment A. While the \$/VMT rates for both the North and South Service Area increased slightly, the impact fees owed decreased for the majority individual land uses. The reduction in cost is a result of lower average trip lengths and the average daily traffic (ADTs) used in the calculations for the 6<sup>th</sup> Edition.

The RRIF General Administrative Manual (RRIF GAM) provides the guidelines and procedures used to administer the RRIF Program and identifies the land used definitions used in assessing impact fees. The proposed changes to the GAM consisted minor text modifications/clarifications to remove ambiguity and to provide additional detail necessary for consistent administration, and the addition of some new features which address the timing and sequence of real world development activities while maintaining the control necessary to insure the delivery of quality constructed projects.

The proposed changes to the RRIF GAM included the following:

IX. Exemptions

B.4. State Buildings – Per an opinion issued by the State Attorney General, the State of Nevada is exempt from the payment of impact fees.

X. Impact Fee Offsets Requested after the 5<sup>th</sup> Edition RRIF GAM CIP (3/2/2018) Update

B.1. Offset Agreements – Due to the timing of adoption of the RRIF CIP and subsequently eligible improvements constructed by private development, the RRIF TAC determined it would be in the best interest of the program to modify language regarding RRIF Offset agreements to allow RRIF Waivers to be earned for improvements constructed prior to an executed Offset Agreement pending approval of the agreement within 12 months after start of construction or prior to completion of the eligible improvements.

**ADDITIONAL BACKGROUND**

Impact fees were developed as a funding tool for collecting the cost of building additional public capacity improvements required to accommodate new development.

The Nevada Legislature enacted NRS 278B in 1989 which outlined the general components required for impact fee programs. NRS 278B allows for specific infrastructure improvements such as streets, fire and police stations, sanitary and storm sewers, drainage projects, water projects, and parks to be funded with impact fees. Impact fees can only be used for new capacity improvements established for a specific service area and identified in a Capital Improvement Plan, not to exceed

10 years. Impact fees cannot be used for maintenance or operating expenses. Impact fees are not intended to pay for all new capacity needs, only new development's share.

The Regional Road Impact Fee (RRIF) Program was implemented in 1996 through the adoption of local impact fee ordinances by Reno, Sparks and Washoe County. Impact fees have advantages over previous negotiated exaction methods as it allows all new development to pay their fair share in funding transportation improvements. Under the exaction process, the first project to develop could be conditioned to build significant roadway improvements that ultimately benefit more than their single development. When another project was ready to develop, the roadway improvements would already be complete, and therefore the second development would not be required to build or make contributions to accommodate the impacts their new development incurred on the road network. Under an impact fee program, all new development pays a fee proportional to their impact on the transportation network.

The RRIF program is jointly administered by the RTC, Reno, Sparks and Washoe County through an Interlocal Cooperative Agreement. Day to day operations are conducted by a RRIF Administrator for each participating agency with the RTC responsible for updates to the RRIF program, establishing the list of projects for which the fees are based, and expending RRIF revenue on eligible capacity improvements. The RRIF Capital Improvement Plan (CIP) and RRIF General Administrative Manual (GAM) provide the methodology used to develop the impact fee and the guidelines and procedures for implementation of the program.

Impact fees represent new development's share of the cost of regional roadway capacity improvements needed within a 10 year Capital Improvement Plan (CIP) to maintain the policy level of service. Using the consensus forecast, population and employment growth is allocated to various parcels based on the likelihood of development through an analysis of suitability factors through TMRPA's Development Model. The resulting growth patterns are incorporated into the RTC's Travel Demand Model to determine where roadway capacity improvements will be needed. New development's share of the CIP takes into account other anticipated funding sources, such as federal, state, and local funding that will be used to construct a portion of the capacity projects listed on the CIP.

Vehicle Miles Travelled (VMTs) are used as the service unit for allocating the cost of future CIP improvements. Population and employment are converted into development units, ie, housing types and land uses, to estimate the number of new vehicle trips on the regional network. A cost per VMT rate is established by dividing the developer's share of the CIP by the growth in VMT's over the 10 year timeframe.

NRS included a provision that limited an entire city from being within the same Service Area. The RRIF Program established two separate service areas, dividing both the Cities of Reno and Sparks to satisfy this requirement. Therefore, two independent fee structures were developed for the North and South Service Areas.

Impact fees are assessed at the building permit stage on new development using the land use category that best represents the additional traffic placed on the regional road system by the proposed development. Impact fees are collected by the local agencies and transferred to the RTC on a quarterly basis. The monies are then expended for CIP projects selected and approved by the RTC Board and local governmental agencies.

The RRIF Program also allows private development to build the public capacity improvements, usually adjacent to the new development. In return, a developer receives impact fee waivers (previously known as credits) which may be used to pay impact fees owed within the development of record. Road improvements built by private development must be on the CIP and covered under a RRIF Offset Agreement with RTC, the developer, and the local agency having jurisdiction over the proposed improvement.

RRIF fees may also be indexed in each year which new fees are not adopted due to revisions to the land use assumptions or update of the CIP. Indexed fees are increased based on a five (5) year rolling average of the Consumers Price Index or by 5%, whichever is less.

Since the inception of the RRIF Program, \$95 million in impact fees has been collected in revenue and used to build additional capacity improvements on the regional network. In addition, private development has built \$206 million in roadway improvements, and in return, received compensation in the form of impact fee credits/waivers to be used as payment for impact fees.

Attachments

# REGIONAL ROAD IMPACT FEE SCHEDULE

Land Use	Unit	North Service Area		South Service Area	
		VMT	Dollars (\$320.71/VMT)	VMT	Dollars (313.18/VMT)
<b>Residential</b>					
Single-Family	Dwelling	15.03	\$4,820.27	14.22	\$4,453.42
Multi-Family	Dwelling	10.23	\$3,280.86	9.68	\$3,031.58
<b>Industrial</b>					
General Light Industrial	1,000 GFA	5.05	\$1,619.59	4.78	\$1,497.00
Manufacturing	1,000 GFA	4.00	\$1,282.84	3.79	\$1,186.95
Warehouse	1,000 GFA	1.77	\$567.66	1.68	\$526.14
Mini-Warehouse	1,000 GFA	1.54	\$493.89	1.46	\$457.24
<b>Commercial/Retail</b>					
Commercial/Retail	1,000 GFA	22.94	\$7,357.09	21.71	\$6,799.14
Eating/Drinking Places	1,000 GFA	22.94	\$7,357.09	21.71	\$6,799.14
Casino/Gaming	1,000 GFA	46.90	\$15,041.30	44.37	\$13,895.80
<b>Office and Other Services</b>					
Schools	1,000 GFA	13.12	\$4,207.72	12.41	\$3,886.56
Day Care	1,000 GFA	13.12	\$4,207.72	12.41	\$3,886.56
Lodging	Room	3.41	\$1,093.62	3.23	\$1,011.57
Hospital	1,000 GFA	10.92	\$3,502.15	10.33	\$3,235.15
Nursing Home	1,000 GFA	6.76	\$2,168.00	6.40	\$2,004.35
Medical Office	1,000 GFA	35.44	\$11,365.96	33.53	\$10,500.93
Office and Other Services	1,000 GFA	9.92	\$3,181.44	9.39	\$2,940.76
Regional Recreational Facility	Acre	2.32	\$744.05	2.20	\$689.00

## Regional Road Impact Fee (RRIF)

**6<sup>th</sup> Edition  
DRAFT**

An informational brochure  
brought to you by the



[www.rtcwashoe.com](http://www.rtcwashoe.com)



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**REGIONAL TRANSPORTATION COMMISSION  
CITIZENS MULTIMODAL ADVISORY COMMITTEE  
Meeting Minutes**

**Wednesday, April 3, 2019**

**CMAC Members Present**

Alan (Chun) Chao  
Genevieve Parker  
Mark Nichols  
Paul Malikowski  
Kyle Smith  
Mark Tadder

Laura Azzam  
Gabrielle Enfield  
Molly O'Brien  
Suraj P. Verma  
Majima Mayuko  
Vice-Chair, Dora Uchel

**CMAC Members Absent**

Sigurd Jaunarajs  
Chair, Jeff Bonano

Harvey Katz

**RTC Staff**

Dan Doenges  
Scott Miklos  
Maria Paz-Hernandez  
Jacqueline Maldonado

Mark Maloney  
James Weston  
Andrew Jayankura

**CMAC Guest**

Judy Covert – public comment

The Citizens Multimodal Advisory Committee (CMAC) met in the RTC 1<sup>st</sup> Floor Conference Room, 1105 Terminal Way, Reno, Nevada. The meeting was called to order at 5:31 p.m. by the Vice-Chair, Dora Uchel.

**ITEM 1. APPROVAL OF AGENDA**

The agenda was approved as submitted.

**ITEM 2. PUBLIC COMMENT**

Judy Covert gave comments on proposed future project in Damonte Ranch and requested information on the upcoming South Meadows Transportation Study.

**ITEM 3. APPROVAL OF THE MARCH 6, 2019 MEETING MINUTES**

The minutes of the CMAC meeting March 6, 2019, were approved as submitted.

**ITEM 4. RECOMMEND APPROVAL OF THE FY 2020-2021 UNIFIED PLANNING WORK PROGRAM (UPWP)**

Dan Doenges, RTC Planning Manager briefed the committee on the draft UPWP. He stated a draft UPWP was submitted to NDOT, FHWA, FTA for the proposed programs which, will be taken to the RTC Board in May. A discussion continued on the new tasks being proposed.

Mark Nichols made a motion to recommend approval of the draft FY 2020-2021 UPWP.

Mark Tadder seconded.

The motion carried unanimously.

**ITEM 5. ACKNOWLEDGE RECEIPT OF REPORT ON THE ODDIE BOULEVARD/WELLS AVENUE MULTI-MODAL IMPROVEMENTS PROJECT (30% DESIGN SUBMISSION)**

Maria Paz-Hernandez, RTC Engineering Project Manager for the Oddie Boulevard/Wells Avenue Multi-modal Improvements Project (30% Design Submission) gave a presentation for the project. A copy of the PowerPoint presentation is on file at the RTC Metropolitan Planning Department. A discussion continued on the preliminary plans and improvements of the project.

Genevieve Parker made a motion to acknowledge receipt of the report on the Oddie Boulevard/Wells Avenue Multi-modal Improvements Project (30% Design Submission).

Laura Azzam seconded.

The motion carried unanimously.

**ITEM 6. ACKNOWLEDGE RECEIPT OF A PRESENTATION ON THE SMART TRIPS 2 WORK PROGRAM**

Scott Miklos, RTC Trip Reduction Analyst gave a presentation on the Smart Trips to Work (ST2W) program. A copy of the PowerPoint presentation is on file at the RTC Metropolitan Planning Department. A discussion continued on the VMT's, SOV's and VMT's for the Employee Trip Reduction (ETR) requirements.

**ITEM 7. REPORTS**

There was a discussion on the Public Transportation and Operations Department Monthly Report.

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

Genevieve gave an announcement for the Reno Bike Project event, go to the [www.renobikeproject.com](http://www.renobikeproject.com) for more information.

Laura gave comments and concerns about the route service changes for RTC RIDE and concerns for RTC ACCESS.

Vice-Chair Dora Uchel requested information on the RTC Regional Connector for audible announcements. Mark Maloney will contact her with the requested information.

**ITEM 9. RTC/RIDE/ACCESS STAFF ITEMS**

Mark Maloney, RTC Transit Operations Manager, Public Transportation announced the RTC RIDE schedule changes will begin on May 4, 2019.

Dan Doenges introduced James Weston, RTC Senior Technical Planner, new to the RTC. He also asked for volunteers to participate in the UNR Transportation Study walking audits, and that the Sun Valley Boulevard corridor improvement project meeting will be held on Wednesday, April 24, 2019, at the Sun Valley Neighborhood Center at 5:30 p.m. and will be streaming live on Facebook, an invite will be sent to the committee for more information. He announced the RTC is holding weekly Virginia Street Project meetings at Midtown businesses on Thursdays at 9:00am at the Saint, 761 South Virginia Street in Midtown.

**ITEM 10. PUBLIC COMMENT**

There were no comments given.

**ITEM 11. ADJOURNMENT**

The meeting adjourned at 6:43 p.m.



**REGIONAL TRANSPORTATION COMMISSION**

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

Metropolitan Planning Organization of Washoe County, Nevada

May 1, 2019

**AGENDA ITEM 4**

**TO:** Citizens Multimodal Advisory Committee

**FROM:** Jelena Williams, CPA  
Financial Manager

**SUBJECT: Discussion and Recommendation on the Draft Fiscal Year 2020 Regional Transportation Commission (RTC) Budget**

**RECOMMENDATION**

Recommend approval of the draft FY 2020 RTC budget.

**SUMMARY**

Staff is presenting for review and discussion the FY 2020 RTC Tentative Budget. The final budget is scheduled for presentation to the RTC Board for adoption on May 20, 2019, after a public hearing. Any recommendations developed from the TAC will be reported to the RTC Board at the May meeting.

The FY 2020 Budget consists of three major programs: 1) the Street and Highway Program, 2) the Public Transportation Program and 3) the Metropolitan Planning Organization (MPO) Program. The Street and Highway Program consists of mobility projects, pavement preservation projects, capacity projects and capital contribution projects. The Public Transportation Program consists of RTC RIDE, RTC SIERRA SPIRIT, RTC ACCESS, and RTC INTERCITY. The MPO program includes transportation planning for roads and public transportation.

A full briefing and presentation will be given at the meeting. Staff looks forward to an in-depth discussion of the draft RTC FY 2020 Budget at the advisory committee meeting.

Attachment

Agenda Item 4 ATTACHMENT

**REGIONAL TRANSPORTATION COMMISSION  
ALL FUNDS  
THREE YEAR COMPARISON OF REVENUES BY SOURCE  
TENTATIVE BUDGET  
FOR FISCAL YEAR ENDING JUNE 30, 2020**

	FISCAL YEAR 2018 ACTUAL	FISCAL YEAR 2019 BUDGET	FISCAL YEAR 2019 ESTIMATED	FISCAL YEAR 2020 BUDGET
<b><u>REVENUES &amp; SOURCES:</u></b>				
Motor Vehicle Fuel Tax	\$ 81,179,894	\$ 86,639,885	\$ 87,550,038	\$ 91,878,987
Public Transportation Sales Tax	31,084,409	30,130,794	32,327,785	33,620,896
Regional Road Impact Fee (RRIF)	4,835,052	5,000,000	4,000,000	5,000,000
RRIF Offset Agreements	714,512	15,000,000	100,000	11,000,000
Passenger Fares	5,971,370	6,392,104	5,544,936	5,771,869
CitiCare	59,700	15,450	15,450	-
Advertising	264,091	250,000	290,000	250,000
Lease Income	435,459	350,779	399,240	399,240
Investment Income	530,759	1,637,500	1,880,000	1,838,000
Federal Reimbursements	44,119,700	57,142,538	37,233,627	56,081,206
N.D.O.T.	2,350,747	2,088,605	2,540,779	2,516,237
Asset Proceeds	8,578	25,000	5,000	25,000
Misc Reimb/Operating Assist.	3,881,724	1,754,200	3,116,700	4,104,200
<b>TOTAL REVENUES</b>	<b>175,435,995</b>	<b>206,426,854</b>	<b>175,003,555</b>	<b>212,485,636</b>
<b>Beginning Cash &amp; Fund Balance</b>	<b>163,169,305</b>	<b>128,094,479</b>	<b>136,541,734</b>	<b>155,425,042</b>
<b>TOTAL SOURCES AVAILABLE</b>	<b>\$ 338,605,300</b>	<b>\$ 334,521,333</b>	<b>\$ 311,545,289</b>	<b>\$ 367,910,677</b>

Agenda Item 4 ATTACHMENT

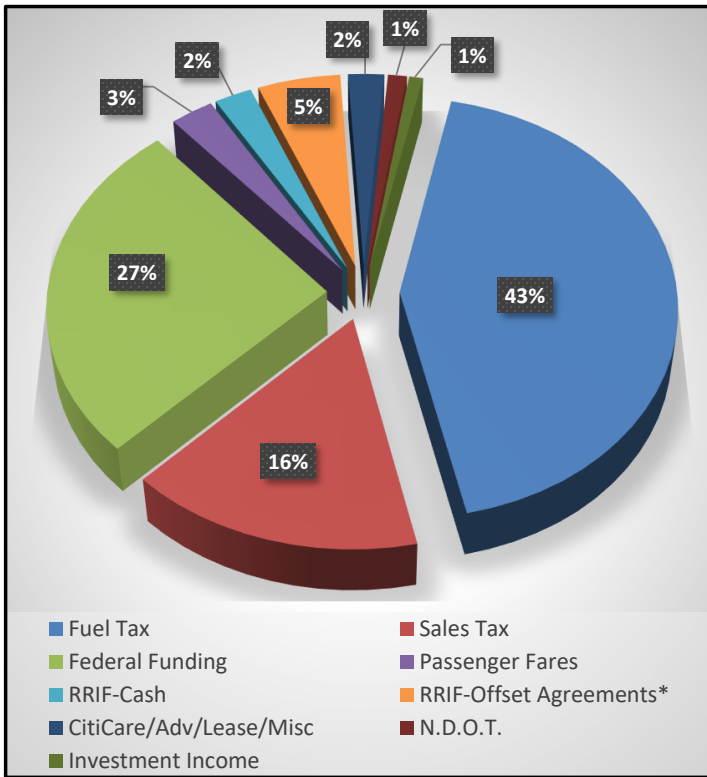
**REGIONAL TRANSPORTATION COMMISSION  
ALL FUNDS  
THREE YEAR COMPARISON OF EXPENDITURES BY FUNCTION  
TENTATIVE BUDGET  
FOR FISCAL YEAR ENDING JUNE 30, 2020**

	FISCAL YEAR 2018 ACTUAL	FISCAL YEAR 2019 BUDGET	FISCAL YEAR 2019 ESTIMATED	FISCAL YEAR 2020 BUDGET
<b><u>EXPENDITURES &amp; USES:</u></b>				
Preservation & Mobility Projects	\$ 39,745,792	\$ 81,988,034	\$ 62,269,339	\$ 75,944,383
Capacity Improvements Projects	84,442,349	26,291,555	8,890,524	25,466,049
RRIF Offset Agreements	714,512	15,000,000	-	11,000,000
Other Finan. Uses - Debt Service	27,438,217	27,457,216	27,440,422	24,608,602
RTC RIDE - Operating	25,769,143	31,018,516	27,217,338	37,010,617
RTC RIDE - Capital	12,518,691	16,598,439	18,347,731	30,718,839
Paratransit - Operating	9,032,467	9,741,455	8,824,312	10,937,051
Paratransit - Capital	176,383	2,800,000	-	2,880,000
MPO - Operating	2,226,012	4,386,081	3,130,583	4,683,913
<b>TOTAL EXPENDITURES</b>	<b>202,063,566</b>	<b>215,281,296</b>	<b>156,120,248</b>	<b>223,249,454</b>
<b><u>ENDING CASH BALANCE:</u></b>				
Restricted/Committed/Assigned	136,541,734	119,240,038	155,425,042	144,661,224
<b>TOTAL ENDING CASH/FUND BALANCE</b>	<b>136,541,734</b>	<b>119,240,038</b>	<b>155,425,042</b>	<b>144,661,224</b>
<b>TOTAL USES</b>	<b>\$ 338,605,300</b>	<b>\$ 334,521,333</b>	<b>\$ 311,545,289</b>	<b>\$ 367,910,677</b>

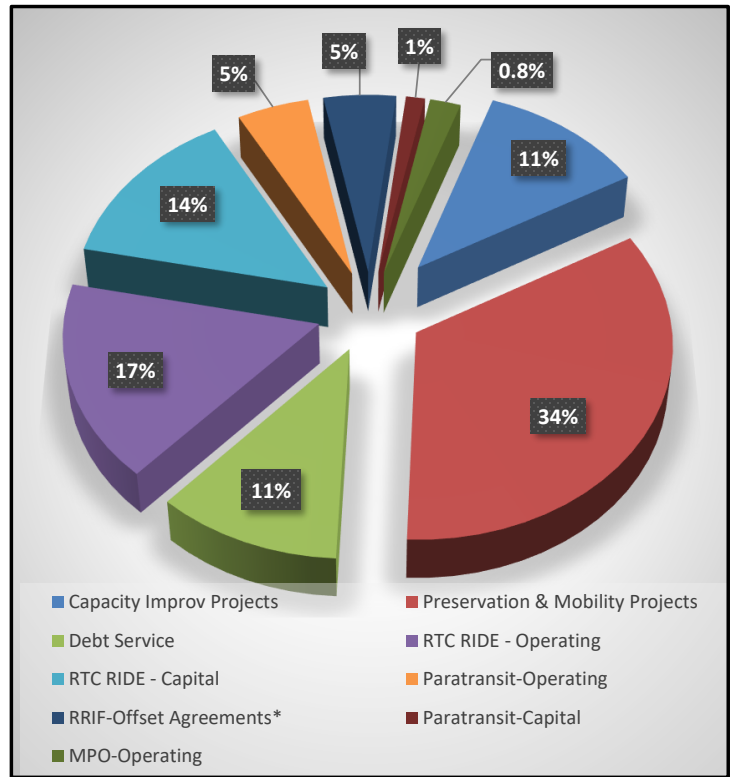
Note: Depreciation is not included in the total expenditure column.  
Total expenditures including depreciation of \$7,500,000  
are: \$230,749,404

**REGIONAL TRANSPORTATION COMMISSION  
REVENUES & EXPENDITURES BY SOURCE - FY 2020 BUDGET**

REVENUES



EXPENDITURES



Total Revenues & Fund Balance  
\$367,910,677

Fuel Tax	\$91,878,987	25.0%
Sales Tax	\$33,620,896	9.1%
Federal Funding	\$56,081,206	15.2%
Passenger Fares	\$5,771,869	1.6%
RRIF-Cash	\$5,000,000	1.4%
RRIF-Offset Agreements*	\$11,000,000	3.0%
CitiCare/Adv/Lease/Misc	\$4,778,440	1.3%
N.D.O.T.	\$2,516,237	0.7%
Investment Income	\$1,838,000	0.5%

Beginning Balance	\$155,425,042	42.2%
<b>Total:</b>	<b>\$367,910,677</b>	

Beginning Balance	
Debt Service	\$46,055,320
Pavement Preserv Projects	\$60,836,455
Capacity Improv Projects	\$27,348,591
Public Transportation	\$20,986,391
MPO	\$198,285
<b>TOTAL</b>	<b>\$155,425,042</b>

Total Expenditures & Ending Fund Balance  
\$367,910,677

Capacity Improv Projects	\$25,466,049	6.9%
Preservation & Mobility Projects	\$75,944,383	20.6%
Debt Service	\$24,608,602	6.7%
RTC RIDE - Operating	\$37,010,617	10.1%
RTC RIDE - Capital	\$30,718,839	8.3%
Paratransit-Operating	\$10,937,051	3.0%
RRIF-Offset Agreements*	\$11,000,000	3.0%
Paratransit-Capital	\$2,880,000	0.8%
MPO-Operating	\$4,683,913	1.3%

Ending Balance - FY 2020	\$144,661,224	39.3%
<b>Total:</b>	<b>\$367,910,677</b>	

Ending Balance	
Debt Service	\$46,455,270
Pavement Preserv Projects	\$57,773,394
Capacity Improv Projects	\$26,876,300
Public Transportation	\$13,404,651
MPO	\$151,608
<b>TOTAL</b>	<b>\$144,661,224</b>

\*For custodial purposes only, credits are booked as a revenue and expense with net zero effect and have no cash value.



# Agenda Item 4 ATTACHMENT

4/4/2019 4:31 PM



## REGIONAL TRANSPORTATION COMMISSION

♦ BUDGET FOR FISCAL YEAR ENDING JUNE 30, 2020  
♦ REPORTED BY FUND TOTALS BY LINE ITEMS

\*Items Include Agency Wide Funds

ACCT. #	DESCRIPTION	*R.R.I.F. PROGRAM	BOND RESERVE	*FUEL TAX PROGRAM	*PUBLIC TRANSIT	*PARA TRANSIT	* MPO	*TOTAL
<b>LABOR</b>								
501-0-01	LABOR	\$189,969	\$0	\$3,312,097	\$1,365,169	\$261,683	\$607,376	\$5,736,294
501-0-03	OVERTIME	0	0	4,943	7,819	879	0	13,641
502-0-02	BONUSES/TOP OF SCALE DIFFERENTIAL	0	0	167,891	0	0	0	167,891
502-0-09	SICK LEAVE	0	0	402,000	2,409	0	0	404,409
502-0-10	HOLIDAY	0	0	280,453	3,397	0	0	283,850
502-0-11	VACATION	0	0	597,286	5,250	0	0	602,536
502-0-12	OTHER PAID ABSENCES	0	0	34,211	309	0	0	34,520
502-0-25	CAR ALLOWANCE	0	0	78,000	0	0	0	78,000
502-0-26	CELL PHONE ALLOWANCE	0	0	35,580	0	0	0	35,580
	LABOR ALLOCATIONS IN/(OUT)	170,369	0	(2,285,938)	1,318,011	266,862	530,697	0
	<b>TOTAL LABOR</b>	<b>360,337</b>	<b>0</b>	<b>2,626,522</b>	<b>2,702,364</b>	<b>529,424</b>	<b>1,138,073</b>	<b>7,356,722</b>
<b>FRINGE</b>								
502-0-04	FICA/MEDICARE	0	0	106,747	1,176	0	0	107,923
502-0-05	PENSION	0	0	1,940,535	23,487	0	0	1,964,022
502-0-01	OPEB CONTRIBUTIONS - HEALTHCARE	0	0	349,000	154,000	0	0	503,000
502-0-17	HEALTH & VISION INSURANCE	0	0	927,813	14,667	0	0	942,480
502-0-18	DENTAL INSURANCE	0	0	49,441	642	0	0	50,083
502-0-19	LIFE INSURANCE	0	0	16,320	103	0	0	16,423
502-0-16	DISABILITY INSURANCE	0	0	66,923	812	0	0	67,735
502-0-06	UNEMPLOYMENT INSURANCE	0	0	25,734	326	0	0	26,060
502-0-08	WORKERS COMPENSATION	0	0	48,830	619	0	0	49,449
502-0-14	OTHER FRINGE BENEFITS	0	0	30,200	4,300	0	0	34,500
	FRINGE ALLOCATION IN/(OUT)	171,435	0	(2,300,246)	1,326,260	268,533	534,018	0
	<b>TOTAL FRINGE</b>	<b>171,435</b>	<b>0</b>	<b>1,261,297</b>	<b>1,526,392</b>	<b>268,533</b>	<b>534,018</b>	<b>3,761,676</b>
<b>SERVICES</b>								
503-0-02	ADV DEVL/PRODUCTION	0	0	0	40,720	0	375,000	415,720
503-0-03	PROFESSIONAL & TECHNICAL	32,500	50	2,680,000	360,500	106,000	14,500	3,193,550
503-0-04	TEMPORARY HELP	0	0	37,000	8,000	0	0	45,000
503-0-05	CONTRACT MAINT/REPAIRS	0	0	548,151	1,132,744	59,744	32,891	1,773,530
503-0-06	CUSTODIAL	0	0	0	434,976	2,040	0	437,016
503-0-07	SECURITY	0	0	0	822,941	4,000	0	826,941
503-0-08	PRINTING	0	0	7,725	91,360	11,500	26,400	136,985
503-0-09	CONSULTING SERVICES	0	0	294,900	100,000	0	1,686,000	2,080,900
503-0-10	PROPERTY EXPENSE	0	0	180,000	0	0	0	180,000
503-0-99	OTHER SERVICES	0	0	177,366	478,600	67,180	24,000	747,146
	SERVICES ALLOCATION IN/(OUT)	85,362	0	(1,145,357)	660,382	133,710	265,903	0
	<b>TOTAL SERVICES</b>	<b>117,862</b>	<b>50</b>	<b>2,779,785</b>	<b>4,130,223</b>	<b>384,174</b>	<b>2,424,694</b>	<b>9,836,788</b>

Agenda Item 4 ATTACHMENT



**REGIONAL TRANSPORTATION COMMISSION**  
 ♦ BUDGET FOR FISCAL YEAR ENDING JUNE 30, 2020  
 ♦ REPORTED BY FUND TOTALS BY LINE ITEMS

\*Items Include Agency Wide Funds

ACCT. #	DESCRIPTION	*R.R.I.F. PROGRAM	BOND RESERVE	*FUEL TAX PROGRAM	*PUBLIC TRANSIT	*PARA TRANSIT	* MPO	*TOTAL
<b>MATERIALS &amp; SUPPLIES</b>								
504-0-01	FUEL & LUBE	0	0	3,000	2,052,787	230,839	0	2,286,625
504-0-04	REVENUE VEHICLE PARTS	0	0	0	60,000	0	0	60,000
504-0-06	SUPPORT VEHICLE PARTS	0	0	4,000	0	0	0	4,000
504-0-07	BENCH SHELTER/SIGN SUPPLY	0	0	0	340,000	0	0	340,000
504-0-08	CNG PARTS & SUPPLIES	0	0	0	0	308	0	308
504-0-10	OFFICE SUPPLIES	0	0	15,000	12,000	0	7,000	34,000
504-0-99	OTHER MATERIALS & SUPPLIES	0	0	241,867	55,900	32,600	8,260	338,627
	OTHER M & S ALLOC IN/(OUT)	11,426	0	(153,305)	88,392	17,897	35,591	0
	<b>TOTAL MATERIALS &amp; SUPPLIES</b>	<b>11,426</b>	<b>0</b>	<b>110,562</b>	<b>2,609,078</b>	<b>281,644</b>	<b>50,851</b>	<b>3,063,560</b>
<b>UTILITIES</b>								
505-0-02	ELECTRICITY & NATURAL GAS	0	0	5,000	455,000	28,000	0	488,000
505-0-04	WATER & SEWER	0	0	0	61,410	7,500	0	68,910
505-0-05	GARBAGE COLLECTION	0	0	0	51,000	1,000	0	52,000
505-0-10	TELEPHONE	0	0	56,500	0	2,940	0	59,440
	UTILITIES ALLOCATIONS IN/(OUT)	2,960	0	(39,720)	22,902	4,637	9,221	0
	<b>TOTAL UTILITIES</b>	<b>2,960</b>	<b>0</b>	<b>21,780</b>	<b>590,312</b>	<b>44,077</b>	<b>9,221</b>	<b>668,350</b>
<b>INSURANCE COSTS</b>								
506-0-01	PHYSICAL DAMAGE	0	0	2,299	18,221	4,584	1,146	26,250
506-0-03	PUBLIC LIAB/PROPERTY DAMAGE	0	0	25,293	200,429	50,422	12,605	288,750
506-0-06	PL & PD SETTLEMENTS	0	0	4,380	34,706	8,731	2,183	50,000
506-0-08	OTHER INSURANCE COSTS	0	0	5,519	43,730	11,001	2,750	63,000
	<b>TOTAL INSURANCE</b>	<b>0</b>	<b>0</b>	<b>37,491</b>	<b>297,086</b>	<b>74,738</b>	<b>18,684</b>	<b>428,000</b>
<b>MISCELLANEOUS EXPENSES</b>								
507-0-04	TAXES & LICENSES	0	0	0	20,500	5,250	0	25,750
509-0-01	DUES & SUBSCRIPTIONS	0	0	67,831	46,935	960	17,503	133,229
509-0-08	MISCELLANEOUS ADVERTISING	0	0	27,550	41,200	1,500	252,500	322,750
509-0-09	INTERNAL MARKETING	0	0	5,000	0	0	0	5,000
509-0-20	TRAINING & MEETINGS	0	0	193,625	81,850	19,500	68,500	363,475
509-0-25	POSTAGE & EXPRESS MAIL	0	0	16,242	4,500	2,000	12,000	34,742
509-0-99	OTHER MISC EXPENSES	150	0	171,800	114,610	1,320	30,700	318,580
512-0-06	LEASES & RENTALS	0	0	322,816	26,700	0	48,460	397,976
	MISC EXP ALLOCATIONS IN/(OUT)	25,267	0	(339,028)	195,475	39,578	78,708	0
	<b>TOTAL MISCELLANEOUS EXPENSES</b>	<b>25,417</b>	<b>0</b>	<b>465,836</b>	<b>531,770</b>	<b>70,108</b>	<b>508,371</b>	<b>1,601,502</b>



**REGIONAL TRANSPORTATION COMMISSION**  
 ♦ BUDGET FOR FISCAL YEAR ENDING JUNE 30, 2020  
 ♦ REPORTED BY FUND TOTALS BY LINE ITEMS

\*Items Include Agency Wide Funds

ACCT. #	DESCRIPTION	*R.R.I.F. PROGRAM	BOND RESERVE	*FUEL TAX PROGRAM	*PUBLIC TRANSIT	*PARA TRANSIT	* MPO	*TOTAL
<b>PURCHASED TRANSP'N SERVICES</b>								
520-0-00	RIDE	0	0	0	23,452,401	0	0	23,452,401
520-0-01	ACCESS	0	0	0	0	7,148,465	0	7,148,465
520-0-15	MICRO TRANSIT FLEX SERVICE	0	0	0	0	1,387,818	0	1,387,818
520-0-03	GERLACH	0	0	0	0	12,000	0	12,000
520-0-04	PYRAMID	0	0	0	0	20,000	0	20,000
520-0-05	INCLINE	0	0	0	0	17,000	0	17,000
520-0-08	WASHOE SR RIDE PURCH TRANS SVC	0	0	0	0	350,000	0	350,000
520-0-10	TART	0	0	0	213,992	1,000	0	214,992
520-0-14	VANPOOL SERVICES	0	0	0	957,000	0	0	957,000
	<b>TOTAL PURCHASED TRANSPORTATION</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24,623,393</b>	<b>8,936,283</b>	<b>0</b>	<b>33,559,676</b>
510-0-XX	<b>TOTAL PASS THRU GRANT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>348,069</b>	<b>0</b>	<b>348,069</b>
	<b>OPERATING BUDGET BEFORE DEPRECIATION:</b>	<b>689,438</b>	<b>50</b>	<b>7,303,274</b>	<b>37,010,617</b>	<b>10,937,051</b>	<b>4,683,913</b>	<b>60,624,343</b>
530-0-XX	PRINCIPAL & INTEREST	0	24,553,552	0	0	0	0	24,553,552
540-0-XX	FISCAL AGENT CHARGES	0	55,000	0	0	0	0	55,000
	<b>TOTAL DEBT SERVICES</b>	<b>0</b>	<b>24,608,552</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24,608,552</b>
513-0-02	DEPRECIATION	0	0	0	7,500,000	0	0	7,500,000
513-0-01	AMORTIZATION	0	0	0	0	0	0	0
	<b>TOTAL OPERATING BUDGET</b>	<b>689,438</b>	<b>24,608,602</b>	<b>7,303,274</b>	<b>44,510,617</b>	<b>10,937,051</b>	<b>4,683,913</b>	<b>92,732,895</b>
<b>CAPITAL PROJECTS</b>								
<b>GOVERNMENT FUND CAPITAL</b>								
600-0-10	REVENUE VEHICLES	0	0	0	0	2,050,000	0	2,050,000
600-0-12	SUPPORT VEHICLES	0	0	0	0	40,000	0	40,000
600-0-36	OTHER FIXTURES & EQUIP.	0	0	0	0	790,000	0	790,000
	<b>TOTAL GOVMT. FUND CAPITAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,880,000</b>	<b>0</b>	<b>2,880,000</b>
<b>STREET &amp; HIGHWAY PROJECTS</b>								
	PRESERVATION & MOBILITY PROJECTS	0	0	68,641,109	0	0	0	68,641,109
	CAPACITY IMPROVEMENT PROJECTS	4,723,088	0	20,053,523	0	0	0	24,776,611
	CAPITAL CONTRIBUTION PROJECTS	11,000,000	0	0	0	0	0	11,000,000
	<b>TOTAL STREET &amp; HIGHWAY</b>	<b>15,723,088</b>	<b>0</b>	<b>88,694,632</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>104,417,720</b>
	<b>CAPTIAL BUDGET BEFORE ENTERPRISE FUND CAPITAL</b>	<b>15,723,088</b>	<b>0</b>	<b>88,694,632</b>	<b>0</b>	<b>2,880,000</b>	<b>0</b>	<b>107,297,720</b>



**REGIONAL TRANSPORTATION COMMISSION**  
 ♦ BUDGET FOR FISCAL YEAR ENDING JUNE 30, 2020  
 ♦ REPORTED BY FUND TOTALS BY LINE ITEMS

\*Items Include Agency Wide Funds

ACCT. #	DESCRIPTION	*R.R.I.F. PROGRAM	BOND RESERVE	*FUEL TAX PROGRAM	*PUBLIC TRANSIT	*PARA TRANSIT	* MPO	*TOTAL
<b>ENTERPRISE FUND CAPITAL</b>								
111-1-10	Coaches	0	0	0	19,424,101	0	0	19,424,101
111-1-12	Support Vehicles	0	0	0	40,000	0	0	40,000
111-1-15	Revenue Collection & Counting Equip.	0	0	0	349,493	0	0	349,493
111-1-16	Communications Equipment	0	0	0	270,000	0	0	270,000
111-1-18	Surveillance/Security Equipment	0	0	0	181,213	0	0	181,213
111-1-21	Passenger Shelters & Bus Stop Improvements	0	0	0	1,479,532	0	0	1,479,532
111-1-31	Computer Hardware	0	0	0	45,500	0	0	45,500
111-1-32	Computer Software	0	0	0	9,000	0	0	9,000
111-1-36	Other Fixtures & Equipment	0	0	0	4,920,000	0	0	4,920,000
111-1-81	Building Improvements - Villanova	0	0	0	500,000	0	0	500,000
111-1-82	Building Improvements - Terminal	0	0	0	3,500,000	0	0	3,500,000
<b>TOTAL ENTERPRISE FUND CAPITAL</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>30,718,839</b>	<b>0</b>	<b>0</b>	<b>30,718,839</b>
<b>TOTAL CAPITAL BUDGET</b>		<b>15,723,088</b>	<b>0</b>	<b>88,694,632</b>	<b>30,718,839</b>	<b>2,880,000</b>	<b>0</b>	<b>138,016,559</b>
<b>TOTAL FY 2020 BUDGET</b>		<b>\$16,412,526</b>	<b>\$24,608,602</b>	<b>\$95,997,906</b>	<b>\$75,229,456</b>	<b>\$13,817,051</b>	<b>\$4,683,913</b>	<b>\$230,749,454</b>

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## REGIONAL TRANSPORTATION COMMISSION

- ◆ BUDGET FOR FISCAL YEAR ENDING JUNE 30, 2020
- ◆ REPORTED BY DEPARTMENT TOTALS BY LINE ITEMS

ACCT. #	DESCRIPTION	EXECUTIVE	ADMIN. SERVICES	FINANCE	ENGINEERING	PUBLIC TRANSPTN	TRANSPTN PLANNING	TOTAL
<b>LABOR</b>								
501-0-01	Labor	\$444,770	\$574,723	\$957,650	\$1,416,259	\$1,460,756	\$882,136	\$5,736,295
501-0-03	Overtime	75	2,724	1,603	245	8,781	213	13,641
502-0-02	Bonuses	14,400	14,796	20,259	30,003	55,315	33,118	167,891
502-0-09	Sick Leave	40,365	31,883	57,971	104,265	140,994	28,931	404,409
502-0-10	Holiday	21,549	26,661	48,304	69,748	75,026	42,562	283,850
502-0-11	Vacation	67,836	63,179	96,547	143,616	158,220	73,138	602,536
502-0-12	Personal Leave	10,214	2,278	4,391	6,341	7,427	3,869	34,520
502-0-25	Car Allowance	10,800	9,600	14,400	14,400	14,400	14,400	78,000
502-0-26	Cell Phone Allowance	2,940	6,600	3,000	9,300	9,840	3,900	35,580
	<b>TOTAL LABOR</b>	<b>612,949</b>	<b>732,444</b>	<b>1,204,125</b>	<b>1,794,177</b>	<b>1,930,759</b>	<b>1,082,267</b>	<b>7,356,722</b>
<b>FRINGE</b>								
502-0-04	FICA/Medicare	8,631	11,153	18,404	26,085	27,054	16,596	107,923
502-0-05	Retirement Plan	148,984	189,859	333,953	482,216	514,750	294,260	1,964,022
502-0-01	OPEB contribution - Healthcare	0	0	503,000	0	0	0	503,000
502-0-17	Health & Vision Insurance	52,861	77,187	140,292	196,417	331,743	143,980	942,480
502-0-18	Dental Insurance	2,568	4,494	8,347	10,916	16,053	7,705	50,083
502-0-19	Life Insurance	412	1,920	1,937	2,348	7,972	1,834	16,423
502-0-16	Disability Insurance	5,150	6,303	11,559	16,670	17,880	10,173	67,735
502-0-07	Unemployment Insurance	1,442	2,420	4,374	5,684	8,093	4,047	26,060
502-0-08	Workers Compensation	2,737	4,595	8,300	10,787	15,349	7,681	49,449
502-0-14	Other Fringe Benefits	1,200	2,400	7,200	5,100	15,000	3,600	34,501
	<b>TOTAL FRINGE</b>	<b>223,985</b>	<b>300,331</b>	<b>1,037,366</b>	<b>756,223</b>	<b>953,894</b>	<b>489,876</b>	<b>3,761,676</b>
<b>SERVICES</b>								
503-0-02	Adv Devlp/Production	0	0	0	0	40,720	375,000	415,720
503-0-03	Professional & Technical	1,741,500	110,500	308,550	940,000	93,000	0	3,193,550
503-0-04	Temporary Help	0	5,000	20,000	0	20,000	0	45,000
503-0-05	Contract Maint/Repairs	0	772,137	1,500	1,000	993,893	5,000	1,773,530
503-0-06	Custodial	0	0	0	0	437,016	0	437,016
503-0-07	Security	0	812,941	0	0	14,000	0	826,941
503-0-08	Printing	75	0	53,150	5,500	51,860	26,400	136,985
503-0-09	Consulting Services	30,000	108,000	6,900	150,000	100,000	1,686,000	2,080,900
503-0-10	ROW Property Maintenance Costs	0	0	0	180,000	0	0	180,000
503-0-99	Other Services	30,900	109,716	59,800	20,000	505,230	21,500	747,146
	<b>TOTAL SERVICES</b>	<b>1,802,475</b>	<b>1,918,294</b>	<b>449,900</b>	<b>1,296,500</b>	<b>2,255,719</b>	<b>2,113,900</b>	<b>9,836,788</b>

Agenda Item 4 ATTACHMENT

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**REGIONAL TRANSPORTATION COMMISSION**

- ◆ BUDGET FOR FISCAL YEAR ENDING JUNE 30, 2020
- ◆ REPORTED BY DEPARTMENT TOTALS BY LINE ITEMS

ACCT. #	DESCRIPTION	EXECUTIVE	ADMIN. SERVICES	FINANCE	ENGINEERING	PUBLIC TRANSPTN	TRANSPTN PLANNING	TOTAL
<b>MATERIALS &amp; SUPPLIES</b>								
504-0-01	Fuel & Lube	0	0	0	0	2,286,625	0	2,286,625
504-0-06	Support Vehicle Parts	0	0	0	0	4,000	0	4,000
504-0-07	Bench, Shelters & Signs	0	0	0	0	340,000	0	340,000
504-0-10	Office Supplies	1,000	0	6,500	7,500	12,000	7,000	34,000
504-0-99	Other Materials & Supplies	3,100	208,267	5,500	13,000	100,500	8,260	338,627
	<b>TOTAL MATERIALS &amp; SUPPLIES</b>	<b>4,100</b>	<b>208,267</b>	<b>12,000</b>	<b>20,500</b>	<b>2,803,433</b>	<b>15,260</b>	<b>3,063,560</b>
<b>UTILITIES</b>								
505-0-02	Electricity/Natural Gas	0	0	0	0	488,000	0	488,000
505-0-04	Water & Sewer	0	0	0	0	68,910	0	68,910
505-0-05	Garbage Collection	0	0	0	0	52,000	0	52,000
505-0-10	Telephone	0	47,500	11,940	0	0	0	59,440
	<b>TOTAL UTILITIES</b>	<b>0</b>	<b>47,500</b>	<b>11,940</b>	<b>0</b>	<b>608,910</b>	<b>0</b>	<b>668,350</b>
<b>INSURANCE</b>								
506-0-01	Physical Damage	0	0	26,250	0	0	0	26,250
506-0-03	Public Liab/Property Damage	0	0	288,750	0	0	0	288,750
506-0-06	PL & PD Settlements	0	0	50,000	0	0	0	50,000
506-0-08	Other Insurance Costs	0	0	63,000	0	0	0	63,000
	<b>TOTAL INSURANCE</b>	<b>0</b>	<b>0</b>	<b>428,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>428,000</b>
<b>MISCELLANEOUS EXPENSE</b>								
507-0-04	Taxes & Licenses	0	0	19,750	0	6,000	0	25,750
509-0-01	Dues & Subscriptions	87,032	3,999	5,700	13,500	7,895	15,103	133,229
509-0-08	Misc. Advertising	50	5,000	2,500	20,000	42,700	252,500	322,750
509-0-09	Internal marketing	0	5,000	0	0	0	0	5,000
509-0-20	Training & Meetings	71,375	46,000	25,000	71,000	84,600	65,500	363,475
509-0-25	Postage & Express Mail	8,092	0	650	7,500	6,500	12,000	34,742
509-0-99	Other Misc. Expense	101,400	8,500	53,900	60,650	63,430	30,700	318,580
512-1-06	Leases & Rentals	3,120	78,800	6,250	7,440	298,366	4,000	397,976
510-0-XX	Pass-Thru Grant Expense	0	0	0	0	348,069	0	348,069
	Misc. Expense Alloc IN (OUT)	0	0	0	0	0	0	0
	<b>TOTAL MISCELLANEOUS EXPENSES</b>	<b>271,069</b>	<b>147,299</b>	<b>113,750</b>	<b>180,090</b>	<b>857,560</b>	<b>379,803</b>	<b>1,949,571</b>



**REGIONAL TRANSPORTATION COMMISSION**

- ♦ BUDGET FOR FISCAL YEAR ENDING JUNE 30, 2020
- ♦ REPORTED BY DEPARTMENT TOTALS BY LINE ITEMS

ACCT. #	DESCRIPTION	EXECUTIVE	ADMIN. SERVICES	FINANCE	ENGINEERING	PUBLIC TRANSPTN	TRANSPTN PLANNING	TOTAL
<b>PURCHASED TRANSP'N SERVICE</b>								
520-0-00	RIDE	0	0	0	0	23,452,401	0	23,452,401
520-0-01	ACCESS	0	0	0	0	7,148,465	0	7,148,465
520-0-03	Gerlach	0	0	0	0	12,000	0	12,000
520-0-04	Pyramid	0	0	0	0	20,000	0	20,000
520-0-05	Incline	0	0	0	0	17,000	0	17,000
520-0-09	TART - ADA	0	0	0	0	1,000	0	1,000
520-0-08	Washoe Senior Ride	0	0	0	0	350,000	0	350,000
520-0-10	TART	0	0	0	0	213,992	0	213,992
520-0-14	Vanpool Service	0	0	0	0	957,000	0	957,000
520-0-15	Micro-transit	0	0	0	0	1,387,818	0	1,387,818
<b>PURCHASED TRANSPORTATION SVC</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33,559,676</b>	<b>0</b>	<b>33,559,676</b>
<b>OPERATING BUDGET BEFORE DEPRECIATION:</b>		<b>2,914,578</b>	<b>3,354,135</b>	<b>3,257,081</b>	<b>4,047,490</b>	<b>42,969,952</b>	<b>4,081,106</b>	<b>60,624,343</b>
530-0-XX	Principal & Interest	0	0	24,553,552	0	0	0	24,553,552
540-0-XX	Fiscal Agent Charges	0	0	55,000	0	0	0	55,000
<b>TOTAL DEBT SERVICE</b>		<b>0</b>	<b>0</b>	<b>24,608,552</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24,608,552</b>
<b>DEPRECIATION &amp; AMORTIZATION</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,500,000</b>	<b>0</b>	<b>7,500,000</b>
<b>TOTAL OPERATING BUDGET</b>		<b>2,914,578</b>	<b>3,354,135</b>	<b>27,865,633</b>	<b>4,047,490</b>	<b>50,469,952</b>	<b>4,081,106</b>	<b>92,732,895</b>
600-0-10	Revenue Vehicles	0	0	0	0	2,050,000	0	2,050,000
600-0-12	Support Vehicles	0	0	0	0	40,000	0	40,000
600-0-36	Other Fixtures & Equip.	0	0	0	0	790,000	0	790,000
<b>TOTAL NON-TRANSIT FIXED ASSETS</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,880,000</b>	<b>0</b>	<b>2,880,000</b>
<b>STREET &amp; HIGHWAY PROJECTS</b>								
	Preservation & Mobility Projects	0	0	0	68,641,109	0	0	68,641,109
	Capacity Improvement Projects	0	0	0	24,776,611	0	0	24,776,611
	Capital Contribution Projects	0	0	0	11,000,000	0	0	11,000,000
<b>TOTAL STREET &amp; HIGHWAY</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>104,417,720</b>	<b>0</b>	<b>0</b>	<b>104,417,720</b>
<b>CAPITAL BUDGET BEFORE ENTERPRISE FUND CAPITAL</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>104,417,720</b>	<b>2,880,000</b>	<b>0</b>	<b>107,297,720</b>



**REGIONAL TRANSPORTATION COMMISSION**

- ♦ BUDGET FOR FISCAL YEAR ENDING JUNE 30, 2020
- ♦ REPORTED BY DEPARTMENT TOTALS BY LINE ITEMS

ACCT. #	DESCRIPTION	EXECUTIVE	ADMIN. SERVICES	FINANCE	ENGINEERING	PUBLIC TRANSPTN	TRANSPTN PLANNING	TOTAL
<b>ENTERPRISE FUND CAPITAL</b>								
111-1-10	Coaches	0	0	0	0	19,424,101	0	19,424,101
111-1-12	Support Vehicles	0	0	0	0	40,000	0	40,000
111-1-15	Revenue Collection & Counting Equip.	0	0	0	0	349,493	0	349,493
111-1-16	Communications Equipment	0	0	0	0	270,000	0	270,000
111-1-18	Surveillance/Security Equipment	0	106,213	0	0	75,000	0	181,213
111-1-21	Passenger Shelters & Bus Stop Improvements	0	0	0	0	1,479,532	0	1,479,532
111-1-31	Computer Hardware	0	45,500	0	0	0	0	45,500
111-1-32	Computer Software	0	9,000	0	0	0	0	9,000
111-1-36	Other Fixtures & Equipment	0	0	0	0	4,920,000	0	4,920,000
111-1-81	Building Improvements - Villanova	0	0	0	0	500,000	0	500,000
111-1-82	Building Improvements - Terminal	0	0	0	0	3,500,000	0	3,500,000
<b>TOTAL ENT. FUND CAPITAL</b>		<b>0</b>	<b>160,713</b>	<b>0</b>	<b>0</b>	<b>30,558,126</b>	<b>0</b>	<b>30,718,839</b>
<b>TOTAL CAPITAL BUDGET</b>		<b>0</b>	<b>160,713</b>	<b>0</b>	<b>104,417,720</b>	<b>33,438,126</b>	<b>0</b>	<b>138,016,559</b>
<b>TOTAL FY 2020 BUDGET</b>		<b>\$2,914,578</b>	<b>\$3,514,848</b>	<b>\$27,865,633</b>	<b>\$108,465,210</b>	<b>\$83,908,078</b>	<b>\$4,081,106</b>	<b>\$230,749,454</b>



## Agenda Item 4 ATTACHMENT

REGIONAL TRANSPORTATION COMMISSION				
STREET AND HIGHWAY PROGRAM				
TENTATIVE BUDGET				
FOR FISCAL YEAR ENDING JUNE 30, 2020				
	FISCAL YEAR 2018 ACTUAL	FISCAL YEAR 2019 BUDGET	FISCAL YEAR 2019 ESTIMATED	FISCAL YEAR 2020 BUDGET
<b>REVENUES &amp; SOURCES:</b>				
Motor Vehicle Fuel Tax	\$ 81,179,894	\$ 86,639,885	\$ 87,550,038	\$ 91,878,987
Sales Tax	5,105,973	5,021,799	5,387,964	2,801,741
Regional Impact Fee - Cash	4,835,052	5,000,000	4,000,000	5,000,000
Regional Impact Fee - CCFEA	714,512	15,000,000	100,000	11,000,000
Federal Funding	30,625,099	32,332,376	17,389,823	18,726,904
Project Reimbursements	3,605,357	1,505,000	3,004,000	4,005,000
Investment Income	459,461	1,410,000	1,600,000	1,610,000
Miscellaneous Reimbursements	69,036	51,000	51,000	51,000
<b>TOTAL REVENUES</b>	<b>126,594,384</b>	<b>146,960,060</b>	<b>119,082,825</b>	<b>135,073,632</b>
Operating Transfers In	28,437,706	27,902,165	28,090,422	25,108,552
<b>TOTAL OPERATING TRANSFERS</b>	<b>155,032,090</b>	<b>174,862,225</b>	<b>147,173,247</b>	<b>160,182,184</b>
Beginning Cash/Fund Balance	141,884,311	104,261,631	114,777,825	134,240,366
<b>TOTAL SOURCES</b>	<b>\$ 296,916,401</b>	<b>\$ 279,123,856</b>	<b>\$ 261,951,072</b>	<b>\$ 294,422,550</b>
<b>EXPENDITURES &amp; USES:</b>				
Preservation & Mobility Projects/Other	\$ 39,680,285	\$ 81,944,759	\$ 62,269,339	\$ 75,944,383
Capacity Projects/Other	84,442,349	26,291,555	8,890,524	25,466,049
RRIF Offset Agreements	714,512	15,000,000	-	11,000,000
Debt Service	27,438,217	27,457,216	27,440,422	24,608,602
Capital expenses	65,507	43,275	-	-
<b>TOTAL EXPENDITURES</b>	<b>152,340,870</b>	<b>150,736,805</b>	<b>98,600,284</b>	<b>137,019,034</b>
Operating Transfers Out	29,797,706	29,092,165	29,110,422	26,298,552
<b>TOTAL EXPENDITURES AND OPER. TRANSFERS OUT</b>	<b>182,138,576</b>	<b>179,828,970</b>	<b>127,710,706</b>	<b>163,317,586</b>
<b>ENDING CASH/FUND BALANCE:</b>				
Restricted for Capacity Projects	44,024,759	38,559,211	27,348,591	26,876,300
Restricted for Preservation & Mobility Projects	25,097,746	15,500,000	60,836,455	57,773,394
Restricted for Debt Service	45,655,320	45,235,675	46,055,320	46,455,270
<b>TOTAL ENDING CASH/FUND BALANCE</b>	<b>114,777,825</b>	<b>99,294,886</b>	<b>134,240,366</b>	<b>131,104,964</b>
<b>TOTAL USES</b>	<b>\$ 296,916,401</b>	<b>\$ 279,123,856</b>	<b>\$ 261,951,072</b>	<b>\$ 294,422,550</b>
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## Agenda Item 4 ATTACHMENT

REGIONAL TRANSPORTATION COMMISSION				
PUBLIC TRANSIT & PARATRANSIT				
TENTATIVE BUDGET				
FOR FISCAL YEAR ENDING JUNE 30, 2020				
	FISCAL YEAR 2018 ACTUAL	FISCAL YEAR 2019 BUDGET	FISCAL YEAR 2019 ESTIMATED	FISCAL YEAR 2020 BUDGET
<b>REVENUES &amp; SOURCES:</b>				
Public Transportation Sales Tax	\$ 25,978,436	\$ 25,108,995	\$ 26,939,821	\$ 30,819,155
Passenger Revenues	5,971,370	6,392,104	5,544,936	5,771,869
Investment Income	70,321	220,000	272,000	220,000
Advertising	264,091	250,000	290,000	250,000
FTA - 5339 (Discretionary)	6,768	-	100,000	1,583,850
FTA - 5307 & CMAQ	5,699,000	17,179,376	8,760,000	25,305,940
FTA - 5309 (Discretionary)	2,459,631	-	4,700,000	1,520,500
FTA - 5310	334,218	195,296	560,788	515,776
FTA - Preventive Maint/ADA Paratransit Svc	4,029,412	4,520,000	4,780,000	5,200,000
NDOT - ETR/TA Grants/Medicaid	2,350,747	2,088,605	2,540,779	2,516,237
INTERCITY (CAMPO)	69,066	42,000	40,000	42,000
CitiCare	59,700	15,450	15,450	-
Miscellaneous Reimbursements	138,265	155,200	21,200	5,200
Asset Proceeds	8,578	25,000	5,000	25,000
Lease Income	435,459	350,779	399,240	399,240
<b>TOTAL REVENUES</b>	<b>47,875,062</b>	<b>56,542,804</b>	<b>54,969,214</b>	<b>74,174,768</b>
Beginning Cash/Fund Balance	20,508,179	23,342,204	20,586,557	20,986,391
<b>TOTAL SOURCES</b>	<b>\$ 68,383,241</b>	<b>\$ 79,885,008</b>	<b>\$ 75,555,771</b>	<b>\$ 95,161,158</b>
<b>EXPENDITURES &amp; USES:</b>				
<b>OPERATING EXPENDITURES</b>				
Public Transit - RTC RIDE	\$ 25,769,143	\$ 31,018,516	\$ 27,217,338	\$ 37,010,617
Paratransit - RTC ACCESS	9,032,467	9,741,455	8,824,312	10,937,051
<b>TOTAL OPERATING EXPENDITURES</b>	<b>34,801,610</b>	<b>40,759,971</b>	<b>36,041,650</b>	<b>47,947,668</b>
<b>NON-OPERATING EXPENDITURES</b>				
Capital Outlay - Public Transit - RTC RIDE	12,518,691	16,598,439	18,347,731	30,718,839
Capital Outlay - Paratransit - RTC ACCESS	176,383	2,800,000	-	2,880,000
<b>TOTAL NON-OPER. EXPENDITURES</b>	<b>12,695,074</b>	<b>19,398,439</b>	<b>18,347,731</b>	<b>33,598,839</b>
<b>TOTAL EXPENDITURES</b>	<b>47,496,684</b>	<b>60,158,410</b>	<b>54,389,381</b>	<b>81,546,507</b>
Operating Transfers Out	300,000	210,000	180,000	210,000
<b>TOTAL EXPENDITURES AND OPER. TRANSFERS OUT</b>	<b>47,796,684</b>	<b>60,368,410</b>	<b>54,569,381</b>	<b>81,756,507</b>
<b>ENDING CASH/FUND BALANCE:</b>				
Restricted for Federal Grant Match	2,500,000	3,500,000	3,500,000	3,500,000
Restricted for Self Insurance	250,000	250,000	250,000	250,000
Restricted for Transit Operations	17,836,557	15,766,599	17,236,391	9,654,651
<b>TOTAL ENDING CASH/FUND BALANCE</b>	<b>20,586,557</b>	<b>19,516,599</b>	<b>20,986,391</b>	<b>13,404,651</b>
<b>TOTAL USES</b>	<b>\$ 68,383,241</b>	<b>\$ 79,885,008</b>	<b>\$ 75,555,771</b>	<b>\$ 95,161,158</b>

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Agenda Item 4 ATTACHMENT

REGIONAL TRANSPORTATION COMMISSION				
MPO				
TENTATIVE BUDGET				
FOR FISCAL YEAR ENDING JUNE 30, 2020				
	FISCAL YEAR 2018 ACTUAL	FISCAL YEAR 2019 BUDGET	FISCAL YEAR 2019 ESTIMATED	FISCAL YEAR 2020 BUDGET
<b>REVENUES &amp; SOURCES:</b>				
Investment Income	\$ 977	\$ 7,500	\$ 8,000	\$ 8,000
FHWA - Planning	965,572	2,915,490	943,016	3,228,236
Miscellaneous	-	1,000	500	1,000
Asset Proceeds	-	-	-	-
<b>TOTAL REVENUES</b>	<b>966,549</b>	<b>2,923,990</b>	<b>951,516</b>	<b>3,237,236</b>
Operating Transfers In - Sales Tax	300,000	210,000	180,000	210,000
Operating Transfers In - Fuel Tax	1,360,000	1,190,000	1,020,000	1,190,000
<b>TOTAL REVENUES &amp; OPERATING TRANSFERS</b>	<b>2,626,549</b>	<b>4,323,990</b>	<b>2,151,516</b>	<b>4,637,236</b>
Beginning Cash/Fund Balance	776,815	490,644	1,177,352	198,285
<b>TOTAL SOURCES</b>	<b>\$ 3,403,364</b>	<b>\$ 4,814,634</b>	<b>\$ 3,328,868</b>	<b>\$ 4,835,521</b>
<b>EXPENDITURES &amp; USES:</b>				
<b>OPERATING EXPENDITURES</b>				
Transportation Services - MPO	\$ 2,226,012	\$ 4,386,081	\$ 3,130,583	\$ 4,683,913
<b>TOTAL OPERATING EXPENDITURES</b>	<b>2,226,012</b>	<b>4,386,081</b>	<b>3,130,583</b>	<b>4,683,913</b>
<b>NON-OPERATING EXPENDITURES</b>				
Capital Outlay - MPO	-	-	-	-
<b>TOTAL NON-OPER. EXPENDITURES</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL EXPENDITURES</b>	<b>2,226,012</b>	<b>4,386,081</b>	<b>3,130,583</b>	<b>4,683,913</b>
<b>ENDING CASH/FUND BALANCE:</b>				
Restricted for Federal Grant Match	1,177,352	428,553	198,285	151,608
<b>TOTAL ENDING CASH/FUND BALANCE</b>	<b>1,177,352</b>	<b>428,553</b>	<b>198,285</b>	<b>151,608</b>
<b>TOTAL USES</b>	<b>\$ 3,403,364</b>	<b>\$ 4,814,634</b>	<b>\$ 3,328,868</b>	<b>\$ 4,835,521</b>
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Agenda Item 4 ATTACHMENT

**REGIONAL TRANSPORTATION COMMISSION  
FY 2020 CAPITAL & GRANT BUDGET  
FOR FISCAL YEAR ENDING JUNE 30, 2020**

<b>PROJECT DESCRIPTION</b>	<b>FEDERAL AMOUNT</b>	<b>LOCAL MATCH</b>	<b>TOTAL BUDGET AMOUNT</b>
RTC RIDE - ELECTRIC BUSES (17)	\$ 16,150,000	\$ 850,000	\$ 17,000,000
ELECTRIC BUS CHARGERS AND INSTALLATION	3,000,000	750,000	\$ 3,750,000
TERMINAL WAY REMODEL	2,560,000	640,000	\$ 3,200,000
RTC RIDE - VIRGINIA STREET BUSES (2)	1,145,500	1,278,601	\$ 2,424,101
PARATRANSIT VANS - CNG (17)	1,640,000	410,000	\$ 2,050,000
BUS SHELTERS, ADA IMPROVEMENTS, STOP AMENITIES	1,183,626	295,906	\$ 1,479,532
VILLANOVA UPGRADES (REPLACEMENTS)	1,113,000	237,000	\$ 1,350,000
RTC RIDE - FAREBOXES & BUS ACCESSORIES	387,594	96,899	\$ 484,493
COMPUTER HARDWARE & SOFTWARE	376,570	94,143	\$ 470,713
CNG COMPRESSOR	360,000	90,000	\$ 450,000
SUTRO GENERATOR	240,000	60,000	\$ 300,000
SUSTAINABILITY PROJECTS	240,000	60,000	\$ 300,000
CAPITAL PROJECT DESIGN CONSULTING	80,000	20,000	\$ 100,000
ELECTRIC BUS BATTERY STORAGE STUDY	80,000	20,000	\$ 100,000
NON-REVENUE CNG SUPPORT VEHICLES (2)	64,000	16,000	\$ 80,000
RTC RIDE INFOTRANSIT EQUIPMENT	48,000	12,000	\$ 60,000
<b>TOTAL</b>	<b>\$ 28,668,291</b>	<b>\$ 4,930,549</b>	<b>\$ 33,598,839</b>



**REGIONAL TRANSPORTATION COMMISSION**

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

Metropolitan Planning Organization of Washoe County, Nevada

May 1, 2019

**AGENDA ITEM 5**

**TO:** Citizens Multimodal Advisory Committee

**FROM:** Rebecca Kapuler  
Planner

**SUBJECT: Discussion on the RTC Transportation Alternatives (TA) Set-Aside Program Call for Projects**

**RECOMMENDATION**

Acknowledge receipt of report on the RTC Transportation Alternatives (TA) Set-Aside Program Call for Projects.

**SUMMARY**

The Transportation Alternatives (TA) Set-Aside Program provides funds for projects that improve non-motorized mobility, historic preservation of transportation facilities, scenic accessibility, Safe Routes to School programs, and environmental mitigation activities. TA projects may be included within existing planned transportation projects or may be stand-alone projects. TA funded infrastructure projects must be accessible to the general public. Safety is an important consideration in the development of projects. Projects must be consistent with the current Regional Transportation Plan (RTP).

The TA Set-Aside guidance and an application process were approved by the RTC Board on July 15, 2016 for funding that is sub-allocated to the RTC. The approved guidelines and application are attached for your review. Agencies eligible to receive TA Set-Aside funds include local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts, Tribal governments, and nonprofit entities responsible for the administration of local transportation safety programs as identified in federal guidelines.

During the most recent project selection process, funding was allocated for a bikeshare education and helmet distribution program. Subsequently, the local bikeshare franchise agreement was not renewed. Therefore, the unobligated funding is being made available through a new call for projects. The amount of FFY 2019 TA Set-Aside funding available is \$136,000. Project applications for this funding opportunity are due by 5:00 p.m. on June 12, 2019. Any applications received will be presented to the TAC and CMAC for discussion and recommendation to the RTC Board.

**Attachments**

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# Regional Transportation Commission

## TRANSPORTATION ALTERNATIVES (TA)

### SET-ASIDE PROGRAM

#### Call for Projects May 1, – June 12, 2019

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Applications for TA will be accepted until June 12, 2019 (by 5:00pm).

The RTC administers the Transportation Alternatives (TA) Set-Aside Program for the RTC Metropolitan Planning area. This Call for Projects notification is for unspent funding for Federal Fiscal Year 2019 in the amount of \$136,000. Agencies eligible to receive TA Set-Aside funds include local governments, natural resources or public land agencies, school districts Tribal governments and nonprofit entities responsible for the administration of local transportation safety programs as identified in federal guidelines. Eligible sponsors may submit one application per funding year. The TA Set-Aside guidance was approved by the RTC Board on July 15, 2016, as well as an application form, and are available on the RTC website (<https://www.rtcwashoe.com/mpo-reports/transportation-alternatives-ta-set-aside-program-call-projects/>). Applicants will also be required to provide a detailed cost estimate.

The deadline for submittal of applications is **5:00pm on June 12, 2019**. Applications should be submitted to Rebecca Kapuler ([rkapuler@rtcwashoe.com](mailto:rkapuler@rtcwashoe.com)) or by mail/hand delivery at 1105 Terminal Way, Suite 211, Reno. If you have any questions, please contact Rebecca Kapuler at 775-332-0174.

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# Regional Transportation Commission TRANSPORTATION ALTERNATIVES (TA) SET- ASIDE PROGRAM

July 2016

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## Contents

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## 1.0 Purpose and Eligibility

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The mission of the Transportation Alternatives (TA) Set-Aside Program is to improve our Nation's communities through leadership, innovation, and program delivery. The vision of the program is to create safe, accessible, attractive, and environmentally sensitive communities where people want to live, work, and recreate. The TA Set-Aside Program provides funds for projects that improve non-motorized mobility, historic preservation, scenic accessibility, Safe Routes to School programs, and environmental management. TA projects may be included into existing planned transportation projects or may be stand-alone projects. TA funded infrastructure projects must be legally accessible to the general public. Safety is an important consideration in the development of projects. Projects must be consistent with the current Regional Transportation Plan and RTC Bicycle and Pedestrian Master Plan.

The entities eligible to receive TA funds, as defined under 23 U.S.C. 133(h)(4)(B) include:

1. a local government
2. a regional transportation authority
3. a transit agency
4. a natural resource or public land agency
5. a school district, local education agency, or school
6. a tribal government
7. a nonprofit entity responsible for the administration of local transportation safety programs
8. other local or regional governmental entity with responsibility for, or oversight of, transportation or recreational trails

TA projects must be located within the RTC's metropolitan planning organization (MPO) boundaries. Eligible entities may only submit up to one application per Federal fiscal year of available funding.

Applications are available at [www.rtcwashoe.com](http://www.rtcwashoe.com) or by contacting the RTC Department of Metropolitan Planning at 775-332-2148. A description of eligible uses is provided in section 1.1.

### 1.1 Project Eligibility

The following types of projects are eligible for the TA program:

- A. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
- B. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- C. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- D. Construction of turnouts, overlooks, and viewing areas.



- E. Community improvement activities, *which include but are not limited to*:
    - i. inventory, control, or removal of outdoor advertising;
    - ii. historic preservation and rehabilitation of historic transportation facilities;
    - iii. vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
    - iv. archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.
  - F. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
    - i. address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, or
    - ii. reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
2. The safe routes to school program eligible projects and activities:
    - o Infrastructure-related projects.
    - o Non-infrastructure-related activities.
    - o SRTS coordinator. SAFETEA-LU section 1404(f)(2)(A) lists “managers of safe routes to school programs” as eligible under the non-infrastructure projects.
  3. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Other project types identified as eligible under U.S.D.O.T guidance include the following:

- Capital costs for bike share programs, including docks, equipment, and bikes. Federal-aid Highway Program funds cannot be used for operational costs.
- Lighting for bicycle and pedestrian facilities. Projects should consider energy-efficient methods and options that reduce light pollution.
- Planning for pedestrian and bicycle activities.
- Safety education activities targeting children in kindergarten through 8<sup>th</sup> grade.

TA Set-Aside projects must benefit the general public (23 CFR 1.23 and 23 CFR 460.2). Eligible projects must demonstrate a relationship to one or more of the National Performance Goals initially established under MAP-21 and codified in title 23 (23 U.S.C. §150(b)). Table 1 below identifies the National Goals in relation to TA considerations.

**Table 1 – National Goals and Relationship to TA Considerations**

Goal Area	National Goal	Sample TA Consideration
Safety	To achieve a significant reduction in fatalities and serious injuries on all public roads	Improve safety for all project users
Infrastructure condition	To maintain the highway infrastructure asset system in a state of good repair	Maintain good to excellent pavement quality on shared-use paths and key

		bicycle facilities; ensure accessible pedestrian facilities
Congestion reduction	To achieve a significant reduction in congestion on the National Highway System	Reduce vehicle travel by providing non-motorized alternatives
System reliability	To improve the efficiency of the surface transportation system	Expand bicycle infrastructure in congested urban core areas to provide a more reliable alternative to driving
Freight movement and economic vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development	Improve non-driver access to jobs, education, services, public transit, and community amenities
Environmental sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment	Reduce emissions and energy use by encouraging non-motorized travel  Improve stormwater management, vegetation management, and ecological performance of the transportation system
Reduced project delivery delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices	Many projects will qualify as categorical exclusions or can use programmatic agreements. Most TAP projects benefit the environment

## 1.2 Ineligible Activities

This is not a comprehensive list, but some of the activities that will not be funded under the TA program include:

- State or MPO administrative purposes.
- Promotional activities, except as permitted under the SRTS (200 CFR 200.421(e)(3)).
- Routine maintenance and operations.

- General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas and pavilions, etc.

## 2.0 Process

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The RTC will issue a call for projects as funding becomes available. The call for projects will be placed on the agendas of all RTC Advisory Committees including the Technical Advisory Committee and the Citizens Multimodal Advisory Committee. A notice will also be posted on the agency's website. Eligible sponsors may submit one application per Federal fiscal year of available funding.

Applications will be reviewed by RTC staff for eligibility and completeness. If an application is incomplete or ineligible for TA funds, it will be returned to the applicant who will have a maximum of thirty (30) days to make the required revisions.

Completed applications will be presented to the RTC advisory committees for ranking and recommendation to the RTC Board. Factors to consider in the evaluation process include consistency with adopted RTC plans and policies, safety benefits, project readiness, and public input. RTC staff will compile the recommendations of the advisory committees and present this to the RTC Board. The Board will make the final selection of TA projects.

General responsibilities of the project sponsor are outlined below:

- Verify eligibility of the project sponsor and proposed project. Potential sponsors are encouraged to contact the RTC TA Coordinator with any questions regarding eligibility.
- Complete TA application.
- If the sponsor's project is selected, attend project kick off meeting to determine appropriate contracts are completed and the project is included in the Statewide Transportation Improvement Program (STIP).
- Provide quarterly updates on project status to RTC.
- Attend quarterly project status meetings with RTC.
- Ensure projects are completed on time and within budget.
- Complete a final report that includes scope, before and after photos (not necessarily applicable to non-infrastructure projects), final budget and duration of project.
- The project must be advertised for construction or issue a notice to proceed within 3 years of receiving the funding notification.

## 3.0 Implementation of Funded Projects

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The TA Set-Aside Program is a cost reimbursement program. Prior to the initiation of the project, it must be included in the Regional Transportation Improvement Program (RTIP) and authorized by the Federal Highway Administration (FHWA). RTC will determine, in collaboration with the project applicant, whether it is most appropriate for RTC or the applicant to be the lead implementing agency. If the project applicant will be the lead implementing agency, a fully executed legal agreement is required prior to the RTC's issuance of a Notice to Proceed. The TA Set-Aside Program will provide up to 95 percent of the project costs. The applicant is required to provide a minimum of 5 percent of the project costs. It is the project applicant's responsibility to ensure that the cost estimate is realistic and will fully meet the project's needs. Any increase in federal funding will require an amendment to the original project agreement.

The sponsor is responsible for all costs over and above the approved awarded funding amount. Funding for project costs in excess of those awarded initially will not be provided. Therefore, obtaining realistic cost estimates for the services/tasks to be performed are extremely important to insure that adequate funding is provided. Sponsors should carefully control increases and overruns as they may jeopardize completion of the entire project. If the Sponsor decides not to complete a project, the applicant will reimburse all TA expenditures of federal monies to RTC.

Project sponsors are required to comply with the National Environmental Policy Act (NEPA) and the National Historic Preservation Act. Projects must have an environmental review to assess and/or mitigate effects on social, economic and environmental factors. Similarly, work involving sensitive historic structures or archaeological sites must conform to the U.S. Secretary of the Interior's standards and guidelines for archaeology and historic preservation. The sponsor must carry out and comply with all Federal, State and local laws, and acquire environmental approvals and any required permits from the appropriate Federal, State and local agencies. Also, the sponsor must acquire building and other local permits, if applicable. Engineering and architectural designs for all facilities must comply to the Americans with Disabilities Act. Projects that involve acquisition of right of way (ROW) or NEPA documentation generally require additional funding and time to complete. ROW acquisition can also include temporary construction easements and sometimes involves utilities relocation. These additional costs should be carefully considered and factored in any cost estimates.

Selected projects must demonstrate significant progress toward implementation within two years of the selection date. Project progress will be assessed at the quarterly meetings referenced in Section 2.0 above. Should circumstances prevent a project from moving forward within the two-year timeframe, the funding that was allocated to that project may be reallocated to another project submittal that was not selected during the competitive process, or a new call for projects may be issued if there are not any viable project applications previously submitted.

### SELECTED\* FEDERAL REQUIREMENTS

#### **National Environmental Policy Act (NEPA)**

This act requires Federal agencies to disclose and consider, through an Environmental Assessment and, sometimes, through an Environmental Impact Statement, any significant effect a project may have on the environment (including cultural, natural, social and historical resources). Except in unusual circumstances, a TA project will be processed as a categorical exclusion (CE). A CE does not mean that no environmental work is required, only that there is not a significant environmental effect; therefore, less documentation is required.

#### **Section 4(f) of the U.S. Department of Transportation Act**

The FHWA cannot approve a project that uses land from a Section 4(f) resource (publicly owned parks, recreation areas, wildlife and waterfowl refuges, and national, state, or local historical sites) unless the project sponsor is also the owner/administrator of the park, or FHWA determines that no feasible alternative exists. In such a case, all efforts must be made to minimize harm to the resource. Note that this Section does not apply to restoration, rehabilitation or maintenance of historic transportation facilities if the work does not adversely affect the resource's historic qualities.

#### **Section 106 National Historic Preservation Act (NHPA) of 1966**

Federal agencies are required to consider the potential effects of a project on a property that is listed in or eligible for the National Register of Historic Places.

#### **Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, As Amended**

This act provides requirements in the real property acquisition and provides for relocation payments. Note that all Transportation Alternative projects are subject to the Act except those that do not involve acquisition of additional property or relocations.

#### **Brooks Act**

Federally assisted consultant contracts for engineering and design services must use qualification-based selection procedures, which disallow price as a factor in the selection process.

#### **Competitive Bidding**

Construction projects must be advertised and awarded to the lowest responsible and responsive bidder through open competitive bidding.

#### **Predetermined Minimum Wage (Davis-Bacon)**

The minimum prevailing wage rate must be paid to all workers on Federal-aid highway projects that exceed \$2,000. Note that if the project is a transportation facility and is eligible solely on function (e.g., restoration of a railroad station, an independent bike path, etc.), then this Act does not apply unless the project is physically located within the existing right-of-way of a Federal-aid highway.

\*This list is by no means comprehensive. For the full listing of federal regulations please visit <http://www.ecfr.gov/cgi-bin/ECFR?page=browse>

# Regional Transportation Commission

## TRANSPORTATION ALTERNATIVES (TA) SET- ASIDE PROGRAM APPLICATION

<b>1. Applicant Name Address</b>	
<b>2. Contact Person Name Address</b>  <b>Phone Email</b>	
<b>3. Project Name</b>	
<b>4. What TA category does this project fall under?</b>	<input type="radio"/> Bicycle facility <input type="radio"/> Pedestrian facility <input type="radio"/> Safe Routes to School programs <input type="radio"/> Construction of scenic overlooks, vehicle turnouts and viewing areas <input type="radio"/> Traffic calming improvements related to improving the environment for non-motorized users <input type="radio"/> Inventory, control or removal of outdoor advertising <input type="radio"/> Historic preservation and rehabilitation of historic transportation facilities <input type="radio"/> Archaeological planning and research <input type="radio"/> Vegetation management <input type="radio"/> Environmental mitigation activities <input type="radio"/> Other _____
<b>5. Project Location</b>	
<b>6. Project Description (please include a description of any potential safety and mobility improvements as a result of the project)</b>	
<b>7. What is the estimated cost of the project?</b>	

8. What is the amount of TA funds requested?	
9. What is the amount and source(s) of matching funds and any other additional funding?	
10. If this is a bicycle or pedestrian project, is it in the RTC Bicycle-Pedestrian Master Plan or the ADA Transition Plan?	<input type="radio"/> Yes <input type="radio"/> No
11. Is this project consistent with the 2040 RTP?	<input type="radio"/> Yes <input type="radio"/> No
12. Will this project require the acquisition of right-of-way?	<input type="radio"/> Yes <input type="radio"/> No
13. Is it anticipated this project will require NEPA action beyond a CE?	<input type="radio"/> Yes <input type="radio"/> No
14. Has any preliminary design/engineering been initiated for the project?	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Not Applicable
15. Which of the following National Goals does the project support (select all that apply)?	<input type="radio"/> Safety <input type="radio"/> Infrastructure condition <input type="radio"/> Congestion reduction <input type="radio"/> System reliability <input type="radio"/> Freight movement and economic vitality <input type="radio"/> Environmental sustainability <input type="radio"/> Reduced project delivery delays
16. Project Schedule – identify current project status and schedule for project delivery	
17. Who will be responsible for maintenance of the project after completion?	

**REGIONAL TRANSPORTATION COMMISSION  
WASHOE COUNTY, NEVADA**

**FRIDAY**

**9:02 A.M.**

**March 15, 2019**

**PRESENT:**

**Neoma Jardon, Reno City Council Member, Vice Chair  
Vaughn Hartung, Washoe County Commissioner  
Oscar Delgado, Reno City Council Member  
Kristopher Dahir, Sparks City Council Member (Alternate)  
Marcia Berkgigler, Washoe County Commissioner (Alternate)**

**Lee G. Gibson, RTC Executive Director  
Dale Ferguson, Legal Counsel  
Bill Hoffman, Deputy Director of NDOT**

**NOT PRESENT:**

**Bob Lucey, Washoe County Commissioner, Chairman  
Ron Smith, Sparks City Council Member  
Kristina Swallow, Director of NDOT**

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

***Item 1        APPROVAL OF AGENDA***

RTC Executive Director Lee Gibson requested that Item 6.4 be removed from the agenda and Commissioner Hartung requested that Item 9, Member Items, be moved up to follow Item 1.

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

***Item 9        MEMBER ITEMS***

Commissioner Hartung requested that a report be brought to the next meeting on the Lemmon Drive elevation and widening project and what a phased approach might look like. He also would like to know if the project can be advanced on RTC's CIP and will that effect the time schedule it's already on, and where we are on soliciting a consultant. He would like to discuss a plan on how future development *will* reimburse the RTC if or when we move forward with the widening project. Lastly, he would like to know what, if any, federal issues may arise such as the Clean Water Act requirements or Army Corp Section 404 permits, and if there is any possible federal



funding such as FEMA or Federal Highway funds and what the schedule might be for those agencies.

***Item 2.1 PUBLIC INPUT***

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

Mr. Mark Casey, representing Wood Rodgers, addressed the Board to thank them, along with the cities of Reno and Sparks, for letting them play a part in the 4<sup>th</sup>/Prater project. Then he presented a plaque and an informational poster board while announcing the 4<sup>th</sup>/Prater project as Project of the Year.

Commissioner Dahir asked to get a copy of the poster board shown at the meeting.

Ms. Kaci Thomas, representing ASCE - TMB, addressed the Board to announce the award of the ASCE Transportation Project of the Year for the 4<sup>th</sup> Street/Prater Way project. She then named the multitude of partners on this project and presented a plaque to the RTC. A plaque will also be given to Spanish Springs Construction and Wood Rogers for their participation in the project.

Mr. Matthew Rogers, local resident, supports importance of beautifully designed bike racks planned for installation on RTC projects but wants to make sure they are also functional and meet the needs of riders. He suggested a standardized design for bike racks be created for installation around the city.

Ms. Kate Thomas, representing Washoe County, thanked the RTC for their strategic partnership in helping to bring the 2019 Transforming Local Government conference to Reno. She then discussed some of the events that will occur at the conference.

Mr. John McCann, representing the Truckee Meadows Bicycle Alliance, first thanked the RTC for its continued support of the Truckee Meadows Bicycle Alliance by donating time and meeting space as well as staff support. Second, he wants to make sure the bike racks being installed in Midtown are functional and artistic, but mostly functional. He would like to participate in the selection if possible. He also supports the two-way cycle track planned for installation on a portion of the Oddie Boulevard but would like to see it extended along the entire project.

Mr. Andrew Samuelsen, representing the Truckee Meadows Bicycle Alliance, supports the two-way cycle track planned for installation on a portion of the Oddie Boulevard project but would also like to see it extended along the entire project. He also thanked the RTC for welcoming members of the public to be a part of the process.

Dr. John Sagebiel, representing Truckee Meadows Bicycle Alliance, said they have been working with UNR to improve connectivity between the campus and the downtown corridor. He supports the two-way cycle track planned for installation on a portion of the Oddie Boulevard project but would like to see it extended along the entire project.

Ms. Rebekah Stetson, local resident, supports the two-way cycle track planned for installation on a portion of the Oddie Boulevard project but would like to see it extended to 9<sup>th</sup> Street.

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

Commissioner Dahir requested that Item 9 be re-opened and made a motion to that effect, seconded by Commissioner Hartung and upon a vote, passed unanimously, so Item 9 was re-opened.

Commissioner Dahir requested that an update on the Oddie/Wells project be brought to either the April or May meeting.

Commissioner Hartung mentioned a vertical bicycle rack that had been presented to the City of Reno a few years back, saying that it was really effective, secure and innovative. He suggested that someone look into finding the information on that.

Commissioner Dahir said that when conversation came up about potential Microtransit being tested out in Sparks, some of the senior residents took that to mean transit reach would be farther out, but now it sounds like that might not happen, so he would like to have a conversation on making it happen.

***Item 2.2      ADVISORY COMMITTEES SUMMARY REPORT***

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

***Item 3.1 thru 3.15      CONSENT ITEMS***

E.D. Gibson requested that Items 3.14 and 3.15 be pulled for discussion; Commissioner Dahir requested that Item 3.7 and 3.9 and 3.15 be pulled for discussion.

***Minutes***

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

***Engineering***

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

***Public Transportation/Operations***

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

*Planning*

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

*Administration*

- 3.5 Acknowledge receipt of the monthly Procurement Activity Report (*For Possible Action*)**
- 3.6 Approve modification of RTC Management Policy P-27 Code of Ethical Standards (*For Possible Action*)**

*Procurement and Contracts*

- 3.7 *Pulled for discussion***
- 3.8 Authorize the RTC Executive Director to exercise Option Year One under the contract with Universal Protection Service, LP, dba Allied Universal Security Services (Allied Universal) for security services, and approve an amendment that increases the compensation under the contract for Option Year One to \$789,452, and the compensation for Option year two to \$812,371 (*For Possible Action*)**
- 3.9 *Pulled for discussion***
- 3.10 Authorize the procurement for the selection of Engineering Professional Services for the Design of the Center Street Cycle Track and Sierra Street Bicycle Lane Project (*For Possible Action*)**
- 3.11 Approve an agreement with ViriCiti in an amount not to exceed \$86,305 for a technology package to provide real-time status monitoring of electric buses and charging stations; authorize the RTC Executive Director to execute the agreement (*For Possible Action*)**
- 3.12 Approve a Professional Services Agreement (PSA) with Kimley-Horn in an amount not to exceed \$200,000.00 for consulting services on the University Area Multimodal Transportation Study; authorize the RTC Executive Director to execute the agreement (*For Possible Action*)**
- 3.13 Authorize the procurement for the selection of Engineering Professional Services for the Eagle Canyon Extension Alignment Alternatives and Planning and Environmental Linkages (PEL) Study (*For Possible Action*)**
- 3.14 *Pulled for discussion***

*Inter-Agency Agreements*

- 3.15 *Pulled for discussion***

On motion of Commissioner Hartung, seconded by Commissioner Delgado, which motion carried unanimously, Vice Chair Jardon ordered that Consent Items 3.1 through 3.15 be approved with the exception of Items 3.7, 3.9, 3.14, and 3.15 which were pulled for discussion.

- 3.7 Approve an amendment with Loomis Armored US, LLC to extend the term of option year two of their current agreement to June 30, 2019. The amendment adds approximately \$30,000 for a new not-to-exceed amount of \$143,000; authorize the RTC Executive Director to execute the amendment (*For Possible Action*)**

Commissioner Dahir asked how much has been spent so far when there are only three months remaining on the contract and is it approximately \$10,000 per month.

Ms. Stephanie Haddock, RTC Finance Director and CFO, responded that yes, about \$10,000 per month is spent for servicing all of the RTC's ticket vending machines at the two transit centers, they also pick up the fare box money, count it and then deposit it.

On motion of Commissioner Dahir, seconded by Commissioner Delgado, which motion unanimously carried, Vice Chair Jardon ordered that Item 3.7 be approved.

**3.9 Approve a Master Services Agreement with CA Group, Inc. to provide engineering design and construction management services for the Bus Stop Improvement and Connectivity Program (Bus Stop ICP) for up to three years; approve Task Order #1 for the 2019 construction season in an amount not-to-exceed \$441,705; authorize the RTC Executive Director to execute the agreement and task order (*For Possible Action*)**

Commissioner Dahir asked what the status is on improvements to the existing bus stops that have problems and are just sitting.

Mr. Brian Stewart, RTC Director of Engineering, responded that this contract includes some of those repairs but it will be phased, beginning in the first year with construction of the first 60 of the stops and tackling some of the more difficult stops in the two years following.

Commissioner Dahir wants to make sure that this is not only looking at a specific area but is regional in scope.

Mr. Stewart confirmed that it is a region-wide project.

Commissioner Hartung agrees that some turn-outs be taken care of where needed along with whatever right-of-way may be needed. He would like the project to start within the core area and work out from there.

On motion of Commissioner Dahir, seconded by Commissioner Hartung, which motion unanimously carried, Vice Chair Jardon ordered that Item 3.9 be approved.

**3.14 Approve the agreement with Keolis Transit Services, LLC for four years plus two, three-year options, in an amount not-to-exceed \$ 241,980,310, for the operation and maintenance of RTC RIDE Fixed-Route Service; and authorize the RTC Executive Director to execute the agreement (*For Possible Action*)**

E.D. Gibson explained that at the previous meeting there were several concerns raised by the commissioners, so he wanted to note that those concerns were all incorporated into this agreement, such as retention of workforce, customer satisfaction surveys and a possible phone app, as well as a periodic check-in to the commission on service performance. He then thanked all participants in this procurement, adding that there was quite a bit of extra effort put forth. He also thanked MV Transportation and wished them well in the future.

On motion of Commissioner Dahir, seconded by Commissioner Berkbigler, which motion unanimously carried, Vice Chair Jardon ordered that Item 3.14 be approved.

**3.15 Approve an Interlocal Cooperative Agreement (ICA) between the RTC and the City of Reno in an amount not to exceed \$120,000 for Midtown Bike Racks and Benches (Virginia Street Bus Rapid Transit Project); authorize the RTC Executive Director to execute the agreement (*For Possible Action*)**

E.D. Gibson explained that with approval by the FTA, this ICA removes the bike racks and benches from the Midtown portion of the Virginia Street project and transfers those budgeted funds to the City of Reno. It will now be the fiduciary responsibility of the City of Reno, in cooperation with the RTC, to select the benches and bike racks for the Midtown section of the corridor. He then thanked staff from the City of Reno for their help in working together.

Commissioner Dahir asked if this is normal protocol to transfer funds on a project like this or is it a new protocol. He added that he believes the City of Sparks pays for their own benches.

E.D. Gibson said that the RTC does quite often pay for benches and bike racks, such as at the rest areas along the multi-use path on the Southeast Connector. He then further explained that this agreement basically takes the RTC money and moves it to Reno so they can choose their specific benches and bike racks.

Commissioner Hartung clarified that the staff report specifically states that the RTC will reimburse the City of Reno for the design, purchase and installation of the bike racks and benches up to the budgeted amount of \$120,000, but no more than that amount. The RTC is not simply handing over \$120,000 to the City of Reno.

E.D. Gibson confirmed.

On motion of Commissioner Dahir, seconded by Commissioner Delgado, which motion unanimously carried, Vice Chair Jardon ordered that Item 3.15 be approved.

***Item 4.1 PUBLIC HEARING - no earlier than 9:10 a.m. Time Certain:***

Discussion and recommendation to approve the resolution adopting Amendment No. 2 to the FFY 2018-2022 Regional Transportation Improvement Program (RTIP) and the Self Certification for the metropolitan transportation planning process.

Ms. Amy Cummings, RTC Director of Planning and Deputy Executive Director, gave a presentation to explain the purpose of this amendment. The amendment will include specific NDOT Safety Improvements as well as the one-year pilot program to jump-start the RTC RIDE Universal Access Transit Pass (U-Pass). The RTC will fund the first year start-up and the University would then fund subsequent years. She then offered to answer any questions. (Presentation available by contacting [dthompson@rtcwashoe.com](mailto:dthompson@rtcwashoe.com))

## Agenda Item 6a.

Commissioner Hartung asked what the NDOT upgrades are going to be in Wadsworth.

Ms. Lori Campbell, NDOT Traffic Safety Engineer, responded that two pedestrian improvements and a multi-use path are being installed.

Commissioner Hartung asked what those pedestrian improvements will connect.

Ms. Campbell said they are crossings that will connect near the school and the community center.

This being a public hearing, Vice Chair Jardon opened the meeting to public input and called on anyone wishing to speak on this topic.

Mr. Ryan McKinny addressed the board to request that the crosswalks on McCarran and Greg have audible signals.

There being no one else wishing to speak, public input for this item was closed.

On motion of Commissioner Hartung, seconded by Commissioner Dahir, which motion unanimously carried, Vice Chair Jardon ordered that the resolution adopting Amendment No. 2 to the FFY 2018-2022 Regional Transportation Improvement Program (RTIP) and the Self Certification for the metropolitan transportation planning process be approved.

### ***Item 5.1 thru 5.3 DIRECTOR REPORTS***

#### **Item 5.1 RTC Executive Director Report**

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

1. The St Patrick's Day FREE Safe RIDE was the Sunday following this meeting. Free transit service began at 4 pm and continued until 2 am. All regular scheduled RTC transit services were free to the public.
2. On Tuesday, March 26<sup>th</sup>, the RTC would be hosting the South Meadows Multimodal Transportation Study community meeting at Damonte Ranch High School and would be livestreamed on Facebook.
3. On Thursday, March 28<sup>th</sup>, the RTC planned to host the Oddie Wells Project public meeting at the Washoe County Senior Center at the Washoe County Complex on 9<sup>th</sup> Street at 5 pm. The presentation was scheduled to begin at 5:30 pm and would be livestreamed on Facebook.
4. The RTC is in the process of preparing a grant application to the U.S. Department of Transportation for the Automated Driving System (ADS) Demonstration Grant for "A Living Lab Ecosystem: Connecting Cars, Full-sized Transit Buses and Intersections with Automated Driving Systems in Northern Nevada."

## Agenda Item 6a.

The application will be submitted in partnership with the University of Nevada, Reno, Proterra, Easy Mile and the City of Reno.

This project will bring advanced connected vehicle technology and a proven Advanced Driving Systems together in a public transit setting to advance the research and development of ADS technology.

Using a 40-foot battery electric Proterra bus and a Level-3 autonomous vehicle, this project expands upon the pioneering efforts of UNR's Nevada Center for Applied Research, Intelligent Mobility Initiative to test and refine systems in which vehicles sense their environment and communicate with other vehicles, infrastructure, and people.

Commissioner Hartung suggested calling the Free RIDE program the "Green Line" for the night.

### **Item 5.2 RTC Federal Report**

A written update is available in the staff report materials for this item, but E.D. Gibson also touched upon the fact that staff needs to start gearing up and preparing a list of reauthorization issues that will be a priority for the RTC. He would also like to take suggestions on project delivery improvements to the delegation, with lessons learned on the Southeast connector project.

Commissioner Berkgigler said she had toured the Lemmon Valley Drive area and found that it is truly scary how big the lake has become and the majority of the snowpack hasn't even melted yet. That area is definitely a priority that needs help from the government.

Commissioner Dahir said he had just returned from Washington DC and the National League of Cities is very much on-board with transportation matters in the area and so were members of the delegation.

### **Item 5.3 NDOT Director Report**

NDOT Deputy Director Bill Hoffman thanked Lori Campbell for attending and speaking on the Wadsworth improvements.

He mentioned to Commissioners Delgado and Jardon that NDOT is still on-board and moving forward with the Business Improvement District contribution and that their legal representatives made sure they could legally enter into that ICA. Also, the North Valleys and Spaghetti Bowl projects are still on schedule. He specifically thanked Mr. Ray Lake and Ms. Rodriguez, local residents, for their support for Northern Nevada and for making the trip to Carson City every month.

He continued, saying that NDOT and the Airport Authority were able to find a way to keep the southbound fly-over ramp in place, adding that it took a lot of resourcefulness, thoughtfulness and engineering to make that happen and he thanked the NDOT staff who worked to make that happen.

Lastly, he said he had learned not to close any lanes on Steamboat Drive during the hours kids are going to school - it was a mess. He then offered to answer any questions.

## Agenda Item 6a.

Commissioner Dahir thanked Mr. Hoffman for coming to the table to work out a way to keep that ramp as many people were concerned about a drop in tourism for the region. He also asked for continued updates on I-80 to the Tri-Center because traffic keeps getting worse and worse.

Mr. Hoffman said that NDOT is working very closely with the RTC and other stakeholders in the area; they are in the process of a transportation study and have another feasibility study trying to look at alternate routes to the Tri-Center. An unsolicited proposal was submitted to NDOT but they are not ready to go that route just yet. The whole thing will most likely come down to funding because with the North Valleys project and the Spaghetti Bowl, added to the Tri-Center issues, it will require two to three billion dollars needed to finish the needs of Northern Nevada.

Commissioner Dahir asked if Storey County is involved at all.

Mr. Hoffman said they are and have had several meetings to come up with solutions.

Commissioner Hartung thanked Mr. Hoffman for NDOT's participation but would like commuter rail to still be a consideration for going out to the Tri-Center. He then asked NDOT and the RTC to give great consideration for the need of signalization at Egyptian and Sunset Springs at Pyramid Highway as it has already met the warrants, it is a turn-in for Alice Taylor Elementary and is where school buses and children are crossing over the highway. He would like to see an acceleration lane coming off the haul road southbound onto Pyramid Highway as has been requested in the past and; lastly, there is a need to widen the section of the highway north of Egyptian due to all of the development going on out that way.

Vice Chair Jardon asked again about North McCarran and Keystone improvements as it is getting more dangerous every day and there is more development is going in up there in the near future.

Mr. Hoffman said he will commit to looking in to the requests made today.

Commissioner Dahir said he receives a lot of complaints about the area Commissioner Hartung discussed earlier (near the school) and it gets even worse when activities such as Burning Man are taking place.

*\*\*Commissioner Berkbigler departed the meeting at 10:42 a.m.\*\**

### ***Item 6.1 thru 6.5 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 give a presentation update on the status of the Virginia Street BRT Extension project. He stated that the utility relocation portion of the project is winding down and has gone very smoothly overall. There was one area that conflicted with AT&T where the storm drainage installation at Center St. and Vassar St. had to be postponed until early April. He added that by doing this advance utility relocation, the construction of the curb and gutter work will be sped up in the next phase of the project. The road is currently open to two-way traffic.



## Agenda Item 6a.

For the construction phase of the project the design plans are 100% completed and are being used in negotiations for the CMAR contractor. He then explained some of the details of the negotiations underway. He also said that he hopes to bring some of the modified BRT station design concepts to the April board meeting.

He went on to explain the purpose of the 150 total right-of-way discussions that have been completed or are underway. There are a few that require a full parcel for construction and many more that are only temporary construction easements to allow for modifications. The RTC negotiates with property owners until an agreement can be made and only uses condemnation proceedings as the very last resort.

Lastly, Mr. Wilbrecht updated the commissioners on the outreach that's been done over the past month or so, including events, council presentations, business support workshops, etc. He added that there will be a project office on-site once construction begins but at this point, the details are still being worked out. He then offered to answer any questions.

Vice Chair Jardon wants to make sure that during this continued process, everyone needs to be sensitive to the business owners and residents as this is their livelihoods that are at stake. She asked for more specifics on the start date for construction.

Mr. Wilbrecht said that optimistically, June 17<sup>th</sup> will be the start date.

Vice Chair Jardon asked for confirmation that the businesses and/or business owners will be notified before construction begins in front of their respective storefronts.

Mr. Wilbrecht confirmed and added that at the start of construction, the side streets will be completed first which will allow for more parking while Virginia Street itself is under construction. He added that work will start on one side of Virginia St within a specific section and when that is complete, construction will move to the other side of the street and it will go back and forth from there. This is to ensure that businesses are not impacted for too long on either side. (Presentation available by contacting [dthompson@rtcwashoe.com](mailto:dthompson@rtcwashoe.com))

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

### 6.2 Acknowledge receipt of the Bus Stop Improvement and Connectivity Program (Bus Stop ICP) progress report (*For Possible Action*)

Mr. Brian Stewart, RTC Director of Engineering, addressed the Board to provide a presentation update on this project. The RTC has over 1,000 active bus stops and more than 60% of them do not currently have an ADA compliant pad, so improvements must be made effectively and in the most cost effective manner. There is \$1.6 million budgeted for the current fiscal year (FY 2019) and \$2 million budgeted for FY 2020, with another \$2 million anticipated for the FY 2021 budget. Shelters, benches and trash receptacles will be improved under a separate agreement at a later date.

## Agenda Item 6a.

Mr. Stewart concluded his presentation and offered to answer questions. (Presentation available by contacting [dthompson@rtcwashoe.com](mailto:dthompson@rtcwashoe.com))

Commissioner Hartung suggested that travel lane issues must also be looked into and provided examples of specific locations.

Commissioner Dahir asked for continued communication to the entities once a specific “plan of attack” is in place so that they can provide accurate information to their constituents. He added that there is potential legislation put in by the League of Cities that, if passed, may help with this project.

Commissioner Delgado asked how the improvements are prioritized.

Mr. Stewart said that in the first year, it will be determined by the fastest and easiest fixes, along with the higher ridership numbers. In the next budget cycle, the improvements will continue and then the more difficult and challenging sites will be upgraded in the final year.

Commissioner Delgado suggested that location also be considered as a factor for prioritization, such as stops in front of medical facilities or senior centers.

Vice Chair Jardon said that those stops near medical facilities or senior centers most likely also have higher ridership which is one of the determining factors.

On motion of Commissioner Delgado, seconded by Commissioner Dahir, which motion unanimously carried by those present, Vice Chair Jardon ordered that receipt of the progress report be acknowledged.

6.3 Approve a Resolution of Condemnation authorizing RTC’s legal counsel to commence condemnation proceedings to acquire a permanent easement and a temporary construction easement on APN 011-133-04 from 7-Eleven, Inc. (formerly the Southland Corporation), necessary to construct the California & Keystone Interchange Enhancements Project (*For Possible Action*)

Mr. Brian Stewart, RTC Director of Engineering, said that the RTC has moved forward with the design for the California & Keystone Interchange Enhancements Project and right-of-way is needed to construct the sidewalk and pedestrian ramp improvements.

Approval of this Resolution of Condemnation is needed to avoid any delay on the project, but the RTC will continue to work with the property owners with the hope an agreement will be made.

On motion of Commissioner Delgado, seconded by Commissioner Dahir, which motion unanimously carried by those present, Vice Chair Jardon ordered that Resolution of Condemnation authorizing RTC’s legal counsel to commence condemnation proceedings to acquire a permanent easement and a temporary construction easement on APN 011-133-04 from 7-Eleven, Inc.

(formerly the Southland Corporation), necessary to construct the California & Keystone Interchange Enhancements Project be approved.

6.4 *Pulled from the agenda per Item 1.*

6.5 Approve a Resolution of Condemnation authorizing RTC's legal counsel to commence condemnation proceedings to acquire the full fee acquisition of the parcel known as APN 014-063-08 from Romero et al, necessary to construct the Virginia Street Bus Rapid Transit Extension Project (*For Possible Action*)

Mr. Brian Stewart, RTC Director of Engineering, said that the right-of-way is needed for a full acquisition of this parcel to support construction of the round-about at Virginia St. and Mary.

Approval of this Resolution of Condemnation is needed to avoid delay on the project, but the RTC will continue to work with the property owners with the hope an agreement will be made.

On motion of Commissioner Delgado, seconded by Commissioner Dahir, which motion unanimously carried by those present, Vice Chair Jardon ordered that Resolution of Condemnation authorizing RTC's legal counsel to commence condemnation proceedings to acquire the full fee acquisition of the parcel known as APN 014-063-08 from Romero et al, necessary to construct the Virginia Street Bus Rapid Transit Extension Project be approved.

***Item 7           LEGAL MATTERS***

**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 8           PUBLIC INPUT***

Vice Chair Jardon 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. Bill Hoffman, NDOT Deputy Director, thanked Scot Miklos, RTC Trip Reduction Analyst, for meeting with NDOT staff to begin the process of starting a ride share program with his agency.

Mr. Michael Ake, Sr. Vice President for Operations of Keolis Transit America, wished to thank the Board for their approval of the contract presented earlier. His company looks forward to working with the RTC and helping to improve the transit system.

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

## Agenda Item 6a.

At the request of Commissioner Hartung, a motion was made by Commissioner Dahir to reopen Item 9 which had previously been moved up to follow Item 1. The motion was seconded by Vice Chair Jardon and upon a vote, passed unanimously by those present.

### **Item 9 MEMBER ITEMS**

Commissioner Hartung said he had seen a ride share van being used for personal use very late at night.

E.D. Gibson said that an item will be brought to the next meeting to go over the terms and conditions of the ride share program.

Commissioner Dahir extended an invitation to the NV Veterans Memorial Groundbreaking, March 29<sup>th</sup> at 10:00 a.m. on the west side of the marina.

### **Item 10 ADJOURNMENT**

On motion of Commissioner Dahir, seconded by Commissioner Delgado, which motion carried unanimously, Vice Chair Jardon ordered that the meeting be adjourned.

There being no further business to come before the Board, the meeting adjourned at 11:00 a.m.

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NEOMA JARDON, Vice Chair  
Regional Transportation Commission



**REGIONAL TRANSPORTATION COMMISSION**

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

Metropolitan Planning Organization of Washoe County, Nevada

April 19, 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 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. Advertisement is planned for April 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 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 11<sup>th</sup> & 14<sup>th</sup>

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

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

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 April 2019)

1. Wells Avenue – (Ryland Street to E. 9<sup>th</sup> 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. 7<sup>th</sup> 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 & 4<sup>th</sup> Street
10. Downtown Reno (45 signals)
11. Keystone Ave (6 Signals) – W. 7<sup>th</sup> St. to W. 1<sup>st</sup> 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 7<sup>th</sup> Ave

Progress as of Mid-March 2019

- Prater Way – Evans Ave to 15<sup>th</sup> St – TSP implementation almost complete for Prater Way.
- North Downtown Reno/UNR (8 Signals) – New timing completed.
- Sun Valley Blvd (6 Signals) – New timing completed.
- South Meadows Pkwy (5 signals) – Virginia St to Double R – 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 in June 2019.

The scope of this project includes:

Flashing Yellow Arrow – East/West

Keystone Avenue at 7<sup>th</sup> 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 6<sup>th</sup> 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. Ninety percent (100%) design is completed and under review. Advertisement is expected by the end of April.

**CORRIDOR IMPROVEMENT PROJECTS**

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

Construction is complete. RTC is currently working on the signal timing of the project area and then will start working on the Traffic Signal Prioritization (TSP) for the buses.



Virginia Street RAPID Extension

A detailed monthly progress report will be given on this project for April. 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 are under review 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, the project is anticipated to be designed and constructed in phases over approximately a 20-year period. 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 (60% Design Phase)

On March 20, 2019, a Stakeholder meeting with RSCVA was held. A bi-monthly coordination meeting with staff from Cities of Reno and Sparks was held on March 26, 2019. After submitting 30% Design plans, a Public Meeting was held on March 28, 2019. Cycle track and bicycle lane options have been presented to the cities to evaluate maintenance.

Sun Valley Boulevard Corridor Improvement Project (NEPA and Preliminary Design Phase)

Preliminary design work is underway with a 30% Design scheduled at the end of May 2019 and 60% Design by mid-December 2019. A Public Meeting is scheduled for April 24, 2019 at the Sun Valley Neighborhood Center.

**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. Pending completion of ROW (easement) acquisitions, 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)

This 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 have been identified 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 have been identified. Preliminary design continues with 50% plan review completed and 90% plans under development. ROW impacts are minor, but numerous and 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 this spring pending favorable weather.

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, 1<sup>st</sup> Street, Lake Street, and State Street Project

The project includes rehabilitation/reconstruction of the following street segments: Sutro Street from Commercial Row to 4<sup>th</sup> Street and from McCarran Boulevard to 1,400' north, 1<sup>st</sup> Street from Center to Lake, Lake Street Truckee River Bridge, and State Street from Virginia to Sinclair Street. Analyzing the feasibility of installing bike lanes on Sutro Street from 4<sup>th</sup> Street to Kuenzli Street is underway and geometric modifications at the Sutro/McCarran intersection are being designed to improve alignment and better accommodate the southbound to eastbound left-turn movement. Pending these design modifications 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. Fifty percent (50%) plans were submitted to City of Reno on January 30, 2019. We are working with the City to address comments and move forward with final design.

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 – 15<sup>th</sup> Street, Franklin Way, Hulda Court, and El Rancho Sidewalk Project

The Professional Services Agreement was awarded to CFA, Inc. on October 1, 2018. Ninety percent (90%) design plans have been submitted for review. The project includes rehabilitation/reconstruction of the following street segments: 15<sup>th</sup> 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. Construction is anticipated to start in July.

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

<b>Project</b>	<b>Property Owner</b>	<b>Purchase Amount</b>	<b>Amount Over Appraisal</b>
Virginia Street BRT Extension	Kathy Walker	\$9,180.00	\$2,490
Virginia Street BRT Extension	Hanco, Ltd.	\$1,686.00	\$0
Virginia Street BRT Extension	John C. Hancock	\$1,902.00	\$0
Virginia Street BRT Extension	ZX Ranch, LLC	\$3,160.00	\$0
Virginia Street BRT Extension	Maria Hatjopoulos et al	\$4,958.00	\$0

<b>Project</b>	<b>Property Owner</b>	<b>Purchase Amount</b>	<b>Amount Over Appraisal</b>
Virginia Street BRT Extension	Hi Rollers, LLC	\$1,571.00	\$0
Virginia Street BRT Extension	South Midtown Properties, LLC	\$70,925.00	\$0
Virginia Street BRT Extension	Leah K. Bader	\$4,186.00	\$300
Virginia Street BRT Extension	One Liberty C2K LLC	\$3,074.00	\$0
Virginia Street BRT Extension	Gorelick Investment Group III, LLC	\$2,434.00	\$0

**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 will be reported upon 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

April 19, 2019

**AGENDA ITEM 3.5**

**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**



**16<sup>th</sup> Annual St. Patrick's Day Safe RIDE Program**

The RTC through the generous support of its contributing sponsors: Atkins, CA Group, Inc., HDR, NCE and Sierra Nevada Construction; and partners LAMAR Advertising, KOLO 8 News Now and Cumulus radio stations including News Talk 780 KOH, 95.5 The Vibe, Wild 102.9 and K-Bull 98.1 helped

people celebrate responsibly on St. Patrick's Day. This program, in its 16<sup>th</sup> year, provided safe transportation for people celebrating the holiday. Between 4pm to 2am, RTC RIDE provided 8,442 free rides.

**RTC issues Notice to Proceed to Keolis**

On March 28, 2019, RTC issued a Notice to Proceed to Keolis Transit Services, LLC to begin the transition and start-up activities to take over the operation and maintenance of the RTC RIDE's fixed route service effective July 1, 2019. The RTC has been meeting every two weeks with the Keolis transition team to ensure a successful implementation. RTC's current contractor, MV, is also working collaboratively with RTC and Keolis to maintain continuity in the service.



## **May 4, 2019, RTC RIDE Service Change**

The upcoming RIDE service change focuses on improving the reliability of service on weekends, building on the schedule improvements made last October for weekday timetables, which significantly improved weekday on-time performance.

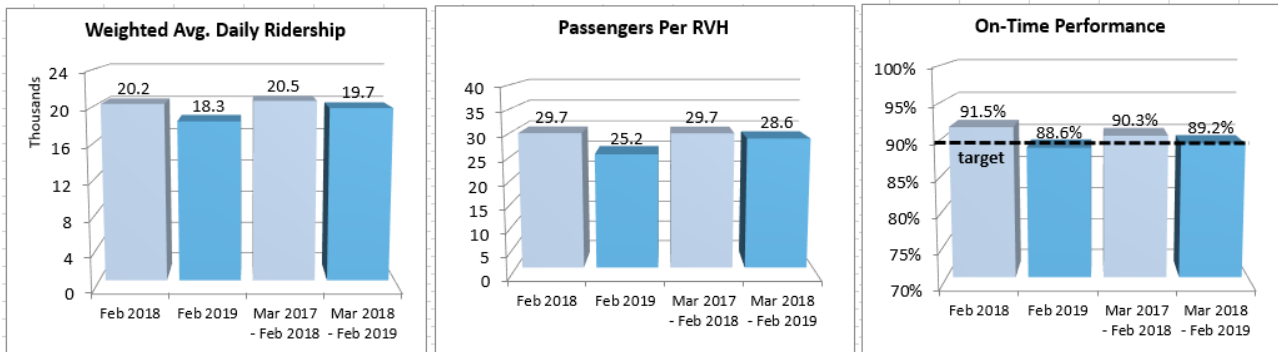
## **Transportation Demand Management Update (TDM)**

- **Vanpools increased** from 157 to 164 with over 90 vans serving the Tahoe Reno Industrial Center (TRI). Staff provided information on the vanpool program and potential park-n-ride locations at the South Meadows public hearing on March 26<sup>th</sup>.
- **Transportation Management Association.** RTC staff participated in two events at Tesla on March 26<sup>th</sup> and 28<sup>th</sup>. Discussions are continuing with My Ride to Work, Storey County and EDAWN toward creating a Transportation Management Association at the Tahoe Reno Industrial Center.
- **Updated Smart Trips website.** The Smart Trips website has been completely revamped and now includes better vanpool matching services, as well as transportation options throughout the region. TripSpark, a national ridesharing website developer, is working on developing a Smart Trips App for both Google and Apple smart phones. The apps should be available by the end of April.
- **Smart Trips 2 Work program (ST2W)**  
The RTC, in partnership with the Washoe County Health Department, is developing a voluntary trip reduction program designed to be a resource for businesses of all sizes to help reduce the number of single occupant vehicles (SOV's) during the morning and afternoon commute periods. The ST2W program is being designed to satisfy future Employee Trip Reduction (ETR) requirements should local jurisdictions choose to require this as a condition on new development projects. Staff will provide an overview of the program later in the agenda.

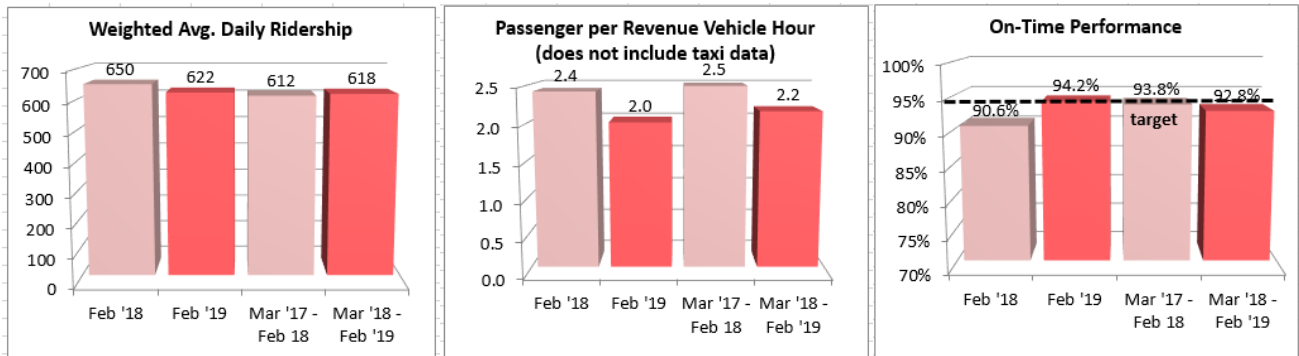


## FEBRUARY 2019 TRANSIT PERFORMANCE

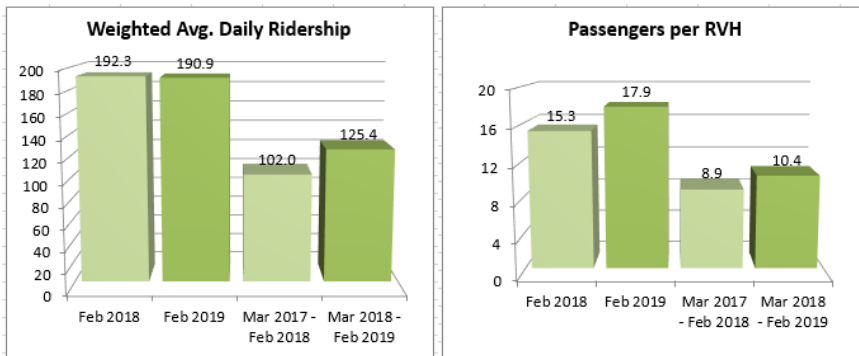
### RTC RIDE



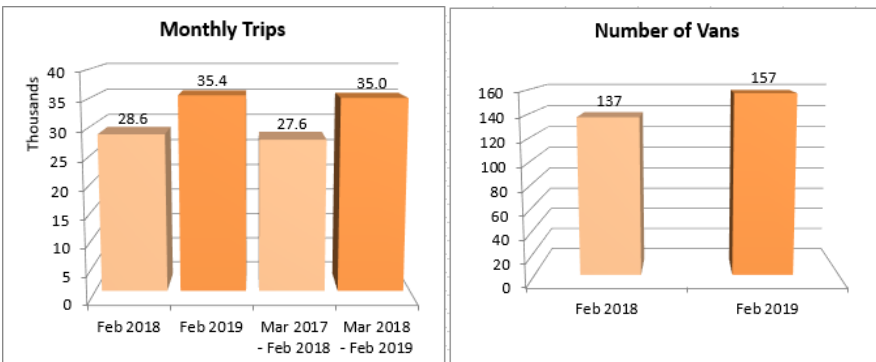
### RTC ACCESS



### TART



### RTC VANPOOL





**REGIONAL TRANSPORTATION COMMISSION**

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Metropolitan Planning Organization of Washoe County, Nevada

April 19, 2019

**AGENDA ITEM 3.6**

**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 26<sup>th</sup> 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.

*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. The draft report will be shared with the TAC and CMAC, external stakeholder group, and at a public meeting planned for late May. 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.
- During the January 2019 RTC Board meeting, the Board approved the Center Street Cycle Track and bike lanes on Sierra Street.
- 2018-2019 Bike Maps have been completed and are produced in both English and Spanish. These maps will be distributed throughout the community and are available online at [www.rtcwashoe.com](http://www.rtcwashoe.com).
- 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.
- RTC Participated in Nevada Moves Day by partnering with the Safe Routes to School Program and Mt. Rose Elementary School in March. Staff provided students and parents with walking and bicycle safety materials and demonstrated how to get to school safely.

Vision Zero

- Vision Zero Truckee Meadows is a regional task force that has made a commitment to take action to bring the number of fatalities and serious-injury crashes on our roadways to zero. The task force is using data to make equitable and transparent decisions to improve safety throughout our community.
- According to the fatalities report completed by the Nevada Office of Traffic Safety, in January and February of 2019, there were five pedestrian fatalities in Washoe County. When compared with the same time frame in 2018, this is a year-over-year increase in pedestrian fatalities by 66.67%. Some common factors to these fatalities include crashes occurring during darkness or low-light settings; crashes occurring in poorly illuminated areas; victims were 55 years of age or older; and victims were outside of a marked crosswalk.
- The Vision Zero Task Force is comprised of representatives from the Reno Police Department, Downtown Ambassadors, Nevada Department of Transportation, Bicycle and Pedestrian Program, Regional Emergency Medical Services Authority, Regional Transportation Commission of Washoe County, and community agencies to provide safety tips for pedestrians and drivers. Task force members have distributed 3,000 reflective wrist bands, 125 reflective backpacks, and pedestrian safety tips to pedestrians to enhance their visibility.
- 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 next steps include developing an inventory of potential candidate sites for affordable housing near transit routes and conducting additional stakeholder meetings.

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 – 2
- City of Reno – 1
- 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 March 14 – April 25:

March 14	ASCE Project of the Year awarded for 4th Prater Project
March 17	RTC St. Patrick's Day FREE Safe Ride
March 20	Nevada Moves Week Walk to School Day
March 21	Virginia Street Project Weekly Community Meeting
March 21	RTC Executive Director Lee Gibson Presentation to ASCE
March 26	South Meadows Multimodal Transportation Study Public Meeting
March 28	Oddie Wells Public Meeting 30% Design
March 28	RRIF TAC

March 28	Virginia Street Project Weekly Community Meeting
March 29	Envirovolution Sustainability tour and pedestrian safety information presented to students
April 3	RTC Technical Advisory Committee (TAC) Meeting
April 3	RTC Citizens Multimodal Advisory Committee (CMAC) Meeting
April 4	Virginia Street Project Weekly Community Meeting
April 10	Reno Sparks Leadership Presentation, including RTC Update, SMART TRIPS, Pavement Preservation, Vision Zero, 4th/Prater and Virginia Street Outreach
April 11	Virginia Street Project Weekly Community Meeting
April 11	Transforming Local Government Conference Bus Tour
April 24	Sun Valley Transportation Improvements Design Community Meeting
April 25	Virginia Street Project Weekly Community Meeting

Media Relations & Social Media

The RTC issued four news releases and participated in 21 media interviews on various topics, including the reopening of Virginia Street to two-way traffic, the Virginia Street Project northbound lane closure from Center to Vassar, the Virginia Street Project community meetings, the Virginia Street Project Interlocal Agreement with the City of Reno for bike racks and benches, the Oddie Wells Project public meeting, the South Meadows Study public meeting, the SMART TRIPS program and more.

Social media was used to promote the reopening of Virginia Street to two-way traffic, the Virginia Street Project northbound lane closure from Center to Vassar, the Virginia Street Project community meetings, the RTC job opening for a Paratransit Eligibility and Mobility Specialist, Nevada Moves Week, the South Meadows Multimodal Transportation Study public meeting, the RTC job opening for a Senior Accountant, a Virginia Street Project update video for March 22, the Oddie Wells Project community meeting, a Virginia Street Project update video for March 29, upcoming Midtown events and more.

Social media metrics the month of March: 62,846 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 Oddie Wells Project meeting, a Virginia Street Project update, NDOT's Kietzke and Second Street project and Earth Day free transit.

**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

April 19, 2019

**AGENDA ITEM 3.7**

**TO:** Regional Transportation Commission

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

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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)**

There were none.

**Request for Proposals (RFP)**

<b>Project</b>	<b>Due Date</b>
RTC 19-01 – Civil Engineering Design & Construction Management Services for the RTC Streets & Highway Program.	April 15, 2019
RTC 19-09 – Eagle Canyon Extension Alignment Alternatives and Planning and Environmental Linkages Study	April 25, 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.*

<b>Project</b>	<b>Contractor</b>	<b>Award Date</b>	<b>Contract Amount</b>
Facility Uniform and Linen Rental	AmeriPride Uniform Services	March 19, 2019	\$10,005
2019 Preventive Maintenance Slurry	Sierra NV Construction	April 8, 2019	\$6,161,007

**CHANGE ORDERS AND AMENDMENTS WITHIN EXECUTIVE DIRECTOR’S AUTHORITY**

There were none.