



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

**Wednesday, September 4, 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 August 7, 2019 Meeting Minutes (*For Possible Action*)

**ITEM 4** Recommend approval of the FFY 2020-2024 Regional Transportation Improvement Program (*For Possible Action*)

**ITEM 5** Acknowledge receipt of an update on the RTC Project Prioritization Framework (*For Possible Action*)

**ITEM 6** Acknowledge receipt of a presentation on the ADA Transition Plan Update (*For Possible Action*)

**ITEM 7** 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 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  
CITIZENS MULTIMODAL ADVISORY COMMITTEE  
Meeting Minutes**

**Wednesday, August 7, 2019**

**CMAC Members Present**

Sigurd Jaunarajs  
Vince Harris  
Molly O'Brien  
Paul Malikowski  
Scot A. Munns

Chun (Alan) Chao  
Mark Tadder  
Rudy Leon  
Harvey Katz

**CMAC Members Absent**

Majima Mayuko  
Dora Uchel  
Suraj P. Verma

Laura Azzam  
Vice Chair, Jeff Bonano

**RTC Staff**

Dan Doenges  
Amy Cummings  
Jacqueline Maldonado

David Carr  
Xuan Wang

**CMAC Guest**

Jillian Keller, Reno Bike Project

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 5:32 p.m. by the Chair, Molly O'Brien.

**ITEM 1. APPROVAL OF AGENDA**

The agenda was approved as submitted.

**ITEM 2. PUBLIC COMMENT**

There were no public comments.

**ITEM 3. APPROVAL OF THE JULY 10, 2019 MEETING MINUTES**

The minutes of the CMAC meeting July 10, 2019, were approved as corrected. Members Tadder and Chao abstained.

**ITEM 4. ACKNOWLEDGE RECEIPT OF A PRESENTATION ON THE UNIVERSITY AREA MULTIMODAL TRANSPORTATION STUDY**

Xuan Wang, RTC Senior Technical Planner gave a presentation on the University area Multimodal Transportation Study. A copy of the PowerPoint presentation is on file at the RTC Metropolitan Planning Department. There was a discussion on the University Area Multimodal Transportation Study.

Rudy Leon asked if skate boarding as a transportation mode was being evaluated as part of the study. Xuan Wang, RTC Senior Technical Planner, stated there were no specific discussions currently and Molly O'Brien, consultant project manager, concurred. Harvey Katz asked about the expected end results upon completion of the study and also asked about the study area as it relates to downtown Reno. Xuan Wang stated that all development around the University is being considered in the study. RTC will use the current Travel Demand Model (TDM) to generate the existing and forecast data to provide for a recommended list of improvements.

The CMAC had a discussion about the University Area Multimodal Transportation study, the walking audits that occurred, and the coordination with UNR and City of Reno. There was a continued discussion on connectivity to downtown as well as the online public survey for the study. Other future RTC transportation studies were also discussed.

Paul Malikowski made a motion to acknowledge receipt of a presentation on the University Area Multimodal Transportation Study

Rudy Leon seconded.

The motion carried unanimously with the exception of an abstention by Member O'Brien.

**ITEM 5. ACKNOWLEDGE RECEIPT OF A REPORT ON THE RTC PROJECT PRIORITIZATION FRAMEWORK**

Amy Cummings, RTC Deputy Executive Director/Director of Planning gave a presentation on the RTC Project Prioritization Framework. A copy of the PowerPoint presentation is on file at the RTC Metropolitan Planning Department. There was a discussion on the Project Prioritization Framework.

Rudy Leon asked about landscaping as it relates to transportation improvements. Amy Cummings, RTC Deputy Executive Director/Director of Planning, stated that RTC can recommend landscaping

improvements for the major corridor projects for the jurisdictions, but the jurisdictions and NDOT are responsible for maintaining the landscaping improvements. Vince Harris asked about local agency responsibility for maintaining street pavement. Amy Cummings stated RTC is responsible for the regional roads and the local agencies, depending on the jurisdiction, are responsible for local streets. Mark Tadder asked if the bicycle and pedestrian scores are combined. Amy Cummings stated that they are combined for the proposed criteria weighting of project scores. Guest, Jillian Keller, Reno Bike Project, asked if reported near misses for bicyclists and pedestrians were considered in the safety criteria. While it is not included in the prioritization framework, RTC has begun to compile this data reported through the Vision Zero website. A discussion continued on the proposed criteria being considered.

Rudy Leon made a motion to acknowledge receipt of report on the RTC project prioritization framework.

Mark Tadder seconded.

The motion carried unanimously.

**ITEM 6. REPORTS**

There was no discussion on the reports.

**ITEM 7. MEMBER ANNOUNCEMENTS/AGENDA ITEMS FOR FUTURE CMAC MEETINGS**

Mark Tadder announced a white cane walk awareness event on Tuesday, October 15, 2019 at 11:00 a.m. and a discussion continued.

**ITEM 8. RTC/RIDE/ACCESS STAFF ITEMS**

There were no items given.

**ITEM 9. PUBLIC COMMENT**

There were no public comments given.

**ITEM 10. ADJOURNMENT**

The meeting adjourned at 6:27 p.m.



**REGIONAL TRANSPORTATION COMMISSION**

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

Metropolitan Planning Organization of Washoe County, Nevada

September 4, 2019

**AGENDA ITEM 4**

**TO:** Citizens Multimodal Advisory Committee

**FROM:** Daniel Doenges, PTP, RSP  
Planning Manager

**SUBJECT: FFY 2020-2024 Regional Transportation Improvement Program**

**RECOMMENDATION**

Recommend approval of the FFY 2020-2024 Regional Transportation Improvement Program.

**SUMMARY**

The Regional Transportation Improvement Program (RTIP) provides documentation for multimodal transportation improvements and identified funding sources over a five-year period. Projects in the RTIP are moved forward from the 2040 Regional Transportation Plan (RTP).

This RTIP will continue many of the standing projects/programs contained in the current document, including the trip reduction program previously approved Transportation Alternative (TA) Set-Aside projects, the purchase of RIDE and ACCESS replacement vehicles, the Intelligent Transportation Systems (ITS) and traffic management programs, bicycle/pedestrian projects, the Safe Routes to School program, the pavement preservation program, and transit and paratransit operations. Projects such as the Virginia Street Bus RAPID Transit extension will also be carried forward.

Other projects being considered for the FFY 2020-2024 RTIP are those identified through development of the adopted 2040 RTP. It is anticipated that funding will be programmed for the construction phase for many of the corridor studies RTC has completed, including: Oddie Boulevard/Wells Avenue, Sun Valley Boulevard, and Sparks Boulevard.

Attachment



# FFY 2020 - 2024

## REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM



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## Chapter 1: Introduction

The State Legislature created the Regional Transportation Commission (RTC) in 1979, combining the previous statutory authority of the Regional Street and Highway Commission, the Regional Transit Commission and the Washoe County Area Transportation Study Policy Committee. The responsibilities of the RTC include design and construction of major streets and highways and administration of public transportation systems serving Washoe County.

The Regional Transportation Commission (RTC) of Washoe County was designated as the Metropolitan Planning Organization (MPO) for the Reno-Sparks urbanized area pursuant to federal law (23 USC 134). In this capacity, RTC is responsible under the Code of Federal Regulations (23 CFR Part 450) for carrying out a "continuing, cooperative, and comprehensive" transportation planning process that results in plans and programs consistent with the planned development of the urbanized area. The RTC prepares short- and long-range transportation plans for the region, programs multi-modal transportation and safety improvements through the RTIP process, and develops and administers the Unified Planning Work Program (UPWP).

### Overview of the Regional Transportation Improvement Program Process

The Federal Fiscal Year (FFY) 2020-2024 Regional Transportation Improvement Program (RTIP) is a five-year plan of street and highway, transit, bicycle and pedestrian projects for Washoe County and is based on the federal fiscal year (October – September). The RTIP includes a summary of projects by federal fiscal year and shows the agency responsible for implementing the project, funding source and other related information. The RTIP represents a prioritized program directed at meeting Washoe County's growing transportation needs while improving the region's safety, air quality, transportation efficiency, and mobility. The RTIP is required by federal regulation and serves as a useful tool in planning and programming transportation system improvements.

The RTIP assists in implementing the Regional Transportation Plan (RTP) by advancing projects from the first five years of the long range plan. Projects in the RTIP further the RTC guiding principles of supporting:

- Safe and healthy communities
- Economic development and diversification
- Sustainability, and
- Increased travel choices.

The initial federal legislation that established overall federal transportation program direction and authorized funding levels to the RTC as the Metropolitan Planning Organization (MPO) for Washoe County was included in the 1990 Clean Air Act Amendment (CAAA) and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). There have been several surface transportation funding and authorization bills since ISTEA, including the Moving Ahead for

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Progress in the 21<sup>st</sup> Century (MAP-21) Act in 2012 and the current Fixing America's Surface Transportation (FAST) Act, which was signed into law on December 4, 2015. The passage of MAP-21 established a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. It signaled a transition to a performance and outcome-based program, and directed states and MPOs to invest resources in projects to achieve individual targets that collectively will make progress toward national goals. The FAST Act carries forward and expands the performance-based transportation planning framework established under MAP-21.

## Conformity with the Clean Air Act Amendment of 1990

The commitment of Congress to promote and continue major reforms in the transportation planning process is shown with CAAA and all transportation legislation since ISTEA in 1991. The conformity provisions of the CAAA established important requirements that transportation plans, programs and projects conform to the purpose of the State Implementation Plan (SIP). The SIP establishes actions designed to improve air quality and meet National Ambient Air Quality Standards (NAAQS) for each criteria air pollutant, according to the schedules included in the CAAA, and is a formal submission of the region's air quality strategy to the federal government.

The emissions from motor vehicles make a significant contribution to air pollution, therefore, CAAA requires that transportation officials make a commitment to programs and projects that will help achieve air quality goals. Examples of these air quality goals include providing for greater integration of the transportation and air quality process; ensuring that transportation plans, programs and projects conform with the Statewide Implementation Plan (SIP) and contribute to attainment of national standards; and reducing growth in vehicle miles traveled (VMT) and congestion in areas that have not attained the U.S. Environmental Protection Agency (EPA) air quality standards. The federal standards require that certain pollutants do not exceed specified levels. Areas that violate this standard for specified pollutants are designated as non-attainment areas.

The core area of the Truckee Meadows is designated as Hydrographic Area #87 and is fully incorporated within the metropolitan planning area boundary. The hydrographic area is designated as in "attainment/maintenance" for both carbon monoxide (CO) and particulate matter of less than 10 microns (PM<sub>10</sub>). A regional emissions analysis must be performed for each pollutant that the area is determined to be in maintenance status for. The results from this analysis are shown in Chapter 8.

Though the Truckee Meadows is currently in attainment for ozone levels, recent monitoring results indicate that the region is extremely close to exceeding the existing threshold for non-attainment. In response, the RTC adopted a resolution to support the goals identified in the Washoe County Health District, Air Quality Management Division's Ozone Advance Path Forward.

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Some of the projects included in this RTIP that yield improvements to the region's air quality include:

- Acquisition of Electric/Zero Emission Transit Buses
- Implementation of Bicycle/Pedestrian Facilities
- Traffic Flow/Intersection Improvements
- Traffic Signal Operations Program
- Trip Reduction Program

## Implementing the FAST Act and MAP-21

In 2014, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) sent a letter to the Executive Directors of the Metropolitan Planning Organizations (MPO) and the heads of the State Departments of Transportation (State DOT) encouraging them to give priority to the following emphasis areas: MAP-21 Implementation, Regional Models of Cooperation, and Ladders of Opportunity. These three priorities remain as strategic objectives for the Surface Transportation Program and have been integrated into the RTC planning work program and RTIP.

MAP-21 established the following national performance goals for Federal highway programs, which were continued under the FAST Act:

- Safety—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure condition—To maintain the highway infrastructure asset system in a state of good repair.
- Congestion reduction—To achieve a significant reduction in congestion on the National Highway System (NHS).
- System reliability—To improve the efficiency of the surface transportation system.
- 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.
- Environmental sustainability—To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- 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.

In MAP-21, the transportation planning process was enhanced to incorporate performance goals, measures, and targets in identifying needed transportation improvements and project selection. The RTP describes the performance measures and targets used in assessing system performance and identifies progress made in achieving the performance targets. The RTIP must also be developed to make progress toward established performance targets, and the projects

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identified in the FFY 2020-2024 RTIP support multiple national performance goals by offering measurable contributions toward those targets.

## Safety Performance Management

Safety Performance Management (Safety PM) is part of the overall Transportation Performance Management (TPM) program, which FHWA defines as a strategic approach that uses system information to make investment and policy decision to achieve national performance goals. The Safety PM Final Rule supports the Highway Safety Improvement Program (HSIP), as it establishes safety performance measure requirements for the purpose of carrying out the HSIP and to assess fatalities and serious injuries on all public roads.

The Safety PM Final Rule establishes five performance measures as five-year rolling averages to include:

1. Number of Fatalities
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The RTC's aspirational vision is that zero fatalities on our region's roadways is the only acceptable goal and RTC recognizes that reaching that goal will require time and significant effort by all stakeholders. The annual safety performance targets identified in this document represent an important step in working toward the ultimate goal of eliminating traffic-related deaths and serious injuries. The safety performance targets are considered interim-performance levels that make progress toward the long-term goal of zero fatalities. This approach is consistent with guidance from the U.S. Department of Transportation as well as states and metropolitan planning organizations (MPOs) across the nation, including the Nevada Department of Transportation (NDOT). The RTC is also an active stakeholder in the Vision Zero Truckee Meadows Task Force. Table 1-1 shows the current targets and status of national measures.

**Table 1-1  
National Safety (PM1) Performance Measures**

RTP Goal	Performance Measures	Performance Target	2017 Performance Measure Status	2017 Performance Target Status
Improve Safety	Number of fatal crashes (5-year average)	8% annual reduction from previous year trend line (37 for year 2017)	37	Met 2017 goal and working towards aspirational goal of Zero Fatalities
	Number of fatal crashes per 100 million VMT (5-year average)	1.01 for year 2017 based on fatal crashes target	1.00	Met 2017 goal and working towards aspirational goal of Zero Fatalities
	Number of serious injury	Maintain existing	161	Met 2017 goal and

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crashes (5-year average)	decreasing trend (172 for year 2017)		working towards aspirational goal of Zero Fatalities
Number of serious injury crashes per 100 million VMT (5-year average)	4.80 base on serious injury crashes target based on serious injury crashes target	3.59	Met 2017 goal and working towards aspirational goal of Zero Fatalities
Number of non-motorized fatalities (5-year average)	8% annual reduction from previous year trend line (13 for year 2017)	13	Met 2017 goal and working towards aspirational goal of Zero Fatalities
Number of non-motorized serious injuries (5-year average)	Maintain existing decreasing trend (33 in 2017)	32	Met 2017 goal and working towards aspirational goal of Zero Fatalities

## Pavement and Bridge Condition and System/Freight/CMAQ Performance Management

As part of the TPM program, MAP-21 established measures for assessing pavement and bridge condition for the National Highway Performance Program (known as PM2). It also established measures for travel time reliability on the Interstate and non-Interstate NHS for all vehicles as well as for truck traffic specifically (Interstate only), and the assessment of the Congestion Mitigation and Air Quality (CMAQ) Improvement Program through measurement of total emissions reduction of on-road mobile source emissions. These measures are known as PM3. The most recent RTC targets for these measures are shown in the table below.

**Table 1-2  
National PM2 and PM3 Performance Measures**

Performance Measure	Target
Percentage of pavements of the Interstate system in good condition	Adopt NDOT 4-year target of 74.7%
Percentage of pavements of the Interstate system in poor condition	Adopt NDOT 4-year target of 1.4%
Percentage of pavements of the non-Interstate NHS in good condition	Adopt NDOT 4-year target of 55.8%
Percentage of pavements of the non-Interstate NHS in poor condition	Adopt NDOT 4-year target of 6.5%
Percentage of NHS bridges classified as in good condition	Adopt NDOT 4-year target of 35.0%
Percentage of NHS bridges classified as in poor condition	Adopt NDOT 4-year target of 7.0%
Percentage of person-miles traveled on the Interstate that are reliable	Adopt NDOT 4-year target of 87.0%
Percentage of person-miles traveled on the non-Interstate NHS that are reliable	Establish RTC 4-year target of 70%



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Truck Travel Time Reliability (TTTR) Index	Adopt NDOT 4-year target of 1.26
Total emission reduction of NOx for CMAQ funded projects	Establish RTC 4-year target of 152.1 kg/day
Total emission reduction of VOC for CMAQ funded projects	Establish RTC 4-year target of 266.9 kg/day
Total emission reduction of PM <sub>10</sub> for CMAQ funded projects	Establish RTC 4-year target of 1.2 kg/day
Total emission reduction of CO for CMAQ funded projects	Establish RTC 4-year target of 2,019.2 kg/day

The RTC chose to adopt NDOT targets for the pavement and bridge condition (PM2) measures as the RTC has minimal participation in the maintenance of the majority of the Interstate and non-Interstate NHS facilities. The RTC has adopted a local performance management target for the pavement condition of regional roads which is expressed as an overall Pavement Condition Index (PCI) of 80.

Similarly, the RTC adopted the NDOT targets for the percentage of person-miles traveled on the Interstate that are reliable as well as the TTTR index, as these measures reflect conditions on the state-owned and operated portions of I-80 and I-580 in the Reno-Sparks area. Conversely, there are several RTC projects and programs that can influence travel behavior on the regional roads. Therefore, the RTC established a target of 70% for the percentage of person-miles traveled on the non-Interstate NHS that are reliable.

For similar reasons, the RTC established local targets for the emissions reduction in criteria pollutants of CMAQ-funded projects. The Reno-Sparks and Las Vegas urbanized areas are the only two areas in the state that are in maintenance or non-attainment of National Ambient Air Quality Standards (NAAQS) for criteria air pollutants. The state targets for these performance measures are simply the sum of the total emissions reductions for both Reno-Sparks and Las Vegas.

## FFY 2020-2024 Regional Transportation Improvement Program Summary

The following table is a summary of the highway, transit capital and operating, bikeway and other projects in the RTIP. The 5-year program has a total cost of approximately \$1.4 billion.

**Table 1-3  
FFY 2020-2024 RTIP Summary**

Project by Mode/Program	Total Cost	% of Total Program
Roadway Construction	\$442,220,000	51.9%
Multimodal Corridor Improvements	\$173,677,529	20.4%
Pavement Preservation	\$91,000,000	10.7%

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Transit Operating and Capital	\$84,941,367	10.0%
Bicycle and Pedestrian Improvements	\$38,137,502	4.5%
Intelligent Transportation Systems (ITS)/Traffic Management	\$7,784,000	0.9%
Other Projects/Programs*	\$7,040,912	0.8%
Bridge Maintenance	\$6,950,000	0.8%
TOTAL	\$851,751,310	100.0%

\* Includes Safe Routes to School, trip reduction, bicycle/pedestrian safety education programs, rail crossing improvements and maintenance agreements.

The complete RTIP project listing is contained in Appendix A, and represents the status of projects at the time of the adoption of this document. The listing shows the project description, the project limits where applicable, the project phase (preliminary engineering/design, right-of-way, construction, or “other” – operations or equipment purchases), the year programmed, the project costs and the federal, state and/or local contributions to the project cost. Over the lifetime of the current RTIP, it is anticipated that there will be amendments or administrative modifications, as it is a living document. To ensure portrayal of the most current status of a given project, those interested are encouraged to search for projects in the electronic Statewide Transportation Improvement Program (eSTIP). The eSTIP can be accessed online at <https://estip.nevadadot.com/default.asp>, and contains a searchable/sortable database for projects within the entire State of Nevada.

The individual projects in the RTIP were developed through coordination between the RTC, the Nevada Department of Transportation (NDOT), Washoe County and the cities of Reno and Sparks and based on the Regional Transportation Plan (RTP), which was developed through extensive public outreach. The RTC Technical Advisory Committee (TAC) and Citizens Multimodal Advisory Committee (CMAC) also provided input.

## Major Roadway and Multimodal Corridor Projects

The RTIP programs approximately \$615 million in major roadway and multimodal corridor projects. This funding typically comes from federal FAST Act programs, RTC Fuel Tax and state gas tax.

Approximately \$259 million is programmed by NDOT for freeway improvement projects, such as improvements to the Spaghetti Bowl and other projects on US 395 and I-80. Design and construction of RTC improvements for the Pyramid Highway/US 395 Connector, Sparks Boulevard, Lemmon Drive, and Mill Street/Terminal Way round out the remainder of the bulk of roadway construction projects. Roughly \$174 million is for multimodal corridor projects including the Virginia Street Bus RAPID Transit (BRT) Extension project, as well as completion of design and construction on Oddie Boulevard/Wells Avenue and Sun Valley Boulevard. The Virginia Street Bus RAPID Transit Extension project will extend RTC RAPID transit service to the University of Nevada, Reno, and also includes upgrades to pedestrian facilities, safety and

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multimodal improvements and road reconstruction. In addition to the corridor improvements, RTC has programmed about \$38 million for bicycle and pedestrian projects that have been identified in the Complete Streets Master Plan and Bicycle-Pedestrian Master Plan. Another \$91 million is allocated to the ongoing RTC Pavement Preservation program to maximize the useful life of the regional road network.

## Transit Programs

The RTIP programs approximately \$85 million on public transportation projects during the five-year period. This includes the RTC RIDE fixed-route transit system (including RTC REGIONAL CONNECTOR) and the RTC ACCESS paratransit services system. Most capital outlays are federal funds from FTA Section 5307, Section 5339 and the Congestion Mitigation and Air Quality (CMAQ) program. The primary capital expenditures call for the replacement of RTC RIDE buses and RTC ACCESS vans. The RTC is systematically phasing out older diesel RIDE buses with new zero emission, electric buses in an effort to achieve its goal of a 100% electric fleet by 2040.

## Transportation Systems Management (TSM), Transportation Demand Management (TDM) and Other Projects

Transportation system operations improvements maximize the capacity of existing roadways in a highly cost effective way. RTC conducts a traffic operations program cooperatively with Washoe County, the City of Reno and the City of Sparks. Over the next five years, roughly \$8 million is to be used for the traffic management program, intersection geometric improvements, and intersection capacity improvements. This amount also includes NDOT expenditures on similar projects.

## Other RTIP Conformities and Certifications

### Conformity with the Regional Transportation Plan (RTP)

The projects in the RTIP are developed from the project list and policies included in the Regional Transportation Plan (RTP), and therefore conform to the RTP. The RTIP is the principal mechanism for implementing the transportation projects and programs contained in the RTP.

### Financial Capacity

With federal programs, the RTC is required to evaluate the financial capacity of the agency to conduct and carry forward the financial requirements related to the public transportation operation. The financial capacity analysis is prepared annually by the RTC Finance Department with the budget process. The RTC has the financial capacity to continue the street and highway and the public transportation programs through the five-year operating and capital financial model.

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## Public Involvement Plan

Federal legislation requires that each MPO formally adopt a proactive public involvement process. The intent of the process is an early and continuing involvement of the public in developing transportation plans and programs. The RTC most recently updated its Public Participation Plan in November 2017, which is compliant with federal regulations and is a comprehensive plan outlining the public involvement and education process.

## Conformity Determination

The air quality and regulatory conformity determination associated with the RTIP is included as part of this document. A finding of conformity by the Regional Transportation Commission (RTC) is required before approval of federal program funding for individual projects included in the RTIP. The RTIP will be reviewed and updated every two to four years, allowing consideration and revision of project priorities. The resolution adopting this RTIP incorporates the required findings of conformance. Chapter 8 provides specific detail on the air quality and regulatory conformity analysis and determination. RTC works closely with the Washoe County Air Quality Management Division and other partner agencies involved in air quality analysis through periodic interagency consultation meetings.

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## Chapter 2: Planning Process

The RTIP is developed with the assistance and cooperation of state and local governments, including public works and planning officials, who develop project proposals and review the project listing developed by RTC staff.

### Regional Planning Process

As the MPO for the Reno-Sparks urbanized area, the RTC is responsible for carrying out a "continuing, cooperative, comprehensive" transportation planning process that results in plans and programs consistent with the planned development of the urbanized area. The RTC develops the RTP, RTIP, and other planning documents in close cooperation with several federal, state and local transportation and environmental agencies as described below.

[Truckee Meadows Regional Planning Agency \(TMRPA\)](#) The TMRPA, created by state legislation in 1989, is responsible for preparation and implementation of the Truckee Meadows Regional Plan (referred to as the Regional Plan). The TMRPA is comprised of the Regional Planning Governing Board (RPGB), the Regional Planning Commission (RPC), and staff. The Regional Plan addresses regional urban form, natural resource management, infrastructure, and service provision within Washoe County. The agency implements the Regional Plan by ensuring that master plans of local governments and affected entities conform to adopted policies. The RTC is considered an affected entity and as such the RTP must be in conformance with the Regional Plan.

[Nevada Department of Transportation \(NDOT\)](#) NDOT is responsible for planning, programming, construction, and maintenance activities involving federal aid and state gas tax funding. Planning and programming of these projects are coordinated with RTC through the RTIP and RTP processes. NDOT also provides funds to RTC for transportation planning and transit operations and provides technical data and analysis to support the regional transportation planning process.

[Washoe County Health District \(WCHD\)](#) The WCHD has statutory responsibility for developing and implementing air quality plans and programs in Washoe County. The District is a strong partner with RTC in promoting a healthy community. The Air Quality Management Division (AQMD) and Chronic Disease Prevention Program actively support transportation investments that improve community health.

[Reno-Tahoe Airport Authority \(RTAA\)](#) The RTAA, created in 1977 by the State Legislature, has responsibility for county-wide airport operations and planning. It is the owner and operator of the Reno-Tahoe International and Reno-Stead Airports.

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## RTC Planning Process

The RTC planning process is intended to provide decision makers with plans and projects that effectively meet community needs. The measure of any planning program is the extent to which planned projects are implemented and the extent to which the desired objectives are achieved. Transportation planning in Washoe County has been successful due in large part to the unique structure of RTC as both a planning and an implementing agency.

**Regional Transportation Plan (RTP)** The central component or foundation of the RTC planning process is the Regional Transportation Plan (RTP). The RTP includes transportation policies encompassing multimodal travel by vehicles, transit, bicycles, and pedestrians and also addresses transportation management strategies. The RTP identifies the facilities, services and programs necessary to meet increasing travel demands through a minimum of a 20-year planning horizon.

The RTP includes guiding principles that are the overarching themes that recur throughout the plan and provide the basis for the goals and selection of transportation investments. The principles are:

- Safe and Healthy Communities
- Economic Development and Diversification
- Sustainability
- Increased Travel Choices

The goals that were developed to support the guiding principles include:

- Improve Safety
- Integrate Land Use and Economic Development
- Promote Healthy Communities and Sustainability
- Manage Existing Systems Efficiently
- Integrate All Types of Transportation
- Focus on Regional Connectivity
- Promote Equity and Environmental Justice
- Improve Freight and Goods Movement
- Invest Strategically

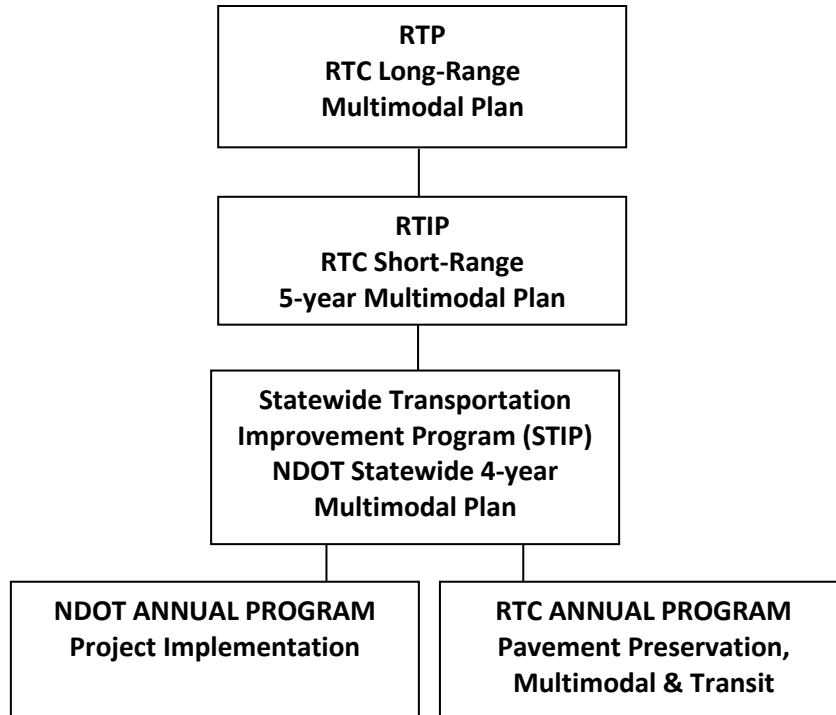
The guiding principles and goals are discussed in detail in Chapter 1 of the Regional Transportation Plan.

**Regional Transportation Improvement Program (RTIP)** The RTIP is a five-year, multimodal transportation plan for implementation of projects in Washoe County. It includes transit, paratransit, major street and highway capital projects and transportation system and demand management programs. The RTIP is the RTC's principal means of implementing long-term

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transportation planning objectives through annual programming of specific projects. Public transportation projects are incorporated into the RTIP. The implementation of the RTP guiding principles and goals occurs mainly through the RTIP, as shown in **Figure 2-1**.

**Figure 2-1**  
**Regional Transportation Commission**  
**Planning Process**



## RTC Advisory Committees

RTC has established two standing advisory committees that participate actively in the transportation planning process. The Citizens Multimodal Advisory Committee (CMAC) is a self-governing committee that meets once a month and has responsibility for reviewing agency plans and projects, evaluating plan conclusions and recommendations and providing general public input into the planning process. The CMAC consists of citizens from various jurisdictions of Washoe County appointed by the RTC Board to provide public input to RTC staff in the conduct of transportation planning activities. CMAC membership is geographically diverse and maintains a balance of members with an interest in or experience with one of the following emphases: RTC RIDE (fixed route transit), RTC ACCESS (paratransit), bicycle/pedestrian, and general multimodal transportation; thus providing another forum for discussion of regional transportation issues.

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The Technical Advisory Committee (TAC) is composed of planning and public works personnel from each of the local governmental entities including the Cities of Reno and Sparks and Washoe County. In addition, representatives from the Nevada Department of Transportation (NDOT), Federal Highway Administration (FHWA), Truckee Meadows Regional Planning Agency (TMRPA), the Reno-Tahoe Airport Authority (RTAA), Washoe County Health District, Air Quality Management Division (WCHD—AQMD), Reno-Sparks Indian Colony (RSIC) and Washoe County School District (WCSD) provide input on transportation and air quality planning issues. It is the responsibility of this committee to review and comment on plans developed by RTC from a technical standpoint. It also advises and assists the RTC planning staff with methods and procedures and recommends technical standards.

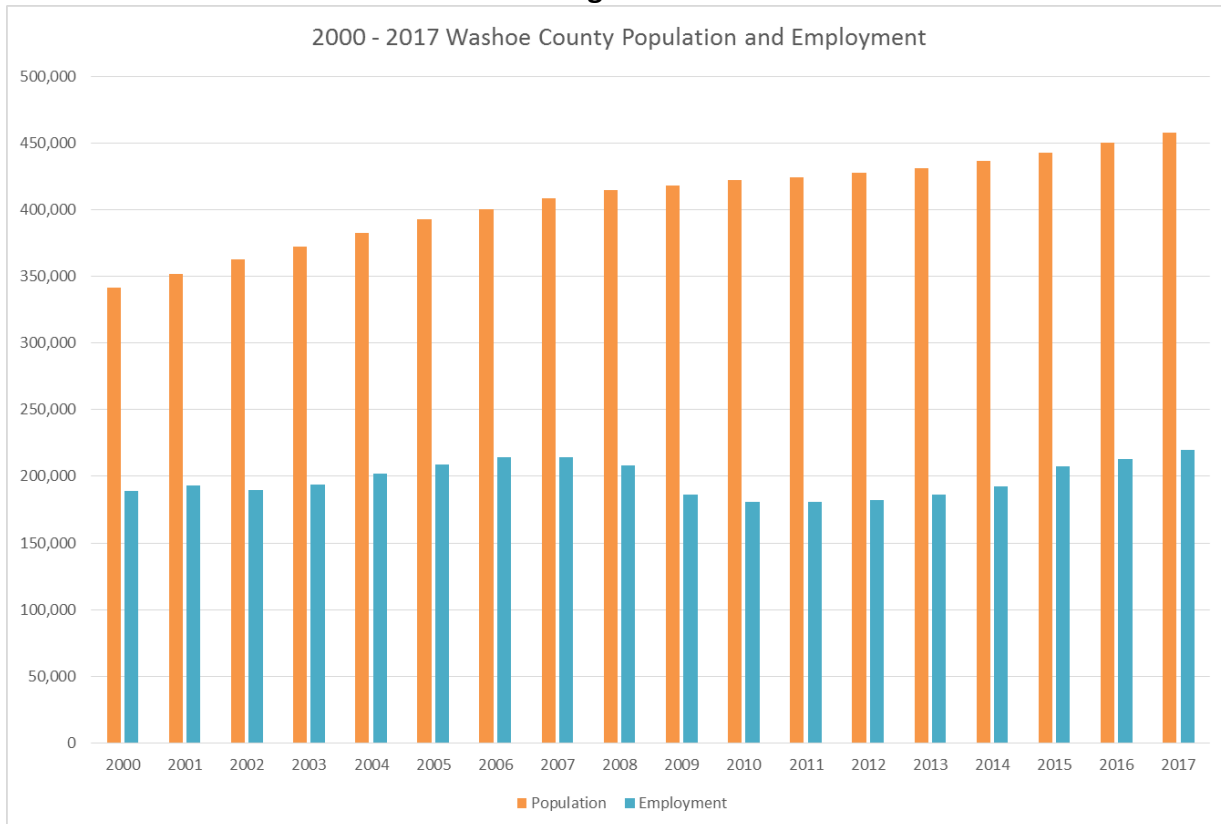


## Chapter 3: Current and Future Trends

### Socioeconomic Trends

Between 2000 and 2017, the U.S. Census Bureau indicates that the county population increased from 341,389 to 457,333. During this same time, employment increased from 188,965 to 219,548. While growth slowed during the national recession, employment has surpassed pre-recession levels, and long term projections indicate a 2040 population of about 560,000.

Figure 3-1



### Travel Trends

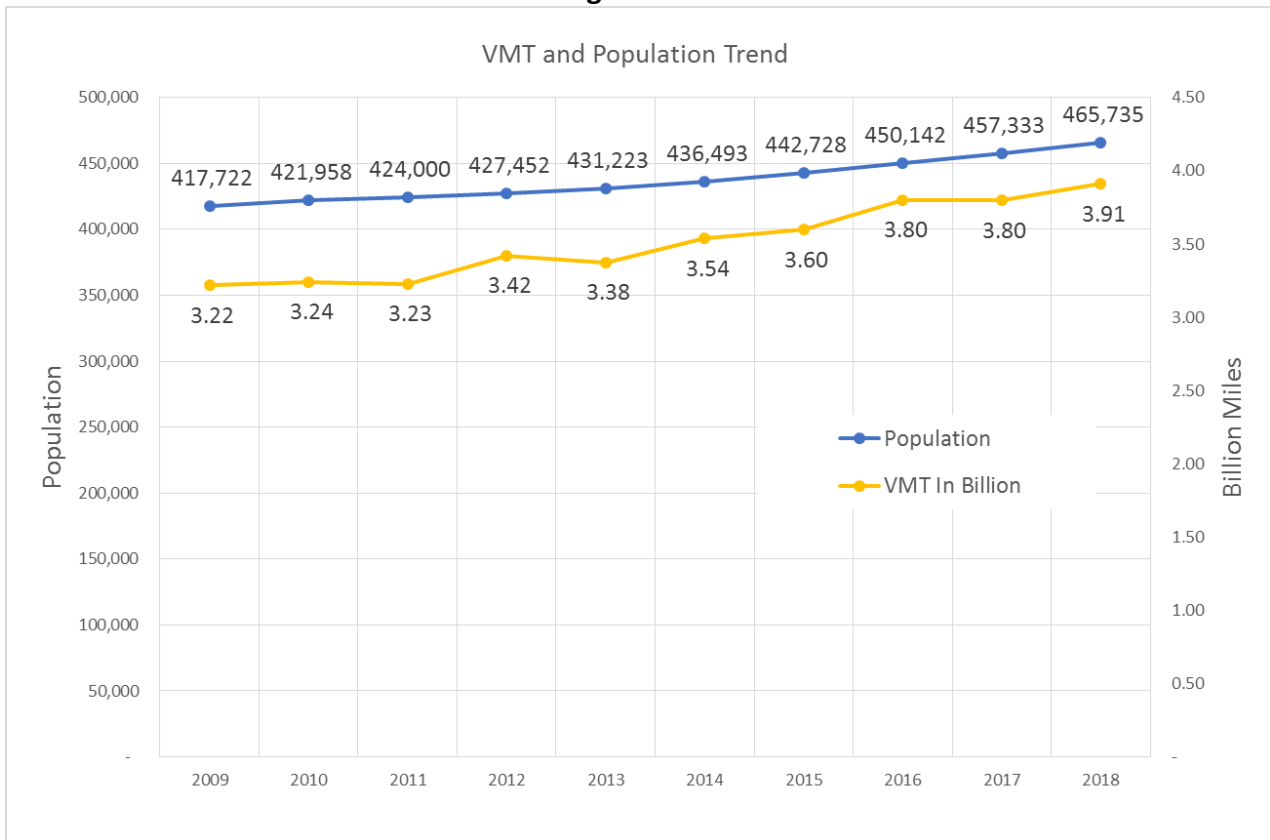
One of the goals of the RTC is to increase the share of trips made by walking, bicycling, and riding transit. A comprehensive program to document alternative mode use and monitor changes over time was initiated in 2013. A stated goal in the 2040 RTP is a 15% alternative mode share within the transit service area by 2040. The 2018 Annual Bicycle, Pedestrian, & Wheelchair Report indicates that the average total non-motorized mode share within the transit service area was 12.4%. A select number of count locations on the Virginia Street (Virginia Line) and 4th Street/Prater Way (Lincoln Line) BRT corridors help to measure performance against these criteria as well. The RTC has been collecting count data at several locations near major trip generators within these corridors, and a target of 40% alternative

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mode share for both corridors was established in the 2040 RTP. The average alternative mode share was 21.6% and 27.3% for the Virginia Street and 4th/Prater TOD corridors, respectively. It is important to note that some of the count locations within these corridors were significantly impacted by road construction during the last count cycle, and transit ridership on both Virginia Street and 4th Street/Prater Way was down. By comparison, the 2017 Annual Bicycle, Pedestrian, & Wheelchair Report indicated an average alternative mode share of 26.2% and 35.0% for the Virginia Street and 4th/Prater corridors, respectively. However, ridership within the 4<sup>th</sup> Street/Prater Way corridor has been steadily increasing since the Lincoln Line opened in October 2018. As of June 2019, the combined ridership on the Lincoln Line and Route 11 (the local fixed route within the corridor) has increased 41% over the same month in the previous year.

Annually, NDOT has tracked the growth in motor vehicle travel in Washoe County as part of the Highway Performance Monitoring System (HPMS). While population increased from 417,722 in 2009 to 465,735 in 2018, the HPMS estimate of annual vehicle miles of travel (VMT) increased from about 3.2 billion in 2009 to more than 3.9 billion in 2018. Figure 3-2 shows the VMT and population growth trends during this period. The growth in VMT has significantly outpaced the rate of increase in the population, with an average annual growth rate of almost double that of the population. This current trend supports the need for more investment in alternative modes of transportation.

**Figure 3-2**



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## Population and Employment Forecasts

The Truckee Meadows Regional Planning Agency (TMRPA) develops the population and employment forecasts used in the regional travel demand model in partnership with RTC, NDOT, Washoe County, City of Reno, and City of Sparks. TMRPA uses an allocation based model to visually display a variety of population growth scenarios. As this RTIP is based on the 2040 RTP amendment approved on August 17 2018, the 2016-2036 Washoe County Consensus Forecast was used to establish the long range total population projections for Reno, Sparks, and unincorporated Washoe County. Full documentation of the Consensus Forecasts is available on the TMRPA website. RTC works with TMRPA through a shared use program which includes support and collaboration in GIS analysis, data collection, online data access, and development of the Consensus Forecast.

**Table 3-1**  
**2016 Consensus Forecast Totals**

Households, Population and Employment						
Model Year	2015	2020	2025	2030	2035	2040
Households	178,903	191,376	202,373	212,233	220,946	228,916
Population	441,946	473,884	499,261	522,286	543,931	559,995
Employees	265,878	293,907	311,935	327,798	344,119	365,354

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## Chapter 4: Federal Transportation Programs

### Introduction

The federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 established overall federal transportation program direction and, through the reauthorizations of the bill, a major portion of the FFY 2020-2024 Regional Transportation Improvement Program (RTIP) funding is provided. These programs were, for the most part, continued under TEA-21 and SAFETEA-LU transportation legislation. When MAP-21 was enacted, some of the core highway formula programs were restructured and carried through the FAST Act. A brief summary of each of the programs is provided below.

**National Highway Performance Program (NHPP)** The NHPP combined former SAFETEA-LU programs including the National Highway System and Interstate Maintenance and Bridge Programs. The NHPP provides support to the condition and performance of the National Highway System (NHS) for the construction of new facilities on the NHS and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets to be established in the states asset management plan.

**Surface Transportation Block Grant Program (STBG)** The STBG program provides flexible funding that may be used for projects to preserve or improve conditions and performance on any Federal-aid highway; bridge projects on any public road; facilities for non-motorized transportation; transit capital and public bus terminals and facilities. These funds provide NDOT and RTC with the opportunity to program funds for new construction, maintenance, transit, ridesharing/employer trip reduction (ETR), centralized traffic signal control systems and traffic management programs. The STBG program is divided into STBG-Statewide and STBG Washoe County Urbanized Area (STBG-Local) funding categories.

**Congestion Mitigation and Air Quality Improvement Program (CMAQ)** The CMAQ funding category is available to air quality non-attainment/maintenance areas and the majority of the Truckee Meadows is an air quality maintenance area for specific criteria pollutants identified under the CAAA. Funding from the CMAQ program can only be used for projects that will have substantial air quality benefits or the type of improvements identified in the State Implementation Plan (SIP). CMAQ cannot be used to fund projects that will result in the construction of new capacity available to single-occupancy vehicles (SOVs). Programs and projects that CMAQ can fund include programs to improve public transit, ETR programs, intersection improvements, traffic flow improvements that reduce emissions, bicycle/pedestrian facilities, park-and-ride facilities, and programs to restrict vehicle use in areas of emissions concentration.

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**Highway Safety Improvement Program (HSIP)** The HSIP is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including locally (non-state)-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

**National Highway Freight Program (NHFP)** The NHFP is a new funding program authorized through the FAST Act, which is focused on improving the efficient movement of freight on the National Highway Freight Network (NHFN). Funds are distributed to states by formula for eligible activities, such as construction, operational improvements, freight planning, and performance measurement. A state must have a State Freight Plan approved by FHWA in order to obligate NHFP funds. The Nevada State Freight Plan was approved in September 2016.

## **FAST Act Planning Provisions**

The passage of the FAST Act made no significant regulatory changes pertaining to transportation planning. The most important planning requirements that are included in the RTC planning process are summarized below.

**Long-Range Plan** The MPO must prepare a long-range transportation plan that identifies transportation facilities for all modes necessary to serve a 20-year forecast period at a minimum. The long-range plan must include a financial plan that demonstrates how the long-range plan can be implemented, including all public and private revenue sources that are "reasonably expected to be made available to carry out the plan, and recommends any innovative financing techniques to finance needed projects and programs."

**Transportation Management Area (TMA) Designation and Requirement for Congestion Management Process (CMP)** The Secretary of the Department of Transportation is required to designate all urbanized areas with more than 200,000 population as TMAs. Within a TMA, it is necessary to develop a Congestion Management Process (CMP) that provides for effective management of new and existing transportation facilities eligible for federal funding. The RTC developed a CMP that was updated in the 2040 RTP.

**MPO-State Coordination in RTIP Development** Federal regulation states that all federally funded projects within the boundaries of a metropolitan planning area serving a TMA shall be selected for implementation from the approved RTIP by the MPO in consultation with the state. It specifies that the RTIP project selection is the responsibility of the MPO.

**Project Prioritization and Financial Constraint** Federal regulation also requires that the RTIP prioritize all projects and have a financial plan that demonstrates that funding is available for the projects listed. These requirements are discussed in Chapter 6—Project Prioritization and Chapter 7—Financial Plan of this document.

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**Functional Classification** NDOT is required to develop a functional classification of roads and streets and the designation of routes on the Federal-aid highway system "in cooperation with local and regional officials." Functional classification identifies and groups roadways by the character of the service they provide. It was necessary to designate the National Highway System (NHS) segments within Nevada by 1993. The NHS in Washoe County was updated in 2016 through a cooperative effort with NDOT and the RTC.

**Certification** The Secretary of the Department of Transportation is required to certify that each MPO is carrying out its responsibilities under the law. The first certification deadline was September 30, 1993. Recertification must occur every four years. The next scheduled recertification for the RTC is September 2019. Federal funding may be withheld if the MPO is not certified.

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## Chapter 5: Public Transportation Capital and Operating Plan

### Introduction

The FFY 2020-2024 Public Transportation Capital and Operating Plan provides an overview of the current status of public transportation and, more importantly, is a plan for future service delivery. Public transportation is a valuable community asset that helps reduce traffic congestion, improve air quality, and provide essential mobility. This service allows local residents to access jobs, education, and commercial activities. By providing transit service along Urban Corridors, public transportation also helps promote the higher density, mixed use, and walkable communities envisioned in the *Truckee Meadows Regional Plan*.

### RTC Public Transportation Services

The RTC provides the following public transportation services to the residents of Washoe County:

- RTC RIDE
- RTC RAPID
- RTC REGIONAL CONNECTOR
- RTC ACCESS
- Tahoe Area Regional Transit (TART) – RTC is a partner with Placer County, CA and the Tahoe Transportation District (TTD)

**RTC RIDE** – RTC RIDE began operating public transportation services on September 18, 1978 and is RTC's primary fixed-route public transportation system. RTC owns RTC RIDE facilities and equipment. RTC RIDE is operated by a private contractor under a turn-key contract.

RTC RIDE is a public fixed-route transit service owned by RTC. Passage of a ¼% sales tax referendum by the voters of Washoe County on September 14, 1982, provided the financial resources necessary to expand fixed-route and paratransit service. As federal transit funding steadily declined over the past several years, the sales tax funding has been critical to continued improvement in public transportation. As part of a larger transportation funding package, transit funding was increased by the adoption of an additional 1/8% sales tax effective July 1, 2003, half of which has generally been used for transit and the other half for roadways.

The RTC RIDE system encompasses the Cities of Reno and Sparks and areas of Washoe County, using a fleet of approximately 70 buses on 26 fixed routes. The system operates in a 90 square-mile service area based on a ¾-mile distance from each fixed route (excluding RTC REGIONAL CONECTOR).

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**RTC RAPID** – On October 11, 2009, RTC RAPID was introduced. RTC RAPID is a Bus Rapid Transit (BRT) express service that serves the Virginia Street corridor from downtown Reno to Meadowood Mall. RTC RAPID includes level-boarding stations with more amenities served by modern 60-foot articulated hybrid diesel/electric vehicles. The service includes technology that allows the buses to communicate with the traffic signals to extend the green time several seconds for the bus. Design improvements help vehicles move around other traffic. The RAPID currently operates between 4<sup>th</sup> STREET STATION and Meadowood Mall and runs seven days a week. Preliminary design has begun to expand this service further north on Virginia Street to provide a stronger connection between the University of Nevada – Reno (UNR), downtown Reno, and the Midtown neighborhood. In addition, a second RAPID route went into operation December 2018 after the construction was completed to provide RTC RAPID service on the 4<sup>th</sup> Street/Prater Way corridor between CENTENIAL PLAZA STATION in Sparks and 4<sup>th</sup> STREET STATION in Reno to provide greater connectivity between downtown Reno and downtown Sparks.

**RTC REGIONAL CONNECTOR** – RTC REGIONAL CONNECTOR provides a commuter service between Reno and Carson City. The service operates Monday through Friday through a partnership between RTC and the City of Carson City. This premium service carries over 36,000 passengers per year. This route is 33 miles each way and offers free WiFi. It runs three trips in the morning and three trips in the afternoon.

**Table 5-1**

<b>FY 2017 RTC RIDE System Performance Indicators</b>	
Total Number of Rides in FY 2017	7.4 million
Average Number of Rides per Day	21,000
Total Service Hours (Revenue Vehicle Hours)	253,381
Average Passengers per Service Hour	30.0
Route w/Highest Passengers per Service Hour	RAPID (44.1)
Non-RAPID Route w/Highest Passengers per Service Hour	Route 11, 4 <sup>th</sup> St/Prater Way (40.2)
Total RTC RAPID Ridership	1,297,903

**RTC ACCESS** – In 1988, RTC established RTC ACCESS and assumed direct responsibility for providing door-to-door transportation for people with disabilities in the Reno/Sparks urbanized area. RTC ACCESS operates 24 hours a day, 7 days a week, in compliance with Americans with Disabilities Act (ADA) regulations. RTC ACCESS services include vans and night taxis. In FY 2017, 231,438 rides were provided, with an average of 2.7 rides per service hour. Approximately 4,500 individuals are certified as ADA paratransit eligible in Washoe County. The RTC ACCESS van fleet uses compressed natural gas (CNG), a cleaner burning fuel, for better air quality and lower emissions.

RTC ACCESS also services some areas in the community beyond this geographic area (called the Non-ADA Zone). Funding assistance for trips in the Non-ADA Zone is provided by the Sierra Nevada Transportation Coalition (formerly CitiCare), a non-profit organization. Because RTC



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does not have the resources to provide fixed-route and paratransit service to all residences in Washoe County, the agency is pursuing partnerships with not-for-profit providers that can serve outlying areas and other specialized transportation needs. The Section 5310 Program, funded by the FTA, allows RTC to offer competitive grant funding to organizations that provide enhanced mobility for seniors and persons with disabilities.

**Tahoe Area Regional Transit (TART)** – Tahoe Area Regional Transit (TART) began operation in February 1975 and is operated by Placer County, California. In 1985, RTC signed an interlocal cooperative agreement (ICA) with Placer County to fund the extension of the TART system into the Incline Village/Crystal Bay area, which has since been amended to include participation with the Tahoe Transportation District (TTD). TART provides fixed-route service to people living in the communities of Tahoma, Homewood, Tahoe City, Kings Beach, Truckee and Incline Village with four fixed routes daily.

## **Prioritization of Public Transportation Improvements**

Federal legislation requires prioritization of projects in the RTIP. This requirement is consistent with existing RTC practices to evaluate the overall benefit of any public transportation project. The following issues are considered before changes in transit service are made:

1. What is the intent of the project and why is it needed?
2. What are the anticipated benefits?
  - a. What user groups or area of the community will benefit from the project?
  - b. What existing services or facilities are available to that group or area?
  - c. Will the project improve productivity?
  - d. Is the project self-sustaining after the initial funding?
3. How will the project improve the availability of public transportation?
  - a. Does the project enhance service level?
4. Does the project improve overall level of service performance standards?
5. Does the project provide air quality benefits?
6. What is the overall cost effectiveness of the project?
7. Does the project leverage other funding sources?

The analysis of new or expanded service addresses current and future demand as well as the cost effectiveness of each service. Capital improvements are prioritized by the RTC for inclusion in the RTIP.

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## Service and Capital Strategies

Transit is recognized as an essential part of the local economy that helps thousands of Washoe County residents get to work each day. Transit helps shape development patterns and is an economic development tool that supports local transit oriented development (TOD) zoning and land use policies. Transit also provides a critical public service to residents and visitors that do not drive or do not have an automobile. The environmental benefits of transit service are also well recognized – reducing the number of cars on the road reduces traffic congestion and air pollution.

Attracting new riders and encouraging current riders to take more trips on public transportation requires improving the customers' total transportation experience. It is important not only to expand service to new areas of the community and to make existing service more frequent where passenger loads warrant, but also to consider other factors including:

- How do passengers get to and from their bus stop?
- What is the waiting environment like?
- Do the buses run on-time?
- Are the vehicles and passenger amenities clean?
- Is sufficient information about bus stops, routes and schedules readily available to the public?
- How long does it take to travel from origin to destination?

RTC must formulate service and capital strategies based on these factors to attract new riders and encourage existing riders to take more trips while balancing financial projections for the system in the future. Because of this, the fiscally constrained transit program maintains the existing service with the following modifications planned for FFY 2020 through FFY 2024:

- Extension of RTC RAPID to the University of Nevada, Reno
- Reallocation of service hours to achieve greater efficiency
- Expansion of the RTC Villanova Maintenance Facility to accommodate larger and more technologically complex vehicles as well as an expanded fleet of electric vehicles
- Increase subsidy and expand eligibility for taxi bucks/Washoe Senior Ride Program
- Continuation of the FTA 5310 grant program to fund not-for profit transportation services.

The public transportation improvements for FFY 2020-2024 are contained in the project listing in Appendix A.

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## Chapter 6: RTIP Project Prioritization

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

- Existing 2040 RTP
- Corridor studies
- Road Safety Assessments and Safety Management Plans
- A call for projects that was made to the 2040 RTP Working Groups, the RTC Citizens Multimodal Advisory Committee, RTC Technical Advisory Committee, RTC Board, City Councils of Reno and Sparks, Washoe County Commission, and the Regional Planning Governing Board.

All of the projects suggested for consideration in the RTP were evaluated based on the following factors:

1. **Safety:** Because safety is a guiding principle and goal of the RTP, projects that addressed safety issues at high crash locations or deficiencies identified through Road Safety Assessments and Safety Management Plans were identified. All RTC projects are designed to appropriate safety design standards. For programmatic investments that include multiple projects, such as traffic signal upgrades and pavement preservation, some of these projects are located in high crash locations while others are not.
2. **Land Use Compatibility:** The next level of screening was for land use compatibility. The Regional Plan and land use plans of Reno and Sparks contain policies that support the implementation of multimodal transportation improvements, compact development in areas where local zoning ordinances allow, and pedestrian-friendly design. Locations with school crossings or other areas of high transit and pedestrian activity were noted as being less suitable for roadway widenings.
3. **Multimodal Connectivity (Pedestrian & Bicycle):** Because improving travel choices through multimodal connectivity is another guiding principle of the RTP, projects were scored on the level of non-motorized capacity they would bring. The evaluation process identified which projects include bicycle or pedestrian components.
4. **Multimodal Connectivity (Transit):** Similarly to the evaluation of projects based on non-motorized capacity, projects were also scored on the level of transit capacity and amenities they would bring. The evaluation process identified which projects include transit components.

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5. **ITS/Operational Improvement:** Operational improvements, such as traffic signal or fiber optic communication systems upgrades, are also important investments to improve traffic flow while minimizing the need for new vehicle capacity. The evaluation process identified which projects include an ITS or operational improvement component.
6. **Community Input:** The RTP process provided an opportunity for local residents to identify their top transportation priorities. A series of surveys was made available at public outreach events and on the RTP website to allow participants to select the projects in each of the time horizon periods that reflected their top three priorities. The results of the surveys were tabulated and included in the project selection process.
7. **Traffic Congestion:** Results of the regional travel demand model were used to identify which projects address areas of high traffic congestion. The evaluation process identified which projects are located in areas with existing or forecast traffic congestion, defined as either Level of Service (LOS) E or F, on a scale of A-F (with A representing free flow traffic and F representing heavy congestion) in the travel demand model.

Following the project screening, RTC staff developed a draft fiscally constrained project listing for review by the Agency Working Group and the RTC advisory committees. After incorporating feedback from these groups, the draft project listing was presented to the RTC Board for feedback in October 2016. All of the projects receiving more than one percent of the survey responses as a high priority project were included in the final project listing, in addition to others, which are contained in Appendix B of the 2040 RTP.

The Congestion Mitigation and Air Quality Improvement (CMAQ) program is a federal funding program that requires specific analysis related to project selection. Only projects for which air quality benefits are demonstrated are eligible. All of the RTIP projects considered for CMAQ funding are identified in the 2040 RTP for the first five-year planning horizon of the plan. The RTP also identifies transit projects as a priority for CMAQ funding. The conversion of diesel buses to electric vehicles generates a proven reduction in air pollutants. CMAQ will be a source for funding the conversion of the RTC bus fleet to cleaner fuels. In addition, the expansion of the RTC Bus RAPID Transit system, which contains the highest ridership of all the fixed route operations, is a high priority for CMAQ funding. The Trip Reduction Program, which helps fund a portion of the RTC VANPOOL program, is also eligible for CMAQ funding. The RTC VANPOOL program is the RTC's fastest growing public transportation program. It reached over 100 vanpools in December 2016. The program offers mobility options for people who may live or work outside of the RTC fixed-route service area. Projects that increase capacity for single-occupant vehicles are not eligible for CMAQ.

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## Chapter 7: Financial Plan

### FAST Act Requirements

Federal transportation legislation (FAST Act) requires that the RTIP include a financial plan that demonstrates how the RTIP can be implemented and indicates the different sources that are reasonably expected to be made available over the term of the document. The program includes all modes of transportation, including transit (both operations and maintenance), street widenings, new streets, operations and maintenance of the street network, and bicycle and pedestrian facilities.

The RTP identifies financial assumptions that were developed in a coordinated effort with the local jurisdictions, state and federal agencies and the other Metropolitan Planning Organizations (MPOs) in the state. Partners in the effort included:

- Federal Highway Administration
- Federal Transit Administration
- Nevada Department of Transportation
- Nevada Department of Motor Vehicles
- City of Reno
- City of Sparks
- Washoe County
- Carson Area MPO
- Tahoe Regional Planning Agency
- Regional Transportation Commission of Southern Nevada

### Financial Assumptions Summary

To comply with FAST Act requirements, RTC has prepared the following FFY 2020-2024 RTIP financial assumptions summary. This summary is intended to establish and document the levels of funding anticipated to be made available for the implementation of this improvement program with each fund source addressed separately.

### Local Fund Sources

There were several initiatives that made additional local funding available to the RTC. In 1982, voters approved of a 1/4% sales tax dedicated to public transportation. In 2003 with the approval of Washoe County ballot question WC-2, an 1/8% sales tax was added to implement road and transit projects and fuel tax indexing was implemented based on the Consumer Price Index (CPI). The 1/8% sales tax was split evenly between road and transit projects. In 2008, with the approval of Washoe County ballot question RTC-5, the CPI indexing was discontinued for implementation of new indexing provisions calculated on the Producer Price Index (PPI).

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**Fuel Tax** – Following passage of RTC-5, legislation was approved in 2009 to index fuel to PPI and additional bases were added including Federal, State, Diesel and alternative fuels. Eligible uses for fuel tax include overlays, reconstruction and new construction for regional streets included in the Regional Road System. RTC dedicates a portion of this funding source to preservation of the existing regional network.

**Transit Sales Tax** – The single most important funding source for transit in Washoe County continues to be the dedicated 5/16 cent sales tax (comprised of the 1/4% and half of the 1/8% sales tax provisions). The revenue generated by this tax provided more than half the funds necessary for RTC to operate RTC RIDE and RTC ACCESS and to contribute to the TART service. Based on historic trends, revenue is expected to grow at an annual rate of 5% for the base year of 2016. The amount of available sales tax revenue will greatly affect the level of public transit service RTC can provide.

**Road Sales Tax** – The other half of the 1/8% sales tax is dedicated to road projects. This funding source has been used exclusively for the pavement preservation program.

**Regional Road Impact Fees (RRIF)** – Impact fees are levied on new development to offset the cost of providing specific infrastructure improvements necessary to serve that new development. New development can be required to improve and add facilities necessary to maintain an established policy level of service (LOS). Impact fees are calculated and levied on the new development based on the degree that they contribute to the need for identified improvements. The Regional Road Impact Fee (RRIF) was implemented in October 1995 with the 6<sup>th</sup> Edition anticipated to be implemented late 2017/early 2020. With the current growth in development that the Truckee Meadows is experiencing, the revenue generated by this program is anticipated to be more robust than in recent years.

## State Funding Sources

State funding sources include gas tax, special fuel (diesel) tax, vehicle registration fees, motor carrier fees, driver's license fees and petroleum cleanup funds. For the purposes of this document, funding is generally from State Gas Tax and accounts for roughly \$770,000 in funding for FFY 2020-2024.

## Federal Fund Sources

Federal funds for transportation are collected nationally and allocated back to the states through a series of formulas and grants under the existing transportation legislation (FAST Act). The Fixing America's Surface Transportation Act, or "FAST Act," was signed into law on December 4, 2015. It is the first law enacted in over ten years that provides long-term funding certainty for surface transportation. Overall, the FAST Act largely maintains the program structures and funding shares between highways and transit that were introduced under MAP-

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21. Federal funding programs require a state or local contribution of funds toward the cost of a project which is referred to as matching funds. The typical match for street and highway programs is five percent and for transit programs it is 20 percent.

FAST Act programs generally available to the RTC and assumed in this document include:

[National Highway Performance Program \(NHPP\)](#) – funds are to support the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets to be established in the state asset management plan.

Within the Truckee Meadows, NDOT has directed NHPP funding to a variety of projects and programs in the I-80 and I-580/US Highway 395 corridors. For planning and programming purposes, the RTIP shows projects totaling \$10.1 million in NHPP funding for FFY 2020-2024.

[Surface Transportation Block Grant Program \(STBG\)](#) – flexible funding that may be used for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, transit capital and public bus terminals and facilities. These funds provide NDOT and RTC with the opportunity to program funds for new construction, maintenance, transit, ridesharing/employer trip reduction (ETR), centralized traffic signal control systems and traffic management programs. The RTIP includes STBG-Statewide and STBG Washoe County Urbanized Area (STBG-Local) funding categories. STBG-Local funds being allocated to the region in the FFY 2020-2024 time period are approximately \$34.9 million, while STBG-Statewide is slightly over \$1 million. There are additional funds being allocated within Washoe County in the form of HSIP (safety) of roughly \$2.8 million.

[Congestion Mitigation Air Quality Program \(CMAQ\)](#) – flexible funding for transportation projects and programs to help meet the requirements of the Clean Air Act; to reduce congestion and improve air quality for the region. To support those requirements the following projects are being funded in the RTIP:

1. Traffic Management Program
2. Replacement of the public transit (RTC RIDE, RTC ACCESS) fleets
3. Intersection Improvement Program
4. Trip Reduction Programs

CMAQ funds can only be expended in areas identified by the U.S. Environmental Protection Agency (U.S. EPA) as in non-attainment of a national air quality standard or in maintenance areas, which subsequently receive an attainment designation from EPA. Within Nevada, these funds are divided between Clark County and Washoe County based upon an approved formula that considers population and the severity of the area's carbon monoxide and ozone air

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pollution problems. CMAQ funding cannot be used for projects that result in new capacity for single-occupant vehicles. For programming purposes, it has been assumed that CMAQ funding will be a little over \$7 million per year.

[Transportation Alternatives Set-Aside Program \(TA Set-Aside\)](#) – funds are for a variety of alternative transportation projects such as bicycle or pedestrian improvements and safe routes to schools programs. This RTIP assumes approximately \$378,000 per year for the local program.

[Federal Transit Administration \(FTA\) Section 5307](#) – provides grants to urbanized areas with a population of 50,000 or more to support public transportation. The program remained largely unchanged under the FAST Act. The funds projected to be available each year for urbanized areas with populations more than 200,000 are based on a formula that considers the population and density of the region as well as revenue vehicle miles of service. The federal contribution is up to 80% in capital expenditures with a required local match of at least 20%.

[FTA Section 5339](#) – with the passage of MAP-21, Section 5339 was converted from a discretionary funded program to a formula-based program, and has remained formula-based under the FAST Act. Section 5339 provides funding to replace, rehabilitate and purchase buses and related equipment, and to construct bus-related facilities.

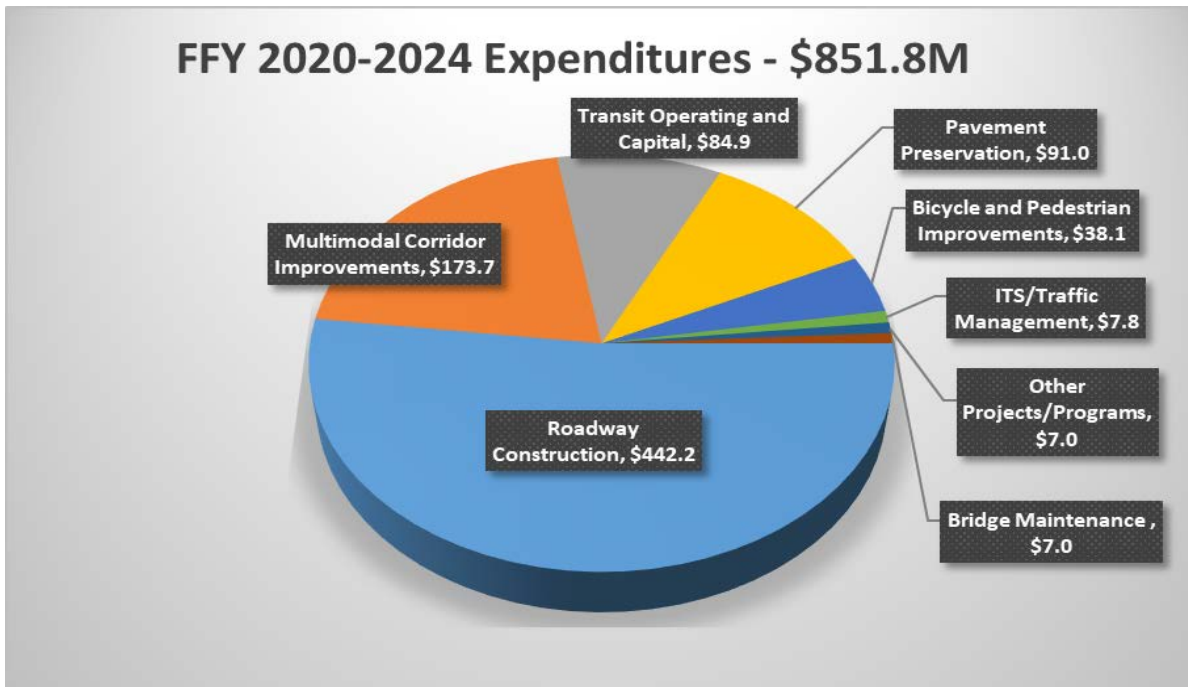
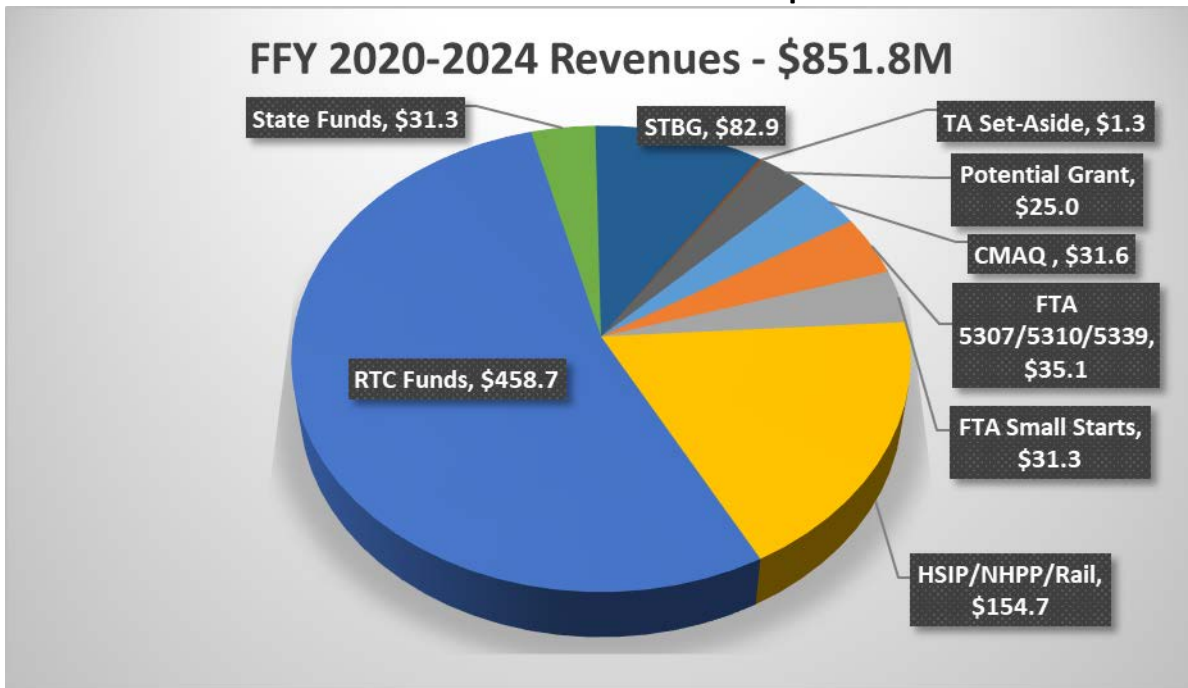
## Financial Summary

**Figure 7-1** represents a summary of revenues and expenditures for the FFY 2020-2024 RTIP. Expenditures are divided into the transportation mode or program in which the funds are to be expended. Revenues are categorized by the funding source including STBG Statewide and Local, CMAQ, NHPP, HSIP, FTA (5307, 5310, 5339), TA Set-Aside funding, Discretionary Funds (TIGER, FTA Small Starts), RTC Funds, State Funds, and Other.



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Figure 7-1  
FFY 2020-2024 RTIP Revenues and Expenditures



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## Chapter 8: Air Quality Analysis and Conformity Determination

### Meeting Federal Requirements

The Clean Air Act Amendments (CAAA) of 1990 require that each state environmental agency develop a State Implementation Plan (SIP). The SIP establishes actions designed to improve air quality and meet National Ambient Air Quality Standards (NAAQS) for each criteria air pollutant, according to the schedules included in the CAAA.

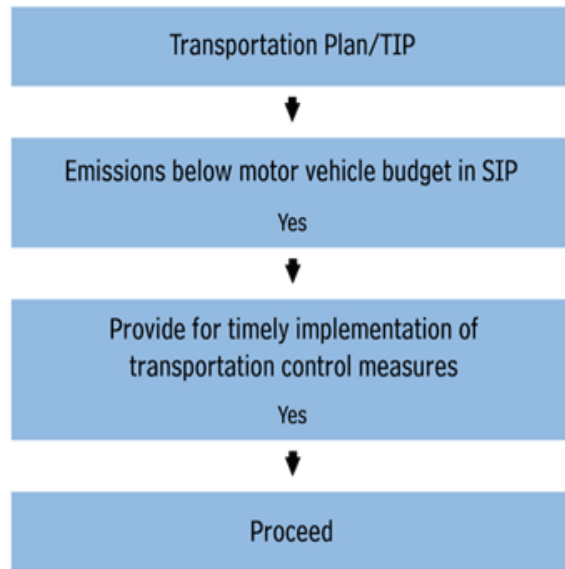
Since emissions from motor vehicles make a significant contribution to air pollution, the CAAA also requires that transportation officials make a commitment to programs and projects that will help achieve air quality goals including:

- Providing for greater integration of the transportation and air quality process
- Ensuring that transportation plans, programs and projects conform with the SIP
- Reduction in the growth in vehicle miles traveled (VMT) and congestion in areas that have not attained the Environmental Protection Agency's (EPA) air quality standards.

Conformity for the Regional Transportation Plan (RTP) and this RTIP is demonstrated when projected regional emissions generated by the plan and RTIP do not exceed the region's motor vehicle emissions budgets as established by the SIP. While the MPO is ultimately responsible for making sure a conformity determination is made, the conformity process depends on federal, state and local transportation and air quality agencies working together to meet the transportation conformity requirements. The roles and responsibilities of the partner agencies involved in the air quality conformity analysis are defined in the Washoe County Transportation Conformity Plan. The plan was adopted by RTC and the Washoe County District Board of Health in January 2013.

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## Transportation Conformity



### Status of Air Quality Pollutants

Criteria pollutants are considered on a county-wide basis if actual pollutant levels are exceeded outside of the core area of the Truckee Meadows. The core area of the Truckee Meadows is designated as the Hydrographic Area #87 (HA87) as shown in Figure 8-1. The current status of the various pollutants in Washoe County is listed below:

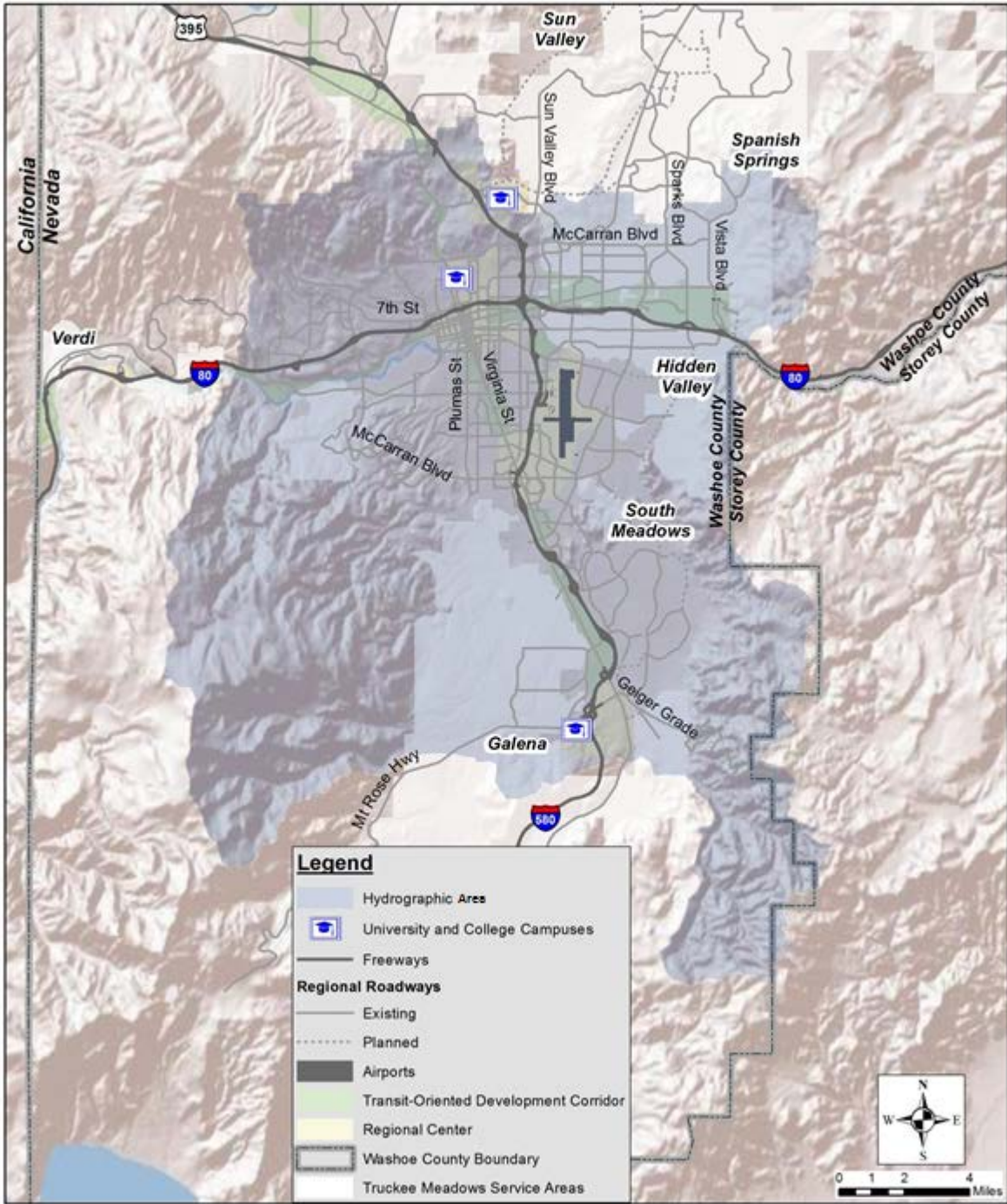
- CO (8-hr):           Attainment/Maintenance for Hydrographic Area #87  
                          Attainment/Unclassifiable for the rest of Washoe County
- PM10 (24-hr):      Attainment/Maintenance for Hydrographic Area #87  
                          Attainment/Unclassifiable for the rest of Washoe County

In 2015, EPA strengthened the 8-hour ozone standard from 75 to 70 ppb. The State of Nevada recommended that Washoe County be designated as attainment of the standard based on recent air monitoring data (2013-15) and EPA's exclusion of several wildfire-related ozone exceptional events. EPA is expected to finalize initial designations in October 2017.

Regional emissions analyses were performed for each pollutant to document conformity with the CAAA as part of the RTP. The Regional Transportation Commission, in collaboration with the local agencies, has also been implementing programs that reduce motor vehicle emissions in the region.

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Figure 8-1  
Reno/Sparks Hydrographic Area #87



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## Travel Forecasting Model and MOVES Emission Model

The RTC's travel demand model was developed on the TransCAD platform. The model uses the 2016 Consensus Forecast population and employment provided by the Truckee Meadows Regional Planning Agency. The RTC conducts air quality analysis in close coordination with the Washoe County Health District-Air Quality Management Division (WCHD-AQMD), using MOVES 2014a.

### Air Quality Analysis – Plan Requirements

Federal regulations are specific in defining the level of air quality analysis necessary for incorporation into the RTP. Section 93, Title 40 of Code of Federal Regulations (CFR) dated August 15, 1997 (effective September 15, 1997), pertains to the criteria and procedures necessary to analyze the air quality impacts of the RTP. For the purposes of an air quality determination, the analysis years are 2015, 2020, 2025, 2030, 2035 and 2040. No air quality analysis is required for the street and highway projects identified as unfunded needs. A summary of requirements is listed below:

- A. The RTP must contribute to emission reductions in CO non-attainment/maintenance areas.
- B. Air quality analysis years must be no more than 10 years apart.
- C. In PM<sub>10</sub> and CO non-attainment/maintenance areas, analyses must be performed for both pollutants.
- D. The last year of the RTP shall also be an analysis year.
- E. An analysis must be performed for each year contained in the motor vehicle emission budget (MVEB) for the Hydrographic Area #87 for both CO and PM<sub>10</sub>, as budgets have been established for these pollutants.
- F. For both CO and PM<sub>10</sub>, the analysis of emissions for the required years cannot exceed the MVEB.

This RTIP utilizes the air quality analysis performed for the RTP. In order to use that analysis, criteria from 40 CFR 93.122(g) must be met. This RTIP includes the first five years of projects from the RTP that were included in the transportation modeling for the conformity determination received on the RTP. None of the projects have been changed with regard to start date nor have they been altered in scope.

### Air Quality Analysis – Crediting Provisions

Federal regulations also allow for crediting procedures over the life of the RTP for the implementation of Transportation Control Measures (TCMs) in which emissions reductions can be quantified. These TCMs are critical to areas such as Washoe County that have and are expected to continue growth in population and VMT. Several specific TCM measures are in progress or planned in Washoe County that will have quantifiable emissions reductions. These include:

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- A. Traffic signal optimization program.
- B. Conversion of the public transit fleet cleaner fuels.
- C. Implementation of trip reduction programs.

These TCMs have been the focus of studies to quantify the air quality benefit of each. The TCMs are described below. The RTC is not taking any credit for reduced emissions associated with these TCMs but may choose to take credit in the future, if conditions warrant.

## A. Traffic Signal Optimization/Timing Upgrade Program

Traffic signal coordination and improvements seek to achieve two primary objectives: 1) improved traffic flow resulting in improved level of service and 2) mobile source emission reductions through decreased delay, fewer accelerations/decelerations and a decreased number of stops. The RTC has reviewed several studies and federally accepted models to quantify the reduction of mobile emissions from signal coordination programs. These include signal coordination studies conducted by several cities in Southern California and the California Department of Transportation (CALTRANS). A comparison of before and after field studies was conducted and the improvements in all three peak periods were noted. Examples included a statewide average reduction of 14 seconds in stop delay and a 12% reduction in the number of stops per mile in the afternoon peak period. Several methodologies were used to take the results of studies to quantify the emission reductions from signal coordination programs.

The pollution reduction results (tons/per day or percentage reduction) from each model vary as some models focus on corridor specific reductions while the others are more of an area-wide reduction projection. Pollutant reductions ranged from 11% along specific corridors to 3% to 4% on a regional level.

The RTC has initiated a region-wide traffic signal optimization and improvements program to enhance the capacity of the existing system and reduce traffic congestion in the region. This is an ongoing program that will allow nearly 400 intersections in the Truckee Meadows to be coordinated.

## B. Conversion of RTC ACCESS and RTC RIDE Fleets to Alternative or Cleaner Burning Fuels

Over 7.7 million annual passengers, with 2.9 million miles of trips, are provided by the RTC RIDE public transit and RTC ACCESS paratransit services. While this is a small percentage of total daily travel, it is important in terms of air quality. All RTC RIDE buses are comprised of electric, hybrid diesel-electric and bio-diesel vehicles. All RTC ACCESS vehicles are fueled by Compressed Natural Gas (CNG). These vehicles can reduce mobile emission totals. Estimates by the California Air Resources Board between standard urban diesel and biodiesel or CNG determined that NO<sub>x</sub> emissions from vehicles with CNG or cleaner burning diesels were reduced approximately 60%. This relationship was augmented from a study entitled Public Transportation Alternative Fuels done in June of 1992 by Booz-Allen and Hamilton.

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RTC received a \$5.1 million TIGGER grant for 4 zero emissions (electric) fixed-route buses and charging stations. RTC plans to purchase 15 additional electric buses and build more charging stations within the next few years. These buses will help to further reduce emissions and the charging stations will provide infrastructure for RTC to move towards a 100% zero emission fleet.

## C. Trip Reduction Programs

The RTC's trip reduction program, RTC SMART TRIPS, encourages the use of sustainable travel modes and trip reductions strategies such as telecommuting, compressed work weeks, and trip chaining. Major components of the program include a bus pass subsidy program in which the RTC matches an employer's contribution to their employees' 31-day transit passes up to 20%; a subsidized vanpool program, RTC VANPOOL; and an on-line trip matching program, RTC TRIP MATCH, that makes it quick, easy, and convenient to look for carpool partners as well as bus, bike, and walking buddies for either recurring or one time trips. One of the most common deterrents to ridesharing is the fear of being "stranded." Consequently, people who either carpool or vanpool to work can sign up for the Guaranteed Ride Home program and be reimbursed for a taxi ride home up to four times a year if an unexpected event prevents normal ridesharing arrangements from working. Making trips safely on foot and by bicycle are also promoted by the RTC SMART TRIPS program throughout the year.

The goals of these programs are to promote trip reduction on a region-wide level, improve air quality, and reduce vehicle miles of travel and traffic congestion. During Federal Fiscal Year 2016 (October 2015 through September 2016), the air quality benefits of the program were substantial. Over 236,000 pounds of carbon monoxide and over 9.5 million pounds of carbon dioxide were reduced due to participation in the vanpool program. In calculating the emission reductions, monthly data for each of the RTC's existing vanpools were collected. The data included the number of people in each vanpool and the average daily trip mileage. The air pollution calculation was obtained by multiplying the number of passenger trips for each vanpool per month by the average daily trip mileage for each vanpool per month and totaling those results to estimate the total VMT eliminated through the program due to the vanpool passengers not driving alone to work. The reduction in VMT was then multiplied by the pollutant factors per mile with those results outlined in the chart below. The emissions factors per mile for each pollutant were provided by WCHD-AQMD.

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Table 8-1

RTC VANPOOL Air Pollution Reductions	
Volatile organic compounds (VOC)	31,750 lbs
Nitrogen Oxide (NO <sub>x</sub> )	17,837 lbs
Carbon Monoxide (CO)	236,342 lbs
Particulate Matter (PM <sub>10</sub> )	127 lbs
Particulate Matter (PM <sub>2.5</sub> )	118 lbs
Carbon Dioxide (CO <sub>2</sub> )	9,520,627 lbs

RTC SMART TRIPS program continues to grow and add more participants. In FY 2016 RTC TRIP MATCH, a web-based carpool, bike, bus and walking buddy matching service increased by 13.7% to 1,672 individuals and the RTC VANPOOL program saw a 31% increase. Shared rides through the program eliminated 10.1 million vehicle miles of travel.

## RTC Travel Demand Model

Model networks were established for the analysis years of 2015, 2020, 2025, 2030, 2035 and 2040 for the 2040 RTP air quality analysis. The 2015 network consists of the current roadway and transit networks. Each of the subsequent networks are comprised of the previous model year network with any capacity-related projects and transit service changes included in the RTP.

## Air Quality Analysis

An emission test on both CO and PM10 must be successfully completed to make a finding of conformity. The area of analysis for these pollutants is the Hydrographic Area #87. As stated previously, the CO and PM10 emissions for the required analysis years cannot exceed the established motor vehicle emissions budget. Analysis is performed for 2015, 2020, 2025, 2030, 2035 and 2040 for both pollutants.

To initiate the air quality conformity determination, the emission levels for the pollutants in each analysis year are generated. The VMT for each facility type is derived from the RTC's travel demand model. Many local roads are approximated as centroid connectors in the model network. Since centroid connectors are not actual roads, the VMT for local roads is estimated as 11.36% of the total VMT based on NDOT's 2015 Annual Vehicle Miles of Travel Report (September 2016). Average speed by facility type from RTC's travel demand model is provided as an input to the MOVES model. Total emissions for each facility type are then added to get a daily emission total for the roadway system in the analysis area. Emission totals are shown in pounds per day (lbs. /day). The Interagency Air Quality Consultation Team recommended approval of the air quality analysis on April 17th, 2017.



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## CO Analysis

The MVEB for carbon monoxide (CO), effective October 31, 2016, is shown in Table 8-2, which also includes the CO emissions for all analysis years of the RTP. All RTP analysis years are within the MVEB. The tables supporting this analysis are contained at the end of this chapter.

**Table 8-2**  
**CO Emissions Analysis**  
**(lbs/day)**

Analysis Year	MVEB	RTP Analysis
2015	172,336	<b>73,274</b>
2020	172,670	<b>54,331</b>
2025	171,509	<b>42,308</b>
2030	169,959	<b>33,721</b>
2035	169,959	<b>29,587</b>
2040	169,959	<b>28,354</b>

## PM<sub>10</sub> Analysis

The MVEB for PM<sub>10</sub>, effective January 6, 2016, is shown in Table 8-3, which also includes the PM<sub>10</sub> emissions for all analysis years of the RTP. All RTP analysis years are within the MVEB. The tables supporting this analysis are contained at the end of this chapter.

**Table 8-3**  
**PM<sub>10</sub> Total Emissions**  
**(lbs/day)**

Analysis Year	MVEB	RTP Analysis
2015	5,638	<b>4,071</b>
2020	6,088	<b>4,395</b>
2025	6,473	<b>4,695</b>
2030	6,927	<b>4,955</b>
2035	6,927	<b>5,339</b>
2040	6,927	<b>5,681</b>

## Summary

A strong commitment to fund and implement feasible TCM measures must be made if acceptable air quality standards are to be sustained. The local jurisdictions and NDOT, through the RTP process, have made the commitment to fund TCMs such as ridesharing, traffic flow improvements, signal coordination, and conversion of public transit fleet to cleaner burning

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fuels. The RTP includes significant investments in bicycle and pedestrian infrastructure, consistent with the Complete Streets Master Plan adopted by RTC in 2016. Based on existing and planned commitments, the air quality analysis conducted in this chapter demonstrates that the required air quality conformity determination can be made and the RTP shown to be in conformance with federal air quality regulations.

## Air Quality Analysis Support Documentation

**Table 8-4**  
**Emission Factor (lbs./VMT) for Paved Road Fugitives PM<sub>10</sub>**

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

**NOTES:**

- Emission factors for Paved Roads PM<sub>10</sub> are calculated from an equation in EPA's AP42, Section 13.2.1, 1/11. The 2015 emission factors are calculated based on actual 2015 climatic data for Reno, whereas the 2020 to 2040 emission factors are calculated based on the 30-year Normal Climate data for Reno from 1981 to 2010.
- Emission factors for On-Road CO and PM<sub>10</sub> are not available, they are calculated in MOVES 2014a and the output is generated as total emissions.

**Table 8-5**  
**VMT by Facility Type by Analysis Year (Hydrographic Area #87)**

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

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Table 8-6  
Emissions (lbs./day)

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

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## **Appendix A: FFY 2020-2024 Regional Transportation Improvement Program Project Listing**

The FFY 2020-2024 Regional Transportation Improvement Program (RTIP) project listing is provided on the following pages. The list is divided by funding category and shows the project description, the project limits (where applicable), the project phase (engineering/design, right-of-way, construction, or “other” for purchases), the year programmed, the project costs and the federal, state or local contributions to the project cost. Projects were identified through outreach and coordination with the public and agency stakeholders through the development of the RTP.

### **Project Cost Estimates**

Project cost estimates were derived from the Regional Transportation Plan (RTP) and the FY 2020 RTC Street and Highway Program of Projects. Planning level estimates are developed for each project based on the type of improvement to be implemented. As a project progresses into the design phase, a more detailed cost estimate is prepared to ensure adequate funding is available to construct the project.

<b>WA20110314</b> (Ver 7) 20-00							<b>FEDERAL</b>
<b>Title:</b> Bicycle, Pedestrian, and ADA Improvements							
<b>Description:</b> Implementation of prioritized bicycle and pedestrian projects from the Bicycle-Pedestrian Master Plan and ADA improvement projects from the ADA Transition Plan - Annual Program							
<b>Project Type:</b> Bicycle & Pedestrian		<b>AQ:</b> Exempt, Air Quality - Bicycle and pedestrian facilities.				<b>TCM:</b> Yes <b>NDOT:</b> District 2	
<b>County:</b> Washoe		<b>Limits:</b> Various Locations					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2020	Local Fund	\$0	\$0	\$2,000,000	\$0	\$2,000,000	
2021	Local Fund	\$0	\$0	\$2,000,000	\$0	\$2,000,000	
2022	Local Fund	\$0	\$0	\$2,000,000	\$0	\$2,000,000	
2023	Local Fund	\$0	\$0	\$2,000,000	\$0	\$2,000,000	
2024	Local Fund	\$0	\$0	\$2,000,000	\$0	\$2,000,000	
<2020	Prior	\$400,000	\$0	\$5,600,000	\$0	\$6,000,000	
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$10,000,000</b>	<b>\$0</b>	<b>\$10,000,000</b>	
<b>ALL YEARS TOTAL</b>		<b>\$400,000</b>	<b>\$0</b>	<b>\$15,600,000</b>	<b>\$0</b>	<b>\$16,000,000</b>	
MPO <b>RTC Washoe</b>				Lead Agency <b>RTC Washoe</b>			

<b>WA20180049</b> (Ver 2) 20-00							<b>FEDERAL</b>
<b>Title:</b> California Avenue Sidewalk							
<b>Description:</b> Install sidewalk, curb, and gutter.							
<b>Project Type:</b> Bicycle & Pedestrian		<b>AQ:</b> Exempt, Air Quality - Bicycle and pedestrian facilities.				<b>TCM:</b> No <b>NDOT:</b> District 2	
<b>County:</b> Washoe		<b>Limits:</b> From Westfield Ave to Mayberry Dr of Distance (mile) 1.1					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2020	Local Fund	\$0	\$0	\$6,250	\$0	\$6,250	
2020	TAP WA STBG	\$0	\$0	\$118,750	\$0	\$118,750	
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$125,000</b>	<b>\$0</b>	<b>\$125,000</b>	
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$125,000</b>	<b>\$0</b>	<b>\$125,000</b>	
MPO <b>RTC Washoe</b>				Lead Agency <b>City of Reno</b>			

**WA20170123** (Ver 4) 20-00 **LOCAL**

**Title:** Center Street Cycle Track

**Description:** Construct two-way cycle track on the west side of Center Street and spot sidewalk improvements.

**Project Type:** Bicycle & Pedestrian

**AQ:** Exempt, Air Quality - Bicycle and pedestrian facilities.

**TCM:** Yes **NDOT:** District 2

**County:** Washoe

**Limits:** From S. Virginia Street to I-80 of Distance (mile) 1.4

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	Local Fund	\$1,080,000	\$0	\$0	\$0	\$1,080,000
2022	Local Fund	\$0	\$0	\$4,320,000	\$0	\$4,320,000
<b>2020-2024 TOTAL</b>		<b>\$1,080,000</b>	<b>\$0</b>	<b>\$4,320,000</b>	<b>\$0</b>	<b>\$5,400,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$1,080,000</b>	<b>\$0</b>	<b>\$4,320,000</b>	<b>\$0</b>	<b>\$5,400,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20170124** (Ver 3) 20-00 **LOCAL**

**Title:** Forest Street Bike Facility

**Description:** Construct bike facilities.

**Project Type:** Bicycle & Pedestrian

**AQ:** Exempt, Air Quality - Bicycle and pedestrian facilities.

**TCM:** Yes **NDOT:** District 2

**County:** Washoe

**Limits:** From California Avenue to Mt. Rose Street of Distance (mile) 0.75

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2021	Local Fund	\$820,000	\$0	\$0	\$0	\$820,000
2022	Local Fund	\$0	\$0	\$3,280,000	\$0	\$3,280,000
<b>2020-2024 TOTAL</b>		<b>\$820,000</b>	<b>\$0</b>	<b>\$3,280,000</b>	<b>\$0</b>	<b>\$4,100,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$820,000</b>	<b>\$0</b>	<b>\$3,280,000</b>	<b>\$0</b>	<b>\$4,100,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20190039** (Ver 1) 20-00 **LOCAL**

**Title:** Mill Street Bicycle and Pedestrian Improvements

**Description:** Sidewalk improvements and bike lanes.

**Project Type:** Bicycle & Pedestrian

**AQ:** Exempt, Air Quality - Bicycle and pedestrian facilities.

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** From Terminal Way to McCarran Blvd of Distance (mile) 1.8

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	Local Fund	\$250,000	\$0	\$2,750,000	\$0	\$3,000,000
<b>2020-2024 TOTAL</b>		<b>\$250,000</b>	<b>\$0</b>	<b>\$2,750,000</b>	<b>\$0</b>	<b>\$3,000,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$250,000</b>	<b>\$0</b>	<b>\$2,750,000</b>	<b>\$0</b>	<b>\$3,000,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20170135** (Ver 3) 20-00 **LOCAL**

**Title:** Oddie Blvd/Wells Ave Corridor Package 2

**Description:** Construct multimodal improvements to include separated pedestrian and bicycle facilities, streetscape amenities, transit improvements and intersection improvements.

**Project Type:** Bicycle & Pedestrian

**AQ:** Exempt, Air Quality - Bicycle and pedestrian facilities.

**TCM:** Yes **NDOT:** District 2

**County:** Washoe

**Limits:** From I-80 to Pyramid Highway of Distance (mile) 3.2

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2021	Local Fund	\$0	\$0	\$41,615,000	\$0	\$41,615,000
<2020	Prior	\$3,000,000	\$300,000	\$0	\$0	\$3,300,000
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$41,615,000</b>	<b>\$0</b>	<b>\$41,615,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$3,000,000</b>	<b>\$300,000</b>	<b>\$41,615,000</b>	<b>\$0</b>	<b>\$44,915,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20160087** (Ver 5) 20-00 **FEDERAL**

**Title:** Peckham Lane Pedestrian Improvements

**Description:** Install sidewalk, curb, and gutter.

**Project Type:** Bicycle & Pedestrian

**AQ:** Exempt, Air Quality - Bicycle and pedestrian facilities.

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** From Airway Dr to Longely Ln of Distance (mile) 0.53

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	Local Fund	\$0	\$0	\$12,632	\$0	\$12,632
2020	TAP WA STBG	\$0	\$0	\$240,000	\$0	\$240,000
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$252,632</b>	<b>\$0</b>	<b>\$252,632</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$252,632</b>	<b>\$0</b>	<b>\$252,632</b>

MPO **RTC Washoe**

Lead Agency **City of Reno**

**WA20190030** (Ver 1) 20-00 **FEDERAL**

**Title:** Purchase Multiuse Path Maintenance Equipment

**Description:** Purchase multiuse path maintenance equipment for each of the local jurisdictions (Washoe County and the Cities of Reno and Sparks) to remove debris and snow on multiuse/offstreet paths throughout the region.

**Project Type:** Bicycle & Pedestrian

**AQ:** Exempt, Other - Non construction related activities.

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** Not Location Specific

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	Local Fund	\$0	\$0	\$0	\$30,000	\$30,000
2020	STBG WA	\$0	\$0	\$0	\$570,000	\$570,000
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600,000</b>	<b>\$600,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600,000</b>	<b>\$600,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**



**WA20180044** (Ver 2) 20-00 **FEDERAL**

**Title:** Regional Trail Rehabilitation

**Description:** Replace damaged/displaced pavers with concrete.

**Project Type:** Bicycle & Pedestrian

**AQ:** Exempt, Air Quality - Bicycle and pedestrian facilities.

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** Regional Trail from Kiley Pkwy to Panama Dr of Distance (mile) .3

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	Local Fund	\$0	\$0	\$15,000	\$0	\$15,000
2020	TAP WA STBG	\$0	\$0	\$285,000	\$0	\$285,000
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$300,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$300,000</b>

MPO **RTC Washoe**

Lead Agency **City of Sparks**

**WA20180047** (Ver 2) 20-00 **FEDERAL**

**Title:** Reno Bike Project - Major Taylor Program

**Description:** Cycling physical education and safety program.

**Project Type:** Bicycle & Pedestrian

**AQ:** Exempt, Air Quality - Bicycle and pedestrian facilities.

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** Not Location Specific

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	Local Fund	\$0	\$0	\$0	\$4,396	\$4,396
2020	TAP WA STBG	\$0	\$0	\$0	\$83,519	\$83,519
<2020	Prior	\$0	\$0	\$0	\$61,983	\$61,983
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$87,915</b>	<b>\$87,915</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$149,898</b>	<b>\$149,898</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20170125** (Ver 3) 20-00 **LOCAL**

**Title:** Sierra Street Multimodal Improvements  
**Description:** Stripe bike lanes and spot sidewalk improvements.

**Project Type:** Bicycle & Pedestrian **AQ:** Exempt, Air Quality - Bicycle and pedestrian facilities. **TCM:** Yes **NDOT:** District 2

**County:** Washoe **Limits:** From California Avenue to 9th Street of Distance (mile) 1.2

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	Local Fund	\$880,000	\$0	\$0	\$0	\$880,000
2021	Local Fund	\$0	\$0	\$3,520,000	\$0	\$3,520,000
<b>2020-2024 TOTAL</b>		<b>\$880,000</b>	<b>\$0</b>	<b>\$3,520,000</b>	<b>\$0</b>	<b>\$4,400,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$880,000</b>	<b>\$0</b>	<b>\$3,520,000</b>	<b>\$0</b>	<b>\$4,400,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20150003** (Ver 6) 20-00 **FEDERAL**

**Title:** South River Path  
**Description:** Construct Pathway

**Project Type:** Bicycle & Pedestrian **AQ:** Exempt, Air Quality - Bicycle and pedestrian facilities. **TCM:** Yes **NDOT:** District 2

**County:** Washoe **Limits:** Truckee River Shared Use Path from John Champion Memorial Park to East side of the US 395/IR580 overpass of Distance (mile) .25

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2021	State Match - Nv	\$0	\$0	\$1	\$0	\$1
<2020	Prior	\$212,754	\$0	\$0	\$0	\$212,754
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$1</b>	<b>\$0</b>	<b>\$1</b>
<b>ALL YEARS TOTAL</b>		<b>\$212,754</b>	<b>\$0</b>	<b>\$1</b>	<b>\$0</b>	<b>\$212,755</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

Note: It is anticipated that this project will be constructed by the Nevada Department of Transportation as part of the Spaghetti Bowl Express (SBX) project.

**WA20170116** (Ver 4) 20-00 **LOCAL**

**Title:** Sun Valley Boulevard Corridor - Package 2  
**Description:** Multimodal improvements in the Sun Valley Boulevard corridor.

**Project Type:** Bicycle & Pedestrian **AQ:** Exempt, Air Quality - Bicycle and pedestrian facilities. **TCM:** Yes **NDOT:** District 2

**County:** Washoe **Limits:** From 7th Avenue to Highland Ranch Parkway of Distance (mile) 1.4

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	Local Fund	\$600,000	\$600,000	\$0	\$0	\$1,200,000
2021	Local Fund	\$0	\$0	\$7,537,633	\$0	\$7,537,633
<b>2020-2024 TOTAL</b>		<b>\$600,000</b>	<b>\$600,000</b>	<b>\$7,537,633</b>	<b>\$0</b>	<b>\$8,737,633</b>
<b>ALL YEARS TOTAL</b>		<b>\$600,000</b>	<b>\$600,000</b>	<b>\$7,537,633</b>	<b>\$0</b>	<b>\$8,737,633</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20190042** (Ver 1) 20-00 **LOCAL**

**Title:** Sun Valley Boulevard Corridor Improvements - Package 3  
**Description:** Multimodal improvements along the Sun Valley Boulevard corridor.

**Project Type:** Bicycle & Pedestrian **AQ:** Exempt, Air Quality - Bicycle and pedestrian facilities. **TCM:** No **NDOT:** District 2

**County:** Washoe **Limits:** From Scottsdale Road to 7th Avenue of Distance (mile) 2.6 Milepost begins at 1 ends at 3.6

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2021	Local Fund	\$0	\$0	\$30,000,000	\$0	\$30,000,000
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$30,000,000</b>	<b>\$0</b>	<b>\$30,000,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$30,000,000</b>	<b>\$0</b>	<b>\$30,000,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20170126** (Ver 3) 20-00 **LOCAL**

**Title:** Vassar Street Bike Lanes

**Description:** Stripe bike lanes.

**Project Type:** Bicycle & Pedestrian

**AQ:** Exempt, Air Quality - Bicycle and pedestrian facilities.

**TCM:** Yes **NDOT:** District 2

**County:** Washoe

**Limits:** From Holcomb Avenue to Terminal Way of Distance (mile) 1.5

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2021	Local Fund	\$860,000	\$0	\$0	\$0	\$860,000
2022	Local Fund	\$0	\$0	\$3,440,000	\$0	\$3,440,000
<b>2020-2024 TOTAL</b>		<b>\$860,000</b>	<b>\$0</b>	<b>\$3,440,000</b>	<b>\$0</b>	<b>\$4,300,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$860,000</b>	<b>\$0</b>	<b>\$3,440,000</b>	<b>\$0</b>	<b>\$4,300,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20170127** (Ver 3) 20-00 **LOCAL**

**Title:** Victorian Avenue Bike Lanes

**Description:** Stripe bike lanes.

**Project Type:** Bicycle & Pedestrian

**AQ:** Exempt, Air Quality - Bicycle and pedestrian facilities.

**TCM:** Yes **NDOT:** District 2

**County:** Washoe

**Limits:** From 16th Street to Pyramid Way of Distance (mile) 0.60

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2023	Local Fund	\$460,000	\$0	\$0	\$0	\$460,000
2024	Local Fund	\$0	\$0	\$1,840,000	\$0	\$1,840,000
<b>2020-2024 TOTAL</b>		<b>\$460,000</b>	<b>\$0</b>	<b>\$1,840,000</b>	<b>\$0</b>	<b>\$2,300,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$460,000</b>	<b>\$0</b>	<b>\$1,840,000</b>	<b>\$0</b>	<b>\$2,300,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20170128** (Ver 3) 20-00 **LOCAL**

**Title:** Vine Street Bike Lanes  
**Description:** Stripe bike lanes.

**Project Type:** Bicycle & Pedestrian **AQ:** Exempt, Air Quality - Bicycle and pedestrian facilities. **TCM:** Yes **NDOT:** District 2

**County:** Washoe **Limits:** From Riverside Drive to University Terrace of Distance (mile) 0.85

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2021	Local Fund	\$640,000	\$0	\$0	\$0	\$640,000
2022	Local Fund	\$0	\$0	\$2,560,000	\$0	\$2,560,000
<b>2020-2024 TOTAL</b>		<b>\$640,000</b>	<b>\$0</b>	<b>\$2,560,000</b>	<b>\$0</b>	<b>\$3,200,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$640,000</b>	<b>\$0</b>	<b>\$2,560,000</b>	<b>\$0</b>	<b>\$3,200,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20180048** (Ver 2) 20-00 **FEDERAL**

**Title:** Washoe County Safe Routes to School Non-Infrastructure Program

**Description:** Bicycle education program for elementary and middle schools (K-8), pedestrian education programs including the production of safety/education videos, supporting school safety patrols that includes the distribution of school safety items and incentives, providing guest speakers for school assemblies, and providing school champion stipends to schools who demonstrate a need to institute a specialized SRTS program in their own schools.

**Project Type:** Bicycle & Pedestrian **AQ:** Exempt, Air Quality - Bicycle and pedestrian facilities. **TCM:** No **NDOT:** District 2

**County:** Washoe **Limits:** Not Location Specific

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	Local Fund	\$0	\$0	\$0	\$4,406	\$4,406
2020	TAP WA STBG	\$0	\$0	\$0	\$40,591	\$40,591
<2020	Prior	\$0	\$0	\$0	\$51,061	\$51,061
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$44,997</b>	<b>\$44,997</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$96,058</b>	<b>\$96,058</b>

MPO **RTC Washoe**

Lead Agency **Washoe County School District**

**WA20180059** (Ver 3) 20-00 **LOCAL**

**Title:** West 4th Street (Reno) Improvements

**Description:** Construct enhanced sidewalks, bus/bike lanes, and intersection improvements.

**Project Type:** Bicycle & Pedestrian

**AQ:** Exempt, Air Quality - Bicycle and pedestrian facilities.

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** From Keystone Ave to Evans Ave of Distance (mile) .95

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2021	Local Fund	\$1,660,000	\$0	\$0	\$0	\$1,660,000
<b>2020-2024 TOTAL</b>		<b>\$1,660,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,660,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$1,660,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,660,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20170122** (Ver 3) 20-00 **LOCAL**

**Title:** Arlington Avenue Bridge Replacement - Package 1 (NEPA)

**Description:** Replace the Arlington Avenue Bridges at the Truckee River - NEPA

**Project Type:** Bridge - New/replace

**AQ:** Exempt, Safety - Non capacity widening or bridge reconstruction.

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** Bridge #: B1531, B1532

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	Local Fund	\$1,000,000	\$0	\$0	\$0	\$1,000,000
<b>2020-2024 TOTAL</b>		<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20190026** (Ver 1) 20-00 **STATE**

**Title:** I 80 Bridge Replacement H-866 E/W Nugget Avenue RSB Package 1

**Description:** Full bridge replacement

**Project Type:** Bridge - New/replace

**AQ:** Exempt, Safety - Non capacity widening or bridge reconstruction.

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** Bridge #: H-866 E/W MP WA 16.48

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	State Gas Tax	\$550,000	\$0	\$0	\$0	\$550,000
>2024	Beyond	\$0	\$0	\$350,000,000	\$0	\$350,000,000
<b>2020-2024 TOTAL</b>		<b>\$550,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$550,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$550,000</b>	<b>\$0</b>	<b>\$350,000,000</b>	<b>\$0</b>	<b>\$350,550,000</b>

MPO **RTC Washoe**

Lead Agency **Nevada DOT**

**WA20160050** (Ver 6) 20-00 **FEDERAL**

**Title:** I 80 Bridge Seismic Retrofit Near Wadsworth

**Description:** Bridge seismic retrofit and rehabilitation

**Project Type:** Bridge - New/replace

**AQ:** Exempt, Safety - Non capacity widening or bridge reconstruction.

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** Bridge #: I-700 E/W

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	NHPP	\$0	\$0	\$902,500	\$0	\$902,500
2020	State Match - Nv	\$0	\$0	\$47,500	\$0	\$47,500
<2020	Prior	\$50,000	\$0	\$0	\$0	\$50,000
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$950,000</b>	<b>\$0</b>	<b>\$950,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$50,000</b>	<b>\$0</b>	<b>\$950,000</b>	<b>\$0</b>	<b>\$1,000,000</b>

MPO **RTC Washoe**

Lead Agency **Nevada DOT**

**WA20190044** (Ver 1) 20-00 **LOCAL**

**Title:** Keystone Avenue Improvements - Package 1 (NEPA)-**FUTURE PROJECT**

**Description:** Multimodal improvements and Truckee River bridge replacement.

**Project Type:** Bridge - New/replace

**AQ:** Exempt, Air Quality - Bicycle and pedestrian facilities.

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** From I-80 to California Avenue of Distance (mile) 1

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2024	Local Fund	\$5,000,000	\$0	\$0	\$0	\$5,000,000
<b>2020-2024 TOTAL</b>		<b>\$5,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$5,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20150072** (Ver 7) 20-00 **LOCAL**

**Title:** ITS Network Program - Construction of Package 2B

**Description:** Construction of package 2B - includes installation of fiber optic cable and purchase and installation of equipment

**Project Type:** ITS/system Efficiency

**AQ:** Exempt, Other - Traffic signal synchronization projects.

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** Not Location Specific

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	Local Fund	\$0	\$0	\$1,000,000	\$0	\$1,000,000
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$1,000,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$1,000,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**



**WA20110215** (Ver 9) 20-00 **FEDERAL**

**Title:** Traffic Management Program - Annual Traffic Signal Operations Review

**Description:** Ongoing cycle of retiming of 1/3 of the regional traffic signals - approximately 150 per year

**Project Type:** ITS/system Efficiency **AQ:** Exempt, Other - Traffic signal synchronization projects.

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** Not Location Specific

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	Local Fund	\$0	\$0	\$0	\$500,000	\$500,000
2021	Local Fund	\$0	\$0	\$0	\$500,000	\$500,000
2022	Local Fund	\$0	\$0	\$0	\$500,000	\$500,000
2023	Local Fund	\$0	\$0	\$0	\$500,000	\$500,000
2024	Local Fund	\$0	\$0	\$0	\$500,000	\$500,000
<2020	Prior	\$0	\$0	\$0	\$1,000,000	\$1,000,000
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>	<b>\$2,500,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,500,000</b>	<b>\$3,500,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA2012128** (Ver 6) 20-00 **FEDERAL**

**Title:** US 395 / I 580 / I 80 Freeway Service Patrol

**Description:** Freeway Service Patrol

**Project Type:** ITS/system Efficiency **AQ:** Exempt

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** Various Locations

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2024	NHPP	\$0	\$0	\$0	\$364,800	\$364,800
2024	State Match - Nv	\$0	\$0	\$0	\$19,200	\$19,200
<2020	Prior	\$0	\$0	\$0	\$3,703,357	\$3,703,357
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$384,000</b>	<b>\$384,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,087,357</b>	<b>\$4,087,357</b>

MPO **RTC Washoe**

Lead Agency **Nevada DOT**

**WA20180096** (Ver 2) 20-00 **FEDERAL**

**Title:** SR 659 Construct Roundabout McCarran Blvd

**Description:** Construct roundabout

**Project Type:** Other Misc.

**AQ:** Exempt

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** Primary Crossstreet: McCarran Blvd, Secondary Crossstreet: Baring Blvd

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	HSIP	\$0	\$0	\$2,850,000	\$0	\$2,850,000
2020	State Match - Nv	\$0	\$0	\$150,000	\$0	\$150,000
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$3,000,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$3,000,000</b>

MPO **RTC Washoe**

Lead Agency **Nevada DOT**

**WA20180097** (Ver 2) 20-00 **FEDERAL**

**Title:** SR 659 Intersection Safety Improvements McCarran Blvd

**Description:** Intersection improvements, slip lanes, pedestrian safety improvements

**Project Type:** Other Misc.

**AQ:** Exempt, All Projects - Intersection channelization projects.

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** Primary Crossstreet: Greg, Secondary Crossstreet: Prater Way

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
<2020	Prior	\$0	\$0	\$2,058,000	\$0	\$2,058,000
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$2,058,000</b>	<b>\$0</b>	<b>\$2,058,000</b>

MPO **RTC Washoe**

Lead Agency **Nevada DOT**

<b>WA20140044</b> (Ver 7) 20-00							<b>FEDERAL</b>	
<b>Title:</b> Safe Routes to School								
<b>Description:</b> County wide safe routes to school program								
<b>Project Type:</b> Other Misc.		<b>AQ:</b> Exempt, Other - Transportation enhancement activities.					<b>TCM:</b> No	<b>NDOT:</b> District 2
<b>County:</b> Washoe		<b>Limits:</b> Not Location Specific						
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL		
2020	Local Fund	\$0	\$0	\$0	\$12,800	\$12,800		
2020	STBG WA	\$0	\$0	\$0	\$243,200	\$243,200		
2021	Local Fund	\$0	\$0	\$0	\$12,800	\$12,800		
2021	STBG WA	\$0	\$0	\$0	\$243,200	\$243,200		
2022	Local Fund	\$0	\$0	\$0	\$12,800	\$12,800		
2022	STBG WA	\$0	\$0	\$0	\$243,200	\$243,200		
<2020	Prior	\$0	\$0	\$0	\$499,000	\$499,000		
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$768,000</b>	<b>\$768,000</b>		
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,267,000</b>	<b>\$1,267,000</b>		
MPO <b>RTC Washoe</b>				Lead Agency <b>RTC Washoe</b>				

<b>WA20150067</b> (Ver 4) 20-00							<b>LOCAL</b>	
<b>Title:</b> SouthEast Connector - Wetlands								
<b>Description:</b> Annual Maintenance Program for Wetlands within the SouthEast Connector Corridor								
<b>Project Type:</b> Other Misc.		<b>AQ:</b> Exempt, Other - Non construction related activities.					<b>TCM:</b> No	<b>NDOT:</b> District 2
<b>County:</b> Washoe		<b>Limits:</b> Not Location Specific						
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL		
2020	Local Fund	\$0	\$0	\$0	\$50,000	\$50,000		
2021	Local Fund	\$0	\$0	\$0	\$50,000	\$50,000		
2022	Local Fund	\$0	\$0	\$0	\$50,000	\$50,000		
<2020	Prior	\$0	\$0	\$0	\$200,000	\$200,000		
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,000</b>	<b>\$150,000</b>		
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$350,000</b>	<b>\$350,000</b>		
MPO <b>RTC Washoe</b>				Lead Agency <b>RTC Washoe</b>				

**WA20170129** (Ver 4) 20-00 **FEDERAL**

**Title:** Bus Shelter Solar Lighting

**Description:** Purchase of solar powered lighting for bus shelters

**Project Type:** Pedestrian **AQ:** Exempt, Safety - Lighting improvements.

**TCM:** No **NDOT:** District 2

**County:** Washoe **Limits:** Various Locations

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	Local Fund	\$0	\$0	\$17,500	\$0	\$17,500
2020	TAP FLEX STBG	\$0	\$0	\$332,500	\$0	\$332,500
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$350,000</b>	<b>\$0</b>	<b>\$350,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$350,000</b>	<b>\$0</b>	<b>\$350,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20160081** (Ver 5) 20-00 **FEDERAL**

**Title:** Bus Stop Solar Lighting

**Description:** Purchase solar lighting for various bus stop locations

**Project Type:** Pedestrian **AQ:** Exempt, Safety - Lighting improvements.

**TCM:** No **NDOT:** District 2

**County:** Washoe **Limits:** Various Locations

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	Local Fund	\$0	\$0	\$0	\$12,253	\$12,253
2020	TAP WA STBG	\$0	\$0	\$0	\$110,277	\$110,277
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$122,530</b>	<b>\$122,530</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$122,530</b>	<b>\$122,530</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20190036** (Ver 1) 20-00 **LOCAL**

**Title:** Center Street Sidewalk Improvements

**Description:** ADA sidewalk improvements.

**Project Type:** Pedestrian

**AQ:** Exempt, Air Quality - Bicycle and pedestrian facilities.

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** From S. Virginia Street to I-80 of Distance (mile) 1.4

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2021	Local Fund	\$2,000,000	\$0	\$0	\$0	\$2,000,000
<b>2020-2024 TOTAL</b>		<b>\$2,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$2,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20180098** (Ver 2) 20-00 **FEDERAL**

**Title:** SR 447 Install Pedestrian and Safety Improvements Pyramid Lake Paiute Community Of Wadsworth

**Description:** Install pedestrian and safety improvements

**Project Type:** Pedestrian

**AQ:** Exempt, Safety - Safety Improvement Program.

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** Nearest Crossstreet: Wadsworth

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	HSIP	\$50,000	\$0	\$0	\$500,000	\$550,000
2020	Local Fund	\$0	\$0	\$0	\$475,000	\$475,000
2020	State Match - Nv	\$2,500	\$0	\$0	\$25,000	\$27,500
<b>2020-2024 TOTAL</b>		<b>\$52,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$1,052,500</b>
<b>ALL YEARS TOTAL</b>		<b>\$52,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$1,052,500</b>

MPO **RTC Washoe**

Lead Agency **Nevada DOT**

<b>WA20170131</b> (Ver 3) 20-00							<b>FEDERAL</b>
<b>Title:</b> Golden Valley Road Railroad Crossing							
<b>Description:</b> Install crossing surface improvements							
<b>Project Type:</b> Rail		<b>AQ:</b> Exempt, Safety - Railroad/highway crossing.				<b>TCM:</b> No <b>NDOT:</b> District 2	
<b>County:</b> Washoe		<b>Limits:</b> Nearest Crossstreet: Golden Valley Road					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2020	Local Fund	\$0	\$0	\$135,000	\$0	\$135,000	
2020	RAIL	\$0	\$0	\$139,750	\$0	\$139,750	
2020	State Match - Nv	\$0	\$0	\$250	\$0	\$250	
<2020	Prior	\$11,106	\$0	\$0	\$0	\$11,106	
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$275,000</b>	<b>\$0</b>	<b>\$275,000</b>	
<b>ALL YEARS TOTAL</b>		<b>\$11,106</b>	<b>\$0</b>	<b>\$275,000</b>	<b>\$0</b>	<b>\$286,106</b>	
MPO <b>RTC Washoe</b>				Lead Agency <b>Nevada DOT</b>			

<b>WA20170130</b> (Ver 3) 20-00							<b>FEDERAL</b>
<b>Title:</b> Highland Avenue Railroad Crossing							
<b>Description:</b> Install crossing surface improvements and adjustment to crossing signal arms							
<b>Project Type:</b> Rail		<b>AQ:</b> Exempt, Safety - Railroad/highway crossing.				<b>TCM:</b> No <b>NDOT:</b> District 2	
<b>County:</b> Washoe		<b>Limits:</b> Nearest Crossstreet: Highland Avenue					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2020	Local Fund	\$0	\$0	\$150,000	\$0	\$150,000	
2020	RAIL	\$0	\$0	\$154,750	\$0	\$154,750	
2020	State Match - Nv	\$0	\$0	\$250	\$0	\$250	
<2020	Prior	\$28,950	\$0	\$0	\$0	\$28,950	
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$305,000</b>	<b>\$0</b>	<b>\$305,000</b>	
<b>ALL YEARS TOTAL</b>		<b>\$28,950</b>	<b>\$0</b>	<b>\$305,000</b>	<b>\$0</b>	<b>\$333,950</b>	
MPO <b>RTC Washoe</b>				Lead Agency <b>Nevada DOT</b>			

WA20170132 (Ver 3) 20-00							FEDERAL
<b>Title:</b> Silver Lake Drive Railroad Crossing							
<b>Description:</b> Install crossing signal and crossing surface improvements							
<b>Project Type:</b> Rail		<b>AQ:</b> Exempt, Safety - Railroad/hwy crossing warning devices.				<b>TCM:</b> No <b>NDOT:</b> District 2	
<b>County:</b> Washoe		<b>Limits:</b> Nearest Crossstreet: Silver Lake Drive					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2020	Local Fund	\$0	\$0	\$155,000	\$0	\$155,000	
2020	RAIL	\$0	\$0	\$254,750	\$0	\$254,750	
2020	State Match - Nv	\$0	\$0	\$250	\$0	\$250	
<2020	Prior	\$17,000	\$0	\$0	\$0	\$17,000	
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$410,000</b>	<b>\$0</b>	<b>\$410,000</b>	
<b>ALL YEARS TOTAL</b>		<b>\$17,000</b>	<b>\$0</b>	<b>\$410,000</b>	<b>\$0</b>	<b>\$427,000</b>	
MPO <b>RTC Washoe</b>				Lead Agency <b>Nevada DOT</b>			

WA20170133 (Ver 3) 20-00							LOCAL
<b>Title:</b> Lemmon Drive Widening - Package 1 (NEPA)							
<b>Description:</b> Widen Lemmon Drive from 2 to 4 lanes, and from 4 to 6 lanes.							
<b>Project Type:</b> Rd Expansion		<b>AQ:</b> Non-Exempt				<b>TCM:</b> Yes <b>NDOT:</b> District 2	
<b>County:</b> Washoe		<b>Limits:</b> From US 395 to Military Drive of Distance (mile) 0.9					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2021	Local Fund	\$3,000,000	\$0	\$0	\$0	\$3,000,000	
<b>2020-2024 TOTAL</b>		<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>	
<b>ALL YEARS TOTAL</b>		<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>	
MPO <b>RTC Washoe</b>				Lead Agency <b>RTC Washoe</b>			

**WA20190037** (Ver 1) 20-00 **LOCAL**

**Title:** Lemmon Drive Widening - Package 2  
**Description:** Roadway widening from 4 to 6 lanes and from 2 to 4 lanes and stormwater improvements.

**Project Type:** Rd Expansion **AQ:** Non-Exempt **TCM:** No **NDOT:** District 2

**County:** Washoe **Limits:** From US 395 to Military Road of Distance (mile) .9

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2022	Local Fund	\$6,000,000	\$0	\$24,000,000	\$0	\$30,000,000
<b>2020-2024 TOTAL</b>		<b>\$6,000,000</b>	<b>\$0</b>	<b>\$24,000,000</b>	<b>\$0</b>	<b>\$30,000,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$6,000,000</b>	<b>\$0</b>	<b>\$24,000,000</b>	<b>\$0</b>	<b>\$30,000,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20150064** (Ver 4) 20-00 **FEDERAL**

**Title:** Mill Street/Terminal Way Corridor - Package 1 (NEPA)  
**Description:** Multimodal, operational, and capacity improvements.

**Project Type:** Rd Expansion **AQ:** Exempt, Other - Engineering studies. **TCM:** No **NDOT:** District 2

**County:** Washoe **Limits:** From Kietzke Lane to Terminal Way of Distance (mile) 1.5

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2021	Local Fund	\$77,500	\$0	\$0	\$0	\$77,500
2021	STBG WA	\$1,472,500	\$0	\$0	\$0	\$1,472,500
<b>2020-2024 TOTAL</b>		<b>\$1,550,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,550,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$1,550,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,550,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**



**WA20190038** (Ver 1) 20-00 **LOCAL**

**Title:** Mill Street/Terminal Way Corridor - Package 2

**Description:** Multimodal, operational, and capacity improvements.

**Project Type:** Rd Expansion

**AQ:** Non-Exempt

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** From Kietzke Lane to Terminal Way of Distance (mile) 1.5

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2022	Local Fund	\$3,500,000	\$10,000,000	\$0	\$0	\$13,500,000
2024	Local Fund	\$0	\$0	\$14,000,000	\$0	\$14,000,000
<b>2020-2024 TOTAL</b>		<b>\$3,500,000</b>	<b>\$10,000,000</b>	<b>\$14,000,000</b>	<b>\$0</b>	<b>\$27,500,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$3,500,000</b>	<b>\$10,000,000</b>	<b>\$14,000,000</b>	<b>\$0</b>	<b>\$27,500,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20190040** (Ver 1) 20-00 **FEDERAL**

**Title:** Pyramid Highway/US 395 Connector - Package 2

**Description:** Widen the roadway from 4 to 6 lanes, construct multimodal, operational, stormwater management, and traffic safety improvements.

**Project Type:** Rd Expansion

**AQ:** Non-Exempt

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** From Queen Way to Golden View Drive of Distance (mile) 1.4 Milepost begins at 1 ends at 2.4

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	Local Fund	\$1,360,000	\$0	\$0	\$0	\$1,360,000
2020	STBG WA	\$1,360,000	\$0	\$0	\$0	\$1,360,000
2021	Local Fund	\$0	\$3,000,000	\$0	\$0	\$3,000,000
2021	STBG WA	\$0	\$3,000,000	\$0	\$0	\$3,000,000
2022	FHWA Grant	\$0	\$0	\$25,000,000	\$0	\$25,000,000
2022	Local Fund	\$0	\$0	\$9,740,000	\$0	\$9,740,000
2022	STBG WA	\$0	\$0	\$5,640,000	\$0	\$5,640,000
2022	State Match - Nv	\$0	\$0	\$5,000,000	\$0	\$5,000,000
<b>2020-2024 TOTAL</b>		<b>\$2,720,000</b>	<b>\$6,000,000</b>	<b>\$45,380,000</b>	<b>\$0</b>	<b>\$54,100,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$2,720,000</b>	<b>\$6,000,000</b>	<b>\$45,380,000</b>	<b>\$0</b>	<b>\$54,100,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20190043** (Ver 1) 20-00 **LOCAL**

**Title:** Sky Vista Parkway Widening

**Description:** Widen roadway from 2 to 4 lanes.

**Project Type:** Rd Expansion

**AQ:** Non-Exempt

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** From Lemmon Drive to Silver Lake Road of Distance (mile) 1.5

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2021	Local Fund	\$1,800,000	\$0	\$0	\$0	\$1,800,000
2022	Local Fund	\$0	\$0	\$7,200,000	\$0	\$7,200,000
<b>2020-2024 TOTAL</b>		<b>\$1,800,000</b>	<b>\$0</b>	<b>\$7,200,000</b>	<b>\$0</b>	<b>\$9,000,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$1,800,000</b>	<b>\$0</b>	<b>\$7,200,000</b>	<b>\$0</b>	<b>\$9,000,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20190041** (Ver 1) 20-00 **LOCAL**

**Title:** Sparks Boulevard Cooridor - Package 2

**Description:** Widen roadway from 4 to 6 lanes and construct multimodal improvements.

**Project Type:** Rd Expansion

**AQ:** Non-Exempt

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** From Greg Street to Baring Boulevard of Distance (mile) 2.2

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2022	Local Fund	\$11,000,000	\$0	\$0	\$0	\$11,000,000
2023	Local Fund	\$0	\$0	\$43,800,000	\$0	\$43,800,000
<b>2020-2024 TOTAL</b>		<b>\$11,000,000</b>	<b>\$0</b>	<b>\$43,800,000</b>	<b>\$0</b>	<b>\$54,800,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$11,000,000</b>	<b>\$0</b>	<b>\$43,800,000</b>	<b>\$0</b>	<b>\$54,800,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20150065** (Ver 4) 20-00 **LOCAL**

**Title:** Sparks Boulevard Corridor Package 1 (NEPA)

**Description:** Multimodal improvements and widening.

**Project Type:** Rd Expansion

**AQ:** Exempt, Other - Engineering studies.

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** From Greg Street to Baring Boulevard of Distance (mile) 2.2

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	Local Fund	\$3,000,000	\$0	\$0	\$0	\$3,000,000
<b>2020-2024 TOTAL</b>		<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$3,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20180043** (Ver 2) 20-00 **FEDERAL**

**Title:** I 580 Improvements South of Spaghetti Bowl

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

**Project Type:** Rd Improvement

**AQ:** Non-Exempt

**TCM:** Yes **NDOT:** District 2

**County:** Washoe

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

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	State Gas Tax	\$5,000,000	\$7,000,000	\$0	\$0	\$12,000,000
2021	Local Fund	\$0	\$0	\$30,000,000	\$0	\$30,000,000
2021	NHPP	\$0	\$0	\$7,363,426	\$0	\$7,363,426
2021	NHPP AC	\$0	\$0	\$81,136,574	\$0	\$81,136,574
2021	STBG State-Wide	\$0	\$0	\$11,000,000	\$0	\$11,000,000
2021	STBG State-Wide AC	\$0	\$0	\$14,500,000	\$0	\$14,500,000
2021	State Match - Nv	\$0	\$0	\$6,000,000	\$0	\$6,000,000
<b>2020-2024 TOTAL</b>		<b>\$5,000,000</b>	<b>\$7,000,000</b>	<b>\$150,000,000</b>	<b>\$0</b>	<b>\$162,000,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$5,000,000</b>	<b>\$7,000,000</b>	<b>\$150,000,000</b>	<b>\$0</b>	<b>\$162,000,000</b>

MPO **RTC Washoe**

Lead Agency **Nevada DOT**

WA20180060 (Ver 2) 20-00							STATE
<b>Title:</b> South Virginia Street Complete Streets Improvements							
<b>Description:</b> Safety and multimodal improvements including new traffic signal and median.							
<b>Project Type:</b> Rd Improvement			<b>AQ:</b> Exempt, Safety - Safety Improvement Program.			<b>TCM:</b> No	<b>NDOT:</b> District 2
<b>County:</b> Washoe		<b>Limits:</b> From Arrowcreek Pkwy to I-580 Interchange of Distance (mile) 0 Milepost begins at 0 ends at 0					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2020	Local Fund	\$1,000,000	\$0	\$0	\$0	\$1,000,000	
2021	Local Fund	\$0	\$0	\$1,500,000	\$0	\$1,500,000	
2021	State Gas Tax	\$0	\$0	\$2,500,000	\$0	\$2,500,000	
<b>2020-2024 TOTAL</b>		<b>\$1,000,000</b>	<b>\$0</b>	<b>\$4,000,000</b>	<b>\$0</b>	<b>\$5,000,000</b>	
<b>ALL YEARS TOTAL</b>		<b>\$1,000,000</b>	<b>\$0</b>	<b>\$4,000,000</b>	<b>\$0</b>	<b>\$5,000,000</b>	
MPO <b>RTC Washoe</b>			Lead Agency <b>RTC Washoe</b>				

WA20190025 (Ver 1) 20-00							STATE
<b>Title:</b> US 395-FUTURE PROJECT							
<b>Description:</b> Design							
<b>Project Type:</b> Rd Improvement			<b>AQ:</b> Exempt, Other - Engineering to assess social, economic, and environmental effects of the			<b>TCM:</b> No	<b>NDOT:</b> District 2
<b>County:</b> Washoe		<b>Limits:</b> From Lemon Drive to Stead Blvd of Distance (mile) 0 Milepost begins at 0 ends at 0					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
>2024	Beyond	\$0	\$0	\$35,000,000	\$0	\$35,000,000	
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$35,000,000</b>	<b>\$0</b>	<b>\$35,000,000</b>	
MPO <b>RTC Washoe</b>			Lead Agency <b>Nevada DOT</b>				

**WA20190031** (Ver 1) 20-00 **LOCAL**

**Title:** North Valleys Improvements Project - Package 3B  
**Description:** Intersector improvements. Bus stop and connectivity improvements with associated drainage improvements.

**Project Type:** Rd Interchange/ Intersec **AQ:** Exempt, All Projects - Intersection channelization projects. **TCM:** No **NDOT:** District 2

**County:** Washoe **Limits:** Primary Interchange: Business 395, Secondary Interchange: N. Virginia Street

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	Local Fund	\$0	\$0	\$900,000	\$0	\$900,000
<2020	Prior	\$150,000	\$0	\$0	\$0	\$150,000
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$900,000</b>	<b>\$0</b>	<b>\$900,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$150,000</b>	<b>\$0</b>	<b>\$900,000</b>	<b>\$0</b>	<b>\$1,050,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20170146** (Ver 4) 20-00 **FEDERAL**

**Title:** US 395, NORTH OF RENO, FROM MCCARRAN TO GOLDEN VALLEY STRUCTURE, MP WA 27.064 TO WA 32.580

**Description:** RUBBELIZE EXISTING CONCRETE WITH 6" PBS, CONSTRUCT AUX LANE NB AND SB, CONSTRUCT TRAVEL LANE SB, CONSTRUCT NEW BRAIDED RAMP AT PANTHER VALLEY INTERCHANGE

**Project Type:** Rd New Construction **AQ:** Non-Exempt **TCM:** No **NDOT:** District 2

**County:** Washoe **Limits:** From McCarran to Golden Valley of Distance (mile) 5.52 Milepost begins at 27.06 ends at 32.58

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2021	State Gas Tax	\$0	\$130,000	\$0	\$0	\$130,000
2023	NHPP	\$0	\$0	\$60,940,125	\$0	\$60,940,125
2023	STBG State-Wide	\$0	\$0	\$30,820,375	\$0	\$30,820,375
2023	State Match - Nv	\$0	\$0	\$4,829,500	\$0	\$4,829,500
<2020	Prior	\$1,230,000	\$0	\$0	\$0	\$1,230,000
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$130,000</b>	<b>\$96,590,000</b>	<b>\$0</b>	<b>\$96,720,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$1,230,000</b>	<b>\$130,000</b>	<b>\$96,590,000</b>	<b>\$0</b>	<b>\$97,950,000</b>

MPO **RTC Washoe**

Lead Agency **Nevada DOT**

**WA20150011** (Ver 5) 20-00 **LOCAL**

**Title:** Preventive Maintenance

**Description:** Preventive Maintenance

**Project Type:** Rd Recons/Rehab/Resur

**AQ:** Exempt, Safety - Pavement resurfacing and/or rehabilitation.

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** Various Locations

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	Local Fund	\$0	\$0	\$7,000,000	\$0	\$7,000,000
2021	Local Fund	\$0	\$0	\$7,000,000	\$0	\$7,000,000
2022	Local Fund	\$0	\$0	\$7,000,000	\$0	\$7,000,000
2023	Local Fund	\$0	\$0	\$7,000,000	\$0	\$7,000,000
2024	Local Fund	\$0	\$0	\$7,000,000	\$0	\$7,000,000
<2020	Prior	\$0	\$0	\$9,600,000	\$0	\$9,600,000
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$35,000,000</b>	<b>\$0</b>	<b>\$35,000,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$44,600,000</b>	<b>\$0</b>	<b>\$44,600,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20150061** (Ver 4) 20-00 **LOCAL**

**Title:** Roadway Reconstruction Projects

**Description:** Annual Pavement Preservation Program - Roadway Reconstruction

**Project Type:** Rd Recons/Rehab/Resur

**AQ:** Exempt, Safety - Pavement resurfacing and/or rehabilitation.

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** Various Locations

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	Local Fund	\$0	\$0	\$12,000,000	\$0	\$12,000,000
2021	Local Fund	\$0	\$0	\$11,000,000	\$0	\$11,000,000
2022	Local Fund	\$0	\$0	\$11,000,000	\$0	\$11,000,000
2023	Local Fund	\$0	\$0	\$11,000,000	\$0	\$11,000,000
2024	Local Fund	\$0	\$0	\$11,000,000	\$0	\$11,000,000
<2020	Prior	\$0	\$0	\$18,000,000	\$0	\$18,000,000
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$56,000,000</b>	<b>\$0</b>	<b>\$56,000,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$74,000,000</b>	<b>\$0</b>	<b>\$74,000,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20190033 (Ver 1) 20-00							FEDERAL
<b>Title:</b> Traffic Calming Improvements							
<b>Description:</b> Install speed radar signs and Rectangular Rapid Flashing Beacons (RRFBs).							
<b>Project Type:</b> Rd Sign/Signal		<b>AQ:</b> Exempt, Safety - Non signalization traffic control and operating.				<b>TCM:</b> No <b>NDOT:</b> District 2	
<b>County:</b> Washoe		<b>Limits:</b> Various Locations					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2020	Local Fund	\$350	\$0	\$0	\$0	\$350	
2020	TAP WA STBG	\$6,650	\$0	\$0	\$0	\$6,650	
2021	Local Fund	\$0	\$0	\$1,440	\$0	\$1,440	
2021	TAP WA STBG	\$0	\$0	\$27,350	\$0	\$27,350	
<b>2020-2024 TOTAL</b>		<b>\$7,000</b>	<b>\$0</b>	<b>\$28,790</b>	<b>\$0</b>	<b>\$35,790</b>	
<b>ALL YEARS TOTAL</b>		<b>\$7,000</b>	<b>\$0</b>	<b>\$28,790</b>	<b>\$0</b>	<b>\$35,790</b>	
MPO <b>RTC Washoe</b>				Lead Agency <b>City of Reno</b>			

WA20190034 (Ver 1) 20-00							FEDERAL
<b>Title:</b> Traffic Calming Improvements							
<b>Description:</b> Install speed radar signs and Rectangular Rapid Flashing Beacons (RRFBs).							
<b>Project Type:</b> Rd Sign/Signal		<b>AQ:</b> Exempt, Safety - Non signalization traffic control and operating.				<b>TCM:</b> No <b>NDOT:</b> District 2	
<b>County:</b> Washoe		<b>Limits:</b> Various Locations					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2020	Local Fund	\$0	\$0	\$1,790	\$0	\$1,790	
2020	STBG WA	\$0	\$0	\$34,000	\$0	\$34,000	
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$35,790</b>	<b>\$0</b>	<b>\$35,790</b>	
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$35,790</b>	<b>\$0</b>	<b>\$35,790</b>	
MPO <b>RTC Washoe</b>				Lead Agency <b>City of Sparks</b>			

**WA20190035** (Ver 1) 20-00

**FEDERAL**

**Title:** Traffic Calming Improvements

**Description:** Install speed radar signs and Rectangular Rapid Flashing Beacons (RRFBs).

**Project Type:** Rd Sign/Signal

**AQ:** Exempt, Safety - Non signalization traffic control and operating.

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** Various Locations

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	Local Fund	\$350	\$0	\$0	\$0	\$350
2020	TAP WA STBG	\$6,650	\$0	\$0	\$0	\$6,650
2021	Local Fund	\$0	\$0	\$1,440	\$0	\$1,440
2021	TAP WA STBG	\$0	\$0	\$27,350	\$0	\$27,350
<b>2020-2024 TOTAL</b>		<b>\$7,000</b>	<b>\$0</b>	<b>\$28,790</b>	<b>\$0</b>	<b>\$35,790</b>
<b>ALL YEARS TOTAL</b>		<b>\$7,000</b>	<b>\$0</b>	<b>\$28,790</b>	<b>\$0</b>	<b>\$35,790</b>

MPO **RTC Washoe**

Lead Agency **Washoe County**



**WA2012101** (Ver 9) 20-00

**FEDERAL**

**Title:** Trip Reduction Program

**Description:** Administrative Activities and Vanpool Program

**Project Type:** TDM

**AQ:** Exempt, Air Quality - Ride-sharing and van-pooling program.

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** Not Location Specific

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	CMAQ - Washoe County	\$0	\$0	\$0	\$190,000	\$190,000
2020	Local Fund	\$0	\$0	\$0	\$50,000	\$50,000
2020	STBG WA	\$0	\$0	\$0	\$760,000	\$760,000
2021	CMAQ - Washoe County	\$0	\$0	\$0	\$190,000	\$190,000
2021	Local Fund	\$0	\$0	\$0	\$50,000	\$50,000
2021	STBG WA	\$0	\$0	\$0	\$760,000	\$760,000
2022	CMAQ - Washoe County	\$0	\$0	\$0	\$190,000	\$190,000
2022	Local Fund	\$0	\$0	\$0	\$50,000	\$50,000
2022	STBG WA	\$0	\$0	\$0	\$760,000	\$760,000
2023	CMAQ - Washoe County	\$0	\$0	\$0	\$190,000	\$190,000
2023	Local Fund	\$0	\$0	\$0	\$50,000	\$50,000
2023	STBG WA	\$0	\$0	\$0	\$760,000	\$760,000
2024	CMAQ - Washoe County	\$0	\$0	\$0	\$190,000	\$190,000
2024	Local Fund	\$0	\$0	\$0	\$50,000	\$50,000
2024	STBG WA	\$0	\$0	\$0	\$760,000	\$760,000
<2020	Prior	\$0	\$0	\$0	\$3,700,000	\$3,700,000
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,000,000</b>	<b>\$5,000,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,700,000</b>	<b>\$8,700,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**NV20110312** (Ver 6) 20-00

**FEDERAL**

**Title:** ACCESS Capital - Sutro

**Description:** Facilities (Operations & Maintenance)/Equipment - ACCESS Buildings at Sutro Street

**Project Type:** Transit-Capital & Rehab

**AQ:** Exempt, Mass Transit - Reconstruction or renovation of transit structures.

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** Nearest Crossstreet: 600 Sutro Street

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$64,000	\$64,000
2020	Local Fund	\$0	\$0	\$0	\$16,000	\$16,000
2021	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$64,000	\$64,000
2021	Local Fund	\$0	\$0	\$0	\$16,000	\$16,000
2022	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$64,000	\$64,000
2022	Local Fund	\$0	\$0	\$0	\$16,000	\$16,000
2023	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$64,000	\$64,000
2023	Local Fund	\$0	\$0	\$0	\$16,000	\$16,000
2024	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$64,000	\$64,000
2024	Local Fund	\$0	\$0	\$0	\$16,000	\$16,000
<2020	Prior	\$0	\$0	\$0	\$350,000	\$350,000
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$400,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$750,000</b>	<b>\$750,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20140046** (Ver 7) 20-00

**FEDERAL**

**Title:** ACCESS Replacement Vehicles

**Description:** Purchase ACCESS Replacement Vehicles - Ongoing Vehicle Replacement Schedule

**Project Type:** Transit-Capital & Rehab

**AQ:** Exempt, Mass Transit - Purchase new buses and rail cars to replace existing vehicles or **rTCM:** Yes **NDOT:** District 2

**County:** Washoe

**Limits:** Not Location Specific

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	Local Fund	\$0	\$0	\$0	\$105,000	\$105,000
2020	STBG WA	\$0	\$0	\$0	\$1,995,000	\$1,995,000
2021	Local Fund	\$0	\$0	\$0	\$78,947	\$78,947
2021	STBG WA	\$0	\$0	\$0	\$1,500,000	\$1,500,000
2022	FTA 5339 Bus/Fac Lrg Urb Capital	\$0	\$0	\$0	\$250,000	\$250,000
2022	Local Fund	\$0	\$0	\$0	\$157,237	\$157,237
2022	STBG WA	\$0	\$0	\$0	\$1,800,000	\$1,800,000
2023	FTA 5339 Bus/Fac Lrg Urb Capital	\$0	\$0	\$0	\$200,000	\$200,000
2023	Local Fund	\$0	\$0	\$0	\$155,000	\$155,000
2023	STBG WA	\$0	\$0	\$0	\$1,995,000	\$1,995,000
2024	FTA 5339 Bus/Fac Lrg Urb Capital	\$0	\$0	\$0	\$200,000	\$200,000
2024	Local Fund	\$0	\$0	\$0	\$50,000	\$50,000
<2020	Prior	\$0	\$0	\$0	\$4,201,000	\$4,201,000
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,486,184</b>	<b>\$8,486,184</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,687,184</b>	<b>\$12,687,184</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**NV20110309** (Ver 6) 20-00

**FEDERAL**

**Title:** RIDE Capital - Bldg. Renovations

**Description:** Building Renovations and Upgrades - Annual Program

**Project Type:** Transit-Capital & Rehab

**AQ:** Exempt, Mass Transit - Reconstruction or renovation of transit structures.

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** Not Location Specific

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	FTA 5307 Lrg Urb Capital	\$0	\$0	\$974,500	\$0	\$974,500
2020	FTA 5339 Bus/Fac Lrg Urb Capital	\$0	\$0	\$200,000	\$0	\$200,000
2020	Local Fund	\$0	\$0	\$293,625	\$0	\$293,625
2021	FTA 5307 Lrg Urb Capital	\$0	\$0	\$200,000	\$0	\$200,000
2021	FTA 5339 Bus/Fac Lrg Urb Capital	\$0	\$0	\$200,000	\$0	\$200,000
2021	Local Fund	\$0	\$0	\$178,947	\$0	\$178,947
2021	STBG WA	\$0	\$0	\$1,500,000	\$0	\$1,500,000
2022	FTA 5307 Lrg Urb Capital	\$0	\$0	\$200,000	\$0	\$200,000
2022	FTA 5339 Bus/Fac Lrg Urb Capital	\$0	\$0	\$200,000	\$0	\$200,000
2022	Local Fund	\$0	\$0	\$152,632	\$0	\$152,632
2022	STBG WA	\$0	\$0	\$1,000,000	\$0	\$1,000,000
2023	FTA 5307 Lrg Urb Capital	\$0	\$0	\$90,000	\$0	\$90,000
2023	FTA 5339 Bus/Fac Lrg Urb Capital	\$0	\$0	\$90,000	\$0	\$90,000
2023	Local Fund	\$0	\$0	\$45,000	\$0	\$45,000
2024	FTA 5307 Lrg Urb Capital	\$0	\$0	\$90,000	\$0	\$90,000
2024	FTA 5339 Bus/Fac Lrg Urb Capital	\$0	\$0	\$90,000	\$0	\$90,000
2024	Local Fund	\$0	\$0	\$45,000	\$0	\$45,000
<2020	Prior	\$0	\$0	\$6,050,000	\$0	\$6,050,000
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$5,549,704</b>	<b>\$0</b>	<b>\$5,549,704</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$11,599,704</b>	<b>\$0</b>	<b>\$11,599,704</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**NV20110307** (Ver 5) 20-00

**FEDERAL**

**Title:** RIDE Capital - Communication/Computer Equipment

**Description:** Purchase Vehicle/Communication/Computer Equipment - Annual Program

**Project Type:** Transit-Capital & Rehab

**AQ:** Exempt, Mass Transit - Purchase of office, shop and operating equipment for existing facilities  
**CM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** Not Location Specific

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$200,000	\$200,000
2020	Local Fund	\$0	\$0	\$0	\$50,000	\$50,000
2021	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$430,000	\$430,000
2021	Local Fund	\$0	\$0	\$0	\$107,500	\$107,500
2022	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$430,000	\$430,000
2022	Local Fund	\$0	\$0	\$0	\$107,500	\$107,500
2023	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$430,000	\$430,000
2023	Local Fund	\$0	\$0	\$0	\$107,500	\$107,500
2024	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$430,000	\$430,000
2024	Local Fund	\$0	\$0	\$0	\$107,500	\$107,500
<2020	Prior	\$0	\$0	\$0	\$926,000	\$926,000
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,400,000</b>	<b>\$2,400,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,326,000</b>	<b>\$3,326,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**NV20110305** (Ver 6) 20-00

**FEDERAL**

**Title:** RIDE Capital - Equipment

**Description:** Purchase Shop Equipment/Other Equipment - Annual Program

**Project Type:** Transit-Capital & Rehab

**AQ:** Exempt, Mass Transit - Purchase of office, shop and operating equipment for existing facilities  
**CM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** Not Location Specific

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$376,000	\$376,000
2020	FTA 5307 Lrg Urb Operating	\$0	\$0	\$0	\$50,000	\$50,000
2020	Local Fund	\$0	\$0	\$0	\$106,500	\$106,500
2021	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$200,000	\$200,000
2021	FTA 5307 Lrg Urb Operating	\$0	\$0	\$0	\$50,000	\$50,000
2021	Local Fund	\$0	\$0	\$0	\$62,500	\$62,500
2022	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$200,000	\$200,000
2022	FTA 5307 Lrg Urb Operating	\$0	\$0	\$0	\$50,000	\$50,000
2022	Local Fund	\$0	\$0	\$0	\$62,500	\$62,500
2023	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$200,000	\$200,000
2023	FTA 5307 Lrg Urb Operating	\$0	\$0	\$0	\$50,000	\$50,000
2023	Local Fund	\$0	\$0	\$0	\$62,500	\$62,500
2024	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$200,000	\$200,000
2024	FTA 5307 Lrg Urb Operating	\$0	\$0	\$0	\$50,000	\$50,000
2024	Local Fund	\$0	\$0	\$0	\$62,500	\$62,500
<2020	Prior	\$0	\$0	\$0	\$850,000	\$850,000
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,782,500</b>	<b>\$1,782,500</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,632,500</b>	<b>\$2,632,500</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**NV20110303** (Ver 6) 20-00

**FEDERAL**

**Title:** RIDE Capital - Shelters

**Description:** Transit Enhancements/Shelters

**Project Type:** Transit-Capital & Rehab

**AQ:** Exempt, Mass Transit - Reconstruction or renovation of transit structures.

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** Not Location Specific

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$1,463,220	\$1,463,220
2020	FTA 5307 Lrg Urb Operating	\$0	\$0	\$0	\$67,200	\$67,200
2020	Local Fund	\$0	\$0	\$0	\$382,605	\$382,605
2021	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$370,000	\$370,000
2021	FTA 5307 Lrg Urb Operating	\$0	\$0	\$0	\$67,200	\$67,200
2021	Local Fund	\$0	\$0	\$0	\$109,300	\$109,300
2022	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$200,000	\$200,000
2022	FTA 5307 Lrg Urb Operating	\$0	\$0	\$0	\$67,200	\$67,200
2022	Local Fund	\$0	\$0	\$0	\$66,800	\$66,800
2023	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$200,000	\$200,000
2023	FTA 5307 Lrg Urb Operating	\$0	\$0	\$0	\$67,200	\$67,200
2023	Local Fund	\$0	\$0	\$0	\$66,800	\$66,800
2024	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$200,000	\$200,000
2024	FTA 5307 Lrg Urb Operating	\$0	\$0	\$0	\$67,200	\$67,200
2024	Local Fund	\$0	\$0	\$0	\$66,800	\$66,800
<2020	Prior	\$0	\$0	\$0	\$437,000	\$437,000
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,461,525</b>	<b>\$3,461,525</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,898,525</b>	<b>\$3,898,525</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**NV20110304** (Ver 6) 20-00

**FEDERAL**

**Title:** RIDE Capital - Support Vehicles/Equipment

**Description:** Purchase Support Vehicles/Equipment (RTC Administration) - Annual Program

**Project Type:** Transit-Capital & Rehab

**AQ:** Exempt, Mass Transit - Purchase of support vehicles.

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** Not Location Specific

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2021	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$48,000	\$48,000
2021	Local Fund	\$0	\$0	\$0	\$12,000	\$12,000
2024	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$60,000	\$60,000
2024	Local Fund	\$0	\$0	\$0	\$15,000	\$15,000
<2020	Prior	\$0	\$0	\$0	\$370,000	\$370,000
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$135,000</b>	<b>\$135,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$505,000</b>	<b>\$505,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**



**WA20130078** (Ver 9) 20-00

**FEDERAL**

**Title:** RIDE Replacement Vehicles

**Description:** Purchase RIDE replacement vehicles. Ongoing vehicle replacement schedule. FHWA funds to be transferred to FTA.

**Project Type:** Transit-Capital & Rehab

**AQ:** Exempt, Mass Transit - Purchase new buses and rail cars to replace existing vehicles or **rTCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** Not Location Specific

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	CMAQ - Washoe County	\$0	\$0	\$0	\$7,750,000	\$7,750,000
2020	Local Fund	\$0	\$0	\$0	\$407,895	\$407,895
2021	CMAQ - Washoe County	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2021	Local Fund	\$0	\$0	\$0	\$210,526	\$210,526
2022	CMAQ - Washoe County	\$0	\$0	\$0	\$5,500,000	\$5,500,000
2022	Local Fund	\$0	\$0	\$0	\$380,000	\$380,000
2023	CMAQ - Washoe County	\$0	\$0	\$0	\$7,000,000	\$7,000,000
2023	Local Fund	\$0	\$0	\$0	\$368,421	\$368,421
2024	CMAQ - Washoe County	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2024	Local Fund	\$0	\$0	\$0	\$210,526	\$210,526
<2020	Prior	\$0	\$0	\$0	\$34,546,853	\$34,546,853
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$29,827,368</b>	<b>\$29,827,368</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$64,374,221</b>	<b>\$64,374,221</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20150060** (Ver 8) 20-00

**FEDERAL**

**Title:** Virginia Street, Bus RAPID Transit Extension

**Description:** Bus RAPID transit extension from the RTC 4th STREET STATION in downtown Reno to the University of Nevada, Reno; improves safety, traffic/bus operations, constructs 3 RAPID stations, adds bus-only lane segment, widens/constructs sidewalks and corrects ADA sidewalk deficiencies in the corridor from Plumb Lane to Liberty Street (within the total project corridor of Plumb Lane to 15th Street). FHWA funding will be transferred to FTA. A request to enter project development under the FTA Small Starts Program has been submitted and accepted. Funding programmed in the "other" phase is for the acquisition of transit capital such as buses, bus shelters, etc.

**Project Type:** Transit-Capital & Rehab **AQ:** Exempt, Mass Transit - Construction of small passenger shelters and information kiosks. **TCM:**No **NDOT:** District 2

**County:** Washoe

**Limits:** From Plumb Lane to 15th Street of Distance (mile) 2.9

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	CMAQ Transfer to FTA	\$0	\$0	\$279,906	\$0	\$279,906
2020	FTA 5309 Small Starts	\$0	\$0	\$30,126,621	\$0	\$30,126,621
2020	Local Fund	\$0	\$0	\$31,473,603	\$0	\$31,473,603
2020	STBG WA	\$0	\$0	\$177,315	\$0	\$177,315
2021	CMAQ Transfer to FTA	\$0	\$0	\$0	\$2,000,000	\$2,000,000
2021	FTA 5309 Small Starts	\$0	\$0	\$0	\$1,145,500	\$1,145,500
2021	Local Fund	\$0	\$0	\$0	\$18,461,951	\$18,461,951
<2020	Prior	\$10,542,142	\$20,670,629	\$0	\$0	\$31,212,771
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$62,057,445</b>	<b>\$21,607,451</b>	<b>\$83,664,896</b>
<b>ALL YEARS TOTAL</b>		<b>\$10,542,142</b>	<b>\$20,670,629</b>	<b>\$62,057,445</b>	<b>\$21,607,451</b>	<b>\$114,877,667</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20190029** (Ver 1) 20-00 **FEDERAL**

**Title:** Virginia Street @ ParkLane Northbound BRT station

**Description:** Construct a northbound RTC RIDE (Virginia Line) full Bus Rapid Transit (BRT) station on Virgina Street at ParkLane.

**Project Type:** Transit-Capital & Rehab

**AQ:** Exempt, Mass Transit - Reconstruction or renovation of transit structures.

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** Nearest Crossstreet: Virginia Street

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2022	FTA 5307 Lrg Urb Capital	\$0	\$0	\$200,000	\$0	\$200,000
2022	Local Fund	\$0	\$0	\$300,000	\$0	\$300,000
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$500,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$500,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20190028** (Ver 1) 20-00 **FEDERAL**

**Title:** Virginia Street @ Peppermill Northbound BRT Station

**Description:** Construct northbound RTC RIDE (Virginia Line) full Bus Rapid Transit (BRT) station across from the Peppermill Resort & Casino and extend BRT travel lane.

**Project Type:** Transit-Capital & Rehab

**AQ:** Exempt, Mass Transit - Reconstruction or renovation of transit structures.

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** Nearest Crossstreet: Virginia Street

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2022	FTA 5307 Lrg Urb Capital	\$80,000	\$0	\$0	\$0	\$80,000
2022	Local Fund	\$20,000	\$0	\$0	\$0	\$20,000
2023	FTA 5307 Lrg Urb Capital	\$0	\$0	\$480,000	\$0	\$480,000
2023	Local Fund	\$0	\$0	\$120,000	\$0	\$120,000
<b>2020-2024 TOTAL</b>		<b>\$100,000</b>	<b>\$0</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$700,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$100,000</b>	<b>\$0</b>	<b>\$600,000</b>	<b>\$0</b>	<b>\$700,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20150006** (Ver 5) 20-00

**FEDERAL**

**Title:** ACCESS Capital - Facilities

**Description:** Annual Facilities (Operations and Maintenance) Program

**Project Type:** Transit-Maintenance

**AQ:** Exempt

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** Not Location Specific

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	FTA 5339 Bus/Fac Lrg Urb Capital	\$0	\$0	\$0	\$40,000	\$40,000
2020	Local Fund	\$0	\$0	\$0	\$10,000	\$10,000
2021	FTA 5339 Bus/Fac Lrg Urb Capital	\$0	\$0	\$0	\$40,000	\$40,000
2021	Local Fund	\$0	\$0	\$0	\$10,000	\$10,000
2022	FTA 5339 Bus/Fac Lrg Urb Capital	\$0	\$0	\$0	\$40,000	\$40,000
2022	Local Fund	\$0	\$0	\$0	\$10,000	\$10,000
2023	FTA 5339 Bus/Fac Lrg Urb Capital	\$0	\$0	\$0	\$40,000	\$40,000
2023	Local Fund	\$0	\$0	\$0	\$10,000	\$10,000
2024	FTA 5339 Bus/Fac Lrg Urb Capital	\$0	\$0	\$0	\$40,000	\$40,000
2024	Local Fund	\$0	\$0	\$0	\$10,000	\$10,000
<2020	Prior	\$0	\$0	\$0	\$150,000	\$150,000
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$250,000</b>	<b>\$250,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$400,000</b>	<b>\$400,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**NV20110301** (Ver 5) 20-00

**FEDERAL**

**Title:** RTC RIDE and ACCESS - PM

**Description:** Preventive Maintenance - Mechanical

**Project Type:** Transit-Maintenance

**AQ:** Exempt

**TCM:** No **NDOT:** District 2

**County:** Washoe

**Limits:** Not Location Specific

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$3,200,000	\$3,200,000
2020	Local Fund	\$0	\$0	\$0	\$800,000	\$800,000
2021	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2021	Local Fund	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2022	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2022	Local Fund	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2023	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2023	Local Fund	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2024	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$4,000,000	\$4,000,000
2024	Local Fund	\$0	\$0	\$0	\$1,000,000	\$1,000,000
<2020	Prior	\$0	\$0	\$0	\$16,000,000	\$16,000,000
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$24,000,000</b>	<b>\$24,000,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$40,000,000</b>	<b>\$40,000,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**NV20110311** (Ver 5) 20-00

**FEDERAL**

**Title:** ACCESS Operations - ADA

**Description:** ADA-related operating expenses

**Project Type:** Transit - Other

**AQ:** Exempt, Mass Transit - Transit operating assistance.

**TCM:** Yes **NDOT:** District 2

**County:** Washoe

**Limits:** Not Location Specific

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	FTA 5307 Lrg Urb Operating	\$0	\$0	\$0	\$670,000	\$670,000
2020	Local Fund	\$0	\$0	\$0	\$167,600	\$167,600
2021	FTA 5307 Lrg Urb Operating	\$0	\$0	\$0	\$700,000	\$700,000
2021	Local Fund	\$0	\$0	\$0	\$175,000	\$175,000
2022	FTA 5307 Lrg Urb Operating	\$0	\$0	\$0	\$700,000	\$700,000
2022	Local Fund	\$0	\$0	\$0	\$175,000	\$175,000
2023	FTA 5307 Lrg Urb Operating	\$0	\$0	\$0	\$700,000	\$700,000
2023	Local Fund	\$0	\$0	\$0	\$175,000	\$175,000
2024	FTA 5307 Lrg Urb Operating	\$0	\$0	\$0	\$700,000	\$700,000
2024	Local Fund	\$0	\$0	\$0	\$175,000	\$175,000
<2020	Prior	\$0	\$0	\$0	\$3,113,000	\$3,113,000
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,337,600</b>	<b>\$4,337,600</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,450,600</b>	<b>\$7,450,600</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20150032** (Ver 6) 20-00 **FEDERAL**

**Title:** Access to Healthcare Network - Non-Emergency Medical Related Transportation Direct Services

**Description:** Provision of direct services for non-emergency medical related transportation services for low income seniors, individuals with disabilities and other low income underserved populations. Includes project administration costs to support a Dispatcher position to continue the Sierra Nevada Transportation Help Line operated by AHN.

**Project Type:** Transit - Other **AQ:** Exempt **TCM:** No **NDOT:** District 2

**County:** Washoe **Limits:** Not Location Specific

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	FTA 5310 Elderly/Disabled Lrg Urb Admin	\$0	\$0	\$0	\$7,034	\$7,034
2020	FTA 5310 Elderly/Disabled Lrg Urb Capital	\$0	\$0	\$0	\$42,218	\$42,218
2020	FTA 5310 Elderly/Disabled Lrg Urb Operating	\$0	\$0	\$0	\$44,185	\$44,185
2020	Local Fund	\$0	\$0	\$0	\$54,740	\$54,740
<2020	Prior	\$0	\$0	\$0	\$852,857	\$852,857
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$148,177</b>	<b>\$148,177</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,001,034</b>	<b>\$1,001,034</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20190032** (Ver 1) 20-00 **FEDERAL**

**Title:** Bus Stop ADA Signage/Idnetification Markers for the Visually Impaired

**Description:** Installation of ADA-accessible information placards on bus stop poles to inform riders of the NextBus app. Placards would also act as markers to inform visually impaired riders that the poles are bus stop poles.

**Project Type:** Transit - Other **AQ:** Exempt, Mass Transit - Construction of small passenger shelters and information kiosks. **TCM:** No **NDOT:** District 2

**County:** Washoe **Limits:** Various Locations

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	Local Fund	\$0	\$0	\$0	\$1,790	\$1,790
2020	TAP WA STBG	\$0	\$0	\$0	\$34,000	\$34,000
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$35,790</b>	<b>\$35,790</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$35,790</b>	<b>\$35,790</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20190027** (Ver 1) 20-00 **FEDERAL**

**Title:** Meadowood Mall Transfer Station Relocation

**Description:** Relocate the RTC RIDE Meadowood Mall Transfer Station within the Meadowood Mall property and implement potential FTA joint development with affordable housing and possible retail.

**Project Type:** Transit - Other **AQ:** Exempt, Mass Transit - Reconstruction or renovation of transit structures. **TCM:** No **NDOT:** District 2

**County:** Washoe **Limits:** Nearest Crossstreet:

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2023	FTA 5307 Lrg Urb Capital	\$400,000	\$0	\$0	\$0	\$400,000
2023	Local Fund	\$100,000	\$0	\$0	\$0	\$100,000
2024	FTA 5307 Lrg Urb Capital	\$0	\$0	\$1,200,000	\$0	\$1,200,000
2024	Local Fund	\$0	\$0	\$300,000	\$0	\$300,000
<b>2020-2024 TOTAL</b>		<b>\$500,000</b>	<b>\$0</b>	<b>\$1,500,000</b>	<b>\$0</b>	<b>\$2,000,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$500,000</b>	<b>\$0</b>	<b>\$1,500,000</b>	<b>\$0</b>	<b>\$2,000,000</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20150053** (Ver 6) 20-00 **FEDERAL**

**Title:** Sanford Center for Aging - Senior Outreach Services

**Description:** Participant support for direct service volunteer outreach program.

**Project Type:** Transit - Other **AQ:** Exempt **TCM:** No **NDOT:** District 2

**County:** Washoe **Limits:** Not Location Specific

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	FTA 5310 Elderly/Disabled Lrg Urb Admin	\$0	\$0	\$0	\$7,035	\$7,035
2020	FTA 5310 Elderly/Disabled Lrg Urb Operating	\$0	\$0	\$0	\$25,000	\$25,000
2020	Local Fund	\$0	\$0	\$0	\$25,000	\$25,000
<2020	Prior	\$0	\$0	\$0	\$189,846	\$189,846
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$57,035</b>	<b>\$57,035</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$246,881</b>	<b>\$246,881</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**



<b>WA20150027</b> (Ver 6) 20-00							<b>FEDERAL</b>
<b>Title:</b> Seniors in Service - Senior Companion Program							
<b>Description:</b> Provision of transportation support for senior community living outside the RTC ADA area							
<b>Project Type:</b> Transit - Other			<b>AQ:</b> Exempt		<b>TCM:</b> No		<b>NDOT:</b> District 2
<b>County:</b> Washoe		<b>Limits:</b> Not Location Specific					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2020	FTA 5310 Elderly/Disabled Lrg Urb Admin	\$0	\$0	\$0	\$7,034	\$7,034	
2020	FTA 5310 Elderly/Disabled Lrg Urb Operating	\$0	\$0	\$0	\$43,980	\$43,980	
2020	Local Fund	\$0	\$0	\$0	\$43,980	\$43,980	
<2020	Prior	\$0	\$0	\$0	\$248,641	\$248,641	
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$94,994</b>	<b>\$94,994</b>	
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$343,635</b>	<b>\$343,635</b>	
MPO <b>RTC Washoe</b>				Lead Agency <b>RTC Washoe</b>			

<b>WA20180051</b> (Ver 2) 20-00							<b>FEDERAL</b>
<b>Title:</b> Sierra Nevada Transportation Coalition - SNTC Bucks Program/N4 Accessible Rides Program							
<b>Description:</b> Capital to purchase a wheelchair accessible vehicle to serve seniors and people with disabilities; user-side subsidy program to provide vouchers (800 in Year 1, 875 in Year 2) to disabled individuals applied directly to a participant's Lyft or Uber account. This project will provide an estimated 4,160 trips, annually.							
<b>Project Type:</b> Transit - Other			<b>AQ:</b> Exempt, Mass Transit - Transit operating assistance.		<b>TCM:</b> No		<b>NDOT:</b> District 2
<b>County:</b> Washoe		<b>Limits:</b> Not Location Specific					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2020	FTA 5310 Elderly/Disabled Lrg Urb Admin	\$0	\$0	\$0	\$7,034	\$7,034	
2020	FTA 5310 Elderly/Disabled Lrg Urb Capital	\$0	\$0	\$0	\$123,549	\$123,549	
2020	Local Fund	\$0	\$0	\$0	\$30,887	\$30,887	
<2020	Prior	\$0	\$0	\$0	\$118,443	\$118,443	
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$161,470</b>	<b>\$161,470</b>	
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$279,913</b>	<b>\$279,913</b>	
MPO <b>RTC Washoe</b>				Lead Agency <b>RTC Washoe</b>			

<b>WA20190002</b> (Ver 2) 20-00							<b>FEDERAL</b>
<b>Title:</b> U-Pass Start-up Program							
<b>Description:</b> Seed money to establish a Universal Access Transit Pass (U-Pass) program with the University of Nevada, Reno (UNR) to provide unlimited access to RTC RIDE transit routes.							
<b>Project Type:</b> Transit - Other		<b>AQ:</b> Exempt, Mass Transit - Transit operating assistance.				<b>TCM:</b> No <b>NDOT:</b> District 2	
<b>County:</b> Washoe		<b>Limits:</b> Not Location Specific					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2020	CMAQ - Washoe County	\$0	\$0	\$0	\$76,000	\$76,000	
2020	Local Fund	\$0	\$0	\$0	\$4,000	\$4,000	
<2020	Prior	\$0	\$0	\$0	\$80,000	\$80,000	
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$80,000</b>	<b>\$80,000</b>	
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$160,000</b>	<b>\$160,000</b>	
MPO <b>RTC Washoe</b>				Lead Agency <b>RTC Washoe</b>			

<b>WA20180050</b> (Ver 2) 20-00							<b>FEDERAL</b>
<b>Title:</b> Washoe County Human Services Agency - Enhanced Mobility Services for the Elderly & Disabled							
<b>Description:</b> Capital to purchase 3 wheelchair accessible vehicles plus operating funds to provide 6,300 trip annually.							
<b>Project Type:</b> Transit - Other		<b>AQ:</b> Exempt, Mass Transit - Transit operating assistance.				<b>TCM:</b> No <b>NDOT:</b> District 2	
<b>County:</b> Washoe		<b>Limits:</b> Not Location Specific					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2020	FTA 5310 Elderly/Disabled Lrg Urb Admin	\$0	\$0	\$0	\$7,034	\$7,034	
2020	FTA 5310 Elderly/Disabled Lrg Urb Capital	\$0	\$0	\$0	\$27,672	\$27,672	
2020	FTA 5310 Elderly/Disabled Lrg Urb Operating	\$0	\$0	\$0	\$9,933	\$9,933	
2020	Local Fund	\$0	\$0	\$0	\$16,851	\$16,851	
<2020	Prior	\$0	\$0	\$0	\$94,061	\$94,061	
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$61,490</b>	<b>\$61,490</b>	
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$155,551</b>	<b>\$155,551</b>	
MPO <b>RTC Washoe</b>				Lead Agency <b>RTC Washoe</b>			

# DRAFT

## **Appendix B: FFY 2020-2024 Regional Transportation Improvement Program Project Location Map**

A project location map for the FFY 2020-2024 Regional Transportation Improvement Program (RTIP) is provided on the following page. It should be noted that many of the projects in the RTIP are not able to be mapped, such as the purchase of vehicles or equipment and the administration of programs or operation of services. However, detailed information, including a map for location-based projects, can be found online for any of the projects through the electronic Statewide Transportation Improvement Program (eSTIP) at <https://estip.nevadadot.com>.

# DRAFT

## Appendix C: RTIP Amendments/Administrative Modifications

The RTIP is required to be updated at least every four years. There are changes that occur during the course of the document such as adjustments in project schedules, funding amounts/sources or project descriptions. These changes require either an amendment or an administrative modification. Any changes in the RTIP must be included in the RTP.

### Amendments

Amendments are major or substantive changes to the RTIP and must follow the requirements contained in the RTC's Public Participation Plan and the Washoe County Transportation Conformity Plan (for air quality analysis if necessary). Amendments are applicable when:

- There is a significant change in the design or scope of an existing project
- A project is added or deleted
- There is a significant change in a funding category that alters the overall financial reasonableness of the RTIP
- When there is an increase in the estimated cost of a project by more than \$5 million and greater than 40% of the total estimated project cost

### Administrative Modifications

Administrative Modifications are non-substantive changes to the RTIP and include the following:

- Moving a project in the document to an earlier or later year
- Increasing the estimated cost of a project by less than \$5 million or by more than \$5 million if the amount is less than 40% of the total estimated project cost

Administrative modifications are typically processed through letter or email between the Nevada Department of Transportation and RTC.

# DRAFT

## Appendix D: Acronyms

**AADT**—Annual Average Daily Traffic

**ADA**—Americans with Disabilities Act of 1990

**ADT**—Average daily trips

**BLM**—Bureau of Land Management

**BRT**—Bus rapid transit

**CMAC**—Citizens Multimodal Advisory Committee

**CALTRANS**—California Department of Transportation

**CAMPO**—Carson Area Metropolitan Planning Organization

**CCRTC**—Carson City Regional Transportation Commission

**CEA**—Critical Emphasis Areas

**CFR**—Code of Federal Regulations

**CMAQ**—Congestion Mitigation/Air Quality

**CMP**—Congestion Management Process

**CNG**—Compressed natural gas

**CO**—Carbon monoxide

**CPI**—Consumer Price Index

**EPA**—Environmental Protection Agency

**ETR**—Employer Trip Reduction

**FAA**—Federal Aviation Administration

**FAST Act**—Fixing America’s Surface Transportation Act

**FHWA**—Federal Highway Administration

# DRAFT

**FRR**—Farebox Recovery Ratio

**FTA**—Federal Transit Administration

**GHG**—Greenhouse gas

**HA87**—Hydrographic Area #87

**HOV**—High occupancy vehicle

**HSIP**—Highway Safety Improvement Program

**ITS**—Intelligent Transportation Systems

**LOS**—Level of service

**MAP-21**—Moving Ahead for Progress in the 21<sup>st</sup> Century Act

**MOVES**—Air quality model

**MPO**—Metropolitan Planning Organization

**MUTCD**—Manual of Uniform Traffic Control Devices

**MVEB**—Motor vehicle emission budget

**NAAQS**—National Ambient Air Quality Standards

**NDOT**—Nevada Department of Transportation

**NEPA**—National Environmental Policy Act

**NHPP**—National Highway Performance Program

**NHS**—National Highway System

**NO<sub>x</sub>**—Nitrogen oxides

**NRS**—Nevada Revised Statutes

**PCI**—Pavement condition index

# DRAFT

**PD&E**—Project development and environmental activities

**PSAP**— Pedestrian Safety Action Plan

**PM<sub>2.5</sub>**—Particulate matter of less than 2.5 microns

**PM<sub>10</sub>**—Particulate matter of less than 10 microns

**PMS**—Pavement management system

**POP**—Program of projects

**PPP**—Public Participation Plan

**ROW**—Right-of-way

**RRIF**—Regional Road Impact Fee

**RRIF CIP**—Regional Road Impact Fee Capital Improvements Plan

**RRS**—Regional Road System

**RSA**—Road Safety Assessment

**RTAA**—Reno-Tahoe Airport Authority

**RTC**—Regional Transportation Commission of Washoe County

**RTIP**—Regional Transportation Improvement Program

**RTP**—Regional Transportation Plan

**SEC**—SouthEast Connector

**SGR**—State of Good Repair

**SHSP**—Strategic Highway Safety Plan

**SIP**—State Implementation Plan

**SOV**—Single occupancy vehicle

**SRTP**—Short Range Transit Plan

# DRAFT

**SRTS**—Safe Routes to School

**STB**—State Transportation Board

**STIP**—State Transportation Improvement Program

**STBG**—Surface Transportation Block Grant Program

**TAC**—RTC Technical Advisory Committee

**TA Set-Aside** —Transportation Alternatives Set-Aside Program

**TART**—Tahoe Area Regional Transit

**TAZ**—Traffic Analysis Zone

**TCM**—Transportation Control Measure

**TDM**—Transportation Demand Management

**TMA**—Transportation Management Association

**TMC**—Traffic/transportation management center

**TMRP**—Truckee Meadows Regional Plan

**TMRPA**—Truckee Meadows Regional Planning Agency

**TMWA**—Truckee Meadows Water Authority

**TOD**—Transit-oriented development

**TRI-Center**—Tahoe Reno Industrial Center

**TRPA**—Tahoe Regional Planning Agency

**TSM**—Transportation System Management

**TSP**—Transit signal priority

**TTD**—Tahoe Transportation District



# DRAFT

**UNR**—University of Nevada, Reno

**UPRR**—Union Pacific Railroad

**UPWP**—Unified Planning Work Program

**USDA**—U.S. Department of Agriculture

**USDOT**—U.S. Department of Transportation

**V/C Ratio**—Volume to Capacity Ratio

**VHD**—Vehicle hours of delay

**VHT**—Vehicle hours of travel

**VMT**—Vehicle Miles Traveled

**VOC**—Volatile organic compounds

**WCHD-AQMD**—Washoe County Health District—Air Quality Management Division

**YOE**—Year of Expenditure



**REGIONAL TRANSPORTATION COMMISSION**

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

Metropolitan Planning Organization of Washoe County, Nevada

September 4, 2019

**AGENDA ITEM 5**

**TO:** Citizens Multimodal Advisory Committee

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

**SUBJECT: Project Prioritization Framework**

**RECOMMENDATION**

Acknowledge receipt of an update on the RTC project prioritization framework.

**SUMMARY**

Staff will provide an update on efforts to develop a project prioritization framework for major projects identified in the RTP to be implemented within the next 10-year timeframe. The framework evaluates potential projects from the perspectives of safety, congestion, Truckee Meadows Regional Planning Agency (TMRPA) land use tiers, pavement condition, and the criteria identified in the RTC Bicycle and Pedestrian Master Plan for ranking bicycle and pedestrian improvements. Other project-specific criteria are being considered for the weighting of project scores.



**REGIONAL TRANSPORTATION COMMISSION**

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

Metropolitan Planning Organization of Washoe County, Nevada

September 4, 2019

**AGENDA ITEM 6**

**TO:** Citizens Multimodal Advisory Committee

**FROM:** Rebecca Kapuler  
Senior Planner

**SUBJECT: ADA Transition Plan Update**

**RECOMMENDATION**

Acknowledge receipt of a presentation on the ADA Transition Plan Update.

**SUMMARY**

The Regional Transportation Commission of Washoe County (RTC) is updating the Americans with Disabilities Act (ADA) Transition Plan. The ADA Transition Plan will include an ADA compliance review of RTC programs, services and activities, employment practices, emergency management plan, buildings and associated parking, and a portion of the RTC fixed-route transit stops. Staff will provide the Committee with an update on the ADA Transition Plan. RTC will hold a public meeting for the project on Thursday, October 24, 2019, from 5:00 PM – 7:00 PM at the Discovery Museum, 490 S. Center Street, Reno NV 89501.

**REGIONAL TRANSPORTATION COMMISSION  
WASHOE COUNTY, NEVADA**

**FRIDAY**

**9:00 A.M.**

**July 19, 2019**

**PRESENT:**

**Bob Lucey, Washoe County Commissioner, Chairman  
Neoma Jardon, Reno City Council Member, Vice Chair  
Oscar Delgado, Reno City Council Member (arrived at 9:19)  
Ron Smith, Sparks City Council Member**

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

**NOT PRESENT:**

**Vaughn Hartung, Washoe County Commissioner**

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 Chairman Lucey. Following the roll call and the Pledge of Allegiance to the Flag of our country, the Board conducted the following business:

**Recognition of Sparks' Mayor Ron Smith's 70<sup>th</sup> Birthday**

Happy Birthday was sung to Mayor Smith and cake was offered to everyone in the room following the meeting.

***Item 1      APPROVAL OF AGENDA***

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

***Item 2.1      PUBLIC INPUT***

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

Ms. Cathy Brandhorst, local resident, spoke on matters of importance to herself.

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

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

This item was pulled pending comments by the RTC's Technical Advisory Committee being provided to the commissioners.

On motion of Mayor Smith, seconded by Vice Chair Jardon, which motion unanimously carried, Chairman Lucey ordered that Item 2.2 be postponed until comments (meeting minutes) could be provided.

***Items 3.1 thru 3.14    CONSENT ITEMS***

***Minutes***

**3.1    Approve the minutes of the June 20, 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*)**

**3.5    Approve a resolution endorsing the Vision Zero Truckee Meadows (VZTM) Action Plan and submittal of an application for recognition as a Vision Zero Community (*For Possible Action*)**

***Administration***

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

**3.7    Acknowledge receipt of the Asset Donation Log for the first and second quarters of calendar year 2019 (*For Possible Action*)**

***Procurement and Contracts***

**3.8    Approve a Professional Services Agreement (PSA) with Wood Rodgers, Inc. to provide design services and optional engineering during construction for the Greg Street Rehab Project in an amount not to exceed \$405,308; authorize the RTC Executive Director to execute the agreement (*For Possible Action*)**

Chairman Lucey that he had a request to speak form on this item so opened the meeting to public input and called on Ms. Cathy Brandhorst, local resident, who spoke on matters of importance to herself.

**3.9    Approve Amendment No. 1 to the existing Professional Services Agreement (PSA) between the RTC and Nichols Consulting Engineers for additional StreetSaver Support Tasks of the 2017-2019 Pavement Condition Index Data Collection Project in the amount of \$22,000 for a new not to exceed amount of \$312,601; authorize the RTC Executive Director to execute the amendment (*For Possible Action*)**

- 3.10 Approve a Professional Services Agreement (PSA) with Stantec Consulting Services, Inc. to provide design services and optional engineering during construction for the Prater Way Rehab Project in an amount not to exceed \$757,823; authorize the RTC Executive Director to execute the agreement (*For Possible Action*)**
- 3.11 Approve Amendment No. 1 to the existing Professional Services Agreement (PSA) with Lumos and Associates in the amount of \$110,160 for additional services required for the application and permitting process associated with the Truckee River Shared Use Path project; authorize the RTC Executive Director to execute the Amendment (*For Possible Action*)**
- 3.12 Approve an amendment to the Professional Services Agreement (PSA) with Headway Transportation, Inc. for consulting services on the Bicycle & Pedestrian Counts and Analysis in an amount not to exceed \$60,700; authorize the RTC Executive Director to execute the agreement (*For Possible Action*)**

***Inter-Agency Agreements***

- 3.13 Approve an Interlocal Cooperative Agreement (ICA) between the RTC and the City of Reno for the installation of a monitoring well in accordance with direction from the Nevada Division of Environmental Protection in an amount not to exceed \$16,000; authorize the RTC Executive Director to execute the agreement (*For Possible Action*)**
- 3.14 Approve the RTC's use of the State of Nevada contract for Verizon Wireless in the amount of \$50,180 to provide Wi-Fi service for the RTC RIDE fixed-route and microtransit demonstration project (*For Possible Action*)**

On motion of Mayor Smith, seconded by Vice Chair Jardon, which motion carried unanimously, Chairman Lucey ordered that Consent Items 3.1 through 3.14 be approved.

***Item 4.1 PUBLIC HEARING***

- 4.1 Approve the Fall 2019 RTC RIDE Service Adjustment, scheduled for Nov. 2, 2019, including changes to Route 9, the Sierra Spirit/creation of temporary Route 999, and implementation of the RTC FlexRIDE microtransit six month demonstration project**

Mr. Mark Maloney, RTC Director of Public Transportation and Operations, addressed the Board to present and review the proposed changes and their benefits, including implementation of the RTC FlexRIDE microtransit demonstration project. He then explained in further detail how the FlexRIDE service will work, where the service will run and the use of a smartphone app for on-demand rides in the assigned service area. Customers may also request a ride via a phone call or online. (*A full copy of this presentation may be obtained by contacting Denise Thompson - [dthompson@rtcwashoe.com](mailto:dthompson@rtcwashoe.com)*)

The following major service adjustments currently recommended for the November 2, 2019, service change include:

- Implementation of the Microtransit Pilot Project in northeast “downtown” Sparks currently served by Route 25 and 26.

- Reconfiguring Route 25 which will combine the current Route 25 (service to Reed High School) with the Route 26 (service to Northern Nevada Medical Center); the reconfigured Route 25 will use the current outbound line of route and end in a loop at Howard Drive, East Lincoln Way, McCarran Boulevard, Prater Way, back to the current inbound line of route.
- Expansion of the reconfigured Route 25 to add the Reed High School Tripper Service before the morning bell and following the afternoon bell, weekdays only.
- Reconfiguration of Route 9 – connecting the Lincoln Line with the Virginia Line, and extending to the south end of Kietzke Lane.
- Creation of temporary Route 999 and elimination of the Sierra Spirit.
- Continuation of timetable adjustments to continue improving travel times and on-time performance.

Mayor Smith asked if he is a regular rider of Route 25 which is temporarily being reconfigured, but he needs to be picked up at the Northern Nevada Medical Center (NNMC), will the microtransit still show up without calling them.

Mr. Maloney said in that particular example, both the NNMC and Centennial Plaza will be the hubs for the microtransit line and should stop in those two locations approximately four times per hour. Riders can also request a pick-up using the app or via telephone.

Mayor Smith said that after the six month trial run of the microtransit, he would like to see the bus routes reinstated automatically. At that time, staff should bring the pros and cons and rider sentiment of the trial service for the Board to review and discuss, and potentially, make a decision on the next steps.

Mr. Maloney suggested that staff provide an update after three months as well.

Mayor Smith believes microtransit might be a good option for Spanish Springs service and Mr. Maloney responded that staff is already considering it as a potential option for that area.

Mayor Smith has a concern about passengers being confused and expressed the strong need for marketing and education of this new type of service. Mr. Maloney concurred.

Vice Chair Jardon asked if the Lemmon Valley microtransit trial will begin immediately following the Sparks trial.

Mr. Maloney said that is correct as long as everything goes well in the first trial and in the end, staff will end up with a full 12 months of data to review.

Vice Chair Jardon then asked how the range for microtransit was determined.

Mr. Maloney replied that the RTC hired a company called Transloc who provides the software and the modeling to make that determination.

Chairman Lucey expressed concerns about this demonstration project taking place in an area that is already being served by transit instead of out to Spanish Springs or somewhere that doesn't currently have any transit at all.

Mr. Maloney responded that half of the demonstration area is not currently served by transit and has a very similar demographic to Spanish Springs. Also, the current routes 25 and 26 are poor performers for this area so this will give those residents an opportunity for better service. If the demonstration project is successful here, it should be successful in those outlying areas as well.

Chairman Lucey believes the existing routes should not be discontinued at McCarran and should go a bit further.

Mr. Maloney said that ridership drops drastically after that McCarran stop, which is why that decision was made.

Mayor Smith asked what the furthest north area is that he could have the microtransit pick him up.

Mr. Maloney said it would be up to Baring and the neighborhood above that. The ADA area will also be expanded to cover this additional area.

Chairman Lucey said that he would like to see the number of miles taken away from 25 and 26 and to have those miles of service expanded into areas that are not currently covered. He does not want any service to be taken away during this demonstration.

This item being a public hearing, Chairman Lucey opened the meeting to public input and called on anyone wishing to speak.

Mr. Scott Cary, local resident, addressed the Board and first thanked the RTC staff for looking into other options for transit. He then said that he had been skeptical of this program and had made those comments at the CMAC meeting, so he was disappointed that none of those minutes were included in the board packet materials. He is also concerned about the loss of service to other lines such as the new Lincoln Line and added that it is tough for residents to understand this new change to transit.

Ms. Bonnie Weber, representing the Reno City Council, Ward 4, addressed the Board to express concern that the North Valleys High School has never had transit service that she's aware of.

Mr. Maloney said that the high school will be served with microtransit.

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

Vice Chair Jardon commented that Las Vegas had recently launched a similar program and asked if there is anything staff at RTC can learn from their program.

Mr. Maloney said he has put the question out there but hasn't heard anything yet.



The Vice Chair also applauded staff and everyone involved for coming up with creative ideas for transit while keeping the agency fiscally sound.

Chairman Lucey requested immediate outreach of some kind to the businesses in the microtransit area to let their employees know about the program and how to access it during this trial period. Outreach is crucial.

On motion of Vice Chair Jardon, seconded by Mayor Smith, which motion carried unanimously, Chairman Lucey ordered that the Fall 2019 RTC RIDE Service Adjustment, scheduled for Nov. 2, 2019, including changes to Route 9, the Sierra Spirit/creation of temporary Route 999, and implementation of the RTC FlexRIDE microtransit six month demonstration project be approved with the modifications identified.

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

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

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

- The RTC works to seek new ways to encourage new transit riders and increase our ridership numbers. We have three free transit ride opportunities for upcoming special events.

On Saturday, July 20<sup>th</sup>, RTC will provide free rides on Route 15 to the Reno Garlic Fest from the Reno Sparks Livestock Events Center to Pat Baker Park from 3:30 pm to 8:30 pm. The free rides are offered only to the public using the park-and-ride lot at the livestock events center.

On Saturday, July 27<sup>th</sup>, all day we are offering free rides on RTC transit services to the Northern Nevada PRIDE Festival and Parade in Downtown Reno.

During Hot August Nights, RTC will be offering free rides on the RAPID service, the Virginia and Lincoln Lines, starting on Wednesday, August 7<sup>th</sup> through Saturday, August 10<sup>th</sup> from 5:30 pm to 12:30 am; and all day on Sunday, August 11<sup>th</sup>.

Information is available at [www.rtcwashoe.com](http://www.rtcwashoe.com) and RTC social media channels. You can also go to the special event websites.

In addition to supporting these community events, providing this limited free service also helps to introduce RTC transit to new customers to increase ridership. Moreover, we have established new partnerships with the organizers of these special events.

These events are promoted through the Don't Drive, Arrive program to promote alternative modes of transportation such as using transit, biking, walking, or carpooling to special events. The Don't Drive, Arrive program was developed through a partnership with the City of Sparks and the City of Reno.

- UNR and TMCC students, faculty and staff have a new, free transit option as of July 1<sup>st</sup>. Their campus ID can now be used as a transit pass called a U-PASS for UNR and an ED-PASS for TMCC.

This transit pass enables the university and community college community to ride RTC fixed-route transit services free by using their campus-issued ID cards. This new program will provide an alternative mode of transportation during the semester in which students are registered, as well as providing an increase in transit ridership and a reduction congestion and parking hassles around the campuses. More information about the program at the upcoming Board transit workshop.

- The RTC is recruiting for members for the Citizens Multimodal Advisory Committee. The CMAC provides input to the RTC on issues relative to public transportation, the regional street and highway system, and multimodal transportation planning in the region.

Meetings are held the first Wednesday of the month from 5:30pm to 7pm. Interested individuals can go to [www.rtcwashoe.com](http://www.rtcwashoe.com) to complete a membership application and learn more about the Citizens Multimodal Advisory Committee

Chairman Lucey that he had a request to speak form on this item so opened the meeting to public input and called on Mr. Jeromy Manke, a local resident, who thanked the RTC for offering free transit for the Northern Nevada Pride Celebration on July 27<sup>th</sup>.

## **5.2 RTC Federal Report**

A written update is available in the staff report materials for this item and E.D. Gibson.

## **5.3 NDOT Director Report**

NDOT Director Kristina Swallow gave a brief update on the Spaghetti Bowl project, saying that the procurement process had to be changed to a Design/Build procurement to reduce the risk and expedite the project. Earlier in the year under the Design/Bid/Build procurement process, there were three submittals, one of which was deemed non-responsive and the remaining two were deemed not cost effective. The project is moving forward beginning with utility relocations in early 2020, immediately followed by the full development of the project.

Vice Chair Jardon said that this project has been the single, number one priority in the region for years and she is frustrated and concerned that changing the procurement process in this construction environment might not bring the costs down. In the meantime, tragedies will

continue to occur during this delay. She would like to know at the next meeting more specifically what “moving forward” means.

Director Swallow responded that construction will begin next year, beginning with utility relocations and will, hopefully, merge into one continuous project visually even though it will be let as two projects. She offered her commitment that this project will be advanced as fast as possible.

Chairman Lucey agreed with Vice Chair Jardon, saying that the common perception in the region is that once again, Northern Nevada project funding is getting passed over for Southern Nevada projects. He then asked if this delay will affect the North Valleys project.

Director Swallow responded that a fully agendaized item will be on the next RTC agenda so that a complete update may be provided.

The Chairman added his concern about the rising construction costs while this project is delayed.

#### ***Item 6.1 PUBLIC TRANSPORTATION AND OPERATIONS***

##### **6.1 Acknowledge receipt of the Keolis Fixed-Route Operations and Maintenance progress report update for the RTC RIDE Service (For Possible Action)**

Mr. Mark Maloney addressed the Board to introduce Mr. Abul Hassan, General Manager for Keolis. He then began his presentation, stressing that there was a three month transition period from M/V to Keolis and that both companies did a great job of making it as seamless as possible. *(A full copy of this presentation may be obtained by contacting Denise Thompson - [dthompson@rtcwashoe.com](mailto:dthompson@rtcwashoe.com))*

Mr. Hassan said their goal was to make sure that riders could be guaranteed of their transportation from day one. He went on to say that on July 1<sup>st</sup>, after several weeks, there were no missed pull-outs and they were at 90% on-time performance after hiring 18-20 bus operators who were figuring out their routes, etc. Keolis is fully committed to their passengers and focuses on 99% reliability, including everything from staff accountability, the bus wash system, bus operators, and everyone else. He added that the drivers are the face of both Keolis and the RTC and their employees are treated well, even with the small acknowledgements like just thanking them or even having a cook-out for them. Keolis will have continuous meetings with the RTC so everyone is equally knowledgeable as they move forward.

Mr. Maloney added that in order to ensure the reliability promised, Keolis has had a standby bus since day one in case an incident happens and needs to be taken out of service.

Vice Chair Jardon thanked both of them and said she has not received any complaint emails which is a good sign. She also credited Keolis for the handling of the “ex-driver” event by communicating quickly, meeting with the media quickly and coming up with a comprehensive, expanded security approach. She said she thought the whole thing was very well done.

Chairman Lucey asked for some sort of mitigation plan to be brought to the Board on how to address down-time or any other events, especially in the winter.

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

***Item 7.1 ENGINEERING***

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

Mr. Jeff Wilbrecht, RTC Project Manager, addressed the Board to provide a presentation update on the project. He said that work between Plumb and Mt. Rose Street on the east side of the road should be complete and ready for traffic by the end of the month. After that is completed, work will begin on the west side of that portion of the project. Side streets in the northern part of the project are also underway with new sidewalks and gutter work. (*A full copy of this presentation may be obtained by contacting Denise Thompson - [dthompson@rtcwashoe.com](mailto:dthompson@rtcwashoe.com)*)

He then highlighted the continued outreach and events for the project and the hours the public can access the on-site project trailer. A weekly video is also being produced with up-to-date information on the project construction and expected traffic interruptions. Mr. Wilbrecht thanked Lauren Ball, RTC Public Information Officer, for her great work on the videos.

Vice Chair Jardon asked if there has been much foot traffic at the project trailer.

Mr. Wilbrecht said there has not been as much foot traffic as anticipated.

The Vice Chair would like information brought to a future meeting on whether resources at the trailer could be better utilized elsewhere on the project.

Chairman Lucey agreed with the Vice Chair and said he would rather pay for media to highlight the new and existing businesses to the public rather than paying people to sit in a project trailer that isn't being very effective.

The Vice Chair said that the RTC cannot advertise for any specific business but the area as a whole can be. Businesses are concerned that the public will pick up and move to another location and not return to the Midtown area.

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

***Item 8.1 METROPOLITAN PLANNING ORGANIZATION***

## **8.1 Acknowledge receipt of a report on the RTC Affordable Housing Study; provide direction accordingly (*For Possible Action*)**

Ms. Amy Cummings, RTC Deputy Executive Director, addressed the Board to give a presentation and seek input on the RTC Affordable Housing Study. She first said affordable housing is most beneficial when it is close to existing transit stops. She then suggested the following options for participation:

1. RTC could take a look at the parcels that are currently owned to see if there is a viable affordable housing use for them.
2. Identify whether there are opportunities for the RTC to participate through a joint development project with the Federal Transit Administration (FTA). That would include a capital investment of FTA funds that RTC would make, which could be done jointly with private development.
3. Identify vacant sites that are near transit that RTC or partners in the affordable housing community think would be great locations for affordable housing.

Ms. Cummings then provided more detail on how FTA funds could be made available for this use and a few ways the RTC could participate in this type of joint development. She also reviewed several parcel sites the RTC has already looked into for potential affordable housing use. (*A full copy of this presentation may be obtained by contacting Denise Thompson - [dthompson@rtcwashoe.com](mailto:dthompson@rtcwashoe.com)*)

Mayor Smith does not want to limit RTC parcel use to affordable housing only. He believes that any business that has an interest should have an opportunity to make an offer for purchase. He added that if property is sold for an affordable housing project, it will still take another ten years to obtain all the permits and conditioning to get the project built.

Vice Chair Jardon said RTC does a great job with roads and transit, and asked if we really want to get involved in housing and construction. Does the RTC have the expertise and the bandwidth to take something like this on?

E.D. Gibson suggested that the RTC have a discussion with FTA to get more information on the question and the requirements of joint development. He added that the Vice Chair is correct, this is not the RTC's area of expertise, and isn't sure if developing property is allowed under NRS, so would like to explore what procurement alternatives are for developing and retaining a master developer. Procedures need to be developed internally as to how to dispose of the property, as the new statute does not go into effect until October 1<sup>st</sup>, so he would like to come back to the Board in two or three months to provide an update.

Chairman Lucey said that some of the larger parcels owned by the RTC that are not good for this type of development could possibly be considered for a land swap somewhere that is closer to a

transit line or future stations, such as in the North Valleys, Spanish Springs, etc. It does not necessarily have to go toward affordable housing either.

Commissioner Delgado would like a wider breadth of what “affordable housing” looks like to be considered for any potential development.

Vice Chair Jardon suggested that the public could also make suggestions on how to use some of the parcels in the same manner they did for the City of Reno for the future use of City Center.

Chairman Lucey also suggested working with places such as the Food Bank of Northern Nevada for their suggestions on helping to fix the “food deserts” in the area.

On motion of Mayor Smith, seconded by Vice Chair Jardon, which motion carried unanimously, Chairman Lucey ordered that receipt of the report be acknowledged with the direction provided.

### ***Items 9.1 thru 9.2      GENERAL ADMINISTRATION***

#### **9.1      Review Executive Director Lee Gibson’s performance as it pertains to the proper duties of the position and accomplishments of Fiscal Year (FY) 2019 Goals and adjust compensation accordingly - *Continued from June 20, 2019 (For Possible Action)***

Ms. Angela Reich, RTC Administrative Services Director, reviewed the responsibilities of the commissioners to review and rate E.D. Gibson’s performance near the end of RTC’s fiscal year. This includes discussion of performance, award of an annual salary increase and a performance bonus of up to 5% of his current base pay. Any salary increase would be retroactive to July 1, 2019.

Chairman Lucey said that they were given an extensive presentation the previous month and had asked for information on the average increase for employees. The average was 5.18% for all other employees. He believes E.D. Gibson has done a good job and the RTC is a leading agency in the region and the best planning organization. The previous year, E.D. Gibson was given a 2.5% salary increase and a 3% bonus. He added that any salary increase received directly affects PERS but the bonus amount does not. He also asked for confirmation that no employee of the RTC receives a cost of living increase (COLA). Ms. Reich confirmed.

Chairman Lucey then made a motion, seconded by Mayor Smith, that Lee Gibson, RTC Executive Director, be given a 2% salary increase (retroactive to July 1, 2019) and a 3% bonus.

On discussion, Vice Chair Jardon asked for confirmation that the 2.5% salary increase is PERS eligible and is compounding but the 3% bonus is not PERS eligible and is not compounding. Ms. Reich confirmed.

The Vice Chair then said that because the average employee increase was 5.18%, all of which is PERS eligible and is compounding, the Executive Director is actually getting a smaller increase than staff, then asked if that is correct. Ms. Reich confirmed.

Vice Chair Jardon said she is on-board.

Upon a vote, the motion for Lee Gibson, RTC Executive Director, to be given a 2% salary increase (retroactive to July 1, 2019) and a 3% bonus carried unanimously.

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

Legal Counsel Dale Ferguson updated the Board on legal matters pertaining to a property acquisition matter for the 4<sup>th</sup>/Prater Project. He thanked RTC staff for their assistance and Brian Stewart, RTC Engineering Director, for his participation in the trial.

**Item 10 PUBLIC INPUT**

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

Mr. Carlos Elizondo, local resident, addressed the Board to say that the buses are either not on time or they all stop at the same time, one right after another, on Virginia Street. He also complained that some of the seats have stains and that the grab bar at the exit is loose on some of the buses.

Ms. Cathy Brandhorst, local resident, spoke on matters of importance to herself.

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

**Item 11 MEMBER ITEMS**

There were no member items.

**Item 12 ADJOURNMENT**

There being no further business to come before the Board, the meeting adjourned at 11:13 a.m.

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BOB LUCEY, Chairman  
Regional Transportation Commission



## REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

August 16, 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.

### BICYCLE AND PEDESTRIAN IMPROVEMENTS

#### Bus Stop Improvement and Connectivity Program

The program is a multi-year effort to upgrade existing bus stops to comply with state and federal requirements, including the Americans with Disabilities Act (ADA). The Professional Services Agreement (PSA) was awarded to CA Group, Inc. earlier this year and the design is proceeding on the first phase of the project. It is anticipated that the construction of the first phase will begin later this year. A progress report presentation will be given on this project for August.

#### Center Street Cycle Track Project

Headway Transportation was determined to be the most highly qualified firm. Task 1 of the scope of services is for additional Traffic Analysis of the proposed alternative, which includes a two-way cycle track along Center Street from Cheney to 9<sup>th</sup> Street. After the results are presented, we will move forward with the other tasks of the original scope of work or as adjusted to better fit the purpose of this project.

#### 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. Sierra Nevada Construction Company was awarded the contract and construction began on June 10, 2019. The project is on track to be substantially complete before Reno High School resumes on August 12, 2019. Work completed as of the last week of July included final paving.



### Mill Street (I-580 to McCarran Boulevard)

The scope of this project is to design and construct various complete street improvements along Mill Street from Terminal Way 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. 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 addressed. Preliminary design is complete and 90% plan comments have been received from the agencies. The Project will be split into three phases based on the estimated cost of construction. Phase 1 will be on the south side of Mill Street from Terminal to Rock Boulevard, Phase 2 will be on the south side of Mill Street from Rock to McCarran, and Phase 3 will include the north side of Mill Street from Terminal to McCarran. Right-of-Way impacts have been identified and the Right-of-Way process for Phase 1 is beginning. It is anticipated the three phases will be constructed consecutively over a 5-year timeframe.

## **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 is complete. Phase 2B advertised with construction scheduled for summer 2019.

### Lemmon Drive Project

The project includes widening Lemmon Drive from US 395 to Military Road from four lanes to six lanes and widening Lemmon Drive from Fleetwood Drive to Chickadee Drive from two lanes to four lanes. Jacobs Engineering Group, Inc. was selected as the most highly qualified consultant to provide preliminary engineering for the project. Contingent upon successful negotiations, a Professional Services Agreement (PSA) will be presented at a future RTC Board Meeting for approval.

### North Valleys Improvements

Package 3 will include installation of a new traffic signal at the Lemmon Drive/North Virginia Street intersection. Bids opened on May 9, 2019, with Sierra Nevada Construction awarded the contract. Signal pole foundations have been placed and work is progressing.

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.

### 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. The irrigation issues have been resolved and the Plant Establishment period ended on July 31, 2019. Final project closeout activities are underway. A dedication plaque to Senator Debbie Smith as a champion of the project including the multi-use path will be installed very soon at the project site.

### Traffic Engineering (TE) Spot 7 Project

The TE Spot 7 project construction is complete.

The TE Spot 7 project included a new traffic signal at the intersection of Prater Way and Lillard Drive.

The scope of the TE Spot 7 project also included:

#### 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

### 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 (241 signals as of June 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
15. Sparks Isolated Intersections (33 Signals) – Various Signals
16. Prater Way – Galletti Way to 15<sup>th</sup> St (6 Signals)
17. Damonte Ranch/Steamboat – (4 Signals)
18. South Meadows Pkwy (5 signals) – Virginia St to Double R – New Timing Implementation Mid-June

Progress as of Mid-June 2019

- Sutro St (9 Signals) – New Timing implementation/fine-tune mid-August
- S. Virginia St (19 Signals) – New Timing under design
- E. McCarran Blvd (12 Signals) – Data Collection Initiated

Traffic Engineering (TE) Spot 8 – Package 1 Project

The project is currently under design with 90% plans. Invitation for bids is scheduled for August 2019 with construction to begin shortly after.

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. The project opened bids on June 5, 2019, and Titan Electric is the apparent low bidder. A pre-construction meeting was held on July 24, 2019. Construction is anticipated to start in early fall 2019.

Traffic Engineering (TE) Spot 9 – Package 1 Project

The project includes:

- Traffic signal at the intersection of Sharlands Avenue and Mae Anne Avenue;
- Battery backup systems for signalized intersections on Sun Valley Drive from Scottsdale Road to 7<sup>th</sup> Street;
- Minor striping improvements to improve traffic flow at Pyramid Way at York Way; and
- Traffic study with potential improvement to southbound right turn lane at the intersection of Vista Boulevard and Baring Boulevard.

Traffic Engineering (TE) Spot 9 – Package 2 Project

The project includes various traffic updates throughout the Reno/Incline area:

- Traffic signal cabinet and camera upgrades at various intersections in the Reno area;
- New traffic signal at the intersection of Rock Boulevard/Edison Way; and a
- 4<sup>th</sup> Street/Mesa/Woodland intersection study for future improvements.

## **CORRIDOR IMPROVEMENT PROJECTS**

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

Construction is complete. Traffic Signal Prioritization (TSP) for the Lincoln Line RAPID Buses is operational.

### Arlington Bridges at Truckee River

The crossing of the Truckee River at Arlington Avenue has served the community of Reno and provided access to Wingfield Park for nearly a century. The bridges are showing signs of wear resulting from the variety of modifications over the years, their age, and the repeated exposure to flood events.

A feasibility and alternatives analysis has initiated to determine options for the rehabilitation or replacement of the two Arlington Avenue Bridges to ensure continued public safety, to meet the needs of the community, and to provide the necessary flood conveyance for the Truckee River. This feasibility study will analyze the pedestrian access to the park and river, identify design and environmental constraints including traffic and flooding, and develop specific bridge concepts and aesthetic themes. To assist with the development and review of alternatives and concepts, the RTC will be conducting agency, stakeholder, and public outreach through one-on-one and at community public meetings.

### Virginia Street RAPID Extension

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

### Truckee River Shared Use Path Project

The proposed pathway will start at John Champion Memorial Park and continue along the south side of the Truckee River. The existing pathway in this segment of the river currently crosses to the north side of the river at the park as it continues eastward. The proposed pathway will be about 2,400 lineal feet in length, continuing below Interstate 580 (I-580) to meet up with the existing pathway located near the Walmart east of I-580. This project was included in the fiscal year (FY) 2017 Program of Projects. The design portion of this project is funded through federal funds and includes oversight by NDOT through a Local Public Agency (LPA) agreement.

Thirty percent design plans have been reviewed and work continues on the environmental documentation that is required for the project including a 408 permit that is required.

### Pyramid Highway and US 395 Connection

Signature of the ROD by FHWA was received on December 7, 2018. In accordance with the EIS and the RTC's RTP, design and construction of the project is phased over approximately 20 years. The current estimated cost of the overall project is \$800 million and will relieve congestion on the Pyramid Highway, McCarran Boulevard and other regional roads and provide connectivity between the North Valleys, Sun Valley and Spanish Springs. The RTC and NDOT are finalizing an agreement for design of Phase 1 of the project that includes capacity and multimodal improvements on Pyramid from Queen Way to Golden View Drive. The agreement will be submitted to the RTC Board for approval. Additionally in July, the RTC with support from NDOT, completed and submitted a BUILD Grant application to the Department of Transportation seeking up to \$25 million for construction of Phase 1.

### Oddie Boulevard/Wells Avenue Improvement Project

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

### Sun Valley Boulevard Corridor Improvement Project

Thirty percent (30%) design for the Washoe County section between 7<sup>th</sup> Avenue and Highland Ranch Parkway was submitted at the end of June 2019. Inadequate drainage systems to handle existing storm water flow is presenting project challenges along the NDOT portion of this project between El Rancho and 7<sup>th</sup> Avenue. Discussion for a possible partnership with NDOT and Washoe County is occurring in order to address existing the drainage issues and the project design. Maintenance of the proposed new facilities may also present challenges to Washoe County, NDOT, and Sun Valley General Improvement District (GID).

## **PAVEMENT PRESERVATION PROJECTS**

### 2018 Preventive Maintenance (Various Locations)

The 2018 Preventive Maintenance Program was suspended last fall, but construction has resumed and will continue through the summer. Sierra Nevada Construction Company is the construction contractor for this project.

### 2019 Preventive Maintenance (Various Locations)

Bids were received in March and the project was awarded to Sierra Nevada Construction Company. Construction activities started with patching and crack sealing in June. Micro surfacing is now underway and anticipated to be complete before November.



### Clean Water Way

The project was complete on July 31, 2019.

### Golden Valley Road Rehab Project

The project includes rehabilitation/reconstruction of Golden Valley Road from Yorkshire Drive to North Virginia Street. To begin design a Professional Services Agreement with Lumos & Associates, Inc. is under consideration for RTC Board approval.

### Greg Street Rehab Project

The project includes corrective maintenance of Greg Street from McCarran Boulevard to the Union Pacific Railroad Tracks. To begin design, a Professional Services Agreement was awarded to Wood Rodgers, Inc. on July 19, 2019.

#### Lakeside Drive Rehab Project

The project includes rehabilitation/reconstruction of Lakeside Drive from Evans Creek to McCarran Boulevard. Eastern Sierra Engineering is the consultant for Design and Engineering During Construction. Construction is scheduled for early June 2020 with a scheduled completion the middle of August 2020.

#### Prater Way Rehab Project

The project includes rehabilitation/reconstruction of Prater Way from Howard Drive to Sparks Boulevard. Stantec Consulting Services, Inc. is the consultant for Design and Engineering During Construction. Construction is scheduled to start in March 2020 with a scheduled completion of August 2020.

#### 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. Bid were opened for this project on July 19, 2019. The construction contract has been awarded to the lowest responsive bidder, Sierra Nevada Construction, Inc. Construction will start on August 12, 2019, and continue through November 2019.

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

The project advertised for construction on June 10, 2019, and bids were opened on July 1, 2019. Construction started at the end of July and will be complete by the end of October 2019. Q&D Construction was awarded the construction contract on July 10, 2019.

#### 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. The project advertised on June 6, 2019, and bids opened June 27, 2019. Sierra Nevada Construction was awarded the construction contract on June 28, 2019. Construction started August 5, 2019, on Ralston Street and Ohm Place.

#### Sparks Consolidated 19-01 – 15<sup>th</sup> Street, Franklin Way, Hulda Court, and El Rancho Sidewalk Project

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 began on July 10, 2019, and will continue through October 2019. Spanish Springs Construction is the contractor.

**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	Bajwa Properties, LLC - Capri Series	\$10,950.00	\$0
Virginia Street BRT Extension	Bajwa Properties, LLC – Silver Dollar Series	\$14,045.00	\$1,560.00
Virginia Street BRT Extension	Bajwa Properties, LLC – Series 841 N. Virginia	\$9,396.00	\$1,046.00
Virginia Street BRT Extension	Rachel G. and Peter G. Hartsough et al	\$1,000.00	\$0
Virginia Street BRT Extension	50 West Liberty DE LLC & Redbird Reno Liberty DE LLC	\$29,120.00	\$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 are reported after Board approval of the professional services agreement with each firm.

**ADVISORY COMMITTEE(S) RECOMMENDATION**

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

Attachment





**REGIONAL TRANSPORTATION COMMISSION**

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

August 16, 2019

**AGENDA ITEM 3.3**

**TO:** Regional Transportation Commission

**FROM:** Mark Maloney  
Director of Public Transportation and  
Operations

\_\_\_\_\_  
Lee G. Gibson, AICP  
Executive Director

**SUBJECT: RTC Public Transportation and Operations Report**

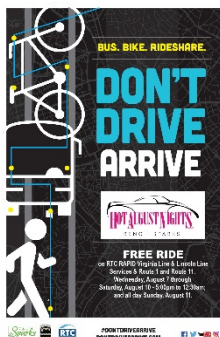
**RECOMMENDATION**

Acknowledge receipt of the monthly Public Transportation and Operations Report.

**HIGHLIGHTS**

**RTC Qualifies for Energy Incentives-** RTC received energy rebates and incentives for the following projects:

- Project ID #3001875096 4<sup>th</sup> Street / Villanova Electric Bus Charging Infrastructure (transformers and cabling) – Initial refund based on loads/ allowances of Kwh - energy used. \$90,437
- “Powershift” by NV Energy. NV Energy is providing charging infrastructure incentives for fleet operators who use electric vehicles. RTC submitted an application for five (5) Proterra PCS chargers and received \$15,000 each or \$75,000 total.
- RTC “NEW” rate. Electric Vehicle Commercial Charging Rider Time of Use Agreement – This new rate credits a demand rate discount (credits our demand charges) 100% in the first year. (90% in second, 80% third, etc.) Special off-peak periods and rate discounts are also available during the Electric Vehicle Recharge Rider (EVRR) period. Savings projected \$10k to \$20k in first year.



**Don't Drive Arrive – to Hot August Nights Events -** RTC provided free transportation on its RAPID Lincoln Line, Route 11, RAPID Virginia Line and Route 1 services on Wednesday, August 7 through Saturday, August 10, from 5:30 p.m. – 12:30 a.m. each day and all day on Sunday, August 11, in support of Hot August Nights. Don't Drive, Arrive! is a partnership between the RTC, the City of Reno and the City of Sparks.

**Don't Drive Arrive – Free Ride to Pride** - RTC provided free transportation on all regularly scheduled RTC transit services all day on Saturday, July 27 in support of Northern Nevada PRIDE Day. The RTC supports diversity in our community and Northern Nevada PRIDE's vision to build a safe and supportive community where people of all ages and backgrounds can come together.



**Don't Drive Arrive – To Reno Garlic Fest** - RTC provided free rides from the Reno-Sparks Livestock Events Center to Pat Baker Park on Saturday, July 20 for this year's Garlic Fest. Service ran every 15 minutes between Pat Baker Park, the Reno-Sparks Livestock Events Center and RTC's 4<sup>th</sup> Street Station via a special booster service for the event. Members of the public were able to park and ride from the Reno-Sparks Livestock Events Center and received a free 2-RIDE pass to go to the event and return to the park and ride location. Reno Garlic Fest is produced by Reno Food Systems and Be the Change Project and is sponsored by the City of Reno and Nevada Department of Agriculture.

**RTC ACCESS Minivans Arrive** – RTC took delivery of ten (10) accessible low floor Dodge Minivans. These vans will serve as a demonstration of a smaller vehicle that is nimble, easier to drive, more comfortable for passengers and has a manual fold out lift that is quicker and easier to deploy which should save time and enhance the customer experience.

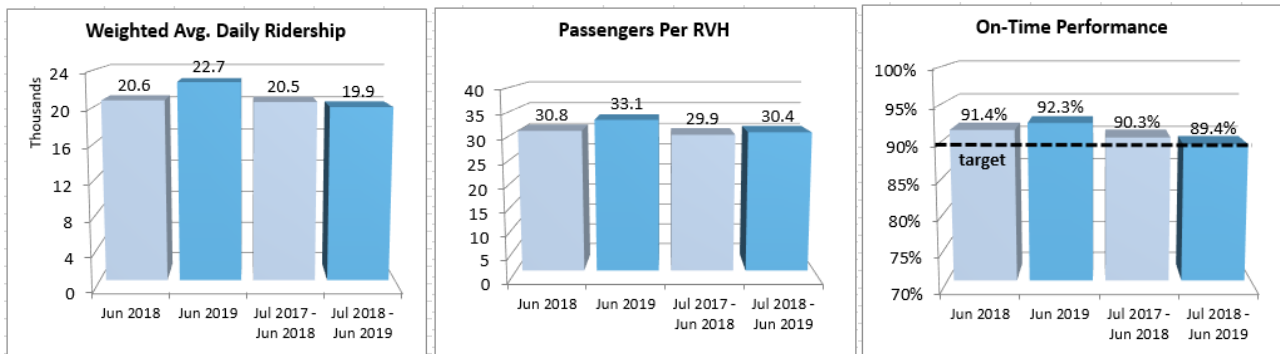


The purchase of these minivans is expected to result in lower operations and maintenance costs. The vehicles are expected to be in service beginning September 2019.

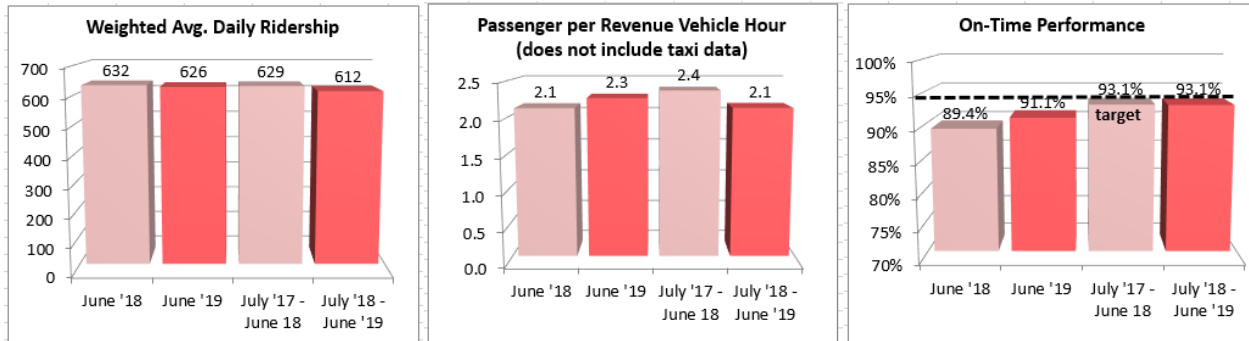
### **TRANSIT DEMAND MANAGEMENT (TDM) UPDATE -**

- **Vanpools increased** from 176 to 181 with nearly 100 of those serving the Tahoe Reno Industrial Center (TRIC).
- Staff spent multiple days, onsite at UNR and TMCC passing out fliers to promote the new ED-Pass.
- Lunch-n-Learn outreach scheduled in September at the TRI Center to promote the new Smart Trips app and website.

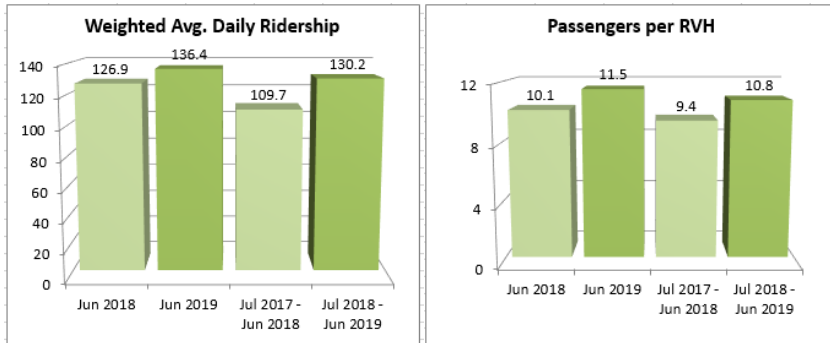
## JUNE 2019 TRANSIT PERFORMANCE RTC RIDE



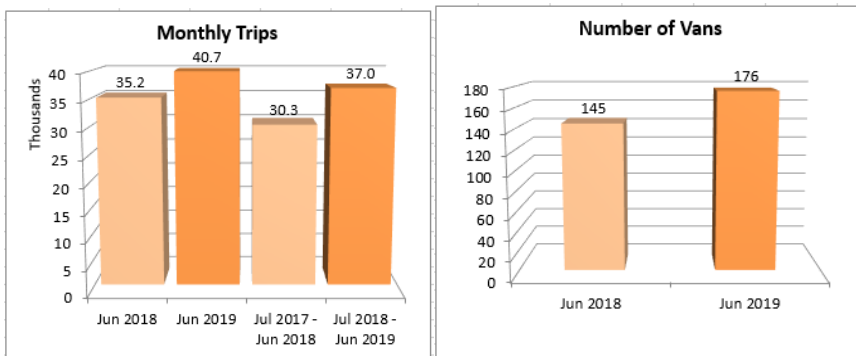
## RTC ACCESS



## TART



## RTC VANPOOL



Attachments



## REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

August 16, 2019

### AGENDA ITEM 3.4

**TO:** Regional Transportation Commission

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

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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 and a project Technical Advisory Committee meeting was held on June 3<sup>rd</sup> to review public comments to date. Project progress will be updated on the RTC website under Metropolitan Planning, Corridor Studies. This multimodal study of the South Meadows area will identify needs and transportation improvements for regional roads in the study area. The study will focus on traffic operations, safety, pedestrian and bicycle connectivity, and transit service needs.

#### University Area Multimodal Transportation Study

The University Area Multimodal Transportation Study started after the approval of the Professional Services Agreement with Kimley-Horn on March 19. This study will take into account the current and future development plans slated to occur on or near the university campus in the coming years and will identify needed connectivity, safety, and access improvements for vehicle and alternative transportation modes on regional roads. In addition, it will include an in-depth analysis of land use and roadway network scenarios in the UNR Gateway District.

The project team met with staff from the University of Nevada Reno and City of Reno to discuss project details. The project Technical Advisory Committee had a kick-off meeting on April 24<sup>th</sup>.

The project team conducted Walking Audits in the study area to evaluate pedestrian walking environment and connectivity on May 2<sup>nd</sup> and 3<sup>rd</sup>. A pop-up meeting was held in front of the Joe Crowley Student Union building to engage students and faculty to provide their comments and concerns. The first public meeting was held on June 27<sup>th</sup> at Evelyn Mount North Northwest Community Center. An online public input survey is open until July 22<sup>nd</sup> to collect comments and concerns regarding transportation in the university area.

#### ADA Transition Plan Update

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

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

The Request for Proposals (RFP) for this study was issued on March 19. Consideration of the contract award is on the August Board meeting agenda.

#### 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 – The May counts for the 40 locations have been conducted.
- The RTC continues to partner with the Truckee Meadows Bicycle Alliance (TMBA).

#### Vision Zero

- July 19<sup>th</sup> the RTC Board adopted the Vision Zero Truckee Meadows goal of zero fatalities by 2030 and a Resolution to support the Vision Zero Task Force Action Plan.
- The Reno City Council was given a presentation on July 31<sup>st</sup> and they moved to support the goal of zero fatalities by 2030 and also adopted a Resolution to support Vision Zero's action plan and application to become a Vision Zero Community.
- The Vision Zero Truckee Meadows also presented the plan to the Safe Kids Coalition and the State of Nevada's Bicycle and Pedestrian Advisory Boards in July.
- Vision Zero Task Force will present at the 2019 State Safety Summit in October.
- August 22<sup>nd</sup> the Vision Zero task force will present the Action Plan to the Board of Health and August 26<sup>th</sup> they will be at the Sparks City Council meeting to seek support and a Resolution adoption of the Action Plan.
- Vision Zero Task Force is planning on submitting an application to the national Vision Zero Program to become the 1<sup>st</sup> Vision Zero Community in Nevada by October 2019.

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. The Sustainable Purchasing Policy has been implemented and staff are actively purchasing more sustainable items. In addition, RTC is currently tracking paper usage in an effort to achieve a ten percent reduction. 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

The project team is currently developing an inventory of potential candidate sites for affordable housing near transit routes and conducting additional stakeholder meetings. A preliminary list of sites was presented to the RTC Technical Advisory Committee and Citizens Multimodal Advisory Committee, as well as the project stakeholder group. A summary of this information was presented at the July Board agenda. A public meeting will be held on September 12 at the McKinley Arts & Culture Center.

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 July Board meeting:

- Washoe County – 0
- City of Reno – 1
- City of Sparks – 0

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 July 22 – August 29:

July 22	Safe Kids Coalition Meeting
July 23	Virginia Street Project Information Office Hours
July 23	Washoe County Senior Center Weekly Outreach Booth
July 25	Virginia Street Project Information Office Hours
July 25	State of Nevada Bicycle and Pedestrian Advisory Board Meeting
July 25	Virginia Street Project Team Lunch at Brassiere St. James
July 26	Project Management Oversight Committee – Virginia Street Project Presentation
July 27	Free RIDE to PRIDE
July 30	Washoe County Senior Center Weekly Outreach Booth
July 30	Virginia Street Project Information Office Hours
July 31	Reno City Council Meeting - Vision Zero Resolution Adopted
July 31	Reno Roadway Projects (19-02 Consolidated) Public Meeting

- August 1 RTC Technical Advisory Committee (TAC) Meeting
- August 1 RTC Citizens Multimodal Advisory Committee (CMAC) Meeting
- August 1 Virginia Street Project Information Office Hours
- August 6 Washoe County Senior Center Weekly Outreach Booth
- August 6 Virginia Street Project Information Office Hours
- August 8 Vision Zero Task Force Meeting
- August 7-11 Free transit on some routes in support of Hot August Nights
- August 8 Virginia Street Project Information Office Hours
- August 13 Virginia Street Project Information Office Hours
- August 13 Washoe County Senior Center Weekly Outreach Booth
- August 14 Oddie/Wells and Vassar Street Projects Briefing for Commissioners
- August 15 Northern Nevada Government Entities - Shared Federal Framework and Federal Priorities
- August 15 Virginia Street Project Information Office Hours
- August 20 Virginia Street Project Information Office Hours
- August 20 Washoe County Senior Center Weekly Outreach Booth
- August 22 Virginia Street Project Information Office Hours
- August 27 Virginia Street Project Information Office Hours
- August 27 Washoe County Senior Center Weekly Outreach Booth
- August 29 Virginia Street Project Information Office Hours

Media Relations & Social Media

The RTC issued seven news releases and participated in seven media interviews on various topics, including RTC free transit on some routes in support of Hot August Nights, paving for the Virginia Street Project in Midtown, Reno roadway construction projects, an open house for Reno Consolidated 19-02 project, the Free RIDE to PRIDE transit event, free transit on route 15 to Reno Garlic Fest, Virginia Street Project detours, and roadway construction in the City of Sparks.

Social media was used to promote weekly Virginia Street Project update videos, Don't Drive, Arrive! To the Reno Garlic Fest, Don't Drive, Arrive! To Hot August Nights, videos encouraging the community to support Midtown Reno during construction, new customer service hours at 4TH STREET STATION and CENTENNIAL PLAZA, Reno roadway construction, an opening on the Citizens Multimodal Advisory Committee, and the RTC Board meeting.

Social media metrics for the month of June: 73,373 impressions on Facebook, Twitter, YouTube and Instagram.

Informational Materials and Video Production

Four topics were broadcast on KOLO-TV for The Road Ahead with RTC. Segments included a Virginia Street Project update, Free RIDE to PRIDE, an opening on the Citizens Multimodal Advisory Committee, and Hot August Nights 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

August 16, 2019

**AGENDA ITEM 3.6**

**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**

<b><u>Invitations for Bids (IFB)</u></b>	
<b>Project</b>	<b>Due Date</b>
WA-2019-201 Installation of Ariel Compressor	August 13, 2019
RTC 20-02 Traffic Count Program	August 8, 2019
WA-2019-067 ITS Phase 2B	August 8, 2019

**Request for Proposals (RFP)**

There were no Requests for Proposals.

**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>
Reno Consolidated 19-01 Project	Sierra Nevada Construction, Inc.	8/7/2019	\$3,768,007

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

<b>Project</b>	<b>Contractor</b>	<b>Approval Date</b>	<b>Change Order No.</b>	<b>Change Order Amount</b>	<b>Revised Total Contract Amount</b>
Fuel Master Aims Installation	Syn-Tech Systems	July 24, 2019	1	\$618.00	\$26,886