



**REGIONAL TRANSPORTATION COMMISSION
TECHNICAL ADVISORY COMMITTEE
MEETING AGENDA**

**Wednesday, April 3, 2019 at 9:00 am
Regional Transportation Commission
1st Floor Conference Room
1105 Terminal Way, Reno NV 89502**

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

II. The Technical Advisory Committee (TAC) has a standing item for accepting public comment on topics relevant to the RTC TAC 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 TAC 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. Attempts to present public input in a disruptive manner will not be allowed. Remarks will be addressed to the TAC as a whole and not to individual members.

III. The TAC 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 March 6, 2019 Meeting Minutes (*For Possible Action*)

ITEM 4 Recommend Approval of the FY 2020-2021 Unified Planning Work Program (UPWP) (*For Possible Action*)

ITEM 5 Acknowledge Receipt of Report on the Oddie Boulevard/Wells Avenue Multi-Modal Improvements Project (30% Design Submission) (*For Possible Action*)

ITEM 6 Acknowledge Receipt of a Presentation on the Smart Trips 2 Work Program (*For Possible Action*)

ITEM 7 Development Updates (*Informational Only*)

ITEM 8 Member Items

- | | |
|-------------------|---------------------------------------|
| a) City of Reno | b) Reno-Tahoe Airport Authority |
| c) City of Sparks | d) FHWA |
| e) Washoe County | f) Air Quality Management Div. (AQMD) |
| g) NDOT | h) TMRPA |
| i) WCSD | j) Reno-Sparks Indian Colony (RSIC) |

ITEM 9 Agenda Items for Future TAC Meetings (*For Possible Action*)

ITEM 10 RTC Staff Items (*Informational Only*)

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

ITEM 12 Adjournment (*For Possible Action*)

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

**REGIONAL TRANSPORTATION COMMISSION
TECHNICAL ADVISORY COMMITTEE**

Meeting Minutes

Wednesday, March 6, 2019

Attendees

Daniel Inouye	Washoe County Health District-Air Quality Management Division
Chair, Kelly Mullin	Washoe County Community Services
Kurt Dietrich	City of Reno Community Development
Arlo Stockham	City of Reno Community Development
Chris Tolley	Truckee Meadows Regional Planning Agency
Scott Carey	Reno-Sparks Indian Colony
Vice-Chair, Amber Sosa	City of Sparks, Public Works
Richard Oujevolk	Nevada Department of Transportation District II
Kevin Verre	Nevada Department of Transportation
Mike Boster	Washoe County School District
Lissa Butterfield	Reno-Tahoe Airport Authority
Gary Probert	Reno-Tahoe Airport Authority
Enos Han	Federal Highway Administration

RTC Staff

Amy Cummings	Dan Doenges
Rebecca Kapuler	Scott Miklos
Mark Maloney	Brian Stewart
Jacqueline Maldonado	

Guests

Bob Madewell, NDOT	Lewis Lem, NDOT
Lynn Barker, City of Reno	

The Committee met in the First Floor Conference Room, 1105 Terminal Way, Reno, Nevada. The meeting was called to order at 9:01 a.m. by the Chair, Kelly Mullin.

ITEM 1. APPROVAL OF AGENDA

The agenda was approved with the agenda Item 4. moved after agenda Item 7. and also agenda Item 5. was tabled to a later date.

ITEM 2. PUBLIC COMMENT

There were no public comments.

ITEM 3. APPROVAL OF THE FEBRUARY 6, 2019 MEETING MINUTES

The minutes of the TAC meeting February 6, 2019, meeting minutes were approved as corrected.

Item 4. was moved after Item 7. on the agenda.

ITEM 7. ACKNOWLEDGE RECEIPT OF REPORT ON THE REGIONAL BIKESHARE PILOT PROGRAM *Item 7. was moved before Item 4. on the agenda.*

Lynn Barker, City of Reno briefed the committee on the updates to the regional bikeshare pilot program and the status of the new franchise agreement. A discussion followed on the data and the bicycle and electric scooters.

Arlo Stockham made a motion to acknowledged receipt of report on the regional bikeshare pilot program.

Kurt Dietrich seconded.

The motion carried unanimously.

ITEM 4. RECOMMEND APPROVAL OF THE PROPOSED AMENDMENT NO. 2 TO THE REGIONAL TRANSPORTATION IMPROVEMENT PLAN (RTIP) *Item 4. Was moved after Item 7. on the agenda.*

Dan Doenges, RTC Planning Manager briefed the committee on the proposed amendment NO. 2 to the Regional Transportation Improvement Plan (RTIP). A discussion followed on the RTIP proposed Amendment NO. 2 which, several projects are being implemented.

Dan Inouye made a motion to recommend approval of the proposed amendment NO. 2 to the Regional Transportation Improvement Plan (RTIP).

Chris Tolley seconded.

The motion carried unanimously.

ITEM 5. ACKNOWLEDGE RECEIPT OF THE PROPOSED MICROTRANSIT PILOT PROGRAM

Item 5. Was tabled to a later date.

ITEM 6. RECOMMEND TASKS FOR THE FISCAL YEARS 2020-2021 UNIFIED PLANNING WORK PROGRAM (UPWP)

Dan Doenges, RTC Planning Manager briefed the committee on the tasks for the fiscal years 2020-2021 Unified Planning Work Program (UPWP). A discussion followed.

Dan Inouye made a motion to recommend tasks for the fiscal years 2020-2021 UPWP.

Chris seconded.

The motion carried unanimously.

Item 7. Was moved before Item 4. on the agenda.

ITEM 8. DEVELOPMENT UPDATES

Chair, Kelly Mullin gave development updates on the Silver Hills project updates.

ITEM 9. MEMBER ITEMS

Arlo Stockham, City of Reno Community Development Director announced he is the new TAC member representing City of Reno.

Lissa Butterfield introduced Gary Probert, Reno-Tahoe Airport Authority and she announced he is also representing RTAA at the TAC meetings.

Enos Han, Federal Highway Administration (FHWA) announced he is the new TAC non-voting member representing FHWA and he announced two FHWA workshops: Transportation Performance and Northern Nevada truck parking implementation workshops in April or June. He stated that he will send more information to the RTC Planning staff.

Dan Inouye gave updates on the burn code season no yellow or red this season.

Kevin Verre, NDOT gave updates on the I-80 corridor study updates, state rail plan and long range plan which, also is underway.

Chris, TMRPA announced the Regional Planning Commission meeting will be a workshop.

Mike Boster, WCSD gave updates on four construction projects which, are underway for WCSD schools.

Scott gave updates on agreements for the reservation and the regional bikeshare program and a corridor study within the reservation - the Eagle Canyon study.

ITEM 10. AGENDA ITEMS FOR FUTURE TAC MEETINGS

There were no items given.

ITEM 11. RTC STAFF ITEMS

Dan announced RTC is conducting a South Meadows Multimodal Transportation Study public meeting on Tuesday, March 26, 2019, at Damonte Ranch High School at 5:00 p.m.

Amy Cummings, RTC Deputy Executive Director announced the Oddie Wells project meeting on Thursday, March 28, 2019, at the Washoe County Senior Citizens Center Building from 5:30 to 7:00 p.m.

Rebecca announced Bike Month is in May and posters were handed out.

ITEM 12. PUBLIC COMMENT

There were no public comments given.

ITEM 13. ADJOURNMENT

The meeting adjourned at 9:35 a.m.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

April 3, 2019

AGENDA ITEM 4

TO: Technical Advisory Committee

FROM: Dan Doenges, PTP, RSP
Planning Manager

SUBJECT: Discussion and Recommendation on the Draft Fiscal Years 2020-2021 Unified Planning Work Program

RECOMMENDATION

Recommend approval of the FY 2020-2021 Unified Planning Work Program (UPWP).

SUMMARY

The Unified Planning Work Program (UPWP) documents the major transportation planning activities to be undertaken each fiscal year and the funding sources necessary to support these activities. Federal regulations require the RTC to develop and approve the UPWP as the Metropolitan Planning Organization (MPO) for the region. The UPWP is developed in coordination with the RTC Annual Budget, incorporating the major objectives, revenues and expenses identified in the budget.

Many of the tasks that are in the current UPWP have been carried forward to the FY 2020-2021 UPWP and will be completed during this timeframe. These projects include the following:

- Affordable Housing Study
- South Meadows Multimodal Transportation Study
- University Area Transportation Study
- Eagle Canyon Extension Alignment Alternatives and PEL Study
- Electric Vehicle Infrastructure and Advanced Mobility Plan

Some new tasks being proposed include:

- An update to the Regional Transportation Plan (RTP) with a 2045 horizon year
- An upgrade of the RTC travel demand model
- Electric Rate Structure Study and Transit Charging Infrastructure Plan
- Meadowood Mall Transfer Relocation Study
- RTC RIDE On-Board Rider Survey

Prior to developing the draft UPWP, staff issued a call for projects to generate ideas for inclusion in the proposed program. Staff received input from the Nevada Department of Transportation (NDOT), City of Reno, and City of Sparks. Several of these tasks will be integrated into the development of the 2045 RTP and others will be addressed by staff at RTC in partnership with other agencies, as appropriate. Suggestions included the following:

- Evaluation of major intersections with sweeping right turn lanes which often have limited visibility of pedestrian crossings: RTC will work with staff at NDOT and the jurisdictions to identify the intersections of concern and conduct an analysis of crash data at these locations. This information will guide next steps in addressing conditions on a case by case basis.
- Continued coordination with NDOT and Storey County on I-80 commuter needs: RTC will work with staff at NDOT and Storey County to establish regular and ongoing coordination and communication regarding regional transportation needs.
- Evaluation of existing truck routes in the urban area: Through the 2045 RTP process, RTC will evaluate truck routes and freight movement in the urban area.
- Evaluation of pedestrian safety and access at railroad crossings: NDOT has conducted extensive work on railroad crossing safety throughout Nevada. RTC will coordinate with NDOT to address crossings of concern through Reno, Sparks, and Washoe County. Results will be incorporated into the 2045 RTP.
- Assessment of street lighting needs: RTC will coordinate a regional discussion/analysis of roadway lighting needs and potential standards/best practices.
- Pedestrian improvements in industrial areas: As part of the 2045 RTP process, RTC will work with staff from Reno, Sparks, and Washoe County to identify pedestrian improvements needed in industrial areas.
- Data collection through blue tooth technologies to analyze traffic congestion on Regional Roads: RTC will continue research into data resources that can further help track and monitor congestion levels in real time. RTC currently uses real-time INRIX traffic data to track traffic operations performance measures. While the INRIX data has been purchased for the state by NDOT, other data sources are available to purchase as well.

Attachment

**Regional Transportation Commission
of Washoe County**

UNIFIED PLANNING WORK PROGRAM

FY 2020 – FY 2021: July 1, 2019 to June 30, 2021



DRAFT – April 2019

This report was funded in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 for Metropolitan Planning Program Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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Your RTC. Our Community.

**REGIONAL TRANSPORTATION COMMISSION
OF WASHOE COUNTY**

**UNIFIED PLANNING WORK PROGRAM
FY 2020 – FY 2021**

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UNIFIED PLANNING WORK PROGRAM FY 2020 – FY 2021

1.0 INTRODUCTION

The Fiscal Years 2020 – 2021 Unified Planning Work Program (UPWP) is developed by the Regional Transportation Commission of Washoe County (RTC). The UPWP describes transportation related planning activities scheduled during the period July 1, 2019 to June 30, 2021 in Washoe County. These activities will be undertaken by the RTC utilizing the annual federal allocations from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as well as state and local funds.

The RTC is designated by the Governor as the Metropolitan Planning Organization (MPO) for Washoe County. As the MPO, the RTC administers the federally required transportation planning process within the metropolitan planning area. The RTC planning process considers all modes of transportation and yields plans and programs consistent with the planned development of the urbanized area. The RTC coordinates transportation planning activities with the three member agencies – City of Reno, City of Sparks and Washoe County as well as other partner agencies including but not limited to the Nevada Department of Transportation (NDOT), the Truckee Meadows Regional Planning Agency (TMRPA), the Washoe County Health District – Air Quality Management Division (WCHD-AQMD), the Reno-Sparks Indian Colony (RSIC) and the Reno-Tahoe Airport Authority (RTAA).

The UPWP has been organized into six major elements with each element subdivided into specific tasks. The six major elements are as follows:

- Administration
- Development review for consistency with the Regional Transportation Plan (RTP)
- Multimodal planning
- Street and highway planning
- Public transportation
- Air quality planning

2.0 PLANNING EMPHASIS AREAS

In 2014, the FHWA and FTA sent a letter to the Executive Directors of MPOs and the heads of the State Departments of Transportation (State DOT) encouraging the agencies to give priority to the following emphasis areas in the updated unified planning work programs and statewide planning and research programs: MAP-21 Implementation, Regional Models of Cooperation, and Ladders of Opportunity. These three priorities were carried forward in the current transportation bill: Fixing America's Surface Transportation (FAST) Act. The planning emphasis areas have been integrated into the RTC planning work program for Fiscal Years 2020 – 2021, as described in this section.

2.1 Implementing MAP-21 and the FAST Act

The metropolitan transportation planning process specified by the FAST Act and the implementing regulations contained in Title 23 Part 450 of the Code of Federal Regulations (CFR) requires the RTC to maintain a cooperative, continuous and comprehensive framework for making transportation investment decisions in the metropolitan area.

The FAST Act carries forward and expands the performance-based transportation planning framework established under MAP-21. This UPWP includes data collection and analysis tasks that will facilitate annual reporting about safety, travel delay, pavement condition, alternative mode share, and other performance metrics. This UPWP includes tasks to continue evaluation of the transportation performance measures and performance targets established in the Regional Transportation Plan (RTP). It anticipates that these performance measures will be refined based on statewide MPO/NDOT coordination in the development of future RTPs. The project prioritization process for the RTP reflects consideration of the adopted performance measures.

Transportation legislation also requires the planning process to consider eight factors in the MPO's development of their regional transportation plans and programs. The eight factors are listed below and the following table outlines the associated UPWP tasks that address and support them.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase accessibility and mobility of people and freight
5. Protect and enhance the environment, promote energy conservation, improve quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient transportation system management and operation
8. Emphasize the preservation of the existing transportation system

Table 1: Planning Factors and UPWP Tasks

Task	Planning Factor							
	1 Vitality	2 Safety	3 Security	4 Access	5 Environment	6 Connectivity	7 Efficiency	8 Preservation
1.1 Administrative/Continuing Planning	•	•	•	•	•	•	•	•
1.2 Unified Planning Work Program	•	•	•	•	•	•	•	•
1.3 MPO Certification	•	•	•	•	•	•	•	•
1.4 Statewide Planning	•	•	•	•	•	•	•	•
1.5 Training	•	•	•	•	•	•	•	•
2.1 RTC Development Review & Meeting Attendance	•	•			•	•	•	
3.1 Regional Transportation Improvement Program	•	•	•	•	•	•	•	•
3.4 Regional Transportation Plan (RTP) Activities	•	•	•	•	•	•	•	•
3.5 Congestion Management Process	•	•				•	•	•
3.10 Public Participation Plan	•	•	•		•	•	•	
3.11 Community Involvement Planning	•	•	•	•	•	•	•	
3.13 Corridor and Area Planning	•	•	•	•	•	•	•	•
4.1 Regional Road Impact Fee Activities	•	•		•	•	•	•	•
4.2 Geographic Information System (GIS) Mgt.		•	•	•			•	•
4.3 Traffic Forecasting		•					•	•
4.18 RTC Traffic Model Upgrade/Conversion to TransCAD	•	•		•		•		
4.27 TMRPA Shared Services	•				•	•		
4.31 Data Collection and Analysis Program	•	•	•		•	•	•	
5.2 Transit Planning	•				•	•		•
6.1 Air Quality Modeling/Analysis	•				•			•
6.2 CMAQ Planning	•				•	•	•	•
6.3 RTIP/RTP Conformity Analysis					•			

• Indicates that task supports planning factor

2.2 Regional Models of Cooperation

Through UPWP tasks such as Regional Transportation Plan Activities and Statewide Planning, RTC ensures a regional approach to transportation planning by promoting cooperation and coordination across transit agency, MPO and state boundaries. The Nevada MPOs and NDOT, in partnership with the FHWA Nevada Division Office and FTA Region 9 Office, have adopted a coordinated approach to transportation planning through the formal Planning Executive Group and various sub-committees. This coordinated approach allows for information sharing about data, needs assessments, funding projections, financial reporting, planning initiatives, project delivery and other issues. RTC participates in multi-jurisdictional and multi-state investment studies coordinated by NDOT, including the Reno-Sparks Freeway Traffic and Spaghetti Bowl Studies, I-11 and Intermountain West Corridor Study, and the One Nevada (Long Range)

Transportation Plan. Through the Trans-Sierra Coalition, RTC collaborates with the Carson Area MPO, Tahoe Area MPO, Tahoe Transportation District, NDOT, CalTrans, and other jurisdictions in these planning areas regarding common transportation needs.

As an organization that integrates the functions of MPO, transit service provider, and regional road builder, RTC seamlessly integrates planning for multimodal transportation needs.

2.3 Ladders of Opportunity

RTC strives to provide access to essential services to all residents of Washoe County. Through the UPWP Geographic Information Systems (GIS) task, RTC is able to continue analysis of transportation service and access to employment, health care, schools/education, and recreation. Through the Community Involvement Planning UPWP task, RTC is able to develop and evaluate new approaches and techniques to expanding public participation, particularly in transportation disadvantaged communities.

The Regional Transportation Plan (RTP) Activities UPWP task is being used to continue updating the *ADA Transition Plan*, as well to complete the *Electric Vehicle Infrastructure and Advanced Mobility Plan*, which will examine the role of technology and shared mobility as transportation options continue to evolve in Washoe County. Through development of the *Electric Vehicle Infrastructure and Advanced Mobility Plan*, staff will consult with officials in the travel and tourism profession, among others, to explore the relationship between shared mobility and tourism.

Another document to be completed through the RTP Activities task will include an update to the Coordinated Human Services Transportation Plan, which identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting these needs, and prioritizes transportation services for funding and implementation. This document will be developed in conjunction with the update to the RTP.

Under the UPWP Transit Planning task, staff will complete the Affordable Housing Study, which identifies potential opportunities to establish housing in locations that would support transit service and provide future residents with enhanced mobility options.

3.0 ENVIRONMENTAL JUSTICE/TITLE VI

Achieving equity and environmental justice in provision of transportation projects and services is an important goal of the RTP. The RTC strives to serve the transportation needs of all residents in the planning area without discrimination based on age, income, race, language, ethnicity, or ability. RTC complies with the federal policies and requirements listed below:

- Title VI of the Civil Rights Act of 1964: No person in the U.S. shall, on the basis of race, color, or national origin, be excluded from participation in, denied benefits of, or subjected to discrimination under any program receiving federal funding. RTC is required to take steps to ensure that no discrimination on the basis of race occurs. Title VI requires reporting about how transit services are implemented and what measures the RTC is taking to provide equal access to public transportation.
- Americans with Disabilities Act (ADA) of 1990: Requires that disabled persons have equal access to transportation facilities. This includes wheelchair accessible accommodations in the transit system.
- Executive Order on Environmental Justice: Executive Order 12898 requires the identification and assessment of disproportionately high and adverse impacts on minority and low-income populations.

Transportation projects and services are implemented in conformance with the RTC Title VI Policy. RTC submits a Title VI Report to the Federal Transit Administration every three years, with the most recent developed in 2017. As identified in the report, the following measures are in place to comply with Title VI requirements:

- Minority, low-income, and Limited English Proficiency (LEP) persons are able to provide meaningful input into the planning process through participating in public meetings held in locations near transit routes and where translators and materials are provided in Spanish and English.
- RTC has a complaint procedure in place to investigate and track Title VI concerns.
- RTC submits an annual Title VI Certification and Assurance report to the US Department of Transportation.

RTC Title VI Policy

The RTC is committed to ensuring that no person is excluded from participation in, or denied the benefits of, its services on the basis of race, color or national origin as protected by Title VI of the Civil Rights Act of 1964, as amended.

No person or group of persons will be discriminated against with regard to fares, routing, scheduling, or quality of transportation service that the RTC furnishes on the basis of race, color, or national origin. Frequency of service, age and quality of RTC vehicles assigned to routes, quality of RTC stations serving Washoe County, and location of routes will not be determined on the basis of race, color or national origin.

The 2040 RTP includes a chapter to specifically address promoting equity and environmental justice in regional transportation. The chapter includes an analysis of impacts of RTC projects and services on low income and minority population.

As part of the planning process for all applicable tasks, socioeconomic and environmental data are analyzed. Environmental justice applies to all transportation services and is part of the overall planning process. As the Metropolitan Planning Organization (MPO), the RTC complies with Title VI and addresses environmental justice by:

- Enhancing the analytical capabilities to ensure that the RTP and the RTIP comply with Title VI.
- Identifying residential, employment and transportation patterns of low-income and minority populations so that their needs can be identified and addressed and the benefits and burdens of transportation investment can be fairly distributed.
- Evaluating and, where necessary, improving the public involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision making.

4.0 TRANSPORTATION PLANNING PRIORITIES FOR FY 2020 – FY 2021

This section describes the priorities of the RTC planning program for the next two years.

4.1 2040 Regional Transportation Plan Guiding Principles & Goals

The RTC Board approved the resolution adopting the 2040 Regional Transportation Plan (RTP) on May 18, 2017 and received conformity determination from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and the Environmental Protection Agency (EPA) on June 12, 2017. The RTP reflects over eighteen months of community outreach and agency coordination and provides a balanced approach to improving safety, livability and regional connectivity. The plan represents the region's transportation vision and quality of life investments for a safe and healthy community, economic development and diversification, sustainability, and increased travel choices.

The RTP was developed through a people-based approach with input from community residents and stakeholder agencies. The general public participated through community planning workshops, transportation issue-specific open houses, presentations to local jurisdictions, and the RTP website and online survey. Additionally, the agency's efforts were supplemented with a variety of multimedia outreach initiatives.

The 2040 RTP establishes the guiding principles and goals for regional transportation planning in Washoe County, as described below. These priorities are implemented through the planning projects in this UPWP.

2040 RTP Guiding Principles & Goals

The four guiding principles include promoting:

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

The nine goals include:

- Improve safety
- Integrate land use and economic development
- Promote healthy communities & sustainability
- Manage existing systems efficiently
- Integrate all types of transportation
- Focus on regional connectivity
- Promote equity and environmental justice
- Improve freight & goods movement, and
- Invest strategically

The UPWP links the long range guiding principles of the 2040 RTP to performance based planning and project delivery. As an example, the annual reporting of performance targets in the RTP will be conducted through the data collection and analysis program in the UPWP. The community involvement planning task will allow RTC to continue the collaborative partnerships with other agencies, organizations, and members of the general public that were established or strengthened through the RTP development process. The corridor studies included in the UPWP will facilitate analysis of safety and multimodal transportation issues that are at the core of the guiding principles to provide safe and healthy communities and increase travel choices. The corridor studies bring an approach that links planning and environmental analysis early in project development.

Through the FY 2020 – FY 2021 UPWP, the RTC will conduct several planning initiatives that support the RTP. In addition to the *ADA Transition Plan* and *Advanced Mobility Plan* mentioned previously, staff will utilize the RTC travel demand model to reflect the preferred growth alternative identified in the 2019 update of the Truckee Meadows Regional Planning Agency's (TMRPA) Regional Plan. This process will help determine the need for potential transportation improvement projects to allow for better preparedness in support of future land use trends in the region. An emphasis on regional safety will also be a significant component of the RTP, while RTC staff continues to partner with groups such as Vision Zero Truckee Meadows.

4.2 Public Participation

Public and agency coordination is the cornerstone of the transportation planning process. The Public Participation Plan was updated in FY 2017 and the RTC will continue to monitor its implementation.

The public participation plan ensures that citizens are given the opportunity to be part of the planning efforts that will shape their communities in the future. The plan is a proactive public participation process for the RTC that provides complete information, timely public notice, full public access to key decisions, and it supports early and continuing involvement of the public in developing regional plans and programs. The purpose of the public participation plan is to increase citizen awareness and participation while widening the range of voices and views in the planning process. The plan explains how RTC operates, establishes core values for public participation and outlines strategies for increasing public information and involvement in the planning process. RTC uses a wide range of public participation approaches, including community planning workshops, roundtable discussions, open house meetings, websites, social media, and print and broadcast media.

4.3 Performance Based Planning

The 2040 RTP identified performance measures that are consistent with the national priorities included in MAP-21. The performance measures are being tracked and analyzed in an annual report produced by RTC, as well as being reported to NDOT for their use in carrying out the requirements of the National Performance Management program. The information from this analysis will be used in future updates to the RTP as projects are evaluated. Performance measures are linked to the congestion management process (CMP), which considers safety, alternative mode priorities, operations, and travel delay in project selection and prioritization. The performance management program and CMP will be used to analyze any potential changes that could be made to the capacity program through the RTP process.

As national and state performance targets are developed or refined, RTC will update the regional performance targets as necessary. RTC is actively participating with NDOT and other Nevada MPOs as targets for the performance measures are being established or updated. The 2040 RTP performance measures are provided below in Table 2.

Table 2: Goals and Performance Measures

SAFETY				
RTP Goal	Performance Measures	Performance Target	2017 Performance Measure Status	2017 Performance Target Status
Improve Safety	Preventable transit crashes per 100,000 miles of service	0	RTC RIDE 1.36 per 100,000 miles RTC ACCESS 0.66 per 100,000 miles	Working towards goal
	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 crashes (5-year average)	Maintain existing decreasing trend (172 for year 2017)	161	Met 2017 goal and 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
	Miles of bicycle lanes added & percent of Bicycle Pedestrian Master Plan completed	3-7% of plan implemented per year	3.88 miles of bike lanes added	Working towards goal
	Miles of sidewalks added of enhanced & percent of ADA Transition Plan completed	3-7% of plan implemented per year	<ul style="list-style-type: none"> • 3.7 miles of sidewalks added • 22 crosswalks replaced • 14 new crosswalks installed • 7 crosswalk warning devices installed • Crosswalk lighting installed at one location • 90 pedestrian ramps installed 	Working towards goal Construction is underway for more than seven miles of sidewalk/paths for 4th/Prater and SouthEast Connector. Will report in FY 2018.

INFRASTRUCTURE CONDITION/TRANSIT STATE OF GOOD REPAIR					
RTP Goal	Performance Measures	Performance Target	2017 Performance Measure Status	2017 Performance Target Status	
Manage Existing Systems Efficiently	Pavement condition index for Regional Roads	80	83.3	Exceeded goal	
	Preventive maintenance of transit rolling stock and facilities	100% of transit preventive maintenance performed on time	100% of preventive maintenance performed on time for RTC RIDE and RTC ACCESS	Met goal	
	Maintain industry standard vehicle life cycle	Varies per vehicle	Vehicle life cycle: Access paratransit vehicles = seven years RIDE fixed route vehicles = 12 years.	Met goal	
	CONGESTION REDUCTION				
	Performance Measures	Performance Target	2017 Performance Measure Status	2017 Performance Target Status	
	Percentage of person-miles traveled that are reliable on the Interstate System	Targets to be determined	92.4% of the system has a Level of Travel Time Reliability (LOTTR) less than 1.50	Establishing Baseline Data	
	Percentage of person-miles traveled that are reliable on the Non-Interstate National Highway System (NHS)	Targets to be determined	71.8% of the system has a Level of Travel Time Reliability (LOTTR) less than 1.50	Establishing Baseline Data	
	Transit passengers per service hour	30 (ongoing)	29.4	Working towards goal	
Vehicle Miles Traveled (VMT) per person	Max of 27 VMT per person, per day	22.96	Met goal		

FREIGHT MOVEMENT & ECONOMIC VITALITY				
RTP Goal	Performance Measures	Performance Target	2017 Performance Measure Status	2017 Performance Target Status
Improve Freight & Goods Movement	Truck Travel Time Reliability (TTTR) Index	Targets to be determined	TTTR Index = 1.42	Working towards goal
SYSTEM RELIABILITY				
RTP Goal	Performance Measures	Performance Target	2017 Performance Measure Status	2017 Performance Target Status
Manage Existing Systems Efficiently	Transit on-time performance	90% transit on-time performance	91.1%	Exceeded goal

ENVIRONMENTAL SUSTAINABILITY				
RTP Goal	Performance Measures	Performance Target	2017 Performance Measure Status	2017 Performance Target Status
Promote Healthy Communities & Sustainability	Alternative mode share by corridor	40% on E 4th Street/Prater Way, 40% on Virginia Street by 2040	35% alternative mode share on 4th Street/Prater Way 26.2% mode share on Virginia St	Working towards goal
Integrate Land Use & Economic Development	Alternative mode share in the transit service area	15% by 2040	12.21%	Working towards goal
Integrate all types of Transportation	Fleet mix — alternative fueling technologies	100% electric or CNG fleet by 2040	The RTC ACCESS fleet mix is 100% CNG The RTC fleet mix breaks down as follows: • Diesel — 49 • Electric Diesel Hybrid — 16 • Electric — 4	Working towards goal 17 electric buses to begin service in 2018
	Auto emissions	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 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.	CO: 65,697 lbs./day in Hydrographic Area #87. PM10: 4,201lbs./day in Hydrographic Area #87.	Met Goal

4.4 Regional Transportation Improvement Program

The short-range planning document, the Regional Transportation Improvement Program (RTIP), represents the first five years of the 2040 RTP. The document is developed in draft form by RTC staff based upon joint work by RTC staff and staff representatives of the local government agencies. RTC's advisory committees then review the document and the RTC Board adopts it through a public hearing process following a 21-day public comment period. The RTC and NDOT work together to develop, analyze, and coordinate projects included in the RTIP and Statewide Transportation Improvement Program (STIP). RTC continues to collaborate with NDOT and other Nevada MPOs to streamline the RTIP/STIP documentation process through the electronic STIP (eSTIP) at <https://estip.nevadadot.com/default.asp>.

A federal fiscal year (FFY) 2020-2024 RTIP is anticipated to be adopted in August 2019. The programs/projects included in the RTIP will be monitored and maintained throughout this fiscal year.

4.5 Air Quality

One of the deliverables anticipated to come out of the RTP Activities task is an update to the Plan (2045 RTP). As part of this process, staff will work with regional partners through the interagency consultation process to ensure that the 2045 RTP conforms to all applicable State Implementation Plans (SIPs) and the Clean Air Act (CAA). Should the need arise to amend the current 2040 RTP, staff will work with the interagency consultation group to ensure conformity on any proposed amendments as well.

The RTC also partners with the Washoe County Health District in community outreach and education programs to promote public health through active transportation, including Nevada Moves Day, the annual Washoe County Healthy Community Forum, and Bike to Work, School and Fun Month.

5.0 WORK ELEMENTS AND TASK DESCRIPTIONS

This section describes the six major elements and the tasks within those elements. Except as otherwise noted the RTC is the administrator of each of the tasks.

WORK ELEMENT: 1.0 ADMINISTRATION

PREVIOUS AND ONGOING WORK

The tasks in this work element cover activities related to the overall administration of RTC's transportation planning program. All tasks are annual or ongoing activities undertaken to maintain compliance with federal/state regulations, organize and manage Planning Department activities and improve staff skills.

This element also funds the reproduction and distribution of the many required planning documents including the RTIP, RTP, UPWP, Public Participation Plan, and other documents mandated by the FAST Act. In addition, this work element funds the continuing, comprehensive, and cooperative planning and public involvement process required by the FAST Act, including publication of public notices and providing support to the RTC advisory committees.

In the FY 2018 – FY 2019 timeframe, major accomplishments in this element included:

1. Completion of the FY 2018 and FY 2019 budget objectives and task schedule
2. Completion of the FY 2018 – FY 2019 UPWP
3. Ongoing production of agendas, agenda materials and organizing meetings of the RTC advisory committees
4. Training and conference attendance that have enhanced staff's knowledge of new Geographic Information System (GIS) applications, travel demand forecasting, microsimulation programs, safety analysis, and multimodal transportation planning
5. Continued participation in the Transportation Planning Advisory Committee (TPAC) and statewide planning efforts

RTC continues to work in coordination with local governments and state and federal transportation agencies to implement and accomplish planning programs. This occurs through the monthly meeting and review of the Technical Advisory Committee (TAC); monthly Planning Executive Group (PEG) and sub-group meetings with NDOT, FHWA, and the other Nevada MPOs; RTC staff participation with the TPAC; the Truckee Meadows Regional Planning Agency (TMRPA); technical advisory groups for specific projects and studies; and many other committees and groups.

TASKS

1.1 Administration/Continuing Planning

Task Elements

Perform general administrative functions concerning the transportation planning program including preparation of administrative reports, analyses, budgets, goals and objectives,

correspondence, documents, memos, etc. Also includes the time and materials used for the advertising, preparation and conducting of the public involvement activities including all RTC advisory committees and their subcommittees, the RTP Agency Working Group and any special committees convened to address regional transportation issues and other public meeting/involvement activities. Provide dues, subscriptions and professional memberships to organizations as appropriate.

Expected Products

- Monthly agendas for advisory committees and general administrative functions
- Miscellaneous reports, analyses, correspondence and memoranda

Completion Date: Ongoing task

Funding:	Federal PL Funds	\$571,064
	Local	<u>\$30,056</u>
	TOTAL	\$601,120

1.2 Unified Planning Work Program

Task Elements

Prepare and process the quarterly reports for the FY 2020 – FY 2021 Unified Planning Work Program (UPWP) as well as year-end reports. Prepare and submit any necessary amendments to the UPWP. Prepare and adopt the FY 2022 – FY 2023 UPWP in cooperation with local, state and federal agencies.

Expected Products

- FY 2020 – FY 2021 UPWP quarterly and annual reports
- Amendments to the FY 2020 – FY 2021 UPWP as necessary
- An adopted FY 2022 – FY 2023 UPWP

Completion Date: June 2021 as well as ongoing task

Funding:	Federal PL Funds	\$10,707
	Local	<u>\$564</u>
	TOTAL	\$11,271

1.3 MPO Certification

Task Elements

This task includes preparing and maintaining documentation of all planning activities carried out by RTC for MPO certification by the Secretary of the U.S. Department of Transportation (USDOT) pursuant to MAP-21 and FAST Act requirements.

Expected Products

Support for MPO certification

Completion Date: Ongoing task

Funding:	Federal PL Funds	\$14,277
	Local	<u>\$751</u>
	TOTAL	\$15,028

1.4 Statewide Planning

Task Elements

Participate in the statewide transportation planning process including attendance and participation in the TPAC and other project advisory committees, coordination on planning studies and data sharing efforts, involvement in the project selection process, input on safety improvements and other applicable activities.

Expected Products

Coordinated state planning process and documents

Completion Date: Ongoing task

Funding:	Federal PL Funds	\$35,692
	Local	<u>\$1,879</u>
	TOTAL	\$37,571

1.5 Training

Task Elements

Facilitate and attend training courses and webinars related to multimodal transportation planning and safety as appropriate, including training on specific planning tools and programs such as TransCAD, VISSIM, GIS, etc. Maintain in-house library of transportation planning publications and other materials for use by RTC and local agency staff.

Expected Products

- Increased staff skill and knowledge levels
- Organized, up-to-date and functional library

Completion Date: Ongoing task

Funding:	Federal PL Funds	\$64,245
	Local	<u>\$3,381</u>
	TOTAL	\$67,626

WORK ELEMENT: 2.0 DEVELOPMENT REVIEW

PREVIOUS AND ONGOING WORK

The Cities of Reno and Sparks and Washoe County solicit comments from RTC on all major residential, commercial, industrial and other proposed developments, particularly those of regional significance. RTC provides comments on the anticipated traffic impacts associated with the development and the need to provide right-of-way and improvements to serve all modes of travel per the RTIP and RTP. The information generated by this review process serves as an important input to the transportation planning process.

One of the most important products of the development review task is the identification of development impacts to long-range transportation improvements contained in the RTP. In particular, the development review process has identified right-of-way needs and allowed for corridor protection through building setbacks, project redesign and advance right-of-way acquisition, when appropriate. This process also allows RTC to identify and request accommodations for transit services and provide information on trip reduction opportunities where applicable.

TASKS

2.1 RTC Development Review and Meeting Attendance

Task Elements

Perform reviews of proposed developments to determine transportation impacts, recommend mitigation measures and comment to public agencies in a timely fashion. Represent RTC as the MPO at development-related meetings and provide supporting information to local commissions, boards, planning staffs and consultants regarding RTC comments.

Maintain a development review database containing information on project location, land-use, trip generation and RTC comments. Document the consistency of the population and employment impacts of approved projects in future year forecasts.

Expected Products

- Letters to the local jurisdictions containing RTC comments on proposed developments as necessary
- Current and continuously updated and accurate database for approved development

Completion Date: Ongoing task

Funding:	Federal PL Funds	\$28,553
	Local	<u>\$1,503</u>
	TOTAL	\$30,056

WORK ELEMENT: 3.0 MULTIMODAL PLANNING AND PROGRAMMING

PREVIOUS AND ONGOING WORK

This work element encompasses RTC’s multimodal planning and programming activities. During the FY 2018 – FY 2019 timeframe, the major activities under this task included amendments and administrative modifications to the FFY 2018-2022 RTIP and the 2040 RTP. Initial development of the FFY 2020-2024 RTIP also commenced. An update to the ADA Transition Plan was finalized and an updated Public Participation Plan was adopted on November 17, 2017, to reflect changes in federal legislation, current outreach procedures, and changes to the structure of RTC advisory committees.

TASKS

3.1 Regional Transportation Improvement Program (RTIP)

Task Elements

Maintain the MAP-21/FAST Act compliant FFY 2018-2022 RTIP through the transition to the FFY 2020-2024 RTIP. Include new transportation projects within the urbanized area proposed to use RTC and other local, state or federal funds and prepare and complete all necessary amendments and administrative modifications.

Expected Products

- Maintenance of the 2018-2022 RTIP through September 30, 2019 and development of the FFY 2020-2024 RTIP, which will be effective October 1, 2019
- Amendments and modifications to the RTIP as needed
- Initial development of the FFY 2022-2026 RTIP toward the end of the two-year UPWP

Completion Date: Ongoing task

Funding:	Federal PL Funds	\$24,984
	Local	<u>\$1,315</u>
	TOTAL	\$26,299

3.4 Regional Transportation Plan (RTP) Activities

Task Elements

The 2040 RTP was adopted by the RTC Board on May 18, 2017, and Amendment 1 was approved on August 17, 2018. Work will begin to develop the 2045 RTP for a tentative adoption in the spring of 2021. However, this task will also include maintenance and any necessary amendments to the 2040 RTP until the 2045 Plan is adopted. Community outreach during the development of the 2045 RTP, as well as coordination with partner agencies and local governments, will be a significant aspect of this task. The Coordinated Human Services Transportation Plan will be developed in coordination with the 2045 RTP. This plan identifies the transportation needs of individuals with disabilities, older adults, and people with low

incomes, provides strategies for meeting these needs, and prioritizes transportation services for funding and implementation.

An update to the ADA Transition Plan was finalized during the FY 2018-2019 UPWP cycle and adoption of the plan is anticipated around the time of the new fiscal year. Development of the Electric Vehicle Infrastructure and Advanced Mobility Plan will be completed under this work program as well. The Electric Vehicle Infrastructure and Advanced Mobility Plan will examine the role of technology and shared mobility as transportation options continue to evolve in Washoe County. It will also look at what the region can do to prepare for these coming changes in order to provide for a more seamless transition to new modes of transportation.

Safety will also be a significant component to the RTP Activities task. RTC staff will continue to participate in Vision Zero Truckee Meadows to provide analysis and outreach in an ongoing effort to improve pedestrian safety. Potential focus areas include needs assessment of street lighting and identification of intersections on Regional Roads that present safety concerns for pedestrians. In addition, an evaluation of pedestrian connectivity and safety in industrial areas could also be an area of focus.

Potential freight-related sub-tasks might include evaluation of existing and proposed truck routes within the region and identification of proposed safety improvements at railroad grade crossings. It is anticipated that these sub-tasks would involve significant coordination with NDOT and the local jurisdictions.

Expected Products

- RTP amendments as needed throughout the year
- Development of the 2045 RTP
- Completed Electric Vehicle Infrastructure and Advanced Mobility Plan
- Pedestrian safety outreach and analysis

Completion Date: Ongoing task

Funding:	Federal PL Funds	\$535,107
	Local	<u>\$28,164</u>
	TOTAL	\$563,271

3.5 Congestion Management Process

Task Elements

An updated congestion management process will be developed to reflect the guiding principles, goals, and project evaluation factors in the 2045 RTP. This process includes safety, alternative mode capacity, operational improvements, land use compatibility, and community input as factors in the CMP.

The CMP will be used for new projects that are suggested for incorporation into the RTP. The CMP will be instrumental in any future updates to the RTP as well.

Expected Products

CMP evaluation of proposed projects for the 2045 RTP

Completion Date: Ongoing task

Funding:	Federal PL Funds	\$2,141
	Local	<u>\$113</u>
	TOTAL	\$2,254

3.10 Public Participation Plan Development/Update

Task Elements

The RTC Board adopted an updated Public Participation Plan on November 17, 2017, to reflect changes in federal legislation, current outreach procedures, and changes to the structure of RTC advisory committees. This is an ongoing task to ensure that the public participation plan is in compliance with federal regulations and that the agency is making the best use of all the available methods to engage the public in the planning process.

Expected Products

Maintenance of the Public Participation Plan

Completion Date: Ongoing task

Funding:	Federal PL Funds	\$2,141
	Local	<u>\$113</u>
	TOTAL	\$2,254

3.11 Community Involvement Planning

Task Elements

RTC will continue to build on the community outreach activities including those related to planning studies, visioning, and other regional transportation planning issues. This task includes development of outreach and presentation materials. The RTC has also taken a lead role in the Vision Zero Truckee Meadows Coalition and will continue to help facilitate data sharing and outreach to support the goals of this community partnership.

Expected Products

Outreach activities

Completion Date: Ongoing task

Funding:	Federal PL Funds	\$53,537
	Local	<u>\$2,818</u>
	TOTAL	\$56,355

3.13 Corridor and Area Planning

Task Elements

During the previous UPWP cycle, three corridor/area studies were initiated: the South Meadows Region Multimodal Transportation Study, the University Area Transportation Study, and the Eagle Canyon Extension Corridor Study. These studies will be completed under this UPWP. The RTC will also continue to collaborate with NDOT on their analysis of freeway and interchange improvements as they interface with the Regional Road network.

Corridor/area studies specific to this UPWP are listed below. However, activities for the FY 2020 – FY 2021 UPWP also include any special planning analyses/corridor studies to further overall regional goals and objectives as needed.

- South Meadows Region Multimodal Transportation Study: The study will focus on traffic operations analysis and improvements, safety improvements, pedestrian and bicycle connectivity and transit service needs. The study is generally located in the South Meadows area in Reno and Washoe County, and will analyze the projected growth in the area.
- Eagle Canyon Extension Alignment Alternatives and Planning and Environmental Linkages (PEL) Study: Through the North Valleys Region Multimodal Transportation Study, staff received input during public outreach suggesting development of a North Valleys Connector project that would provide a direct connection between the North Valleys and Spanish Springs. The potential alignment includes sections of Eagle Canyon Road and unimproved Hungry Valley Road, which is located within the Reno-Sparks Indian Colony. This study will examine the feasibility of the alignment, potential funding sources to implement improvements, and the forecasted land use and traffic impacts within the corridor. It will assess necessary multimodal improvements up to and including the existing Eagle Canyon Road through its terminus at Pyramid Highway.
- University Area Transportation Study: This study will evaluate multimodal transportation and roadway operations in the area surrounding and within the University of Nevada Reno (UNR) campus. This study will take into account the current and future development plans slated to occur on or near the UNR campus in the coming years and will identify needed connectivity, safety, and access improvements for alternative transportation modes on regional roads.

Expected Products

- South Meadows Region Multimodal Transportation Study
- Eagle Canyon Corridor Study
- University Area Transportation Study
- Various special planning analyses/corridor studies as needed

Completion Date: Ongoing task

Funding:	Federal PL Funds	\$476,287
	Local	<u>\$25,068</u>

TOTAL \$501,355

WORK ELEMENT: 4.0 STREET AND HIGHWAY PLANNING

PREVIOUS AND ONGOING WORK

The Regional Transportation Plan provides the basis for future development of Washoe County's transportation system. Major activities during the previous UPWP included:

- The Washoe County Regional Travel Characteristics Study was completed which provided household and travel behavior data used to inform the travel demand model for more accurate model results.
- The full conversion to a TransCAD regional travel demand model and upgrade was completed.
- The Center Street Bicycle Facility Alternatives Analysis was completed as part of the Data Collection and Analysis program.
- Continued development of RTC's Geographic Information System (GIS) capability, including the production of several online interactive maps to provide transparent and up-to-date information to the public.
- Continued coordination of traffic counts and forecasts as needed to support other RTC, NDOT and local government activities.

TASKS

4.1 Regional Road Impact Fee (RRIF) Activities

Task Elements

Conduct planning work (from the MPO perspective) associated with the update and maintenance of the RRIF program in cooperation with local government agencies and the RRIF Technical Advisory Committee. Tasks will include planning work necessary to update socioeconomic data, provide travel forecasts for alternative time frames and alternative capacity improvement solutions.

Expected Products

- Continued review of the RRIF
- Continuous update of socioeconomic data and provision of travel forecasts

Completion Date: Ongoing task

Funding:	Federal PL Funds	\$2,856
	Local	<u>\$150</u>
	TOTAL	\$3,006

4.2 Geographic Information System (GIS) Management

Task Elements

Maintain and continue to refine network files, traffic analysis zone structures and other GIS files necessary to support a variety of RTC planning needs. Frequent analysis of socioeconomic, transportation, safety, land use, and environmental data as part of the planning process. Analyses will be conducted for planning-level alternatives developed for long-range and/or corridor studies. Products such as interactive mapping will be developed to provide transparent and up-to-date project information to the public.

Expected Products

GIS products adequate to support ongoing RTC planning activities

Completion Date: Ongoing task

Funding:	Federal PL Funds	\$107,075
	Local	<u>\$5,636</u>
	TOTAL	\$112,711

4.3 Traffic Forecasting

Task Elements

Provide traffic forecasts as requested at system and corridor level for the RTIP, RTP and other planning projects to further overall regional goals and objectives. Respond to travel forecast requests from NDOT, regional and local governments, and the public that are at a planning level analysis and not otherwise identified as part of regional or corridor analyses.

Expected Products:

Traffic forecasts and projections as requested

Completion Date: Ongoing task

Funding:	Federal PL Funds	\$21,415
	Local	<u>\$1,127</u>
	TOTAL	\$22,542

4.18 RTC Traffic Model Upgrade/Conversion to TransCAD

Task Elements

The travel demand model will continue to be refined based on data collection and calibration efforts as well as necessary software requirements. The RTC integrates land use data for the region into the travel demand forecasting model that assists in the identification of current and future transportation needs through the shared work program with the Truckee Meadows Regional Planning Agency (TMRPA). RTC will collaborate with TMRPA in the development of the 2020 Consensus Forecasts, which will inform the travel demand model. RTC will also model various land use scenarios based on collaboration with TMRPA for this effort.

The current RTC travel demand model was built on an older version of TransCAD and is not compatible with other TransCAD versions. The model also only runs on an older operating system. RTC will conduct a model update and the model scripts and structure will be modified so that the model works with the latest TransCAD 8 and Windows 10 operating system. The project will also include tasks such as refining formats of some output reports and producing MOVES air quality model inputs.

Expected Products

- Continued refinement of the travel demand model
- Integration of the disaggregated 2020 Consensus Forecasts into the travel demand model
- Scenario planning analysis

Completion Date: Ongoing task

Funding:	Federal PL Funds	\$134,287
	Local	<u>\$7,068</u>
	TOTAL	\$141,355

4.27 Truckee Meadows Regional Planning Agency (TMRPA) Shared Services

Task Elements

This task will provide shared staff resources and expertise between the RTC and TMRPA for MPO activities. The core areas of this shared program delivery under the UPWP include GIS analysis, data collection, online data access, and development of the 2020 Consensus Forecasts. TMRPA will also work with RTC to forecast the traffic impacts of various development scenarios.

Expected Products

Expected products will include shared GIS data resources, collaborative public outreach materials and events, and analytical staff reports on various planning topics.

Completion Date: Ongoing task

Funding:	Federal PL Funds	\$151,806
	Local	<u>\$7,990</u>
	TOTAL	\$159,796

4.31 Data Collection and Analysis Program

Task Elements

This task includes data collection related to safety, regional bicycle and pedestrian counts, traffic calming treatments, and other transportation infrastructure data as needed. Analysis of mode

share by auto, transit, bicycle, and pedestrian will be conducted. This program will support monitoring of transportation performance measures included in the 2040 RTP and those to be included in the updated plan.

Expected Products

Creation and maintenance of GIS data, updated multimodal count database, and analysis for the performance measures identified in the annual report.

Completion Date: Ongoing task

Funding:	Federal PL Funds	\$165,069
	Local	<u>\$8,688</u>
	TOTAL	\$173,757

WORK ELEMENT: 5.0 PUBLIC TRANSPORTATION PLANNING

PREVIOUS AND ONGOING WORK

The Transit Asset Management (TAM) Plan was completed under the previous UPWP. Additionally, the Affordable Housing Study was initiated to determine potential locations for the development of affordable housing near higher-ridership transit routes to better facilitate a jobs-housing balance in the region, and will be completed under this UPWP. Continued analysis of transit route performance will also occur throughout this UPWP cycle to maximize system efficiency.

TASKS

5.2 Transit Planning

Task Elements

This task will include transit planning related to bus route analysis and modifications, bus stop facilities and amenities, bus maintenance facilities, transit fleet monitoring and implementation of electric vehicle technology, and monitoring of transit performance measures.

The RTC will continue to monitor and update the Transit Asset Management (TAM) Plan as needs and priorities change. TAM plans are required of all agencies that own, operate, or manage capital assets used to provide public transportation and receive federal financial assistance. In addition, the RTC will develop a Public Transportation Agency Safety Plan (PTASP), which is required for agencies that receive FTA Urbanized Area Formula Grants (Section 5307 funds). The RTC must certify a safety plan is in place meeting all requirements by July 20, 2020. The plan must be updated and certified by the transit agency annually.

One of the performance targets identified in the current RTP is to operate a 100% fully electric, zero emission fixed route transit fleet (RTC RIDE) by 2040. The RTC is well underway in working toward accomplishing this goal. However, technology in this industry is rapidly changing

and one of the projects identified for this task is to develop an Electric Rate Structure Study and Charging Infrastructure Plan to guide the transition toward this goal.

Additionally, the RTC will conduct a site suitability study for the relocation of the current Meadowood Mall transfer facility. There is a need to find a new location for this important transfer point, and this study will take into account the logistical needs of the existing RIDE service as well as the footprint necessary to support continuing operations.

As customer needs and demand for the fixed route transit service continue to change, the RTC will administer an on-board rider survey to better assess potential service efficiencies and gauge passenger satisfaction.

Expected Products

- Monthly transit system operations reports and sections of the annual report related to performance measures
- Completion of the Affordable Housing Study
- Continued maintenance of the Transit Asset Management Plan and development of the Public Transportation Agency Safety Plan
- Development of the Electric Rate Structure Study and Charging Infrastructure Plan
- Meadowood Mall Transfer Relocation Study
- RTC RIDE On-Board Rider Survey

Completion Date: Ongoing task

Funding:	Federal PL Funds	\$386,037
	Local	<u>\$20,318</u>
	TOTAL	\$406,355

WORK ELEMENT: 6.0 AIR QUALITY PLANNING

PREVIOUS AND ONGOING WORK

During the previous UPWP, the RTC continued participation in the air quality interagency consultation group comprised of various agencies including Washoe County Health District — Air Quality Management Division (WCHD-AQMD) and the Nevada Department of Environmental Protection (NDEP) in order to meet the Transportation Conformity requirements for Amendment 1 to the 2040 RTP.

Staff will continue to participate in planning activities that seek to improve Washoe County's attainment/maintenance status for PM₁₀ and CO.

TASKS

6.1 Air Quality Modeling/Analysis

Task Elements

Perform transportation monitoring and analysis required as part of the Washoe County Transportation Conformity Plan. This task will include, as needed, analysis of alternate base years and mobile source measures proposed for inclusion in local air quality plans. Updated air quality analysis for the 2045 RTP project listing.

Continue to attend meetings and monitor activities of the WCHD-AQMD and other organizations dealing with air quality issues. The interagency consultation group meets on a quarterly basis.

Expected Products

- Continued participation in the conformity process established in the Washoe County Transportation Conformity Plan
- Air quality analysis for the 2045 RTP project listing and any proposed analyses as needed under the current RTP.

Completion Date: Ongoing task

Funding:	Federal PL Funds	\$7,138
	Local	<u>\$376</u>
	TOTAL	\$7,514

6.2 CMAQ Evaluation Planning

Task Elements

Continue to conduct planning-level emission reduction calculations and cost benefit analyses for CMAQ projects. Prepare the annual CMAQ reporting submittal which is used as the basis for reporting performance targets under the MAP-21 Performance Management program. Update the CMAQ project selection procedure as necessary.

Expected Products

- CMAQ planning-level emission reduction calculations and cost benefit analysis
- Annual CMAQ report and updated performance targets
- Update of CMAQ project selection procedures documentation as necessary

Completion Date: Ongoing task

Funding:	Federal PL Funds	\$3,569
	Local	<u>\$188</u>
	TOTAL	\$3,757

6.3 RTIP/RTP Conformity Analyses

Task Elements

Prepare updated conformity analyses of RTC plans and programs as required to comply with Clean Air Act mandates and guidelines. Conformity analyses will encompass the non-attainment area appropriate for each pollutant.

Expected Products

Continue to perform conformity analyses, as needed, for the RTP and the RTIP

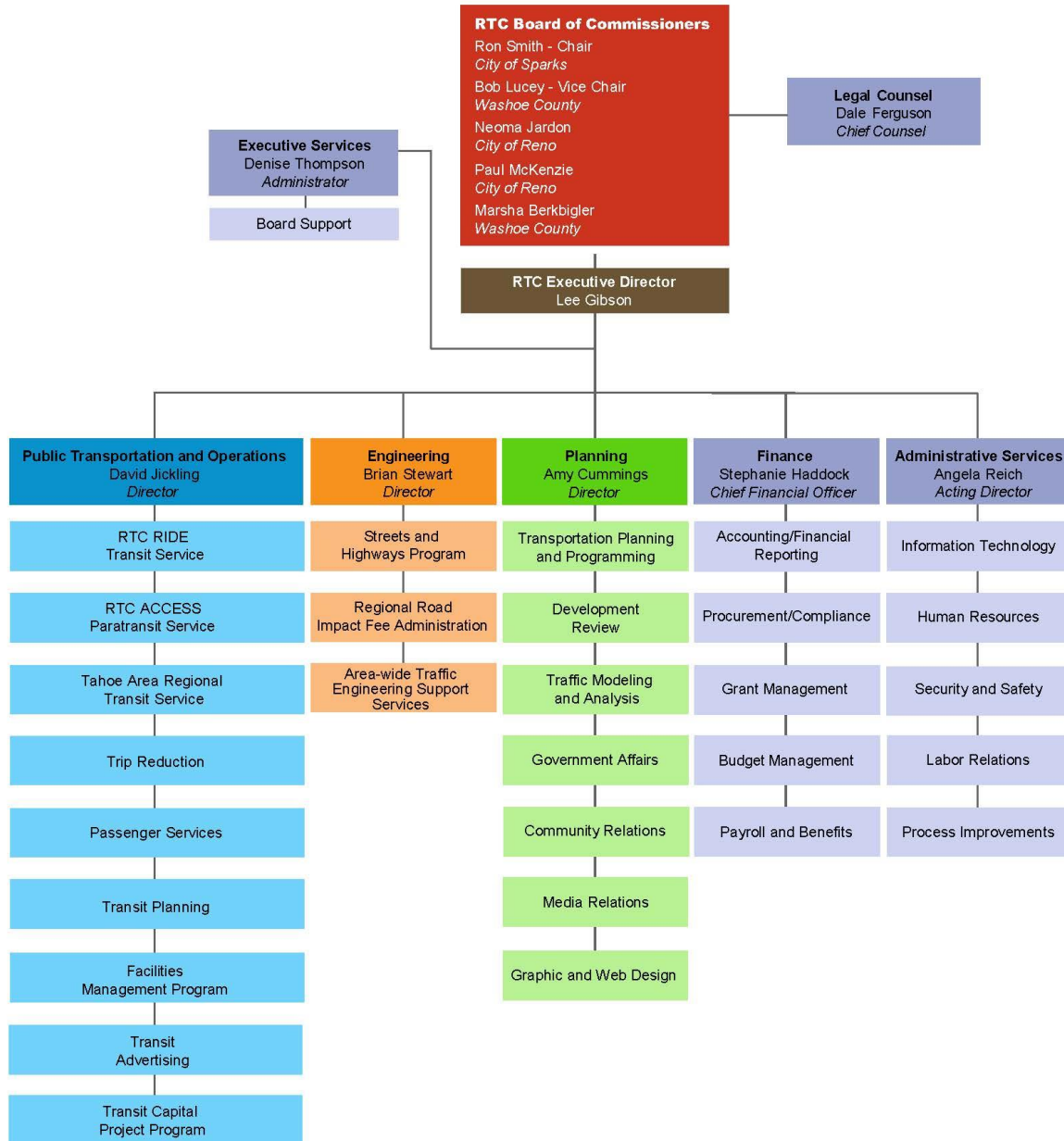
Completion Date: Ongoing task

Funding:	Federal PL Funds	\$2,499
	Local	<u>\$131</u>
	TOTAL	\$2,630

APPENDIX A

REGIONAL TRANSPORTATION COMMISSION

ORGANIZATIONAL CHART



APPENDIX B NDOT/RTC Roles and Responsibilities

The purpose of this statement is to outline the roles and responsibilities of the Nevada Department of Transportation (NDOT) and the Regional Transportation Commission of Washoe County (RTCWC), as required by 23 CFR Sec.450.314 and is incorporated in the Unified Planning Work Program per 23 CFR 450.314.

I. General Roles & Responsibilities

RTCWC will perform the transportation planning process for Washoe County and develop procedures to coordinate transportation planning activities in accordance with applicable federal regulations and guidance.

The transportation process will, at a minimum, consist of:

- A. Development of an annual Unified Planning Work Program (UPWP) that lists and describes all transportation planning studies and tasks to be completed during the year.
- B. Development and update of a long range, multi-modal metropolitan transportation plan, known as the Regional Transportation Plan (RTP).
- C. Development and maintenance of a short-range transportation improvement program (TIP).
- D. Financial planning to ensure plans and programs are fiscally constrained within anticipated funding levels.
- E. Development of planning studies and system performance monitoring, including highway corridor and intersection studies, transit system studies, application of advanced computer techniques, and transportation data collection and archiving.
- F. Public outreach to the community throughout the transportation planning process, including the electronic dissemination of reports and supporting information on the RTCWC's website, and consideration of public comments. Public outreach activities should take into account the needs of persons with limited proficiency in English.
- G. Ensuring low income or minority populations, including the elderly and persons with disabilities are not significantly or disproportionately impacted.
- H. Development and implementation of a Congestion Management Process as appropriate.
- I. Ensuring plans, projects and programs are consistent with and conform to air quality goals of reducing transportation-related emissions and attaining National Ambient Air Quality Standards.

II. The Regional Transportation Plan (RTP)

The RTP will be prepared and compiled through a cooperative process between federal agencies, the Nevada Department of Transportation, RTCWC (including RTCWC in its capacity as the provider of public transportation), the Washoe County

Health District-Air Quality Management Division (WCHD-AQMD), and the local city and county governments in the region.

Responsibilities of the Regional Transportation Commission

- A. The RTCWC will be responsible for preparing and developing the Regional Transportation Plan (20-25 year). The RTP will be converted into a format that will allow it to be downloaded from the internet.
- B. The RTCWC may develop an executive summary report for the region that includes the key issues facing the area and identifies priority programs and projects.
- C. The RTCWC will provide opportunities for the public and other interested parties to provide input during the development of the Regional Transportation Plan, in accordance with the Public Participation Plan. The draft of each update to the RTP will be made available for public and agency review and comment. Prior to taking formal action on the Plan or Plan update, the RTCWC Board will be informed of the extent and nature of comments received and the response to such comments.
- D. The RTCWC will, in cooperation with NDOT, develop estimates of future inflation to be used to convert project costs and revenues to a “year of expenditure” basis.
- E. The RTCWC will coordinate with the WCHD-AQMD to assess air quality impacts and conduct the regional emissions assessment of the RTP.
- F. The RTCWC, acting as the transit agency for Washoe County, will ensure the RTP includes information on local bus capital projects that are consistent with the transit capital program. The RTP will also identify future bus needs and services, including new routes, service expansion, vehicle needs, and operating financial needs.
- G. The RTCWC will prepare an estimate of local and regional revenues available for debt service, street and highway routine maintenance and operations, system preservation and highway modernization, facilities, transit and other infrastructure and overhead cost and reserves to be expended on transportation projects in Washoe County over the 20-25 year time frame of the plan.

Responsibilities of the Nevada Department of Transportation

- A. The Nevada Department of Transportation (NDOT) will provide the following information and data in support of developing the RTP:
 1. An estimate of federal funds expected to be available over the 20-25 year time frame of the plan for highway and transit programs. This estimate of funds will be provided at a time mutually agreed upon by the RTCWC and NDOT so that the fiscal limits of the RTP can be determined before project prioritization begins.
 2. A list of projects in Washoe County, developed in cooperation with the RTCWC, to be undertaken by NDOT over the 20-25 year time frame of the plan using Federal program funds reserved in the State for use anywhere in the State. The state’s regionally significant project list will be provided at a time mutually agreed upon by the RTCWC and NDOT so that air quality conformity analysis can be performed at the appropriate time in the course of the RTP’s development.

3. A list of projects in Washoe County for which funds have been earmarked or otherwise designated in federal transportation legislation.
 4. An estimate of state funds expected to be expended on transportation projects in Washoe County over the 20-25 year time frame of the plan. In the interests of public information, and to assist the RTCWC in demonstrating the fiscal feasibility of the Plan, NDOT will also provide information as to how these expenditures relate to the state transportation revenues available after allowing for the cost of maintenance, operations, debt service, administration and other calls on these fund sources.
 5. Traffic count data and other performance indicators for state roads in the Region.
- B. For those federal program funds intended to be distributed between various entities or regions within the State, NDOT will either provide the basis for the allocation between areas as defined by Law, or will work cooperatively with the RTCWC and other jurisdictions to establish mutually agreed formulae for the allocation between areas of such funds for forecasting and financial planning purposes.

NDOT will provide information on projects to be undertaken in Washoe County using transit or other federal program funds allocated to non-urbanized areas of the State, and will consult with the RTCWC on the basis for selecting such projects.

III. Transportation Improvement Program (TIP)

The TIP will be prepared and compiled through a cooperative process between federal agencies, NDOT, the RTCWC (including the RTCWC in its capacity as the provider of public transportation), and the local city and county governments in the region.

Responsibilities of the Regional Transportation Commission

- A. The RTCWC will be responsible for preparing and developing the Transportation Improvement Program (5 year) for the region. The TIP will be converted into a format that will allow it to be downloaded from the internet. The RTCWC will maintain the TIP by tracking changes to projects (schedule, scope and cost) made through the amendments and administrative action process. The TIP will include an estimate of anticipated local funds to be expended on all projects identified in the TIP.
- B. The RTCWC, in consultation with NDOT and local city and county governments, shall develop the list of locally-sponsored transportation projects to be included in the TIP.
 1. In the case of the Congestion Mitigation and Air Quality Program (or successor program of similar intent), the RTCWC shall follow the Transportation Conformity Plan process and consult with the WCHD-AQMD and other agencies as appropriate in the development of the list of projects to be included in the TIP.
 2. In the case of the Transportation Alternatives Program (or successor program of similar intent), the RTCWC shall also consult with all eligible project sponsors in the development of the list of projects to be included in the TIP.

- C. The RTCWC, as the provider of public transportation services, shall develop the list of transit projects to be included in the TIP.
 - 1. In the urbanized area, the RTCWC shall consult with not-for-profit agencies and other providers of specialized transportation and human services, in accordance with the Coordinated Public Transit-Human Services Plan.
 - 2. For non-urbanized area transit programs, the RTCWC shall consult with NDOT and other providers of transportation services to the non-urbanized parts of the region.
- D. The RTCWC will develop an estimate of anticipated local funds to be expended on transit projects identified in the TIP. In the interests of public information and to assist in demonstrating the fiscal feasibility of the TIP, the RTCWC will also document how these expenditures relate to the local revenues available for transit after allowing for the cost of maintenance, operations, debt service, administration and other calls on these fund sources.
- E. The RTCWC will provide information on proposed TIP amendments and administrative modifications relating to projects sponsored by the RTCWC or local entities. Amendments and administrative modifications will include a project description that provides sufficient detail to explain the proposed changes to the RTCWC board, as well as a justification for the change.

Responsibilities of the Nevada Department of Transportation

- A. NDOT will prepare an initial list of NDOT-sponsored projects to be included in each new TIP. This list will be based on the current TIP and an assessment of which projects will be obligated for funding before the end of the current federal fiscal year.
- B. NDOT will provide information on proposed TIP amendments and modifications relating to projects sponsored by NDOT. Amendments will include a project description that provides sufficient detail to allow the proposed changes to be explained to the RTCWC Board, as well as a justification for the change.
- C. NDOT will provide a list of projects obligated during the federal fiscal year at the end of each program year. The annual list of obligated projects should include both highway and transit projects and should identify the fund source and the amount obligated in accordance with 23 CFR 450.332.
- D. NDOT will provide, for each federal fund source, the revenues available (including both unobligated funds carried forward from prior years and the amount appropriated during the fiscal year), the total amount obligated, any other deductions and the balance of funds remaining at the end of the fiscal year.

IV. Statewide Transportation Improvement Program (STIP)

- A. NDOT will develop a four-year STIP including projects in the areas of each MPO and in the rural regions of the State and will be responsible for securing the approval of the STIP by the United States Department of Transportation.
- B. The TIP, as developed by the RTCWC, will be incorporated into the STIP without change, directly or by reference.

- C. NDOT, in consultation with the RTCWC and the other MPOs in the State, shall develop procedures for the modification and amendment of the STIP. NDOT shall be responsible for notifying the RTCWC of the effective date of modifications and the approval date of amendments.

V. Public Transportation Planning

- A. The RTCWC, acting as the transit agency for the Region, will ensure the RTP and TIP include all transit projects (both capital and operating) that are funded by Federal program funds.
- B. The RTCWC will consult with NDOT to ensure the RTP and TIP include information on transit projects in the non-urbanized parts of the region that are funded by Federal program funds.
- C. The RTCWC will include in the RTP information on the transit system and will outline the objectives of the RTCWC in respect of the various types and modes of public transportation in the region.

VI. Air Quality Planning

- A. The preparation of a new or revised RTP will be coordinated with the State Air Quality Implementation Plan (SIP) and the transportation demand and system management (TDM/TSM) measures.
- B. In accordance with the Clean Air Act and the U.S. EPA's conformity regulations (40 C.F.R. Part 51), the RTCWC, acting as the MPO, makes an air quality conformity determination on any new or revised RTP prior to Plan approval. Any such new or revised RTP is also provided to the FHWA and the FTA with a request that these federal agencies approve the conformity finding.

VII. Public Participation Program

- A. The RTCWC will develop and maintain a Public Participation Plan that sets out the procedures to include the public and interested parties in the development of the Regional Transportation Plan and Transportation Improvement Program and other parts of the planning process, to seek public input and comment, and to inform decision makers of the extent and nature of comments received and the response to such comments
- B. The RTCWC will review, evaluate, and update its public participation plan at least every four years.
- C. The RTCWC will maintain a list of interested organizations and individuals who will receive notices of MPO plans, programs and projects.
- D. The RTCWC will work to ensure that low-income, minority and transit dependent areas are afforded an adequate opportunity to participate in the transportation planning process, receive a fair share of the transportation improvement benefits and do not endure a disproportionate transportation burden.
- E. The RTCWC will maintain its website to provide clear and concise information on the transportation planning process and provide an opportunity to download reports and documents. This will include developing project and study summaries,

converting reports into a pdf or text format, and maintaining a list of available documents. The website will provide links to other associated organizations and agencies.

VIII. Fiscal/Financial Planning

- A. NDOT will provide the RTCWC with up-to-date fiscal and financial information and projections on the statewide and regional transportation improvement programs to the extent practicable.
- B. This will include anticipated federal funding resources by federal aid category by year for the four years covered by the TIP and by five-yearly intervals for the 20-25 year time frame of the RTP for the inclusion in the TIP and RTP financial charts.
- C. For each federal program for which funds are sub-allocated to Washoe County, NDOT will provide an annual statement identifying:
 - 1. Unobligated funds brought forward from the previous year;
 - 2. Funds appropriated during the year;
 - 3. Fund obligated during the year and any adjustments thereto;
 - 4. Unobligated funds balance.
- D. For each federal transit program for which funds are allocated to Washoe County, the RTCWC will provide an annual statement identifying:
 - 1. Unobligated funds brought forward from the previous year;
 - 2. Funds appropriated during the year;
 - 3. Funds obligated during the year and any adjustments thereto;
 - 4. Unobligated funds balance.
- E. NDOT will notify the RTCWC when the anticipated cost of a project, regardless of funding category, has changed in accordance with the agreed upon TIP/STIP amendment and administrative action process.

IX. Performance Measurement and the Management of Congestion

- A. In developing the RTP and TIP, RTCWC will incorporate the national goals, measures and standards of system performance established under the provisions of MAP-21.
- B. RTCWC will coordinate with NDOT in the establishment of multimodal transportation system performance targets for the region. These will reflect national goals and standards as applied to the circumstances and priorities of the region.
- C. RTCWC will cooperate with NDOT to collect data and conduct system performance monitoring. RTCWC will report on progress towards meeting system performance targets as part of the biennial development of major TIP updates and will assist NDOT as needed in meeting state reporting requirements under MAP-21.
- D. To address the national goal of reducing congestion, RTCWC will gather and analyze data to define the extent and duration of congestion in the region, to identify the causes of congestion and to identify congestion management strategies.
- E. As part of the Congestion Management Process (CMP), the RTCWC will develop implementation activities in coordination with NDOT to address congestion and other performance issues, and will include priority projects in the RTP and TIP.

Amendments to this Document

This Statement on Transportation Planning may be amended from time to time to coincide with annual UPWP approval as jointly deemed necessary or in the best interests of all parties, including Federal transportation agencies.

Effective Date

This Statement will be effective after it has been endorsed by the RTCWC as part of the UPWP, and as soon as that UPWP has been approved by NDOT and the relevant Federal transportation agencies.

No Limitation on Statutory Authority

Nothing contained in this Statement is intended to or shall limit the authority or responsibilities assigned to signatory organizations under Nevada law, federal law, local ordinance, or interlocal agreement.

TABLE 3 FY 2020-2021 UNIFIED PLANNING WORK PROGRAM

Totals may vary slightly due to rounding

WORK ELEMENT	TASK	STAFF HOURS	% HOURS	COSTS			FUNDING SOURCES					
				STAFF	CONSULT	TOTAL	Federal PL FUNDS	Local MATCH*	RTC Fuel TAX	RTC Sales TAX	TOTAL LOCAL	TOTAL
1.0 ADMINISTRATION												
1.1	Administration/Continuing Planning	8,000	38.5%	\$601,120	\$0	\$601,120	\$571,064	\$30,056	\$30,056	\$0	\$30,056	\$601,120
1.2	Unified Planning Work Program	150	0.7%	\$11,271	\$0	\$11,271	\$10,707	\$564	\$564	\$0	\$564	\$11,271
1.3	MPO Certification	200	1.0%	\$15,028	\$0	\$15,028	\$14,277	\$751	\$751	\$0	\$751	\$15,028
1.4	Statewide Planning	500	2.4%	\$37,570	\$0	\$37,570	\$35,692	\$1,879	\$1,879	\$0	\$1,879	\$37,571
1.5	Training	900	4.3%	\$67,626	\$0	\$67,626	\$64,245	\$3,381	\$3,381	\$0	\$3,381	\$67,626
	Subtotal:	9,750	46.9%	\$732,615	\$0	\$732,615	\$695,984	\$36,631	\$36,631	\$0	\$36,631	\$732,615
2.0 DEVELOPMENT REVIEW												
2.1	RTC Development Review & Meeting Attendance	400	1.9%	\$30,056	\$0	\$30,056	\$28,553	\$1,503	\$1,503	\$0	\$1,503	\$30,056
	Subtotal:	400	1.9%	\$30,056	\$0	\$30,056	\$28,553	\$1,503	\$1,503	\$0	\$1,503	\$30,056
3.0 MULTI-MODAL PLANNING & PROGRAMMING												
3.1	Regional Transportation Improvement Program	350	1.7%	\$26,299	\$0	\$26,299	\$24,984	\$1,315	\$1,315	\$0	\$1,315	\$26,299
3.4	Regional Transportation Plan (RTP) Activities	4,835	23.2%	\$363,302	\$200,000	\$563,302	\$535,137	\$28,165	\$28,165	\$0	\$28,165	\$563,302
3.5	Congestion Management Process	30	0.1%	\$2,254	\$0	\$2,254	\$2,141	\$113	\$113	\$0	\$113	\$2,254
3.10	Public Participation Plan Development	30	0.1%	\$2,254	\$0	\$2,254	\$2,141	\$113	\$113	\$0	\$113	\$2,254
3.11	Community Involvement Planning	750	3.6%	\$56,355	\$0	\$56,355	\$53,537	\$2,818	\$2,818	\$0	\$2,818	\$56,355
3.13	Corridor and Area Planning	750	3.6%	\$56,355	\$445,000	\$501,355	\$476,287	\$25,068	\$25,068	\$0	\$25,068	\$501,355
	Subtotal:	6,745	32.4%	\$506,819	\$645,000	\$1,151,819	\$1,094,228	\$57,592	\$57,592	\$0	\$57,592	\$1,151,820
4.0 STREET AND HIGHWAY PLANNING												
4.1	Regional Road Impact Fee Activities	40	0.2%	\$3,006	\$0	\$3,006	\$2,856	\$150	\$150	\$0	\$150	\$3,006
4.2	Geographic Information System (GIS) Mgt.	1,500	7.2%	\$112,710	\$0	\$112,710	\$107,075	\$5,636	\$5,636	\$0	\$5,636	\$112,711
4.3	Traffic Forecasting	300	1.4%	\$22,542	\$0	\$22,542	\$21,415	\$1,127	\$1,127	\$0	\$1,127	\$22,542
4.18	RTC Traffic Model Upgrade/Conversion to TransCAD	750	3.6%	\$56,355	\$85,000	\$141,355	\$134,287	\$7,068	\$7,068	\$0	\$7,068	\$141,355
4.27	TMRPA Shared Services	330	1.6%	\$24,796	\$135,000	\$159,796	\$151,806	\$7,990	\$7,990	\$0	\$7,990	\$159,796
4.31	Data Collection and Analysis Program	50	0.2%	\$3,757	\$170,000	\$173,757	\$165,069	\$8,688	\$8,688	\$0	\$8,688	\$173,757
	Subtotal:	2,970	14.3%	\$223,166	\$390,000	\$613,166	\$582,508	\$30,659	\$30,659	\$0	\$30,659	\$613,167
5.0 PUBLIC TRANSPORTATION												
5.2	Transit Planning	750	3.6%	\$56,355	\$350,000	\$406,355	\$386,037	\$20,318	\$0	\$20,318	\$20,318	\$406,355
	Subtotal:	750	3.6%	\$56,355	\$350,000	\$406,355	\$386,037	\$20,318	\$0	\$20,318	\$20,318	\$406,355
6.0 AIR QUALITY PLANNING												
6.1	Air Quality Modeling/Analysis	100	0.5%	\$7,514	\$0	\$7,514	\$7,138	\$376	\$376	\$0	\$376	\$7,514
6.2	CMAQ Planning	50	0.2%	\$3,757	\$0	\$3,757	\$3,569	\$188	\$188	\$0	\$188	\$3,757
6.3	RTIP/RTP Conformity Analysis	35	0.2%	\$2,630	\$0	\$2,630	\$2,499	\$132	\$132	\$0	\$132	\$2,630
	Subtotal:	185	0.9%	\$13,901	\$0	\$13,901	\$13,206	\$695	\$695	\$0	\$695	\$13,901
FY 2020-2021 Anticipated Funding \$2,710,000												
Totals		20,800	100%	\$1,562,912	\$1,385,000	\$2,947,912	\$2,800,516	\$147,398	\$127,080	\$20,318	\$147,398	\$2,947,914

*Local match is either RTC fuel tax or sales tax funds



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

April 3, 2019

AGENDA ITEM 5

TO: Technical Advisory Committee

FROM: Maria Paz Fernandez, PE
Project Manager

SUBJECT: Oddie Boulevard/Wells Avenue Multi-Modal Improvements Project (30% Design Submission)

RECOMMENDATION

Acknowledge receipt of report on the Oddie Boulevard/Wells Avenue Multi-Modal Improvements Project (30% Design Submission)

SUMMARY

RTC has started the engineering design of the Oddie/Wells Project. Based on the corridor study done in 2013, this project will revitalize the 3.2-mile corridor by creating a safer, more attractive, and better integrated corridor on Wells Avenue beginning at 9th Street in Reno and extending to Oddie Boulevard at Pyramid Highway in Sparks. Improvements will include more pedestrian-friendly sidewalks, pedestrian ramps, landscaping, and bicycle facilities to increase mobility and connectivity in the Truckee Meadows.

RTC held a “re-introductory” meeting on November 29th, 2018, and after 30% Design submission to the Cities of Reno and Sparks, we held a Public Meeting on March 28th, 2019.

These preliminary plans include the option to install a “raised” cycle track where the Corridor Study suggested the use of “buffered” bike lanes (from 9th Street to Sutro Street in Reno and from Rock to Pyramid Way in Sparks). We are also proposing the installation of “green bike boxes” at every intersection and connecting the end termini of the project at 9th Street to the existing multi-use path along the I-80 Eastbound On Ramp. Cities are working on their comments back to us, but there are some concerns regarding the maintenance of the “raised” cycle track versus the typical and widely used bike lane.

Attached is a Project Frequently Asked Questions. We also have a project website: OddieWellsProject.com where project related information could be found.

The public is encourage to submit comments anytime by visiting the project website. A Project update will be presented at the RTC Board meeting on April 19.

Attachment

RTC Oddie Boulevard/Wells Avenue Multi-Modal Improvements Project

Frequently Asked Questions

1. What are the project improvements?

This RTC-sponsored multi-modal improvement project will revitalize the 3.2-mile corridor by creating a safer, more attractive, and better integrated corridor on Wells Avenue beginning at 9th Street in Reno and extending to Oddie Boulevard at Pyramid Highway in Sparks. Improvements will include more pedestrian-friendly sidewalks, pedestrian ramps, landscaping, and bicycle facilities to increase mobility and connectivity in the Truckee Meadows.

Corridor improvements will support economic investment and redevelopment while enhancing the quality of life for area residents by improving accessibility, safety, and visual character.

2. What is the project schedule?

Engineers are in the process of preliminary design with final design anticipated in early 2020. After design is complete, the project will progress to the construction phase. The earliest construction will take place is summer 2020.

3. What are the traffic impacts during construction?

This will depend on final project improvements, but may include:

- Utility installations in the first phase of construction and may include sidewalk closures, lane closures and demolition of existing improvements.
- Roadway improvements will require lane closures and minor detours.
- At least one access to each business will remain available during business hours.

4. What is the project cost and how is it being funded?

The total project cost – including construction, design, permitting, and construction management – is approximately \$30 million. At this time, the project is primarily funded with local fuel tax revenue.

5. What utility improvements and impacts are expected?

With the project just starting, this is still being determined. The project team will work closely with all utilities and partner agencies including, Cities of Reno and Sparks, Nevada Department of Transportation, AT&T, Charter, NV Energy, and Truckee Meadow Water Authority.

6. How can I stay involved and learn more about the project?

- Sign up to receive project updates at: OddieWellsProject.com
- Please call or contact:

Maria Paz-Fernandez, RTC Project Manager
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(775) 335-1861

Lauren Ball, RTC Public Information Officer
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(775) 335-1916



ODDIE WELLS
PROJECT



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April 3, 2019

AGENDA ITEM 6

TO: Technical Advisory Committee

FROM: Scott Miklos
Trip Reduction Analyst

SUBJECT: Presentation on the Smart Trips 2 Work (ST2W) program

RECOMMENDATION

Acknowledge receipt of a presentation on the Smart Trips 2 Work program.

SUMMARY

Purpose: RTC's Smart Trips to Work (ST2W) program is a resource for businesses of all sizes to reduce the number of single occupant vehicles (SOV's) during the morning and afternoon commute periods. Reducing SOV's reduces the number of vehicle trips and vehicle miles traveled (VMT). ST2W has multiple benefits including:

- Improving air quality, especially ozone,
- Reducing traffic congestion,
- Reducing greenhouse gas (GHG) emissions, and
- Managing existing traffic congestion which may reduce or delay the need for major transportation infrastructure improvements.

The ST2W program can be implemented by every size business with higher goals as the number of employees increases. ST2W is designed to satisfy Employee Trip Reduction (ETR) requirements should jurisdictions choose to have this added as a condition for land development projects.