



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

**Wednesday, May 1, 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 April 3, 2019 Meeting Minutes (*For Possible Action*)

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

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

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

ITEM 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

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

May 1, 2019

AGENDA ITEM 6

TO: Technical Advisory Committee

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

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

RECOMMENDATION

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

SUMMARY

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

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

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

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

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

The proposed changes to the RRIF GAM included the following:

IX. Exemptions

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

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

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

ADDITIONAL BACKGROUND

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

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

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

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

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

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

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

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

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

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

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

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

Attachments

REGIONAL ROAD IMPACT FEE SCHEDULE

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

**Regional Road
Impact Fee
(RRIF)**

**6th Edition
DRAFT**

An informational brochure
brought to you by the



www.rtcwashoe.com



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TECHNICAL ADVISORY COMMITTEE
MEETING AGENDA**

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**REGIONAL TRANSPORTATION COMMISSION
TECHNICAL ADVISORY COMMITTEE**

Meeting Minutes

Wednesday, April 3, 2019

Attendees

Daniel Inouye	Washoe County Health District-Air Quality Management Division
Yann Ling-Barnes	Washoe County Health District-Air Quality Management Division
Mitchell Fink	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 Community Services
Armando Ornelas	City of Sparks Community Services
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

RTC Staff

Amy Cummings
Rebecca Kapuler
Mark Maloney
James Weston
Jacqueline Maldonado

Dan Doenges
Scott Miklos
Brian Stewart
Maria Paz-Hernandez

Guests

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 Vice-Chair, Amber Sosa.

ITEM 1. APPROVAL OF AGENDA

The agenda was approved as submitted.

ITEM 2. PUBLIC COMMENT

There were no public comments.

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

The minutes of the TAC meeting March 6, 2019, meeting minutes were approved.

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

Dan Doenges, RTC Planning Manager briefed the committee on the draft UPWP. Staff received input from NDOT and Cities of Reno and Sparks and WCHD-AQ and he stated comments were incorporated into the draft of the UPWP. The final draft UPWP will be presented to the RTC Board for approval in May.

Richard Oujevolk recommended approval of the draft FY 2020-2021 UPWP.

Dan Inouye seconded.

The motion carried unanimously.

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

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

Dan Inouye acknowledged receipt of report on the Oddie Boulevard/Wells Avenue Multi-modal Improvements Project (30% Design Submission).

Chris Tolley seconded.

The motion carried unanimously.

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

Scott Miklos, RTC Trip Reduction Analyst, gave a presentation on the Smart Trips to Work (ST2W) program. A copy of the PowerPoint presentation is on file at the RTC Metropolitan

Planning Department. A discussion continued on the suggested Employee Trip Reduction (ETR) options for proposed commercial/industrial developments.

Arlo Stockham acknowledged receipt of a presentation on the ST2W program.

Dan Inouye seconded.

The motion carried unanimously.

ITEM 7. DEVELOPMENT UPDATES

Arlo, City of Reno, gave updates on North Valleys projects and the Parklane Mall development.

Armando Ornelas, City of Sparks, gave updates on developments occurring in north near the Sparks Marina and downtown Sparks as well as the Wild Creek High School development.

Mitchell Fink, Washoe County, gave development project updates for Washoe County.

ITEM 8. MEMBER ITEMS

Scott Carey, RSIC gave updates on the expired Lime Bike pilot program.

Richard Oujevolk, NDOT gave updates for NDOT construction projects.

Lissa Butterfield, RTAA updated the committee on the proposed relocation of their rental car facility study and potential impacts to the terminal of RTAA.

Dan Inouye, WCHD-AQ, gave updates on the upcoming projects for WCHD-AQ Management Division.

Kevin Verre, NDOT, updated the committee on the anticipated announcement of the latest BUILD grant opportunity.

ITEM 9. AGENDA ITEMS FOR FUTURE TAC MEETINGS

Amy Cummings, RTC Deputy Executive Director/Director of Planning requested an agenda item on the potential Mount Rose Highway NDOT projects.

ITEM 10. RTC STAFF ITEMS

Dan Doenges introduced James Weston, RTC Senior Technical Planner, new to the RTC. He also asked for volunteers to participate in the UNR Transportation Study walking audits, and that the Sun Valley Boulevard corridor improvement project meeting will be held on Wednesday, April 24, 2019, at the Sun Valley Neighborhood Center at 5:30 p.m. and will be streaming live on Facebook,

an invite will be sent to the committee for more information. He announced the RTC is holding weekly Virginia Street Project meetings at Midtown businesses on Thursdays at 9:00am at the Saint, 761 South Virginia Street in Midtown.

Rebecca announced Bike Month is in May and posters were handed out and she mentioned a Vision Zero task force meeting is taking place on Thursday, April 11, 2019, here at the RTC Administrative building.

ITEM 11. PUBLIC COMMENT

There were no public comments given.

ITEM 12. ADJOURNMENT

The meeting adjourned at 10:11 a.m.



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

May 1, 2019

AGENDA ITEM 4

TO: Technical Advisory Committee

FROM: Jelena Williams, CPA
Financial Manager

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

RECOMMENDATION

Recommend approval of the draft FY 2020 RTC budget.

SUMMARY

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

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

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

Attachment

Agenda Item 4 ATTACHMENT

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

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

Agenda Item 4 ATTACHMENT

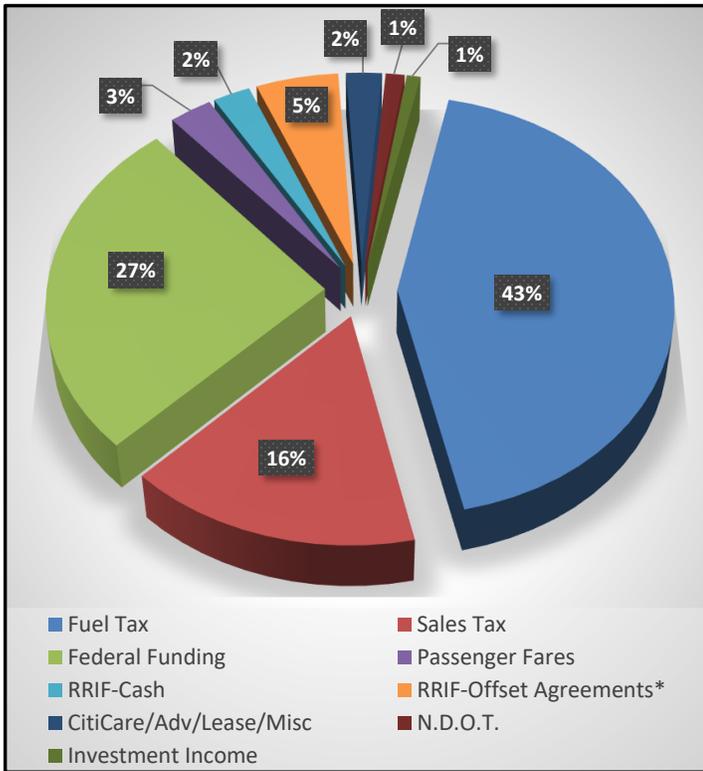
**REGIONAL TRANSPORTATION COMMISSION
ALL FUNDS
THREE YEAR COMPARISON OF EXPENDITURES BY FUNCTION
TENTATIVE BUDGET
FOR FISCAL YEAR ENDING JUNE 30, 2020**

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

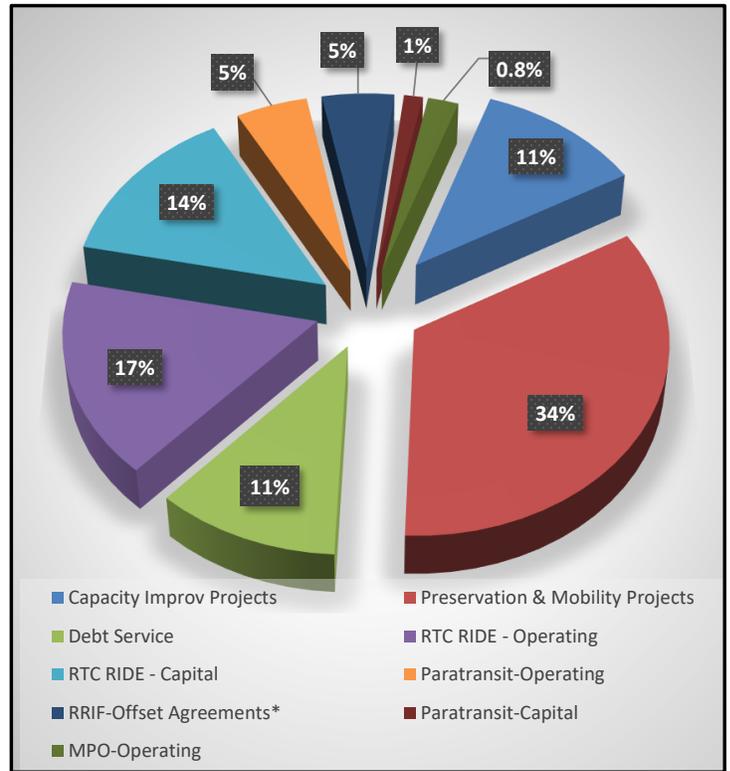
Note: Depreciation is not included in the total expenditure column.
Total expenditures including depreciation of \$7,500,000
are: \$230,749,404

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

REVENUES



EXPENDITURES



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

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

Beginning Balance	\$155,425,042	42.2%
Total:	\$367,910,677	

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

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

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

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

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

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

Agenda Item 4 ATTACHMENT

4/4/2019 4:31 PM



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

*Items Include Agency Wide Funds

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



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

*Items Include Agency Wide Funds

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



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

*Items Include Agency Wide Funds

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



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

*Items Include Agency Wide Funds

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

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REGIONAL TRANSPORTATION COMMISSION

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

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

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REGIONAL TRANSPORTATION COMMISSION

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

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



REGIONAL TRANSPORTATION COMMISSION

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

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



REGIONAL TRANSPORTATION COMMISSION

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

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

Agenda Item 4 ATTACHMENT

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

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Agenda Item 4 ATTACHMENT

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

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Agenda Item 4 ATTACHMENT

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

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

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



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

May 1, 2019

AGENDA ITEM 5

TO: Technical Advisory Committee

FROM: Rebecca Kapuler
Planner

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

RECOMMENDATION

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

SUMMARY

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

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

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

Attachments

Regional Transportation Commission
TRANSPORTATION ALTERNATIVES (TA)
SET-ASIDE PROGRAM
Call for Projects May 1, – June 12, 2019

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

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

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

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

July 2016

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2.0 Process 5

3.0 Implementation of Funded Projects 5

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1.0 Purpose and Eligibility

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

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

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

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

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

1.1 Project Eligibility

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

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

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

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

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

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

Table 1 – National Goals and Relationship to TA Considerations

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

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

1.2 Ineligible Activities

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

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

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

2.0 Process

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

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

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

General responsibilities of the project sponsor are outlined below:

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

3.0 Implementation of Funded Projects

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

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

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

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

Attachment A

SELECTED* FEDERAL REQUIREMENTS

National Environmental Policy Act (NEPA)

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

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

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

Section 106 National Historic Preservation Act (NHPA) of 1966

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

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

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

Brooks Act

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

Competitive Bidding

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

Predetermined Minimum Wage (Davis-Bacon)

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

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

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

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

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