



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

**Wednesday, September 4, 2019 at 9:00 am  
Regional Transportation Commission  
1<sup>st</sup> Floor Conference Room  
1105 Terminal Way, Reno NV 89502**

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

II. The 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 August 7, 2019 Meeting Minutes (*For Possible Action*)

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

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

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

**ITEM 7** 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, August 7, 2019**

**Attendees**

Daniel Inouye	Washoe County Health District-Air Quality Management Division
Kelly Mullin	Washoe County Community Services
Kurt Dietrich	City of Reno, Public Works
Sienna Reid	City of Reno Community Development
Chris Tolley	Truckee Meadows Regional Planning Agency
Scott Carey	Reno-Sparks Indian Colony
Chair, Amber Sosa	City of Sparks, Engineering Services
Lissa Butterfield	Reno-Tahoe Airport Authority
Kevin Verre	Nevada of Department of Transportation

**RTC Staff**

Amy Cummings	Dan Doenges
Mark Maloney	Xuan Wang
Jacqueline Maldonado	

**Guests**

Julee Olander, WC

The Committee met in the First Floor Conference Room, 1105 Terminal Way, Reno, Nevada. The meeting was called to order at 9:02 a.m. by the 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 JULY 10, 2019 MEETING MINUTES**

The minutes of the TAC meeting July 10, 2019, meeting minutes were approved as submitted.

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

Xuan Wang, RTC Senior Technical Planner gave a presentation on the University area Multimodal Transportation Study. A copy of the PowerPoint presentation is on file at the RTC Metropolitan Planning Department. There was no discussion.

Kurt Dietrich, City of Reno made a motion to acknowledge receipt of a presentation on the University Area Multimodal Transportation Study.

Chris Tolley, TMRPA seconded.

The motion carried unanimously.

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

Amy Cummings, RTC Deputy Executive Director/Planning Director gave a presentation on the Project Prioritization Framework. A copy of the PowerPoint presentation is on file at the RTC Metropolitan Planning Department. She discussed the proposed criteria weighting and comments and recommendations were given on the safety, congestion, bike/ped score, and pavement condition as a recommendation to the RTC Board.

Chair, Amber Sosa, City of Sparks, asked if the proposed criteria scoring factor for projects under \$15 million differed from that for projects over \$15 million. Amy Cummings, RTC Deputy Executive Director/Director of Planning, stated the proposed criteria are the same for both lists. Sienna Reid, City of Reno, gave a recommendation to include criteria for land use based on the Truckee Meadows Regional Planning Agency (TMRPA) proposed tiered system and cautioned against awarding additional points to projects with proposed private funding unless that funding is committed in some form of an agreement.

Dan Inouye, WCHD-AQ, gave recommendations to add grocery stores/food data for the potential bonus points in the proposed criteria weighting. Dan Doenges, RTC Planning Manager, stated that this criteria was included in the Bicycle & Pedestrian Master Plan prioritization. A discussion continued on refining the prioritization weighting.

Chris Tolley, TMRPA made a motion to acknowledge receipt of a report on the RTC Project Prioritization framework.

Kelly Mullin, Washoe County seconded.

The motion carried unanimously.

**ITEM 6. DEVELOPMENT UPDATES**

Kelly Mullin, Washoe County, provided an update on an upcoming meeting to discuss standards for short-term rentals on August 20, 2019, at the Automobile Museum and August 26, 2019, at the Chateau in Incline Village.

**ITEM 7. MEMBER ITEMS**

Julee Olander, Washoe County gave an update on a development/construction project off of Red Rock Road and the area plan update for the Tahoe basin which, will be discussed at the October Washoe County Planning Commission Council meetings and a discussion continued.

Sienna Reid, City of Reno gave an update for the City of Reno projects.

Lissa Butterfield, RTAA announced the second RTAA runway is closed for the aircrafts for reconstruction of the runway.

Chris Tolley, TMRPA, announced the Regional Plan update continues and a series of Regional Planning Commission review meetings will be held on the 25, 26 and 27 of September.

Scott Carey, RSIC announced the NDOT Spaghetti Bowl Project record of decision was signed last week.

**ITEM 8. AGENDA ITEMS FOR FUTURE TAC MEETINGS**

There were no items given.

**ITEM 9. RTC STAFF ITEMS**

Mark Maloney, RTC Director of Public Transportation and Operations gave an update on the RTC transit service changes of the temporarily Route 999 which, will start early before the November service change to correspondence with the schools.

**ITEM 10. PUBLIC COMMENT**

There were no comments given.

**ITEM 11. ADJOURNMENT**

The meeting adjourned at 10:01 a.m.



**REGIONAL TRANSPORTATION COMMISSION**

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

Metropolitan Planning Organization of Washoe County, Nevada

September 4, 2019

**AGENDA ITEM 4**

**TO:** Technical Advisory Committee

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

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

**RECOMMENDATION**

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

**SUMMARY**

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

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

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

Attachment





# FFY 2020 - 2024

## REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM



# DRAFT

## Table of Contents

	<u>Page</u>
<b>CHAPTER 1: INTRODUCTION</b>	
Overview of the Regional Transportation Improvement Program Process .....	1
Conformity with the Clean Air Act Amendment of 1990.....	2
Implementing the FAST Act and MAP-21 .....	3
FFY 2020-2024 Regional Transportation Improvement Program Summary .....	3
Major Roadway and Multimodal Corridor Projects.....	4
Transit Programs .....	5
Transportation System Management (TSM), Transportation Demand Management (TDM) and Other Projects .....	5
Other Regional TIP Conformities and Certifications.....	5
Conformity with the Regional Transportation Plan (RTP) .....	5
Financial Capacity .....	6
Public Involvement Plan.....	6
Conformity Determination .....	6
<b>CHAPTER 2: RTIP PLANNING PROCESS</b>	
Regional Planning Process .....	7
Truckee Meadows Regional Planning Agency (TMRPA) .....	7
Nevada Department of Transportation (NDOT) .....	7
Washoe County Health District (WCHD).....	7
Reno-Tahoe Airport Authority (RTAA).....	7
RTC Planning Process.....	8
Regional Transportation Plan (RTP).....	8
Regional Transportation Improvement Program (RTIP).....	8
RTC Advisory Committees.....	9
<b>CHAPTER 3: CURRENT AND FUTURE TRENDS</b>	
Socioeconomic Trends .....	11
Travel Trends.....	12
Population and Employment Forecasts.....	12



# DRAFT

## CHAPTER 4: FEDERAL TRANSPORTATION PROGRAMS

Introduction .....	14
National Highway Performance Program (NHPP) .....	14
Surface Transportation Block Grant Program (STBG).....	14
Congestion Mitigation Air Quality (CMAQ) .....	14
Highway Safety Improvement Program (HSIP).....	14
National Highway Freight Program (NHFP) .....	15
FAST Act Planning Provisions.....	15
Long-Range Plan.....	15
Transportation Management Area (TMA) Designation and Requirement for Congestion Management Process (CMP).....	15
MPO-State Coordination in RTIP Development.....	15
Project Prioritization and Financial Constraint .....	15
Functional Classification .....	15
Certification.....	16

## CHAPTER 5: PUBLIC TRANSPORTATION CAPITAL AND OPERATING PLAN

Introduction .....	17
RTC Public Transportation Services .....	17
RTC RIDE.....	17
RTC RAPID .....	18
RTC INTERCITY.....	18
RTC SIERRA SPIRIT .....	18
RTC ACCESS .....	18
Tahoe Area Regional Transit (TART) .....	19
Prioritization of Public Transportation Improvements.....	19
Service and Capital Strategies.....	20

## CHAPTER 6: RTIP PROJECT PRIORITIZATION

Project Prioritization .....	21
------------------------------	----

# DRAFT

## CHAPTER 7: FINANCIAL PLAN

FAST Act Requirements.....	23
Financial Assumptions Summary .....	23
Local Fund Sources.....	23
Fuel Taxes.....	24
Transit Sales Tax.....	24
Road Sales Tax.....	24
Regional Road Impact Fees (RRIF) .....	24
State Funding Sources.....	24
Federal Fund Sources.....	24
National Highway Performance Program (NHPP) .....	25
Surface Transportation Block Grant Program (STBG).....	25
Congestion Mitigation Air Quality Funds (CMAQ).....	25
Transportation Alternatives Set-Aside Program (TA Set-Aside).....	26
FTA Section 5307.....	26
FTA Section 5339.....	26
Financial Summary.....	26

## CHAPTER 8: AIR QUALITY ANALYSIS AND CONFORMITY DETERMINATION

Meeting Federal Requirements .....	28
Status of Air Quality Pollutants.....	29
Travel Forecasting Model and MOVES Emission Model.....	31
Air Quality Analysis—Plan Requirements.....	31
Air Quality Analysis—Crediting Provisions .....	31
Traffic Signal Optimization/Timing Upgrade Program .....	32
Conversion of RTC ACCESS and RTC RIDE Fleets to Alternative or Cleaner Burning Fuels .....	32
Trip Reduction Programs .....	33
RTC Travel Demand Model .....	34
Air Quality Analysis .....	34
CO Analysis.....	35
PM <sub>10</sub> Analysis.....	35
Summary .....	35
Air Quality Analysis Support Documentation .....	36

## APPENDIX A – FFY 2020-2024 PROJECT LISTING

## APPENDIX B – RTIP AMENDMENTS/ADMINISTRATIVE MODIFICATIONS

## APPENDIX C – ACRONYMS

# DRAFT

## LIST OF TABLES

	<u>Page</u>
Table 1-1 National Safety Performance Measures .....	4
Table 1-2 FFY 2020-2024 RTIP Summary .....	4
Table 3-1 2018 Consensus Forecast Totals .....	13
Table 5-1 2018 RTC RIDE System Performance Indicators .....	18
Table 8-1 RTC VANPOOL Air Pollution Reductions .....	34
Table 8-2 CO Emissions Analysis .....	35
Table 8-3 PM <sub>10</sub> Total Emissions .....	35
Table 8-4 Emission Factors .....	36
Table 8-5 VMT by Facility Type by Analysis Year .....	36
Table 8-6 Emissions.....	37

## List of Figures

Figure 2-1 Regional Transportation Commission Planning Process .....	9
Figure 3-1 Washoe County Employment and Population Growth .....	11
Figure 3-2 Washoe County Trends.....	12
Figure 7-1 FFY 2020-2024 RTIP Expenditures & Revenues .....	27
Figure 8-1 Reno/Sparks Hydrographic Area #87.....	30

# DRAFT

## Chapter 1: Introduction

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

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

### Overview of the Regional Transportation Improvement Program Process

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

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

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

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

# DRAFT

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

## Conformity with the Clean Air Act Amendment of 1990

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

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

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

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

# DRAFT

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

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

## Implementing the FAST Act and MAP-21

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

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

- Safety—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure condition—To maintain the highway infrastructure asset system in a state of good repair.
- Congestion reduction—To achieve a significant reduction in congestion on the National Highway System (NHS).
- System reliability—To improve the efficiency of the surface transportation system.
- Freight movement and economic vitality—To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental sustainability—To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced project delivery delays—To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

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

# DRAFT

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

## Safety Performance Management

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

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

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

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

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

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



# DRAFT

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

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

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

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

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

# DRAFT

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

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

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

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

## FFY 2020-2024 Regional Transportation Improvement Program Summary

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

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

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

# DRAFT

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

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

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

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

## Major Roadway and Multimodal Corridor Projects

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

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

# DRAFT

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

## Transit Programs

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

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

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

## Other RTIP Conformities and Certifications

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

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

### Financial Capacity

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

# DRAFT

## Public Involvement Plan

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

## Conformity Determination

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

# DRAFT

## Chapter 2: Planning Process

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

### Regional Planning Process

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

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

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

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

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

# DRAFT

## RTC Planning Process

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

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

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

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

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

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

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

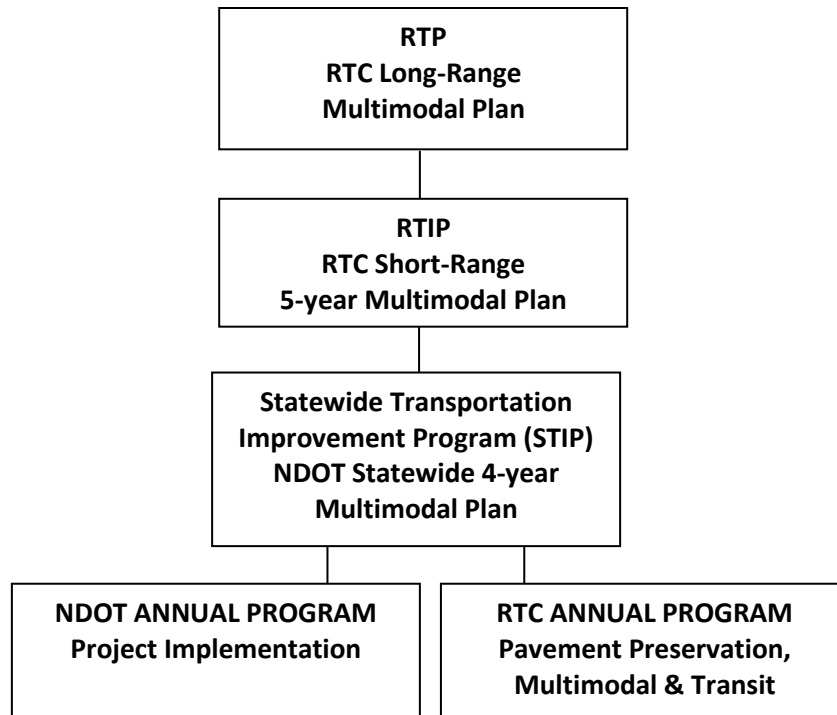
**Regional Transportation Improvement Program (RTIP)** The RTIP is a five-year, multimodal transportation plan for implementation of projects in Washoe County. It includes transit, paratransit, major street and highway capital projects and transportation system and demand management programs. The RTIP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



# DRAFT

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

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



## RTC Advisory Committees

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

# DRAFT

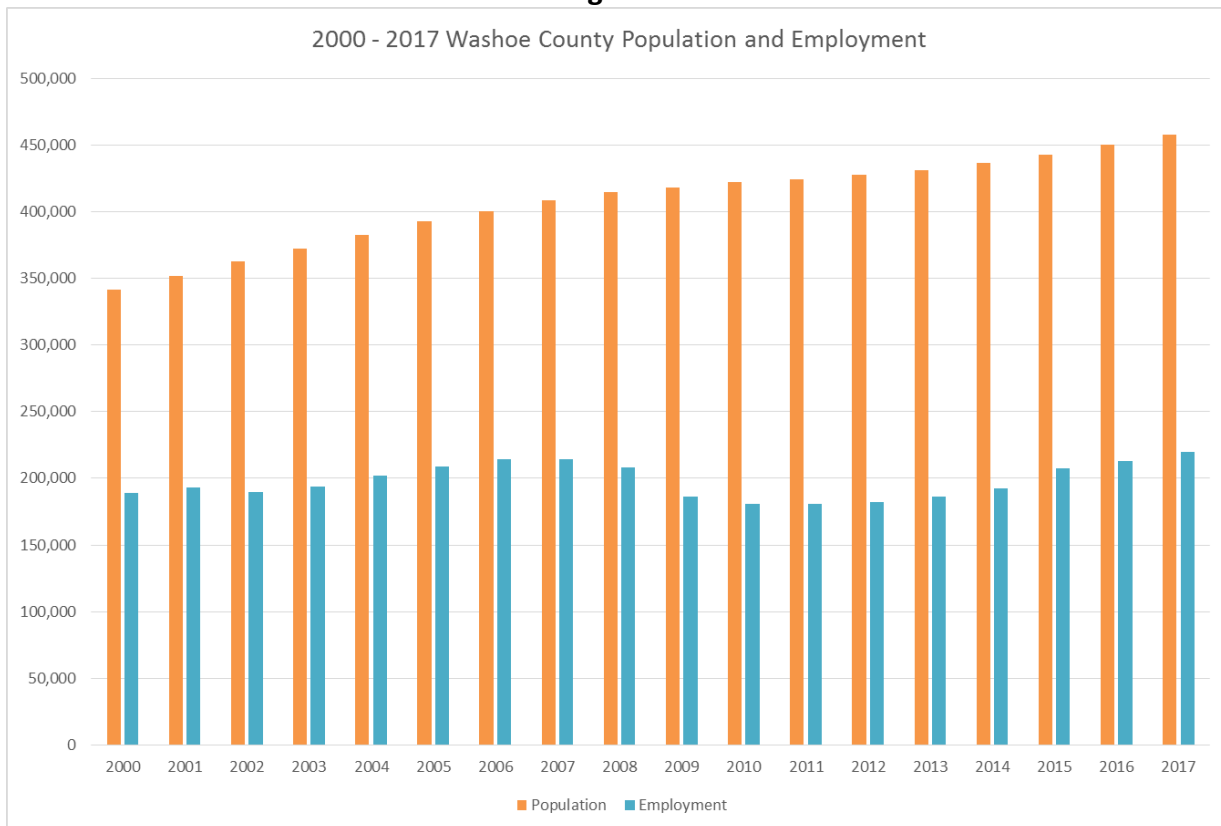
The Technical Advisory Committee (TAC) is composed of planning and public works personnel from each of the local governmental entities including the Cities of Reno and Sparks and Washoe County. In addition, representatives from the Nevada Department of Transportation (NDOT), Federal Highway Administration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

## Chapter 3: Current and Future Trends

### Socioeconomic Trends

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

Figure 3-1



### Travel Trends

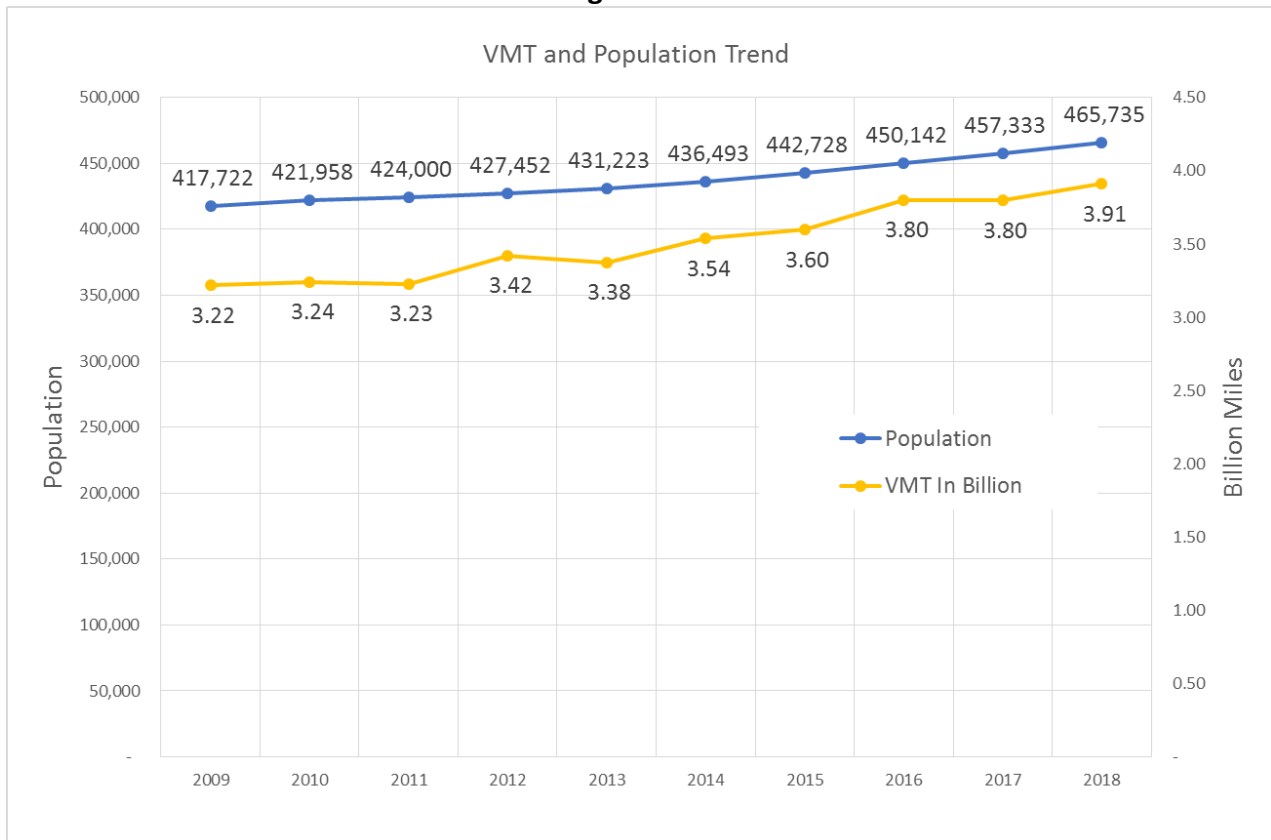
One of the goals of the RTC is to increase the share of trips made by walking, bicycling, and riding transit. A comprehensive program to document alternative mode use and monitor changes over time was initiated in 2013. A stated goal in the 2040 RTP is a 15% alternative mode share within the transit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

# DRAFT

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

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

**Figure 3-2**



# DRAFT

## Population and Employment Forecasts

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

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

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

# DRAFT

## Chapter 4: Federal Transportation Programs

### Introduction

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

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

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

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

# DRAFT

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

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

## **FAST Act Planning Provisions**

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

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

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

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

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



# DRAFT

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

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

# DRAFT

## Chapter 5: Public Transportation Capital and Operating Plan

### Introduction

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

### RTC Public Transportation Services

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

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

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

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

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

# DRAFT

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

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

**Table 5-1**

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

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

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

# DRAFT

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

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

## **Prioritization of Public Transportation Improvements**

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

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

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

# DRAFT

## Service and Capital Strategies

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

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

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

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

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

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

# DRAFT

## Chapter 6: RTIP Project Prioritization

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

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

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

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

# DRAFT

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

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

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

# DRAFT

## Chapter 7: Financial Plan

### FAST Act Requirements

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

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

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

### Financial Assumptions Summary

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

### Local Fund Sources

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



# DRAFT

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

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

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

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

## State Funding Sources

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

## Federal Fund Sources

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

# DRAFT

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

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

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

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

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

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

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

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

# DRAFT

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

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

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

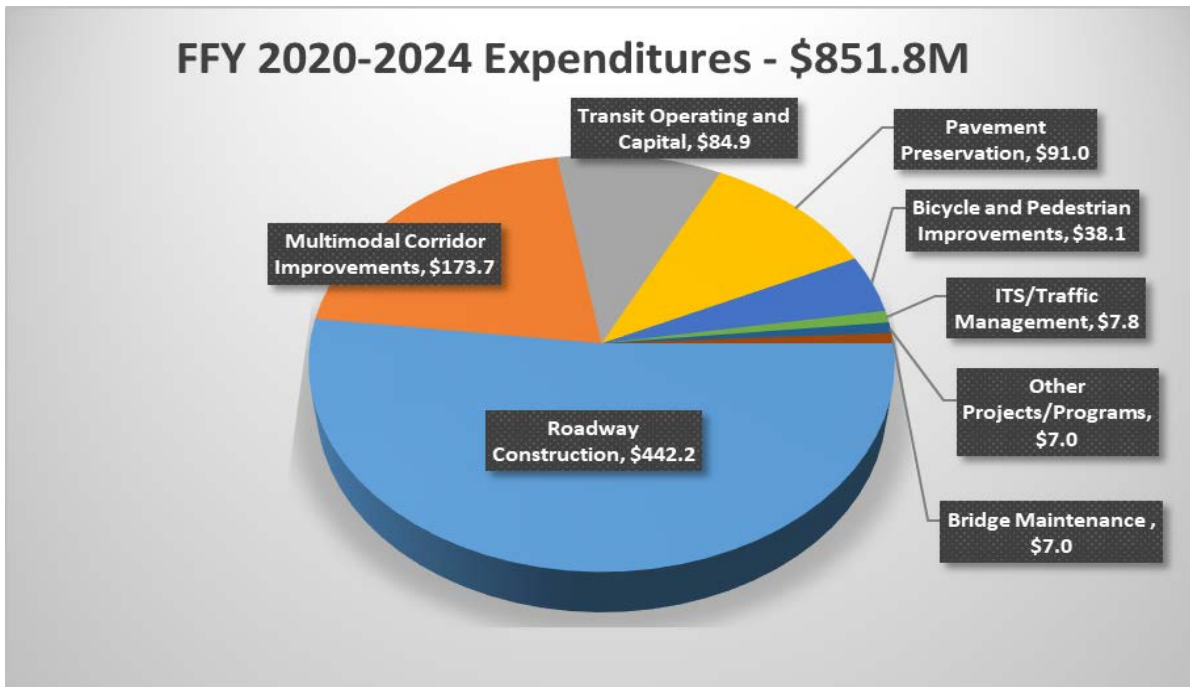
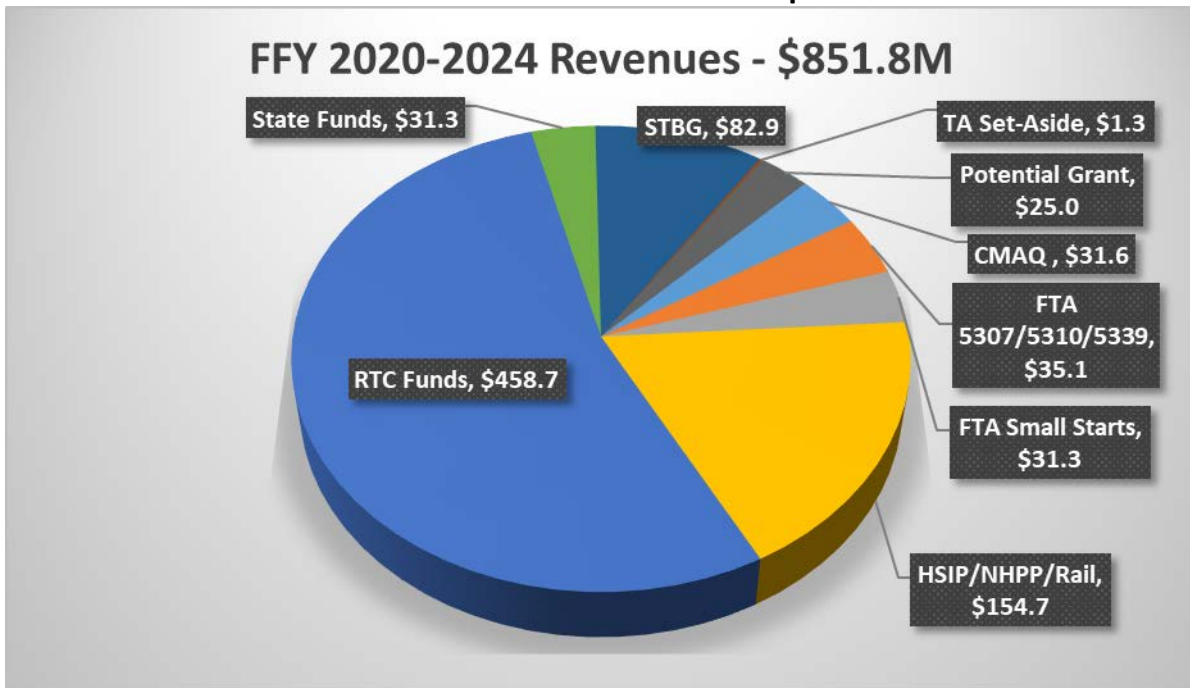
[FTA Section 5339](#) – with the passage of MAP-21, Section 5339 was converted from a discretionary funded program to a formula-based program, and has remained formula-based under the FAST Act. Section 5339 provides funding to replace, rehabilitate and purchase buses and related equipment, and to construct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

## Financial Summary

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

# DRAFT

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



# DRAFT

## Chapter 8: Air Quality Analysis and Conformity Determination

### Meeting Federal Requirements

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

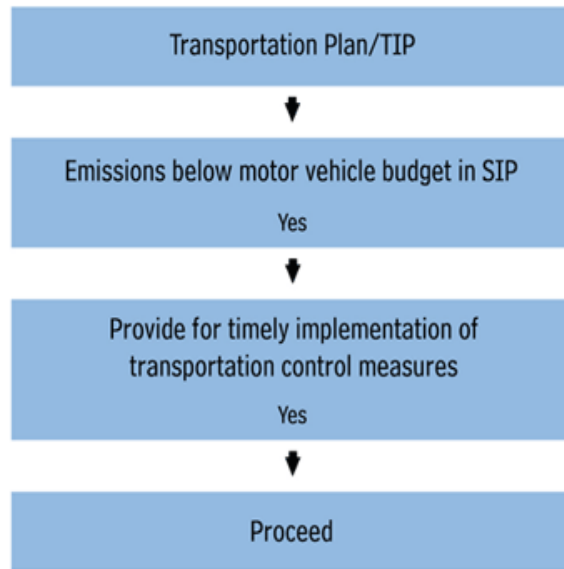
Since emissions from motor vehicles make a significant contribution to air pollution, the CAAA also requires that transportation officials make a commitment to programs and projects that will help achieve air quality goals including:

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

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

# DRAFT

## Transportation Conformity



### Status of Air Quality Pollutants

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

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

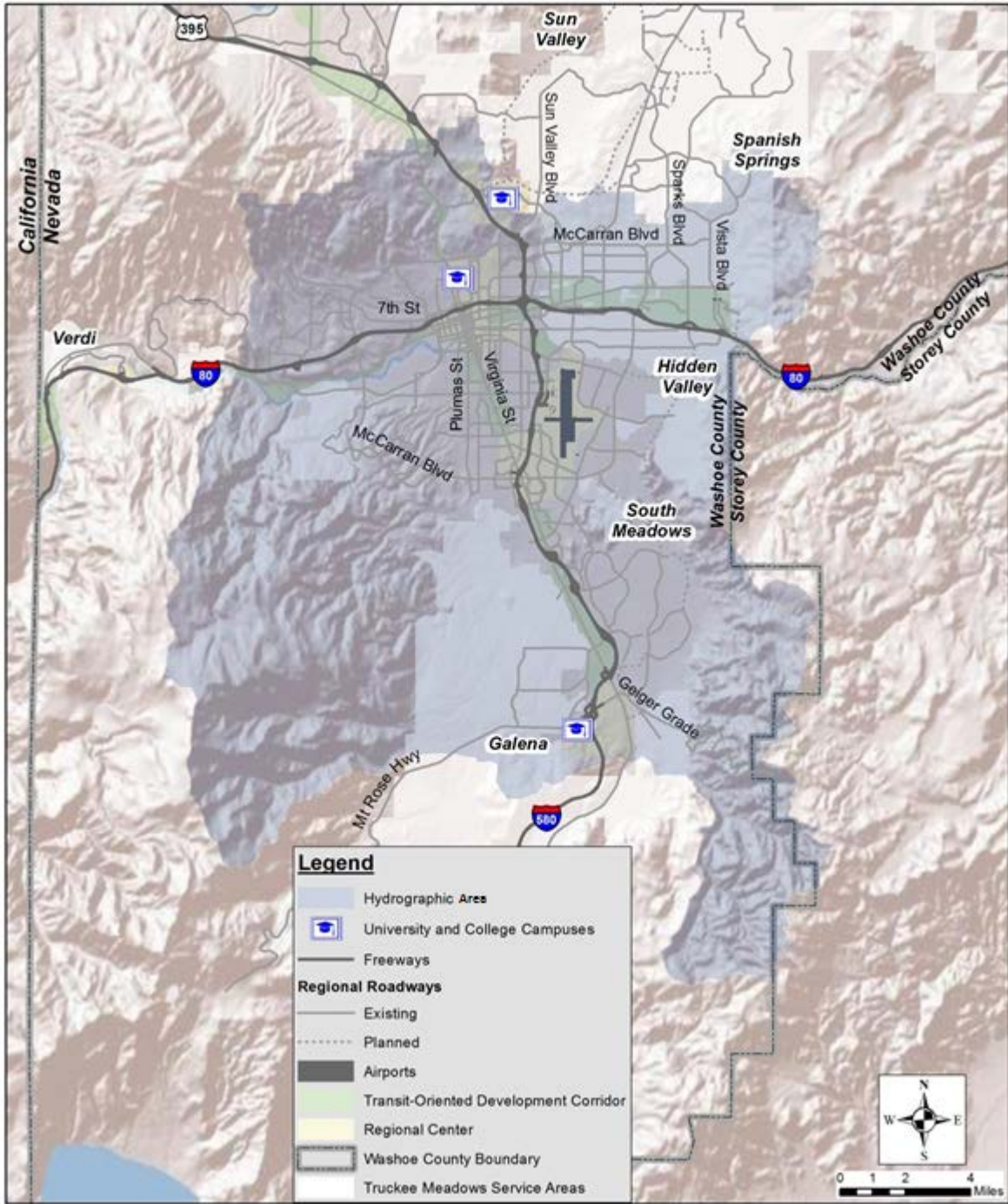
In 2015, EPA strengthened the 8-hour ozone standard from 75 to 70 ppb. The State of Nevada recommended that Washoe County be designated as attainment of the standard based on recent air monitoring data (2013-15) and EPA's exclusion of several wildfire-related ozone exceptional events. EPA is expected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

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



# DRAFT

Figure 8-1  
Reno/Sparks Hydrographic Area #87



# DRAFT

## Travel Forecasting Model and MOVES Emission Model

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

### Air Quality Analysis – Plan Requirements

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

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

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

### Air Quality Analysis – Crediting Provisions

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



# DRAFT

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

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

## **A. Traffic Signal Optimization/Timing Upgrade Program**

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

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

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

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

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

# DRAFT

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

## C. Trip Reduction Programs

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

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

# DRAFT

Table 8-1

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

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

## RTC Travel Demand Model

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

## Air Quality Analysis

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

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

# DRAFT

## CO Analysis

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

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

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

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

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

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

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

## Summary

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

# DRAFT

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

## Air Quality Analysis Support Documentation

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

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

**NOTES:**

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

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

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

# DRAFT

Table 8-6  
Emissions (lbs./day)

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

# DRAFT

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

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

### **Project Cost Estimates**

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

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

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



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

**Title:** Center Street Cycle Track

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

**Project Type:** Bicycle & Pedestrian

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

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

**County:** Washoe

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

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

**Title:** Forest Street Bike Facility

**Description:** Construct bike facilities.

**Project Type:** Bicycle & Pedestrian

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

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

**County:** Washoe

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

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

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

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

**Project Type:** Bicycle & Pedestrian

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

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

**County:** Washoe

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

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

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

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

**Project Type:** Bicycle & Pedestrian

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

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

**County:** Washoe

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

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

**Title:** Peckham Lane Pedestrian Improvements

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

**Project Type:** Bicycle & Pedestrian

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

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

**County:** Washoe

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

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

MPO **RTC Washoe**

Lead Agency **City of Reno**

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

**Title:** Purchase Multiuse Path Maintenance Equipment

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

**Project Type:** Bicycle & Pedestrian

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

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

**County:** Washoe

**Limits:** Not Location Specific

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

**Title:** Regional Trail Rehabilitation

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

**Project Type:** Bicycle & Pedestrian

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

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

**County:** Washoe

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

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

MPO **RTC Washoe**

Lead Agency **City of Sparks**

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

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

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

**Project Type:** Bicycle & Pedestrian

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

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

**County:** Washoe

**Limits:** Not Location Specific

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

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

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

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

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

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

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

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

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

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

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

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

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

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

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

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

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

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

**Title:** Vassar Street Bike Lanes

**Description:** Stripe bike lanes.

**Project Type:** Bicycle & Pedestrian

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

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

**County:** Washoe

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

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

**Title:** Victorian Avenue Bike Lanes

**Description:** Stripe bike lanes.

**Project Type:** Bicycle & Pedestrian

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

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

**County:** Washoe

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

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

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

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

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

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

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

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

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

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

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

MPO **RTC Washoe**

Lead Agency **Washoe County School District**



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

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

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

**Project Type:** Bicycle & Pedestrian

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

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

**County:** Washoe

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

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

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

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

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

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

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

**County:** Washoe

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

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

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

**Description:** Full bridge replacement

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

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

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

**County:** Washoe

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

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

MPO **RTC Washoe**

Lead Agency **Nevada DOT**

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

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

**Description:** Bridge seismic retrofit and rehabilitation

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

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

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

**County:** Washoe

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

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

MPO **RTC Washoe**

Lead Agency **Nevada DOT**

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

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

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

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

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

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

**County:** Washoe

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

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

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

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

**Project Type:** ITS/system Efficiency

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

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

**County:** Washoe

**Limits:** Not Location Specific

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

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

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

**Project Type:** ITS/system Efficiency

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

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

**County:** Washoe

**Limits:** Not Location Specific

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

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

**Description:** Freeway Service Patrol

**Project Type:** ITS/system Efficiency

**AQ:** Exempt

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

**County:** Washoe

**Limits:** Various Locations

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

MPO **RTC Washoe**

Lead Agency **Nevada DOT**

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

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

**Description:** Construct roundabout

**Project Type:** Other Misc.

**AQ:** Exempt

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

**County:** Washoe

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

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

MPO **RTC Washoe**

Lead Agency **Nevada DOT**

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

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

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

**Project Type:** Other Misc.

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

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

**County:** Washoe

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

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

MPO **RTC Washoe**

Lead Agency **Nevada DOT**

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

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

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

**Title:** Bus Shelter Solar Lighting

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

**Project Type:** Pedestrian

**AQ:** Exempt, Safety - Lighting improvements.

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

**County:** Washoe

**Limits:** Various Locations

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

**Title:** Bus Stop Solar Lighting

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

**Project Type:** Pedestrian

**AQ:** Exempt, Safety - Lighting improvements.

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

**County:** Washoe

**Limits:** Various Locations

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

**Title:** Center Street Sidewalk Improvements

**Description:** ADA sidewalk improvements.

**Project Type:** Pedestrian

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

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

**County:** Washoe

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

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

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

**Description:** Install pedestrian and safety improvements

**Project Type:** Pedestrian

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

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

**County:** Washoe

**Limits:** Nearest Crossstreet: Wadsworth

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

MPO **RTC Washoe**

Lead Agency **Nevada DOT**



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

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

**WA20170132** (Ver 3) 20-00 **FEDERAL**

**Title:** Silver Lake Drive Railroad Crossing  
**Description:** Install crossing signal and crossing surface improvements

**Project Type:** Rail **AQ:** Exempt, Safety - Railroad/hwy crossing warning devices. **TCM:** No **NDOT:** District 2

**County:** Washoe **Limits:** Nearest Crossstreet: Silver Lake Drive

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	Local Fund	\$0	\$0	\$155,000	\$0	\$155,000
2020	RAIL	\$0	\$0	\$254,750	\$0	\$254,750
2020	State Match - Nv	\$0	\$0	\$250	\$0	\$250
<2020	Prior	\$17,000	\$0	\$0	\$0	\$17,000
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$410,000</b>	<b>\$0</b>	<b>\$410,000</b>
<b>ALL YEARS TOTAL</b>		<b>\$17,000</b>	<b>\$0</b>	<b>\$410,000</b>	<b>\$0</b>	<b>\$427,000</b>

MPO **RTC Washoe**

Lead Agency **Nevada DOT**

**WA20170133** (Ver 3) 20-00 **LOCAL**

**Title:** Lemmon Drive Widening - Package 1 (NEPA)  
**Description:** Widen Lemmon Drive from 2 to 4 lanes, and from 4 to 6 lanes.

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

**County:** Washoe **Limits:** From US 395 to Military Drive of Distance (mile) 0.9

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

**Title:** Lemmon Drive Widening - Package 2

**Description:** Roadway widening from 4 to 6 lanes and from 2 to 4 lanes and stormwater improvements.

**Project Type:** Rd Expansion

**AQ:** Non-Exempt

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

**County:** Washoe

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

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

**Title:** Mill Street/Terminal Way Corridor - Package 1 (NEPA)

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

**Project Type:** Rd Expansion

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

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

**County:** Washoe

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

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

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

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

**Project Type:** Rd Expansion

**AQ:** Non-Exempt

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

**County:** Washoe

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

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

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

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

**Project Type:** Rd Expansion

**AQ:** Non-Exempt

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

**County:** Washoe

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

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

**Title:** Sky Vista Parkway Widening

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

**Project Type:** Rd Expansion

**AQ:** Non-Exempt

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

**County:** Washoe

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

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

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

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

**Project Type:** Rd Expansion

**AQ:** Non-Exempt

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

**County:** Washoe

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

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

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

**Description:** Multimodal improvements and widening.

**Project Type:** Rd Expansion

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

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

**County:** Washoe

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

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

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

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

**Project Type:** Rd Improvement

**AQ:** Non-Exempt

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

**County:** Washoe

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

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

MPO **RTC Washoe**

Lead Agency **Nevada DOT**

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

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

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

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

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

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

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

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

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

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

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

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

MPO **RTC Washoe**

Lead Agency **Nevada DOT**



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

**Title:** Preventive Maintenance

**Description:** Preventive Maintenance

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

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

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

**County:** Washoe

**Limits:** Various Locations

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

**Title:** Roadway Reconstruction Projects

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

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

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

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

**County:** Washoe

**Limits:** Various Locations

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

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

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

**FEDERAL**

**Title:** Traffic Calming Improvements

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

**Project Type:** Rd Sign/Signal

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

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

**County:** Washoe

**Limits:** Various Locations

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

MPO **RTC Washoe**

Lead Agency **Washoe County**

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

**FEDERAL**

**Title:** Trip Reduction Program

**Description:** Administrative Activities and Vanpool Program

**Project Type:** TDM

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

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

**County:** Washoe

**Limits:** Not Location Specific

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

**FEDERAL**

**Title:** ACCESS Capital - Sutro

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

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

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

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

**County:** Washoe

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

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

**FEDERAL**

**Title:** ACCESS Replacement Vehicles

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

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

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

**County:** Washoe

**Limits:** Not Location Specific

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

**FEDERAL**

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

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

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

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

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

**County:** Washoe

**Limits:** Not Location Specific

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

**FEDERAL**

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

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

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

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

**County:** Washoe

**Limits:** Not Location Specific

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**



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

**FEDERAL**

**Title:** RIDE Capital - Equipment

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

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

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

**County:** Washoe

**Limits:** Not Location Specific

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

**FEDERAL**

**Title:** RIDE Capital - Shelters

**Description:** Transit Enhancements/Shelters

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

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

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

**County:** Washoe

**Limits:** Not Location Specific

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

**FEDERAL**

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

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

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

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

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

**County:** Washoe

**Limits:** Not Location Specific

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

**FEDERAL**

**Title:** RIDE Replacement Vehicles

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

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

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

**County:** Washoe

**Limits:** Not Location Specific

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

**FEDERAL**

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

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

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

**County:** Washoe

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

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

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

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

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

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

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

**County:** Washoe

**Limits:** Nearest Crossstreet: Virginia Street

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

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

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

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

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

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

**County:** Washoe

**Limits:** Nearest Crossstreet: Virginia Street

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

**FEDERAL**

**Title:** ACCESS Capital - Facilities

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

**Project Type:** Transit-Maintenance

**AQ:** Exempt

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

**County:** Washoe

**Limits:** Not Location Specific

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

**FEDERAL**

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

**Description:** Preventive Maintenance - Mechanical

**Project Type:** Transit-Maintenance

**AQ:** Exempt

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

**County:** Washoe

**Limits:** Not Location Specific

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**



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

**FEDERAL**

**Title:** ACCESS Operations - ADA

**Description:** ADA-related operating expenses

**Project Type:** Transit - Other

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

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

**County:** Washoe

**Limits:** Not Location Specific

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

<b>WA20150032</b> (Ver 6) 20-00							<b>FEDERAL</b>
<b>Title:</b> Access to Healthcare Network - Non-Emergency Medical Related Transportation Direct Services							
<b>Description:</b> Provision of direct services for non-emergency medical related transportation services for low income seniors, individuals with disabilities and other low income underserved populations. Includes project administration costs to support a Dispatcher position to continue the Sierra Nevada Transportation Help Line operated by AHN.							
<b>Project Type:</b> Transit - Other		<b>AQ:</b> Exempt			<b>TCM:</b> No <b>NDOT:</b> District 2		
<b>County:</b> Washoe		<b>Limits:</b> Not Location Specific					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2020	FTA 5310 Elderly/Disabled Lrg Urb Admin	\$0	\$0	\$0	\$7,034	\$7,034	
2020	FTA 5310 Elderly/Disabled Lrg Urb Capital	\$0	\$0	\$0	\$42,218	\$42,218	
2020	FTA 5310 Elderly/Disabled Lrg Urb Operating	\$0	\$0	\$0	\$44,185	\$44,185	
2020	Local Fund	\$0	\$0	\$0	\$54,740	\$54,740	
<2020	Prior	\$0	\$0	\$0	\$852,857	\$852,857	
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$148,177</b>	<b>\$148,177</b>	
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,001,034</b>	<b>\$1,001,034</b>	
<b>MPO</b> RTC Washoe				<b>Lead Agency</b> RTC Washoe			

<b>WA20190032</b> (Ver 1) 20-00							<b>FEDERAL</b>
<b>Title:</b> Bus Stop ADA Signage/Idnetification Markers for the Visually Impaired							
<b>Description:</b> Installation of ADA-accessible information placards on bus stop poles to inform riders of the NextBus app. Placards would also act as markers to inform visually impaired riders that the poles are bus stop poles.							
<b>Project Type:</b> Transit - Other		<b>AQ:</b> Exempt, Mass Transit - Construction of small passenger shelters and information kiosks.			<b>TCM:</b> No <b>NDOT:</b> District 2		
<b>County:</b> Washoe		<b>Limits:</b> Various Locations					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2020	Local Fund	\$0	\$0	\$0	\$1,790	\$1,790	
2020	TAP WA STBG	\$0	\$0	\$0	\$34,000	\$34,000	
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$35,790</b>	<b>\$35,790</b>	
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$35,790</b>	<b>\$35,790</b>	
<b>MPO</b> RTC Washoe				<b>Lead Agency</b> RTC Washoe			

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

**Title:** Meadowood Mall Transfer Station Relocation

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

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

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

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

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

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

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

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

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

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20150027** (Ver 6) 20-00 **FEDERAL**

**Title:** Seniors in Service - Senior Companion Program  
**Description:** Provision of transportation support for senior community living outside the RTC ADA area

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

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

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	FTA 5310 Elderly/Disabled Lrg Urb Admin	\$0	\$0	\$0	\$7,034	\$7,034
2020	FTA 5310 Elderly/Disabled Lrg Urb Operating	\$0	\$0	\$0	\$43,980	\$43,980
2020	Local Fund	\$0	\$0	\$0	\$43,980	\$43,980
<2020	Prior	\$0	\$0	\$0	\$248,641	\$248,641
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$94,994</b>	<b>\$94,994</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$343,635</b>	<b>\$343,635</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

**WA20180051** (Ver 2) 20-00 **FEDERAL**

**Title:** Sierra Nevada Transportation Coalition - SNTC Bucks Program/N4 Accessible Rides Program  
**Description:** Capital to purchase a wheelchair accessible vehicle to serve seniors and people with disabilities; user-side subsidy program to provide vouchers (800 in Year 1, 875 in Year 2) to disabled individuals applied directly to a participant's Lyft or Uber account. This project will provide an estimated 4,160 trips, annually.

**Project Type:** Transit - Other **AQ:** Exempt, Mass Transit - Transit operating assistance. **TCM:** No **NDOT:** District 2

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

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2020	FTA 5310 Elderly/Disabled Lrg Urb Admin	\$0	\$0	\$0	\$7,034	\$7,034
2020	FTA 5310 Elderly/Disabled Lrg Urb Capital	\$0	\$0	\$0	\$123,549	\$123,549
2020	Local Fund	\$0	\$0	\$0	\$30,887	\$30,887
<2020	Prior	\$0	\$0	\$0	\$118,443	\$118,443
<b>2020-2024 TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$161,470</b>	<b>\$161,470</b>
<b>ALL YEARS TOTAL</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$279,913</b>	<b>\$279,913</b>

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

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

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

# DRAFT

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

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

# DRAFT

## Appendix C: RTIP Amendments/Administrative Modifications

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

### Amendments

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

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

### Administrative Modifications

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

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

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

# DRAFT

## Appendix D: Acronyms

**AADT**—Annual Average Daily Traffic

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

**ADT**—Average daily trips

**BLM**—Bureau of Land Management

**BRT**—Bus rapid transit

**CMAC**—Citizens Multimodal Advisory Committee

**CALTRANS**—California Department of Transportation

**CAMPO**—Carson Area Metropolitan Planning Organization

**CCRTC**—Carson City Regional Transportation Commission

**CEA**—Critical Emphasis Areas

**CFR**—Code of Federal Regulations

**CMAQ**—Congestion Mitigation/Air Quality

**CMP**—Congestion Management Process

**CNG**—Compressed natural gas

**CO**—Carbon monoxide

**CPI**—Consumer Price Index

**EPA**—Environmental Protection Agency

**ETR**—Employer Trip Reduction

**FAA**—Federal Aviation Administration

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

**FHWA**—Federal Highway Administration



# DRAFT

**FRR**—Farebox Recovery Ratio

**FTA**—Federal Transit Administration

**GHG**—Greenhouse gas

**HA87**—Hydrographic Area #87

**HOV**—High occupancy vehicle

**HSIP**—Highway Safety Improvement Program

**ITS**—Intelligent Transportation Systems

**LOS**—Level of service

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

**MOVES**—Air quality model

**MPO**—Metropolitan Planning Organization

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

**MVEB**—Motor vehicle emission budget

**NAAQS**—National Ambient Air Quality Standards

**NDOT**—Nevada Department of Transportation

**NEPA**—National Environmental Policy Act

**NHPP**—National Highway Performance Program

**NHS**—National Highway System

**NO<sub>x</sub>**—Nitrogen oxides

**NRS**—Nevada Revised Statutes

**PCI**—Pavement condition index

# DRAFT

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

**PSAP**— Pedestrian Safety Action Plan

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

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

**PMS**—Pavement management system

**POP**—Program of projects

**PPP**—Public Participation Plan

**ROW**—Right-of-way

**RRIF**—Regional Road Impact Fee

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

**RRS**—Regional Road System

**RSA**—Road Safety Assessment

**RTAA**—Reno-Tahoe Airport Authority

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

**RTIP**—Regional Transportation Improvement Program

**RTP**—Regional Transportation Plan

**SEC**—SouthEast Connector

**SGR**—State of Good Repair

**SHSP**—Strategic Highway Safety Plan

**SIP**—State Implementation Plan

**SOV**—Single occupancy vehicle

**SRTP**—Short Range Transit Plan

# DRAFT

**SRTS**—Safe Routes to School

**STB**—State Transportation Board

**STIP**—State Transportation Improvement Program

**STBG**—Surface Transportation Block Grant Program

**TAC**—RTC Technical Advisory Committee

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

**TART**—Tahoe Area Regional Transit

**TAZ**—Traffic Analysis Zone

**TCM**—Transportation Control Measure

**TDM**—Transportation Demand Management

**TMA**—Transportation Management Association

**TMC**—Traffic/transportation management center

**TMRP**—Truckee Meadows Regional Plan

**TMRPA**—Truckee Meadows Regional Planning Agency

**TMWA**—Truckee Meadows Water Authority

**TOD**—Transit-oriented development

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

**TRPA**—Tahoe Regional Planning Agency

**TSM**—Transportation System Management

**TSP**—Transit signal priority

**TTD**—Tahoe Transportation District

# DRAFT

**UNR**—University of Nevada, Reno

**UPRR**—Union Pacific Railroad

**UPWP**—Unified Planning Work Program

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

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

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

**VHD**—Vehicle hours of delay

**VHT**—Vehicle hours of travel

**VMT**—Vehicle Miles Traveled

**VOC**—Volatile organic compounds

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

**YOE**—Year of Expenditure



**REGIONAL TRANSPORTATION COMMISSION**

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

Metropolitan Planning Organization of Washoe County, Nevada

September 4, 2019

**AGENDA ITEM 5**

**TO:** Technical Advisory Committee

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

**SUBJECT: Project Prioritization Framework**

**RECOMMENDATION**

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

**SUMMARY**

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



**REGIONAL TRANSPORTATION COMMISSION**

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

Metropolitan Planning Organization of Washoe County, Nevada

September 4, 2019

**AGENDA ITEM 6**

**TO:** Technical Advisory Committee

**FROM:** Rebecca Kapuler  
Senior Planner

**SUBJECT: ADA Transition Plan Update**

**RECOMMENDATION**

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

**SUMMARY**

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