

Federal Fiscal Year 2023 - 2027 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Multimodal Safety
Public Transportation
Complete Streets
Public Participation



Building a Better Community Through Quality Transportation
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Chapter 1: Introduction

The State Legislature created the Regional Transportation Commission of Washoe County (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 RTC functions 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 multimodal transportation and safety improvements through the RTIP process, and develops and administers the Unified Planning Work Program.

Overview of the Regional Transportation Improvement Program (RTIP) Process

The Federal Fiscal Year 2023-2027 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 RTP guiding principles of supporting safe and healthy communities; economic prosperity, equity, and innovation; sustainability and climate action; and increased travel choices.

The initial federal legislation that established overall transportation program direction and authorized funding levels to the RTC as the 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 Progress in the 21st Century (MAP-21) Act and the current Infrastructure Investment and Jobs Act (IIJA), which was signed into law on November 15, 2021. 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. IIJA 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 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 (PM₁₀). 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.

Washoe County is currently designated as "attainment/unclassifiable" for the 2015 ozone NAAQS, however, the most recent certified ozone data indicates the Truckee Meadows is not meeting the standard. Non-compliance with the NAAQS could lead to EPA formally re-designating the urban area to "non-attainment." In 2016, the RTC Board adopted a resolution supporting the goals identified in the Washoe County Health District, Air Quality Management Division's (WCHD—AQMD) Ozone Advance Path Forward. Ozone Advance encourages voluntary actions to proactively reduce VMT, improve air quality, and avoid a "non-attainment" designation. Some of the projects included in this RTIP that yield improvements to the region's air quality include:

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

Implementing IIJA and MAP-21

Under 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 identified in the Federal Fiscal Year (FFY) 2023-2027 RTIP support multiple national performance goals by offering measurable contributions toward those targets.

The following national performance goals for Federal highway programs were established under MAP-21 and then continued under subsequent transportation bills—Fixing America’s Surface Transportation (FAST) Act and IIJA:

- 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 December 2021, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) released a joint letter asking federal field offices to work with their MPOs, state departments of transportation, transit agencies, and federal land management agencies to incorporate new Planning Emphasis Areas into their planning work programs. Below is a list—including brief descriptions—of these priorities that function as strategic objectives for the

Surface Transportation Program and have been integrated into the RTC planning work program and RTIP.

- Transition to a clean energy, resilient future – transportation plans that are developed and implemented to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change.
- Equity and Justice40 in Transportation Planning – advancement of racial equity and support for underserved and disadvantaged communities through increased public involvement in the planning process that results in plans and strategies that reflect various perspectives, concerns, and priorities from impacted areas. Environmental justice will be further advanced through the Justice40 Initiative, which states that 40 percent of federal investments flow to disadvantaged communities.
- Complete streets – policies, rules, and procedures that are created and revised to consider impact on safety for all road users, ensuring provisions for safety in future transportation infrastructure, particularly those outside automobiles. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment.
- Public involvement – increase meaningful public involvement in transportation planning through integration of Virtual Public Involvement tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) coordination – coordination with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.
- Federal Land Management Agency (FLMA) coordination – coordination with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to federal lands. Opportunities to leverage transportation funding to support access and transportation needs of FLMAs should be explored before transportation projects are programmed in the RTIP. According to 23 CFR 450.316(d), MPOs must appropriately involve FLMAs in the development of the RTP and the RTIP.
- Planning and Environmental Linkages (PEL) – implementation of PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process.
- Data in transportation planning – incorporation of data sharing and consideration into the transportation planning process. This should be done to address the emerging topic areas of data sharing, needs, and analytics because data assets have value across multiple programs. Developing and advancing data sharing principles allows for efficient

use of resources and improved policy and decision-making at all levels of jurisdiction and for all parties involved.

FHWA Transportation Performance Management

The FHWA defines Transportation Performance Management program as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. The first of three Performance Management Final Rules, which focuses on safety, 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.

This Final Rule, known as PM1, establishes five performance measures as five-year rolling averages to include:

1. Number of Fatalities
2. Rate of Fatalities per 100 million 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 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. The RTC recently adopted NDOT's performance targets, and through localized efforts, works toward the statewide goal of zero fatalities. Table 1-1 shows the current targets and status of these measures.

**Table 1-1
National PM1 Performance Measures**

RTP Goal	Performance Measures	Performance Target	2021 Performance Measure Status	2021 Performance Target Status
Improve Safety	Number of fatal crashes (5-year average)	Reduction in the # of traffic fatalities compared to target value (330.2)	Actual = 329.4	Met 2021 goal and working towards aspirational goal of Zero Fatalities
	Number of fatal crashes per 100 million VMT (5-year average)	Reduction in the # of traffic fatalities per 100M VMT compared to target value (1.226)	Actual = 1.203	Met 2021 goal and working towards aspirational goal of Zero Fatalities
	Number of serious injury crashes (5-year average)	Reduction in the # of serious injuries compared to target value (1,154.7)	Actual = 1,035.0	Met 2021 goal
	Number of serious injury crashes per 100 million VMT (5-year average)	Reduction in the # of serious injuries per 100M VMT compared to target value (3.835)	Actual = 3.854	Did not meet 2021 goal
	Number of non-motorized fatalities & serious injuries (5-year average)	Reduction in the # of non-motorized traffic fatalities & serious injuries compared to target value (309.8)	Actual = 282.0	Met 2021 goal and working towards aspirational goal of Zero Fatalities

Note: 2021 crash data is the most recent data available at the time of this publication.
Source: NDOT State Fiscal Year 2022 Performance Management Report

As part of the Transportation Performance Management 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 Improvement Program (CMAQ) through measurement of total emissions reduction of on-road mobile source emissions. These measures are known as PM3.

The six national performance measures developed under PM2 include the percentage of pavements in good condition and percentage of pavements in poor condition on both the Interstate System and non-Interstate NHS, as well as the percentage of bridges in good condition and the percentage of bridges in poor condition. The national performance measures for assessing pavement condition do not apply to all regional roads and the FHWA requires measures that reflect data elements in the Highway Performance Monitoring System, including: International Roughness Index, rutting for asphalt surfaced pavements, faulting for jointed concrete surface pavements, and cracking percent. The method for assessing bridges is based upon elements in the National Bridge Inventory, which examines the condition of the bridge deck, superstructure, substructure, and culverts. The data to support these measures is provided by NDOT, which assess pavement and bridge infrastructure on a periodic basis. Targets have been determined in collaboration with NDOT, and are as follows, according to the FFY 2022-2025 targets. 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 of 80. It should be noted that the statewide targets for the first performance period (FFY 2018-2021) were achieved, albeit somewhat conservative. The four-year targets for the current period have been established to be more aggressive in achieving higher standards for pavement conditions.

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

Performance Measures	Baseline	2-Year Target	4-Year Target
Percentage of Pavements of the Interstate System in Good Condition	81.2%	81.0%	81.0%
Percentage of Pavements of the Interstate System in Poor Condition	0.3%	0.5%	0.5%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	67.4%	67.0%	67.0%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	0.3%	0.5%	0.5%
Percentage of NHS Bridges Classified as in Good Condition	42.2%	35.0%	35.0%
Percentage of NHS Bridges Classified as in Poor Condition	0.5%	7.0%	7.0%

The national performance measures developed under PM3 include reliability measures related to reliability, delay/congestion, and emissions. RTC adopted NDOT’s performance targets for the reliability measures on the Interstate System, as shown in Table 1-3. Level of Travel Time Reliability is defined as the ratio of the longer travel times (80th percentile) to a “normal” travel time (50th percentile), using data from FHWA’s National Performance Management Research Data Set or equivalent. Data to reflect the users can include bus, auto, and truck occupancy levels. Table 1-4 shows the CMAQ PM3 measure for the most recent reporting year (report submitted 2023).

The Reno-Sparks and Las Vegas urbanized areas are the only two areas in the state that are in maintenance or non-attainment of NAAQS for specific 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.

**Table 1-3
National PM3 Performance Measures (System Performance/Freight)**

RTP Goal	Performance Measures	Performance Target	2021 Performance Measure Status	2021 Performance Target Status
Congestion Reduction	Percentage of person-miles traveled that are reliable on the Interstate System	87% or higher	88.9%	Met goal
	Percentage of person-miles traveled that are reliable on the Non-Interstate National Highway System (NHS)	87% or higher	93.1%	Met goal
	Truck Travel Time Reliability (TTTR) Index	1.26% or less	1.26%	Met goal

**Table 1-4
National PM3 Performance Measures (CMAQ)**

Performance Measure (CMAQ-funded projects)	Emissions Reductions 2023 Report Year
Total emission reduction of NOx	5.515 kg/day
Total emission reduction of VOC	1.384 kg/day
Total emission reduction of PM ₁₀	0.548 kg/day
Total emission reduction of CO	121.984 kg/day

FFY 2023-2027 Regional Transportation Improvement Program Summary

The table on the following page 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 \$1.66 billion. 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. It should be noted this project listing excludes projects for which funding obligation was completed during FFY 2023 and for which no funding is programmed in FFYs 2024 – 2027. 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.

**Table 1-5
FFY 2023-2027 RTIP Summary**

Project by Mode/Program	Total Cost	% of Total Program
Capacity Improvements	\$333,300,000	20%
Multimodal Corridor Improvements	\$290,400,000	18%
Freeway System Improvements	\$616,300,000	37%
Pavement Preservation	\$221,900,000	13%
Transit Operating and Capital	\$96,500,000	6%
Intelligent Transportation Systems (ITS)/Traffic Management	\$51,000,000	3%
Other Projects/Programs*	\$51,500,000	3%
TOTAL	\$1,660,900,000	100%

* Includes Safe Routes to School, trip reduction, Park and Ride, bicycle/pedestrian safety education programs, maintenance agreements, and miscellaneous construction projects.

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

Freeway System and Capacity Projects The RTIP programs approximately \$950 million in freeway system and capacity projects. This funding typically comes from federal IJA programs, RTC Fuel Tax and state gas tax. Approximately \$616 million are programmed by NDOT for freeway projects, such as improvements to US 395 and I-80. Major capacity projects (about \$333 million programmed) include design and construction of RTC improvements for Pyramid Highway, Sparks Boulevard, North Virginia Street, and Mill Street. Another \$222 million is allocated to the ongoing RTC Pavement Preservation program to maximize the useful life of the regional road network.

Multimodal Corridor Projects The RTIP contains roughly \$290 million for multimodal corridor projects. Significant projects include multimodal improvements on Keystone Avenue, West 4th Street, Lemmon Drive, South Virginia Street, and Sun Valley Boulevard, along with several shorter segments in downtown Reno.

Transit Programs The RTIP programs approximately \$97 million on public transportation projects during the five-year period. This includes transit system operations, including the RTC RIDE fixed-route (with the RTC REGIONAL CONNECTOR intercity service) and the RTC ACCESS paratransit services. Additional transit services such as the Trip Reduction Program and U-Pass Program are operated with these funds. Most capital outlays are federal funds from FTA Section 5307, Section 5339 and CMAQ. The primary capital expenditures call for phase one of the Villanova Maintenance Facility replacement design and the replacement of RTC ACCESS vans, but also include equipment purchases and bus stop/station and facilities improvements.

Strategic utilization of these funds has enabled the RTC to systematically replace older diesel RIDE buses with new alternative-fueled buses. As of spring 2022, 100% of the RIDE fleet is hybrid or electric, a goal that was achieved 13 years ahead of schedule.

Transportation Systems Management and Transportation Demand Management

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 \$51 million is to be used for the traffic management program, intelligent transportation systems (ITS), intersection geometric and capacity improvements, and traffic calming 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 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 public transportation operations. 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.

Public Involvement 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 May 2022, 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 analysis determination associated with the RTIP is included as part of this document (see Chapter 8 for details). A finding of conformity by the 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. The RTC works closely with the WCHD—AQMD and other partner agencies involved in air quality analysis through periodic interagency consultation meetings.

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, the Regional Planning Commission, 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 the RTC through the RTIP and RTP processes. NDOT also provides funds to the 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 WCHD is a strong partner with the RTC in promoting a healthy community. The WCHD—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.

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 the 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 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 Prosperity, Equity and Innovation
- Sustainability and Climate Action
- Increase Travel Choices

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

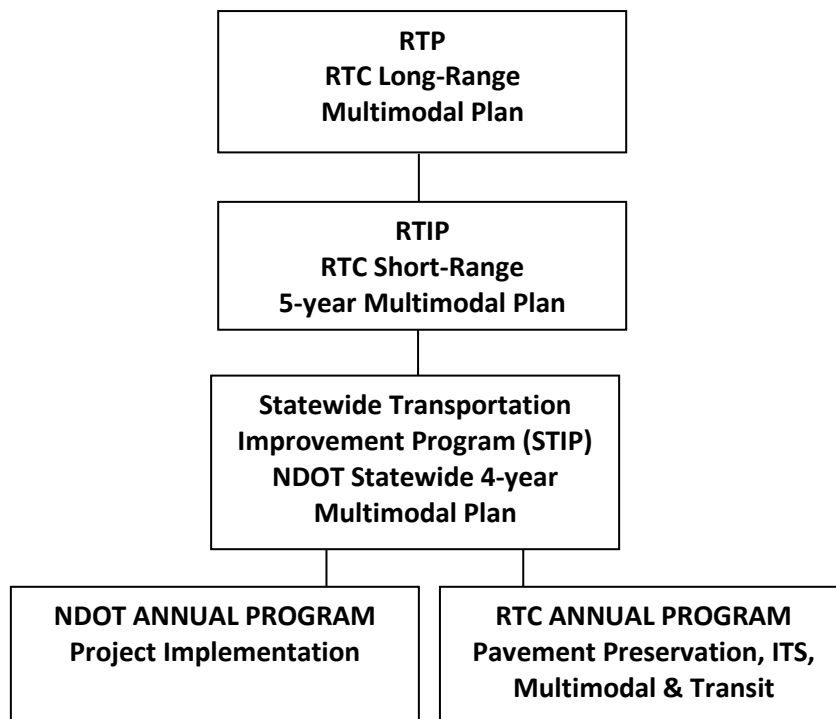
- Improve and Promote Safety
- Integrate All Types of Transportation
- Promote Healthy Communities and Sustainability
- Promote and Foster Equity and Environmental Justice
- Integrate Land Use and Economic Development
- Manage Existing Systems Efficiently
- Enhance Regional Connectivity
- Improve Freight and Goods Movement
- Invest Strategically
- Engage the Public and Encourage Community Involvement

The guiding principles and goals are discussed in detail in Chapter 1 of the 2050 RTP.

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 transportation planning objectives through annual programming of specific projects. Public

transportation projects are incorporated into the RTP. 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

The RTC has established two standing advisory committees that participate actively in the transportation planning process that provide additional forums for discussion of regional transportation issues. 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.

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 NDOT, FHWA, TMRPA, RTAA, WCHD—

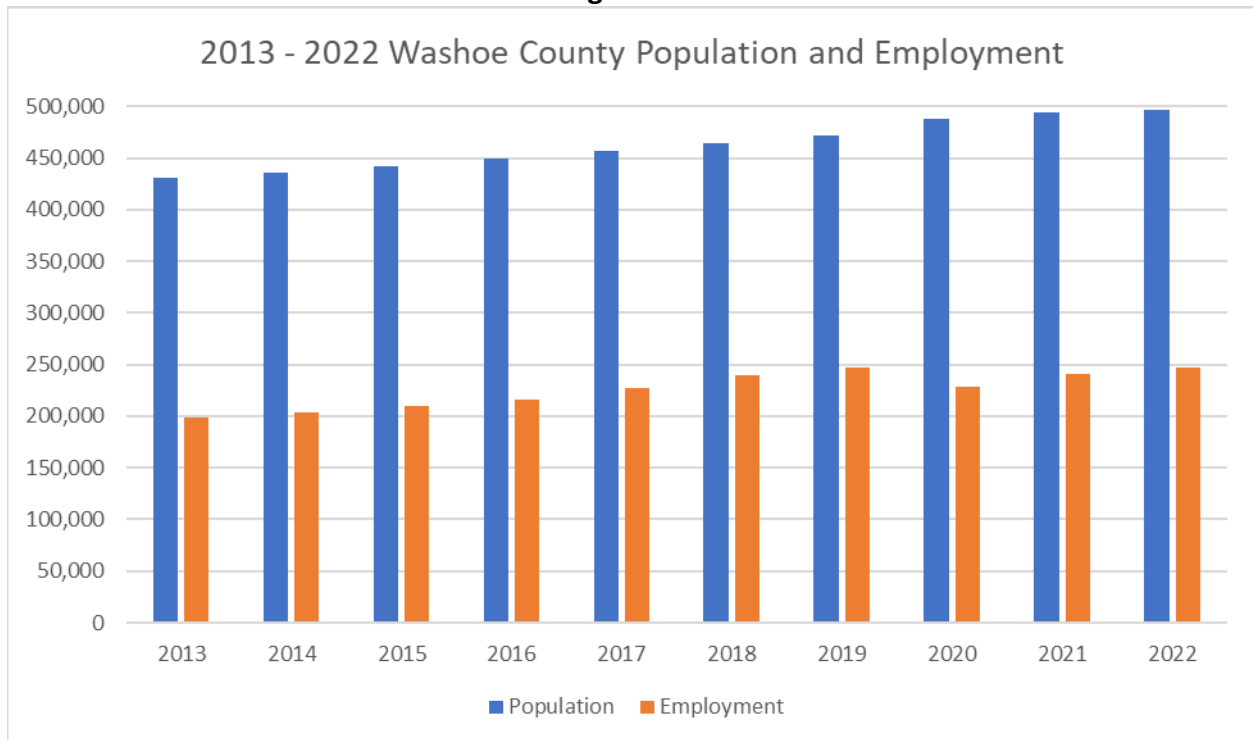
AQMD, Reno-Sparks Indian Colony and Washoe County School District provide input on transportation and air quality planning issues. It is the responsibility of this committee to review and comment on plans developed by the RTC from a technical standpoint. It also advises and assists the RTC planning staff with methods and procedures and recommends technical standards.

Chapter 3: Current and Future Trends

Socioeconomic Trends

As shown in Figure 3-1, both population and employment in Washoe County have been on an upward trend for the past decade. Between 2013 and 2022, the U.S. Census Bureau statistics showed population increased from 421,969 to 477,082. During this same time, employment increased from 191,887 to 227,627. Long term projections indicate a 2050 population of about 600,000. Other socioeconomic trends also affect the amount and type of travel in Washoe County, including the aging of the population.

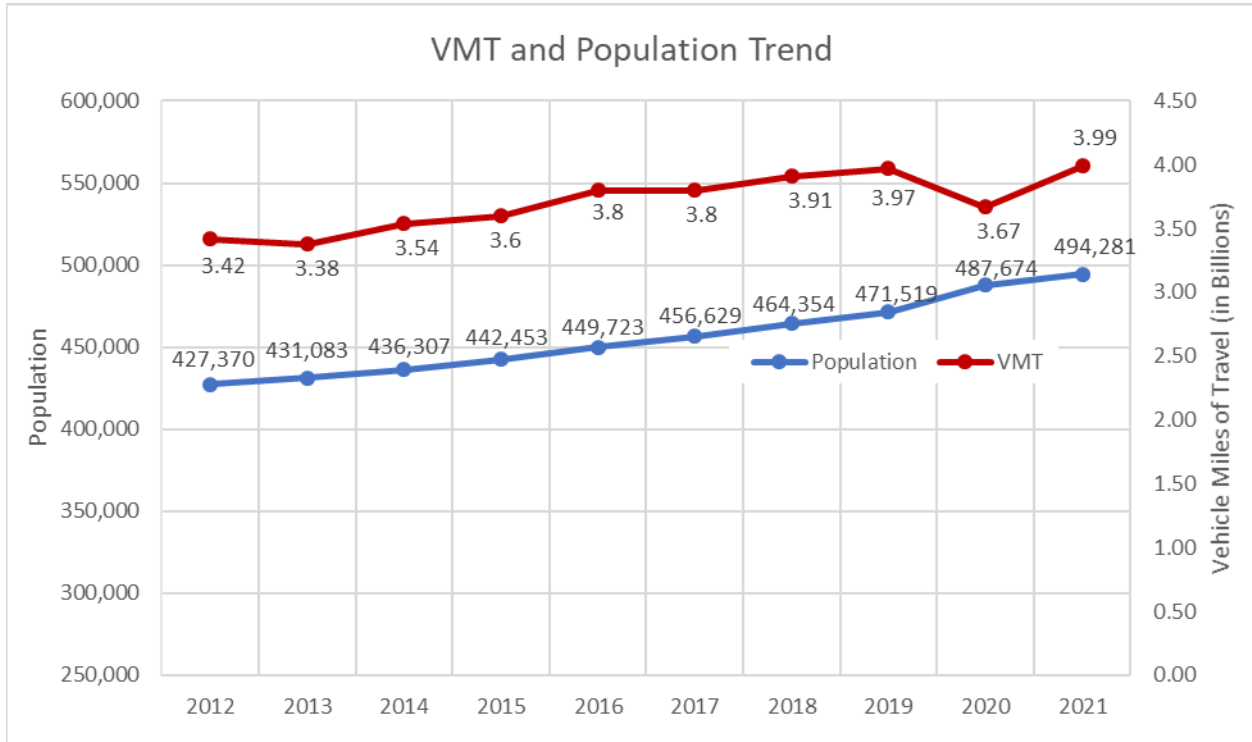
Figure 3-1



Travel Trends

Annually, NDOT has tracked the growth in motor vehicle travel in Washoe County as part of the Highway Performance Monitoring System (HPMS). While population has been steadily increasing from 2012 to 2021, the HPMS estimate of annual vehicle miles of travel (VMT) experienced an overall increase from about 3.42 billion in 2012 to nearly 4 billion in 2021 (Figure 3-2). While VMT declined from 2019 (3.97 billion) to 2020 due to COVID-19, travel has rebounded as the economy fully reopened.

Figure 3-2



Population and Employment Forecasts

The TMRPA develops the population and employment forecasts used in the regional travel demand model in partnership with the RTC, NDOT, Washoe County, City of Reno, and City of Sparks. The TMRPA uses an allocation-based model to visually display a variety of population growth scenarios. As this RTIP is based on the 2050 RTP, the 2020 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. The RTC works with the 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
2020 Consensus Forecast Totals**

Households, Population and Employment					
Model Year	2020	2025	2030	2040	2050
Households	187,558	199,384	209,470	224,738	238,244
Population	473,721	504,914	528,136	565,931	599,684
Employees	291,431	307,510	325,913	360,562	392,228

Chapter 4: Federal Transportation Programs

Introduction

The federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) established overall federal transportation program direction and, through the reauthorizations of the bill, a major portion of the FFY 2023-2027 Regional Transportation Improvement Program funding is provided. These programs were, for the most part, continued under the Transportation Equity Act for the 21st Century (TEA-21) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) transportation legislation. When MAP-21 was enacted, some of the core highway formula programs were restructured and carried through the FAST Act and IIJA. 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 NHS and Interstate Maintenance and Bridge Programs. The NHPP provides support for the condition and performance of the 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 each state's asset management plan for the NHS. As a new function of this program added by IIJA, NHPP now also provides support for activities to increase the resiliency of the NHS to mitigate the cost of damages caused by natural disasters.

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. IIJA increases the flexibility of these funds adding several new project categories to the list, including wildlife crossing structures; installation of electric vehicle charging and vehicle-to-grid infrastructure; projects to enhance travel and tourism; and other project types. 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. 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.

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, first authorized through the FAST Act and continued through IIJA, is focused on improving the efficient movement of freight on the National Highway Freight Network. 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.

IIJA Planning Provisions

The passage of IIJA 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 additional financing strategies for 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 Transportation Management Areas (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 2050 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.

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 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 most recent recertification for the RTC was received in 2020. Federal funding may be withheld if the MPO is not certified.

Chapter 5: Public Transportation Capital and Operating Plan

Introduction

The FFY 2023-2027 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 FlexRIDE
- RTC ACCESS
- Tahoe Area Regional Transit and Tahoe Transportation District (through an interlocal cooperative agreement)

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 1/4% 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).

RTC RAPID – On October 11, 2009, RTC RAPID was introduced. RTC RAPID is a Bus Rapid Transit (BRT) express service, known as the Virginia Line, which serves the Virginia Street corridor from downtown Reno to Meadowood Mall. RTC RAPID includes level-boarding stations with more amenities. 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 4th STREET STATION and Meadowood Mall and runs seven days a week. This service was recently extended 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, called the Lincoln Line, went into operation December 2018 after construction was completed to provide RTC RAPID service on the 4th Street/Prater Way corridor between CENTENIAL PLAZA STATION in Sparks and 4th STREET STATION in Reno for 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 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.

RTC FlexRIDE – RTC FlexRIDE is a curbside-to-curbside transit service available by requesting a ride through an app or by phone. Rides can be scheduled at a desired travel time and can be expected to arrive to the curbside closest to the rider’s location within eight to 15 minutes. Fares are the same as the standard RTC RIDE fares. RTC initiated the first FlexRIDE pilot program in Sparks in 2019 and added additional FlexRIDE zones in the North Valleys, Spanish Springs, and Somersett/Verdi in 2020. The convenience of this service has made it very popular with customers, and resulted in strong increases over previously offered fixed route services in those areas.

Table 5-1

FY 2022* RTC RIDE System Performance Indicators	
Total Number of Rides in FY 2022	3.6 million
Average Number of Rides per Day	9,855
Total Service Hours (Vehicle Revenue Hours)	183,049
Average Passengers per Service Hour	19.7
Route w/Highest Passengers per Service Hour	Route 11 (32.6)
Total RTC RAPID Ridership	607,734

* FY 2022 was an anomaly as a result of multiple employee strikes that caused service to be significantly reduced.

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. In FY 2022, 118,659 rides were provided, with an average of

1.9 rides per service hour. Approximately 2,500 individuals are certified as ADA paratransit eligible in Washoe County. The RTC ACCESS 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 the federally required ADA zone, which is defined by a ¼-mile buffer around all fixed routes (excluding the RTC REGIONAL CONNECTOR). Because RTC does not have the resources to provide fixed-route and paratransit service to all outlying areas of Washoe County, partnerships have been formed with not-for-profit providers that can serve areas beyond the urban core and other specialized transportation needs. With funds from the FTA's Section 5310 Program, RTC is able to offer competitive grant opportunities 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 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?

New or expanded service addresses, current and future demand, as well as the cost effectiveness of each service are also analyzed as part of this process. Capital improvements are prioritized by the RTC for inclusion in the RTIP.

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 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?

The 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 2023 through FFY 2027:

- Construction and reconfiguration of bus rapid transit stations
- Expansion of FlexRIDE service to the South Meadows area of Reno
- Purchase of hydrogen fuel cell electric buses and associated infrastructure
- Reallocation of service hours to achieve greater efficiency
- Increase subsidy and expand eligibility for taxi bucks/Washoe Senior Ride Program
- Relocation of the Villanova Maintenance Facility and the Meadowood Mall Transfer Station.

The public transportation improvements for FFY 2023-2027 are contained in the project listing in Appendix A.

Chapter 6: Project Prioritization

The RTP project prioritization framework is a crucial element in the CMP. The projects identified in the 2050 RTP were compiled from a variety of sources, including:

- The 2040 RTP (developed in 2017)
- Corridor plans and studies such as the South Meadows Multimodal Transportation Study, University Area Transportation Study, and other corridor plans
- Road Safety Assessments and Safety Management Plans
- Community workshops and other public comments
- A series of online surveys
- Input from local governing bodies
- Input from the 2050 RTP Agency Working Group, RTC Citizens Multimodal Advisory Committee (CMAC), RTC Technical Advisory Committee, and RTC Regional Road Impact Fee Advisory Committee.

After all project suggestions were reviewed for feasibility and any inconsistencies, each project was evaluated based on a series of criteria developed in support of the RTP guiding principles and CMP. Projects were distributed into one of the following four categories in an effort to establish a basis for comparison amongst similar project types.

- Freeway projects
- Capacity projects (widening or expansion of existing roadways, inclusive of multimodal amenities where feasible and appropriate)
- New roadways
- Multimodal projects (transportation infrastructure improvements exclusive of new capacity)

The framework described in the following sections was developed to assist in the prioritization process for regional roadway projects. It provided input and data for the RTC Board to consider during the project evaluation and selection process. It is important to note that a mathematical formula did not provide the final determination on project rankings and that professional judgement and community/agency staff input was considered by the RTC staff and Board in making final recommendations and decisions. Separate evaluation frameworks were applied to projects on existing roadways and construction of new roads.

Evaluation Criteria for Projects on Existing Regional Roads

The factors for evaluating projects on existing roadways consists of the criteria below.

- Safety
- Traffic Congestion

- Bicycle & Pedestrian Score
- Project Readiness
- Equity
- Regional Plan Land Use Priority
- Pavement/Bridge Condition
- Flood Mitigation
- Private or Other Agency Funding
- Public Input
- Agency Working Group Input

Evaluation Criteria for New Road Construction

For analysis of new roads, a different methodology was developed because safety, congestion, pavement condition, and other data used to evaluate projects on existing roads would not be available for new construction. While some of the evaluation criteria remain consistent between existing and new roads, additional criteria were added for a more comprehensive evaluation of new roads projects. For example, RTC developed cost estimates for each proposed new road project, identified the projected average daily traffic (ADT) that would use the road, and developed an estimate for cost per ADT. Below is the complete list of factors used to evaluate new roads projects.

- Project Readiness
- Equity
- Regional Plan Land Use Priority
- Flood Mitigation
- Private or Other Agency Funding
- Public Input
- Agency Working Group Input
- ADT
- Cost per ADT
- Emergency Response/Fire Evacuation
- Projects Identified in a Plan or Study

Methodology

Safety An analysis of all regional roads and freeways was conducted based on the three most recent years of crash data available from NDOT. Projects were scored based on a combination of crash frequency, rate, and severity.

Traffic Congestion Traffic congestion is derived from 2020 (existing) traffic level of service as well as from the 2050 "no build" level of service obtained through the RTC Travel Demand Model.

Bicycle & Pedestrian Score The bicycle and pedestrian score for each project was provided by the rating identified in the RTC Bicycle and Pedestrian Master Plan when applicable.

Project Readiness This criterion is intended to reflect the analysis, community input, and vetting of projects that occurs through other stages of the planning process. It recognizes a commitment to completing a project that has progressed to the design phase, and the level of community support for projects that have been adopted into the Program of Projects or RTIP.

Equity Higher priority is given to the extent to which a project improves transportation in an underserved community. Additional emphasis on equity in the 2050 RTP was requested by the CMAC, and the following factors were considered in determining the level of equity a project has.

Is the project located in or in proximity to the following areas:

- Food desert as identified by the U.S. Department of Agriculture (USDA)
- Census tract with higher than Washoe County average proportion of disabled residents
- Census tract with higher than Washoe County average proportion of low-income households
- Census tract with higher than Washoe County average proportion of zero vehicle households
- Census tract with higher than Washoe County average proportion of minority residents
- Census tract with higher than Washoe County average proportion of residents age 65 and older
- Within ¼ mile of a school or hospital

Regional Plan Land Use Priority This criterion is based on the tiered land use system identified in the TMRPA Regional Plan. The policies in the Regional Plan support investment in the urban core.

Pavement/Bridge Condition This criterion recognizes the benefit of investing in the state of good repair for regional roads and bridges. Projects with a lower pavement condition index or bridge rating receive higher priority.

Flood Mitigation Projects that address a critical need for flood mitigation are given a higher priority. An example of this would be road access that has been cut off by flood waters for an extended period. Other projects that are identified as Truckee River Flood Projects are given medium priority.

Private or Other Agency Funding The purpose of this criterion is to recognize that the opportunity to maximize RTC revenues through public-private partnerships or financial participation of other agencies is a benefit to the region.

Emergency Response/Fire Evacuation This need was identified by both members of the public and the Truckee Meadows Fire Protection District. Proposed roadways that improve regional connectivity or provide a secondary route to isolated areas received higher priority. Project that provide improved access within a neighborhood or community received medium priority.

Projects Identified in a Plan or Study Similar to project readiness for projects on existing roads, this criterion is intended to reflect the analysis, community input, and vetting of projects that occurs through other stages of the planning process. It recognizes a commitment to completing a project that has been identified as a recommendation in an individual corridor or area study, apart from the RTP.

Following the project screening, RTC staff developed a draft fiscally constrained project listing for review by the RTC Agency Working Group, RTC advisory committees, and ultimately the RTC Board. The list was also provided for public comment prior to finalizing the RTP.

Chapter 7: Financial Plan

Financial Constraint

Federal transportation legislation (currently IIJA) 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. Since 1991, fiscal constraint has been a key component of the statewide and metropolitan transportation planning processes. Fiscal constraint means that the RTP, RTIP, and STIP include sufficient financial information to demonstrate that the projects included in those documents can be implemented using committed, available, or reasonably available federal, state, local, and private revenues, with the assurance that the federally supported transportation system is being adequately operated and maintained.

The eSTIP is structured in a manner that projects may only be included in the four or five years of the program if funds for those projects are “available” or “committed.” Federal funding reflected in the eSTIP for projects is based on full apportionment by fund source as identified from the FHWA Financial Management Information System (FMIS) 10A report. All funding for projects is required to be identified by federal fund source, required matching source, and by phase by year. The cumulative total of all funds should not exceed the total of funds reasonably available to the RTC or NDOT. Project funding is projected to increase for each year of the RTIP per the estimates of available IIJA funds. However, IIJA funding is apportioned annually and the amount of available funds projected in future years is subject to change. Federal funding amounts are updated at the beginning of each active fiscal year based on the FMIS 10A report.

The RTIP 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 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 IJA requirements, RTC has prepared the following FFY 2023-2027 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, a 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 in favor of new indexing provisions calculated on the Producer Price Index (PPI).

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. The 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 allocated to road projects. This funding source has been used 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 7th Edition effective as of January 31, 2022. 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 \$233 million in funding for FFY 2023-2027.

Federal Funding 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 (IIJA). One of the benefits of IIJA is that it provides long-term funding certainty for surface transportation. Overall, IIJA largely maintains the program structures and funding shares between highways and transit that were introduced under MAP-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 generally 20 percent.

IIJA programs available to the RTC and assumed in this document include:

National Highway Performance Program (NHPP) Funds are used to support the condition and performance of the 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 approximately \$240 million in NHPP funding for these projects in the FFY 2023-2027 timeframe. An additional \$2.2 million is programmed under the Railway-Highway Crossings Program.

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 the 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 allocated to the region in the FFY 2023-2027 time period

total approximately \$71.8 million, while STBG-Statewide is around \$111 million. There are additional funds being allocated within Washoe County in the form of HSIP (safety) of roughly \$14.3 million.

Congestion Mitigation and Air Quality Improvement Program (CMAQ) Flexible funding for transportation projects and programs to help meet the requirements of the Clean Air Act through reduction of congestion and improvement of air quality. This program requires specific analysis related to project selection whereby only projects for which air quality benefits are demonstrated are eligible. To support requirements of the Clean Air Act, 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 (EPA) as being 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 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 nearly \$36.5 million over the five-year term.

All of the RTIP projects considered for CMAQ funding are identified in the 2050 RTP, which identifies several transit projects as a priority for CMAQ funding. For example, the conversion of diesel buses to electric or hybrid-electric vehicles generates a proven reduction in air pollutants. CMAQ has been an important source of funding for the now completed 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. Further, the RTC has implemented a successful microtransit service (FlexRIDE) in various areas—or “zones”—throughout the region. The program offers mobility options for people who may live or work outside of the RTC fixed-route service area.

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 School programs. This RTIP assumes \$1.7 million in TA Set-Aside funding over the five-year term.

[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 IIJA. 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%. Approximately \$62.5 million in 5307 funding has been allocated to the FFY 2023-2027 RTIP.

[FTA Section 5310](#) The Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program is a federal program that aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities. Approximately \$0.6 million in 5310 funding has been allocated to the FFY 2023-2027 RTIP.

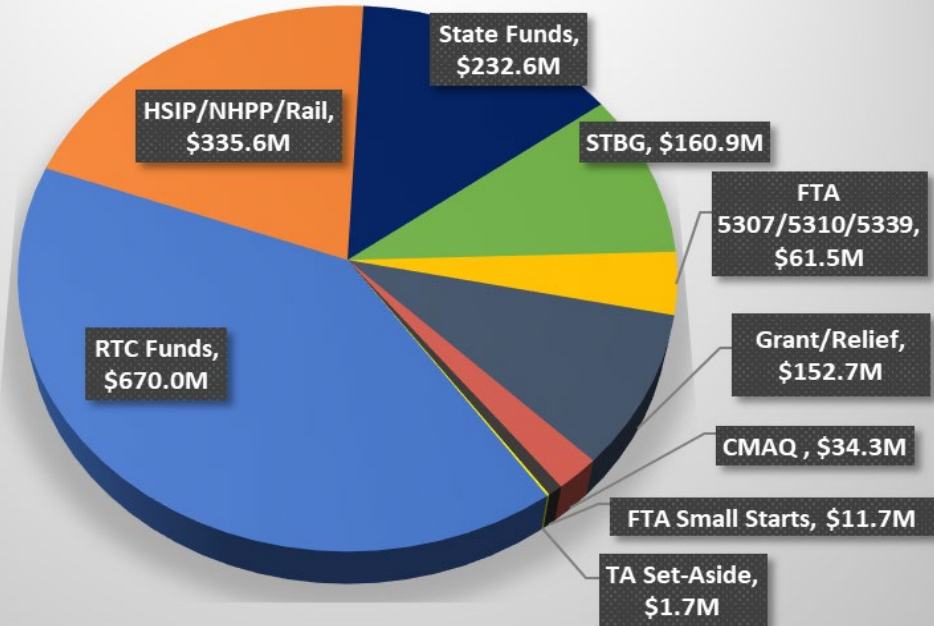
[FTA Section 5339](#) With the passage of MAP-21, Section 5339 was converted from a discretionary program to a formula-based program, and has remained formula-based under IIJA. Section 5339 provides funding to replace, rehabilitate and purchase buses and related equipment, and to construct bus-related facilities. Approximately \$15.2 million in 5339 funding has been allocated to the FFY 2023-2027 RTIP.

Financial Summary

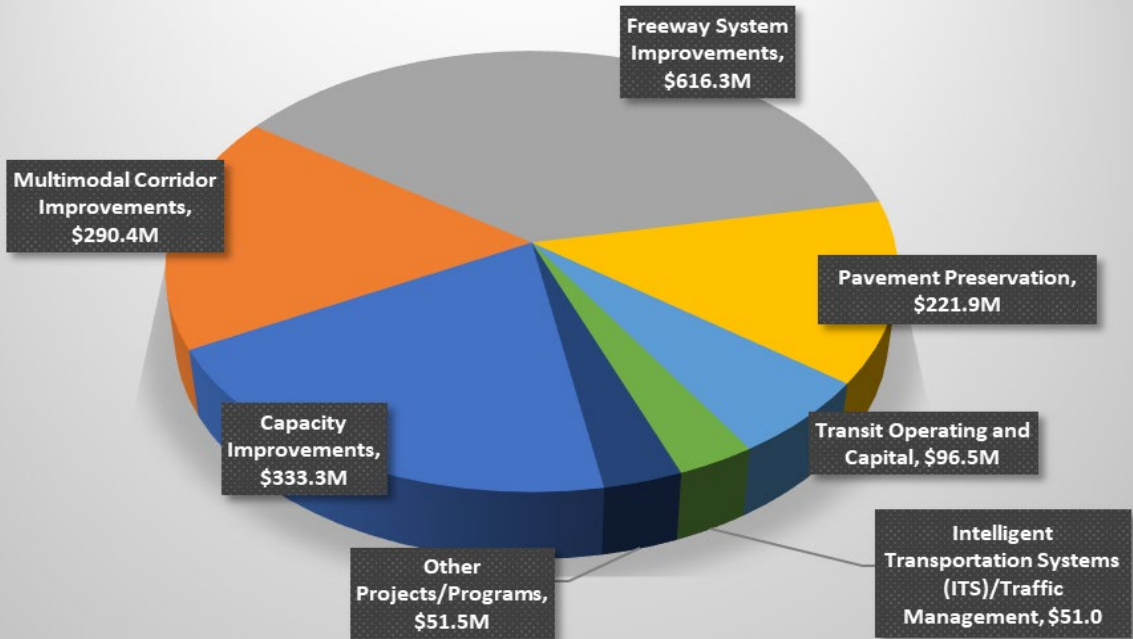
Figure 7-1 represents a summary of revenues and expenditures for the FFY 2023-2027 RTIP. Revenues are categorized by the funding source including STBG (Statewide and Local), CMAQ, NHPP, HSIP, FTA (5307, 5310, 5339), TA Set-Aside funding, Discretionary Funds (FTA Small Starts/other potential grants), RTC Funds, and State Funds. Expenditures are divided into the transportation mode or program in which the funds are to be expended.

Figure 7-1
FFY 2023-2027 RTIP Revenues and Expenditures

FFY 2023-2027 Revenues - \$1.66B



FFY 2023-2027 Expenditures - \$1.66B



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 EPA's air quality standards.

Conformity for the 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.

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.

**Figure 8-1
Reno/Sparks Hydrographic Area #87**

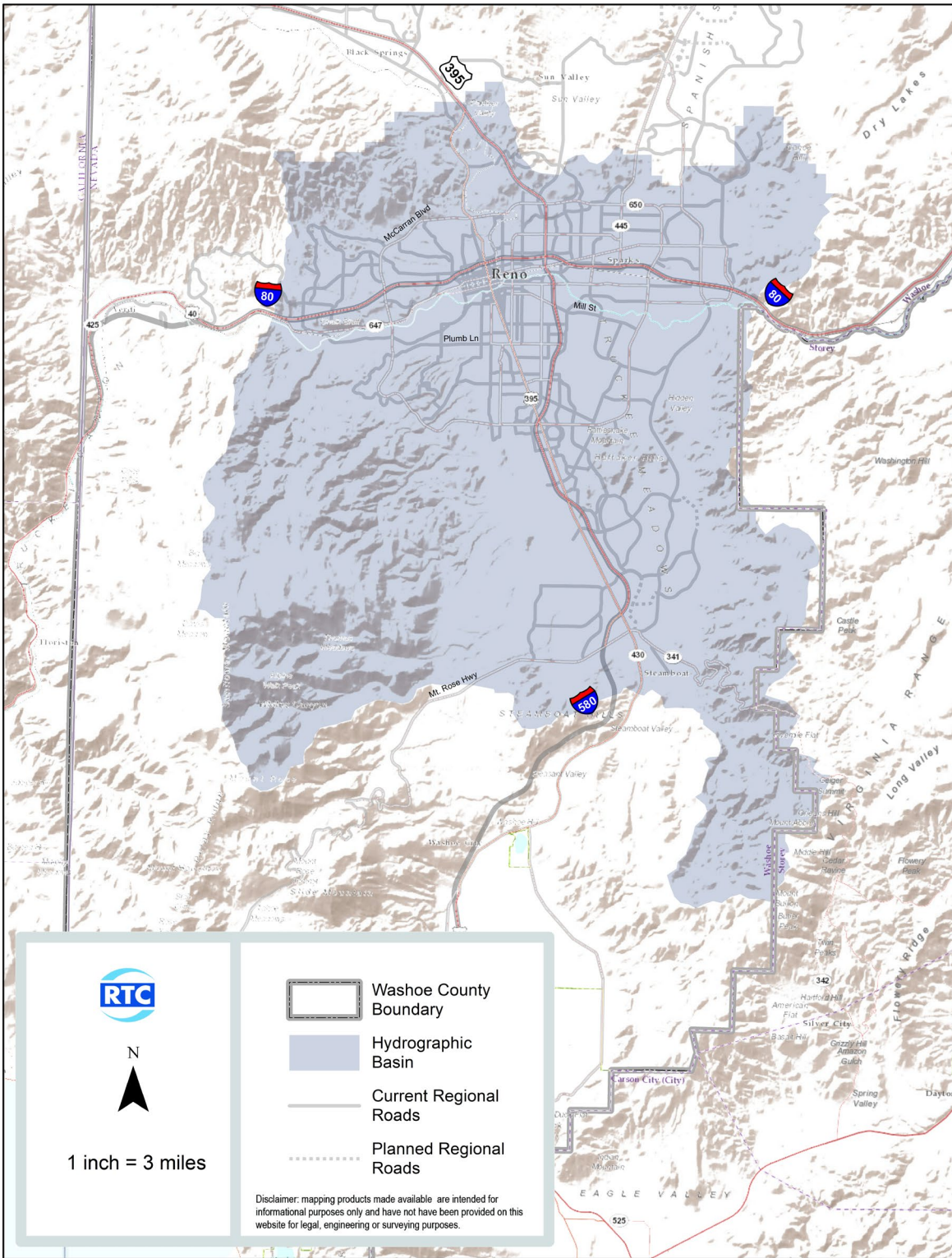


Table 8.1 summarizes Washoe County’s current design values. Design values are the statistic used to compare ambient air monitoring data against the NAAQS to determine designations for each NAAQS.

**Table 8-1
Design Values and Attainment Status (as of December 31, 2022)**

Pollutant (Averaging Time)	NAAQS		Designations	
	Level	Design Value	Unclassifiable/ Attainment, or Maintenance	Non- Attainment (classification)
O ₃ (8-hour)	0.070 ppm	0.073 ppm	All HA’s	---
PM _{2.5} (24-hour)	35 µg/m ³	78 µg/m ³	All HA’s	---
PM _{2.5} (Annual)	12.0 µg/m ³	11.0 µg/m ³	All HA’s	---
PM ₁₀ (24-hour)	150 µg/m ³	5.3 Expected Exceedances	All HA’s ¹	---
CO (1-hour)	35 ppm	2.6 ppm	All HA’s	---
CO (8-hour)	9 ppm	2.1 ppm	All HA’s ²	---
NO ₂ (1-hour)	100 ppb	47 ppb	All HA’s	---
NO ₂ (Annual Mean)	53 ppb	12 ppb	All HA’s	---
SO ₂ (1-hour)	75 ppb	3 ppb	All HA’s	---
Pb (Rolling 3-month average)	0.15 µg/m ³	n/a	All HA’s	---

¹Maintenance Area for PM₁₀ (1st 10-year maintenance plan expires January 6, 2026)

²Maintenance Area for CO (2nd 10-year maintenance plan expires October 31, 2026)

Source: 2013-22 Washoe County, Nevada Air Quality Trends Report

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.

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

RTC Travel Demand Model and EPA MOVES Emission Model

The RTC's travel demand model was developed on the TransCAD platform. The model uses the 2020 Consensus Forecast population and employment provided by the TMRPA. EPA's Motor Vehicle Emission Simulator (MOVES) is a state-of-the-science emission modeling system that estimates emissions for mobile sources at the national, county, and project level for criteria air pollutants, greenhouse gases, and air toxics. MOVES3 is now the latest official version of MOVES. The analysis uses MOVES3 to calculate emission data. 2020, 2025, 2030, 2040 and 2050 networks were established for the RTP air quality analysis. The 2020 network consists of the current roadway network and the current transit network. Each of the remaining networks is comprised of the previous model year network with the capacity related projects and transit service changes included in the RTP.

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 the 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 2020, 2025, 2030, 2040 and 2050. 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 CO and PM₁₀ non-attainment/maintenance areas, analysis must be performed for both pollutants.
- D. The last year of the RTP (2050) 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 HA87 for both CO and PM₁₀, as budgets have been established for these pollutants.
- F. For both CO and PM₁₀, the analysis of emissions for the required years cannot exceed the MVEB.

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 experienced significant growth in population and VMT, and are expected to continue to do so. Several specific TCM measures are in progress or planned in Washoe County that will have quantifiable emissions reductions. These include:

- A. Traffic signal optimization program.
- B. Conversion of the public transit fleet to 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 currently 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 three to four percent 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

Between the RTC RIDE public transit and RTC ACCESS paratransit services, RTC typically provides approximately 8 million passenger trips and 3 million miles of service annually. As noted in Chapter 5, service was drastically reduced due to ongoing strikes, but service expansions are planned in the coming years. While transit, even in full operating conditions, represents 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. RTC ACCESS cut-away vehicles are fueled by Compressed Natural Gas (CNG). These vehicles can reduce mobile

emission totals. Estimates by the California Air Resources Board comparing standard urban diesel and biodiesel (or CNG) determined that NO_x emissions from vehicles with CNG or cleaner burning diesels were reduced approximately 60%.

RTC currently has 23 zero emission electric buses which are primarily assigned to the Virginia and Lincoln Line RAPID corridors. In addition, RTC is beginning the use of hydrogen fuel cell technology for its next generation of zero emission vehicles with two scheduled for delivery in 2024 and six additional vehicles scheduled for delivery in 2025.

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 online 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 FY 2022 the air quality benefits of the program were substantial, as shown in Table 8-2.

**Table 8-2
RTC VANPOOL Air Pollution Reductions (FY 2022)**

RTC VANPOOL Air Pollution Reductions (kg/day)	
Volatile organic compounds (VOC)	0.955
Nitrogen Oxide (NO _x)	3.684
Carbon Monoxide (CO)	107.818
Particulate Matter (PM ₁₀)	0.419
Particulate Matter (PM _{2.5})	0.146
Carbon Dioxide (CO ₂)	20.437

The data include 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.

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 HA87. 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 2020, 2025, 2030, 2040 and 2050 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 VMTs for local roads are estimated as 11.67% (urban) and 6.57% (rural) of the total VMTs based on NDOT’s 2019 Annual Vehicle Miles of Travel Report (August 2020). 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 February 23, 2021.

CO Analysis

The MVEB for carbon monoxide (CO), effective October 31, 2016, is shown in Table 8-3, which also includes the CO emissions for all analysis years of the RTP. All RTP analysis years are within the MVEB.

**Table 8-3
CO Emissions Analysis
(lbs/day)**

Analysis Year	MVEB	RTP Analysis
2020	172,670	64,477
2025	171,509	55,872
2030	169,959	47,192
2040	169,959	40,391
2050	169,959	44,143

PM₁₀ Analysis

The MVEB for PM₁₀, effective January 6, 2016, is shown in Table 8-4, which also includes the PM₁₀ emissions for all analysis years of the RTP. All RTP analysis years are within the MVEB.

Table 8-4
PM₁₀ Emissions Analysis
(lbs/day)

Analysis Year	MVEB	RTP Analysis
2020	6,088	3,514
2025	6,473	3,555
2030	6,927	3,751
2040	6,927	4,030
2050	6,927	4,501

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 fleets to cleaner burning fuels. The 2050 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 is shown to be in conformance with federal air quality regulations.

Appendix A: FFY 2023-2027 Regional Transportation Improvement Program Project Listing

The FFY 2023-2027 Regional Transportation Improvement Program project listing is provided on the following pages. The list has been sorted by project type and shows the project description, the project limits (where applicable), and includes the funding source by project phase (engineering/design, right-of-way, construction, or “other” for capital acquisition), the federal fiscal year each phase has been programmed, and the total project cost as well as the federal, state or local contributions. Projects were identified through outreach and coordination with the public and agency stakeholders through the development of the RTP.

Project cost estimates were derived from the RTP and the FY 2024 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.

WA20190030 (Ver 6) 23-00 **LOCAL**

Name: Purchase Multiuse Path Maintenance Equipment

Scope: 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: Active Transportation (Bi) **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
2024	Local Fuel Tax - RTCWA	\$0	\$0	\$0	\$190,000	\$190,000
2024	Local Fund	\$0	\$0	\$0	\$10,000	\$10,000
2023-2027 TOTAL		\$0	\$0	\$0	\$200,000	\$200,000
ALL YEARS TOTAL		\$0	\$0	\$0	\$200,000	\$200,000

MPO **RTC Washoe**

Lead Agency **City of Reno**

WA20230011 (Ver 1) 23-00 **FEDERAL**

Name: Rosewood Trailhead Project

Scope: To provide a safe pedestrian and bicycle access point to the Veterans multi-use pathway, that will further connect users to nearby trail systems. To commence a trailhead design process with a private-sector firm that will initiate a survey of the site, develop design opportunities, and culminate with the selection of facility options. Deliverables will also include a bid-ready set of plans, engineers estimate, and construction documents for the next phase of the project, or the Rosewood Trailhead Phase Two Construction Project (not funded as part of this project).

Project Type: Active Transportation (Bi) **AQ:** Exempt, Air Quality - Bicycle and pedestrian facilities. **TCM:** No **NDOT:** District 2

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

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2024	Local Fund	\$8,684	\$0	\$0	\$0	\$8,684
2024	TAP WA STBG	\$165,000	\$0	\$0	\$0	\$165,000
2023-2027 TOTAL		\$173,684	\$0	\$0	\$0	\$173,684
ALL YEARS TOTAL		\$173,684	\$0	\$0	\$0	\$173,684

MPO **RTC Washoe**

Lead Agency **City of Reno**

WA20230010 (Ver 1) 23-00 **FEDERAL**

Name: Broadhead Park Restoration Project

Scope: The Broadhead Park Restoration Project is a collaborative effort by the City of Reno and One Truckee River (OTR). The goal is to complete a riverbank restoration and vegetation management project at Brodhead Memorial Park along the Tahoe-Pyramid Trail. The project will address critical environmental issues facing the Truckee River including impaired water quality, erosion, aquatic wildlife habitat needs, and vegetation loss. The project is also engaging with the local neighborhood to create an invested stakeholder base to participate in the planning, implementation, and creation of a local neighborhood support system to provide ongoing care of the riverbank restoration.

Project Type: Landscape & Aesthetics **AQ:** Exempt, Other - Plantings, landscaping, etc. **TCM:** No **NDOT:** District 2

County: Washoe

Limits: Nearest Crossstreet:

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2024	Local Fund	\$0	\$0	\$36,182	\$0	\$36,182
2024	TAP WA STBG	\$91,930	\$0	\$595,523	\$0	\$687,453
2023-2027 TOTAL		\$91,930	\$0	\$631,705	\$0	\$723,635
ALL YEARS TOTAL		\$91,930	\$0	\$631,705	\$0	\$723,635

MPO **RTC Washoe**

Lead Agency **City of Reno**

WA20230008 (Ver 1) 23-00 **FEDERAL**

Name: Plumas Street Sidewalk - Phase 2

Scope: Install sidewalk, curb and gutter on the west side of Plumas Street from Mountain View Drive to Brinkby Ave. This will improve safety, encourage non-motorized travel, improve access to transit, and reduce emissions and energy use by encouraging non-motorized travel.

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

County: Washoe

Limits: From Mountain View Dr to Brinkby Ave of Distance (mile) .26

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2024	Local Fund	\$0	\$0	\$20,108	\$0	\$20,108
2024	TAP WA STBG	\$0	\$0	\$382,047	\$0	\$382,047
2023-2027 TOTAL		\$0	\$0	\$402,155	\$0	\$402,155
ALL YEARS TOTAL		\$0	\$0	\$402,155	\$0	\$402,155

MPO **RTC Washoe**

Lead Agency **City of Reno**

WA20230009 (Ver 1) 23-00							FEDERAL
Name: Pedestrian Ramp Project - Phase 1							
Scope: This project will update several pedestrian ramps within various school zoning areas that are currently non-ADA compliant. These ramps provide access to a safe place to walk and a safe place to navigate intersections.							
Project Type: ADA		AQ: Exempt, Air Quality - Bicycle and pedestrian facilities.				TCM: No NDOT: District 2	
County: Washoe		Limits: Various Locations					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2024	Local Fund	\$0	\$0	\$19,500	\$0	\$19,500	
2024	TAP WA STBG	\$0	\$0	\$370,500	\$0	\$370,500	
2023-2027 TOTAL		\$0	\$0	\$390,000	\$0	\$390,000	
ALL YEARS TOTAL		\$0	\$0	\$390,000	\$0	\$390,000	
MPO RTC Washoe			Lead Agency City of Sparks				

WA20200019 (Ver 5) 23-00							LOCAL
Name: Purchase Multiuse Path Maintenance Equipment							
Scope: 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/off-street paths throughout the region							
Project Type: Active Transportation (Bi		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	
2024	Local Fuel Tax - RTCWA	\$0	\$0	\$0	\$190,000	\$190,000	
2024	Local Fund	\$0	\$0	\$0	\$10,000	\$10,000	
2023-2027 TOTAL		\$0	\$0	\$0	\$200,000	\$200,000	
ALL YEARS TOTAL		\$0	\$0	\$0	\$200,000	\$200,000	
MPO RTC Washoe			Lead Agency City of Sparks				

WA20230012 (Ver 1) 23-01 **FEDERAL**

Name: Washoe County School District Safe Routes to School Program FFY2024 (TAP)
Scope: Washoe County School District Safe Routes to School Program - Supplies and Equipment for Education and Outreach FFY2024
Project Type: Active Transportation (Bi) **AQ:** Exempt, Safety - Safety Improvement Program. **TCM:** No **NDOT:** District 2

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

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2024	State Match - Nv	\$0	\$0	\$0	\$5,314	\$5,314
2024	TAP FLEX STBG	\$0	\$0	\$0	\$100,961	\$100,961
2023-2027 TOTAL		\$0	\$0	\$0	\$106,275	\$106,275
ALL YEARS TOTAL		\$0	\$0	\$0	\$106,275	\$106,275

MPO **RTC Washoe**

Lead Agency **Nevada DOT**

WA20200013 (Ver 3) 23-00 **FEDERAL**

Name: I-80 West, Reno - Bridge Replacements
Scope: Replace structures, I-770, I-774 E/W, I-775 E/W, H-767 E/W
Project Type: Bridge/Structures **AQ:** Exempt, Safety - Non capacity widening or bridge reconstruction. **TCM:** No **NDOT:** District 2

County: Washoe **Limits:** Bridge #: I -770

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2023	State Gas Tax	\$6,655,000	\$0	\$0	\$0	\$6,655,000
2024	BRIDGE FORMULA PROGRAM	\$0	\$0	\$28,500,000	\$0	\$28,500,000
2024	Highway Infra Bridge Replacement	\$0	\$0	\$11,400,000	\$0	\$11,400,000
2024	NHPP	\$0	\$0	\$59,315,625	\$0	\$59,315,625
2024	PROTECT PROGRAM	\$0	\$0	\$3,200,000	\$0	\$3,200,000
2024	STBG State-Wide	\$0	\$0	\$19,771,875	\$0	\$19,771,875
2024	State Gas Tax	\$0	\$550,000	\$0	\$0	\$550,000
2024	State Match - Nv	\$0	\$0	\$7,062,500	\$0	\$7,062,500
2023-2027 TOTAL		\$6,655,000	\$550,000	\$129,250,000	\$0	\$136,455,000
ALL YEARS TOTAL		\$6,655,000	\$550,000	\$129,250,000	\$0	\$136,455,000

MPO **RTC Washoe**

Lead Agency **Nevada DOT**

WA20220031 (Ver 2) 23-00 **STATE**

Name: FR 09 Lockwood Dr. at Truckee River- replace B-1490 (on system bridge).

Scope: FR 09 Lockwood Dr. at Truckee River- replace B-1490 (on system bridge).

Project Type: Bridge/Structures

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

TCM: No **NDOT:** District 2

County: Washoe

Limits: Bridge #: B-1490

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2025	State Gas Tax	\$820,000	\$0	\$0	\$0	\$820,000
2023-2027 TOTAL		\$820,000	\$0	\$0	\$0	\$820,000
ALL YEARS TOTAL		\$820,000	\$0	\$0	\$0	\$820,000

MPO **RTC Washoe**

Lead Agency **Nevada DOT**

WA20220001 (Ver 3) 23-00 **STATE**

Name: SR 659, N. McCarran Intersection Improvements

Scope: INTERSECTION AND SAFETY IMPROVEMENTS

Project Type: Interchange/Intersection

AQ: Exempt, Safety - Safety Improvement Program.

TCM: No **NDOT:** District 2

County: Washoe

Limits: From WA MP 7.60 to WA MP 9.95 of Distance (mile) 2.35 Milepost begins at 7.6 ends at 9.95

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2023	State Gas Tax	\$207,000	\$0	\$0	\$0	\$207,000
2024	Local Fuel Tax - RTCWA	\$0	\$0	\$784,000	\$0	\$784,000
2024	State Gas Tax	\$0	\$5,000	\$2,450,000	\$0	\$2,455,000
2023-2027 TOTAL		\$207,000	\$5,000	\$3,234,000	\$0	\$3,446,000
ALL YEARS TOTAL		\$207,000	\$5,000	\$3,234,000	\$0	\$3,446,000

MPO **RTC Washoe**

Lead Agency **Nevada DOT**

WA20170146 (Ver 10) 23-00

FEDERAL

Name: US 395, North Valleys, McCarran to Golden Valley, Phase 1B

Scope: CONSTRUCT AUX LANE NB AND SB, CONSTRUCT TRAVEL LANE SB, CONSTRUCT NEW BRAIDED RAMP AT PANTHER VALLEY INTERCHANGE, AND REHAB EXISTING PAVEMENT

Project Type: Major/New Construction

AQ: Non-Exempt

TCM: No **NDOT:** District 2

County: Washoe

Limits: From McCarran to Golden Valley Structure of Distance (mile) 4.05 Milepost begins at 27.06 ends at 31.11

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2023	HIGHWAY INFRA COVID Statewide	\$0	\$0	\$22,771,613	\$0	\$22,771,613
2023	Hghwy Infra Statewide	\$0	\$0	\$13,919,540	\$0	\$13,919,540
2023	NHPP AC	\$0	\$0	\$22,000,000	\$0	\$22,000,000
2023	NHPP Exempt	\$0	\$0	\$16,836,191	\$0	\$16,836,191
2023	PROTECT PROGRAM	\$0	\$0	\$1,500,000	\$0	\$1,500,000
2023	SB 5	\$0	\$0	\$8,000,000	\$0	\$8,000,000
2023	STBG State-Wide AC	\$0	\$0	\$35,303,702	\$0	\$35,303,702
2023	State Gas Tax	\$4,261,550	\$0	\$50,197,810	\$0	\$54,459,360
2023	State Match - Nv	\$0	\$0	\$4,713,654	\$0	\$4,713,654
<2023	Prior	\$1,230,000	\$130,000	\$0	\$0	\$1,360,000
2023-2027 TOTAL		\$4,261,550	\$0	\$175,242,510	\$0	\$179,504,060
ALL YEARS TOTAL		\$5,491,550	\$130,000	\$175,242,510	\$0	\$180,864,060

MPO **RTC Washoe**

Lead Agency **Nevada DOT**

WA20200011 (Ver 3) 23-00							STATE
Name: Reno Spaghetti Bowl - Phase 2 Nugget Viaduct -Preliminary Design							
Scope: RECONSTRUCT I-80 FROM JUST EAST OF THE SPAGHETTI BOWL TO MCCARRAN BLVD EAST; REPLACE I-80 BRIDGE H-866 E/W OVER THE NUGGET CASINO; CONSTRUCT NEW INTERCHANGE AT KIETZKE LANE; RECONSTRUCT ROCK BLVD AND PYRAMID WAY INTERCHANGES (PRELIMINARY ENGINEERING)							
Project Type: Major/New Construction		AQ: Exempt, Other - Engineering studies.			TCM: No NDOT: District 2		
County: Washoe		Limits: From EAST OF I 80/I 580/US 395 (SPAGHETTI BOWL) INTERCHANGE to EAST MCCARRAN BLVD (SR 659) of Distance (mile) 2.1 Milepost begins at 14.9 ends at 17					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2024	State Gas Tax	\$5,115,000	\$72,000,000	\$0	\$0	\$77,115,000	
2023-2027 TOTAL		\$5,115,000	\$72,000,000	\$0	\$0	\$77,115,000	
ALL YEARS TOTAL		\$5,115,000	\$72,000,000	\$0	\$0	\$77,115,000	
MPO RTC Washoe				Lead Agency Nevada DOT			

WA20180057 (Ver 7) 23-00							FEDERAL
Name: US 395, North Valleys, Golden Valley to Stead, Phase 2 - capacity, operational, and pavement rehab							
Scope: GOLDEN VALLEY TO LEMMON VALLEY; CONSTRUCT AN ADDITIONAL TRAVEL LANE, AUX LANE, AND REHABILITATE EXISTING LANES NB & SB. LEMMON VALLEY TO STEAD; CONSTRUCT AN ADDITIONAL TRAVEL LANE AND REHABILITATE EXISTING LANES							
Project Type: Preservation		AQ: Non-Exempt			TCM: No NDOT: District 2		
County: Washoe		Limits: Primary Interchange: Golden Valley, Secondary Interchange: Stead					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2026	INFRA Grant	\$0	\$0	\$88,900,000	\$0	\$88,900,000	
2026	NHPP	\$0	\$0	\$57,000,000	\$0	\$57,000,000	
2026	State Match - Nv	\$0	\$0	\$3,000,000	\$0	\$3,000,000	
<2023	Prior	\$400,000	\$15,000	\$0	\$0	\$415,000	
2023-2027 TOTAL		\$0	\$0	\$148,900,000	\$0	\$148,900,000	
ALL YEARS TOTAL		\$400,000	\$15,000	\$148,900,000	\$0	\$149,315,000	
MPO RTC Washoe				Lead Agency Nevada DOT			

WA20200072 (Ver 5) 23-00							FEDERAL
Name: US 395, from Cold Springs to the State Line							
Scope: COLDMILL AND OVERLAY, PLANTMIX BITUMINOUS SURFACE AND OPEN GRADED WEARING COURSE							
Project Type: Preservation		AQ: Exempt, Safety - Pavement resurfacing and/or rehabilitation.				TCM: No NDOT: District 2	
County: Washoe		Limits: From WA MP 38.37 to WA MP 42.16 of Distance (mile) 3.79 Milepost begins at 38.37 ends at 42.16					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2023	NHPP	\$0	\$0	\$9,269,625	\$0	\$9,269,625	
2023	STBG State-Wide	\$0	\$0	\$3,089,875	\$0	\$3,089,875	
2023	State Match - Nv	\$0	\$0	\$650,500	\$0	\$650,500	
<2023	Prior	\$320,000	\$0	\$0	\$0	\$320,000	
2023-2027 TOTAL		\$0	\$0	\$13,010,000	\$0	\$13,010,000	
ALL YEARS TOTAL		\$320,000	\$0	\$13,010,000	\$0	\$13,330,000	
MPO RTC Washoe				Lead Agency Nevada DOT			

WA20200073 (Ver 5) 23-00							STATE
Name: SR 445, PYRAMID WAY - 3R AND ADA							
Scope: 2-3/4 INCH COLDMILL, 2 INCH PBS WITH 3/4 INCH OG AND 10% PATCHING. UPGRADE EXISTING RAMPS, DRIVEWAYS AND SELECT SIDEWALK LOCATIONS TO MEET ADA							
Project Type: Preservation		AQ: Exempt, Safety - Pavement resurfacing and/or rehabilitation.				TCM: No NDOT: District 2	
County: Washoe		Limits: From Nugget Avenue to York Way of Distance (mile) 1.38 Milepost begins at 0 ends at 1.38					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2023	State Gas Tax	\$0	\$115,000	\$0	\$0	\$115,000	
2025	State Gas Tax	\$0	\$0	\$9,472,000	\$0	\$9,472,000	
<2023	Prior	\$330,000	\$0	\$0	\$0	\$330,000	
2023-2027 TOTAL		\$0	\$115,000	\$9,472,000	\$0	\$9,587,000	
ALL YEARS TOTAL		\$330,000	\$115,000	\$9,472,000	\$0	\$9,917,000	
MPO RTC Washoe				Lead Agency Nevada DOT			

WA20220002 (Ver 4) 23-01							FEDERAL
Name: I-80 Keystone Package 2, Phase 2B							
Scope: WIDEN FOR EB AUXILIARY LANE, SOUNDWALL INSTALLATION, BARRIER RAIL UPGRADE, CULVERT LINING AND REPLACEMENT, HARDWARE UPGRADE FOR ITS DEVICES, AESTHETIC AND FENCING IMPROVEMENTS							
Project Type: Preservation		AQ: Non-Exempt			TCM: No		NDOT: District 2
County: Washoe		Limits: From WA MP 10.68 to WA MP 12.45 of Distance (mile) 1.77 Milepost begins at 10.68 ends at 12.45					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2024	NHPP	\$0	\$0	\$19,712,500	\$0	\$19,712,500	
2024	PROTECT PROGRAM	\$0	\$0	\$300,000	\$0	\$300,000	
2024	STBG State-Wide	\$0	\$0	\$31,516,250	\$0	\$31,516,250	
2024	State Match - Nv	\$0	\$0	\$2,771,250	\$0	\$2,771,250	
2023-2027 TOTAL		\$0	\$0	\$54,300,000	\$0	\$54,300,000	
ALL YEARS TOTAL		\$0	\$0	\$54,300,000	\$0	\$54,300,000	
MPO RTC Washoe				Lead Agency Nevada DOT			

WA20220016 (Ver 2) 23-00							STATE
Name: SR 659 East McCarran Blvd.- ADA Preservation							
Scope: SR 659 East McCarran Blvd.- ADA Preservation							
Project Type: Preservation		AQ: Exempt, Safety - Pavement resurfacing and/or rehabilitation.			TCM: No		NDOT: District 2
County: Washoe		Limits: From WA MP 17.0 to WA MP 18.0 of Distance (mile) 1 Milepost begins at 17.01 ends at 18.01					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2024	State Gas Tax	\$0	\$0	\$4,587,500	\$0	\$4,587,500	
2023-2027 TOTAL		\$0	\$0	\$4,587,500	\$0	\$4,587,500	
ALL YEARS TOTAL		\$0	\$0	\$4,587,500	\$0	\$4,587,500	
MPO RTC Washoe				Lead Agency Nevada DOT			

WA20220017 (Ver 2) 23-00							FEDERAL
Name: US 395 North Valleys- Preservation							
Scope: Mill and overlay with hydraulic, ITS, and ramp improvements							
Project Type: Preservation		AQ: Exempt, Safety - Pavement resurfacing and/or rehabilitation.				TCM: No NDOT: District 2	
County: Washoe		Limits: From WA MP 34.1 to WA MP 38.3 of Distance (mile) 4.13 Milepost begins at 34.13 ends at 38.26					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2023	State Gas Tax	\$225,000	\$0	\$0	\$0	\$225,000	
2026	NHPP	\$0	\$0	\$9,761,250	\$0	\$9,761,250	
2026	STBG State-Wide	\$0	\$0	\$3,253,750	\$0	\$3,253,750	
2026	State Match - Nv	\$0	\$0	\$685,000	\$0	\$685,000	
2023-2027 TOTAL		\$225,000	\$0	\$13,700,000	\$0	\$13,925,000	
ALL YEARS TOTAL		\$225,000	\$0	\$13,700,000	\$0	\$13,925,000	
MPO RTC Washoe				Lead Agency Nevada DOT			

WA20220019 (Ver 3) 23-00							STATE
Name: I 580 Bowers to Mount Rose Highway- Preservation							
Scope: Mill and fill w/ OG, profile grind concrete sections							
Project Type: Preservation		AQ: Exempt, Safety - Pavement resurfacing and/or rehabilitation.				TCM: No NDOT: District 2	
County: Washoe		Limits: From WA MP 5.4 to WA MP 14.95 of Distance (mile) 9.59 Milepost begins at 5.36 ends at 14.95					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2023	State Gas Tax	\$300,000	\$0	\$0	\$0	\$300,000	
2024	State Gas Tax	\$0	\$0	\$21,603,000	\$0	\$21,603,000	
2023-2027 TOTAL		\$300,000	\$0	\$21,603,000	\$0	\$21,903,000	
ALL YEARS TOTAL		\$300,000	\$0	\$21,603,000	\$0	\$21,903,000	
MPO RTC Washoe				Lead Agency Nevada DOT			

WA20220020 (Ver 2) 23-00 **STATE**

Name: SR 659 North McCarran Blvd- Preservation

Scope: SR 659 North McCarran Blvd- Preservation

Project Type: Preservation

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

TCM: No **NDOT:** District 2

County: Washoe

Limits: From WA MP 10.6 to WA MP 12.9 of Distance (mile) 2.27 Milepost begins at 10.58 ends at 12.85

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2026	State Gas Tax	\$0	\$0	\$9,475,400	\$0	\$9,475,400
2023-2027 TOTAL		\$0	\$0	\$9,475,400	\$0	\$9,475,400
ALL YEARS TOTAL		\$0	\$0	\$9,475,400	\$0	\$9,475,400

MPO **RTC Washoe**

Lead Agency **Nevada DOT**

WA20220021 (Ver 2) 23-00 **FEDERAL**

Name: SR 445 Spanish Springs, Golden View Drive to Egyptian Drive- Preservation

Scope: 2.75" cold mill, 2" dense grade with 0.75" open grade

Project Type: Preservation

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

TCM: No **NDOT:** District 2

County: Washoe

Limits: From WA MP 4.5 to WA MP 9.0 of Distance (mile) 4.53 Milepost begins at 4.5 ends at 9.03

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2023	State Gas Tax	\$230,000	\$0	\$0	\$0	\$230,000
2025	NHPP	\$0	\$0	\$7,980,000	\$0	\$7,980,000
2025	STBG State-Wide	\$0	\$0	\$2,660,000	\$0	\$2,660,000
2025	State Match - Nv	\$0	\$0	\$560,000	\$0	\$560,000
2023-2027 TOTAL		\$230,000	\$0	\$11,200,000	\$0	\$11,430,000
ALL YEARS TOTAL		\$230,000	\$0	\$11,200,000	\$0	\$11,430,000

MPO **RTC Washoe**

Lead Agency **Nevada DOT**

XS20220034 (Ver 2) 23-00							FEDERAL
Name: SR 439 USA Parkway- Preservation							
Scope: Mill and fill W/OG, hydraulic improvements, safety improvements, and lighting.							
Project Type: Preservation		AQ: Exempt, Safety - Pavement resurfacing and/or rehabilitation.				TCM: No NDOT: District 2	
County: Storey, Washoe		Limits: From ST MP 4.3 to WA MP 0.1 of Distance (mile) -4.14 Milepost begins at 4.26 ends at .12					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2023	State Gas Tax	\$300,000	\$0	\$0	\$0	\$300,000	
2027	NHPP	\$0	\$0	\$23,512,500	\$0	\$23,512,500	
2027	STBG State-Wide	\$0	\$0	\$7,837,500	\$0	\$7,837,500	
2027	State Match - Nv	\$0	\$0	\$1,650,000	\$0	\$1,650,000	
2023-2027 TOTAL		\$300,000	\$0	\$33,000,000	\$0	\$33,300,000	
ALL YEARS TOTAL		\$300,000	\$0	\$33,000,000	\$0	\$33,300,000	
MPO RTC Washoe				Lead Agency Nevada DOT			

XS20220035 (Ver 2) 23-00							FEDERAL
Name: I-80, Fernley, Painted Rock Interchange to East Fernley Grade Separation - Preservation							
Scope: 2" cold mill, 2" dense grade with 0.75" open grade and various patching locations							
Project Type: Preservation		AQ: Exempt, Safety - Pavement resurfacing and/or rehabilitation.				TCM: No NDOT: District 2	
County: Lyon, Washoe		Limits: From WA MP 41.5 to LY MP 5.8 of Distance (mile) -35.65 Milepost begins at 41.49 ends at 5.84					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2025	NHPP	\$0	\$0	\$14,250,000	\$0	\$14,250,000	
2025	STBG State-Wide	\$0	\$0	\$7,125,000	\$0	\$7,125,000	
2025	State Gas Tax	\$0	\$0	\$2,500,000	\$0	\$2,500,000	
2025	State Match - Nv	\$0	\$0	\$1,125,000	\$0	\$1,125,000	
2023-2027 TOTAL		\$0	\$0	\$25,000,000	\$0	\$25,000,000	
ALL YEARS TOTAL		\$0	\$0	\$25,000,000	\$0	\$25,000,000	
MPO RTC Washoe				Lead Agency Nevada DOT			

WA20170130 (Ver 8) 23-00							FEDERAL
Name: Highland Avenue Railroad Crossing							
Scope: Install crossing surface improvements and adjustment to crossing signal arms							
Project Type: Railroad		AQ: Exempt, Safety - Railroad/highway crossing.				TCM: No NDOT: District 2	
County: Washoe		Limits: Nearest Crossstreet: Highland Avenue					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2024	Local Fund	\$0	\$0	\$102,000	\$0	\$102,000	
2024	RAIL	\$0	\$0	\$918,000	\$0	\$918,000	
<2023	Prior	\$28,950	\$0	\$0	\$0	\$28,950	
2023-2027 TOTAL		\$0	\$0	\$1,020,000	\$0	\$1,020,000	
ALL YEARS TOTAL		\$28,950	\$0	\$1,020,000	\$0	\$1,048,950	
MPO RTC Washoe				Lead Agency Nevada DOT			

WA20170132 (Ver 9) 23-00							FEDERAL
Name: Silver Lake Drive Railroad Crossing							
Scope: INSTALL CROSSING SIGNAL AND CROSSING SURFACE IMPROVEMENTS INCLUDING VEHICLE ASSEMBLY GATES, ADDITION OF PEDESTRIAN GATES, RAILROAD CABINET REPLACEMENT, RAILROAD TRAFFIC PREEMPTION AND OTHER IMPROVEMENTS.							
Project Type: Railroad		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	
2023	Local Fund	\$0	\$0	\$259,000	\$0	\$259,000	
2023	RAIL	\$0	\$0	\$1,240,500	\$0	\$1,240,500	
2023	State Match - Nv	\$0	\$0	\$500	\$0	\$500	
<2023	Prior	\$17,000	\$0	\$0	\$0	\$17,000	
2023-2027 TOTAL		\$0	\$0	\$1,500,000	\$0	\$1,500,000	
ALL YEARS TOTAL		\$17,000	\$0	\$1,500,000	\$0	\$1,517,000	
MPO RTC Washoe				Lead Agency Nevada DOT			

WA20210008 (Ver 4) 23-00							FEDERAL
Name: FRWA51, Enhanced Safety Improvements							
Scope: INSTALL NEW SIGNAGE, ADJUST CONCRETE BARRIER RAIL AND NEW STRIPING FOR ENHANCED SAFETY IMPROVEMENTS ,FROM VILLANOVA DR, I 580 EXIT 65A, TO PLUMB LANE; MP WA 0.00 TO MP WA 0.246							
Project Type: Road Improvement		AQ: Exempt, Safety - Safety Improvement Program.				TCM: No NDOT: District 2	
County: Washoe		Limits: From Villanova Drive to Plumb Lane of Distance (mile) 0.25 Milepost begins at 0 ends at .25					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2023	HSIP	\$0	\$0	\$475,000	\$0	\$475,000	
2023	State Match - Nv	\$0	\$0	\$25,000	\$0	\$25,000	
<2023	Prior	\$0	\$5,000	\$0	\$0	\$5,000	
2023-2027 TOTAL		\$0	\$0	\$500,000	\$0	\$500,000	
ALL YEARS TOTAL		\$0	\$5,000	\$500,000	\$0	\$505,000	
MPO RTC Washoe				Lead Agency Nevada DOT			

WA2012128 (Ver 10) 23-00							FEDERAL
Name: Reno Freeway Service Patrol FFY23-26							
Scope: Provide cost-free assistance to motorists and first responders for a variety of roadway incidents.							
Project Type: Traffic Operations		AQ: Exempt				TCM: No NDOT: District 2	
County: Washoe		Limits: Various Locations					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
<2023	Prior	\$0	\$0	\$0	\$6,638,716	\$6,638,716	
ALL YEARS TOTAL		\$0	\$0	\$0	\$6,638,716	\$6,638,716	
MPO RTC Washoe				Lead Agency Nevada DOT			

WA20110314 (Ver 12) 23-00 **FEDERAL**

Name: Bicycle, Pedestrian, and ADA Improvements
Scope: Implementation of prioritized bus stop improvements, bicycle and pedestrian projects from the Bicycle-Pedestrian Master Plan and ADA improvement projects from the ADA Transition Plan - Annual Program

Project Type: Active Transportation (Bi) **AQ:** Exempt, Air Quality - Bicycle and pedestrian facilities. **TCM:** Yes **NDOT:** District 2

County: Washoe **Limits:** Various Locations

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2023	Local Fuel Tax - RTCWA	\$0	\$0	\$0	\$0	\$0
2024	Local Fuel Tax - RTCWA	\$0	\$0	\$3,000,000	\$0	\$3,000,000
2025	Local Fuel Tax - RTCWA	\$0	\$0	\$3,000,000	\$0	\$3,000,000
<2023	Prior	\$400,000	\$0	\$13,600,000	\$0	\$14,000,000
2023-2027 TOTAL		\$0	\$0	\$6,000,000	\$0	\$6,000,000
ALL YEARS TOTAL		\$400,000	\$0	\$19,600,000	\$0	\$20,000,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20150003 (Ver 10) 23-00 **FEDERAL**

Name: Truckee River Shared Use Path
Scope: Construct Pathway

Project Type: Active Transportation (Bi) **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
2024	State Match - Nv	\$0	\$0	\$1	\$0	\$1
<2023	Prior	\$212,754	\$564,700	\$0	\$0	\$777,454
2023-2027 TOTAL		\$0	\$0	\$1	\$0	\$1
ALL YEARS TOTAL		\$212,754	\$564,700	\$1	\$0	\$777,455

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20170123 (Ver 9) 23-00 **LOCAL**

Name: Center Street Multimodal Improvements
Scope: Construct two-way cycle track on the west side of Center Street and spot sidewalk improvements.

Project Type: Active Transportation (Bi) **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
2024	Local Fuel Tax - RTCWA	\$0	\$0	\$10,000,000	\$0	\$10,000,000
<2023	Prior	\$1,080,000	\$0	\$0	\$0	\$1,080,000
2023-2027 TOTAL		\$0	\$0	\$10,000,000	\$0	\$10,000,000
ALL YEARS TOTAL		\$1,080,000	\$0	\$10,000,000	\$0	\$11,080,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20170126 (Ver 9) 23-00 **FEDERAL**

Name: Vassar Street Multimodal Improvements
Scope: Bicycle and sidewalk improvements.

Project Type: Active Transportation (Bi) **AQ:** Exempt, Air Quality - Bicycle and pedestrian facilities. **TCM:** Yes **NDOT:** District 2

County: Washoe **Limits:** From Kietzke Lane to Terminal Way of Distance (mile) .45

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2024	CMAQ - Washoe County	\$641,250	\$0	\$0	\$0	\$641,250
2024	Local Fuel Tax - RTCWA	\$33,750	\$0	\$0	\$0	\$33,750
2025	CMAQ - Washoe County	\$0	\$0	\$3,633,750	\$0	\$3,633,750
2025	Local Fuel Tax - RTCWA	\$0	\$0	\$191,250	\$0	\$191,250
2023-2027 TOTAL		\$675,000	\$0	\$3,825,000	\$0	\$4,500,000
ALL YEARS TOTAL		\$675,000	\$0	\$3,825,000	\$0	\$4,500,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20170128 (Ver 8) 23-00 **LOCAL**

Name: Vine Street Bike Facility

Scope: Roadway reconfiguration and bicycle facilities.

Project Type: Active Transportation (Bi **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
2024	Local Fuel Tax - RTCWA	\$1,130,000	\$0	\$0	\$0	\$1,130,000
2025	Local Fuel Tax - RTCWA	\$0	\$0	\$10,170,000	\$0	\$10,170,000
2023-2027 TOTAL		\$1,130,000	\$0	\$10,170,000	\$0	\$11,300,000
ALL YEARS TOTAL		\$1,130,000	\$0	\$10,170,000	\$0	\$11,300,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20180059 (Ver 7) 23-00 **LOCAL**

Name: West 4th Street (Reno) Improvements

Scope: Construct enhanced sidewalks, bus/bike lanes, lighting, and intersection improvements.

Project Type: Active Transportation (Bi **AQ:** Exempt, Air Quality - Bicycle and pedestrian facilities.

TCM: No **NDOT:** District 2

County: Washoe **Limits:** From Vine St to Evans Ave of Distance (mile) 0.8

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2024	Local Fuel Tax - RTCWA	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2025	Local Fuel Tax - RTCWA	\$0	\$0	\$7,500,000	\$0	\$7,500,000
2023-2027 TOTAL		\$1,000,000	\$0	\$7,500,000	\$0	\$8,500,000
ALL YEARS TOTAL		\$1,000,000	\$0	\$7,500,000	\$0	\$8,500,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20190042 (Ver 5) 23-00 **LOCAL**

Name: Sun Valley Boulevard Corridor Improvements - Phase 2

Scope: Multimodal improvements along the Sun Valley Boulevard corridor.

Project Type: Active Transportation (Bi) **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
2024	Local Fuel Tax - RTCWA	\$2,000,000	\$500,000	\$0	\$0	\$2,500,000
2026	Local Fuel Tax - RTCWA	\$0	\$0	\$24,500,000	\$0	\$24,500,000
2023-2027 TOTAL		\$2,000,000	\$500,000	\$24,500,000	\$0	\$27,000,000
ALL YEARS TOTAL		\$2,000,000	\$500,000	\$24,500,000	\$0	\$27,000,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20210009 (Ver 4) 23-00 **LOCAL**

Name: 3rd Street Bicycle Facility

Scope: Construct bicycle facilities between Vine Street and Evans Street.

Project Type: Active Transportation (Bi) **AQ:** Exempt, Air Quality - Bicycle and pedestrian facilities.

TCM: No **NDOT:** District 2

County: Washoe

Limits: From Vine Street to Evans Street of Distance (mile) .85

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2024	Local Fuel Tax - RTCWA	\$750,000	\$0	\$0	\$0	\$750,000
2025	Local Fuel Tax - RTCWA	\$0	\$0	\$6,750,000	\$0	\$6,750,000
2023-2027 TOTAL		\$750,000	\$0	\$6,750,000	\$0	\$7,500,000
ALL YEARS TOTAL		\$750,000	\$0	\$6,750,000	\$0	\$7,500,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20210010 (Ver 4) 23-00 **LOCAL**

Name: 5th Street Multimodal Improvements
Scope: Multimodal improvements from Keystone Ave to Evans Ave.

Project Type: Active Transportation (Bi) **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) 1

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2024	Local Fuel Tax - RTCWA	\$800,000	\$0	\$0	\$0	\$800,000
2025	Local Fuel Tax - RTCWA	\$0	\$0	\$7,200,000	\$0	\$7,200,000
2023-2027 TOTAL		\$800,000	\$0	\$7,200,000	\$0	\$8,000,000
ALL YEARS TOTAL		\$800,000	\$0	\$7,200,000	\$0	\$8,000,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20210012 (Ver 3) 23-00 **LOCAL**

Name: E 6th Street Bicycle Facility and Safety Improvements
Scope: Construct bicycle facilities and safety improvements from Virginia Street to 4th Street

Project Type: Active Transportation (Bi) **AQ:** Exempt, Air Quality - Bicycle and pedestrian facilities. **TCM:** No **NDOT:** District 2

County: Washoe **Limits:** From Virginia Street to 4th Street of Distance (mile) 1.2

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2024	Local Fuel Tax - RTCWA	\$600,000	\$0	\$0	\$0	\$600,000
2025	Local Fuel Tax - RTCWA	\$0	\$0	\$5,400,000	\$0	\$5,400,000
2023-2027 TOTAL		\$600,000	\$0	\$5,400,000	\$0	\$6,000,000
ALL YEARS TOTAL		\$600,000	\$0	\$5,400,000	\$0	\$6,000,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20210013 (Ver 3) 23-00 **LOCAL**

Name: Moana Lane Multimodal and ADA Improvements
Scope: Construct multimodal and ADA improvements from Skyline Blvd to Plumas Street
Project Type: Active Transportation (Bi) **AQ:** Exempt, Air Quality - Bicycle and pedestrian facilities. **TCM:** No **NDOT:** District 2
County: Washoe **Limits:** From Skyline Blvd to Plumas Street of Distance (mile) .85

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2024	Local Fuel Tax - RTCWA	\$560,000	\$0	\$0	\$0	\$560,000
2025	Local Fuel Tax - RTCWA	\$0	\$0	\$5,040,000	\$0	\$5,040,000
2023-2027 TOTAL		\$560,000	\$0	\$5,040,000	\$0	\$5,600,000
ALL YEARS TOTAL		\$560,000	\$0	\$5,040,000	\$0	\$5,600,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20210014 (Ver 3) 23-00 **FEDERAL**

Name: Virginia Line BRT Improvements Project
Scope: Improve Virginia Line BRT operations and construct multimodal and ADA improvements from Plumb Lane to Meadowood Mall Circle
Project Type: Active Transportation (Bi) **AQ:** Exempt, Air Quality - Bicycle and pedestrian facilities. **TCM:** No **NDOT:** District 2
County: Washoe **Limits:** From Plumb Lane to Meadowood Mall Circle of Distance (mile) 2.54

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2024	FTA 5309 Small Starts	\$0	\$0	\$11,655,000	\$0	\$11,655,000
2024	Local Fuel Tax - RTCWA	\$0	\$0	\$11,655,000	\$0	\$11,655,000
<2023	Prior	\$2,590,000	\$0	\$0	\$0	\$2,590,000
2023-2027 TOTAL		\$0	\$0	\$23,310,000	\$0	\$23,310,000
ALL YEARS TOTAL		\$2,590,000	\$0	\$23,310,000	\$0	\$25,900,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20220035 (Ver 2) 23-00							FEDERAL
Name: West 4th St Improvements - West McCarran Blvd to Vine St							
Scope: Construct enhanced sidewalks, bus/bike lanes, and intersection improvements.							
Project Type: Active Transportation (Bi			AQ: Exempt, Air Quality - Bicycle and pedestrian facilities.			TCM: No NDOT: District 2	
County: Washoe		Limits: From W. McCarran Blvd to Vine St of Distance (mile) 2.15 mi					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2024	Local Fuel Tax - RTCWA	\$3,500,000	\$0	\$0	\$0	\$3,500,000	
2025	HSIP	\$0	\$0	\$13,828,000	\$0	\$13,828,000	
2025	Local Fuel Tax - RTCWA	\$0	\$0	\$10,107,000	\$0	\$10,107,000	
2023-2027 TOTAL		\$3,500,000	\$0	\$23,935,000	\$0	\$27,435,000	
ALL YEARS TOTAL		\$3,500,000	\$0	\$23,935,000	\$0	\$27,435,000	
MPO RTC Washoe			Lead Agency RTC Washoe				

XS20220010 (Ver 3) 23-00							FEDERAL
Name: North Virginia Street Multimodal Project- Design							
Scope: Multimodal improvements on N. Virginia Street from McCarran Boulevard to US 395. The design portion of the project.							
Project Type: Active Transportation (Bi			AQ: Exempt, Air Quality - Bicycle and pedestrian facilities.			TCM: No NDOT: District 2	
County: Washoe		Limits: From McCarran to US 395 of Distance (mile) 2.43 Milepost begins at 27.57 ends at 30					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2024	Local Fuel Tax - RTCWA	\$75,000	\$0	\$0	\$0	\$75,000	
2024	STBG WA	\$1,425,000	\$0	\$0	\$0	\$1,425,000	
2023-2027 TOTAL		\$1,500,000	\$0	\$0	\$0	\$1,500,000	
ALL YEARS TOTAL		\$1,500,000	\$0	\$0	\$0	\$1,500,000	
MPO RTC Washoe			Lead Agency RTC Washoe				

WA20170122 (Ver 10) 23-00 **FEDERAL**

Name: Arlington Avenue Bridges Replacement

Scope: Replace the Arlington Avenue Bridges at the Truckee River

Project Type: Bridge/Structures

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
2023	Local Fuel Tax - RTCWA	\$0	\$300,000	\$0	\$0	\$300,000
2024	Congressionally Directed Spending	\$0	\$0	\$2,000,000	\$0	\$2,000,000
2024	Local Fuel Tax - RTCWA	\$0	\$0	\$9,800,000	\$0	\$9,800,000
2024	RAISE Grant	\$0	\$0	\$7,000,000	\$0	\$7,000,000
2024	STBG WA	\$0	\$0	\$5,900,000	\$0	\$5,900,000
<2023	Prior	\$3,300,944	\$0	\$0	\$0	\$3,300,944
2023-2027 TOTAL		\$0	\$300,000	\$24,700,000	\$0	\$25,000,000
ALL YEARS TOTAL		\$3,300,944	\$300,000	\$24,700,000	\$0	\$28,300,944

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20190044 (Ver 8) 23-00 **FEDERAL**

Name: Keystone Avenue Improvements - Package 1

Scope: Multimodal improvements and Truckee River bridge replacement.

Project Type: Bridge/Structures

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

TCM: No **NDOT:** District 2

County: Washoe

Limits: From California Avenue to 1st Street of Distance (mile) 0.5

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2023	BRIDGE FORMULA PGM OFF-SYS	\$5,000,000	\$0	\$0	\$0	\$5,000,000
2023-2027 TOTAL		\$5,000,000	\$0	\$0	\$0	\$5,000,000
ALL YEARS TOTAL		\$5,000,000	\$0	\$0	\$0	\$5,000,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20220025 (Ver 4) 23-00							FEDERAL
Name: Sierra St Bridge Replacement							
Scope: Design, ROW, and construction for the Sierra St Bridge Replacement project.							
Project Type: Bridge/Structures		AQ: Exempt, Safety - Non capacity widening or bridge reconstruction.				TCM: No NDOT: District 2	
County: Washoe		Limits: Bridge #: 1					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2023	BRIDGE FORMULA PGM OFF-SYS	\$3,500,000	\$0	\$0	\$0	\$3,500,000	
2026	BRIDGE FORMULA PGM OFF-SYS	\$0	\$0	\$12,500,000	\$0	\$12,500,000	
2026	Local Fuel Tax - RTCWA	\$0	\$100,000	\$6,700,000	\$0	\$6,800,000	
2026	STBG Bridge	\$0	\$0	\$10,800,000	\$0	\$10,800,000	
2023-2027 TOTAL		\$3,500,000	\$100,000	\$30,000,000	\$0	\$33,600,000	
ALL YEARS TOTAL		\$3,500,000	\$100,000	\$30,000,000	\$0	\$33,600,000	
MPO RTC Washoe		Lead Agency RTC Washoe					

WA20220026 (Ver 4) 23-00							LOCAL
Name: Keystone Avenue Improvements - Package 2							
Scope: Multimodal improvements and Truckee River bridge replacement.							
Project Type: Bridge/Structures		AQ: Exempt, Air Quality - Bicycle and pedestrian facilities.				TCM: No NDOT: District 2	
County: Washoe		Limits: From California Avenue to 1st Street of Distance (mile) 0.5					
FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL	
2026	Local Fuel Tax - RTCWA	\$0	\$0	\$30,000,000	\$0	\$30,000,000	
2023-2027 TOTAL		\$0	\$0	\$30,000,000	\$0	\$30,000,000	
ALL YEARS TOTAL		\$0	\$0	\$30,000,000	\$0	\$30,000,000	
MPO RTC Washoe		Lead Agency RTC Washoe					

WA20190038 (Ver 5) 23-00 **LOCAL**

Name: Mill Street Capacity & Safety Project

Scope: Multimodal, operational, safety, and capacity improvements.

Project Type: Capacity

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
2023	Local Fuel Tax - RTCWA	\$0	\$15,000,000	\$0	\$0	\$15,000,000
2025	Local Fuel Tax - RTCWA	\$0	\$0	\$20,000,000	\$0	\$20,000,000
<2023	Prior	\$5,000,000	\$0	\$0	\$0	\$5,000,000
2023-2027 TOTAL		\$0	\$15,000,000	\$20,000,000	\$0	\$35,000,000
ALL YEARS TOTAL		\$5,000,000	\$15,000,000	\$20,000,000	\$0	\$40,000,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20190041 (Ver 7) 23-00 **FEDERAL**

Name: Sparks Boulevard Corridor - Phase 2

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

Project Type: Capacity

AQ: Non-Exempt

TCM: No **NDOT:** District 2

County: Washoe

Limits: From Lincoln Way to Baring Boulevard of Distance (mile) 1.35

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2024	Local Fuel Tax - RTCWA	\$0	\$3,000,000	\$0	\$0	\$3,000,000
2025	STBG WA	\$0	\$0	\$57,800,000	\$0	\$57,800,000
<2023	Prior	\$6,000,000	\$0	\$0	\$0	\$6,000,000
2023-2027 TOTAL		\$0	\$3,000,000	\$57,800,000	\$0	\$60,800,000
ALL YEARS TOTAL		\$6,000,000	\$3,000,000	\$57,800,000	\$0	\$66,800,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20210005 (Ver 3) 23-00 **LOCAL**

Name: North Virginia Street Widening

Scope: Panther Drive to Stead Blvd

Project Type: Capacity

AQ: Non-Exempt

TCM: No **NDOT:** District 2

County: Washoe

Limits: From Panther Drive to Stead Blvd of Distance (mile) 3.75

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2023	Local Fuel Tax - RTCWA	\$5,000,000	\$0	\$0	\$0	\$5,000,000
2025	Local Fuel Tax - RTCWA	\$0	\$0	\$50,000,000	\$0	\$50,000,000
2023-2027 TOTAL		\$5,000,000	\$0	\$50,000,000	\$0	\$55,000,000
ALL YEARS TOTAL		\$5,000,000	\$0	\$50,000,000	\$0	\$55,000,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20210006 (Ver 4) 23-00 **LOCAL**

Name: Pembroke Drive Safety Project

Scope: Widen roadway with two-way left turn lane from McCarran Blvd to Veterans Pkwy; includes associated safety improvements.

Project Type: Capacity

AQ: Non-Exempt

TCM: No **NDOT:** District 2

County: Washoe

Limits: From McCarran Blvd to Veterans Pkwy of Distance (mile) 1

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2023	Local Fuel Tax - RTCWA	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2025	Local Fuel Tax - RTCWA	\$0	\$0	\$17,000,000	\$0	\$17,000,000
2023-2027 TOTAL		\$2,000,000	\$0	\$17,000,000	\$0	\$19,000,000
ALL YEARS TOTAL		\$2,000,000	\$0	\$17,000,000	\$0	\$19,000,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20210007 (Ver 3) 23-00 **LOCAL**

Name: South Virginia Street & I-580 Exit 29 Capacity & Safety Project
Scope: Addition of northbound lane between I-580 off ramp and Longley Lane with associated safety improvements.

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

County: Washoe **Limits:** From I-580 off ramp to Longley Lane of Distance (mile) .35

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2023	Local Fuel Tax - RTCWA	\$1,288,024	\$50,000	\$0	\$0	\$1,338,024
2024	Local Fuel Tax - RTCWA	\$0	\$0	\$7,707,000	\$0	\$7,707,000
2023-2027 TOTAL		\$1,288,024	\$50,000	\$7,707,000	\$0	\$9,045,024
ALL YEARS TOTAL		\$1,288,024	\$50,000	\$7,707,000	\$0	\$9,045,024

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20210011 (Ver 4) 23-00 **LOCAL**

Name: Steamboat Pkwy and Damonte Ranch Pkwy Capacity Project
Scope: Widen Steamboat Pkwy and Damonte Ranch Pkwy at various roadway sections from Veterans Pkwy to Promenade Way.

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

County: Washoe **Limits:** From Veterans Pkwy to Damonte Ranch Pkwy of Distance (mile) .45

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2024	RRIF (Regional Road Impact Fees) - RTCWA	\$0	\$0	\$6,500,000	\$0	\$6,500,000
<2023	Prior	\$400,000	\$0	\$0	\$0	\$400,000
2023-2027 TOTAL		\$0	\$0	\$6,500,000	\$0	\$6,500,000
ALL YEARS TOTAL		\$400,000	\$0	\$6,500,000	\$0	\$6,900,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20210021 (Ver 4) 23-00 **LOCAL**

Name: Pyramid Way Lane Addition - Design

Scope: Add southbound lane from Ingenuity Avenue to Egyptian Drive.

Project Type: Capacity

AQ: Non-Exempt

TCM: No **NDOT:** District 2

County: Washoe

Limits: From Ingenuity Avenue to Egyptian Drive of Distance (mile) 1.82 Milepost begins at 8.85 ends at 10.67

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2023	Local Fuel Tax - RTCWA	\$1,200,000	\$0	\$0	\$0	\$1,200,000
2025	Local Fuel Tax - RTCWA	\$0	\$300,000	\$10,000,000	\$0	\$10,300,000
2023-2027 TOTAL		\$1,200,000	\$300,000	\$10,000,000	\$0	\$11,500,000
ALL YEARS TOTAL		\$1,200,000	\$300,000	\$10,000,000	\$0	\$11,500,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20230006 (Ver 1) 23-00 **LOCAL**

Name: Buck Drive Circulation Project

Scope: Widening of Buck Drive between Lemmon Drive and North Hills Boulevard

Project Type: Capacity

AQ: Non-Exempt

TCM: No **NDOT:** District 2

County: Washoe

Limits: From Lemmon Dr to North Hills Blvd of Distance (mile) .18 mi

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2024	Local Fuel Tax - RTCWA	\$511,164	\$0	\$0	\$0	\$511,164
2025	Local Fuel Tax - RTCWA	\$0	\$488,836	\$0	\$0	\$488,836
2026	Local Fuel Tax - RTCWA	\$0	\$0	\$3,000,000	\$0	\$3,000,000
2023-2027 TOTAL		\$511,164	\$488,836	\$3,000,000	\$0	\$4,000,000
ALL YEARS TOTAL		\$511,164	\$488,836	\$3,000,000	\$0	\$4,000,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20230007 (Ver 1) 23-00 **LOCAL**

Name: Military Road Capacity & Safety Project

Scope: Widen roadway from Lemmon Dr to Echo Ave; includes associated safety improvements.

Project Type: Capacity

AQ: Non-Exempt

TCM: No **NDOT:** District 2

County: Washoe

Limits: From Lemmon Dr to Echo Ave of Distance (mile) 2.45

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2024	Local Fuel Tax - RTCWA	\$5,000,000	\$0	\$0	\$0	\$5,000,000
2025	Local Fuel Tax - RTCWA	\$0	\$5,000,000	\$0	\$0	\$5,000,000
2026	Local Fuel Tax - RTCWA	\$0	\$0	\$25,412,000	\$0	\$25,412,000
2023-2027 TOTAL		\$5,000,000	\$5,000,000	\$25,412,000	\$0	\$35,412,000
ALL YEARS TOTAL		\$5,000,000	\$5,000,000	\$25,412,000	\$0	\$35,412,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20110215 (Ver 13) 23-00 **FEDERAL**

Name: Traffic Management Program - Annual Traffic Signal, ITS Operations, & Intersection Improvements

Scope: Ongoing cycle of retiming of 1/3 of the regional traffic signals - approximately 150 per year, traffic engineering spot/intersection improvements, Intelligent Transportation Systems (ITS) operations.

Project Type: ITS

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
2023	Local Fuel Tax - RTCWA	\$0	\$0	\$0	\$10,000,000	\$10,000,000
2024	Local Fuel Tax - RTCWA	\$0	\$0	\$0	\$10,000,000	\$10,000,000
2025	Local Fuel Tax - RTCWA	\$0	\$0	\$0	\$10,000,000	\$10,000,000
<2023	Prior	\$0	\$0	\$0	\$22,500,000	\$22,500,000
2023-2027 TOTAL		\$0	\$0	\$0	\$30,000,000	\$30,000,000
ALL YEARS TOTAL		\$0	\$0	\$0	\$52,500,000	\$52,500,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20210004 (Ver 3) 23-00 **LOCAL**

Name: McCarran Blvd Intersection and Operations
Scope: Intersection and operations improvements from Kietzke Lane to Greensboro Drive.

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

County: Washoe **Limits:** From Kietzke Lane to Greensboro Drive of Distance (mile) 0.8 Milepost begins at 0 ends at .8

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2025	Local Fuel Tax - RTCWA	\$0	\$0	\$10,000,000	\$0	\$10,000,000
2023-2027 TOTAL		\$0	\$0	\$10,000,000	\$0	\$10,000,000
ALL YEARS TOTAL		\$0	\$0	\$10,000,000	\$0	\$10,000,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20220011 (Ver 4) 23-00 **FEDERAL**

Name: Pyramid Hwy/Sparks Blvd Interchange and Connector Improvements - Design
Scope: Improvements to the Pyramid Way and Sparks Blvd/Highland Ranch intersection, including converting existing intersection to a new grade-separated interchange. Preliminary design of the Pyramid/US 395 Connector (new road) between Pyramid Way and US 395.

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

County: Washoe **Limits:** From Kiley Pkwy to Wingfield Hills Rd of Distance (mile) 1 Milepost begins at 5.05 ends at 6.05

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2023	Local Fuel Tax - RTCWA	\$500,000	\$0	\$0	\$0	\$500,000
2023	STBG WA	\$4,500,000	\$0	\$0	\$0	\$4,500,000
2026	Local Fuel Tax - RTCWA	\$0	\$0	\$0	\$0	\$0
2027	Local Fuel Tax - RTCWA	\$0	\$0	\$0	\$0	\$0
2023-2027 TOTAL		\$5,000,000	\$0	\$0	\$0	\$5,000,000
ALL YEARS TOTAL		\$5,000,000	\$0	\$0	\$0	\$5,000,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20230002 (Ver 1) 23-00 **LOCAL**

Name: Pyramid Hwy/Sparks Blvd Interchange and Connector Improvements - Construction
Scope: Improvements to the Pyramid Way and Sparks Blvd/Highland Ranch intersection, including converting existing intersection to a new grade-separated interchange. Right-of-way and construction phases of project.

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

County: Washoe **Limits:** From Kiley Pkwy to Wingfield Hills Rd of Distance (mile) 1 Milepost begins at 5.05 ends at 6.05

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2026	Local Fuel Tax - RTCWA	\$0	\$2,000,000	\$0	\$0	\$2,000,000
2027	Local Fuel Tax - RTCWA	\$0	\$0	\$30,000,000	\$0	\$30,000,000
2023-2027 TOTAL		\$0	\$2,000,000	\$30,000,000	\$0	\$32,000,000
ALL YEARS TOTAL		\$0	\$2,000,000	\$30,000,000	\$0	\$32,000,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20210003 (Ver 3) 23-00 **FEDERAL**

Name: Geiger Grade Realignment
Scope: Construct new roadway alignment on Geiger Grade from Virginia Street to Toll Road

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

County: Washoe **Limits:** From Virginia Street to Toll Road of Distance (mile) 0.4 Milepost begins at 0 ends at .4

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2023	Local Fuel Tax - RTCWA	\$12,000,000	\$0	\$0	\$0	\$12,000,000
2025	Local Fuel Tax - RTCWA	\$0	\$12,000,000	\$0	\$0	\$12,000,000
2026	Local Fuel Tax - RTCWA	\$0	\$0	\$59,000,000	\$0	\$59,000,000
2026	STBG WA	\$0	\$0	\$1,000,000	\$0	\$1,000,000
2023-2027 TOTAL		\$12,000,000	\$12,000,000	\$60,000,000	\$0	\$84,000,000
ALL YEARS TOTAL		\$12,000,000	\$12,000,000	\$60,000,000	\$0	\$84,000,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20220027 (Ver 2) 23-00

STATE

Name: Mt. Rose Corridor Study Recommendations Phase 1 Improvements

Scope: Mt. Rose Corridor Study Recommendations Phase 1 Improvements

Project Type: Major/New Construction

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

TCM: No **NDOT:** District 2

County: Washoe

Limits: From Douglas Fir Dr to Veterans Pkwy of Distance (mile) 7.5 Milepost begins at 17.2 ends at 24.7

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2024	Local Fuel Tax - RTCWA	\$3,000,000	\$0	\$0	\$0	\$3,000,000
2026	Local Fuel Tax - RTCWA	\$0	\$0	\$20,000,000	\$0	\$20,000,000
2026	State Gas Tax	\$0	\$0	\$13,000,000	\$0	\$13,000,000
2023-2027 TOTAL		\$3,000,000	\$0	\$33,000,000	\$0	\$36,000,000
ALL YEARS TOTAL		\$3,000,000	\$0	\$33,000,000	\$0	\$36,000,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20140044 (Ver 12) 23-00

FEDERAL

Name: Safe Routes to School

Scope: County wide safe routes to school program

Project Type: Other Type

AQ: Exempt, Other - Transportation enhancement activities.

TCM: No **NDOT:** District 2

County: Washoe

Limits: Not Location Specific

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2023	Local Fund	\$0	\$0	\$0	\$12,800	\$12,800
2023	STBG WA	\$0	\$0	\$0	\$243,200	\$243,200
2024	Local Fund	\$0	\$0	\$0	\$12,800	\$12,800
2024	STBG WA	\$0	\$0	\$0	\$243,200	\$243,200
2025	Local Fund	\$0	\$0	\$0	\$12,800	\$12,800
2025	STBG WA	\$0	\$0	\$0	\$243,200	\$243,200
2026	Local Fund	\$0	\$0	\$0	\$12,800	\$12,800
2026	STBG WA	\$0	\$0	\$0	\$243,200	\$243,200
2027	Local Fund	\$0	\$0	\$0	\$12,800	\$12,800
2027	STBG WA	\$0	\$0	\$0	\$243,200	\$243,200
<2023	Prior	\$0	\$0	\$0	\$1,267,000	\$1,267,000
2023-2027 TOTAL		\$0	\$0	\$0	\$1,280,000	\$1,280,000
ALL YEARS TOTAL		\$0	\$0	\$0	\$2,547,000	\$2,547,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20150011 (Ver 9) 23-00 **LOCAL**

Name: Pavement Preservation Program
Scope: Annual Pavement Preservation Program - Roadway Reconstruction and Preventive Maintenance

Project Type: Preservation **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
2023	Local Fuel Tax - RTCWA	\$0	\$0	\$22,500,000	\$0	\$22,500,000
2024	Local Fuel Tax - RTCWA	\$0	\$0	\$22,500,000	\$0	\$22,500,000
2025	Local Fuel Tax - RTCWA	\$0	\$0	\$22,500,000	\$0	\$22,500,000
2026	Local Fuel Tax - RTCWA	\$0	\$0	\$22,500,000	\$0	\$22,500,000
2027	Local Fuel Tax - RTCWA	\$0	\$0	\$22,500,000	\$0	\$22,500,000
<2023	Prior	\$0	\$0	\$61,600,000	\$0	\$61,600,000
2023-2027 TOTAL		\$0	\$0	\$112,500,000	\$0	\$112,500,000
ALL YEARS TOTAL		\$0	\$0	\$174,100,000	\$0	\$174,100,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20200070 (Ver 7) 23-00 **FEDERAL**

Name: Lemmon Drive Segment 2 Traffic Improvements and Resiliency Project
Scope: Project will improve traffic operations and add resiliency through stormwater and other improvements.

Project Type: Road Improvement **AQ:** Non-Exempt **TCM:** No **NDOT:** District 2

County: Washoe **Limits:** From Fleetwood Drive to Ramsey Way of Distance (mile) 3.1

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2023	Congressionally Directed Spending	\$4,000,000	\$0	\$0	\$0	\$4,000,000
2023	Local Fuel Tax - RTCWA	\$210,526	\$0	\$0	\$0	\$210,526
2023	RAISE Grant	\$0	\$0	\$25,000,000	\$0	\$25,000,000
2024	Local Fuel Tax - RTCWA	\$0	\$2,000,000	\$0	\$0	\$2,000,000
2025	Local Fuel Tax - RTCWA	\$0	\$0	\$18,200,000	\$0	\$18,200,000
2023-2027 TOTAL		\$4,210,526	\$2,000,000	\$43,200,000	\$0	\$49,410,526
ALL YEARS TOTAL		\$4,210,526	\$2,000,000	\$43,200,000	\$0	\$49,410,526

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA2012101 (Ver 15) 23-00

FEDERAL

Name: Trip Reduction Program

Scope: 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
2023	CMAQ - Washoe County	\$0	\$0	\$0	\$2,280,000	\$2,280,000
2023	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$120,000	\$120,000
2024	FTA 5307 Lrg Urb Operating	\$0	\$0	\$0	\$2,280,000	\$2,280,000
2024	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$120,000	\$120,000
2025	FTA 5307 Lrg Urb Operating	\$0	\$0	\$0	\$2,280,000	\$2,280,000
2025	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$120,000	\$120,000
2026	FTA 5307 Lrg Urb Operating	\$0	\$0	\$0	\$2,280,000	\$2,280,000
2026	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$120,000	\$120,000
2027	FTA 5307 Lrg Urb Operating	\$0	\$0	\$0	\$2,280,000	\$2,280,000
2027	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$120,000	\$120,000
<2023	Prior	\$0	\$0	\$0	\$7,226,316	\$7,226,316
2023-2027 TOTAL		\$0	\$0	\$0	\$12,000,000	\$12,000,000
ALL YEARS TOTAL		\$0	\$0	\$0	\$19,226,316	\$19,226,316

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20210016 (Ver 3) 23-00

FEDERAL

Name: RTC Park and Ride Program

Scope: On-going program to establish strategic park and ride lots throughout the region.

Project Type: TDM

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

TCM: No **NDOT:** District 2

County: Washoe

Limits: Various Locations

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2023	FTA 5339 Bus/Fac Lrg Urb Capital	\$0	\$0	\$120,000	\$0	\$120,000
2023	RTC Sales Tax	\$0	\$0	\$30,000	\$0	\$30,000
2024	FTA 5339 Bus/Fac Lrg Urb Capital	\$0	\$0	\$130,000	\$0	\$130,000
2024	RTC Sales Tax	\$0	\$0	\$32,500	\$0	\$32,500
2025	FTA 5339 Bus/Fac Lrg Urb Capital	\$0	\$0	\$140,000	\$0	\$140,000
2025	Local Sales Tax - RTCWA	\$0	\$0	\$35,000	\$0	\$35,000
2026	FTA 5339 Bus/Fac Lrg Urb Capital	\$0	\$0	\$140,000	\$0	\$140,000
2026	Local Sales Tax - RTCWA	\$0	\$0	\$35,000	\$0	\$35,000
2027	FTA 5339 Bus/Fac Lrg Urb Capital	\$0	\$0	\$140,000	\$0	\$140,000
2027	Local Sales Tax - RTCWA	\$0	\$0	\$35,000	\$0	\$35,000
<2023	Prior	\$0	\$0	\$125,000	\$0	\$125,000
2023-2027 TOTAL		\$0	\$0	\$837,500	\$0	\$837,500
ALL YEARS TOTAL		\$0	\$0	\$962,500	\$0	\$962,500

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

NV20110303 (Ver 10) 23-00

FEDERAL

Name: RIDE Capital - Shelters

Scope: Transit Enhancements/Shelters

Project Type: Transit - Capital & Rehat

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
2023	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$200,000	\$200,000
2023	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$50,000	\$50,000
2024	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$200,000	\$200,000
2024	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$50,000	\$50,000
2025	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$200,000	\$200,000
2025	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$50,000	\$50,000
2026	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$200,000	\$200,000
2026	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$50,000	\$50,000
2027	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$200,000	\$200,000
2027	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$50,000	\$50,000
<2023	Prior	\$0	\$0	\$0	\$2,850,025	\$2,850,025
2023-2027 TOTAL		\$0	\$0	\$0	\$1,250,000	\$1,250,000
ALL YEARS TOTAL		\$0	\$0	\$0	\$4,100,025	\$4,100,025

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

NV20110304 (Ver 10) 23-00

FEDERAL

Name: RIDE Capital - Support Vehicles/Equipment

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

Project Type: Transit - Capital & Rehat

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
2024	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$60,000	\$60,000
2024	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$15,000	\$15,000
2025	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$60,000	\$60,000
2025	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$15,000	\$15,000
2026	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$60,000	\$60,000
2026	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$15,000	\$15,000
2027	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$60,000	\$60,000
2027	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$15,000	\$15,000
<2023	Prior	\$0	\$0	\$0	\$430,000	\$430,000
2023-2027 TOTAL		\$0	\$0	\$0	\$300,000	\$300,000
ALL YEARS TOTAL		\$0	\$0	\$0	\$730,000	\$730,000

MPO RTC Washoe

Lead Agency RTC Washoe

NV20110305 (Ver 10) 23-00

FEDERAL

Name: RIDE Capital - Equipment

Scope: Purchase Shop Equipment/Other Equipment - Annual Program

Project Type: Transit - Capital & Rehat

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
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 Sales Tax - RTCWA	\$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 Sales Tax - RTCWA	\$0	\$0	\$0	\$62,500	\$62,500
2025	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$200,000	\$200,000
2025	FTA 5307 Lrg Urb Operating	\$0	\$0	\$0	\$50,000	\$50,000
2025	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$62,500	\$62,500
2026	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$200,000	\$200,000
2026	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$62,500	\$62,500
2027	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$200,000	\$200,000
2027	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$62,500	\$62,500
<2023	Prior	\$0	\$0	\$0	\$2,007,500	\$2,007,500
2023-2027 TOTAL		\$0	\$0	\$0	\$1,462,500	\$1,462,500
ALL YEARS TOTAL		\$0	\$0	\$0	\$3,470,000	\$3,470,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

NV20110307 (Ver 9) 23-00

FEDERAL

Name: RIDE Capital - Communication/Computer Equipment

Scope: Purchase Vehicle/Communication/Computer Equipment - Annual Program

Project Type: Transit - Capital & Rehat

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
2023	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$350,000	\$350,000
2023	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$87,500	\$87,500
2024	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$350,000	\$350,000
2024	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$87,500	\$87,500
2025	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$350,000	\$350,000
2025	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$87,500	\$87,500
2026	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$350,000	\$350,000
2026	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$87,500	\$87,500
2027	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$350,000	\$350,000
2027	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$87,500	\$87,500
<2023	Prior	\$0	\$0	\$0	\$2,051,000	\$2,051,000
2023-2027 TOTAL		\$0	\$0	\$0	\$2,187,500	\$2,187,500
ALL YEARS TOTAL		\$0	\$0	\$0	\$4,238,500	\$4,238,500

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

NV20110309 (Ver 12) 23-00

FEDERAL

Name: RIDE Capital - Bldg. Renovations

Scope: Building Renovations and Upgrades - Annual Program

Project Type: Transit - Capital & Rehat

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
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 Sales Tax - RTCWA	\$0	\$0	\$45,000	\$0	\$45,000
2024	FTA 5307 Lrg Urb Capital	\$0	\$0	\$90,000	\$0	\$90,000
2024	FTA 5337 Good Repair	\$0	\$0	\$75,000	\$0	\$75,000
2024	FTA 5339 Bus/Fac Lrg Urb Capital	\$0	\$0	\$90,000	\$0	\$90,000
2024	Local Sales Tax - RTCWA	\$0	\$0	\$63,750	\$0	\$63,750
2025	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$90,000	\$90,000
2025	FTA 5337 Good Repair	\$0	\$0	\$0	\$75,000	\$75,000
2025	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$63,750	\$63,750
2026	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$90,000	\$90,000
2026	FTA 5337 Good Repair	\$0	\$0	\$0	\$75,000	\$75,000
2026	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$63,750	\$63,750
2027	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$90,000	\$90,000
2027	FTA 5337 Good Repair	\$0	\$0	\$0	\$75,000	\$75,000
2027	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$63,750	\$63,750
<2023	Prior	\$0	\$0	\$10,173,059	\$0	\$10,173,059
2023-2027 TOTAL		\$0	\$0	\$543,750	\$686,250	\$1,230,000
ALL YEARS TOTAL		\$0	\$0	\$10,716,809	\$686,250	\$11,403,059

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

NV20110312 (Ver 10) 23-00

FEDERAL

Name: ACCESS Capital - Sutro

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

Project Type: Transit - Capital & Rehat

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
2023	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$64,000	\$64,000
2023	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$16,000	\$16,000
2024	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$64,000	\$64,000
2024	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$16,000	\$16,000
2025	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$64,000	\$64,000
2025	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$16,000	\$16,000
2026	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$64,000	\$64,000
2026	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$16,000	\$16,000
2027	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$64,000	\$64,000
2027	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$16,000	\$16,000
<2023	Prior	\$0	\$0	\$0	\$590,000	\$590,000
2023-2027 TOTAL		\$0	\$0	\$0	\$400,000	\$400,000
ALL YEARS TOTAL		\$0	\$0	\$0	\$990,000	\$990,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20130078 (Ver 15) 23-00

FEDERAL

Name: RIDE Replacement Vehicles

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

Project Type: Transit - Capital & Rehat

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
2025	CMAQ - Washoe County	\$0	\$0	\$0	\$4,500,000	\$4,500,000
2025	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$236,842	\$236,842
2026	CMAQ - Washoe County	\$0	\$0	\$0	\$4,500,000	\$4,500,000
2026	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$236,842	\$236,842
2027	CMAQ - Washoe County	\$0	\$0	\$0	\$4,500,000	\$4,500,000
2027	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$236,842	\$236,842
<2023	Prior	\$0	\$0	\$0	\$47,620,411	\$47,620,411
2023-2027 TOTAL		\$0	\$0	\$0	\$14,210,526	\$14,210,526
ALL YEARS TOTAL		\$0	\$0	\$0	\$61,830,937	\$61,830,937

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20140046 (Ver 13) 23-00

FEDERAL

Name: ACCESS Replacement Vehicles

Scope: Purchase ACCESS Replacement Vehicles - Ongoing Vehicle Replacement Schedule

Project Type: Transit - Capital & Rehat

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
2023	CMAQ - Washoe County	\$0	\$0	\$0	\$2,100,000	\$2,100,000
2023	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$110,526	\$110,526
2026	CMAQ - Washoe County	\$0	\$0	\$0	\$2,100,000	\$2,100,000
2026	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$110,526	\$110,526
2027	CMAQ - Washoe County	\$0	\$0	\$0	\$2,100,000	\$2,100,000
2027	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$110,526	\$110,526
<2023	Prior	\$0	\$0	\$0	\$7,426,000	\$7,426,000
2023-2027 TOTAL		\$0	\$0	\$0	\$6,631,578	\$6,631,578
ALL YEARS TOTAL		\$0	\$0	\$0	\$14,057,578	\$14,057,578

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20210015 (Ver 3) 23-00

FEDERAL

Name: RTC 4TH STREET STATION Expansion

Scope: Expand footprint and structure of RTC 4TH STREET STATION

Project Type: Transit - Capital & Rehat

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
2024	FTA 5307 Lrg Urb Capital	\$0	\$0	\$5,619,999	\$0	\$5,619,999
2024	Local Sales Tax - RTCWA	\$0	\$0	\$1,405,001	\$0	\$1,405,001
2023-2027 TOTAL		\$0	\$0	\$7,025,000	\$0	\$7,025,000
ALL YEARS TOTAL		\$0	\$0	\$7,025,000	\$0	\$7,025,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20210017 (Ver 3) 23-00 **FEDERAL**

Name: FlexRIDE Replacement Vehicles

Scope: Vehicle replacement program for the RTC FlexRIDE (microtransit) service.

Project Type: Transit - Capital & Rehat **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
2024	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$494,000	\$494,000
2024	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$26,000	\$26,000
2023-2027 TOTAL		\$0	\$0	\$0	\$520,000	\$520,000
ALL YEARS TOTAL		\$0	\$0	\$0	\$520,000	\$520,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20230003 (Ver 1) 23-00 **FEDERAL**

Name: Hydrogen Fuel Cell Buses

Scope: Purchase of hydrogen fuel cell electric buses to replace aging diesel buses; purchase through award of discretionary funds (5339(c) Low or No Vehicle Emission Program).

Project Type: Transit - Capital & Rehat **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
2024	FTA 5339 Bus/Fac Lrg Urb Capital	\$0	\$0	\$0	\$7,029,884	\$7,029,884
2024	Local Fuel Tax - RTCWA	\$0	\$0	\$0	\$1,240,568	\$1,240,568
2023-2027 TOTAL		\$0	\$0	\$0	\$8,270,452	\$8,270,452
ALL YEARS TOTAL		\$0	\$0	\$0	\$8,270,452	\$8,270,452

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20230004 (Ver 1) 23-00 **FEDERAL**

Name: Hydrogen Fuel Cell Bus Support Equipment/Facilities
Scope: Purchase of hydrogen fuel tank and station upgrades; purchase through award of discretionary funds (5339(c) Low or No Vehicle Emission Program).

Project Type: Transit - Capital & Rehat **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
2024	FTA 5339 Bus/Fac Lrg Urb Capital	\$0	\$0	\$0	\$1,143,122	\$1,143,122
2024	Local Fuel Tax - RTCWA	\$0	\$0	\$0	\$127,014	\$127,014
2023-2027 TOTAL		\$0	\$0	\$0	\$1,270,136	\$1,270,136
ALL YEARS TOTAL		\$0	\$0	\$0	\$1,270,136	\$1,270,136

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20230005 (Ver 1) 23-00 **FEDERAL**

Name: Hydrogen Fuel Cell Other Capital Items
Scope: Project management and training for hydrogen fuel cell bus and station acquisition/construction; funding through award of discretionary funds (5339(c) Low or No Vehicle Emission Program).

Project Type: Transit - Capital & Rehat **AQ:** Exempt, Mass Transit - Const of new bus or rail storage/maint facilities excluded in 23 CF TCM: No **NDOT:** District 2

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

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2024	FTA 5339 Bus/Fac Lrg Urb Capital	\$0	\$0	\$0	\$611,600	\$611,600
2024	Local Fuel Tax - RTCWA	\$0	\$0	\$0	\$152,900	\$152,900
2023-2027 TOTAL		\$0	\$0	\$0	\$764,500	\$764,500
ALL YEARS TOTAL		\$0	\$0	\$0	\$764,500	\$764,500

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

XS20220031 (Ver 3) 23-00 **FEDERAL**

Name: Villanova Maintenance Facility Replacement - Phase 1

Scope: The maintenance and operations facility located on Villanova Drive will be relocated. ACCESS fleet operations facility and storage yard on Sutro will be expanded and redesigned to accommodate the combined RIDE and ACCESS fleets along with other improvements such as solar, electric bus chargers, workforce training site, expanded parking and maintenance bays, etc. Phase 1 will involve PE only.

Project Type: Transit - Capital & Rehat **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
2024	Congressionally Directed Spending	\$3,000,000	\$0	\$0	\$0	\$3,000,000
2024	FTA 5307 Lrg Urb Capital	\$2,600,000	\$0	\$0	\$0	\$2,600,000
2024	Local Sales Tax - RTCWA	\$1,400,000	\$0	\$0	\$0	\$1,400,000
2023-2027 TOTAL		\$7,000,000	\$0	\$0	\$0	\$7,000,000
ALL YEARS TOTAL		\$7,000,000	\$0	\$0	\$0	\$7,000,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

NV20110301 (Ver 10) 23-00

FEDERAL

Name: RTC RIDE and ACCESS - PM

Scope: 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
2023	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$3,500,000	\$3,500,000
2023	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$875,000	\$875,000
2024	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$3,500,000	\$3,500,000
2024	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$875,000	\$875,000
2025	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$3,500,000	\$3,500,000
2025	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$875,000	\$875,000
2026	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$3,500,000	\$3,500,000
2026	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$875,000	\$875,000
2027	FTA 5307 Lrg Urb Capital	\$0	\$0	\$0	\$3,500,000	\$3,500,000
2027	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$875,000	\$875,000
<2023	Prior	\$0	\$0	\$0	\$28,750,000	\$28,750,000
2023-2027 TOTAL		\$0	\$0	\$0	\$21,875,000	\$21,875,000
ALL YEARS TOTAL		\$0	\$0	\$0	\$50,625,000	\$50,625,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20150006 (Ver 9) 23-00

FEDERAL

Name: ACCESS Capital - Facilities

Scope: 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
2023	FTA 5339 Bus/Fac Lrg Urb Capital	\$0	\$0	\$0	\$50,000	\$50,000
2023	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$12,500	\$12,500
2024	FTA 5339 Bus/Fac Lrg Urb Capital	\$0	\$0	\$0	\$50,000	\$50,000
2024	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$12,500	\$12,500
2025	FTA 5339 Bus/Fac Lrg Urb Capital	\$0	\$0	\$0	\$50,000	\$50,000
2025	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$12,500	\$12,500
2026	FTA 5339 Bus/Fac Lrg Urb Capital	\$0	\$0	\$0	\$50,000	\$50,000
2026	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$12,500	\$12,500
2027	FTA 5339 Bus/Fac Lrg Urb Capital	\$0	\$0	\$0	\$50,000	\$50,000
2027	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$12,500	\$12,500
<2023	Prior	\$0	\$0	\$0	\$325,000	\$325,000
2023-2027 TOTAL		\$0	\$0	\$0	\$312,500	\$312,500
ALL YEARS TOTAL		\$0	\$0	\$0	\$637,500	\$637,500

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20200023 (Ver 6) 23-00

FEDERAL

Name: FlexRIDE Service

Scope: New FlexRIDE (microtransit) service in the South Meadows, Spanish Springs and the Verdi/Somerset areas.

Project Type: Transit - Operating

AQ: Exempt, Mass Transit - Transit operating assistance.

TCM: No **NDOT:** District 2

County: Washoe

Limits: Various Locations

FED FY	Revenue Source	PE	ROW	CON	OTHER	TOTAL
2024	CMAQ - Washoe County	\$0	\$0	\$0	\$2,090,000	\$2,090,000
2024	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$110,000	\$110,000
2026	CMAQ - Washoe County	\$0	\$0	\$0	\$2,090,000	\$2,090,000
2026	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$110,000	\$110,000
<2023	Prior	\$0	\$0	\$0	\$2,105,264	\$2,105,264
2023-2027 TOTAL		\$0	\$0	\$0	\$4,400,000	\$4,400,000
ALL YEARS TOTAL		\$0	\$0	\$0	\$6,505,264	\$6,505,264

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20200025 (Ver 6) 23-00

FEDERAL

Name: Virginia Street Bus RAPID Transit Extension Operation

Scope: 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.

Project Type: Transit - Operating

AQ: Exempt, Mass Transit - Transit operating assistance.

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
2023	CMAQ - Washoe County	\$0	\$0	\$0	\$850,000	\$850,000
2023	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$44,737	\$44,737
2024	CMAQ - Washoe County	\$0	\$0	\$0	\$850,000	\$850,000
2024	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$44,737	\$44,737
2025	CMAQ - Washoe County	\$0	\$0	\$0	\$850,000	\$850,000
2025	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$44,737	\$44,737
2026	CMAQ - Washoe County	\$0	\$0	\$0	\$850,000	\$850,000
2026	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$44,737	\$44,737
2027	CMAQ - Washoe County	\$0	\$0	\$0	\$850,000	\$850,000
2027	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$44,737	\$44,737
<2023	Prior	\$0	\$0	\$0	\$1,105,263	\$1,105,263
2023-2027 TOTAL		\$0	\$0	\$0	\$4,473,685	\$4,473,685
ALL YEARS TOTAL		\$0	\$0	\$0	\$5,578,948	\$5,578,948

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

NV20110311 (Ver 9) 23-00

FEDERAL

Name: ACCESS Operations - ADA

Scope: 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
2023	FTA 5307 Lrg Urb Operating	\$0	\$0	\$0	\$700,000	\$700,000
2023	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$175,000	\$175,000
2024	FTA 5307 Lrg Urb Operating	\$0	\$0	\$0	\$700,000	\$700,000
2024	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$175,000	\$175,000
2025	FTA 5307 Lrg Urb Operating	\$0	\$0	\$0	\$700,000	\$700,000
2025	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$175,000	\$175,000
2026	FTA 5307 Lrg Urb Operating	\$0	\$0	\$0	\$700,000	\$700,000
2026	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$175,000	\$175,000
2027	FTA 5307 Lrg Urb Operating	\$0	\$0	\$0	\$700,000	\$700,000
2027	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$175,000	\$175,000
<2023	Prior	\$0	\$0	\$0	\$5,700,600	\$5,700,600
2023-2027 TOTAL		\$0	\$0	\$0	\$4,375,000	\$4,375,000
ALL YEARS TOTAL		\$0	\$0	\$0	\$10,075,600	\$10,075,600

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20190002 (Ver 8) 23-00

FEDERAL

Name: U-Pass (Ed-Pass) Start-up Program

Scope: Seed money to establish a Universal Access Transit Pass (U-Pass) program with the University of Nevada, Reno (UNR) and Truckee Meadows Community College (TMCC) to provide unlimited access to RTC RIDE transit routes.

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
2023	CMAQ - Washoe County	\$0	\$0	\$0	\$350,000	\$350,000
2023	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$18,421	\$18,421
2024	CMAQ - Washoe County	\$0	\$0	\$0	\$350,000	\$350,000
2024	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$18,420	\$18,420
2025	CMAQ - Washoe County	\$0	\$0	\$0	\$350,000	\$350,000
2025	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$18,421	\$18,421
2026	CMAQ - Washoe County	\$0	\$0	\$0	\$350,000	\$350,000
2026	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$18,421	\$18,421
2027	CMAQ - Washoe County	\$0	\$0	\$0	\$350,000	\$350,000
2027	Local Sales Tax - RTCWA	\$0	\$0	\$0	\$18,421	\$18,421
<2023	Prior	\$0	\$0	\$0	\$210,527	\$210,527
2023-2027 TOTAL		\$0	\$0	\$0	\$1,842,104	\$1,842,104
ALL YEARS TOTAL		\$0	\$0	\$0	\$2,052,631	\$2,052,631

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20190027 (Ver 5) 23-00 **FEDERAL**

Name: Meadowood Mall Transfer Station Relocation

Scope: 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 5339 Bus/Fac Lrg Urb Capital	\$500,000	\$0	\$0	\$0	\$500,000
2023	Local Sales Tax - RTCWA	\$125,000	\$0	\$0	\$0	\$125,000
2024	FTA 5339 Bus/Fac Lrg Urb Capital	\$0	\$0	\$4,800,000	\$0	\$4,800,000
2024	Local Sales Tax - RTCWA	\$0	\$95,000	\$1,200,000	\$0	\$1,295,000
2023-2027 TOTAL		\$625,000	\$95,000	\$6,000,000	\$0	\$6,720,000
ALL YEARS TOTAL		\$625,000	\$95,000	\$6,000,000	\$0	\$6,720,000

MPO **RTC Washoe**

Lead Agency **RTC Washoe**

WA20200020 (Ver 5) 23-00 **LOCAL**

Name: Purchase Multiuse Path Maintenance Equipment

Scope: 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/off-street paths throughout the region

Project Type: Active Transportation (Bi) **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
2024	Local Fuel Tax - RTCWA	\$0	\$0	\$0	\$190,000	\$190,000
2024	Local Fund	\$0	\$0	\$0	\$10,000	\$10,000
2023-2027 TOTAL		\$0	\$0	\$0	\$200,000	\$200,000
ALL YEARS TOTAL		\$0	\$0	\$0	\$200,000	\$200,000

MPO **RTC Washoe**

Lead Agency **Washoe County**

WA20190035 (Ver 6) 23-00

FEDERAL

Name: Traffic Calming Improvements

Scope: Purchase speed radar signs and Rectangular Rapid Flashing Beacons (RRFBs).

Project Type: Signals & Lighting

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
2024	Local Fund	\$350	\$0	\$0	\$1,440	\$1,790
2024	TAP WA STBG	\$6,650	\$0	\$0	\$27,350	\$34,000
2023-2027 TOTAL		\$7,000	\$0	\$0	\$28,790	\$35,790
ALL YEARS TOTAL		\$7,000	\$0	\$0	\$28,790	\$35,790

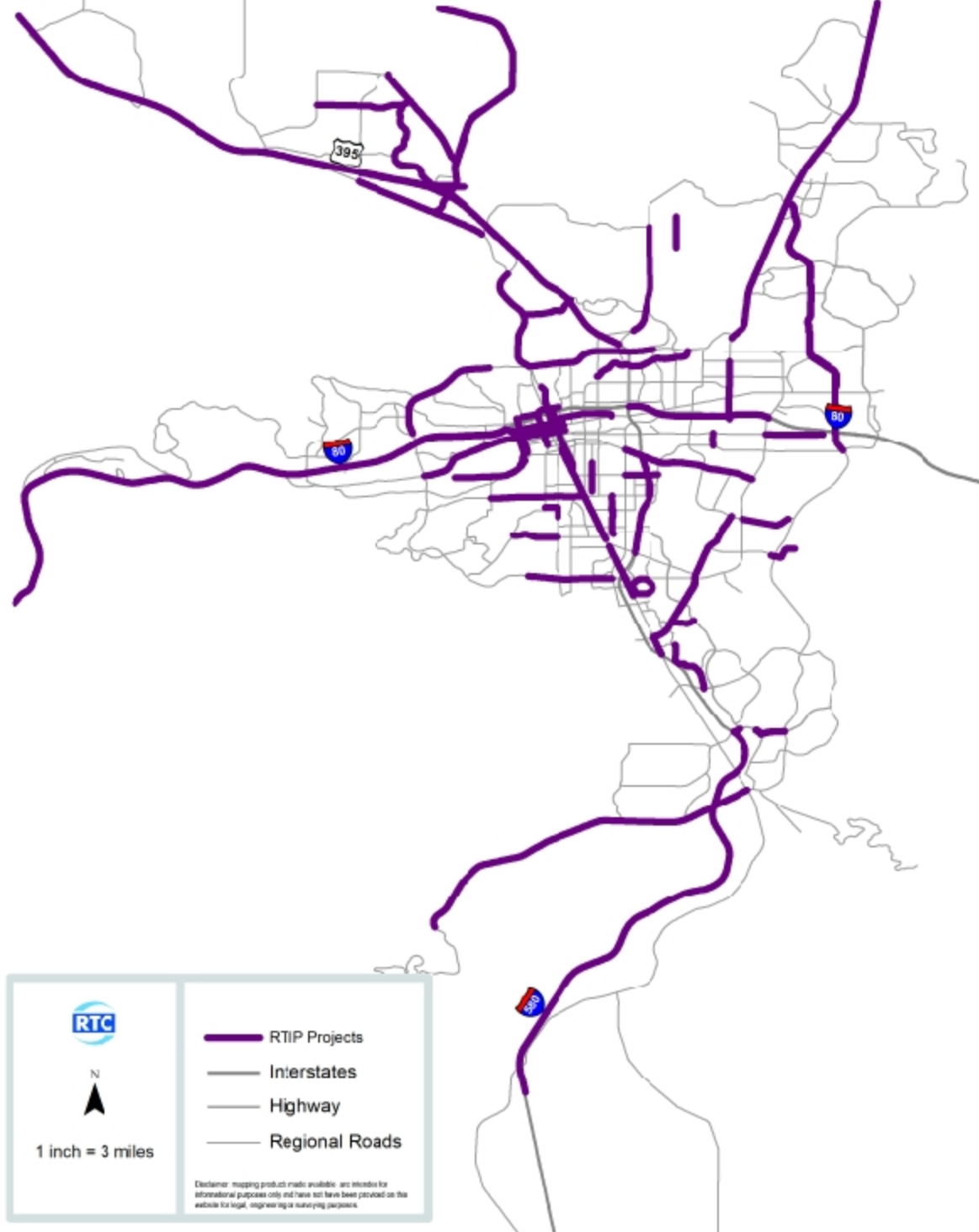
MPO **RTC Washoe**

Lead Agency **Washoe County**

Appendix B: FFY 2023-2027 Regional Transportation Improvement Program Project Location Map

A project location map for the FFY 2023-2027 Regional Transportation Improvement Program 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>.

FFY 2023 - 2027 RTIP Projects



Appendix C: RTIP Amendments/Administrative Modifications

The Regional Transportation Improvement Program (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 are substantial changes to the scope of an existing project that would result in an air quality conformity determination
- A federally-funded project is added or deleted
- There is a change in a funding source for a project from non-federal to federal
- There is an increase of more than 25% of the federally-funded portion of a project

Administrative Modifications

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

- Addition or deletion of a phase of an existing project without a major change to the scope
- Addition of a regionally significant project that does not require air quality conformity and is programmed with 100% non-federal funds
- Minor adjustments to project limits
- Changes made to an existing project's non-federal funding amounts
- An increase of less than 25%, or any decrease or removal, of the federally-funded portion of a project
- Movement of projects between fiscal years included in the RTIP
- Minor changes to funding sources

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

Appendix D: Acronyms

ADA—Americans with Disabilities Act of 1990

ADT—Average daily traffic

CMAC—Citizens Multimodal Advisory Committee

CEA— Critical Emphasis Areas

CFR—Code of Federal Regulations

CMAQ—Congestion Mitigation and Air Quality Improvement Program

CMP—Congestion Management Process

CNG—Compressed natural gas

CO—Carbon monoxide

EPA—U.S. Environmental Protection Agency

eSTIP—electronic State Transportation Improvement Program

ETR—Employer Trip Reduction

FAST Act—Fixing America’s Surface Transportation Act

FFY—Federal Fiscal Year

FHWA—Federal Highway Administration

FTA—Federal Transit Administration

HA87—Hydrographic Area #87

HPMS—Highway Performance monitoring system

HSIP—Highway Safety Improvement Program

IJA—Infrastructure Investment and Jobs Act

ISTEA—Intermodal Surface Transportation Efficiency Act of 1991

ITS—Intelligent Transportation Systems

LOS—Level of service

MAP-21—Moving Ahead for Progress in the 21st Century Act

MOVES—Air quality model

MPO—Metropolitan Planning Organization

MVEB—Motor vehicle emission budget

NAAQS—National Ambient Air Quality Standards

NDOT—Nevada Department of Transportation

NHPP—National Highway Performance Program

NHS—National Highway System

NO_x—Nitrogen oxides

PM—Performance management

PM1—FHWA’s first Transportation Performance Management Final Rule

PM2—FHWA’s second Transportation Performance Management Final Rule

PM_{2.5}—Particulate matter of less than 2.5 microns

PM3—FHWA’s third Transportation Performance Management Final Rule

PM₁₀—Particulate matter of less than 10 microns

RRIF—Regional Road Impact Fee

RTAA—Reno-Tahoe Airport Authority

RTC—Regional Transportation Commission of Washoe County

RTIP—Regional Transportation Improvement Program

RTP—Regional Transportation Plan

SIP—State Implementation Plan

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

TCM—Transportation Control Measure

TMA—Transportation Management Area

TMRPA—Truckee Meadows Regional Planning Agency

TTD—Tahoe Transportation District

VMT—Vehicle Miles Traveled or Vehicle Miles of Travel

VOC—Volatile organic compounds

WCHD—AQMD—Washoe County Health District, Air Quality Management Division